



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

July 31, 2008

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

Dear Supervisors:

**SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
VESTING TENTATIVE TRACT MAP NO. 063483
PETITIONER: CARLENE MATCHNIFF / PARDEE HOMES
NORTHWEST CORNER OF LOST CANYON ROAD AND VIA PRINCESSA
SANTA CLARITA, CA 91387
SAND CANYON ZONED DISTRICT
FIFTH SUPERVISORIAL DISTRICT (3-VOTE)**

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING:

1. Consider the Fifth Addendum to previously Certified Environmental Impact Report for Specific Plan Amendment Case No. 2005-00010-(5), Conditional Use Permit Case No. 2005-00202-(5) and Vesting Tentative Tract Map No. 063483, together with any comments received during the public review process, find on the basis of the whole record before the Board that there is no substantial evidence the project will have a significant effect on the environment, find that the project has an effect on fish and wildlife services, find that the Fifth Addendum to previously Certified Environmental Impact Report reflects the independent judgment and analysis of the Board, and adopt the Fifth Addendum to previously Certified Environmental Impact Report.
2. Instruct County Counsel to prepare the necessary documents to approve Specific Plan Amendment Case No. 2005-00010-(5) as recommended by the Regional Planning Commission.
3. Instruct County Counsel to prepare the necessary findings to affirm the Regional Planning Commission's approval of Conditional Use Permit Case No. 2005-00202-(5) and Vesting Tentative Tract Map No. 063483.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

- Amend Specific Plan Number 1 (Canyon Park) Land Use Policy Map to allow the property owner to develop the property with a residential condominium project that is compatible with the existing surrounding uses.
- Approve conditions to ensure development of the subject property will be consistent with the goals and policies of Specific Plan Number 1 (Canyon Park).

Implementation of Strategic Plan Goals

The specific plan amendment, conditional use permit and vesting tentative tract map promote the County's vision for improving the quality of life in Los Angeles County. The project allows for the provision of one multi-family residential lot with 165 attached condominium units in 36 buildings in an established neighborhood between unimproved property and single-family residences. The project also proposes a private clubhouse with swimming pool as well as individual private areas for each unit.

The proposed specific plan amendment, conditional use permit and vesting tentative tract map promote the goal of fiscal responsibility as the proposed residential development will increase the County's revenue base and strengthen the County's fiscal capacity.

FISCAL IMPACT/FINANCING

Adoption of the proposed specific plan amendment as well as approval of the conditional use permit and vesting tentative tract map should not result in any new significant costs to the County or to the Department of Regional Planning; no request for financing is being made.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On April 23, 2008, the Regional Planning Commission ("Commission") conducted concurrent public hearings on Specific Plan Amendment Case No. 2005-00010-(5), Conditional Use Permit Case Nos. 2005-00202-(5) and Vesting Tentative Tract Map No. 063483. The requests before the Commission were: 1) specific plan amendment from the

**Honorable Board of Supervisors
Specific Plan Amendment Case No. 2005-00010-(5)
Conditional Use Permit Case No. 2005-00202-(5)
Vesting Tentative Tract Map No. 063483**

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existing 6.7 acres of NC (Neighborhood Commercial) land use category to R-3(25) (Apartments/Condominiums-25 units/acre); 2) a conditional use permit to ensure Specific Plan conformance and 3) a vesting tentative tract map to create one multi-family residential lot with 165 new attached condominium units in 36 buildings. The public hearing was continued to June 11, 2008 to allow the applicant to submit an analysis consisting of existing population, commercial centers and building square footage within these commercial centers that are within close proximity to the subject property.

During the June 11, 2008 public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission and it depicted an over saturation of commercial centers within a two-mile radius of the project site and therefore that the proposed development would be an appropriate use for the subject property. The Commission inquired why the applicant did not propose higher buildings for the project. The applicant stated that higher buildings were not appropriate for the project site. The Commission voted 3-0 (Rew and Valadez abstaining) on June 11, 2008 to recommend approval of the requested specific plan amendment, and to approve the conditional use permit and vesting tentative tract map.

Pursuant to subsection C of Section 21.56.010 and subsection B.2 of Section 22.60.230 of the Los Angeles County Code ("County Code"), the conditional use permit and vesting tentative tract map are deemed to be called for review/appealed by your Board and shall be considered concurrently with the recommended specific plan amendment. A public hearing is required pursuant to Sections 22.16.200 and 22.60.240 of the County Code and Sections 65856 and 66452.5 of the Government Code. Notice of the hearing must be given pursuant to the procedures set forth in Section 22.60.174 of the County Code. These procedures exceed the minimum standards of Government Code Sections 6061, 65090 and 65856 relating to notice of public hearing.

ENVIRONMENTAL DOCUMENTATION

In accordance with State and County CEQA guidelines, a fifth addendum to Specific Plan Number 1 (Canyon Park) EIR which was certified by the Board on December 23, 1986 was prepared for this project. The EIR analyzed the gross acreage, land use types, number of dwelling units, and commercial square footage for the entire Specific Plan. The addendum concludes that certain potentially significant impacts are less than significant with implementation of the proposed mitigation measures in the Mitigation Monitoring Program.

Identified potential impacts found to be less than significant with project mitigation, include:

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Vesting Tentative Tract Map No. 063483**

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Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities.

IMPACT ON CURRENT SERVICES OR PROJECTS

Action on the proposed specific plan amendment, conditional use permit and vesting tentative tract map is not anticipated to have a negative impact on current services.

Respectfully Submitted,

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



Sorin Alexanian, Acting Deputy Director
Current Planning Division

SA:ST:rec

Attachments: Commission Resolution, Findings and Conditions; Commission Staff Report and Correspondence, Vesting Tentative Tract Map, Exhibit "A"

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

**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES RELATING TO THE ADOPTION OF AN
AMENDMENT TO THE LOS ANGELES COUNTY GENERAL PLAN, SANTA CLARITA
VALLEY AREA PLAN, AND SPECIFIC PLAN NO. 1 (CANYON PARK)
RELATING TO SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)**

WHEREAS, Article 8 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65450) provides for adoption of amendments to county general plans and Specific Plan; and

WHEREAS, the applicant, Pardee Homes, has requested the approval of General Plan/Local Plan/Specific Plan Amendment Case No. 2005-00010-(5) to amend Specific Plan from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre) within Planning Area 9 ; and

WHEREAS, the Regional Planning Commission of the County of Los Angeles ("Commission") conducted a public hearing on April 23, 2008 and June 11, 2008 regarding the following: (i) Specific Plan Amendment Case No. 2005-00010-(5); (ii) Vesting Tentative Tract Map No. 063483 and (iii) Conditional Use Permit Case No. 2005-00202-(5), including ensuring Specific Plan conformance (collectively, "Project"); and

1. The subject site is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.
2. The irregularly-shaped property is 12.5 acres in size with level topography.
3. Access to the proposed development is provided by Lost Canyon Road, an 84-foot wide proposed major highway as designated on the Los Angeles County Master Plan of Highways.
4. Vesting Tentative Tract Map No. 063483 is a related request to create one multi-family residential lot with 165 new attached condominium units in 36 buildings on 12.5 acres.
5. Conditional Use Permit Case No. 2005-00202-(5) is a related request to ensure Specific Plan conformance.
6. Approval of the vesting tentative tract map and conditional use permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed specific plan amendment.
7. The applicant's site plan, labeled as Exhibit "A", depicts a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged

along 14 internal private driveways. Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet. Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure, shade cabanas, fireplace, barbecue picnic tables and fountain. The main gated point of entry and exit for residents is located off of Lost Canyon Road across from Lark Way. The 76 guest parking spaces (71 standard parking spaces and five handicap parking spaces) to be provided (minimum 42 guest spaces required) will be located along the main east-west private driveway. Seven guest spaces will be located on the east side of the private driveway across from Unit Nos. 51 through 54. To ensure adequate access for the Fire Department, the applicant is proposing a 64-foot wide turning radius at the entry and exit gates. Two required parking spaces per unit yields a minimum required of 330 covered spaces for the project. Guest parking is also required at a ratio of one space per four dwelling units, or minimum 42 guest parking spaces, 76 provided for the project. The project provides a total of 402 parking spaces, above the minimum required. Of the total parking provided within the development, 326 parking spaces are provided within two-car garages. Internal access is provided by a 28-foot wide private driveway and fire lane throughout the proposed development. Grading consists of 32,000 cubic yards of earthwork to be balanced onsite. A maximum six-foot wall proposed along the perimeter of the property to buffer from adjacent freeway and public streets.

8. The property is depicted in the NC (Neighborhood Commercial) and R 3(25) (Apartments/Condominiums, 25 Units/Acre) categories on the Land Use Policy Map of the Specific Plan, a component of the Santa Clarita Valley Area Plan and the Los Angeles Countywide General Plan ("General Plan"). The R-3(25) category of the Specific Plan identifies areas particularly suitable for multi-family housing units and is intended to maintain the character of existing mid density residential neighborhoods with densities up to 25 units per net acre. The project proposes an amendment to the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre). Under the proposed land use category, the property's 12.5 acres has a maximum density of 312 dwelling units. The project proposes 165 dwelling units, which is consistent with the maximum proposed.
9. The project site is currently zoned SP (Specific Plan) which was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986. The project requests to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan")

Land Use Plan from NC (Neighborhood Commercial) to R-3(25)
(Apartments/Condominiums, 25 Units/Acre).

10. Surrounding zoning includes SP to the north, east and south. The City of Santa Clarita lies to the west.
11. The subject property consists of three lots currently unimproved. Surrounding uses include Antelope Valley (State Route 14) Freeway to the north with single-family residences, multi-family residences and unimproved parcels to east, proposed commercial center and City of Santa Clarita to the west and single-family residences to the south.
12. The project is consistent with the proposed R-3(25) land use classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.
13. No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.
14. During the April 23, 2008 public hearing, the Los Angeles County Regional Planning Commission ("Commission") heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
15. During the April 23, 2008 public hearing, staff stated that Fair Oaks Ranch was envisioned to be a unique development that would provide a land use pattern that meets the basic needs of residents by providing essential services within close proximity to their homes.
16. During the April 23, 2008 public hearing, the applicant stated that the proposed development would be constructed using sustainable green technology. The applicant also agreed to add the required covered parking for the proposed manager's units.
17. During the April 23, 2008 public hearing, the applicant's representative stated that he had spent two years trying to acquire major commercial tenants to anchor a proposed commercial center on the project site but due to over saturation of commercial developments within a two-mile radius it was impossible to acquire tenants.

18. During the April 23, 2008, public hearing the Commission inquired if it would be possible to create a mix-use or loft-style development on a portion of the project site. The Commission also inquired if an analysis had been prepared depicting the amount of existing commercial square footage within close proximity of the proposed project.
19. During the April 23, 2008, public hearing, representatives from the Fair Oaks Ranch Homeowners Association, stated that the community preferred to see a residential development located on the project site. They also stated that the community had concerns that an inferior commercial development would create nuisances and attract crime to the area.
20. During the April 23, 2008 continued public hearing, the Commission requested that the applicant work with staff and provide staff a commercial centers analysis that depicts all existing commercial centers within a two-mile radius with tenant names and total floor areas and existing population count.
21. On April 23, 2008, the Commission continued the public hearing to June 11, 2008 to allow time for the applicant to prepare the requested commercial area analysis for staff, and prepare draft findings and conditions for approval.
22. On May 28, 2008 the applicant submitted the requested commercial area analysis for staff to review.
23. During the June 11, 2008 continued public hearing, the Commission heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
24. During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission and it depicted an over saturation of commercial centers within a two-mile radius of the project site and the proposed development would be an appropriate use for the subject property.
25. During the June 11, 2008 continued public hearing, the applicant stated that they agreed with all conditions and thanked staff for their hard work on the project.
26. During the June 11, 2008 continued public hearing, the Commission inquired why the applicant did not propose higher buildings for the project. The applicant stated that higher buildings were not appropriate for the project site.
27. During the June 11, 2008 continued public hearing, from the Fair Oaks Ranch

Resolution

Homeowners Association, stated that the community was in favor of the proposed condominium development as it felt it would reduce noise and traffic within the community.

28. On June 11, 2008, after taking all testimony, the Commission closed the public hearing and adopted the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, and recommended approval of Exhibit A as discussed.
25. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures, as shown on the site plan and Vesting Tentative Tract Map No. 063483.
26. Compatibility with surrounding land uses will be ensured through the related zone change, subdivision, and conditional use permit.
27. There is no evidence that the proposed project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the project site.
28. The applicant in this case has satisfied the "Burden of Proof" for the requested Specific Plan Amendment which is needed and appropriate.
29. A Fifth Addendum to Final Environmental Impact Report for the project has been prepared in accordance with the California Environmental Quality Act, State and County guidelines. As stated in the Final EIR, the project will result in unavoidable significant effects on Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. However, the benefits of the proposed project outweigh the potential unavoidable adverse impacts are determined to be acceptable based upon the overriding considerations set forth in the Final Environmental Impact Report.

The Regional Planning Commission has also determined that the conditions of approval for the proposed project will mitigate the potential effects of the development and that these effects will be mitigated to a level of insignificance.

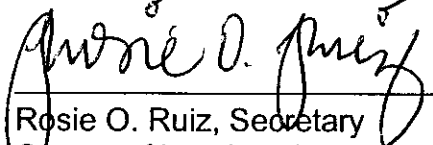
30. This project does not have "no effect" on fish and wildlife resources. Therefore, the project is not exempt from California Department of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.
31. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the

Department of Regional Planning ("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.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission of the County of Los Angeles recommends that the Los Angeles County Board of Supervisors:

1. Hold a public hearing to consider the above recommended specific plan amendment; and
2. Certify that the Fifth Addendum to Final Environmental Impact Report has been completed in compliance with California Environmental Quality Act ("CEQA"), and the State and County Guidelines related thereto and reflects the independent judgment of the Board of Supervisors; and
3. Adopt Specific Plan Amendment Case No. 2005-00010-(5) amending the Land Use Policy map of Specific Plan No.1 ("Canyon Park").

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on June 11, 2008.

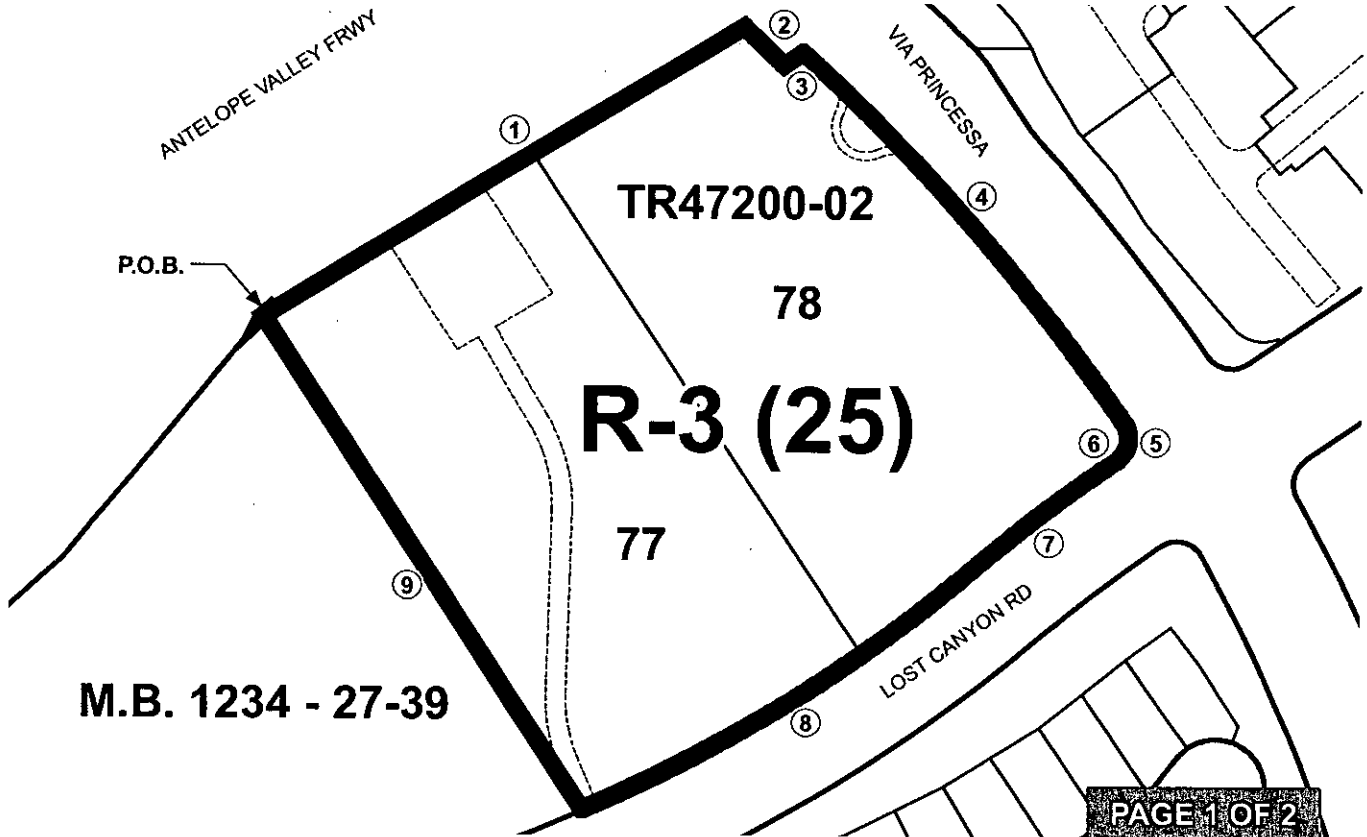

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

CHANGE TO COUNTYWIDE GENERAL PLAN
 SPECIFIC PLAN NO. 1 (CANYON PARK)

SPECIFIC PLAN AMENDMENT: 2005-00010-(5)

ON: _____

CATEGORY NC TO CATEGORY R-3 (25)
 (PROPOSED: APARTMENT/CONDO 25 DU/AC)



LEGAL DESCRIPTION:

LOTS 77 AND 78 OF TR47200-02 IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 1234 PAGES 27 TO 39, MAPS, INCLUSIVE, OF RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED TOGETHER AS FOLLOWS:

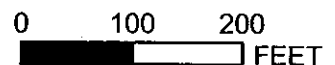
BEGINNING AT THE MOST W'LY CORNER OF SAID LOT 77

- ① N.58°50'03"E. 507.83'
- ② RADIUS: 1,450.00'
 RADIAL LINE: N.44°52'07"E.
 CENTRAL ANGLE: 01°58'33"
 ARC DISTANCE: 50.00'
- ③ N.54°41'54"E. 20.48'

CONTINUE TO PAGE 2

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- PLAN AMENDMENT AREA



COUNTY ZONING MAP
 258H149

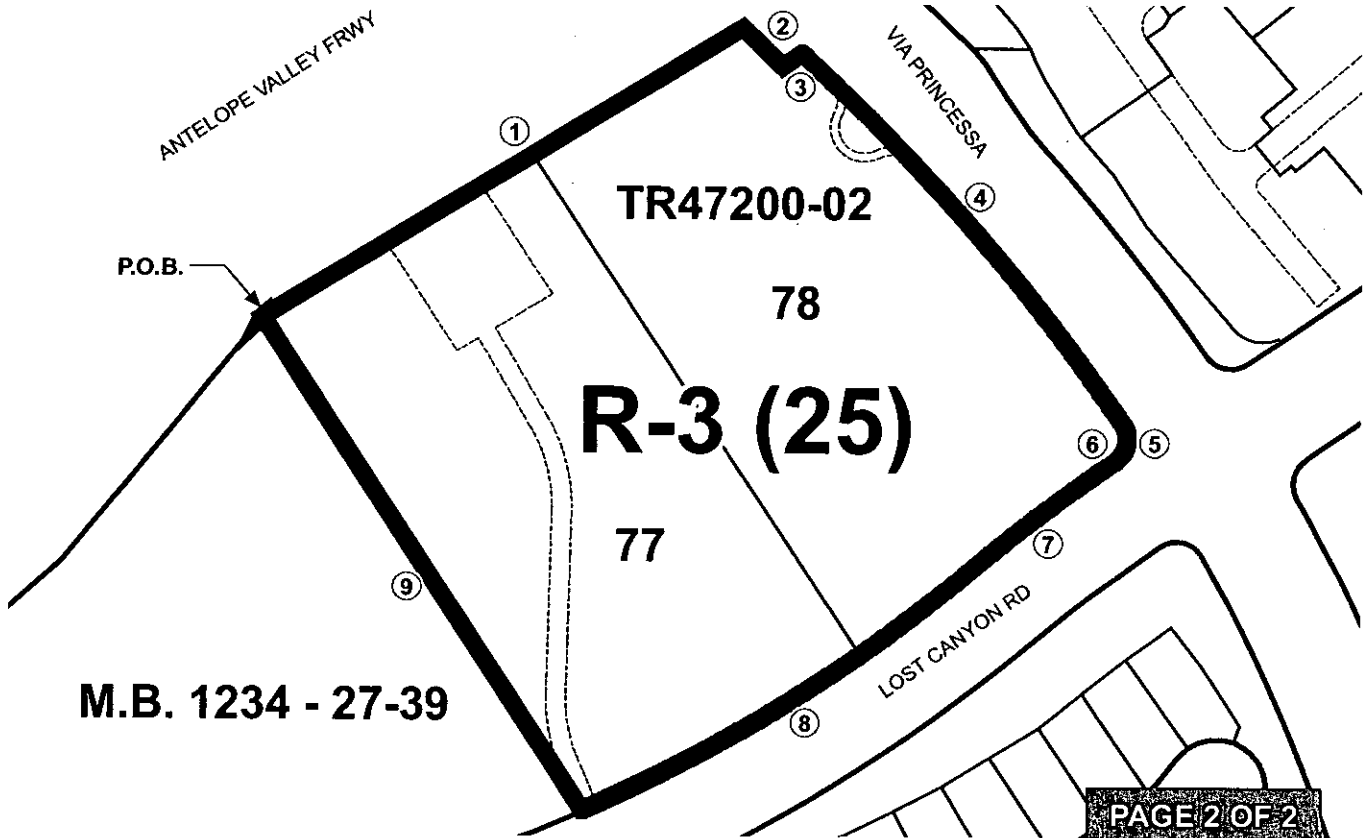
THE REGIONAL PLANNING COMMISSION
 COUNTY OF LOS ANGELES
 HAROLD V. HELSLEY, CHAIR
 BRUCE W. McCLENDON, PLANNING DIRECTOR

CHANGE TO COUNTYWIDE GENERAL PLAN
SPECIFIC PLAN NO. 1 (CANYON PARK)

SPECIFIC PLAN AMENDMENT: 2005-00010-(5)

ON: _____

CATEGORY NC TO CATEGORY R-3 (25)
 (PROPOSED: APARTMENT/CONDO 25 DU/AC)



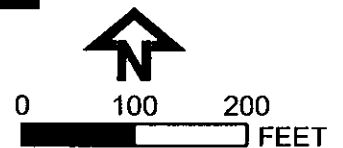
PAGE 2 OF 2

LEGAL DESCRIPTION: CONTINUED FROM PAGE 1

- ④ RADIUS: 1,950.00'
 RADIAL LINE: S.42°10'52"W.
 CENTRAL ANGLE: 12°57'57"
 ARC DISTANCE: 441.29'
- ⑤ RADIUS: 25.00'
 CENTRAL ANGLE: 90°19'44"
 ARC DISTANCE: 39.41'
- ⑥ S.55°28'34"W. 8.20'
- ⑦ RADIUS: 1,542.00'
 CENTRAL ANGLE: 05°37'38"
 ARC DISTANCE: 151.44'
- ⑧ RADIUS: 1,458.00'
 CENTRAL ANGLE: 16°24'15"
 ARC DISTANCE: 417.44'
- ⑨ N.33°13'50"W. 530.02' TO
 THE POINT OF BEGINNING

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- PLAN AMENDMENT AREA



COUNTY ZONING MAP
 258H149

THE REGIONAL PLANNING COMMISSION
 COUNTY OF LOS ANGELES
 HAROLD V. HELSLEY, CHAIR
 BRUCE W. McCLENDON, PLANNING DIRECTOR

**FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)**

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a noticed public hearing in the matter of Conditional Use Permit Case No. 2005-00202-(5) on April 23, 2008 and June 11, 2008. Conditional Use Permit Case No. 2005-00202-(5) was heard concurrently with Specific Plan Amendment Case No. 2005-00010-(5) and Vesting Tentative Tract Map No. 063483.
2. The applicant, Pardee Homes, is proposing a condominium development of 165 new attached units in 36 buildings with two covered parking spaces per unit and approximately 3.4 acres (27 percent of the subject property) of landscape area and recreation area are provided within the development as slopes, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure and cabanas, fireplace, barbecue picnic tables and fountain.
3. A conditional use permit ("CUP") is required to ensure Specific Plan conformance.
4. The subject site is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.
5. The irregularly-shaped property is 12.5 acres in size with level topography.
6. Access to the proposed development is provided by Lost Canyon Road, an 84-foot wide proposed major highway as designated on the Los Angeles County Master Plan of Highways.
7. The project site is currently zoned SP (Specific Plan) which was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986. The project requests to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan") Land Use Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
8. Surrounding zoning includes SP to the north, east and south. The City of Santa Clarita lies to the west.
9. The subject property consists of three lots currently unimproved. Surrounding uses include the Antelope Valley (State Route 14) Freeway to the north with single-family residences, multi-family residences and unimproved parcels to east, proposed commercial center and City of Santa Clarita to the west and single-family residences to the south.

10. The project is consistent with the proposed SP zoning classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.
11. The property is depicted in the NC (Neighborhood Commercial) and R 3(25) (Apartments/Condominiums, 25 Units/Acre) categories on the Land Use Policy Map of the Specific Plan, a component of the Santa Clarita Valley Area Plan and the Los Angeles Countywide General Plan ("General Plan"). The R-3(25) category of the Specific Plan identifies areas particularly suitable for multi-family housing units and is intended to maintain the character of existing mid density residential neighborhoods with densities up to 25 units per net acre. The project proposes an amendment to the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre). Under the proposed land use category, the property's 12.5 acres has a maximum density of 312 dwelling units. The project proposes 165 dwelling units, which is consistent with the maximum proposed.
12. Specific Plan Amendment Case No. 2005-00010-(5) is a related request to amend the Specific Plan within Planning Area 9, Land Use Policy Map from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
13. Vesting Tentative Tract Map No. 063483 is a related request to create one multi-family residential lot with 165 new attached condominium units in 36 buildings on 12.5 acres.
14. Approval of the vesting tentative tract map and conditional use permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed specific plan amendment.
15. The applicant's site plan, labeled as Exhibit "A", depicts a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged along 14 internal private driveways. Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet. Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation

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17. No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.
18. During the April 23, 2008 public hearing, the Los Angeles County Regional Planning Commission ("Commission") heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
19. During the April 23, 2008 public hearing, staff stated that Fair Oaks Ranch was envisioned to be a unique development that would provide a land use pattern that meets the basic needs of residents by providing essential services within close proximity to their homes.
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applicant also agreed to add the required covered parking for the proposed manager's units.

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28. During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission and it depicted an over saturation of commercial centers within a two-mile radius of the project site and the proposed development would be an appropriate use for the subject property.

29. During the June 11, 2008 continued public hearing, the applicant stated that they agreed with all conditions and thanked staff for their hard work on the project.
30. During the June 11, 2008 continued public hearing, the Commission inquired why the applicant did not propose higher buildings for the project. The applicant stated that higher buildings were not appropriate for the project site.
31. During the June 11, 2008 continued public hearing, from the Fair Oaks Ranch Homeowners Association, stated that the community was in favor of the proposed condominium development as it felt it would reduce noise and traffic within the community.
32. On June 11, 2008, after taking all testimony, the Commission closed the public hearing and adopted the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, approved Conditional Use Permit Case No. 2005-00202-(5) and Vesting Tentative Tract Map No. 063483 and recommend to the Los Angeles County Board of Supervisors approval of Specific Plan Amendment Case No. 2005-00010-(5).
33. As a condition of approval of this grant, the permittee shall be required to comply with the development standards of the R-3-(25) land use category pursuant to Sections IV-16 through IV-21 of the Specific Plan.
34. A fifth addendum to Final Environmental Impact Report for the project has been prepared in accordance with the California Environmental Quality Act, State and County guidelines. As stated in the Final EIR, the project will result in unavoidable significant effects on Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. However, the benefits of the proposed project outweigh the potential unavoidable adverse impacts are determined to be acceptable based upon the overriding considerations set forth in the Final Environmental Impact Report.

The Regional Planning Commission has also determined that the conditions of approval for the proposed project will mitigate the potential effects of the development and that these effects will be mitigated to a level of insignificance
35. This project does not have "no effect" on fish and wildlife resources. Therefore, the project is not exempt from California Department of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.

36. Approval of this grant is conditioned on the permittee's compliance with the attached conditions of approval as well as the conditions of approval for Vesting Tentative Tract Map No. 063483.
37. The applicant has demonstrated the suitability of the subject property for the proposed use. Establishment of the proposed use at such location is in conformity with good zoning practice. Compliance with the conditions of approval will ensure compatibility with surrounding land uses and consistency with all applicable General Plan policies.
38. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Department of Regional Planning ("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.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION
CONCLUDES:**

- A. That the proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan;
- B. With the attached conditions and restrictions, that the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare;
- C. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area;
- D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required; and
- E. That the plan complies with the intent of planned residential development to promote residential amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned

neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land which is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development. In implementing planned development, it is further declared the purpose of this section to reduce developmental problems in hillside areas and to preserve areas of natural scenic beauty through the encouragement of integrated planning, integrated design and unified control of development, and shall be subject to all of the provisions contained within Section 22.20.460. B of the County Code.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Adopts the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, certifies that the Fifth Addendum to 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 Commission as to the environmental consequences of the project, and determines that the proposed project will not have a significant impact on the environment because all recommended mitigation measures are incorporated within the conditions imposed on the project.

2. Approves Conditional Use Permit Case No. 2005-00202-(5) subject to the attached conditions.



DEPARTMENT OF REGIONAL PLANNING

CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5) Exhibit "A" Date: 8-27-2007

CONDITIONS:

1. This grant authorizes the use of the 12.5 acre subject property for a gated residential planned development of a maximum total of 165 attached in 36 buildings residential condominium units on one multi-family lot, as depicted on the approved Exhibit "A", subject to all of the following conditions of approval.
2. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or entity making use of this grant.
3. This grant shall not be effective for any purpose until:
 - a. The permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of, and agree to accept, all the conditions of this grant and that the conditions have been recorded as required by Condition No. 6, and until all required monies have been paid pursuant to Condition Nos. 7 and 9;
 - b. A resolution amending Specific Plan No.1 (Canyon Park) Land Use Policy Map to change a portion of the subject property from NC (Neighborhood Commercial) to R- 3(25) (Apartments/Condominiums, 25 Units/ Acre), as recommended in Specific Plan Amendment Case No. 2005-00010-(5), has been adopted by the Los Angeles County Board of Supervisors ("Board") and has become effective.
4. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
5. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Los Angeles County Regional Planning Commission or Los Angeles County Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if it finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public health or safety or so as to be a nuisance.
6. Prior to the use of this grant, the terms and conditions of the grant shall be recorded in the office of the Los Angeles County Recorder. In addition, upon any transfer or lease of the subject property during the term of this grant, the permittee shall promptly provide a copy of the grant and its terms and conditions to the transferee or lessee, as applicable, of the subject property.
7. The subject property shall be developed and maintained in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation

Conditions

applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Prior to the use of this grant, the permittee shall deposit with the County of Los Angeles ("County") the sum of **\$750.00**. These monies shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The fund provides for **five (5) biennial inspections**. The inspections shall be unannounced.

8. If inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the property is being used in violation of any condition of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all inspections and for any enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for inspections shall be the amount equal to the recovery cost at the time of payment (currently \$150.00 per inspection).
9. Within 15 days of the approval date of this grant, the permittee shall remit processing fees payable to the County in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the Public Resources Code for the proposed project, which includes Specific Plan Amendment Case No. 2005-00010-(5), Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5). The project does not have "no effect" in its effect on fish and wildlife and in order to defray the cost of wildlife protection and management, the permittee is responsible for the payment of fees associated with the Certificate of Fee Exemption established by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code. The current fee amount is **\$2656.75**. No land use project subject to this requirement is final, vested or operative until the fee is paid.
10. The permittee 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 permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitation period. The County shall notify the permittee of any claim, action or proceeding and the County shall reasonably cooperate in the defense.
11. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within 10 days of the filing pay 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 permittee or permittee's counsel. The permittee shall also

Conditions

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 of deposit, the permittee shall deposit additional funds sufficient 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; and
- b. At the sole discretion of the permittee, 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 permittee in accordance with Section 2.170.010 of the Los Angeles County Code ("County Code").

- 12. This grant shall expire unless used within two years after the recordation of the final map for Vesting Tentative Tract Map No. 063483. In the event that Vesting Tentative Tract Map No. 063483 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.
- 13. No grading permit shall be issued prior to final map recordation, unless otherwise permitted by Regional Planning.
- 14. The subject property shall be graded, developed and maintained in substantial compliance with the approved vesting tentative tract map. An amended or revised vesting tentative tract map approved for Vesting Tentative Tract Map No. 063483 may, at the discretion of the Director of Regional Planning ("Director of Planning"), constitute a revised Exhibit "A." All revised plans require the written authorization of the property owner.
- 15. All development shall comply with the requirements of Title 22 of the County Code (Zoning Ordinance) and of the specific zoning of the subject property unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of Planning.
- 16. Submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") and/or maintenance agreements and covenants to Regional Planning for review and approval.
- 17. The development of the subject property shall comply with all requirements and conditions approved for Vesting Tentative Tract Map No. 063483.

Conditions

18. No structure shall exceed 35 feet in height, except for chimneys and rooftop antennas. Prior to any issuance of a building permit, a site plan including exterior elevations and major architectural features shall be submitted to and approved by the Director of Planning, as a revised Exhibit "A," to ensure compliance.
19. A minimum of 402 automobile parking spaces, as depicted on the approved Exhibit "A" (dated August 27, 2007) or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property, developed to the specifications listed in Section 22.52.1060 of the County Code. There shall be at least two covered parking spaces designated for each dwelling unit for a total of 330 spaces. There shall be at least 76 guest parking spaces distributed throughout the project site as depicted on the approved Exhibit "A" (dated August 27, 2007) or an approved revised Exhibit "A". The required parking spaces shall be continuously available for vehicular parking only and shall not be used for storage, automobile repair, or any other unauthorized use. Continual availability and maintenance of required parking spaces shall be provided for in the CC&Rs.
20. Three copies of a landscape plan which may be incorporated into a revised site plan shall be submitted and approved by the Director of Planning required by Conditional Use Permit Case No. 2005-00202-(5) prior to issuance of a grading permit and/or building permit.
21. All walls and gates as depicted on Exhibit Map dated August 27, 2007 shall be required.
22. All utilities shall be placed underground. Prior to the issuance of any building permit, the permittee shall provide evidence that contractual arrangements have been made with the local utilities to install underground all new facilities necessary to furnish services in the proposed development.
23. All structures shall comply with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works ("Public Works").
24. Detonation of explosives or any other blasting device or material is prohibited unless required permits have been obtained and adjacent property owners have been notified.
25. All grading and construction on the subject property and appurtenant activities, including engine warm-up, shall be restricted to the hours between 7:00 a.m. and 6:00 p.m. Saturdays 8:00 a.m. to 5:00 p.m., no Sunday or holiday operations are permitted. All stationary construction noise sources shall be sheltered or enclosed to minimize adverse effect on nearby residences and neighborhoods. Generator and pneumatic compressors shall be noise protected in a manner that will minimize noise inconvenience to adjacent residences.

Conditions

26. The permittee shall implement a dust control program during grading and construction to the satisfaction of the Director of Regional Planning and the Director of Public Works.
27. All material graded shall be sufficiently watered to prevent excessive amounts of dust during the construction phase. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after construction or grading activities is done for the day. All clearing, grading, earth moving or excavation activities shall cease during periods of high wind (i.e. greater than 20 mph average over one hour) to prevent excessive amounts of dust.
28. The permittee shall, upon commencement of any grading activity allowed by this grant, diligently pursue all grading to completion.
29. No construction equipment or vehicles shall be parked or stored on any existing public or private streets.
30. The permittee shall obtain all necessary permits from Public Works and shall maintain all such permits in full force and effect as required throughout the life of this permit.
31. All construction and development within the subject property shall comply with the applicable provisions of the Building Code and the various related mechanical, electrical, plumbing, fire, grading and excavation codes as currently adopted by the County.
32. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings, or signage. These shall include any of the above that do not directly relate to the use of the property, or that do not provide pertinent information about the premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.
33. In the event any such extraneous markings occur, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible the color of the adjacent surfaces.
34. The permittee shall utilize water-saving devices and technology in the construction of this project consistent with the County Building and Plumbing Codes.
35. The property shall be developed and maintained in compliance with all applicable requirements of the Los Angeles County Department of Public Health ("Public Health"). Adequate water and sewage disposal facilities shall be provided to the satisfaction of said department.
36. If during construction of the project, soil contamination is suspected, construction in the area shall stop, and appropriate health and safety procedures shall be

Conditions

implemented to the satisfaction of Public Health. If it is determined that contaminated soils exist, remediation shall be conducted to the satisfaction of Public Health and the California Regional Water Quality Control Board.

37. Prior to the issuance of any building permit, the permittee shall demonstrate compliance with State Seismic Hazard Safety laws to the satisfaction of Public Works.
38. Prior to any demolition or alteration activities that may take place in the future a license asbestos and lead base paint contractor conduct an inspection of the structures.
39. Prior to the issuance of any grading permit, the project design shall provide for the filtering of flows to capture contaminants originating from the project site to the satisfaction of and approval by Public Works.
40. The permittee shall comply with the Standard Urban Stormwater Mitigation Plan requirements to the satisfaction of Public Works.
41. The permittee shall contact Public Works to proceed with the necessary requirements to secure the proper and final closure of the former UST's (underground storage tanks) on the project site.
42. During construction, all large-size truck trips shall be limited to off-peak commute periods.
43. During construction, the permittee shall obtain a Caltrans transportation permit as necessary for any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on state highways.
44. Prior to the issuance of any grading and/or building permit, a site plan shall be submitted to and approved by the Director of Planning indicating that the proposed construction and/or associated grading complies with the conditions of this grant and the standards of the zone.

**FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR VESTING TENTATIVE TRACT MAP NO. 063483**

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a noticed public hearing in the matter of Vesting Tentative Tract Map No. 063483 on April 23, 2008 and June 11, 2008. Vesting Tentative Tract Map No. 063483 was heard concurrently with Specific Plan Amendment Case No. 2005-00010-(5), and Conditional Use Permit Case No. 2005-00202-(5).
2. Vesting Tentative Tract Map No. 063483 proposes a residential development of one multi-family lot with 165 new attached condominium units in 36 buildings on 12.5 acres.
3. The subject site is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.
4. The irregularly-shaped property is 12.5 acres in size with level topography.
5. Access to the proposed development is provided by Lost Canyon Road, an 84-foot wide proposed major highway as designated on the Los Angeles County Master Plan of Highways.
6. The project site is currently zoned SP (Specific Plan) which was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986. The project requests to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan") Land Use Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
7. Surrounding zoning includes SP to the north, east and south. The City of Santa Clarita lies to the west.
8. The subject property consists of three lots currently unimproved. Surrounding uses include Antelope Valley (State Route 14) Freeway to the north with single-family residences, multi-family residences and unimproved parcels to east, proposed commercial center and City of Santa Clarita to the west and single-family residences to the south.
9. The project is consistent with the proposed R-3(25) land use classification classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.

10. The property is depicted in the NC (Neighborhood Commercial) and R 3(25) (Apartments/Condominiums, 25 Units/Acre) categories on the Land Use Policy Map of the Specific Plan, a component of the Santa Clarita Valley Area Plan and the Los Angeles Countywide General Plan ("General Plan"). The R-3(25) category of the Specific Plan identifies areas particularly suitable for multi-family housing units and is intended to maintain the character of existing mid density residential neighborhoods with densities up to 25 units per net acre. The project proposes an amendment to the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre). Under the proposed land use category, the property's 12.5 acres has a maximum density of 312 dwelling units. The project proposes 165 dwelling units, which is consistent with the maximum proposed.
11. Specific Plan Amendment Case No. 2005-00010-(5) is a related request to amend the Specific Plan within Planning Area 9, Land Use Policy Map from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
12. Conditional Use Permit Case No. 2005-00202-(5) is a related request to ensure Specific Plan conformance.
13. Approval of the vesting tentative tract map and conditional use permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed specific plan amendment.
14. The applicant's site plan, labeled as Exhibit "A", depicts a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged along 14 internal private driveways. Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet. Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure, shade cabanas, fireplace, barbecue picnic tables and fountain. The main gated point of entry and exit for residents is located off of Lost Canyon Road across from Lark Way. The 76 guest parking spaces (71 standard parking spaces and five handicap parking spaces) to be provided (minimum 42 guest spaces required) will be located along the main east-west private driveway. Seven guest spaces will be located on the east side of the private driveway

across from Unit Nos. 51 through 54. To ensure adequate access for the Fire Department, the applicant is proposing a 64-foot wide turning radius at the entry and exit gates. Two required parking spaces per unit yields a minimum required of 330 covered spaces for the project. Guest parking is also required at a ratio of one space per four dwelling units, or minimum 42 guest parking spaces, 76 provided for the project. The project provides a total of 402 parking spaces, above the minimum required. Of the total parking provided within the development, 326 parking spaces are provided within two-car garages. Internal access is provided by a 28-foot wide private driveway and fire lane throughout the proposed development. Grading consists of 32,000 cubic yards of earthwork to be balanced onsite. A maximum six-foot wall proposed along the perimeter of the property to buffer from adjacent freeway and public streets.

15. No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.
16. During the April 23, 2008 public hearing, the Los Angeles County Regional Planning Commission ("Commission") heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
17. During the April 23, 2008 public hearing, staff stated that Fair Oaks Ranch was envisioned to be a unique development that would provide a land use pattern that meets the basic needs of residents by providing essential services within close proximity to their homes.
18. During the April 23, 2008 public hearing, the applicant stated that the proposed development would be constructed using sustainable green technology. The applicant also agreed to add the required covered parking for the proposed manager's units.
19. During the April 23, 2008 public hearing, the applicant's representative stated that he had spent two years trying to acquire major commercial tenants to anchor a proposed commercial center on the project site but due to over saturation of commercial developments within a two-mile radius it was impossible to acquire tenants.
20. During the April 23, 2008, public hearing the Commission inquired if it would be possible to create a mix-use or loft-style development on a portion of the project site. The Commission also inquired if an analysis had been prepared depicting the amount of existing commercial square footage within close proximity of the proposed project.

21. During the April 23, 2008, public hearing, representatives from the Fair Oaks Ranch Homeowners Association, stated that the community preferred to see a residential development located on the project site. They also stated that the community had concerns that an inferior commercial development would create nuisances and attract crime to the area.
22. During the April 23, 2008 continued public hearing, the Commission requested that the applicant work with staff and provide the required commercial analysis and provide information needed for approval.
23. On April 23, 2008, the Commission continued the public hearing to June 11, 2008 to allow time for the applicant to prepare the requested commercial area analysis for staff, and prepare draft findings and conditions for approval.
24. On May 28, 2008 the applicant submitted the requested commercial area analysis for staff to review.
25. During the June 11, 2008 continued public hearing, the Commission heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
26. During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission and it depicted an over saturation of commercial centers within a two-mile radius of the project site and the proposed development would be an appropriate use for the subject property.
27. During the June 11, 2008 continued public hearing, the applicant stated that they agreed with all conditions and thanked staff for their hard work on the project.
28. During the June 11, 2008 continued public hearing, the Commission inquired why the applicant did not propose higher buildings for the project. The applicant stated that higher buildings were not appropriate for the project site.
29. During the June 11, 2008 continued public hearing, from the Fair Oaks Ranch Homeowners Association, stated that the community was in favor of the proposed condominium development as it felt it would reduce noise and traffic within the community.
30. On June 11, 2008, after taking all testimony, the Commission closed the public hearing and adopted the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental

information contained in the document, approved Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5) and recommend to the Los Angeles County Board of Supervisors approval of Specific Plan Amendment Case No. 2005-00010-(5).

28. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures, as shown on the site plan and Vesting Tentative Tract Map No. 063483.
29. Compatibility with surrounding land uses will be ensured through the related plan amendment, zone change, conditional use permit and environmental conditions.
30. There is no evidence that the proposed project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the project site.
31. The site is physically suitable for the type of development and density being proposed, since the property has adequate building sites to be developed in accordance with the County grading ordinance, has access to a County-maintained street, will be served by public sewers, will be provided with water supplies and distribution facilities to meet anticipated domestic and fire protection needs, and will have flood hazards and geologic hazards mitigated in accordance with the requirements of Public Works.
32. 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.
33. 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.
34. The design of the subdivision provides for future passive or natural heating or cooling opportunities therein.
35. 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 tentative tract map, provide adequate protection for any such easements.

36. Pursuant to Article 3.5 of the Subdivision Map Act, the proposed subdivision does not contain or front upon any public waterway, river, stream, coastline, shoreline, lake or reservoir.
37. 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 California Water Code.
38. 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.
39. This tract map has been submitted as a "vesting" tentative map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the County Code.
40. A fifth addendum to Final Environmental Impact Report for the project has been prepared in accordance with the California Environmental Quality Act, State and County guidelines. As stated in the Final EIR, the project will result in unavoidable significant effects on Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. However, the benefits of the proposed project outweigh the potential unavoidable adverse impacts are determined to be acceptable based upon the overriding considerations set forth in the Final Environmental Impact Report.

The Regional Planning Commission has also determined that the conditions of approval for the proposed project will mitigate the potential effects of the development and that these effects will be mitigated to a level of insignificance.
41. This project does not have "no effect" fish and wildlife resources. Therefore, the project is not exempt from California Department of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.
42. Approval of this subdivision is conditioned on the subdivider's compliance with the attached conditions of approval as well as the conditions of approval for Conditional Use Permit Case No. 2005-00202-(5).
43. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Department of Regional Planning ("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:

1. Adopts the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, certifies that the Fifth Addendum to 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 Commission as to the environmental consequences of the project, and determines that the proposed project will not have a significant impact on the environment because all recommended mitigation measures are incorporated within the conditions imposed on the project.
2. Approves Vesting Tentative Tract Map No. 063483 subject to the attached conditions and recommendations of the Los Angeles County Subdivision Committee.



**DEPARTMENT OF REGIONAL PLANNING
VESTING TENTATIVE TRACT MAP NO. 063483**

**Map Date: 8-27-2007
Exhibit Map Date: 8-27-2007**

CONDITIONS:

1. Conform to the requirements of Title 21 of the Los Angeles County Code ("County Code") (Subdivision Ordinance). Also, conform to the requirements of Conditional Use Permit Case No. 2005-00202-(5) and Specific Plan No.1 (Canyon Park).
2. Except as otherwise specified in Condition No. 3 and by Conditional Use Permit No. 2005-00202-(5), conform to the applicable requirements of the SP zone (Specific Plan).
3. In accordance with Conditional Use Permit No. 2005-00202-(5), this land division is approved within a Specific Plan zone as a condominium development of 165 attached units in 36 buildings on 12.5 acres.
4. Recordation of the final map is contingent upon approval of Specific Plan Amendment Case No. 2005-00010-(5) by the Los Angeles County Board of Supervisors and the effectuation of an ordinance changing the land-use designation of the subject property from NC (Neighborhood Commercial) to R-3(25) (Apartment/Condominiums- 25 Units/Acre).
5. Provide at least 50 feet of street frontage on the property line for the lot.
6. Submit a copy of the project Conditions, Covenants and Restrictions ("CC&Rs") to the Los Angeles County Department of Regional Planning ("Regional Planning") for review and approval.
7. Within 15 days of approval, submit evidence that the conditions of the associated Conditional Use Permit Case No. 2005-00202-(5) have been recorded.
8. Place a note or notes on the final map, to the satisfaction of Regional Planning, that this subdivision is approved as a condominium project for a total of 165 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.
9. Provide in the CC&Rs a method for the continuous maintenance of the common areas, including the driveway and the lighting system along all walkways, to the satisfaction of Regional Planning.
10. Reserve in the CC&Rs the right for all residents within the condominium project to use the driveways for access and the guest parking spaces throughout the subdivision.

Conditions

11. Three copies of a landscape plan which may be incorporated into a revised site plan, shall be submitted and approved by the Director of Regional Planning ("Director of Planning") as required by Conditional Use Permit Case No. 2005-00202-(5) prior to issuance of a grading permit and/or building permit. Applicant to provide site plan within 60 days of vesting tentative map approval with approval being consistent with existing exhibit approved at June 11, 2008 Los Angeles County Regional Planning Commission public hearing.
12. Plant at least one tree of a non-invasive species within the front yard of the multi-family lot, and a minimum additional 40 trees within the project site. The location and the species of said trees shall be incorporated into a site plan or landscape plan. Prior to final map approval, the site/landscaping plan shall be approved by the Director of Planning and a bond shall be posted with Public Works or other verification shall be submitted to the satisfaction of Regional Planning to ensure the planting of the required trees.
13. Pursuant to Chapter 22.72 of the County Code, the subdivider or his successor in interest shall pay a fee to the Los Angeles County Librarian prior to issuance of any building permit, as this project's contribution to mitigating impacts on the library system in the Santa Clarita Planning Area, in the amount required by Chapter 22.72 at the time of payment and provide proof of payment to the Department of Regional Planning. The current fee amount is \$790.00 per dwelling unit (\$790.00 X 165 dwelling units = \$130,350.00). The Fee is subject to adjustment as provided for in applicable local and State law. The subdivider may contact the County Librarian at (562) 940-8450 regarding payment of fees.
14. Within five days of the tentative map approval date, remit a \$2,656.75 processing fee payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the California Public Resources Code and Section 711 of the California Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. No project subject to this requirement is final, vested or operative until the fee is paid.
15. 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, and employees to attack, set aside, void or annul this tract map approval, or related discretionary approvals, whether legislative or quasi-judicial, which action is brought within the applicable time period of Government Code Section 65499.37 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, of the County fails to cooperate fully in the defense, the subdivider shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
16. In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within ten days of the filing pay the 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 subdivider, or 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 fund 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 subdivider according to Los Angeles County Code Section 2.170.010.

This approval is subject to all those conditions set forth in Conditional Use Permit Case No. 2005-00202-(5), and the attached reports recommended by the Los Angeles County Subdivision Committee, which consists of members of the Public Works, Fire Department, Department of Parks and Recreation, and Public Health.



RP

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 063483 (Rev.)

Page 1/3

TENTATIVE MAP DATED 08-27-2007
EXHIBIT MAP DATED 08-27-2007

The following reports consisting of 11 pages are the recommendations of Public Works.

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

1. 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.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. 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 Registrar-Recorder/County Clerk's Office. 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.
4. 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.
5. 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.

DCR

Date Rev'd. 03-13-2008

6. 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 Public Works.
7. Prior to final approval of the tract 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 Registrar-Recorder/County Clerk's Office, 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 Registrar-Recorder/County Clerk's Office.
8. Place standard condominium notes on the final map to the satisfaction of Public Works.
9. Quitclaim or relocate easements running through proposed structures.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways to the satisfaction of Public Works.
12. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
13. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
14. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 063483 (Rev.)

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TENTATIVE MAP DATED 08-27-2007
EXHIBIT MAP DATED 08-27-2007

15. 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.

Prepared by ^{Dak} Juan Sarda

tr63483L-rev3(rev'd 03-13-08).doc

Phone (626) 458-4915

Date Rev'd. 03-13-2008



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

TRACT NO. 063483

REVISED TENTATIVE MAP DATED 08/27/07
EXHIBIT MAP 08/27/07

DRAINAGE CONDITIONS

1. Approval of this map pertaining to drainage is recommended.
2. Prior to recordation of the final map, form an assessment district to finance the future ongoing maintenance and capital replacement of SUSMP devices/systems identified on the latest approved Drainage Concept. The developer shall cooperate fully with Public Works in the formation of the assessment district, including, without limitation, the preparation of the operation, maintenance, and capital replacement plan for the SUSMP devices/systems and the prompt submittal of this information to Land Development Division. The developer shall pay for all costs associated with the formation of the assessment district. SUSMP devices/systems shall include but are not limited to catch basin inserts, debris excluders, biotreatment basins, vortex separation type systems, and other devices/systems for stormwater quality.
3. Prior to recordation of the final map, the developer shall deposit the first year's total assessment for the entire assessment district, based on the engineers estimate as approved by Public Works. This will fund the first year's maintenance after the facilities are accepted. The County will collect the second and subsequent years' assessment from the owner(s) of each parcel within the assessment districts.

=====

GRADING CONDITIONS:

1. Comply with the requirements of the drainage concept / Hydrology / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on 05/08/07 to the satisfaction of Public Works.
2. 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.

By Lizbeth Cordova AS Date 09/17/07 Phone (626) 458-4921
LIZBETH CORDOVA

**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
 1 Soils Engineer
 1 GMED File
 1 Subdivision

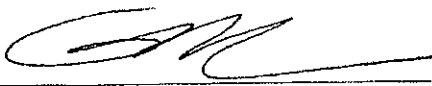
TENTATIVE TRACT MAP 63483
 SUBDIVIDER Pardee Homes
 ENGINEER Sikand
 GEOLOGIST & SOILS ENGINEER Geolabs - Westlake Village

TENTATIVE MAP DATED 8/27/07 (Revision)
 LOCATION Fair Oaks Ranch
 GRADING BY SUBDIVIDER [Y] (Y or N)
 REPORT DATE 10/17/05

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOLOGIC STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to GS051.0 in the Manual for Preparation of Geotechnical Reports (<http://www.dpw.lacounty.gov/gmed/manual.pdf>).
2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
3. Prior to grading plan approval a detailed engineering geology and soils engineering report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultants must be incorporated into the plan (Refer to the Manual for Preparation of Geotechnical Reports at <http://www.dpw.lacounty.gov/gmed/manual.pdf>).
4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas (refer to GS063.0 in the manual for preparation of Geotechnical Reports).
5. The Soils Engineering review dated 9/17/07 is attached.

Prepared by  Reviewed by _____ Date 9/17/07
 Geir Mathisen

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
PCA LX001129
Sheet 1 of 1

Review No. 3

Tentative Tract Map 63483

Location Fair Oaks Ranch
Developer/Owner Pardee Homes
Engineer/Architect Sikand
Soils Engineer Geolabs - Westlake Village
Geologist Geolabs - Westlake Village

DISTRIBUTION:

Drainage
 Grading
 Geo/Soils Central File
 District Engineer
 Geologist
 Soils Engineer
 Engineer/Architect

Review of:

Tentative Tract Map and Exhibit Dated by Regional Planning 8/27/07 (rev.)
Soils Engineering and Geology Report Dated 10/17/05
Previous Review Sheet Dated 5/7/07

ACTION:

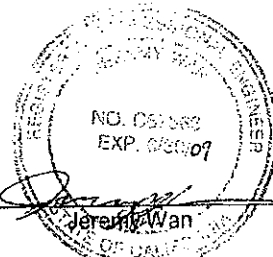
Tentative Map feasibility is recommended for approval, subject to the condition below:

REMARKS:

At the grading plan stage, 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 DISTRICT ENGINEER:
ONSITE SOILS ARE CORROSIVE TO CONCRETE AND FERROUS METALS.

Prepared by _____



Date 9/17/07

Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>.

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:\gmepubl\Soils Review\Jeremy\TR 63483, Lost Canyon, Fair Oaks Ranch, TTM-A_5.doc

(Handwritten initials)

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

1. Dedicate vehicular access rights on Via Princessa. If the Department of Regional Planning requires the construction of a wall, complete access rights shall be dedicated.
2. Dedicate the right to restrict vehicular access on Lost Canyon Road. If walls are constructed, they shall be located outside of the right of way and airspace easement, and shall not impede the sight distance at all access locations.
3. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on Via Princessa and Lost Canyon Road.
4. Repair any street improvements damaged during construction along the property frontage on Via Princessa and Lost Canyon Road.
5. Construct the main gated entrance with a minimum turnaround radius of 32 feet and adequate stacking distance to the satisfaction of Public Works. The details of the gated access as shown on the tentative map are not necessarily approved.
6. Locate the gates on the northeasterly gated access a minimum of 20 feet beyond the right of way of Lost Canyon Road to the satisfaction of Public Works and the gates shall be opened inward. This gated access shall be restricted to right-turn egress only for all non-emergency vehicles. Full access is permitted for emergency vehicles only.
7. Reconstruct any non-ADA conforming parkway improvements (sidewalk, driveways, curb ramps, landings, etc) that either serve or form a part of a Pedestrian Access Route to meet current ADA requirements to the satisfaction of Public Works.
8. Set back the raised median nose in the private driveway a minimum 20 feet beyond the right of way of Lost Canyon Road to the satisfaction of Public Works. Additional median setback shall be required if the private driveway needs to be signalized. Additional easements shall be dedicated on any signalized private driveways for traffic signal purposes.
9. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works; or provide documentation

that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.

10. Underground all new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
11. Provide intersection sight distance for a design speed of 55 mph (585 feet) on Lost Canyon Road from the private driveway and fire lane main residential entrance/exit (both directions). Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required. With respect to the position of the vehicle at the minor road, the driver of the vehicle is presumed to be located 4 feet right of centerline and 10 feet back the top of curb (TC) or flow line (FL) prolongation. When looking left, we consider the target to be located at the center of the lane nearest to the parkway curb. We use 6 feet from TC as a conservative rule. When looking right, the target is the center of the lane nearest to the centerline or from the median TC (when present). Remove or relocate the proposed entry monuments if necessary.
12. If needed, provide airspace easement for adequate sight distance on Lost Canyon Road from the northeasterly gated driveway (northeasterly direction to Via Princessa) to the satisfaction of Public Works.
13. Depict all line of sight easements on the landscaping and grading plans.
14. Prepare detailed 1" = 40' scaled signing and striping plans for Via Princessa and Lost canyon Road where impacted in the vicinity of this subdivision to the satisfaction of Public Works.
15. Prepare a 1" = 20' scaled traffic signal plan for the traffic signal modification for the intersection of Via Princessa and Lost Canyon Road to the satisfaction of Public Works if impacted by the changes to the striping configuration.
16. Prior to final map approval, pay the fees established by the Board of Supervisors for the Eastside (Route 126) Bridge and Major Thoroughfare Construction Fee District. The fee is to be based upon the fee rate in effect at the time of final map recordation. The current applicable fee is \$16,190 per factored unit and is subject to change.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – ROAD
TRACT NO. 063483 (Rev.)

Page 3/3

TENTATIVE MAP DATE 08-27-2007
EXHIBIT MAP DATE 08-27-2007

17. Prior to approval of the final map, if any improvements constructed by the subdivider are included as District improvements in the Eastside (Route 126) Bridge and Major Thoroughfare Construction Fee District, then the cost of such improvements may be credited against the project's District fee obligation if approved by Public Works. If the amount to be credited exceeds the subdivider's fee obligation, the subdivider may use the excess credits to satisfy the fee obligation of another project within the District, transfer the credit to another subdivider within the District, or be reimbursed by the District at the discretion of Public Works if funds are available. If District improvements are constructed after approval of the final map, the subdivider will receive credit equal to the cost of such improvements, which may be used to satisfy the fee obligation for another project within the District, transferred to another subdivider within the District, or reimbursed at the discretion of Public Works.

AKW

Prepared by Sam Richards
tr63483r-rev3(revd03-13-08).doc

Phone (626) 458-4921

Date 03-13-2008

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. A sewer area study for the proposed subdivision (PC11932AS, dated 03-15-2006) was reviewed and approved. No additional mitigation measures are required. The approved sewer area study shall remain valid for two years after initial approval of the tentative map. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by 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. Obtain a will serve letter from the Los Angeles County Sanitation District for the discharge of sewer into the sewer trunk line.
5. Easements are required, subject to review by Public Works to determine the final locations and requirements.

HW
Prepared by Imelda Ng
tr63483s-rev3.doc

Phone (626) 458-4921

Date 09-18-2007

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 (both on-site and off-site) 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. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Submit landscape and irrigation plans for each open space in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
5. Depict all line of sight easements on the landscaping and grading plans.

HR

Prepared by Lana Radle

Phone (626) 458-4921

Date 09-18-2007

tr63483w-rev3.doc





**COUNTY OF LOS ANGELES
FIRE DEPARTMENT**

5823 Rickenbacker Road
Commercy, California 90040

RP - Ramon

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: TR063483 Map Date August 27, 2007 - Ex. A

C.U.P. _____ Vicinity Map 3198D

- 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 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure 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: Access is "ADEQUATE" as shown on the exhibit map. The emergency gate shall be provided with an approved emergency locking device in accordance with Regulation 5, although the egress will be automatic.

By Inspector: *Juan C. Padilla* Date September 26, 2007

Land Development Unit - Fire Prevention Division - (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. TR063483 Tentative Map Date August 27, 2007 - Ex. A

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 8 public fire hydrant(s). Verify / Upgrade 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 may be reduced by Fire Prevention Engineering Section during the review of the Architectural Plans for building permits.

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 Juan C. Padilla Date September 26, 2007



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION
PARK OBLIGATION REPORT**



Tentative Map #	63483	DRP Map Date:08/27/2007	SCM Date: / /	Report Date: 09/20/2007
Park Planning Area #	35E	PLACERITA CANYON		Map Type:REV. (REV RECD)

Total Units = Proposed Units + Exempt Units

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:	1.27
IN-LIEU FEES:	\$232,585

Conditions of the map approval:

The park obligation for this development will be met by:
The payment of \$232,585 in-lieu fees.

Trails:

No trails.

Comments:

Tract map 63483 is unit tract 47200-02 of master tract 47200. It was originally approved for commercial development by the Regional Planning Commission on December 18, 1997, (Regional Planning map date March 13, 1997).

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, Developer Obligations/Land Acquisitions

Supv D 5th
September 20, 2007 07:16:58
QMB02F.FRX



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map #	63483	DRP Map Date: 08/27/2007	SMC Date: / /	Report Date: 09/20/2007
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)people 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 = Proposed Units + Exempt Units

	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	62	0.52
M.F. >= 5 Units	2.43	0.0030	103	0.75
Mobile Units	1.89	0.0030	0	0.00
Exempt Units			0	
Total Acre Obligation =				1.27

Park Planning Area = 35E PLACERITA CANYON

Goal	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	1.27	\$183,138	\$232,585

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
1.27	0.00	0.00	1.27	\$183,138	\$232,585



COUNTY OF LOS ANGELES

Public Health

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

JOHN F. SCHUNHOFF, Ph.D.
Chief Deputy

Environmental Health
TERRANCE POWELL, R.E.H.S.
Acting Director of Environmental Health

Bureau of Environmental Protection
Land Use 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 B. Burke
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

September 20, 2007

RFS No.07-0023999

Tract Map No. 063483

Vicinity: Fair Oaks Ranch

Tentative Tract Map Date: August 27, 2007 (3rd Revision)

The County of Los Angeles Department of Public Health has no objection to this subdivision and Vesting Tentative Tract Map 063483 has been cleared for public hearing. The following conditions of approval still apply and are in force:

1. Potable water will be supplied by the **Santa Clarita Water Company**, a public water system, which guarantees water connection and service to all lots. The "will serve" letter from the water company has been received and approved.
2. Sewage disposal will be provided through the public sewer and wastewater treatment facilities of the **Los Angeles County Sanitation District #26** as proposed.
3. Existing septic systems shall be emptied of effluent and removed or filled with approved materials.

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

Respectfully,

Becky Valenti, E.H.S. IV
Land Use Program



SUMMARY OF RPC PROCEEDINGS

REGIONAL PLANNING COMMISSION

SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
VESTING TENTATIVE TRACT MAP NO. 063483
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)

The Los Angeles County Regional Planning Commission ("Commission") held a public hearing on April 23, 2008 and June 11, 2008 for Specific Plan Amendment Case No. 2005-00010-(5), Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5). The Commission took its final action on June 11, 2008. The project proposes a subdivision of one multi-family lot with 165 attached condominium units in 36 buildings 12.5 acres. The project is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District within the unincorporated community of Fair Oaks Ranch in the Fifth Supervisorial District. The subject property is bounded by a proposed shopping center on the west, the Antelope Valley (State Route 14) Freeway on the north, single-family and multi-family residences on the east and Lost Canyon Road on the south.

Notice of public hearing was published in "The Signal" and "La Opinion." Additionally, notices were sent to every property owner within a 1,000-foot radius of the subject property as well as those individuals and organizations on the Department of Regional Planning's courtesy mailing lists. Public hearing signs were also posted on the subject property. The project materials, including staff report, tentative map and Exhibit "A", were made available at the following locations:

Department of Regional Planning, 320 West Temple Street, Room 1382, Los Angeles.
Canyon Country Jo Anne Darcy Library, 18601 Soledad Canyon Road, Santa Clarita.
Department website, <http://planning.lacounty.gov/case.htm>.

April 23, 2008 Public Hearing

Staff presented the project, which includes a request to amend Specific Plan Number 1 (Canyon Park) Land Use Policy Map for 6.7 acres from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums 25 units/acre). The vesting tentative map proposes to create one multi-family residential lot with 165 new attached condominium units in 36 buildings. A conditional use permit ("CUP") will ensure Specific Plan conformance.

No other development will be permitted on the property unless a new conditional use permit is first obtained. In accordance with State and County CEQA guidelines, a fifth addendum to Specific Plan Number 1 (Canyon Park) EIR which was certified by the Board on December 23, 1986 was prepared for this Westshire project. The EIR analyzed the gross acreage, land use types, number of dwelling units, and commercial square

Summary of RPC Proceedings
Page 2

footage for the entire Specific Plan. The addendum concludes that certain potentially significant impacts are less than significant with implementation of the proposed mitigation measures in the Mitigation Monitoring Program.

Identified potential impacts found to be less than significant with project mitigation, include: Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities.

Staff's presentation was followed by the applicant representative requesting approval of the proposed development as submitted from the Los Angeles County Regional Planning Commission ("Commission").

Two persons testified in support of the project. The following is a summary of key issues raised during the public hearing:

- Oversaturation of commercial square footage – Testimony was taken from applicant's representative who stated that he had spent two years trying to acquire major commercial tenants to anchor a proposed commercial center on the project site but due to oversaturation of commercial developments within a two-mile radius it was impossible to acquire tenants.
- Concerns related to inferior commercial development – Community members stated that the community preferred to see a residential development located on the project site. They also stated that the community had concerns that an inferior commercial development would create nuisances and attract crime to the area.

On May 28, 2008 the applicant submitted the requested commercial area analysis for staff to review.

June 11, 2008 Continued Public Hearing

During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission and it depicted an over saturation of commercial centers within a two-mile radius of the project site, and therefore that the proposed development would be an appropriate use for the subject property. The applicant stated that they agreed with all conditions and thanked staff for their hard work on the project. The Commission inquired why the applicant did not propose higher buildings for the project. The applicant stated that higher buildings were not appropriate for the project site. Testimony was also taken from the Fair Oaks Ranch Homeowners Association, who stated that the community was in favor of the proposed condominium development as it felt it would reduce noise and traffic within the community. On June 11, 2008, after taking all testimony, the

Summary of RPC Proceedings
Page 3

Commission closed the public hearing and adopted the Fifth Addendum of the Final Environmental Impact Report for the project, certified that it has reviewed and considered the environmental information contained in the document, approved Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5), and recommended to the Los Angeles County Board of Supervisors approval of Specific Plan Amendment Case No. 2005-00010-(5).

SMT:REC:rec
07/31/08





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

SP AMENDMENT CASE NO 2005-00010-(5)
VESTING TENTATIVE TRACT MAP NO 063483
CUP 2005-00202-(5)

RPC MEETING DATE June 11, 2008	CONTINUE TO
AGENDA ITEM #9a,b,c	
PUBLIC HEARING DATE April 23, 2008, June 11, 2008	

APPLICANT Pardee Homes	OWNER Pardee Homes	REPRESENTATIVE Sikand Engineering
----------------------------------	------------------------------	---

REQUEST (Westshire")

Vesting Tentative Tract Map: To create one multi-family lot with 165 new attached condominiums in 36 buildings on 12.5 acres.
Specific Plan Amendment: To amend the Specific Plan Specific Plan Number 1 (Canyon Park) Land Use Policy Map from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 units/acre) over a portion of the project site.
Conditional Use Permit: To ensure Specific Plan conformance.

LOCATION/ADDRESS Northwest corner of Lost Canyon Road and Via Princessa	ZONED DISTRICT Sand Canyon
ACCESS Lost Canyon Road	COMMUNITY Fair Oaks Ranch (Santa Clarita Valley)
SIZE 12.5 acres	EXISTING LAND USE Vacant
EXISTING ZONING SP (Specific Plan): NC (Neighborhood Commercial)	SHAPE Irregular
TOPOGRAPHY Level (graded pad)	

SURROUNDING LAND USES & ZONING

North: Antelope Valley (State Route 14) Freeway/SP	East: Single-family residences/SP
South: Single-family residences/SP	West: Proposed shopping center/City of Santa Clarita

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
Specific Plan No. 1 (Canyon Park)	NC (Neighborhood Commercial)	N/A	Yes, with specific plan amendment to R-3(25)

ENVIRONMENTAL STATUS

Addendum to previously Certified Environmental Impact Report

DESCRIPTION OF SITE PLAN

The vesting tentative map and exhibit "A," dated August 27, 2007, depict a gated development of 165 attached units in 36 buildings on 12.5 acres. The multi-family lot is served by an internal 28-foot wide private driveway and fire lane. Grading consists of 16,000 cubic yards of cut and fill to be balanced onsite. An eight-foot high soundwall is proposed along the north and east boundary lines. Project amenities include a pool, recreation area, tennis court and 71 guest parking spaces. Units range in size from 1,305 square feet to 1,736 square feet, each with two covered parking spaces in an attached garage. The buildings reach a maximum height of 35 feet.

KEY ISSUES

- This project proposes a specific plan amendment from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums) with a maximum density of 25 units per acre or 312 units on the subject property. The project proposes 165 units or 13.2 dwelling units per acre.
- The subject property is partially designated as multi-family residential and partially as a neighborhood commercial site with single-family and multi-family residences to the south, east, and west. The Antelope Valley (State Route 14) lies to the north and a proposed commercial center is located west of the subject property. The subject property is partially designated as NC (Neighborhood Commercial) on the Land Use Map of Specific Plan No. 1(Canyon Park) and is intended to serve the local commercial needs of the immediate residential community, and not intended as a community of regional center. This location is adjacent to higher density multi-family housing.

(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 RAMON CORDOVA, LAND DIVISIONS (213) 974-6433		
RPC HEARING DATE (S) 4-23-08, 6-11-08	RPC ACTION DATE 6-11-08	RPC RECOMMENDATION APPROVAL
MEMBERS VOTING AYE BELLAMY, HE'SLEY, MODUGNO	MEMBERS VOTING NO	MEMBERS ABSTAINING VALADEZ, REW
STAFF RECOMMENDATION (PRIOR TO HEARING) RE-DESIGN OR DENIAL		
SPEAKERS* (O) 0 (F) 3	PETITIONS (O) 0 (F) 0	LETTERS (O) 0 (F) 0

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 X Paving X Curbs and Gutters X Street Lights
 X Street Trees ___ Inverted Shoulder X 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

ADDITIONAL ISSUES AND ANALYSIS

- The applicant submitted to staff an analysis that depicts total amount of commercial square footage currently existing and proposed for Fair Oaks Ranch. This analysis depicted more than two-million square feet of commercial space in 11 shopping centers within a two and one-half mile radius of the proposed development and substantiating the applicants claim that there was an over saturation of commercial space in the surrounding community. Due to an over-saturation of commercial space in the surrounding community a Specific Plan Amendment from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre) within a portion of the property would be appropriate to allow the proposed development of 165 new condominium units in 36 buildings.

Prepared by: Ramon Cordova

RPC MEETING DATE
April 23, 2008

AGENDA ITEM NO.
9a, 9b, 9c

REGIONAL PLANNING COMMISSION TRANSMITTAL CHECKLIST

PROJECT NO: TR063483-(5)

CASE NO: Vesting Tentative Tract Map No. 063483
Specific Plan Amendment Case No. 2005-00010-(5)
Conditional Use Permit Case No. 2005-00202-(5)

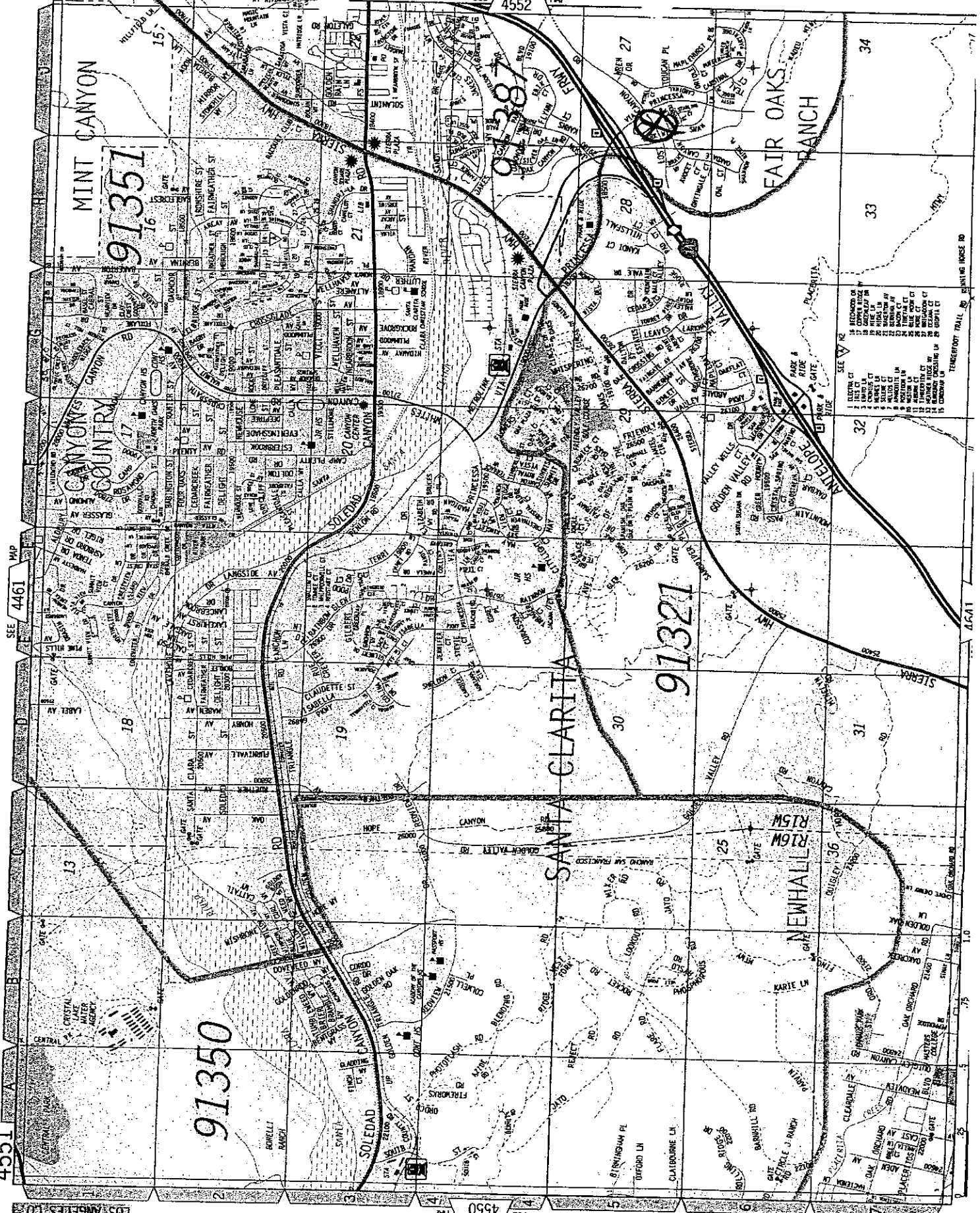
CONTACT PERSON: Ramon Cordova **REC**

- STAFF REPORT
- DRAFT CONDITIONS (If Recommended For Approval)
- 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"
- GIS-NET MAP
- CORRESPONDENCE
- PROJECT INFORMATION BOOKLET FROM APPLICANT
- PHOTOS
- _____

Reviewed By: _____

Susan M. Taylor





SEE 4461 MAP

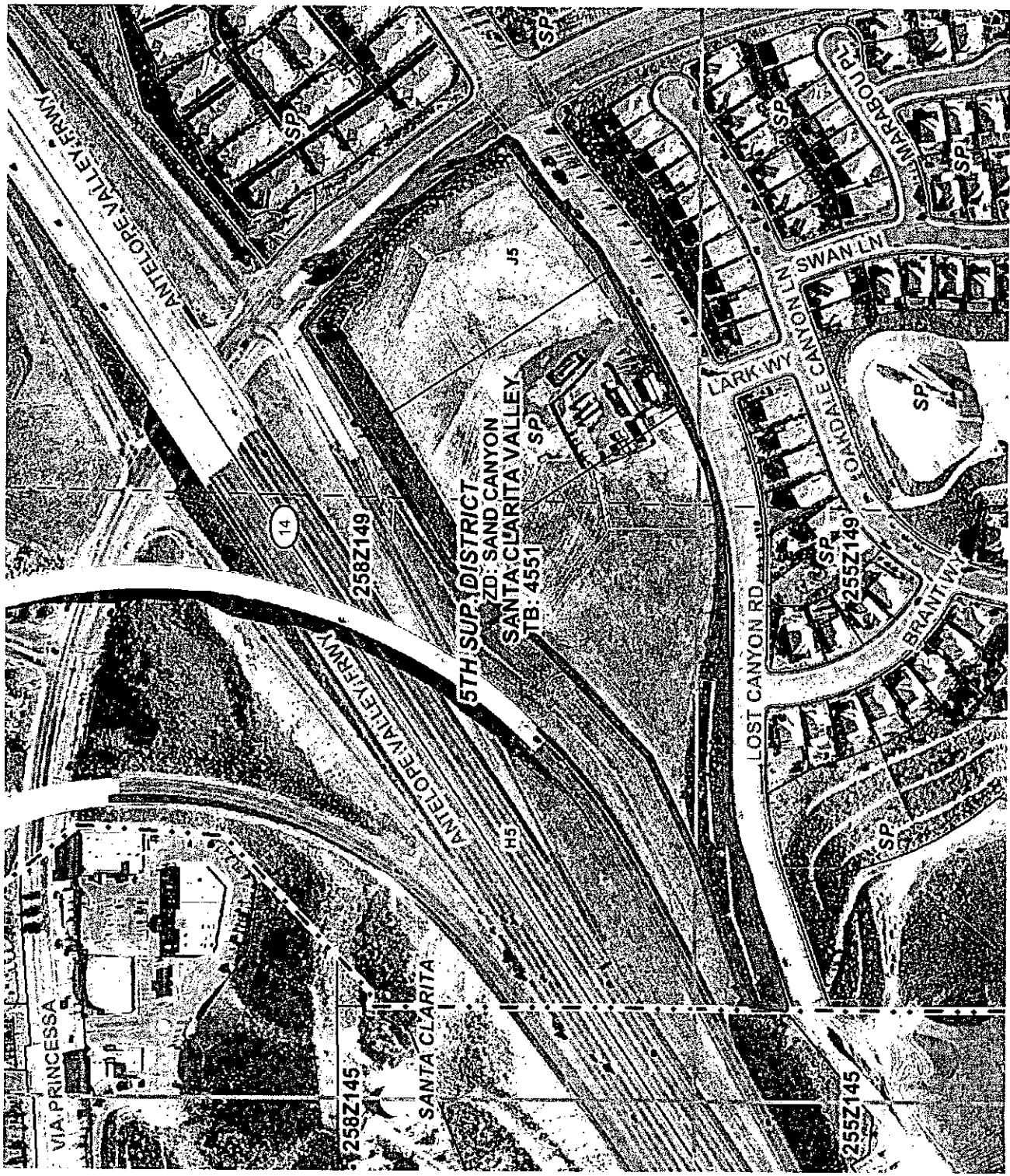
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SEE 4541 MAP

4551

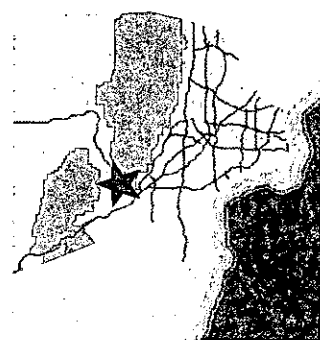


VESTING TENTATIVE TRACT MAP NO. 063483



- Legend**
- Parcel Boundary
 - Arterial Street
 - Major Highway
 - Minor Highway
 - Major Plan of Highways
 - Expressway (E)
 - Lrk. Secondary Highway (S)
 - Lrk. Secondary Highway (B)
 - Primary (P)
 - Major Highway (M)
 - Secondary Highway (S)
 - Tertiary Highway (T)
 - (15-Minute Drive) Road
 - Railroad
 - Rapid Transit
 - Underground Rapid Transit
 - Significant Ridgeline
 - Charis CSD Primary
 - Charis CSD Secondary
 - SMMMA Signpoint
 - Census Tract (2000)
 - Zoning Map Grid
 - Zoning Map Grid
 - USGS Quad Sheet Grid
 - TB in Thomas Codes Grid
 - Very High Fire Hazard Severity
 - Community Standards District
 - CSD Area Specific Boundary
 - ESHA (Coast Only)
 - Significant Ecological Area
 - Section Line
 - Townships and Range
 - National Forest
 - Equestrian District (EOD)
 - Seabrook District (SOD)
 - Zoned District (ZD)
 - Superviserial District Boundary
 - Bakery Release Stations (From TB)
 - Fire Station
 - Highway Patrol
 - Police Station
 - Sheriff Station
 - By
- Zoning (Boundary)**
- 258 Zone A-1
 - 258 Zone A-2
 - 258 Zone B-1
 - 258 Zone B-2
 - 258 Zone C-1
 - 258 Zone C-2
 - 258 Zone C-3
 - 258 Zone C-4
 - 258 Zone C-5
 - 258 Zone C-6
 - 258 Zone C-7
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- Landmarks Policy (Not in Comm/ New File)**
- 1 - Low Density Residential (1 to 6 du/ac)
 - 2 - Low Medium Density Residential (6 to 12 du/ac)
 - 3 - Medium Density Residential (12 to 22 du/ac)
 - 4 - High Density Residential (22 or more du/ac)
 - 5 - Major Industrial
 - 6 - Major Industrial
 - 7 - Major Industrial
 - 8 - Major Industrial
 - 9 - Major Industrial
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Note: This is a draft legend, which includes only a portion of layers. To get full legend, please use "Display Map Legend" on the top left side of screen.

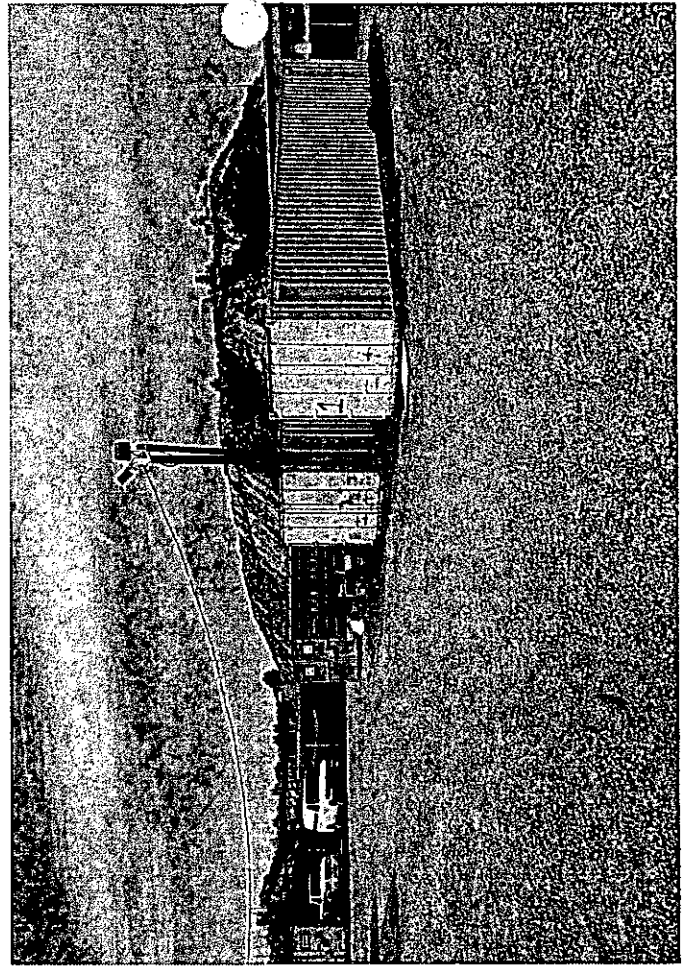
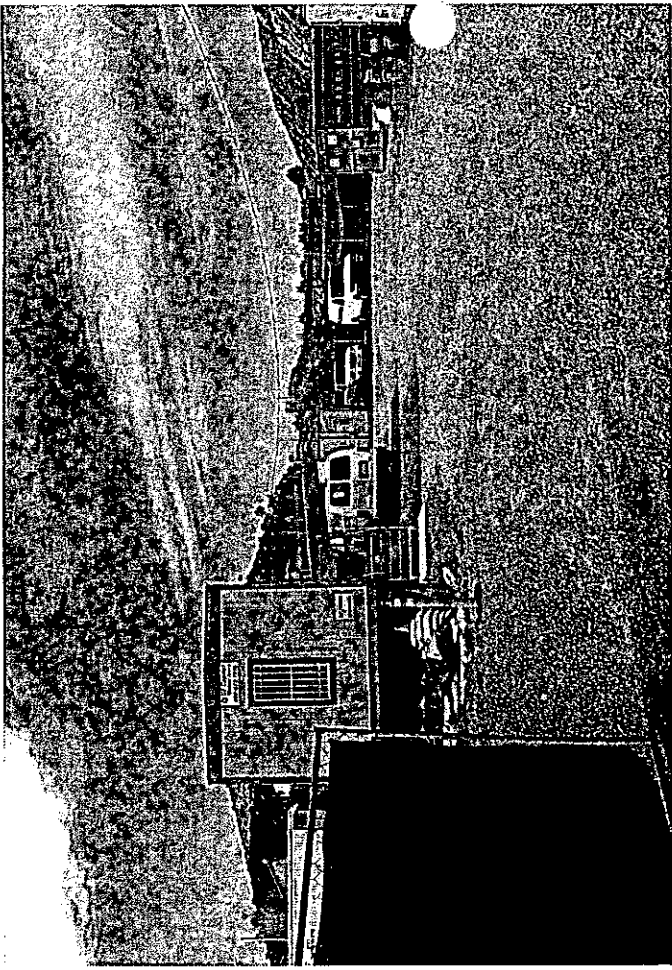


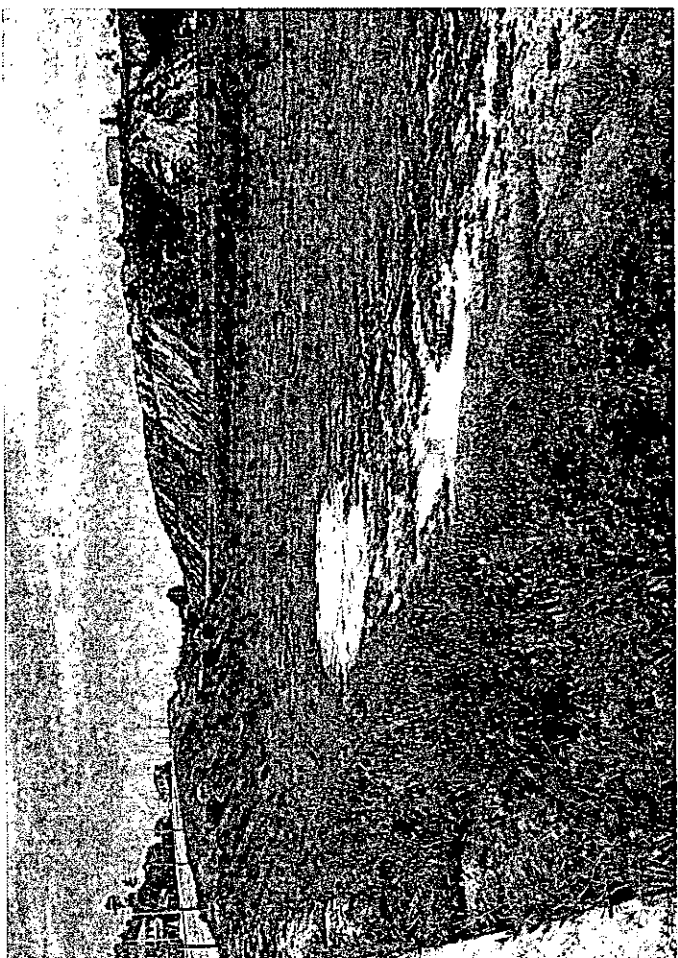
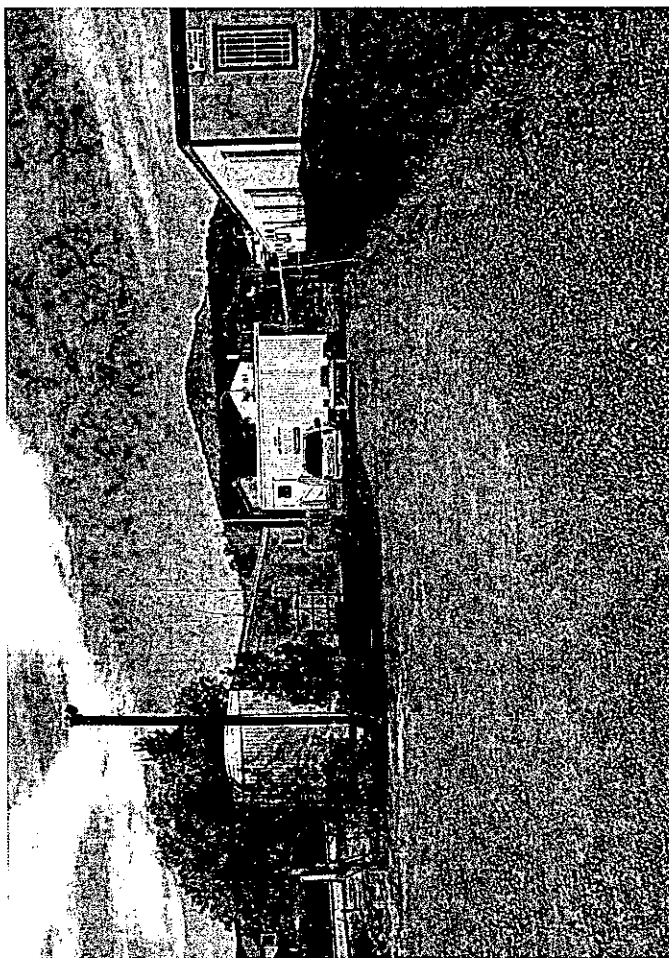
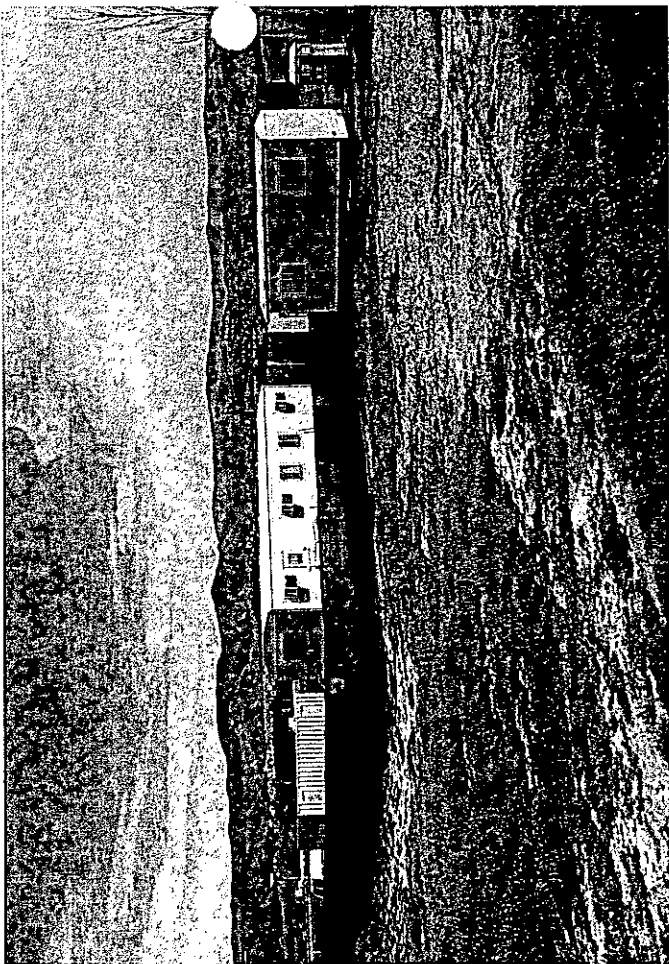
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Los Angeles County Department of Regional Planning
 320 West Temple Street, Los Angeles, California 90012
 Telephone (213) 974-6433

SP AMENDMENT CASE NO 2005-00010-(5)
VESTING TENTATIVE TRACT MAP NO 063483
CUP 2005-00202-(5)

RPC MEETING DATE	CONTINUE TO
AGENDA ITEM #9a,b,c	
PUBLIC HEARING DATE April 23, 2008	

APPLICANT Pardee Homes	OWNER Pardee Homes	REPRESENTATIVE Sikand Engineering
----------------------------------	------------------------------	---

REQUEST (Westshire™)
 Vesting Tentative Tract Map: To create one multi-family lot with 165 new attached condominiums in 36 buildings on 12.5 acres.
 Specific Plan Amendment: To amend the Specific Plan Specific Plan Number 1 (Canyon Park) Land Use Policy Map from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 units/acre) over a portion of the project site.
 Conditional Use Permit: To ensure Specific Plan conformance.

LOCATION/ADDRESS Northwest corner of Lost Canyon Road and Via Princesa	ZONED DISTRICT Sand Canyon
ACCESS Lost Canyon Road	COMMUNITY Fair Oaks Ranch (Santa Clarita Valley)
SIZE 12.5 acres	EXISTING ZONING SP (Specific Plan): NC (Neighborhood Commercial)
EXISTING LAND USE Vacant	SHAPE Irregular
	TOPOGRAPHY Level (graded pad)

SURROUNDING LAND USES & ZONING	
North: Antelope Valley (State Route 14) Freeway/SP	East: Single-family residences/SP
South: Single-family residences/SP	West: Proposed shopping center/City of Santa Clarita

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
Specific Plan No. 1 (Canyon Park)	NC (Neighborhood Commercial)	N/A	Yes, with specific plan amendment to R-3(25)

ENVIRONMENTAL STATUS
 Addendum to previously Certified Environmental Impact Report

DESCRIPTION OF SITE PLAN
 The vesting tentative map and exhibit "A," dated August 27, 2007, depict a gated development of 165 attached units in 36 buildings on 12.5 acres. The multi-family lot is served by an internal 28-foot wide private driveway and fire lane. Grading consists of 16,000 cubic yards of cut and fill to be balanced onsite. An eight-foot high soundwall is proposed along the north and east boundary lines. Project amenities include a pool, recreation area, tennis court and 71 guest parking spaces. Units range in size from 1,305 square feet to 1,736 square feet, each with two covered parking spaces in an attached garage. The buildings reach a maximum height of 35 feet.

KEY ISSUES

- This project proposes a specific plan amendment from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums) with a maximum density of 25 units per acre or 312 units on the subject property. The project proposes 165 units or 13.2 dwelling units per acre.
- The subject property is partially designated as multi-family residential and partially as a neighborhood commercial site with single-family and multi-family residences to the south, east, and west. The Antelope Valley (State Route 14) lies to the north and a proposed commercial center is located west of the subject property. The subject property is partially designated as NC (Neighborhood Commercial) on the Land Use Map of Specific Plan No. 1(Canyon Park) and is intended to serve the local commercial needs of the immediate residential community, and not intended as a community of regional center. This location is adjacent to higher density multi-family housing.

(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)

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 X Paving X Curbs and Gutters X Street Lights
 X Street Trees _____ Inverted Shoulder X 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

ADDITIONAL ISSUES AND ANALYSIS

- The project also proposes a CUP to ensure conformance with the Specific Plan. This includes building separation of 10 feet, building height not exceeding three stories, and guest parking provided at a ratio of one guest parking space for every four dwelling units. The project is proposing 165 dwelling units and is required to provide 42 guest parking spaces; the project proposes 76 (five handicap) guest parking spaces.
- A total of 3.4 acres of landscaped areas (27 percent of subject property) is proposed.

Prepared by: Ramon Cordova

**SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
VESTING TENTATIVE TRACT MAP NO. 063483
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)**

**STAFF ANALYSIS
APRIL 23, 2008 REGIONAL PLANNING COMMISSION PUBLIC HEARING**

PROJECT OVERVIEW

The applicant, Pardee Homes, proposes a resubdivision of Lot Nos. 76, 77 and 78 of Tract No. 47200-02, to create a gated condominium development (known as Westshire) of 165 new condominium units in 36 buildings on 12.5 acres. The proposal requires approval of Specific Plan Amendment Case No. 2005-00010-(5) to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan") from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre) within a portion of the property, and Vesting Tentative Tract Map No. 063483 ("TR 063483") to create one multi-family lot with 165 new attached condominium units in 36 buildings. The project also requires approval of Conditional Use Permit Case No. 2005-00202-(5) to ensure Specific Plan conformance.

The subject property is located at the northwest corner of Lost Canyon Road and Via Princesa in the Sand Canyon Zoned District. Access to the subject property is provided by Lost Canyon Road lying to the south of the project site. Approximately 32,000 cubic yards of cut and fill grading are proposed to be balanced onsite.

Major project issues include:

- This proposed development is the last subdivision within the Specific Plan and is an insist hearing as staff has yet to determine full consistency of the proposed project with the Specific Plan.
- The applicant is requesting to amend the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre) over a portion of the property which is within Planning Area 9. Staff does not support the Specific Plan Amendment

An addendum to the previously Certified Environmental Impact Report has been recommended for this project indicating that the project will not create additional significant impacts on the environment.

DESCRIPTION OF PROJECT PROPERTY

Location: The project site is located at the northwest corner of Lost Canyon Road and Via Princesa in the unincorporated community of Fair Oaks Ranch in the Sand Canyon Zoned District.

Physical Features: The subject property is approximately 12.5 acres in size and comprised of three lots. The property is irregular in shape with existing level terrain.

Access: The property has frontage on Lost Canyon Road, an 84-foot wide proposed major highway as designated on the County Master Plan of Highways, that will serve as primary access to the site. An internal minimum 28-foot wide private driveway and fire lane serves as direct access to the units. The proposed six-foot high entrance gates have met all requirements for emergency access by the Los Angeles County Fire Department ("Fire Department").

Services: Domestic water service will be provided by Santa Clarita Water Company. Domestic sewer service will be provided by the Los Angeles County Sanitation District No. 26. The project is within the boundaries of the Sulphur Springs Unified School District and the William S. Hart Union High School District. Nearby shopping exists to the north of the subject property along Via Princessa and is proposed to the west of the subject property along Lost Canyon Road. Nearby recreation areas include a private park with tot lot (one-quarter mile south of the property) and the Canyon Country County Park (approximately 1.2 miles northeast).

ENTITLEMENTS REQUESTED

Specific Plan Amendment: The applicant requests to amend Specific Plan Land Use Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 units/acre).

Vesting Tentative Tract Map: The applicant requests approval of TR 063483 to create one multi-family lot with 165 new attached condominiums in 36 buildings.

Conditional Use Permit: The applicant requests approval of a conditional use permit ("CUP") to ensure Specific Plan conformance.

EXISTING ZONING

Subject Property: The subject property is zoned SP (Specific Plan).

Surrounding Properties: Surrounding zoning is as follows:

North: SP;
East: SP;
South: SP and
West: City of Santa Clarita.

EXISTING LAND USES

Subject Property: The subject property consists of three lots currently used as a site for a design trailer.

Surrounding Properties: Surrounding uses are as follows:

North: Freeway;
East: Single-family residences, multi-family residential and vacant properties;
South: Single-family residences; and
West: Proposed shopping center, City of Santa Clarita

PREVIOUS CASE/ZONING HISTORY

The Specific Plan was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986, along with general and local (sub-plan) amendments. The Specific Plan authorized the development of the approximately 988-acre property for 5,400 dwelling units. To date, approximately 3,400 dwelling units have been constructed.

The Specific Plan is divided into 23 planning areas that have been designated to accommodate the envisioned development. These planning areas are categorized with gross acreage and planned

**SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
VESTING TENTATIVE TRACT MAP NO. 063483
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
Staff Report**

Page 3

number of dwelling units or square footage for commercial/industrial uses per their identified planning area. The purpose of the planning areas is to create a balanced community that includes infrastructure, circulation, enhanced visual and aesthetic setting, with appropriate development standards and guidelines.

An EIR was certified with adoption of the Specific Plan, which had concluded that the project had impacts that can be mitigated to less than significant to geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. The Specific Plan had no unavoidable significant impacts.

The current SP zoning on the subject property became effective on January 23, 1987, following the adoption of Ordinance No. 86-0223, which established Zone Change Case No. 85-046-(5). The zone change was associated with the Specific Plan.

Vesting Tract Map No. 47200 ("TR 47200") was originally approved on April 26, 1990, for 76 multi-family lots with 645 attached condominiums, one commercial lot, four recreation lots, one private park lot, three public facility lots, two school lots and three open space lots on approximately 220 gross acres. Concurrently approved with TR 47200 was Conditional Use Permit Case No. 89-094, to ensure compliance with Specific Plan and hillside management design review criteria; Oak Tree Permit Case No. 89-094 to allow removal of 155 oak trees onsite and 29 oak trees offsite and with the relocation of nine oak trees onsite.

This project changed ownership with the new applicant requesting to replace the previously approved multi-family condominium project with a single-family lot subdivision. Revised TR 47200 proposed to create 393 single-family lots, three commercial lots, one private park lot, two school lots and 18 open space lots. The applicant also requested approval of Conditional Use Permit Case No. 96-174 ("CUP 96-174") to ensure Specific Plan conformance including hillside management design review criteria. Revised TR 47200 and CUP 96-174 were approved by the Los Angeles County Regional Planning Commission on December 18, 1997.

A Revised Exhibit "A" to Conditional Use Permit Case No. 96-174 was requested on October 30, 2000 and approved. This approval permitted the use of a 720-square foot design trailer onsite as allowed under the current Specific Plan.

PROJECT DESCRIPTION

Vesting Tentative Tract Map No. 063483 and CUP No. 2005-00202-(5) Exhibit "A," dated August 27, 2007, depict a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged along 14 internal private driveways.

Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet.

Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure, shade cabanas, fireplace, barbecue picnic tables and fountain.

The main gated point of entry and exit for residents is located off of Lost Canyon Road across from Lark Way. The 76 guest parking spaces (71 standard parking spaces and five handicap parking spaces) to be provided (minimum 42 guest spaces required) will be located along the main east-west private driveway. Seven guest spaces will be located on the east side of the private driveway across from Unit Nos. 51 through 54. To ensure adequate access for the Fire Department, the applicant is proposing a 64-foot wide turning radius at the entry and exit gates.

Two required parking spaces per unit yields a minimum required of 330 covered spaces for the project. Guest parking is also required at a ratio of one space per four dwelling units, or minimum 42 guest parking spaces, 76 provided for the project. The project provides a total of 402 parking spaces, above the minimum required. Of the total parking provided within the development, 326 parking spaces are provided within two-car garages. The applicant would be required to add four additional covered parking spaces to the two residential units depicted as manager's units on the vesting tentative and exhibit maps dated August 27, 2007 and required per Section 22.52.1180 of the Los Angeles County Code (Zoning Ordinance).

Internal access is provided by a 28-foot wide private driveway and fire lane throughout the proposed development. Grading consists of 32,000 cubic yards of earthwork to be balanced onsite. A maximum six-foot wall is proposed along the perimeter of the property to buffer from adjacent freeway and public streets.

Proposed street improvements include installation or repair of full curbs, gutters and sidewalks along Via Princessa and Lost Canyon Road. Dedicate the right to restrict vehicular access on Lost Canyon Road. This project must also dedicate vehicular access rights on Via Princessa. New utilities less than 50 KV are to be underground. Sewer improvements include installation and dedication of main line sewers and separate house laterals to each unit.

SPECIFIC PLAN CONSISTENCY

The Specific Plan No. 1 (Canyon Park) was adopted by the Board on December 23, 1986, which authorized the development of the 988-acre property for residential, retail commercial, school, public facility lots, recreational and open space, and infrastructure including roads and bridges. The proposed Westshire project is located within a portion of Planning Areas 8 (designated as R-3(25)) and 9 (designated as Neighborhood Commercial). The Neighborhood Commercial land use category is intended to serve the basic needs of the surrounding residential units with uses such as delicatessens, dry cleaners, grocery stores and hardware stores.

The applicant has submitted a booklet, titled "Westshire Project Specific Plan Conformance Report" ("Report") which staff will refer to in discussion of consistency. This Report provides the detailed exhibits and tables that update the Specific Plan within TR 47200 subdivision boundary, and identify goals and objectives within the Specific Plan that these project features achieve.

Land Use Plan (Report, Section 1, Pages 1.2-1.5)

The Land Use Plan of the Specific Plan depicts development by various land uses, and within the Westshire development, is designated for Neighborhood Commercial. As described on Page 1.4, the land use plan was conceptual in nature and would require a mechanism to amend the Specific Plan (Specific Plan, Section G, Page VI-29).

The project proposes to amend the Land Use Plan Map from Neighborhood Commercial to R-3(25). The Neighborhood Commercial designation has no density allowance while the R-3(25) proposes 165 dwelling units or 13.2 dwelling units per acre as shown in the tables depicted on Pages 1-4 and 1-5. The transfer of dwelling units is only allowed from one residential planning area to another residential planning area and cannot result in exceeding the prescribed planning unit maximum by more than 20 percent or maximum residential capacity of 5,400 dwelling units, or the ratio of R-3 25 Units to the other unit categories shall not be exceeded.

Applicable Specific Plan Goals and Policies Include:

Land Use

"To develop a land use pattern which meets the basic needs of the residents for essential services, working and living areas, and areas for pursuit of leisure time activities."
(Goals (a.) Page III-2)

Housing

"To develop neighborhoods properly related to essential community services."
(Goals (c) Page III-4)

Community Design and Scenic Highways

"To apply special design considerations regarding the views along important corridors within the planning area including freeway viewsheds and key intersections and vistas"
(Policy (b) Page III-5)

Noise

"The placement of commercial uses on major intersections and adjacent to the freeway."
(Objective (b) Page III-6)

"To locate a greater proportion of high density residential areas along arterial highways."
(Policies (b) Page III-6)

SUBSTANTIAL CONFORMANCE

Section VI of the Specific Plan provides a process for making determinations of substantial conformance, with authority lying with the Planning Director, subject to appeal to the Regional Planning Commission and the Los Angeles County Board of Supervisors.

The applicant requests determination of substantial conformance for site plan review (Exhibit "A").

Site Plan Review

Site plan review is discussed in Section VI of the Specific Plan under Specific Plan Implementation. Page VI-27 outlines the requirements for Specific Plan Site Plan review for substantial conformance review. This review is intended to determine compliance with the Specific Plan.

The Specific Plan does not contain a procedure for determining consistency between a residential land use category and a commercial category. Also, the subject property lies within a "Freeway Edge

SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
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Zone", which was designated commercial to serve as a noise buffer and also intended to maintain visual interest along the freeway corridor, including landscaping and walls. It was the intent to have structures with varied height limits and building footprints to provide diverse architectural views instead of similar residential exteriors and roof lines.

The applicant has not submitted designs and plans with sufficient detail for parcels within the Freeway Edge Zone (including cross-sections) which depict specified planting, berming and fencing treatments as outlined and depicting on Page V-4 of the Specific Plan.

Also the latest Specific Plan Monitoring Report which reviews the cumulative development of the Specific Plan (which is required to be filed annually) has not been submitted as described in Page VI-18 through VI-24 of the Specific Plan.

SPECIFIC PLAN AMENDMENT

The applicant requests an amendment to the Specific Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).

The applicant must meet the following burden of proof required for a plan amendment:

- A. A need for the proposed Specific Plan Amendment exists;
- B. The particular amendment proposed is approximate and proper;
- C. Modified conditions warrant a revision to the Specific Plan, General Plan and Area Plan; and
- D. Approval of the proposed Specific Plan Amendment will be in the interest of public health, safety and general welfare and in conformity with good planning practices.

The applicant's Burden of Proof responses are attached.

CONDITIONAL USE PERMIT

Pursuant to Section VI -24 of the Specific Plan and Section 22.56.040 of the Los Angeles County Code ("County Code"), the applicant has requested a CUP, and submitted an Exhibit "A", to demonstrate Specific Plan conformance.

The applicant must meet the standard burden of proof required for a CUP:

- A. That the requested use at the location will not:
 - 1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
 - 2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
 - 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and
- B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- C. That the proposed site is adequately served:
 - 1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate, and
 - 2. By other public or private service facilities as are required.

The applicant's Burden of Proof responses are attached.

ENVIRONMENTAL DOCUMENTATION

In accordance with State and County CEQA guidelines, a fifth addendum to Specific Plan Number 1 (Canyon Park) EIR which was certified by the Board on December 23, 1986 was prepared for this Westshire project. The EIR analyzed the gross acreage, land use types, number of dwelling units, and commercial square footage for the entire Specific Plan. The addendum concludes that certain potentially significant impacts are less than significant with implementation of the proposed mitigation measures in the Mitigation Monitoring Program.

Identified potential impacts found to be less than significant with project mitigation, include:

Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities.

COUNTY DEPARTMENTS AND AGENCY COMMENTS AND RECOMMENDATIONS

The Los Angeles County Subdivision Committee consists of the Departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health. The Subdivision Committee has reviewed the vesting tentative tract and exhibit "A" maps dated August 27, 2007, and recommends with the attached conditions.

LEGAL NOTIFICATION/COMMUNITY OUTREACH

On March 18, 2008 approximately 373 notices of public hearing were mailed to property owners within a 1000-foot radius of the subject property. The public hearing notice was published in The Signal, and La Opinion on March 23, 2008. Project materials, including a vesting tentative tract and exhibit maps, land use map, recommended conditions and burden of proofs, were received at the Canyon Country Jo Anne Darcy Library on March 19, 2008. Standard public hearing notices were posted on the subject property fronting Via Princessa and Lost Canyon Road, on March 20, 2008. Public hearing materials were also posted on the Department of Regional Planning's website.

CORRESPONDENCE RECEIVED BEFORE PUBLIC HEARING

No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.

STAFF EVALUATION

The Specific Plan Number 1 (Canyon Park) was adopted by the Board on December 26, 1986 and consisting of 23 planning areas with open space. Planning Areas 1 through 6 lying northerly of the Antelope Valley (State Route 14) Freeway, are commonly known as Canyon Park and Planning Areas 7 through 23 which lie southerly of the freeway was formerly known as Provence, and now referred to as Fair Oaks Ranch.

The Specific Plan was adopted for a maximum of 5,400 dwelling units, 63-acres of commercial parcels, one elementary school, recreational and open space on 988 gross acres.

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Westshire is the final subdivision that covers the last remaining undeveloped parcel of land within the Specific Plan. Within the 12.5 gross acres of TR 063483, one multi-family lot with 165 attached new condominiums units in 36 buildings are proposed as well as recreation area with swimming pool, half-court basketball court, tennis court and tot lot.

As an implementation tool of the Specific Plan, a subdivision is submitted and evaluated for compliance with Title 21 of the County Code (Subdivision Ordinance) and the California Subdivision Map Act. Subdivisions are also evaluated for consistency with the Specific Plan, including density within the subject property, siting of streets and recreation, and parking as necessary to accommodate multi-family developments.

The applicant has requested determination of substantial conformance related to the Specific Plan Site Plan Review.

The Specific Plan emphasizes the intent for the community to be balanced and self-sufficient, and establish essential community services for these residential neighborhoods.

By designating Neighborhood Commercial development within walking distance to housing units, the Specific Plan would be creating a healthy environment by persuading residents to leave their automobiles in the driveway and walk to the neighborhood services such as a pharmacy or dry cleaners.

The Specific Plan does not contain a procedure for determining consistency between a residential land use category and a commercial category.

Fair Oaks Ranch was envisioned to be a unique development that would provide a land use pattern that meets the basic needs of residents by providing essential services within close proximity to their homes. By designating Neighborhood Commercial development within walking distance to housing units, the Specific Plan would be creating a healthy environment by encouraging residents to leave their automobiles in the driveway and walk to the neighborhood services. Staff disagrees with the applicant's request to amend the Specific Plan to allow residential units within a Planning Area that is designated Neighborhood Commercial as the Specific Plan is built-out except for this parcel of land which is undeveloped this type of development could not be replicated elsewhere in Fair Oaks Ranch.

However, outstanding items needed by staff to fully evaluate consistency with the Specific Plan includes more detailed designs and plans for parcels within the Freeway Edge Zone (including cross-sections) which depict specified planting, berming and fencing treatments as outlined and depicting on Page V-4 of the Specific Plan; and an updated Specific Plan Monitoring Report which reviews the cumulative development of the Specific Plan (which is required to be filed annually) has not been submitted as described in Page VI-18 through VI-24.

STAFF RECOMMENDATION

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

Redesign

If the Regional Planning Commission agrees with staff's evaluation above, staff recommends that the Commission indicate their intent to deny Specific Plan Amendment Case No. 2006-00006-(2) and direct the applicant to redesign the project to accommodate residential and commercial uses as currently designated in the Specific Plan.

Suggested Motion: " I move that the Regional Planning Commission direct the applicant to redesign the project to accommodate residential and commercial uses as currently designated in the Specific Plan and submit additional information to staff to determine Specific Plan conformance."

Denial

If the Regional Planning Commission feels that the project does not comply with the Specific Plan, staff recommends that the Commission continue the public hearing for staff to prepare final documents.

Suggested Motion: "I move that the Regional Planning Commission continue the public hearing for staff to prepare final documents."

Attachments:

- Draft Conditions
- Specific Plan Amendment Burden of Proof
- Conditional Use Permit Burden of Proof
- Vesting Tentative Tract Map No. 063483
- Conditional Use Permit Case No. 2005-00202-(5) Exhibit "A"
- Land Use Map
- GIS-Net Map
- TBG Map

ST:REC
4/10/08



RP

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 063483 (Rev.)

Page 1/3

TENTATIVE MAP DATED 08-27-2007
EXHIBIT MAP DATED 08-27-2007

The following reports consisting of 11 pages are the recommendations of Public Works.

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

1. 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.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. 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 Registrar-Recorder/County Clerk's Office. 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.
4. 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.
5. 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.

DGF

Date Rev'd. 03-13-2008

6. 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 Public Works.
7. Prior to final approval of the tract 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 Registrar-Recorder/County Clerk's Office, 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 Registrar-Recorder/County Clerk's Office.
8. Place standard condominium notes on the final map to the satisfaction of Public Works.
9. Quitclaim or relocate easements running through proposed structures.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways to the satisfaction of Public Works.
12. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
13. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
14. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

TENTATIVE MAP DATED 08-27-2007
EXHIBIT MAP DATED 08-27-2007

15. 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.

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Prepared by Juan Sarda
tr63483L-rev3(rev'd 03-13-08).doc

Phone (626) 458-4915

Date Rev'd. 03-13-2008



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

TRACT NO. 063483

REVISED TENTATIVE MAP DATED 08/27/07
EXHIBIT MAP 08/27/07

DRAINAGE CONDITIONS

1. Approval of this map pertaining to drainage is recommended.
2. Prior to recordation of the final map, form an assessment district to finance the future ongoing maintenance and capital replacement of SUSMP devices/systems identified on the latest approved Drainage Concept. The developer shall cooperate fully with Public Works in the formation of the assessment district, including, without limitation, the preparation of the operation, maintenance, and capital replacement plan for the SUSMP devices/systems and the prompt submittal of this information to Land Development Division. The developer shall pay for all costs associated with the formation of the assessment district. SUSMP devices/systems shall include but are not limited to catch basin inserts, debris excluders, biotreatment basins, vortex separation type systems, and other devices/systems for stormwater quality.
3. Prior to recordation of the final map, the developer shall deposit the first year's total assessment for the entire assessment district, based on the engineers estimate as approved by Public Works. This will fund the first year's maintenance after the facilities are accepted. The County will collect the second and subsequent years' assessment from the owner(s) of each parcel within the assessment districts.

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GRADING CONDITIONS:

1. Comply with the requirements of the drainage concept / Hydrology / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on 05/08/07 to the satisfaction of Public Works.
2. 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.

By Lizbeth Cordova
LIZBETH CORDOVA

NS Date 09/17/07 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
1 Soils Engineer
1 GMED File
1 Subdivision


TENTATIVE TRACT MAP 63483
SUBDIVIDER Pardee Homes
ENGINEER Sikand
GEOLOGIST & SOILS ENGINEER Geolabs - Westlake Village

TENTATIVE MAP DATED 8/27/07 (Revision)
LOCATION Fair Oaks Ranch
GRADING BY SUBDIVIDER [Y] (Y or N)
REPORT DATE 10/17/05

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOLOGIC STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to GS051.0 in the Manual for Preparation of Geotechnical Reports (<http://www.dpw.lacounty.gov/gmed/manual.pdf>).
2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
3. Prior to grading plan approval a detailed engineering geology and soils engineering report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultants must be incorporated into the plan (Refer to the Manual for Preparation of Geotechnical Reports at <http://www.dpw.lacounty.gov/gmed/manual.pdf>).
4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas (refer to GS063.0 in the manual for preparation of Geotechnical Reports).
5. The Soils Engineering review dated 9/17/07 is attached.

Prepared by  Reviewed by _____ Date 9/17/07
Geir Mathisen

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
PCA LX001129
Sheet 1 of 1

Review No. 3
Tentative Tract Map 63483
Location Fair Oaks Ranch
Developer/Owner Pardee Homes
Engineer/Architect Sikand
Soils Engineer Geolabs - Westlake Village
Geologist Geolabs - Westlake Village

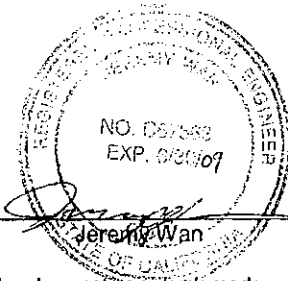
DISTRIBUTION:
 Drainage
 Grading
 Geo/Soils Central File
 District Engineer
 Geologist
 Soils Engineer
 Engineer/Architect

Review of:
Tentative Tract Map and Exhibit Dated by Regional Planning 8/27/07 (rev.)
Soils Engineering and Geology Report Dated 10/17/05
Previous Review Sheet Dated 5/7/07

ACTION:
Tentative Map feasibility is recommended for approval, subject to the condition below:

REMARKS:
At the grading plan stage, 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 DISTRICT ENGINEER:
ONSITE SOILS ARE CORROSIVE TO CONCRETE AND FERROUS METALS.



Prepared by _____ Date 9/17/07

Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>.
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:\gmepub\Soils Review\Jeremy\TR 63483, Lost Canyon, Fair Oaks Ranch, TTM-A_5.doc

14

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

1. Dedicate vehicular access rights on Via Princessa. If the Department of Regional Planning requires the construction of a wall, complete access rights shall be dedicated.
2. Dedicate the right to restrict vehicular access on Lost Canyon Road. If walls are constructed, they shall be located outside of the right of way and airspace easement, and shall not impede the sight distance at all access locations.
3. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on Via Princessa and Lost Canyon Road.
4. Repair any street improvements damaged during construction along the property frontage on Via Princessa and Lost Canyon Road.
5. Construct the main gated entrance with a minimum turnaround radius of 32 feet and adequate stacking distance to the satisfaction of Public Works. The details of the gated access as shown on the tentative map are not necessarily approved.
6. Locate the gates on the northeasterly gated access a minimum of 20 feet beyond the right of way of Lost Canyon Road to the satisfaction of Public Works and the gates shall be opened inward. This gated access shall be restricted to right-turn egress only for all non-emergency vehicles. Full access is permitted for emergency vehicles only.
7. Reconstruct any non-ADA conforming parkway improvements (sidewalk, driveways, curb ramps, landings, etc) that either serve or form a part of a Pedestrian Access Route to meet current ADA requirements to the satisfaction of Public Works.
8. Set back the raised median nose in the private driveway a minimum 20 feet beyond the right of way of Lost Canyon Road to the satisfaction of Public Works. Additional median setback shall be required if the private driveway needs to be signalized. Additional easements shall be dedicated on any signalized private driveways for traffic signal purposes.
9. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works; or provide documentation

that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.

10. Underground all new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
11. Provide intersection sight distance for a design speed of 55 mph (585 feet) on Lost Canyon Road from the private driveway and fire lane main residential entrance/exit (both directions). Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required. With respect to the position of the vehicle at the minor road, the driver of the vehicle is presumed to be located 4 feet right of centerline and 10 feet back the top of curb (TC) or flow line (FL) prolongation. When looking left, we consider the target to be located at the center of the lane nearest to the parkway curb. We use 6 feet from TC as a conservative rule. When looking right, the target is the center of the lane nearest to the centerline or from the median TC (when present). Remove or relocate the proposed entry monuments if necessary.
12. If needed, provide airspace easement for adequate sight distance on Lost Canyon Road from the northeasterly gated driveway (northeasterly direction to Via Princessa) to the satisfaction of Public Works.
13. Depict all line of sight easements on the landscaping and grading plans.
14. Prepare detailed 1" = 40' scaled signing and striping plans for Via Princessa and Lost canyon Road where impacted in the vicinity of this subdivision to the satisfaction of Public Works.
15. Prepare a 1" = 20' scaled traffic signal plan for the traffic signal modification for the intersection of Via Princessa and Lost Canyon Road to the satisfaction of Public Works if impacted by the changes to the striping configuration.
16. Prior to final map approval, pay the fees established by the Board of Supervisors for the Eastside (Route 126) Bridge and Major Thoroughfare Construction Fee District. The fee is to be based upon the fee rate in effect at the time of final map recordation. The current applicable fee is \$16,190 per factored unit and is subject to change.

TENTATIVE MAP DATE 08-27-2007
EXHIBIT MAP DATE 08-27-2007

17. Prior to approval of the final map, if any improvements constructed by the subdivider are included as District improvements in the Eastside (Route 126) Bridge and Major Thoroughfare Construction Fee District, then the cost of such improvements may be credited against the project's District fee obligation if approved by Public Works. If the amount to be credited exceeds the subdivider's fee obligation, the subdivider may use the excess credits to satisfy the fee obligation of another project within the District, transfer the credit to another subdivider within the District, or be reimbursed by the District at the discretion of Public Works if funds are available. If District improvements are constructed after approval of the final map, the subdivider will receive credit equal to the cost of such improvements, which may be used to satisfy the fee obligation for another project within the District, transferred to another subdivider within the District, or reimbursed at the discretion of Public Works.

ASW

Prepared by Sam Richards

Phone (626) 458-4921

Date 03-13-2008

lr63483r-rev3(rev'd03-13-08).doc

TENTATIVE MAP DATED 08-27-2007
EXHIBIT MAP DATED 08-27-2007

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. A sewer area study for the proposed subdivision (PC11932AS, dated 03-15-2006) was reviewed and approved. No additional mitigation measures are required. The approved sewer area study shall remain valid for two years after initial approval of the tentative map. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by 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. Obtain a will serve letter from the Los Angeles County Sanitation District for the discharge of sewer into the sewer trunk line.
5. Easements are required, subject to review by Public Works to determine the final locations and requirements.

-110
Prepared by Imelda Ng
tr63483s-rev3.doc

Phone (626) 458-4921

Date 09-18-2007

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 (both on-site and off-site) 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. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Submit landscape and irrigation plans for each open space in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
5. Depict all line of sight easements on the landscaping and grading plans.

HW

Prepared by Lana Radle
tr63483w-rev3.doc

Phone (626) 458-4921

Date 09-18-2007





COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

RP - Ramon

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: TR063483 Map Date August 27, 2007 - Ex. A

C.U.P. _____ Vicinity Map 3198D

- 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 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure 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: Access is "ADEQUATE" as shown on the exhibit map. The emergency gate shall be provided with an approved emergency locking device in accordance with Regulation 5, although the egress will be automatic.

By Inspector: Juan C. Padilla Date September 26, 2007



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. TR063483 Tentative Map Date August 27, 2007 - Ex. A

Revised Report Yes

- Checkboxes for fire flow requirements, hydrant specifications, and installation conditions.

Comments: The fire flow may be reduced by Fire Prevention Engineering Section during the review of the Architectural Plans for building permits.

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.

By Inspector Juan C. Padilla Date September 26, 2007



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION REPORT

Tentative Map #	63483	DRP Map Date:08/27/2007	SCM Date: / /	Report Date: 09/20/2007
Park Planning Area #	35E	PLACERITA CANYON		Map Type:REV. (REV RECD)

Total Units = Proposed Units + Exempt Units

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:	1.27
IN-LIEU FEES:	\$232,585

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of \$232,585 in-lieu fees.

Trails:


No trails.

Comments:

Tract map 63483 is unit tract 47200-02 of master tract 47200. It was originally approved for commercial development by the Regional Planning Commission on December 18, 1997, (Regional Planning map date March 13, 1997).

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, Developer Obligations/Land Acquisitions

Supv D 5th
September 20, 2007 07:16:58
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**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map # 63483	DRP Map Date: 08/27/2007	SMC Date: / /	Report Date: 09/20/2007
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:

$(P) \text{ people} \times (0.003) \text{ Goal} \times (U) \text{ units} = (X) \text{ acres obligation}$

$(X) \text{ acres obligation} \times \text{RLV/Acre} = \text{In-Lieu Base Fee}$

- 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 = Proposed Units + Exempt Units

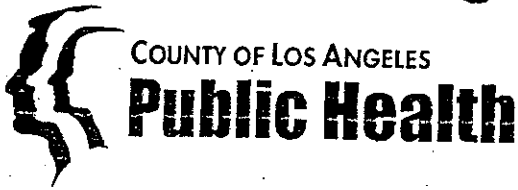
	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.60	0.0030	0	0.00
M.F. < 5 Units	2.78	0.0030	62	0.52
M.F. >= 5 Units	2.43	0.0030	103	0.75
Mobile Units	1.89	0.0030	0	0.00
Exempt Units			0	
Total Acre Obligation =				1.27

Park Planning Area = 35E PLACERITA CANYON

Goal	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	1.27	\$183,138	\$232,585

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
1.27	0.00	0.00	1.27	\$183,138	\$232,585



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

BOARD OF SUPERVISORS

- Gloria Molina
First District
- Yvonne B. Burke
Second District
- Zev Yaroslavsky
Third District
- Don Knabe
Fourth District
- Michael D. Antonovich
Fifth District.

JOHN F. SCHUNHOFF, Ph.D.
Chief Deputy

Environmental Health
TERRANCE POWELL, R.E.H.S.
Acting Director of Environmental Health

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

September 20, 2007

RFS No.07-0023999

Tract Map No. 063483

Vicinity: Fair Oaks Ranch

Tentative Tract Map Date: August 27, 2007 (3rd Revision)

The County of Los Angeles Department of Public Health has no objection to this subdivision and Vesting Tentative Tract Map 063483 has been cleared for public hearing. The following conditions of approval still apply and are in force:

1. Potable water will be supplied by the Santa Clarita Water Company, a public water system, which guarantees water connection and service to all lots. The "will serve" letter from the water company has been received and approved.
2. Sewage disposal will be provided through the public sewer and wastewater treatment facilities of the Los Angeles County Sanitation District #26 as proposed.
3. Existing septic systems shall be emptied of effluent and removed or filled with approved materials.

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

Respectfully,

Becky Valenti, E.H.S. IV
Land Use Program

**Burden of Proof for Requested General Plan Amendment
to Allow Multiple Family Residential Land Uses
at Planning Area 9 of Approved Fair Oaks Specific Plan
Currently Designated as Neighborhood Commercial
Heather Ridge Project**

A need for the proposed General Plan Amendment exists because:

1. **There is a critical need for diversification of housing opportunities in the Santa Clarita Valley.**
 - Entry level for-sale housing for working families, seniors and younger professionals has become scarce, because of increased property values and the predominance of new single family subdivisions.
 - Production of higher density for-sale housing on this and other available sites would address the severe shortage of multi-family residences throughout the region, as identified in the Housing Elements of Los Angeles County and the City of Santa Clarita based on Regional Housing Needs Assessment figures provided by SCAG.
 - Few, if any, areas remain available nearby for higher density residential urban development, despite the growing need for more new housing.
 - Demand for high-quality multi-family housing is confirmed by the successful sale of a comparable multi-family housing development constructed on the adjacent Planning Area 10 by the applicant for this project.

2. **The identified need for higher density residential development cannot otherwise be achieved.**
 - A higher density is required to attain the proposed unit count and provide a more affordable product than can be provided only by changing the existing land use designation.
 - Higher density clustering of residential development will allow for more creative planning of community amenities for residents while ensuring a more reasonable for-sale price through economies of scale, which increased densities would allow.

The particular General Plan Amendment proposed is appropriate and proper because:

- 1. The project is located proximate to urban development and commercial services.**
 - The subject property is located within the master-planned community of Fair Oaks Ranch, a development being built to provide a mix of service and retail uses to complement existing and proposed residential development.
 - Sufficient commercial and service land uses exist in the surrounding area, which will be part of the overall mixed use fabric of the project area with the buildout of Fair Oaks Ranch and the Santa Clarita Valley.
 - Increased densities allow for economies of scale for urban services, roads, and infrastructure to more effectively serve residential development.

- 2. The project is located adjacent to a comparable multi-family residential development.**
 - The project proposes 171 multi-family dwelling units that will be designed to complement the existing condominium development on Planning Area 10.
 - The existing condominium development has been successfully sold and there continues to be a demand for condominiums in the development.
 - This project will fulfill a need identified in the Housing Elements of Los Angeles County and the City of Santa Clarita by constructing an additional 171 condominium units adjacent to the existing development.

- 3. The area is in transition to increasingly urban uses.**
 - Both unincorporated and incorporated areas have seen substantially increased urbanization, continued growth and expansion of new infrastructure and services.
 - Higher density development is a natural result of urbanization that has been occurring in the area.
 - Existing urban areas near the project site were changed to urban land use categories during the most recent update to the Santa Clarita Valley Area Plan in 1990. This change envisioned the broad range of residential densities occurring in the area.

- The County has made a commitment to the urbanization of private land in this area based on development approvals to date and proposals which are presently being considered.

Modified conditions warrant a revision to the County of Los Angeles General Plan because:

1. There remains a critical need for diversity of housing in the Santa Clarita Valley.

- Population growth and a broad range of incomes in the area have increased the demand for different housing product types at different price levels.
- The housing market is strong in the area, especially at more affordable levels where product supply is relatively scarce. The general plan amendment would allow increased production of a higher density product type and produce housing that is substantially more affordable than the single family product type.

Approval of the proposed General Plan Amendment will be in the interest of public health, safety and general welfare and in conformity with good planning practices because:

1. The project is located proximate to urban development and commercial services.

- The areas surrounding the project site have seen substantially increased urbanization, which is compatible with anticipated residential development.
- The proposed urban areas within the project site are adjacent to existing communities which are already linked to urban infrastructure and emergency services which can be readily extended to the project side.

2. The project will provide for the health, safety and welfare of its residents through its integration to existing communities.

- The project is part of the larger Fair Oaks Ranch Specific Plan and its residents will have use of its community facilities and parks.
- The project is in close proximity to existing communities in the City of Santa Clarita and in the unincorporated area. Residents of the project will have access to regional recreation facilities, as well as hiking trails and bicycle trails.



**Burden of Proof for Requested Conditional Use Permit
Multiple Family Residential Project
at Planning Area 9 of Approved Fair Oaks Specific Plan
Heather Ridge Project**

As required by County Code Section 22.56.040(A)(1), the requested use at the proposed location will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area because:

1. **The project is a logical extension of existing similar development.**
 - The project proposes 171 multi-family dwelling units that will be designed to complement the existing condominium development on Planning Area 10.
 - Because the project proposes the same product as the existing adjacent condominium development, no incompatible uses will be created that would adversely affect existing development.
 - The project represents the logical extension of development that is needed in providing diverse housing products and is therefore beneficial for the community.
 - The project will extend existing utility and service systems from within the Fair Oaks Specific Plan but will not adversely affect current service capacities.

2. **The project is located proximate to urban development.**
 - The subject property is located within the master-planned community of Fair Oaks Ranch and is thus proximate to substantial urban development, emergency services, and other essential services.
 - Infrastructure can be readily extended to service the development.

3. **Adequate commercial services exist in the surrounding area to serve the residents of the development.**
 - A variety of retail stores and commercial services are located nearby to the project site.
 - Various transportation modes are located in close proximity to the project site, including two major freeways, as well as commuter rail service.

As required by County Code Section 22.56.040(A)(2), the requested use at the proposed location will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site because:

- 1. The project is located adjacent to a comparable multi-family residential development.**
 - The new development will be part of an expanding new residential community with diverse product types serving both multiple family and single family households.
 - As development approaches buildout in the Santa Clarita Valley, property values will be enhanced as communities blend the creation of character and identity with a full range of services and amenities for living and recreation.
- 2. There remains a critical need for high-quality multi-family housing in the Santa Clarita Valley.**
 - Diverse housing types serving varying income levels complete with recreational amenities will create new communities enhancing the value of the life style and desirability of the Santa Clarita Valley.
 - Successful new communities such as this will enhance the value of existing adjacent communities by increasing community facilities and amenities to the benefit of area residents.
- 3. The project will enhance existing area subdivisions as part of a developing community.**
 - This new development will be part of an expanding master-planned community with recreational and open space amenities that serve all of the area's residents.
 - With the project, the area will move closer to buildout resulting in enhanced property values as a complete living environment will be created to serve the area's residents. Amenities and facilities will complete the community, thereby enhancing its benefits to residents who have a living and recreational environment complete with a full range of services and amenities.

As required by County Code Section 22.56.040(A)(3), the requested use at the proposed location will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare because:

- 1. The project is located proximate to urban development, emergency services and other essential services.**
 - The areas surrounding the project site have seen substantially increased urbanization, continued growth, and with urban infrastructure and services having been extended to the project site.
 - Proposed urban areas within the project site are located adjacent to existing and approved urban development, and are thus located proximate to emergency services and other essential services.

As required by County Code Section 22.56.040(B), the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in the County Zoning Ordinance, or as is otherwise required in order to integrate the proposed use with the uses in the surrounding area because:

- 1. The project will comply with County zoning development standards.**
 - The conditional use permit includes a site plan that is very specific as to the multi-family residential products being proposed and the site plan implements zoning requirements for the project. The project expects to meet all site development standards including building height and setbacks without requesting a variance or other site modifications.
- 2. The project site is sufficiently large.**
 - The project provides sufficient land area and accommodates all provisions of the County Zoning Ordinance as required to integrate the proposed development with the land uses existing in the surrounding area.
 - The areas within the project site proposed for residential development will have appropriate space and area to accommodate required parking and loading, walls, yards, and landscaping.

As required by County Code Section 22.56.040(C)(1), the proposed site is adequately served by highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate because:

1. **The project is located proximate to existing streets and highways.**
 - The project site is located within the master-planned community of Fair Oaks Ranch wherein streets were constructed in accordance with County standards to accommodate development of the project site. The local community streets connect to adjacent collectors and arterials providing access with sufficient capacity to the project site.
 - The perimeter of the project site includes an offramp to Highway 14, Via Princessa, a secondary highway, and Lost Canyon Road.

As required by County Code Section 22.56.040(C)(2), the proposed site is adequately served by other public or private service facilities as are required because:

1. **The project is located proximate to urban development, emergency services and other essential services.**
 - The project site is located immediately adjacent to existing and approved urban development, and are thus located proximate to emergency services and other essential services.
2. **Utility services are available.**
 - Utility services are available without imposing any additional costs to the community and existing utility services have the capacity to serve the proposed development without any burden on the utilities and without creating deficiencies in adjacent residential areas.
3. **Commercial land uses are located nearby.**
 - A variety of retail and service commercial uses are located nearby along the arterial routes. A regional shopping mall is also located in close proximity to the project site. Access to more distant shopping is provided by freeway access to the south and east of the Santa Clarita Valley.

Specific Plan Conformance Summary

This report has been prepared to summarize information regarding the conformance of the previously approved Tract No. 47200 (County Project No. 89-094 and Conditional Use Permit 96-174) with the Canyon Park Specific Plan (also known as Specific Plan No. 1). This summary is being completed to ensure the density proposed for Tract No. 063483 (included within the previously approved Tract No. 47200 as Planning Area 9) is within the overall density planned for Specific Plan No. 1. Under the previous approvals, Planning Area 9 was designated as Neighborhood Commercial (NC). Implementation of Tract No. 063483 would change the current designation to Residential (R-3 (25) U).

Tract No. 063483 is located on a portion of Planning Area 9, within Tract No. 47200 (portion of Parcels 76, 77, and 78). On July 6, 1993, Tract No. 47200 was approved and included 645 multi-family units and 10.6 acres of commercial use on approximately 220 acres. In September 1997, the Third Addendum to the EIR was prepared to address changes to Tract No. 47200 proposed by a new owner. These revisions included 393 single-family dwelling units, an approximate 12.5-acre commercial pad, a 2.2 acre park site, and an approximately 10-acre school site, with a joint use park on a total of approximately 243 acres. The difference in the acreage for the commercial pad is related to inclusion of the slope area on the site.

Specific Plan No. 1 was approved by the Los Angeles County Board of Supervisors on December 23, 1986, and requires that each individual project within the Specific Plan boundaries demonstrate conformance with the Specific Plan Implementation (page VI-25, Section VII-D). Specific Plan No. 1 is located in the community of Canyon Country in unincorporated Los Angeles County and includes the development of a maximum of 5,400 dwelling units, 63 acres of commercial, school, recreational and open space land uses on approximately 988 acres. The following is a brief description of each Specific Plan planning area and associated entitlement history:

- Planning Area 1 is situated north of Jake's Way and west of SR-14. This planning area is encumbered by Tract No. 45287, which consists of 463 multi-family units on 20 acres.
- Tract No. 52608 (Project No. 99-133) has been approved for Planning Area 2 and proposes 63-single family detached condominiums on approximately eight acres.
- Tract No. 45223 has been recorded over Planning Area 3, and 504 multi-family units have been built on 29 acres. The Specific Plan allows a total of 733 units in this planning area.
- Tract No. 44492 has recorded 634 multi-family units on approximately 32 acres within Planning Area 4. The Specific Plan allows a total of 732 units within this planning area.
- Planning Areas 5 and 6 have been annexed in the City of Santa Clarita and are made up of Tract Nos. 50484 and 50151, respectively. Planning Area 5 has been built with 131,000 square feet of commercial use on 16.5 acres. Planning Area 6 has been approved

by the City of Santa Clarita for 19.2 acres of commercial development. Both planning areas are consistent with the Specific Plan.

- Revised Tract No. 47200 has been approved for Planning Areas 7, 8, 9, 22 and 23, and a portion of Planning Area 21 (for a school site). This map proposed 393 single-family units, a 12.5-acre commercial site, a 2.2-acre park, and a 10-acre school with joint-use park site on a total of 243.2 acres.
- Tract Nos. 52938/52833 has been approved for Planning Areas 10 through 20, a portion of Planning Area 21, and open space. This included 1,240 residential units and associated infrastructure, 6.0-acre neighborhood park site and a future private recreational facility.
- Tract No. 53795 has been approved for Planning Area 10. This map proposes 154 multi-family condominiums on 9.9-acres of a 16.4-acre site previously approved under Tract No. 52833. Tract No. 53795 is the final subdivision map proposed within Specific Plan No. 1.
- Planning Area 9 is included in Tract No. 063483. This area proposes 171 multi-family units on 12.5 acres.

The land use concept for Specific Plan No. 1 is shown in **Figure 1** and the approved Tract No. 47200 is shown in **Figure 2**. A comparison between the approved projects/proposed project and the approved maximum capacity allowed in the Specific Plan is included in **Table 1**.

As stated in the criteria outlined in Specific Plan No. 1, Tract No. 47200 is in conformance with allowable uses and proposed densities (see attachment). A separate Specific Plan Conformance Report will be prepared for Tract No. 063483 (including the proposed change in land use for Planning Area 9 from Neighborhood Commercial to Residential) to analyze the conformance of the proposed project with Specific Plan No. 1.



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

April 16, 2008

NOTICE OF VIOLATION

Bruce W. McClendon FAICP
Director of Planning

Pardee Construction Co
10880 Wilshire Blvd, No 1900
Los Angeles, CA 90024

RFS No: 08-0009949/EF011554

Dear Property Owner:

An inspection was conducted at Assessor's Parcel Number 2841-034-003 located in Santa Clarita and it disclosed the following violation(s):

- 1. Cargo shipping containers and office trailers are being maintained and stored on the premises - 22.24.720, 22.40.730 and 22.40.740**

This is not a permitted use in zone S-P and is in violation of the provisions of the Los Angeles County Zoning Ordinance Section(s) listed above.

Please consider this an order to comply with the provisions of the zoning ordinance **within thirty (30) days upon receipt** of this letter. Failure to correct the violation(s) found at Assessor's Parcel Number 2841-034-003 may cause this matter to be referred to the District Attorney with the request that a criminal complaint be filed if compliance is not achieved. Conviction can result in a penalty of up to six months in jail and/or a \$1,000.00 fine, each day in violation constituting a separate offense. **In addition to criminal prosecution, you may be subject to a noncompliance fee of \$654.00 and the imposition of further administrative and collection fees totaling approximately \$2,289.00.**

Any inquiry regarding this matter may be addressed to the Department of Regional Planning, 320 W. Temple Street, Los Angeles, CA 90012, Attention: Zoning Enforcement. To speak directly with the investigator, **Marie Powell**, please call (213) 974-6456 Monday through Thursday. Our offices are closed on Fridays.

Very truly yours,

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

Oscar A. Gomez
Supervising Regional Planner
Zoning Enforcement Section III

APR 17 2008



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

SUPPLEMENTAL INFORMATION

Bruce W. McClendon FAICP
Director of Planning

April 17, 2008

TO: Harold V. Helsley, Chair
Leslie G. Bellamy, Vice Chair
Esther L. Valadez, Commissioner
Wayne Rew, Commissioner
Pat Modugno, Commissioner

FROM: Ramon Cordova, Senior Regional Planning Assistant *RC*
Land Divisions Section

SUBJECT: **SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)**
VESTING TENTATIVE TRACT MAP NO. 063483
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
AGENDA ITEM NO. 9 a, b,c; APRIL 23, 2008

"APPLICANT MATERIALS"

The attached are materials submitted by the applicant after the Regional Planning Commission's ("Commission") materials were packaged and distributed. The applicant's materials include a letter from a retail shopping center developer regarding inability to secure tenants in Fair Oaks. Also provided was information brochure of the proposed development. The letter dated April 11, 2008 cites that an application was submitted to the County for commercial development. However, staff will need additional information from applicant to verify.

STAFF RECOMMENDATION

As previously described in the staff analysis for the April 23, 2008 public hearing, staff continues to feel that the proposed development is inconsistent with Specific Plan No. 1 (Canyon Park) and fails to meet the burden of proof required for Amendment to Specific Plan. The zoning violation on the subject property consisting of construction trailers also remains unabated and no additional evidence has been presented to staff that the violation has been resolved.

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

VESTING TENTATIVE TRACT MAP NO. 063483-(5)
SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
April 23, 2008 RPC Cover Letter
SUPPLEMENTAL INFORMATION

PAGE 2

Redesign

If the Regional Planning Commission agrees with staff's evaluation above, staff recommends that the Commission indicate their intent to deny Specific Plan Amendment Case No. 2006-00006-(2), and direct the applicant to redesign the project to accommodate residential and commercial uses as currently designated in the Specific Plan.

Suggested Motion: "I move that the Regional Planning Commission direct the applicant to redesign the project to accommodate residential and commercial uses as currently designated in the Specific Plan and submit additional information to staff to determine Specific Plan conformance."

Denial

If the Regional Planning Commission feels that the project does not comply with the Specific Plan, staff recommends that the Commission continue the public hearing for staff to prepare final documents.

Suggested Motion: "I move that the Regional Planning Commission continue the public hearing for staff to prepare final documents."

SMT:REC
4/17/08

Attachments:
Applicant's materials



April 11, 2008

**DONAHUE
SCHRIBER**

David D. Dunham, Sr.
Vice President Income Property Group
Pardee Homes
10880 Wilshire Blvd., Ste. 1900
Los Angeles, CA 90024

Re: Fair Oaks Ranch Retail Opportunity

Dear Dave:

Donahue Schriber Realty Group is an experienced retail shopping center developer and owner of approximately 80 shopping centers comprising in excess of 12 million square feet of retail space. We develop, own and operate shopping centers in the western United States, and have been active in the shopping center development business for over 40 years. Within our trade industry, the ICSC, we are considered one of the top tier developers of this product type in the United States.

For several years, Donahue Schriber was in escrow to purchase the commercial land within Fair Oaks Ranch, and in fact, had made submittal to Los Angeles County for a shopping center approval, and had to withdraw our application as we were not able to secure a major tenant to anchor this property. At the time of our application, we were working with Albertson's to bring a grocery store to the Fair Oaks community, only to have Albertson's decide that the trade area was saturated with too many grocery stores. We also discussed the potential of re-locating Stater Bros. to the south side of the 14 Freeway, bring Vons westerly to a larger and newer store, and to Ralph's to re-locate one of their stores to this location. All of these stores passed on the location as they already had established stores adequately serving the area.

We also targeted many other retail tenants, including drug stores, banks, fast food restaurants, coffee shops, etc. and were unable to attract these tenants to the site because a major grocery store was not committed to the site. As a result, after several years of marketing this property, we had to withdraw our application with the County of Los Angeles and terminate our escrow with Pardee Homes. Given the new development to the west, the Wal Mart store to the north, and the number of grocery stores due north and northeast of this site, it was not possible to secure a market for this site.

Should you need to discuss this further, please contact me at (714) 966-6496.

Sincerely,

Donahue Schriber Realty Group

Jeff Chambers
Vice President Development

Donahue Schriber Realty Group
10880 Wilshire Blvd., Ste. 1900
Los Angeles, CA 90024
(714) 966-6496
www.donahueschriber.com





Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

June 5, 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: Ramon Cordova, Senior Regional Planning Assistant *RC*
Land Divisions Section

SUBJECT: **SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)**
VESTING TENTATIVE TRACT MAP NO. 063483-(5)
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
AGENDA ITEM NO. 7 a, b,c,; June 11, 2008

PROJECT BACKGROUND

As you may recall, your Regional Planning Commission ("Commission") held a public hearing on April 23, 2008 for Vesting Tentative Tract Map No. 063483 ("TR 063483") is a subdivision proposal to create a gated condominium development of 165 attached units on 12.5 acres, located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.

The proposal also requires approval of Specific Plan Amendment Case No. 2005-00010-(5) to amend the Land Use Policy Map of Specific Plan No.1 (Canyon Park) from NC (Neighborhood Commercial) to R -3(25) (Apartments/Condominiums, 25 Units/Acre) within a portion of Planning Area 9; and Conditional Use Permit Case No. 2005-00202-(5) to ensure Specific Plan conformance.

APRIL 23, 2008 PUBLIC HEARING

After opening the public hearing on April 23, 2008 and taking public testimony from the applicant and their representative and two individuals in support, the public hearing was continued to June 11, 2008 to allow the applicant time to submit an analysis consisting of commercial centers within close proximity to the subject property, the square footage of those centers and existing population surrounding the centers.

The following includes a summary of issues raised during the public hearing:

- Oversaturation of commercial centers – Testimony was taken from the applicant's representative who stated that he had spent two years trying to acquire major commercial tenants to anchor a proposed commercial center on the project site but due to oversaturation of commercial developments in neighboring communities it was impossible to acquire tenants.
- Inferior commercial development – Community members stated that they were in favor of the

proposed development but stated that the community had concerns that a strip mall commercial development would create nuisances and attract crime to the area.

During the public hearing, the applicant was directed by your Commission to work with staff and provide the required commercial analysis and provide information needed for approval.

MAY 21, 2008 RPC MEMO

Staff distributed a memo to your Commission requesting a continuance on this project due to the applicant's inability to submit materials in a timely manner.

MAY 27, 2008 RPC MEMO

The applicant submitted the required materials consisting of a radius map that depicts all commercial centers within a two-mile radius of the project site and a 2007 population report. The applicant has satisfied your Commission's request by providing a radius map that depicts all commercial centers with tenants and building floor space, and a report that depicts the existing population within a two-mile radius.

STAFF EVALUATION AND RECOMMENDATION

The applicant has since submitted the requested commercial analysis and population report. Staff feels that the applicant has satisfied your Commission's request by providing an accurate analysis of all commercial centers within a two-mile radius of the project site.

Staff feels that the materials submitted by the applicant substantiate their claim that there is an oversaturation of commercial centers within a two-mile radius of the project site and the proposed development would be an appropriate use for the subject property.

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

If your Regional Planning Commission feels that the submitted radius map and report meets your Commission requirements, staff recommends that the Commission close the public hearing, adopt the Fifth Addendum of the Final Environmental Impact Report for the project, certify that it has reviewed and considered the environmental information contained in the document, certify that the Fifth Addendum to the final Environmental Impact Report, approve Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5), and recommend to the Los Angeles County Board of Supervisors approval of Specific Plan Amendment 2005-00010-(5).

VESTING TENTATIVE TRACT MAP NO. 063483-(5)
SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
June 11, 2008 RPC Cover Letter

PAGE 3

Suggested Motion: "I move that the Regional Planning Commission close the public hearing, adopt the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, certifies that the Fifth Addendum to the final Environmental Impact Report."

AND

Suggested Motion: "Approve Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5), and recommend to the Los Angeles County Board of Supervisors approval of Specific Plan Amendment Case No. 2005-00010-(5)."

SMT:REC
6/5/08

Attachments: Draft Resolutions; findings and conditions and commercial centers analysis



**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES RELATING TO THE ADOPTION OF AN
AMENDMENT TO THE LOS ANGELES COUNTY GENERAL PLAN, SANTA CLARITA
VALLEY AREA PLAN, AND SPECIFIC PLAN NO. 1 (CANYON PARK)
RELATING TO SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)**

WHEREAS, Article 8 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65450) provides for adoption of amendments to county general plans and Specific Plan; and

WHEREAS, the applicant, Pardee Homes, has requested the approval of General Plan/Local Plan/Specific Plan Amendment Case No. 2005-00010-(5) to amend Specific Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre) within Planning Area 9 ; and

WHEREAS, the Regional Planning Commission of the County of Los Angeles ("Commission") conducted a public hearing on April 23, 2008 and June 11, 2008 regarding the following: (i) General Plan Amendment Case No. 2005-00010-(5); Santa Clarita Valley Area Plan Amendment Case No. 2005-00010-(5); (iii) Specific Plan Amendment Case No. 2005-00010-(5); (iv) Vesting Tentative Tract Map No. 063483 and (v) Conditional Use Permit Case No. 2005-00202-(5), including ensuring Specific Plan conformance (collectively, "Project"); and

1. The subject site is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.
2. The irregularly-shaped property is 12.5 acres in size with level topography.
3. Access to the proposed development is provided by Lost Canyon Road, an 84-foot wide proposed major highway as designated on the Los Angeles County Master Plan of Highways.
4. Vesting Tentative Tract Map No. 063483 is a related request to create one multi-family residential lot with 165 new attached condominium units in 36 buildings on 12.5 acres.
5. Conditional Use Permit Case No. 2005-00202-(5) is a related request to ensure Specific Plan conformance.
6. Approval of the vesting tentative tract map and conditional use permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed specific plan amendment.

7. The applicant's site plan, labeled as Exhibit "A", depicts a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged along 14 internal private driveways. Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet. Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure, shade cabanas, fireplace, barbecue picnic tables and fountain. The main gated point of entry and exit for residents is located off of Lost Canyon Road across from Lark Way. The 76 guest parking spaces (71 standard parking spaces and five handicap parking spaces) to be provided (minimum 42 guest spaces required) will be located along the main east-west private driveway. Seven guest spaces will be located on the east side of the private driveway across from Unit Nos. 51 through 54. To ensure adequate access for the Fire Department, the applicant is proposing a 64-foot wide turning radius at the entry and exit gates. Two required parking spaces per unit yields a minimum required of 330 covered spaces for the project. Guest parking is also required at a ratio of one space per four dwelling units, or minimum 42 guest parking spaces, 76 provided for the project. The project provides a total of 402 parking spaces, above the minimum required. Of the total parking provided within the development, 326 parking spaces are provided within two-car garages. Internal access is provided by a 28-foot wide private driveway and fire lane throughout the proposed development. Grading consists of 32,000 cubic yards of earthwork to be balanced onsite. A maximum six-foot wall is proposed along the perimeter of the property to buffer from adjacent freeway and public streets.
8. The property is depicted in the NC (Neighborhood Commercial) and R 3(25) (Apartments/Condominiums, 25 Units/Acre) categories on the Land Use Policy Map of the Specific Plan, a component of the Santa Clarita Valley Area Plan and the Los Angeles Countywide General Plan ("General Plan"). The R-3(25) category of the Specific Plan identifies areas particularly suitable for multi-family housing units and is intended to maintain the character of existing mid density residential neighborhoods with densities up to 25 units per net acre. The project proposes an amendment to the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre). Under the proposed land use category, the property's 12.5 acres has a maximum density of 312 dwelling units. The project proposes 165 dwelling units, which is consistent with the maximum proposed.

9. The project site is currently zoned SP (Specific Plan) which was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986. The project requests to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan") Land Use Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
10. Surrounding zoning includes SP to the north, east and south. The City of Santa Clarita lies to the west.
11. The subject property consists of three lots currently unimproved. Surrounding uses include Antelope Valley (State Route 14) Freeway to the north with single-family residences, multi-family residences and unimproved parcels to east, proposed commercial center and City of Santa Clarita to the west and single-family residences to the south.
12. The project is consistent with the proposed R-3(25) land use classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.
13. No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.
14. During the April 23, 2008 public hearing, the Los Angeles County Regional Planning Commission ("Commission") heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
15. During the April 23, 2008 public hearing, staff stated that Fair Oaks Ranch was envisioned to be a unique development that would provide a land use pattern that meets the basic needs of residents by providing essential services within close proximity to their homes.
16. During the April 23, 2008 public hearing, the applicant stated that the proposed development would be constructed using sustainable green technology. The applicant also agreed to add the required covered parking for the proposed manager's units.
17. During the April 23, 2008 public hearing, the applicant's representative stated that he had spent two years trying to acquire major commercial tenants to anchor a

proposed commercial center on the project site but due to oversaturation of commercial developments within a two-mile radius it was impossible to acquire tenants.

18. During the April 23, 2008, public hearing the Commission inquired if it would be possible to create a mix-use or loft-style development on a portion of the project site. The Commission also inquired if an analysis had been prepared depicting the amount of existing commercial square footage within close proximity of the proposed project.
19. During the April 23, 2008, public hearing, representatives from the Fair Oaks Ranch Homeowners Association, stated that the community preferred to see a residential development located on the project site. They also stated that the community had concerns that an inferior commercial development would create nuisances and attract crime to the area.
20. During the April 23, 2008 continued public hearing, the Commission requested that the applicant work with staff and provide staff a commercial centers analysis that depicts all existing commercial centers within a two-mile radius with tenant names and total floor areas and existing population count.
21. On April 23, 2008, the Commission continued the public hearing to June 11, 2008 to allow time for the applicant to prepare the requested commercial area analysis for staff, and prepare draft findings and conditions for approval.
22. On May 28, 2008 the applicant submitted the requested commercial area analysis for staff to review.
23. During the June 11, 2008 continued public hearing, the Commission heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
24. During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission.
25. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures, as shown on the site plan and Vesting Tentative Tract Map No. 063483.
26. Compatibility with surrounding land uses will be ensured through the related zone change, subdivision, and conditional use permit.

27. There is no evidence that the proposed project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the project site.
28. The applicant in this case has satisfied the "Burden of Proof" for the requested Specific Plan Amendment which is needed and appropriate.
29. A Fifth Addendum to Final Environmental Impact Report for the project has been prepared in accordance with the California Environmental Quality Act, State and County guidelines. As stated in the Final EIR, the project will result in unavoidable significant effects on Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. However, the benefits of the proposed project outweigh the potential unavoidable adverse impacts are determined to be acceptable based upon the overriding considerations set forth in the Final Environmental Impact Report.

The Regional Planning Commission has also determined that the conditions of approval for the proposed project will mitigate the potential effects of the development and that these effects will be mitigated to a level of insignificance.

30. This project does not have "no effect" on fish and wildlife resources. Therefore, the project is not exempt from California Department of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.
31. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Department of Regional Planning ("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.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission of the County of Los Angeles recommends that the Los Angeles County Board of Supervisors:

1. Hold a public hearing to consider the above recommended specific plan amendment; and
2. Certify that the Fifth Addendum to Final Environmental Impact Report has been completed in compliance with California Environmental Quality Act ("CEQA"), and the State and County Guidelines related thereto and reflects the independent judgment of the Board of Supervisors; and

3. Adopt Specific Plan Amendment Case No. 2005-00010-(5) amending the Land Use Policy map of Specific Plan No.1 ("Canyon Park").

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on June 11, 2008.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

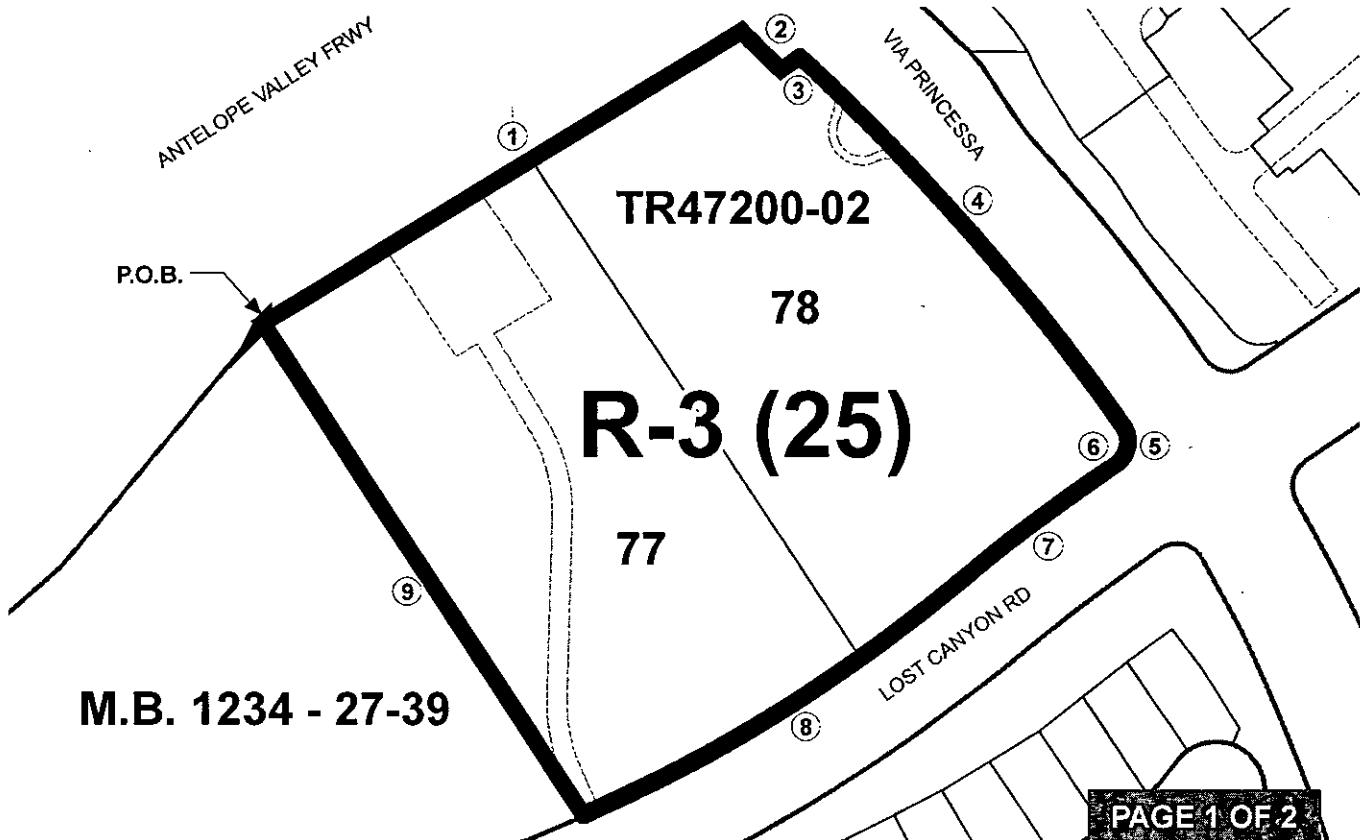
DRAFT

CHANGE TO COUNTYWIDE GENERAL PLAN
SPECIFIC PLAN NO. 1 (CANYON PARK)

SPECIFIC PLAN AMENDMENT: 2005-00010-(5)

ON: _____

CATEGORY NC TO CATEGORY R-3 (25)
(PROPOSED: APARTMENT/CONDO 25 DU/AC)



LEGAL DESCRIPTION:

LOTS 77 AND 78 OF TR47200-02 IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 1234 PAGES 27 TO 39, MAPS, INCLUSIVE, OF RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED TOGETHER AS FOLLOWS:

BEGINNING AT THE MOST WLY CORNER OF SAID LOT 77

- ① N.58°50'03"E. 507.83'
- ② RADIUS: 1,450.00'
RADIAL LINE: N.44°52'07"E.
CENTRAL ANGLE: 01°58'33"
ARC DISTANCE: 50.00'
- ③ N.54°41'54"E. 20.48'

CONTINUE TO PAGE 2

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- PLAN AMENDMENT AREA



0 100 200
FEET

COUNTY ZONING MAP
258H149

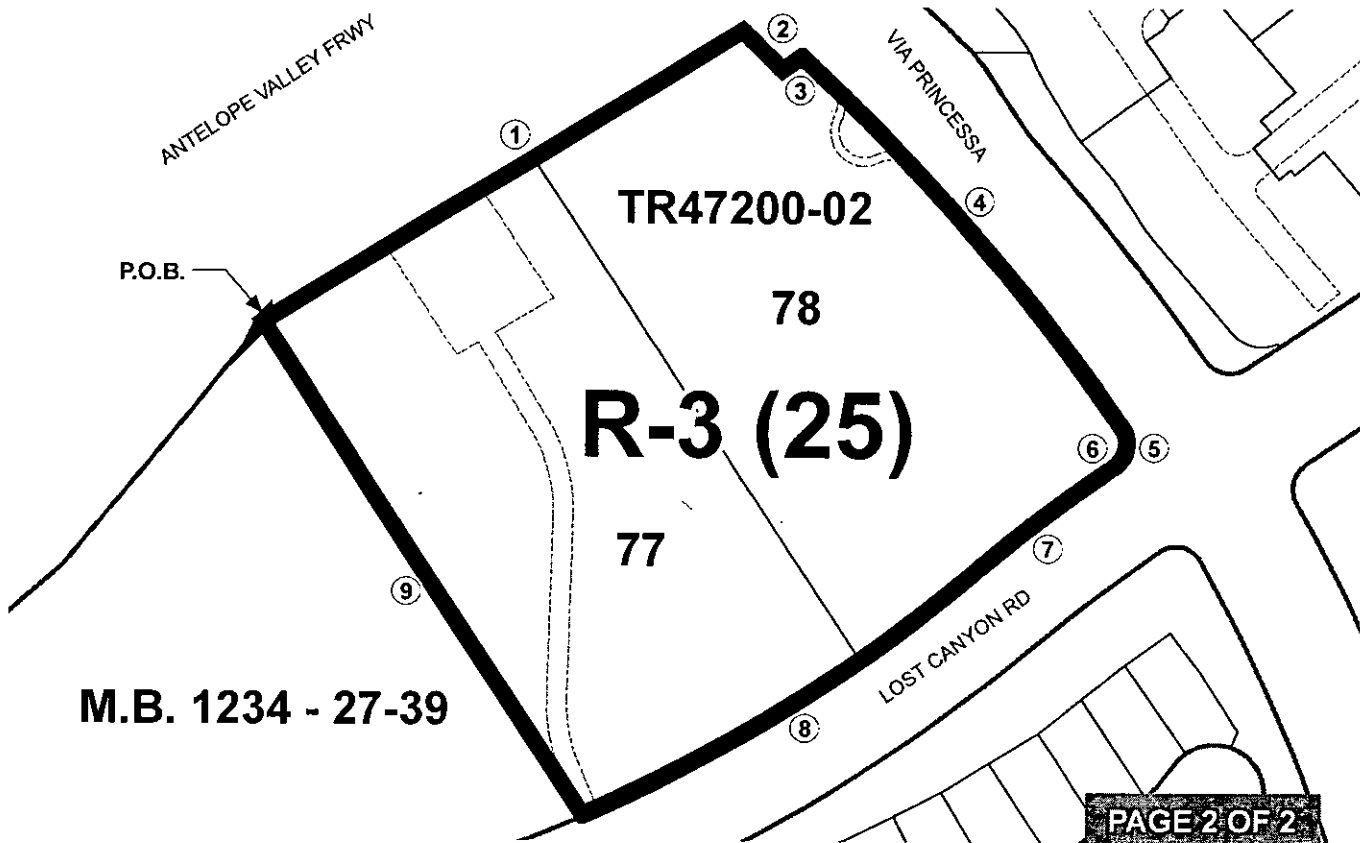
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
HAROLD V. HELSLEY, CHAIR
BRUCE W. McCLENDON, PLANNING DIRECTOR

CHANGE TO COUNTYWIDE GENERAL PLAN
SPECIFIC PLAN NO. 1 (CANYON PARK)

SPECIFIC PLAN AMENDMENT: 2005-00010-(5)

ON: _____

CATEGORY NC TO CATEGORY R-3 (25)
(PROPOSED: APARTMENT/CONDO 25 DU/AC)

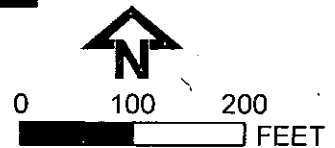


LEGAL DESCRIPTION: CONTINUED FROM PAGE 1

- ④ RADIUS: 1,950.00'
RADIAL LINE: S.42°10'52"W.
CENTRAL ANGLE: 12°57'57"
ARC DISTANCE: 441.29'
- ⑤ RADIUS: 25.00'
CENTRAL ANGLE: 90°19'44"
ARC DISTANCE: 39.41'
- ⑥ S.55°28'34"W. 8.20'
- ⑦ RADIUS: 1,542.00'
CENTRAL ANGLE: 05°37'38"
ARC DISTANCE: 151.44'
- ⑧ RADIUS: 1,458.00'
CENTRAL ANGLE: 16°24'15"
ARC DISTANCE: 417.44'
- ⑨ N.33°13'50"W. 530.02' TO
THE POINT OF BEGINNING

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- PLAN AMENDMENT AREA



COUNTY ZONING MAP
258H149

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
HAROLD V. HELSLEY, CHAIR
BRUCE W. McCLENDON, PLANNING DIRECTOR

**FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)**

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a noticed public hearing in the matter of Conditional Use Permit Case No. 2005-00202-(5) on April 23, 2008 and June 11, 2008. Conditional Use Permit Case No. 2005-00202-(5) was heard concurrently with Specific Plan Amendment Case No. 2005-00010-(5) and Vesting Tentative Tract Map No. 063483.
2. The applicant, Pardee Homes, is proposing a condominium development of 165 new attached units in 36 buildings with two covered parking spaces per unit and approximately 3.4 acres (27 percent of the subject property) of landscape area and recreation area are provided within the development as slopes, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure and cabanas, fireplace, barbecue picnic tables and fountain.
3. A conditional use permit ("CUP") is required to ensure Specific Plan conformance.
4. The subject site is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.
5. The irregularly-shaped property is 12.5 acres in size with level topography.
6. Access to the proposed development is provided by Lost Canyon Road, an 84-foot wide proposed major highway as designated on the Los Angeles County Master Plan of Highways.
7. The project site is currently zoned SP (Specific Plan) which was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986. The project requests to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan") Land Use Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
8. Surrounding zoning includes SP to the north, east and south. The City of Santa Clarita lies to the west.
9. The subject property consists of three lots currently unimproved. Surrounding uses include the Antelope Valley (State Route 14) Freeway to the north with single-family residences, multi-family residences and unimproved parcels to east, proposed commercial center and City of Santa Clarita to the west and single-family residences to the south.

Findings

10. The project is consistent with the proposed SP zoning classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.
11. The property is depicted in the NC (Neighborhood Commercial) and R 3(25) (Apartments/Condominiums, 25 Units/Acre) categories on the Land Use Policy Map of the Specific Plan, a component of the Santa Clarita Valley Area Plan and the Los Angeles Countywide General Plan ("General Plan"). The R-3(25) category of the Specific Plan identifies areas particularly suitable for multi-family housing units and is intended to maintain the character of existing mid density residential neighborhoods with densities up to 25 units per net acre. The project proposes an amendment to the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre). Under the proposed land use category, the property's 12.5 acres has a maximum density of 312 dwelling units. The project proposes 165 dwelling units, which is consistent with the maximum proposed.
12. Specific Plan Amendment Case No. 2005-00010-(5) is a related request to amend the Specific Plan within Planning Area 9. Land Use Policy Map from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
14. Vesting Tentative Tract Map No. 063483 is a related request to create one multi-family residential lot with 165 new attached condominium units in 36 buildings on 12.5 acres.
15. Approval of the vesting tentative tract map and conditional use permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed specific plan amendment.
16. The applicant's site plan, labeled as Exhibit "A", depicts a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged along 14 internal private driveways. Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet. Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation

area will provide amenities consisting of a clubhouse, pool, spa, shade structure, shade cabanas, fireplace, barbecue picnic tables and fountain. The main gated point of entry and exit for residents is located off of Lost Canyon Road across from Lark Way. The 76 guest parking spaces (71 standard parking spaces and five handicap parking spaces) to be provided (minimum 42 guest spaces required) will be located along the main east-west private driveway. Seven guest spaces will be located on the east side of the private driveway across from Unit Nos. 51 through 54. To ensure adequate access for the Fire Department, the applicant is proposing a 64-foot wide turning radius at the entry and exit gates. Two required parking spaces per unit yields a minimum required of 330 covered spaces for the project. Guest parking is also required at a ratio of one space per four dwelling units, or minimum 42 guest parking spaces, 76 provided for the project. The project provides a total of 402 parking spaces, above the minimum required. Of the total parking provided within the development, 326 parking spaces are provided within two-car garages. Internal access is provided by a 28-foot wide private driveway and fire lane throughout the proposed development. Grading consists of 32,000 cubic yards of earthwork to be balanced onsite. A maximum six-foot wall is proposed along the perimeter of the property to buffer from adjacent freeway and public streets.

17. The project is consistent with the proposed R-3(25) land use classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.
18. No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.
19. During the April 23, 2008 public hearing, the Los Angeles County Regional Planning Commission ("Commission") heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
20. During the April 23, 2008 public hearing, staff stated that Fair Oaks Ranch was envisioned to be a unique development that would provide a land use pattern that meets the basic needs of residents by providing essential services within close proximity to their homes.
21. During the April 23, 2008 public hearing, the applicant stated that the proposed development would be constructed using sustainable green technology. The

applicant also agreed to add the required covered parking for the proposed manager's units.

22. During the April 23, 2008 public hearing, the applicant's representative stated that he had spent two years trying to acquire major commercial tenants to anchor a proposed commercial center on the project site but due to oversaturation of commercial developments within a two-mile radius it was impossible to acquire tenants.
23. During the April 23, 2008, public hearing the Commission inquired if it would be possible to create a mix-use or loft-style development on a portion of the project site. The Commission also inquired if an analysis had been prepared depicting the amount of existing commercial square footage within close proximity of the proposed project.
24. During the April 23, 2008, public hearing, representatives from the Fair Oaks Ranch Homeowners Association, stated that the community preferred to see a residential development located on the project site. They also stated that the community had concerns that an inferior commercial development would create nuisances and attract crime to the area.
25. During the April 23, 2008 continued public hearing, the Commission requested that the applicant work with staff and provide staff a commercial centers analysis that depicts all existing commercial centers within a two-mile radius with tenant names and total floor areas and existing population count.
26. On April 23, 2008, the Commission continued the public hearing to June 11, 2008 to allow time for the applicant to prepare the requested commercial area analysis for staff, and prepare draft findings and conditions for approval.
27. On May 28, 2008 the applicant submitted the requested commercial area analysis for staff to review.
28. During the June 11, 2008 continued public hearing, the Commission heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
29. During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission.

Findings

30. As a condition of approval of this grant, the permittee shall be required to comply with the development standards of the R-3-(25) land use category pursuant to Sections IV-16 through IV-21 of the Specific Plan.
31. A fifth addendum to Final Environmental Impact Report for the project has been prepared in accordance with the California Environmental Quality Act, State and County guidelines. As stated in the Final EIR, the project will result in unavoidable significant effects on Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. However, the benefits of the proposed project outweigh the potential unavoidable adverse impacts are determined to be acceptable based upon the overriding considerations set forth in the Final Environmental Impact Report.

The Regional Planning Commission has also determined that the conditions of approval for the proposed project will mitigate the potential effects of the development and that these effects will be mitigated to a level of insignificance
32. This project does not have "no effect" on fish and wildlife resources. Therefore, the project is not exempt from California Department of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.
33. Approval of this grant is conditioned on the permittee's compliance with the attached conditions of approval as well as the conditions of approval for Vesting Tentative Tract Map No. 063483.
34. The applicant has demonstrated the suitability of the subject property for the proposed use. Establishment of the proposed use at such location is in conformity with good zoning practice. Compliance with the conditions of approval will ensure compatibility with surrounding land uses and consistency with all applicable General Plan policies.
35. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Department of Regional Planning ("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.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:

- A. That the proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan;
- B. With the attached conditions and restrictions, that the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare;
- C. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area;
- D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required; and
- E. That the plan complies with the intent of planned residential development to promote residential amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land which is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development. In implementing planned development, it is further declared the purpose of this section to reduce developmental problems in hillside areas and to preserve areas of natural scenic beauty through the encouragement of integrated planning, integrated design and unified control of development, and shall be subject to all of the provisions contained within Section 22.20.460. B of the County Code.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Adopts the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, certifies that the Fifth Addendum to 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 judgement of the Commission as to the environmental consequences of the project, and determines that the proposed project will not have a significant impact on the environment because all

recommended mitigation measures are incorporated within the conditions imposed on the project.

2. Approves Conditional Use Permit Case No. 2006-00158-(2) subject to the attached conditions.

DRAFT



DEPARTMENT OF REGIONAL PLANNING

CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5) Exhibit "A" Date: 8-27-2007

CONDITIONS:

1. This grant authorizes the use of the 12.5 acre subject property for a gated residential planned development of a maximum total of 165 attached in 36 buildings residential condominium units on one multi-family lot, as depicted on the approved Exhibit "A", subject to all of the following conditions of approval.
2. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or entity making use of this grant.
3. This grant shall not be effective for any purpose until:
 - a. The permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of, and agree to accept, all the conditions of this grant and that the conditions have been recorded as required by Condition No. 6, and until all required monies have been paid pursuant to Condition No. 9;
 - b. A resolution amending Specific Plan No. 1 (Canyon Park) Land Use Policy Map to change a portion of the subject property from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/ Acre), as recommended in Specific Plan Amendment Case No. 2005-00010-(5), has been adopted by the Los Angeles County Board of Supervisors ("Board") and has become effective.
4. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
5. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Los Angeles County Regional Planning Commission or Los Angeles County Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if it finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public health or safety or so as to be a nuisance.
6. Prior to the use of this grant, the terms and conditions of the grant shall be recorded in the office of the Los Angeles County Recorder. In addition, upon any transfer or lease of the subject property during the term of this grant, the permittee shall promptly provide a copy of the grant and its terms and conditions to the transferee or lessee, as applicable, of the subject property.
7. The subject property shall be developed and maintained in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation

applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Prior to the use of this grant, the permittee shall deposit with the County of Los Angeles ("County") the sum of \$750.00. These monies shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The fund provides for **five (5) biennial inspections**. The inspections shall be unannounced.

8. If inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the property is being used in violation of any condition of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all inspections and for any enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for inspections shall be the amount equal to the recovery cost at the time of payment (currently \$150.00 per inspection).
9. Within 15 days of the approval date of this grant, the permittee shall remit processing fees payable to the County in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the Public Resources Code for the proposed project, which includes Specific Plan Amendment Case No. 2005-00010-(5), Vesting Tentative Tract Map No. 063483 and Conditional Use Permit Case No. 2005-00202-(5). The project does not have "no effect" in its effect on fish and wildlife and in order to defray the cost of wildlife protection and management, the permittee is responsible for the payment of fees associated with the Certificate of Fee Exemption established by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code. The current fee amount is **\$2656.75**. No land use project subject to this requirement is final, vested or operative until the fee is paid.
10. The permittee 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 permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitation period. The County shall notify the permittee of any claim, action or proceeding and the County shall reasonably cooperate in the defense.
11. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within 10 days of the filing pay 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 permittee or permittee's counsel. The permittee 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 of deposit, the permittee shall deposit additional funds sufficient 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; and
- b. At the sole discretion of the permittee, 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 permittee in accordance with Section 2.170.010 of the Los Angeles County Code ("County Code").

12. This grant shall expire unless used within two years after the recordation of the final map for Vesting Tentative Tract Map No. 063483. In the event that Vesting Tentative Tract Map No. 063483 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.
13. No grading permit shall be issued prior to final map recordation, unless otherwise permitted by Regional Planning.
14. The subject property shall be graded, developed and maintained in substantial compliance with the approved vesting tentative tract map. An amended or revised vesting tentative tract map approved for Vesting Tentative Tract Map No. 063483 may, at the discretion of the Director of Regional Planning ("Director of Planning"), constitute a revised Exhibit "A." All revised plans require the written authorization of the property owner.
15. All development shall comply with the requirements of Title 22 of the County Code (Zoning Ordinance) and of the specific zoning of the subject property unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of Planning.
16. Submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") and/or maintenance agreements and covenants to Regional Planning for review and approval.
17. The development of the subject property shall comply with all requirements and conditions approved for Vesting Tentative Tract Map No. 063483.

Conditions

18. No structure shall exceed 35 feet in height, except for chimneys and rooftop antennas. Prior to any issuance of a building permit, a site plan including exterior elevations and major architectural features shall be submitted to and approved by the Director of Planning, as a revised Exhibit "A," to ensure compliance.
19. A minimum of 402 automobile parking spaces, as depicted on the approved Exhibit "A" (dated August 27, 2007) or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property, developed to the specifications listed in Section 22.52.1060 of the County Code. There shall be at least two covered parking spaces designated for each dwelling unit for a total of 330 spaces. There shall be at least 76 guest parking spaces distributed throughout the project site as depicted on the approved Exhibit "A" (dated August 27, 2007) or an approved revised Exhibit "A". The required parking spaces shall be continuously available for vehicular parking only and shall not be used for storage, automobile repair, or any other unauthorized use. Continual availability and maintenance of required parking spaces shall be provided for in the CC&Rs.
20. Three copies of a landscape plan which may be incorporated into a revised site plan shall be submitted and approved by the Director of Planning required by Conditional Use Permit Case No. 2005-00202-(5) prior to issuance of a grading permit and/or building permit.
21. All walls and gates as depicted on Exhibit Map dated August 27, 2007 shall be required.
22. All utilities shall be placed underground. Prior to the issuance of any building permit, the permittee shall provide evidence that contractual arrangements have been made with the local utilities to install underground all new facilities necessary to furnish services in the proposed development.
23. All structures shall comply with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works ("Public Works").
24. Detonation of explosives or any other blasting device or material is prohibited unless required permits have been obtained and adjacent property owners have been notified.
25. All grading and construction on the subject property and appurtenant activities, including engine warm-up, shall be restricted to the hours between 7:00 a.m. and 6:00 p.m. Saturdays 8:00 a.m. to 5:00 p.m., no Sunday or holiday operations are permitted. All stationary construction noise sources shall be sheltered or enclosed to minimize adverse effect on nearby residences and neighborhoods. Generator and pneumatic compressors shall be noise protected in a manner that will minimize noise inconvenience to adjacent residences.

Conditions

26. The permittee shall implement a dust control program during grading and construction to the satisfaction of the Director of Regional Planning and the Director of Public Works.
27. All material graded shall be sufficiently watered to prevent excessive amounts of dust during the construction phase. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after construction or grading activities is done for the day. All clearing, grading, earth moving or excavation activities shall cease during periods of high wind (i.e. greater than 20 mph average over one hour) to prevent excessive amounts of dust.
28. The permittee shall, upon commencement of any grading activity allowed by this grant, diligently pursue all grading to completion.
29. No construction equipment or vehicles shall be parked or stored on any existing public or private streets.
30. The permittee shall obtain all necessary permits from Public Works and shall maintain all such permits in full force and effect as required throughout the life of this permit.
31. All construction and development within the subject property shall comply with the applicable provisions of the Building Code and the various related mechanical, electrical, plumbing, fire, grading and excavation codes as currently adopted by the County.
32. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings, or signage. These shall include any of the above that do not directly relate to the use of the property or that do not provide pertinent information about the premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.
33. In the event any such extraneous markings occur, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible the color of the adjacent surfaces.
34. The permittee shall utilize water-saving devices and technology in the construction of this project consistent with the County Building and Plumbing Codes.
35. The property shall be developed and maintained in compliance with all applicable requirements of the Los Angeles County Department of Public Health ("Public Health"). Adequate water and sewage disposal facilities shall be provided to the satisfaction of said department.
36. If during construction of the project, soil contamination is suspected, construction in the area shall stop, and appropriate health and safety procedures shall be

implemented to the satisfaction of Public Health. If it is determined that contaminated soils exist, remediation shall be conducted to the satisfaction of Public Health and the California Regional Water Quality Control Board.

37. Prior to the issuance of any building permit, the permittee shall demonstrate compliance with State Seismic Hazard Safety laws to the satisfaction of Public Works.
38. Prior to any demolition or alteration activities that may take place in the future a license asbestos and lead base paint contractor conduct an inspection of the structures.
39. Prior to the issuance of any grading permit, the project design shall provide for the filtering of flows to capture contaminants originating from the project site to the satisfaction of and approval by Public Works.
40. The permittee shall comply with the Standard Urban Stormwater Mitigation Plan requirements to the satisfaction of Public Works.
41. The permittee shall contact Public Works to proceed with the necessary requirements to secure the proper and final closure of the former UST's (underground storage tanks) on the project site.
42. During construction, all large-size truck trips shall be limited to off-peak commute periods.
43. During construction, the permittee shall obtain a Caltrans transportation permit as necessary for any transportation of heavy construction equipment and/or materials which requires the use of oversized transport vehicles on state highways.
44. Prior to the issuance of any grading and/or building permit, a site plan shall be submitted to and approved by the Director of Planning indicating that the proposed construction and/or associated grading complies with the conditions of this grant and the standards of the zone.

**FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR VESTING TENTATIVE TRACT MAP NO. 063483**

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a noticed public hearing in the matter of Vesting Tentative Tract Map No. 063483 on April 23, 2008 and June 11, 2008. Vesting Tentative Tract Map No. 063483 was heard concurrently with Specific Plan Amendment Case No. 2005-00010-(5), and Conditional Use Permit Case No. 2005-00202-(5).
2. Vesting Tentative Tract Map No. 063483 proposes a residential development of one multi-family lot with 165 new attached condominium units in 36 buildings on 12.5 acres.
3. The subject site is located at the northwest corner of Lost Canyon Road and Via Princessa in the Sand Canyon Zoned District.
4. The irregularly-shaped property is 12.5 acres in size with level topography.
5. Access to the proposed development is provided by Lost Canyon Road, an 84-foot wide proposed major highway as designated on the Los Angeles County Master Plan of Highways.
6. The project site is currently zoned SP (Specific Plan) which was adopted by the Los Angeles County Board of Supervisors ("Board") on December 23, 1986. The project requests to amend Specific Plan No. 1 (Canyon Park) ("Specific Plan") Land Use Plan from NC (Neighborhood Commercial) to R-3(25) (Apartments/Condominiums, 25 Units/Acre).
7. Surrounding zoning includes SP to the north, east and south. The City of Santa Clarita lies to the west.
8. The subject property consists of three lots currently unimproved. Surrounding uses include Antelope Valley (State Route 14) Freeway to the north with single-family residences, multi-family residences and unimproved parcels to east, proposed commercial center and City of Santa Clarita to the west and single-family residences to the south.
9. The project is consistent with the proposed R-3(25) land use classification classification. Apartment houses and condominiums are permitted in the R-3(25) Land Use Plan pursuant to Section IV-16 of the Specific Plan. The proposed density of 165 dwelling units is consistent with the maximum 312 dwelling units that can be accommodated by the R-3(25) land use designation. The applicant

Findings

has requested a conditional use permit ("CUP") to ensure Specific Plan conformance.

10. The property is depicted in the NC (Neighborhood Commercial) and R 3(25) (Apartments/Condominiums, 25 Units/Acre) categories on the Land Use Policy Map of the Specific Plan, a component of the Santa Clarita Valley Area Plan and the Los Angeles Countywide General Plan ("General Plan"). The R-3(25) category of the Specific Plan identifies areas particularly suitable for multi-family housing units and is intended to maintain the character of existing mid density residential neighborhoods with densities up to 25 units per net acre. The project proposes an amendment to the Specific Plan Land Use Policy Map from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre). Under the proposed land use category, the property's 12.5 acres has a maximum density of 312 dwelling units. The project proposes 165 dwelling units, which is consistent with the maximum proposed.
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13. Conditional Use Permit Case No. 2005-00202-(5) is a related request to ensure Specific Plan conformance.
14. Approval of the vesting tentative tract map and conditional use permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed specific plan amendment.
15. The applicant's site plan, labeled as Exhibit "A", depicts a gated residential development of one multi-family lot with 165 attached new condominium units in 36 buildings on approximately 12.5 acres. The residential units are arranged along 14 internal private driveways. Of the 165 attached condominiums units, individual units range in size from 1,305 to 1,736 square feet and offered as three-story units. The buildings reach a maximum height of 35'-0" feet. Building separation consists of the required 10 feet. Approximately 3.4 net acres (27 percent of the subject property) of landscape area and recreation area are provided within the development. Included in the project's landscape area are slopes, sidewalks, tot lot, and tennis and basketball courts. The recreation area will provide amenities consisting of a clubhouse, pool, spa, shade structure, shade cabanas, fireplace, barbecue picnic tables and fountain. The main gated point of entry and exit for residents is located off of Lost Canyon Road across from Lark Way. The 76 guest parking spaces (71 standard parking spaces and five handicap parking spaces) to be provided (minimum 42 guest

spaces required) will be located along the main east-west private driveway. Seven guest spaces will be located on the east side of the private driveway across from Unit Nos. 51 through 54. To ensure adequate access for the Fire Department, the applicant is proposing a 64-foot wide turning radius at the entry and exit gates. Two required parking spaces per unit yields a minimum required of 330 covered spaces for the project. Guest parking is also required at a ratio of one space per four dwelling units, or minimum 42 guest parking spaces, 76 provided for the project. The project provides a total of 402 parking spaces, above the minimum required. Of the total parking provided within the development, 326 parking spaces are provided within two-car garages. Internal access is provided by a 28-foot wide private driveway and fire lane throughout the proposed development. Grading consists of 32,000 cubic yards of earthwork to be balanced onsite. A maximum six-foot wall is proposed along the perimeter of the property to buffer from adjacent freeway and public streets.

16. No correspondence has been received at the time of writing on the proposed development. Staff has received one telephone call from an adjoining property owner regarding the proposed density of the project. The caller stated they would prefer a development consisting of fewer units on the subject property.
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the amount of existing commercial square footage within close proximity of the proposed project.

22. During the April 23, 2008, public hearing, representatives from the Fair Oaks Ranch Homeowners Association, stated that the community preferred to see a residential development located on the project site. They also stated that the community had concerns that an inferior commercial development would create nuisances and attract crime to the area.
23. During the April 23, 2008 continued public hearing, the Commission requested that the applicant work with staff and provide the required commercial analysis and provide information needed for approval.
24. On April 23, 2008, the Commission continued the public hearing to June 11, 2008 to allow time for the applicant to prepare the requested commercial area analysis for staff, and prepare draft findings and conditions for approval.
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26. During the June 11, 2008 continued public hearing, the Commission heard a presentation from staff as well as testimony from the applicant and the public regarding the proposed development.
27. During the June 11, 2008 continued public hearing, staff provided comments that the applicant had submitted required commercial area analysis that had been requested by the Commission.
28. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures, as shown on the site plan and Vesting Tentative Tract Map No. 063483.
29. Compatibility with surrounding land uses will be ensured through the related plan amendment, zone change, conditional use permit and environmental conditions.
30. There is no evidence that the proposed project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the project site.
31. The site is physically suitable for the type of development and density being proposed, since the property has adequate building sites to be developed in accordance with the County grading ordinance, has access to a County-maintained street, will be served by public sewers, will be provided with water

supplies and distribution facilities to meet anticipated domestic and fire protection needs, and will have flood hazards and geologic hazards mitigated in accordance with the requirements of Public Works.

32. 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.
33. 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.
34. The design of the subdivision provides for future passive or natural heating or cooling opportunities therein.
35. 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 tentative tract map, provide adequate protection for any such easements.
36. Pursuant to Article 3.5 of the Subdivision Map Act, the proposed subdivision does not contain or front upon any public waterway, river, stream, coastline, shoreline, lake or reservoir.
37. 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 California Water Code.
38. 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.
39. This tract map has been submitted as a "vesting" tentative map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the County Code.
40. A fifth addendum to Final Environmental Impact Report for the project has been prepared in accordance with the California Environmental Quality Act, State and

Findings

County guidelines. As stated in the Final EIR, the project will result in unavoidable significant effects on Geotechnical hazards, noise, air quality, biota, visual quality, sewage disposal, fire/sheriff services and utilities. However, the benefits of the proposed project outweigh the potential unavoidable adverse impacts are determined to be acceptable based upon the overriding considerations set forth in the Final Environmental Impact Report.

The Regional Planning Commission has also determined that the conditions of approval for the proposed project will mitigate the potential effects of the development and that these effects will be mitigated to a level of insignificance.

41. This project does not have "no effect" fish and wildlife resources. Therefore, the project is not exempt from California Department of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.
42. Approval of this subdivision is conditioned on the subdivider's compliance with the attached conditions of approval as well as the conditions of approval for Conditional Use Permit Case No. 2005-00202-(5).
43. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Department of Regional Planning ("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:

1. Adopts the Fifth Addendum of the Final Environmental Impact Report for the project, certifies that it has reviewed and considered the environmental information contained in the document, certifies that the Fifth Addendum to 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 judgement of the Commission as to the environmental consequences of the project, and determines that the proposed project will not have a significant impact on the environment because all recommended mitigation measures are incorporated within the conditions imposed on the project.
2. Approves Vesting Tentative Tract Map No. 063483 subject to the attached conditions and recommendations of the Los Angeles County Subdivision Committee.

DEPARTMENT OF REGIONAL PLANNING
VESTING TENTATIVE TRACT MAP NO. 063483

Map Date: 8-27-2007
Exhibit Map Date: 8-27-2007

CONDITIONS:

1. Conform to the requirements of Title 21 of the Los Angeles County Code ("County Code") (Subdivision Ordinance). Also, conform to the requirements of Conditional Use Permit Case No. 2005-00202-(5) and Specific Plan No.1 (Canyon Park).
2. Except as otherwise specified in Condition No. 3 and by Conditional Use Permit No. 2005-00202-(5), conform to the applicable requirements of the SP zone (Specific Plan).
3. In accordance with Conditional Use Permit No. 2005-00202-(5), this land division is approved within a Specific Plan zone as a condominium development of 165 attached units in 36 buildings on 12.5 acres.
4. Recordation of the final map is contingent upon approval of Specific Plan Amendment Case No. 2005-00010-(5) by the Los Angeles County Board of Supervisors and the effectuation of an ordinance changing the land-use designation of the subject property from NC (Neighborhood Commercial) to R-3(25) (Apartment/Condominiums- 25 Units/Acre).
5. Provide at least 50 feet of street frontage on the property line for the lot.
6. Submit a copy of the project Conditions, Covenants and Restrictions ("CC&Rs") to the Los Angeles County Department of Regional Planning ("Regional Planning") for review and approval.
7. Within 15 days of approval, submit evidence that the conditions of the associated Conditional Use Permit Case No. 2005-00202-(5) have been recorded.
8. Place a note or notes on the final map, to the satisfaction of Regional Planning, that this subdivision is approved as a condominium project for a total of 165 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.
9. Provide in the CC&Rs a method for the continuous maintenance of the common areas, including the driveway and the lighting system along all walkways, to the satisfaction of Regional Planning.
10. Reserve in the CC&Rs the right for all residents within the condominium project to use the driveways for access and the guest parking spaces throughout the subdivision.

Conditions

11. Three copies of a landscape plan which may be incorporated into a revised site plan, shall be submitted and approved by the Director of Regional Planning ("Director of Planning") as required by Conditional Use Permit Case No. 2005-00202-(5) prior to issuance of a grading permit and/or building permit. Applicant to provide site plan within 60 days of vesting tentative map approval with approval being consistent with existing exhibit approved at June 11, 2008 Los Angeles County Regional Planning Commission public hearing.
12. Plant at least one tree of a non-invasive species within the front yard of the multi-family lot, and a minimum additional 40 trees within the project site. The location and the species of said trees shall be incorporated into a site plan or landscape plan. Prior to final map approval, the site/landscaping plan shall be approved by the Director of Planning and a bond shall be posted with Public Works or other verification shall be submitted to the satisfaction of Regional Planning to ensure the planting of the required trees.
13. Pursuant to Chapter 22.72 of the County Code, the subdivider or his successor in interest shall pay a fee to the Los Angeles County Librarian prior to issuance of any building permit, as this project's contribution to mitigating impacts on the library system in the Santa Clarita Planning Area, in the amount required by Chapter 22.72 at the time of payment and provide proof of payment to the Department of Regional Planning. The current fee amount is \$790.00 per dwelling unit (\$790.00 X 165 dwelling units = \$130,350.00). The Fee is subject to adjustment as provided for in applicable local and State law. The subdivider may contact the County Librarian at (562) 940-8450 regarding payment of fees.
14. Within five days of the tentative map approval date, remit a \$2,656.75 processing fee payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the California Public Resources Code and Section 711 of the California Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. No project subject to this requirement is final, vested or operative until the fee is paid.
15. 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, and employees to attack, set aside, void or annul this tract map approval, or related discretionary approvals, whether legislative or quasi-judicial, which action is brought within the applicable time period of Government Code Section 65499.37 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, of the County fails to cooperate fully in

the defense, the subdivider shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

Conditions

16. In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within ten days of the filing pay the 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 subdivider, or 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 fund 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 subdivider according to Los Angeles County Code Section 2.170.010.

This approval is subject to all those conditions set forth in Conditional Use Permit Case No. 2005-00202-(5), and the attached reports recommended by the Los Angeles County Subdivision Committee, which consists of members of the Public Works, Fire Department, Department of Parks and Recreation, and Public Health.

DRAFT



The following reports consisting of 11 pages are the recommendations of Public Works.

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

1. 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.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. 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 Registrar-Recorder/County Clerk's Office. 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.
4. 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.
5. 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.

6. 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 Public Works.
7. Prior to final approval of the tract 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 Registrar-Recorder/County Clerk's Office, 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 Registrar-Recorder/County Clerk's Office.
8. Place standard condominium notes on the final map to the satisfaction of Public Works.
9. Quitclaim or relocate easements running through proposed structures.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways to the satisfaction of Public Works.
12. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
13. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
14. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 063483 (Rev.)

Page 3/3

TENTATIVE MAP DATED 08-27-2007
EXHIBIT MAP DATED 08-27-2007

15. 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.

Dak
by
Prepared by Juan Sarda
tr63483L-rev3(rev'd 03-13-08).doc

Phone (626) 458-4915

Date Rev'd. 03-13-2008



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

TRACT NO. 063483

REVISED TENTATIVE MAP DATED 08/27/07
EXHIBIT MAP 08/27/07

DRAINAGE CONDITIONS

1. Approval of this map pertaining to drainage is recommended.
2. Prior to recordation of the final map, form an assessment district to finance the future ongoing maintenance and capital replacement of SUSMP devices/systems identified on the latest approved Drainage Concept. The developer shall cooperate fully with Public Works in the formation of the assessment district, including, without limitation, the preparation of the operation, maintenance, and capital replacement plan for the SUSMP devices/systems and the prompt submittal of this information to Land Development Division. The developer shall pay for all costs associated with the formation of the assessment district. SUSMP devices/systems shall include but are not limited to catch basin inserts, debris excluders, biotreatment basins, vortex separation type systems, and other devices/systems for stormwater quality.
3. Prior to recordation of the final map, the developer shall deposit the first year's total assessment for the entire assessment district, based on the engineers estimate as approved by Public Works. This will fund the first year's maintenance after the facilities are accepted. The County will collect the second and subsequent years' assessment from the owner(s) of each parcel within the assessment districts.

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GRADING CONDITIONS:

1. Comply with the requirements of the drainage concept / Hydrology / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on 05/08/07 to the satisfaction of Public Works.
2. 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.

By

Lizbeth Cordova
LIZBETH CORDOVA

NS

Date 09/17/07 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
 1 Soils Engineer
 1 GMED File
 1 Subdivision

TENTATIVE TRACT MAP 63483
 SUBDIVIDER Pardee Homes
 ENGINEER Sikand
 GEOLOGIST & SOILS ENGINEER Geolabs - Westlake Village

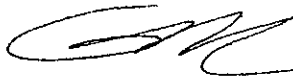
TENTATIVE MAP DATED 8/27/07 (Revision)
 LOCATION Fair Oaks Ranch
 GRADING BY SUBDIVIDER [Y] (Y or N)
 REPORT DATE 10/17/05

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOLOGIC STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to GS051.0 in the Manual for Preparation of Geotechnical Reports (<http://www.dpw.lacounty.gov/gmed/manual.pdf>).
2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
3. Prior to grading plan approval a detailed engineering geology and soils engineering report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultants must be incorporated into the plan (Refer to the Manual for Preparation of Geotechnical Reports at <http://www.dpw.lacounty.gov/gmed/manual.pdf>).
4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas (refer to GS063.0 in the manual for preparation of Geotechnical Reports).
5. The Soils Engineering review dated 9/17/07 is attached.

Prepared by



Geir Mathisen

Reviewed by _____

Date 9/17/07

Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>

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
PCA LX001129
Sheet 1 of 1

Review No. 3
Tentative Tract Map 63483

Location Fair Oaks Ranch
Developer/Owner Pardee Homes
Engineer/Architect Sikand
Soils Engineer Geolabs - Westlake Village
Geologist Geolabs - Westlake Village

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

Review of:

Tentative Tract Map and Exhibit Dated by Regional Planning 8/27/07 (rev.)
Soils Engineering and Geology Report Dated 10/17/05
Previous Review Sheet Dated 5/7/07

ACTION:

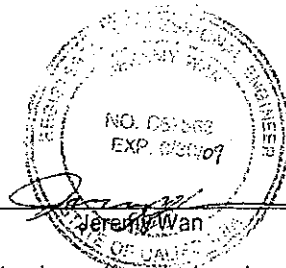
Tentative Map feasibility is recommended for approval, subject to the condition below:

REMARKS:

At the grading plan stage, 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 DISTRICT ENGINEER:
ONSITE SOILS ARE CORROSIVE TO CONCRETE AND FERROUS METALS.

Prepared by _____



Date 9/17/07

Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>.

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:\gmepubl\Soils Review\Jeremy\TR 63483, Lost Canyon, Fair Oaks Ranch, TTM-A_5.doc

14

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

1. Dedicate vehicular access rights on Via Princessa. If the Department of Regional Planning requires the construction of a wall, complete access rights shall be dedicated.
2. Dedicate the right to restrict vehicular access on Lost Canyon Road. If walls are constructed, they shall be located outside of the right of way and airspace easement, and shall not impede the sight distance at all access locations.
3. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on Via Princessa and Lost Canyon Road.
4. Repair any street improvements damaged during construction along the property frontage on Via Princessa and Lost Canyon Road.
5. Construct the main gated entrance with a minimum turnaround radius of 32 feet and adequate stacking distance to the satisfaction of Public Works. The details of the gated access as shown on the tentative map are not necessarily approved.
6. Locate the gates on the northeasterly gated access a minimum of 20 feet beyond the right of way of Lost Canyon Road to the satisfaction of Public Works and the gates shall be opened inward. This gated access shall be restricted to right-turn egress only for all non-emergency vehicles. Full access is permitted for emergency vehicles only.
7. Reconstruct any non-ADA conforming parkway improvements (sidewalk, driveways, curb ramps, landings, etc) that either serve or form a part of a Pedestrian Access Route to meet current ADA requirements to the satisfaction of Public Works.
8. Set back the raised median nose in the private driveway a minimum 20 feet beyond the right of way of Lost Canyon Road to the satisfaction of Public Works. Additional median setback shall be required if the private driveway needs to be signalized. Additional easements shall be dedicated on any signalized private driveways for traffic signal purposes.
9. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works; or provide documentation

TENTATIVE MAP DATE 08-27-2007
EXHIBIT MAP DATE 08-27-2007

that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.

10. Underground all new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
11. Provide intersection sight distance for a design speed of 55 mph (585 feet) on Lost Canyon Road from the private driveway and fire lane main residential entrance/exit (both directions). Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required. With respect to the position of the vehicle at the minor road, the driver of the vehicle is presumed to be located 4 feet right of centerline and 10 feet back the top of curb (TC) or flow line (FL) prolongation. When looking left, we consider the target to be located at the center of the lane nearest to the parkway curb. We use 6 feet from TC as a conservative rule. When looking right, the target is the center of the lane nearest to the centerline or from the median TC (when present). Remove or relocate the proposed entry monuments if necessary.
12. If needed, provide airspace easement for adequate sight distance on Lost Canyon Road from the northeasterly gated driveway (northeasterly direction to Via Princessa) to the satisfaction of Public Works.
13. Depict all line of sight easements on the landscaping and grading plans.
14. Prepare detailed 1" = 40' scaled signing and striping plans for Via Princessa and Lost canyon Road where impacted in the vicinity of this subdivision to the satisfaction of Public Works.
15. Prepare a 1" = 20' scaled traffic signal plan for the traffic signal modification for the intersection of Via Princessa and Lost Canyon Road to the satisfaction of Public Works if impacted by the changes to the striping configuration.
16. Prior to final map approval, pay the fees established by the Board of Supervisors for the Eastside (Route 126) Bridge and Major Thoroughfare Construction Fee District. The fee is to be based upon the fee rate in effect at the time of final map recordation. The current applicable fee is \$16,190 per factored unit and is subject to change.

TENTATIVE MAP DATE 08-27-2007
EXHIBIT MAP DATE 08-27-2007

17. Prior to approval of the final map, if any improvements constructed by the subdivider are included as District improvements in the Eastside (Route 126) Bridge and Major Thoroughfare Construction Fee District, then the cost of such improvements may be credited against the project's District fee obligation if approved by Public Works. If the amount to be credited exceeds the subdivider's fee obligation, the subdivider may use the excess credits to satisfy the fee obligation of another project within the District, transfer the credit to another subdivider within the District, or be reimbursed by the District at the discretion of Public Works if funds are available. If District improvements are constructed after approval of the final map, the subdivider will receive credit equal to the cost of such improvements, which may be used to satisfy the fee obligation for another project within the District, transferred to another subdivider within the District, or reimbursed at the discretion of Public Works.

SR
Prepared by Sam Richards
tr63483r-rev3(rev'd03-13-08).doc

Phone (626) 458-4921

Date 03-13-2008

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. A sewer area study for the proposed subdivision (PC11932AS, dated 03-15-2006) was reviewed and approved. No additional mitigation measures are required. The approved sewer area study shall remain valid for two years after initial approval of the tentative map. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by 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. Obtain a will serve letter from the Los Angeles County Sanitation District for the discharge of sewer into the sewer trunk line.
5. Easements are required, subject to review by Public Works to determine the final locations and requirements.

-HW

Prepared by Imelda Ng

t63483s-rev3.doc

Phone (626) 458-4921

Date 09-18-2007

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 (both on-site and off-site) 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. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Submit landscape and irrigation plans for each open space in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
5. Depict all line of sight easements on the landscaping and grading plans.

HLW

Prepared by Lana Radle

Phone (626) 458-4921

Date 09-18-2007

tr63483w-rev3.doc





COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

RP - Ramon

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: TR063483 Map Date August 27, 2007 - Ex. A

C.U.P. Vicinity Map 3198D

- 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 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure 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: Access is "ADEQUATE" as shown on the exhibit map. The emergency gate shall be provided with an approved emergency locking device in accordance with Regulation 5, although the egress will be automatic.

By Inspector: Juan C. Padilla Date September 26, 2007

Land Development Unit - Fire Prevention Division - (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. TR063483 Tentative Map Date August 27, 2007 - Ex. A

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 8 public fire hydrant(s). Verify / Upgrade 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 may be reduced by Fire Prevention Engineering Section during the review of the Architectural Plans for building permits.

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 Juan C. Padilla Date September 26, 2007



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION
PARK OBLIGATION REPORT**



Tentative Map #	63483	DRP Map Date: 08/27/2007	SCM Date: / /	Report Date: 09/20/2007
Park Planning Area #	35E	PLACERITA CANYON		Map Type: REV. (REV RECD)

Total Units = Proposed Units + Exempt Units

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:	1.27
IN-LIEU FEES:	\$232,585

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of \$232,585 in-lieu fees.

Trails:

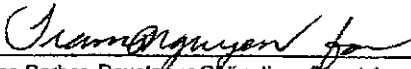
No trails.

Comments:

Tract map 63483 is unit tract 47200-02 of master tract 47200. It was originally approved for commercial development by the Regional Planning Commission on December 18, 1997, (Regional Planning map date March 13, 1997).

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, Developer Obligations/Land Acquisitions

Supv D 5th
September 20, 2007 07:16:58
QMB02F.FRX



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map #	63483	DRP Map Date: 08/27/2007	SMC Date: / /	Report Date: 09/20/2007
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:

$(P)\text{people} \times (0.003)\text{ Goal} \times (U)\text{units} = (X)\text{ acres obligation}$

$(X)\text{ acres obligation} \times \text{RLV/Acre} = \text{In-Lieu Base Fee}$

- 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 = Proposed Units + Exempt Units

	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	62	0.52
M.F. >= 5 Units	2.43	0.0030	103	0.75
Mobile Units	1.89	0.0030	0	0.00
Exempt Units			0	
Total Acre Obligation =				1.27

Park Planning Area = 35E PLACERITA CANYON

Goal	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	1.27	\$183,138	\$232,585

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
1.27	0.00	0.00	1.27	\$183,138	\$232,585



COUNTY OF LOS ANGELES
Public Health

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

JOHN F. SCHUNHOFF, Ph.D.
Chief Deputy

Environmental Health
TERRANCE POWELL, R.E.H.S.
Acting Director of Environmental Health

Bureau of Environmental Protection
Land Use 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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Michael D. Antonovich
Fifth District

September 20, 2007

RFS No.07-0023999

Tract Map No. 063483

Vicinity: Fair Oaks Ranch

Tentative Tract Map Date: August 27, 2007 (3rd Revision)

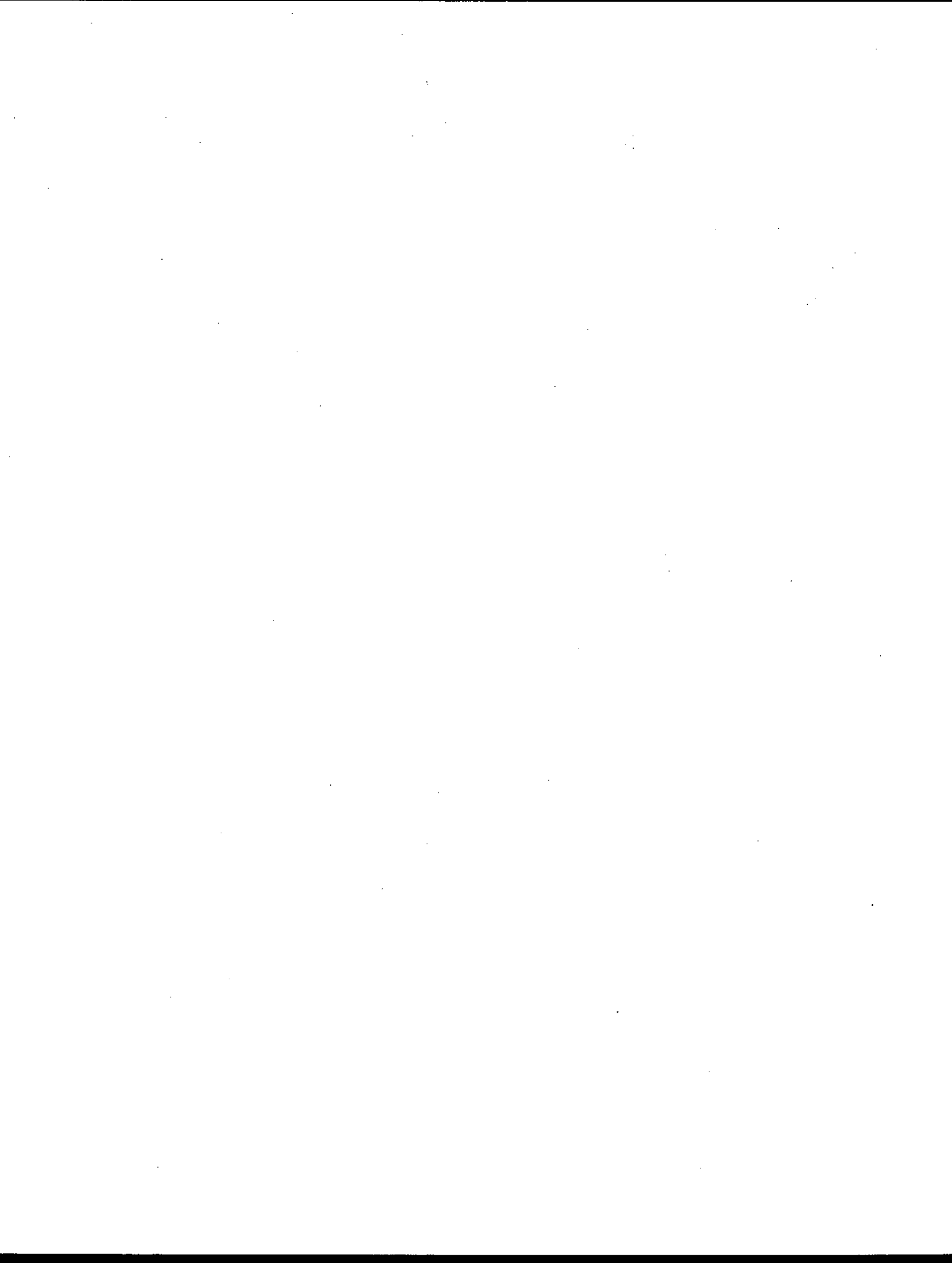
The County of Los Angeles Department of Public Health has no objection to this subdivision and Vesting Tentative Tract Map 063483 has been cleared for public hearing. The following conditions of approval still apply and are in force:

1. Potable water will be supplied by the **Santa Clarita Water Company**, a public water system, which guarantees water connection and service to all lots. The "will serve" letter from the water company has been received and approved.
2. Sewage disposal will be provided through the public sewer and wastewater treatment facilities of the **Los Angeles County Sanitation District #26** as proposed.
3. Existing septic systems shall be emptied of effluent and removed or filled with approved materials.

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

Respectfully,

Becky Valenti, E.H.S. IV
Land Use Program





Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

May 28, 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: Ramon Cordova, Senior Regional Planning Assistant *REC*
Land Divisions Section

SUBJECT: **SPECIFIC PLAN AMENDMENT CASE NO. 2005-00010-(5)**
VESTING TENTATIVE TRACT MAP NO. 063483-(5)
CONDITIONAL USE PERMIT CASE NO. 2005-00202-(5)
AGENDA ITEM NO. 7 a, b, c; JUNE 11, 2008

PROJECT BACKGROUND

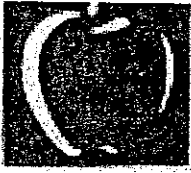
As you may recall, Specific Plan Amendment Case No. 2005-00010-(5) is a request to amend Specific Plan No. 1 (Canyon Park) from NC (Neighborhood Commercial) to R 3(25) (Apartments/Condominiums, 25 Units/Acre) within a portion of the property located at the northwest corner of Lost Canyon Road and Via Princesa in the Sand Canyon Zoned District. Vesting Tentative Tract Map No. 063483 is a subdivision proposal for one multi-family lot with 165 new attached condominium units in 36 buildings. The proposal also requires approval of Conditional Use Permit Case No. 2005-00202-(5) to ensure Specific Plan conformance.

On April 23, 2008, your Commission continued the public hearing to June 11, 2008 to allow time for the applicant to submit an analysis consisting of existing population, commercial centers and building square footage within these commercial centers that are within close proximity to the subject property.

On May 27, 2008 the applicant submitted the commercial center analysis requested by your Commission and to date, staff has not had an opportunity to complete its review of the submitted materials. Staff will be preparing additional analysis and a brief report on determination of outstanding issues.

SMT:REC
5/28/08





SULPHUR SPRINGS SCHOOL DISTRICT

Administrative Offices

17866 Sierra Highway
Canyon Country, CA 91351
Phone: 661-252-5131
Fax: 661-252-8814
www.sssd.k12.ca.us

Serving Grades K - 6

Date: April 22, 2008

SPD 2005-00010-5
4-23-08
RRVZ/P. Cortez

Dear County Planning Officials,

I am writing this letter on behalf of the Sulphur Springs Union School District, in support of Pardee Homes proposed Westshire project. Our district has maintained a very positive working relationship with Pardee homes for a number of years. They have entered into mitigation agreements with our district that have resulted in the building of two exceptional school sites, Fair Oaks Ranch Community School and Golden Oak Community School, both in close proximity to the proposed Westshire project. We have met with Pardee to discuss the Westshire project, and our Board of Trustees has approved another mitigation agreement with Pardee that includes Westshire. Due to the proximity of the Westshire project to our two schools, we would like to see it developed as a residential project, as it would blend well with the surrounding community.

Sincerely,

Vicky Myers
Assistant Superintendent, Business Services

CANYON SPRINGS COMMUNITY SCHOOL

FAIR OAKS RANCH COMMUNITY SCHOOL

GOLDEN OAK COMMUNITY SCHOOL

LEONA COX COMMUNITY SCHOOL

MINT CANYON COMMUNITY SCHOOL

MITCHELL COMMUNITY SCHOOL

PINETREE COMMUNITY SCHOOL

SULPHUR SPRINGS COMMUNITY SCHOOL

VALLEY VIEW COMMUNITY SCHOOL



Donahue Schriber 2007 Population Report



Site
Lost Canyon Rd & Via Princessa Canyon Country, CA 91387

22 May 2008

Coordinates Longitude: -118.452890
Latitude: 34.401020

	1 MILE RING 3.14 SQ/MI	2 MILE RING 12.56 SQ/MI	3 MILE RING 28.27 SQ/MI
POPULATION			
2012 Population	14,969	41,510	65,888
2007 Population	12,827	37,572	59,697
2000 Population	9,872	32,186	51,232
% Population Change 2000-2007	29.93%	16.73%	16.52%
% Population Change 2007-2012	16.70%	10.48%	10.37%
2012 % Pop Age Under 5	8.81%	7.73%	7.62%
2012 % Pop Age 5-14	14.48%	14.26%	14.97%
2012 % Pop Age 15-19	6.81%	6.92%	7.25%
2012 % Pop Age 20-29	17.74%	14.04%	13.06%
2012 % Pop Age 30-39	16.07%	14.70%	14.53%
2012 % Pop Age 40-49	14.19%	14.92%	15.65%
2012 % Pop Age 50-59	11.11%	12.26%	12.70%
2012 % Pop Age 60-64	3.67%	4.61%	4.60%
2012 % Pop Age 65+	7.14%	10.55%	9.61%
2007 % Pop Age Under 5	9.14%	7.98%	7.85%
2007 % Pop Age 5-14	15.06%	14.95%	15.79%
2007 % Pop Age 15-19	6.77%	6.94%	7.34%
2007 % Pop Age 20-29	17.92%	13.89%	12.83%
2007 % Pop Age 30-39	17.94%	16.28%	16.07%
2007 % Pop Age 40-49	14.36%	15.27%	16.09%
2007 % Pop Age 50-59	9.89%	11.10%	11.54%
2007 % Pop Age 60-64	2.95%	3.84%	3.83%
2007 % Pop Age 65+	5.98%	9.77%	8.67%
2000 % Pop Age Under 5	9.63%	8.26%	8.15%
2000 % Pop Age 5-14	15.57%	15.80%	17.00%
2000 % Pop Age 15-19	6.01%	6.41%	6.94%
2000 % Pop Age 20-29	20.88%	15.29%	13.87%
2000 % Pop Age 30-39	21.02%	18.70%	18.45%
2000 % Pop Age 40-49	13.36%	14.63%	15.70%
2000 % Pop Age 50-59	7.33%	8.73%	9.20%
2000 % Pop Age 60-64	2.02%	2.93%	2.90%
2000 % Pop Age 65+	4.19%	9.25%	7.79%

Donahue Schriber 2007 Population Report



Site

Lost Canyon Rd & Via Princessa Canyon Country, CA 91387

22 May 2008

Coordinates Longitude: -118.452890
Latitude: 34.401020

	1 MILE RING 3.14 SQ/MI	2 MILE RING 12.56 SQ/MI	3 MILE RING 28.27 SQ/MI
2007 POPULATION BY SEX			
2007 % Male	49.77%	49.00%	49.06%
2007 % Female	50.23%	51.00%	50.94%
DETAILED AGE & SEX			
2012 % Females Age Under 5	8.70%	7.48%	7.36%
2012 % Females Age 5-14	7.09%	6.94%	7.31%
2012 % Females Age 15-19	6.87%	6.74%	7.10%
2012 % Females Age 20-29	9.00%	7.03%	6.58%
2012 % Females Age 30-39	7.92%	7.39%	7.39%
2012 % Females Age 40-49	7.04%	7.37%	7.75%
2012 % Females Age 50-59	5.54%	6.25%	6.46%
2012 % Females Age 60-64	3.61%	4.79%	4.74%
2012 % Females Age 65+	3.98%	6.27%	5.63%
2007 % Females Age Under 5	9.05%	7.72%	7.59%
2007 % Females Age 5-14	7.36%	7.24%	7.69%
2007 % Females Age 15-19	6.84%	6.76%	7.19%
2007 % Females Age 20-29	9.04%	6.92%	6.43%
2007 % Females Age 30-39	8.83%	8.19%	8.18%
2007 % Females Age 40-49	7.20%	7.57%	8.00%
2007 % Females Age 50-59	5.01%	5.75%	5.95%
2007 % Females Age 60-64	2.90%	4.02%	3.96%
2007 % Females Age 65+	3.38%	5.89%	5.16%
2000 % Females Age Under 5	4.81%	4.07%	4.00%
2000 % Females Age 5-14	7.54%	7.59%	8.24%
2000 % Females Age 15-19	3.04%	3.12%	3.40%
2000 % Females Age 20-29	10.64%	7.64%	6.99%
2000 % Females Age 30-39	10.33%	9.43%	9.46%
2000 % Females Age 40-49	6.85%	7.35%	7.90%
2000 % Females Age 50-59	3.75%	4.58%	4.77%
2000 % Females Age 60-64	0.97%	1.57%	1.52%
2000 % Females Age 65+	2.36%	5.76%	4.75%
MEDIAN AGE			
2012 Median Age	30.4	34.0	34.2
2012 Median Age Males	30.2	33.0	33.3

Donahue Schriber 2007 Population Report



Site
Lost Canyon Rd & Via Princessa Canyon Country, CA 91387

22 May 2008

Coordinates Longitude: -118.452890
Latitude: 34.401020

	1 MILE RING 3.14 SQ/MI	2 MILE RING 12.56 SQ/MI	3 MILE RING 28.27 SQ/MI
2012 Median Age Females	30.5	35.0	34.9

Donahue Schriber 2007 Population Report



Site
Lost Canyon Rd & Via Princessa Canyon Country, CA 91387

22 May 2008

Coordinates Longitude: -118.452890
Latitude: 34.401020

	1 MILE RING 3.14 SQ/MI	2 MILE RING 12.56 SQ/MI	3 MILE RING 28.27 SQ/MI
2007 Median Age	29.6	33.0	33.1
2007 Median Age Males	29.4	31.9	32.2
2007 Median Age Females	29.9	34.1	34.0
2000 Median Age	28.1	31.3	31.3
2000 Median Age Male	28.0	30.2	30.4
2000 Median Age Female	28.3	32.4	32.2
RACE & ETHNICITY			
2012 % White	73.34%	75.62%	77.36%
2012 % Black	5.37%	3.69%	3.43%
2012 % Amer Indian/Alaska Native	0.19%	0.21%	0.20%
2012 % Asian	8.04%	7.68%	7.28%
2012 % Other	13.07%	12.81%	11.74%
2012 % Population Hispanic	30.58%	31.41%	30.10%
2012 % Population Non-Hispanic	69.42%	68.59%	69.90%
2007 % White	70.75%	73.56%	75.30%
2007 % Black	5.68%	3.81%	3.54%
2007 % Am Indian/Alaska Native	0.29%	0.34%	0.33%
2007 % Asian	7.09%	6.76%	6.41%
2007 % Other	16.18%	15.54%	14.42%
2007 % Population Hispanic	27.74%	28.93%	27.49%
2007 % Population Non-Hispanic	72.26%	71.07%	72.51%
% Change in Hispanic Pop 2007-2012	28.64%	19.96%	20.86%
% Change in Hispanic Pop 2000-2007	55.24%	34.63%	36.89%
MARTIAL STATUS			
2007 % Married	42.27%	48.04%	51.50%
2007 % Separated	3.74%	4.56%	4.42%
2007 % Never Married	34.29%	28.64%	27.37%
2007 % Divorced	17.11%	13.54%	12.34%
2007 % Widowed	2.59%	5.21%	4.37%

Donahue Schriber 2007 Population Report



Site
Lost Canyon Rd & Via Princesa Canyon Country, CA 91387

22 May 2008

Coordinates Longitude: -118.452890
Latitude: 34.401020

	1 MILE RING 3.14 SQ/MI	2 MILE RING 12.56 SQ/MI	3 MILE RING 28.27 SQ/MI
POPULATION IN GROUP QUARTERS			
2012 Population in Group Quarters	0	6	66
2007 Population in Group Quarters	0	6	64
2000 Population in Group Quarters	0	6	64
PER CAPITA INCOME			
2012 Per Capita Income	\$28,281	\$28,788	\$30,214
2007 Per Capita Income	\$25,588	\$26,053	\$27,476
HOUSEHOLDS			
2012 Households	5,354	14,516	21,879
2007 Households	4,700	13,458	20,297
2000 Households	3,776	12,025	18,156
% Households Change 2007-2012	13.91%	7.86%	7.79%
2012 Average Household Size	2.8	2.9	3.0
2007 Average Household Size	2.7	2.8	2.9
2000 Average Household Size	2.6	2.7	2.8
2007 % 1 Person Households	23.45%	24.89%	21.46%
2007 % 2 Person Households	31.72%	30.32%	29.49%
2007 % 3-5 Person Households	41.66%	40.68%	44.59%
2007 % 6+ Households	3.17%	4.12%	4.45%
2007 % Vacant Dwellings	13.70%	7.71%	6.72%
2007 % Owned Dwellings	38.70%	62.41%	67.46%
2007 % Rented Dwellings	61.30%	37.59%	32.54%
2012 Median Household Income	\$73,145	\$71,856	\$77,271
2007 Median Household Income	\$65,743	\$63,881	\$69,432
2000 Median Household Income	\$54,491	\$51,788	\$56,618
% Change in Median HH Income 2007-2012	11.26%	12.48%	11.29%
2007 Average Household Income	\$69,835	\$72,734	\$80,723

Donahue Schriber 2007 Population Report

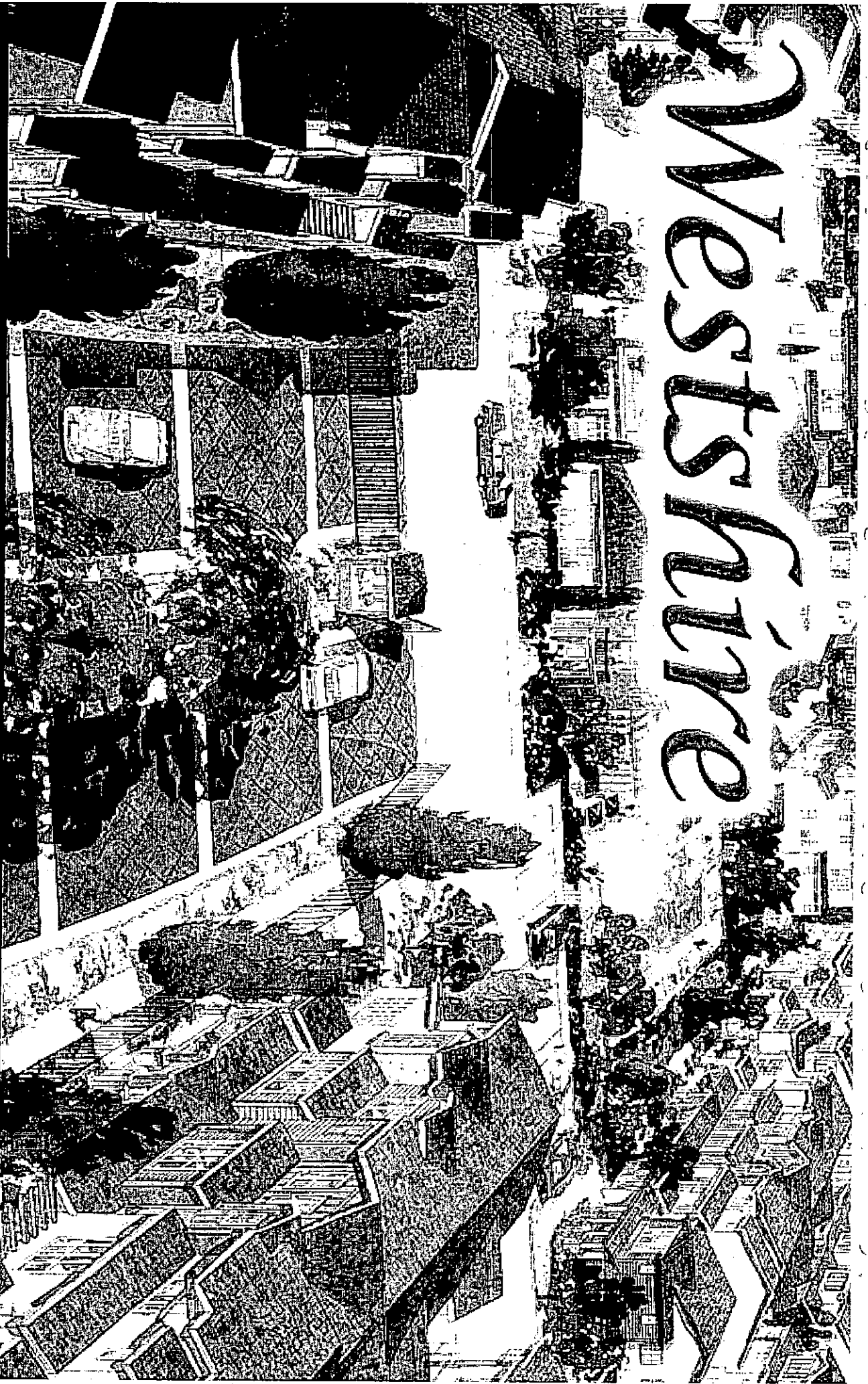


Site
Lost Canyon Rd & Via Princessa Canyon Country, CA 91387

22 May 2008

Coordinates Longitude: -118.452890
Latitude: 34.401020

	1 MILE RING 3.14 SQ/MI	2 MILE RING 12.56 SQ/MI	3 MILE RING 28.27 SQ/MI
HOUSEHOLDS BY HH INCOMES			
2012 % W/HH Inc <20k	8.76%	10.31%	8.54%
2012 % W/HH Inc \$20k-\$30k	4.87%	6.39%	5.44%
2012 % W/HH Inc \$30k-\$40k	9.64%	8.88%	7.80%
2012 % W/HH Inc \$40k-\$50k	6.72%	6.84%	6.81%
2012 % W/HH Inc \$50k-\$75k	22.43%	20.56%	19.85%
2012 % W/HH Inc \$75k-\$100k	19.03%	16.57%	16.98%
2012 % W/HH Inc > \$100k	28.52%	30.45%	34.56%
2007 % W/HH Inc <\$20k	9.47%	11.38%	9.43%
2007 % W/HH Inc \$20k-\$30k	6.53%	8.05%	6.94%
2007 % W/HH Inc \$30k-\$40k	9.94%	9.01%	8.13%
2007 % W/HH Inc \$40k-\$50k	7.91%	8.40%	8.49%
2007 % W/HH Inc \$50k-\$75k	26.26%	22.54%	21.67%
2007 % W/HH Inc \$75k-\$100k	17.77%	16.56%	17.32%
2007 % W/HH Inc > \$100k	22.15%	24.07%	28.01%
2000 % W/HH Inc <20k	10.86%	14.35%	11.90%
2000 % W/HH Inc \$20k-\$30k	11.76%	11.60%	9.99%
2000 % W/HH Inc \$30k-\$40k	9.80%	10.32%	10.15%
2000 % W/HH Inc \$40k-\$50k	11.04%	11.85%	11.25%
2000 % W/HH Inc \$50k-\$75k	30.38%	24.86%	25.32%
2000 % W/HH Inc \$75k-\$100k	13.43%	12.72%	13.36%
2000 % W/HH Inc > \$100k	12.76%	14.30%	18.03%



Investiture

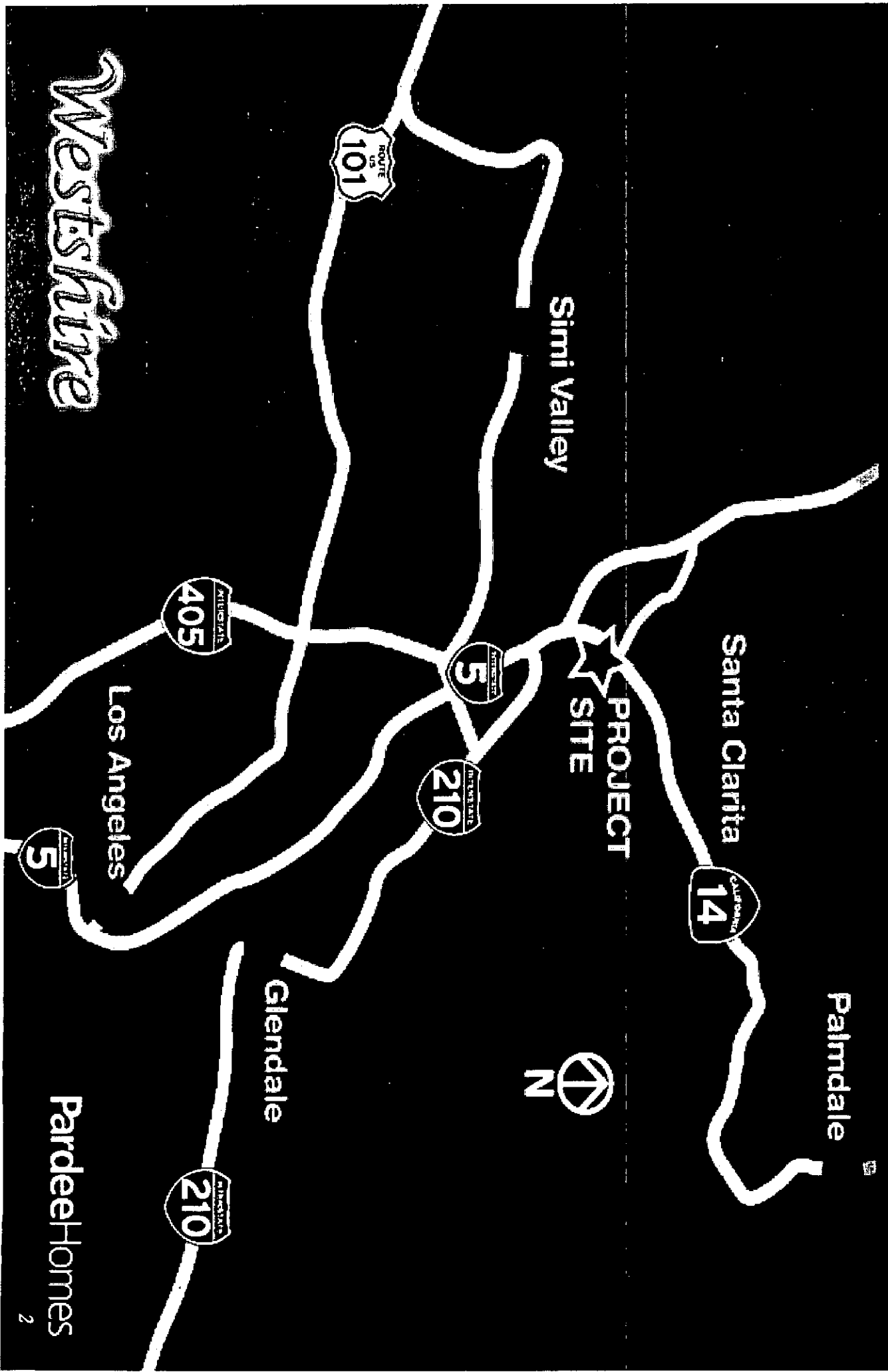
An Environmentally Sensitive Community in Canyon Country

June 11, 2008

PardeeHomes

LIVING SMART!
HEALTHY SMART! ENERGY SMART! EARTH SMART! WATER SMART!

Project Orientation



West's Future

Simi Valley

Santa Clarita

Los Angeles

Glendale

Palmdale

PROJECT SITE



PardeeHomes



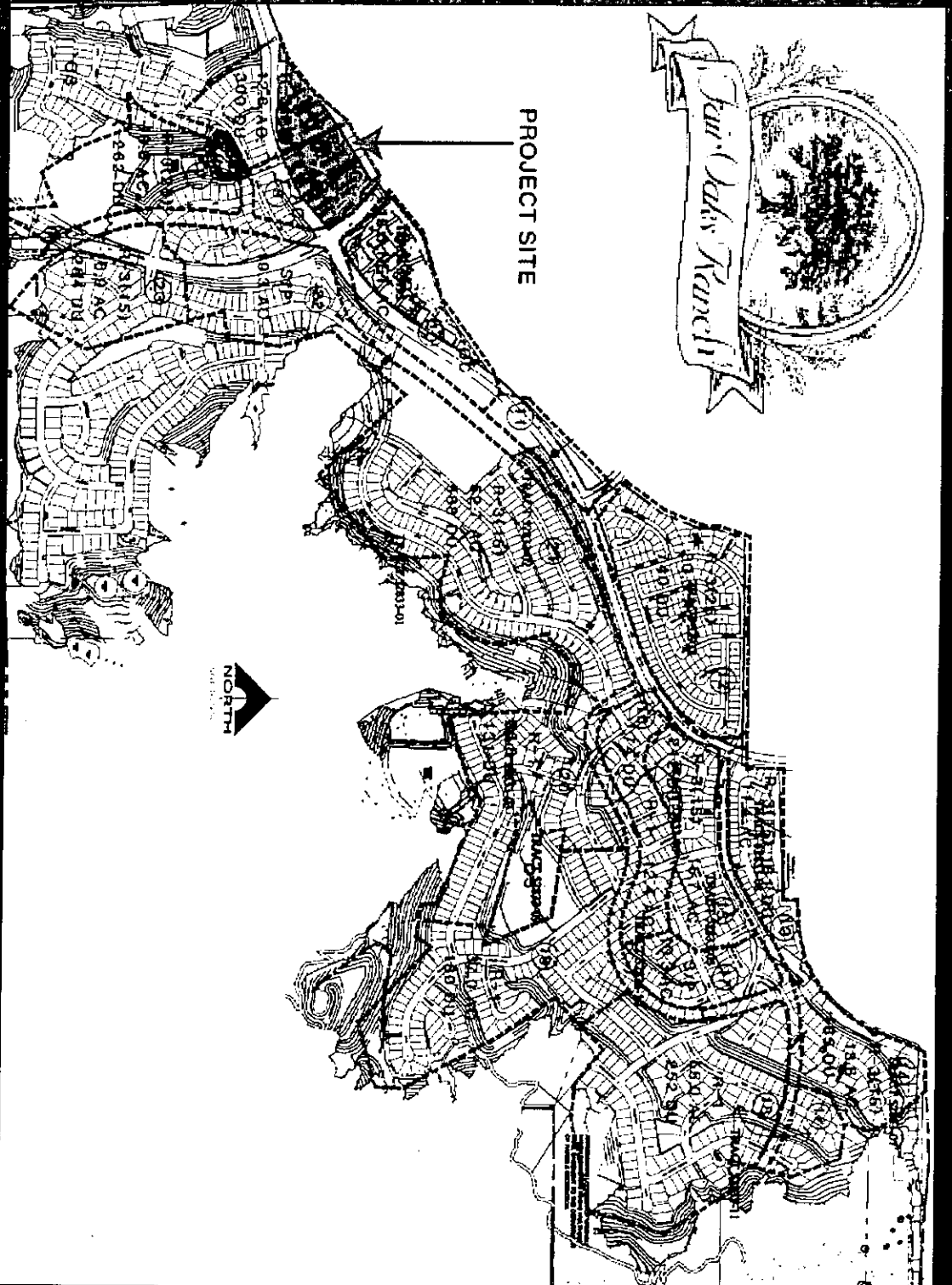
Westshire



Vicinity Map

PardeeHomes

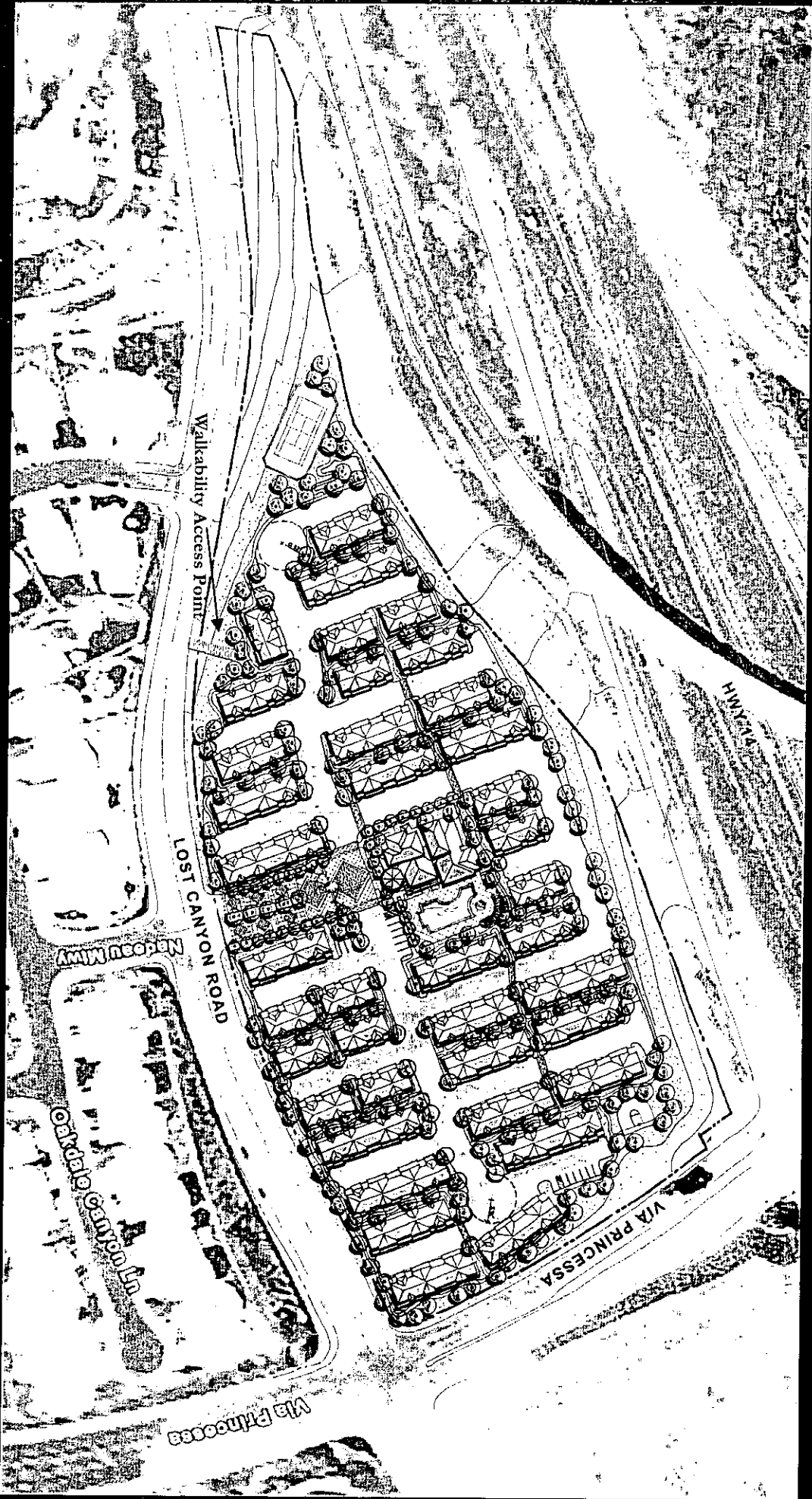
*Canyon Park Specific Plan
Fair Oaks Ranch*



Westshire

PardeeHomes

Westside



Site Plan

PardeeHomes

Site Data

Total Site Area: 12.5 acres

Net Residential Site: 6.1 acres

Total Residential Units: 165 units

Recreational Area: .5 acres

Open Space: 3 acres

Westshire

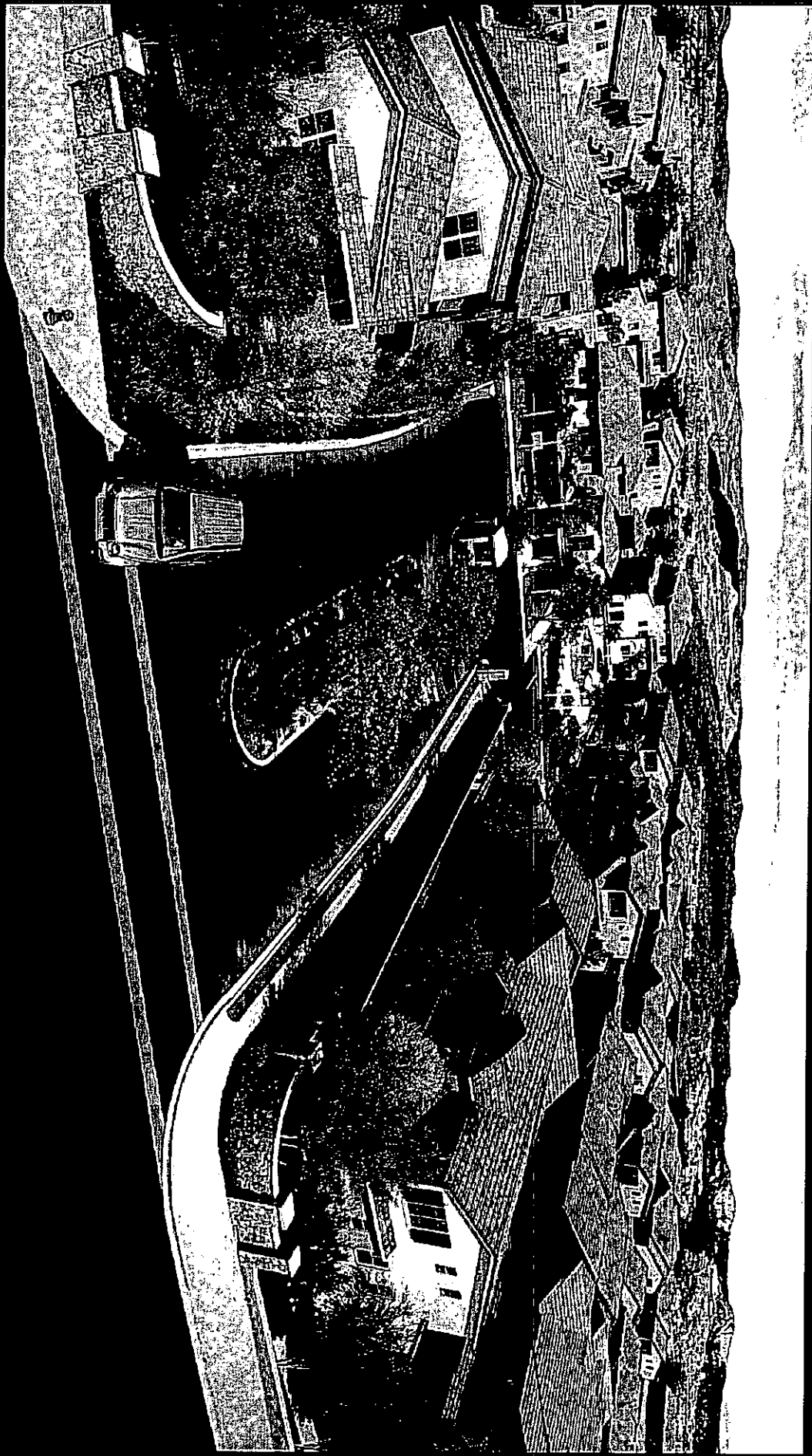
PardeeHomes

Project Highlights

- Adjacent to existing multi-family project
- Architecture complementary to surrounding community
- Proposed project creates less traffic than currently zoned commercial uses
- Approximately three acres of open space, onsite recreational amenities, private attached garages, adequate on-street parking and extensive landscaping
- Connections to infrastructure and offsite improvements including street improvements
- Noise wall along SR-14 right-of-way and a small portion of Via Princessa

Westside

Project Design



Westshire

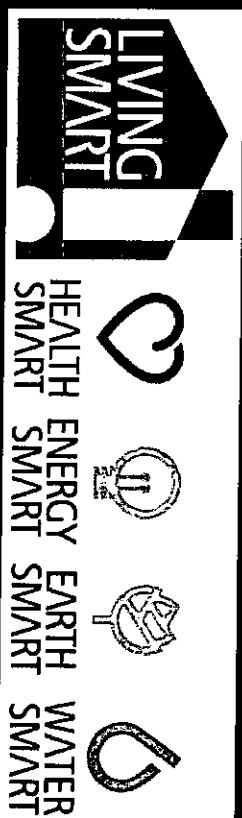
PardeeHomes

- Green building features
 - Carbon dioxide emissions reduction
 - “In-concrete” solar heated community pool
- Rezone of Commercial to Residential
- Why Commercial or Mixed Use won't work

Westside

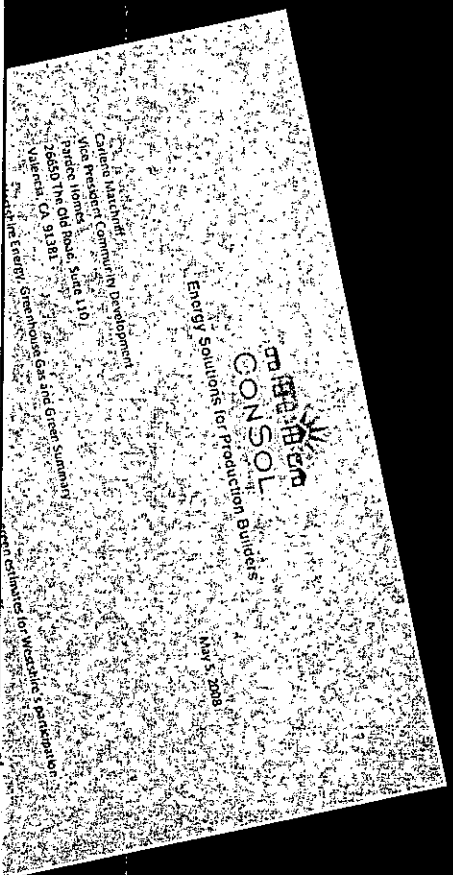
Green Building Features

- Sealed Duct System
- Minimum R30 Ceiling Insulation
- Fluorescent Lighting
- EnergyStar® Appliances
- Third-Party Energy Inspection
- Flooring from Recycled Materials
- Engineered and Certified Wood
- Cellulose Attic Insulation
- Low VOC Paint
- Energy Efficient Insulated Exterior Board with One Coat Stucco
- Water Heater with an Energy Factor of 60 or Greater
- HVAC System Exceeding Title 24 by 15 Percent
- Water-Saving Faucets and Fixtures
- Drought-Tolerant Landscaping
- Multi-Programmable Irrigation Clocks
- Flooring from Sustainable Materials *(optional)*
- Reverse Osmosis Water Treatment System *(optional)*

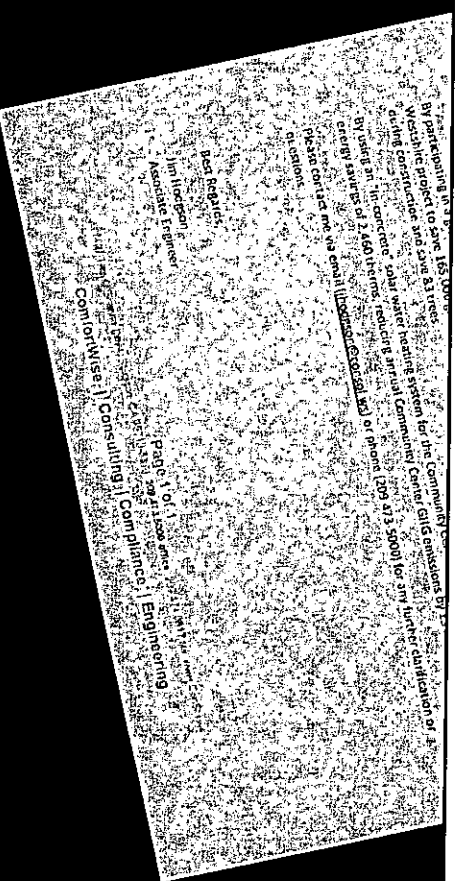


Westside

PardeeHomes



By participating in a green program with requirements similar to California Green Builder, we estimate the Westshire project to save 165,000 gallons of water annually, divert 528 tons of solid waste from landfills during construction and save 83 trees.



Westshire

Green Builder Advantages

Building Westshire to California Green Builder specifications will:

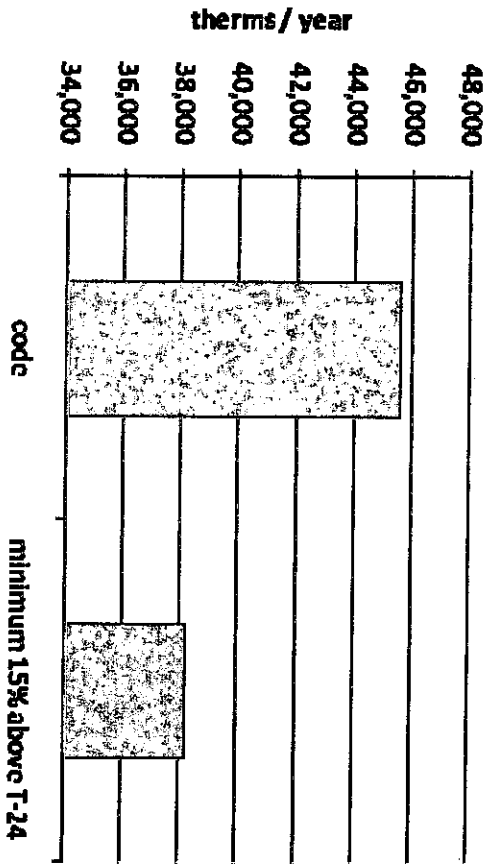
- **Save 165,000 gallons of water per year**
 - high efficiency toilets
 - parallel hot water piping or hot water recirculation system
 - landscaping with drought tolerant plants and weather based irrigation
- **Divert 528 tons of solid waste from landfills**
 - reduce job site waste
 - comply with state recycling and waste reduction requirements
- **Save 83 trees (equivalent to 18.5 tons)**
 - engineered wood products from sustainable forests

Westshire

PardeeHomes

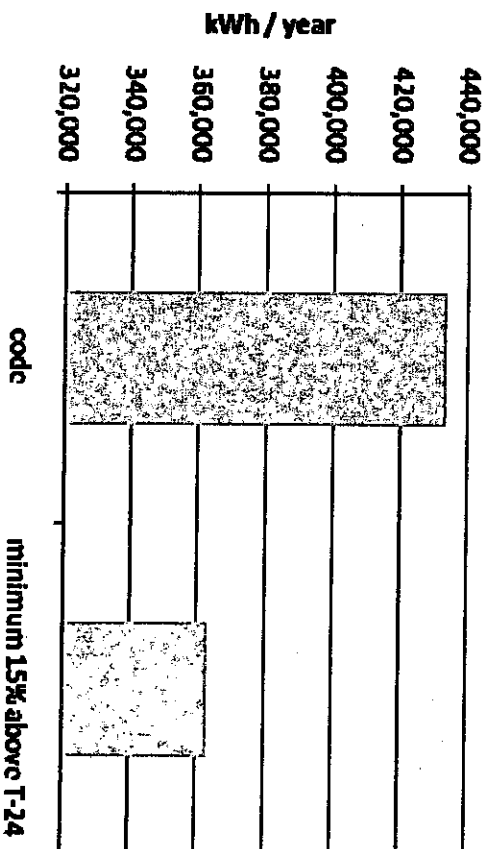
Residential Energy Use

Annual Gas Use



7,436 therms saved annually

Annual Electrical Use



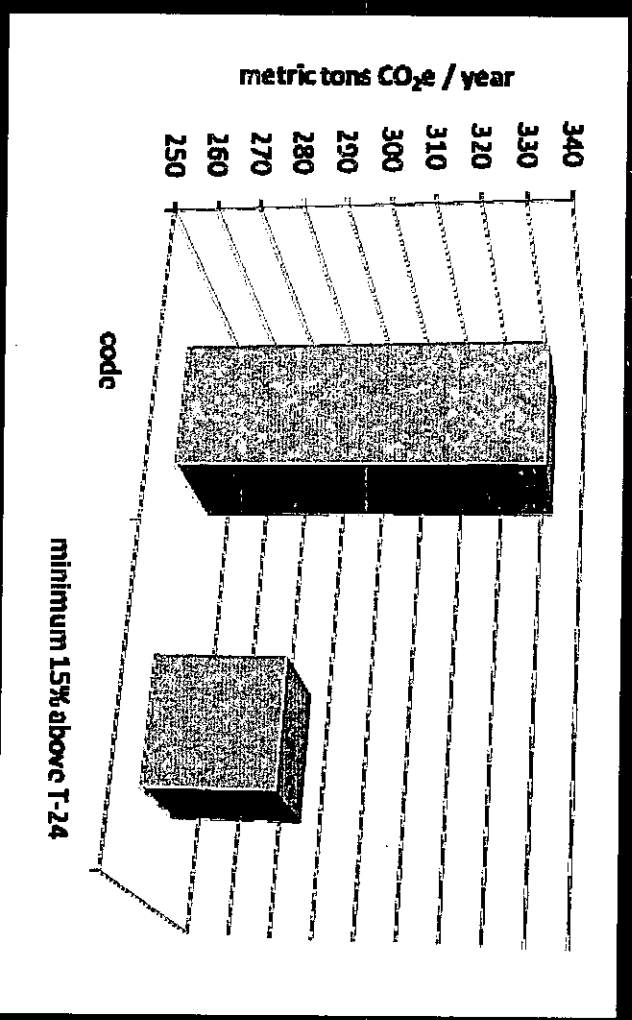
70,632 kWh saved annually

Westshire

PardeeHomes

Residential Green House Gas Emissions

54.5 metric tons carbon dioxide emissions saved annually by building Westshire residential units 15% above 2005 T-24



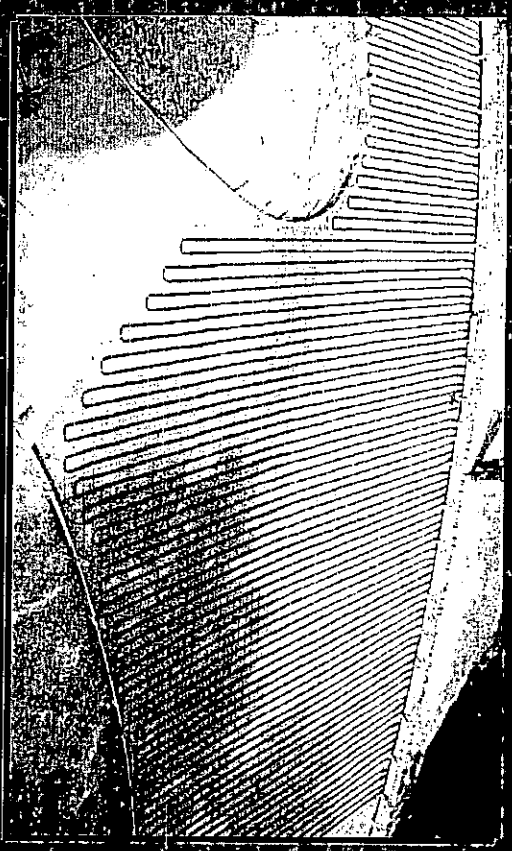
- 54.5 metric tons carbon dioxide emissions is equivalent to:
- Eliminating 136,897 vehicle miles traveled annually
 - Replacing 1,202 75-watt incandescent bulbs with 25-watt compact fluorescents

Westshire

PardeeHomes

Solar-Heated Outdoor Pool

- Concrete asphalt layer with a reinforced structure and a water-bearing medium
- Cools the asphalt in summer and heats it during winter
- Energy-saving, environmentally friendly heating and cooling technique
- Using an “in-concrete” solar water heating system for the Westshire Community Center pool will annually save:
 - 2,460 therms of natural gas
 - 13 metric tons of carbon dioxide emissions



Westshire

Community Build Out

	Approved	Built	Build Out Percentage
Residential	5,400 homes	3,468 homes	64%
Pardee's Fair Oaks Ranch	1,643 homes		
Commercial	46.8 acres*	35.7 acres	76%

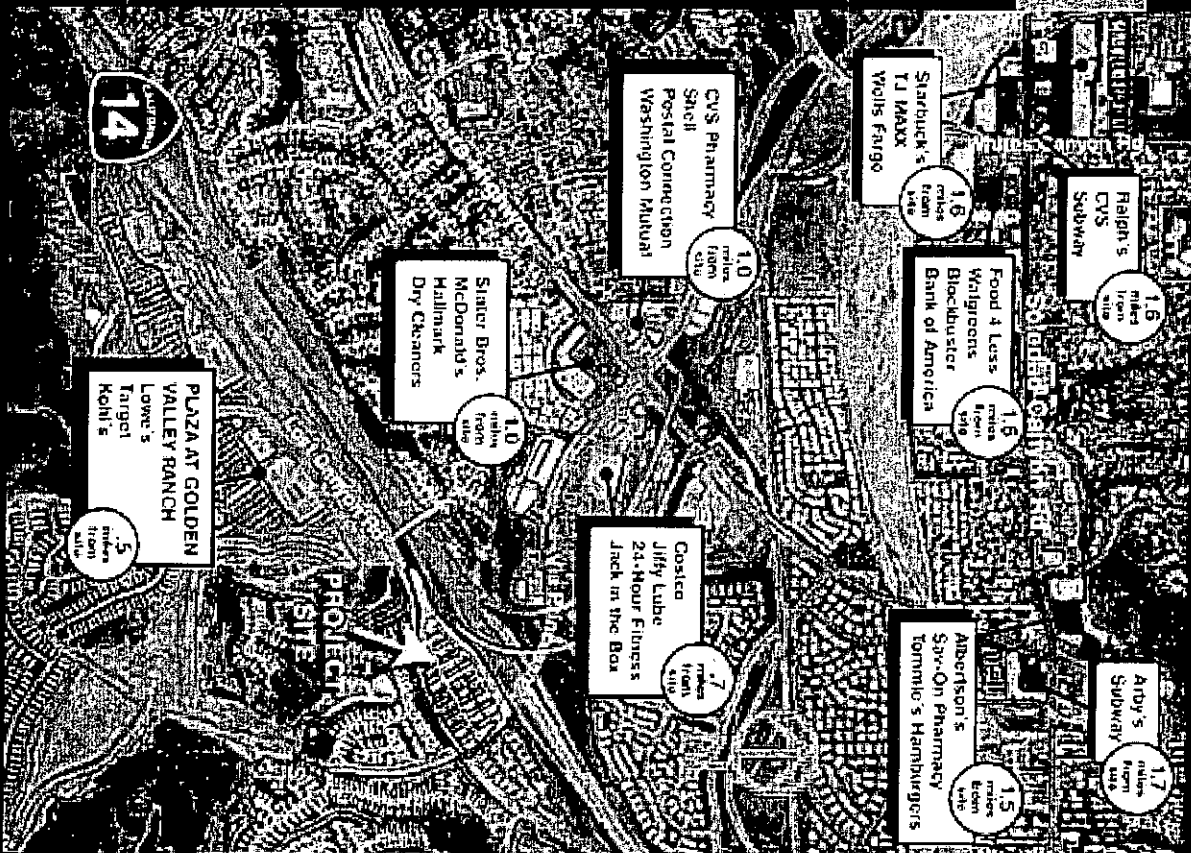
*The Westshite site is approved for 11.1 acres of neighborhood commercial. Pardee has proposed to build 165 homes instead, which is still consistent with the Canyon Park Specific Plan for Fair Oaks Ranch, and would increase the community's residential build out to 67%.



Nearby Commercial Walkability

Major Retailers

- Costco
- Lowe's
- Target
- Kohl's
- Ralph's
- Albertson's
- Stater Bros.
- Vons
- Rite Aid
- CVS Pharmacy
- Food 4 Less



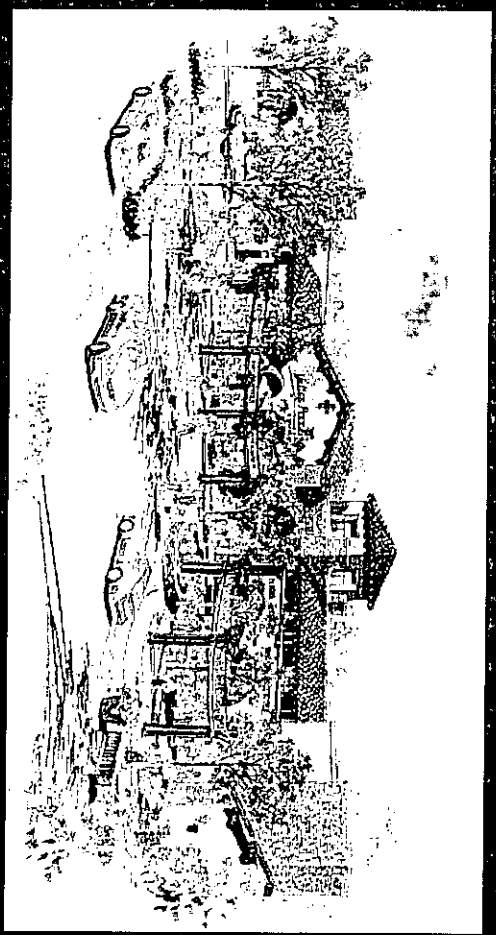
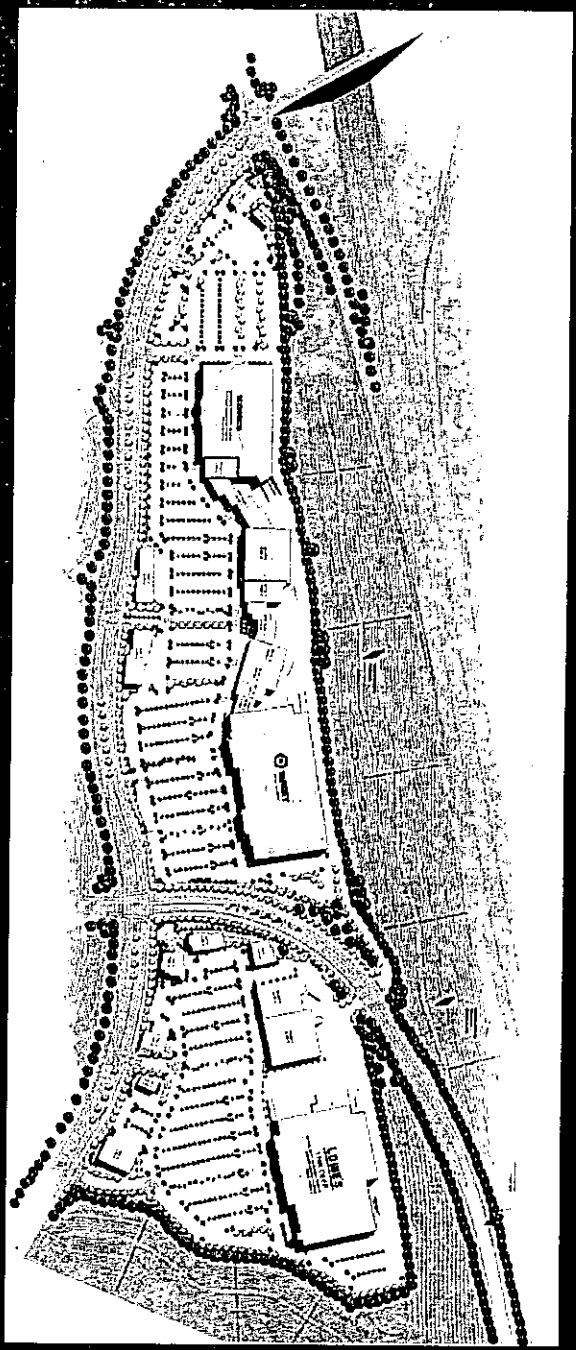
Other Retailers & Services

- Restaurants
- Banks
- Coffee Shops
- Medical Offices
- Dry Cleaners
- Gas Stations
- Automobile Shops
- Hardware Stores
- Postal Outlets
- Gyms
- Beauty/Tanning Salons
- Specialty Shops

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PardeeHomes

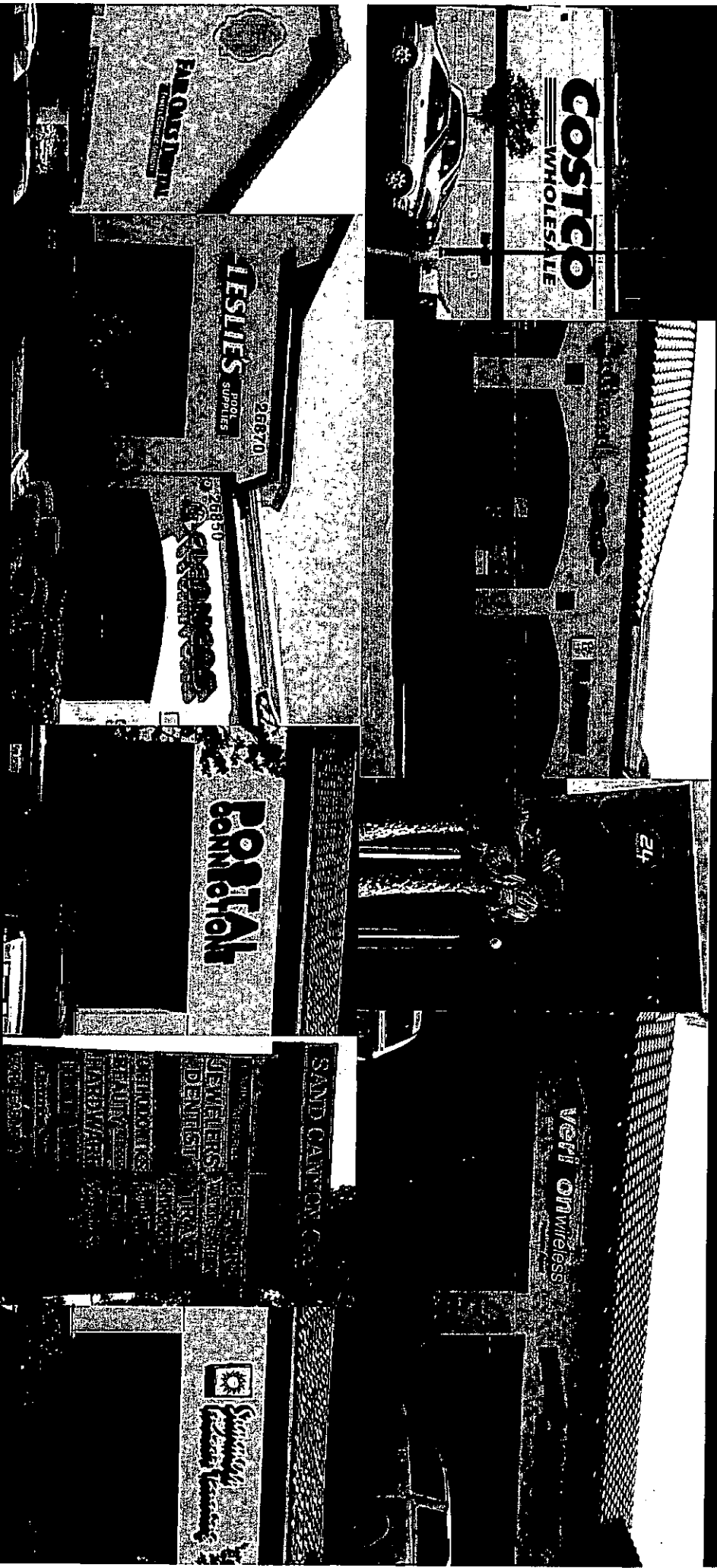
The Plaza at Golden Valley Ranch



Westside

PardeeHomes

A Variety of Retail Options



Westshire

PardeeHomes

Commercial Use Assessment

April 11, 2008

David D. Dunham, Sr.
 Vice President Income Property Group
 Pardee Homes
 10880 Wilshire Blvd., Ste. 1900
 Los Angeles, CA 90024

Re: East Ochs Ranch Retail Opportunity

Dear Dave:

Pardee Homes is an experienced retail shopping center developer and owner of approximately 80 shopping centers comprising in excess of 12 million square feet of retail space in the western United States, and has been active in the retail industry for over 30 years. Within our retail industry, we have the ability to provide you with the following information:

...after several years of marketing this property, we had to withdraw our application. Given the new development to the west...and the number of grocery stores due north and northeast of the site, it was not possible to secure a market for this site.

coffee shops, etc. and were not able to secure a market for this site. As a result, after several years of marketing our property, we had to withdraw our application with the County of Los Angeles and terminate our contract with the County of Los Angeles. Given the new development to the west, the Wal-Mart store to the north and northeast of this site, it was not possible to secure a market for this site.

Should you need to discuss this further, please contact me at (714) 966-6106.

Sincerely,
 Donatute Schriber, Realty Group
 Jeff Chambers
 Vice President Development

Westshire

PardeeHomes

Mixed Use Assessment



April 28, 2008

David D. Dunham, Sr.
Vice President Income Property Group
Pardee Homes
10850 Wilshire Blvd., Ste. 1900
Los Angeles, CA 90024

Re: Fair Oaks Ranch Mixed Use Opportunity

Dear Dave:

...all properties for over 40 years, and in the past
...all known mixed use

Vertical mixed use development for the Fair Oaks Ranch site would not work in our opinion as the market is much more suburban than the urban core...the site isn't large enough to accommodate the type of horizontal mixed use development we would envision on this property.

Because of this, we would not be interested in pursuing this type of development.

Should you need to discuss this

Sincerely,

Donahue Schriber Realty Group


Jeff Chamberlain
Vice President Development

2011 Parkwood
Suite 1000
10000 Wilshire Blvd.
Los Angeles, CA 90024
Tel: 310.201.1000
Fax: 310.201.1001
www.donahueschriber.com

Westshire

PardeeHomes

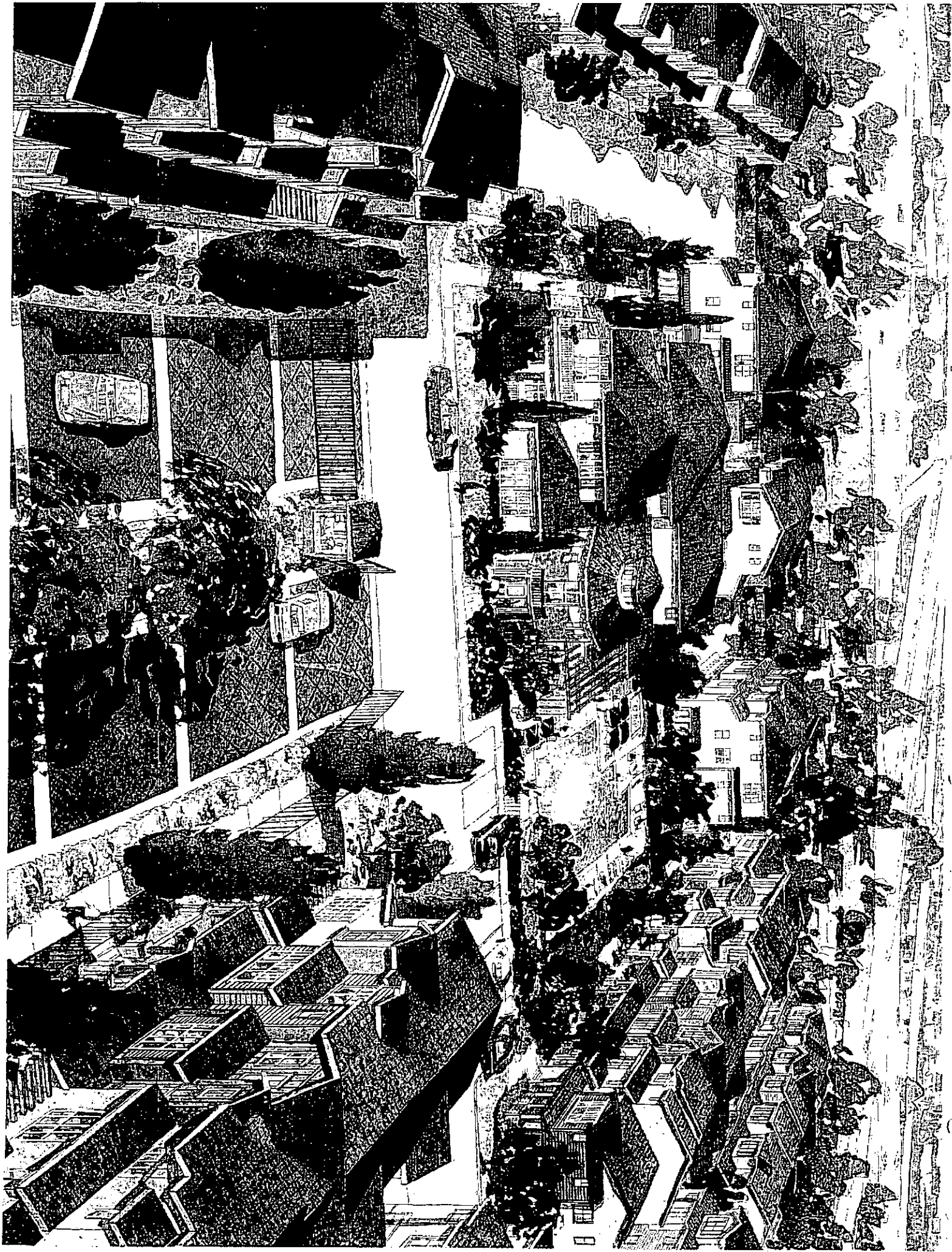
Requested Approvals

Pardee Homes is seeking the following approvals:

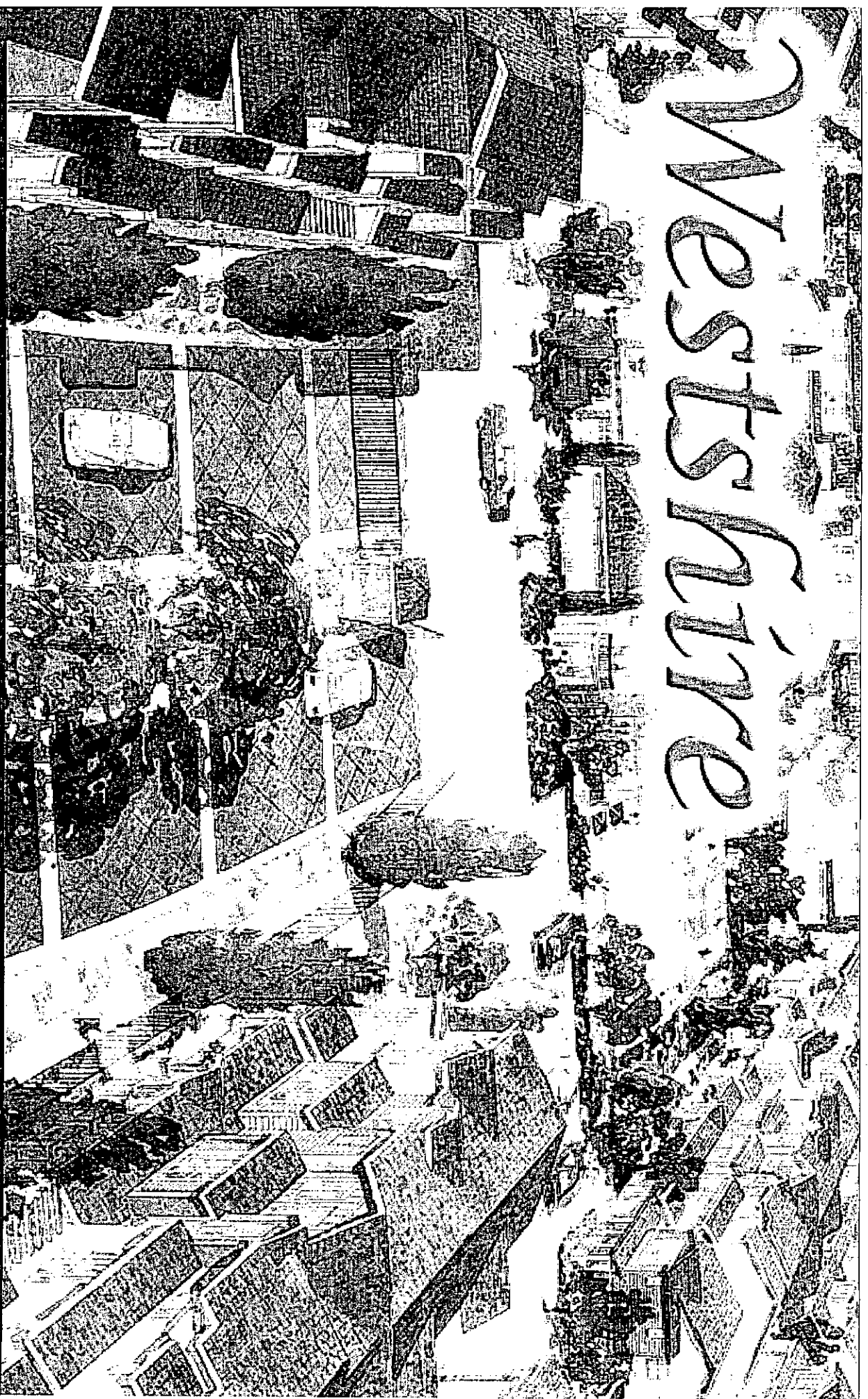
- Vesting Tentative Tract Map #063483 to develop 165 multi-family units
- Specific Plan Amendment to change current land use designation to R-3-25
- Conditional Use Permit for site plan review and consistency
- Addendum to the EIR

Westshire

PardeeHomes



Investment



An Environmentally-Sensitive Community in Canyon Country

April 23, 2008



Donahue Schriber Realty Group
10880 Wilshire Blvd., Ste. 1900
Los Angeles, CA 90024
Tel: (310) 277-1100
Fax: (310) 277-1101
www.donahueschriber.com

David D. Dunham, Sr.
Vice President Income Property Group
Pardee Homes
10880 Wilshire Blvd., Ste. 1900
Los Angeles, CA 90024

Donahue Schriber Realty Group

Sincerely,

Should you need to discuss this further, please contact me at (714) 966-6496.

Donahue Schriber Realty Group is an experienced retail shopping center developer and owner of approximately 80 shopping centers comprising in excess of 12 million square feet of retail space. We develop, own and operate shopping centers in the western United States, and have been active in the shopping center development business for over 40 years. Within our trade industry, the ICSC, we are considered one of the top tier developers of this product type in the United States.

For several years, Donahue Schriber was in escrow to purchase the commercial land within Fair Oaks Ranch, and in fact, had made a preliminary application to Los Angeles County for a shopping center approval, and had to withdraw our application as we were not able to secure a major tenant to anchor this property. At the time of our application, we were working with Albertson's to bring a grocery store to the Fair Oaks community, only to have Albertson's decide that the trade area was saturated with too many grocery stores. We also discussed the potential of re-locating Stater Bros. to the south side of the 14 Freeway, bring Vons westerly to a larger and newer store, and to Ralph's to re-locate one of their stores to this location. All of these stores passed on the location as they already had established stores adequately serving the area.

We also targeted many other retail tenants, including drug stores, banks, fast food restaurants, coffee shops, etc. and were unable to attract these tenants to the site because a major grocery store was not committed to the site. As a result, after several years of marketing this property, we had to withdraw our application with the County of Los Angeles and terminate our escrow with Pardee Homes. Given the new development to the west, the Wal Mart store to the north, and the number of grocery stores due north and northeast of this site, it was not possible to secure a market for this site.

Dear Dave:

Re: Fair Oaks Ranch Retail Opportunity

David D. Dunham, Sr.
Vice President Income Property Group
Pardee Homes
10880 Wilshire Blvd., Ste. 1900
Los Angeles, CA 90024

DONAHUE
SCHRIBER

April 11, 2008



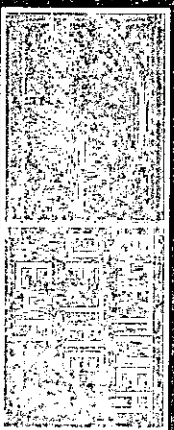
About Pardee Homes

- Founded in 1921 by the Pardee family
- 600 employees company-wide
- Operations in California and Nevada
- Pardee Homes is a community builder of master-planned neighborhoods with single-family and multi-family homes
- Pardee Homes has built more than 60,000 homes during its history

West'sFitre

Sustainability & Leadership

- Pardee Homes' President and CEO named Building Industry Association of Southern California 2007 Builder of the Year
- 2006 National Green Building Award
- 2006 Hearthstone Builder Humanitarian Award
- 2003, 2004, 2005 and 2006 Energy Star Partner of the Year Award from the U.S. Environmental Protection Agency
- 2004 Governor's Environmental and Economic Leadership Award
- 2004 Green Project of the Year Award from the National Association of Home Builders

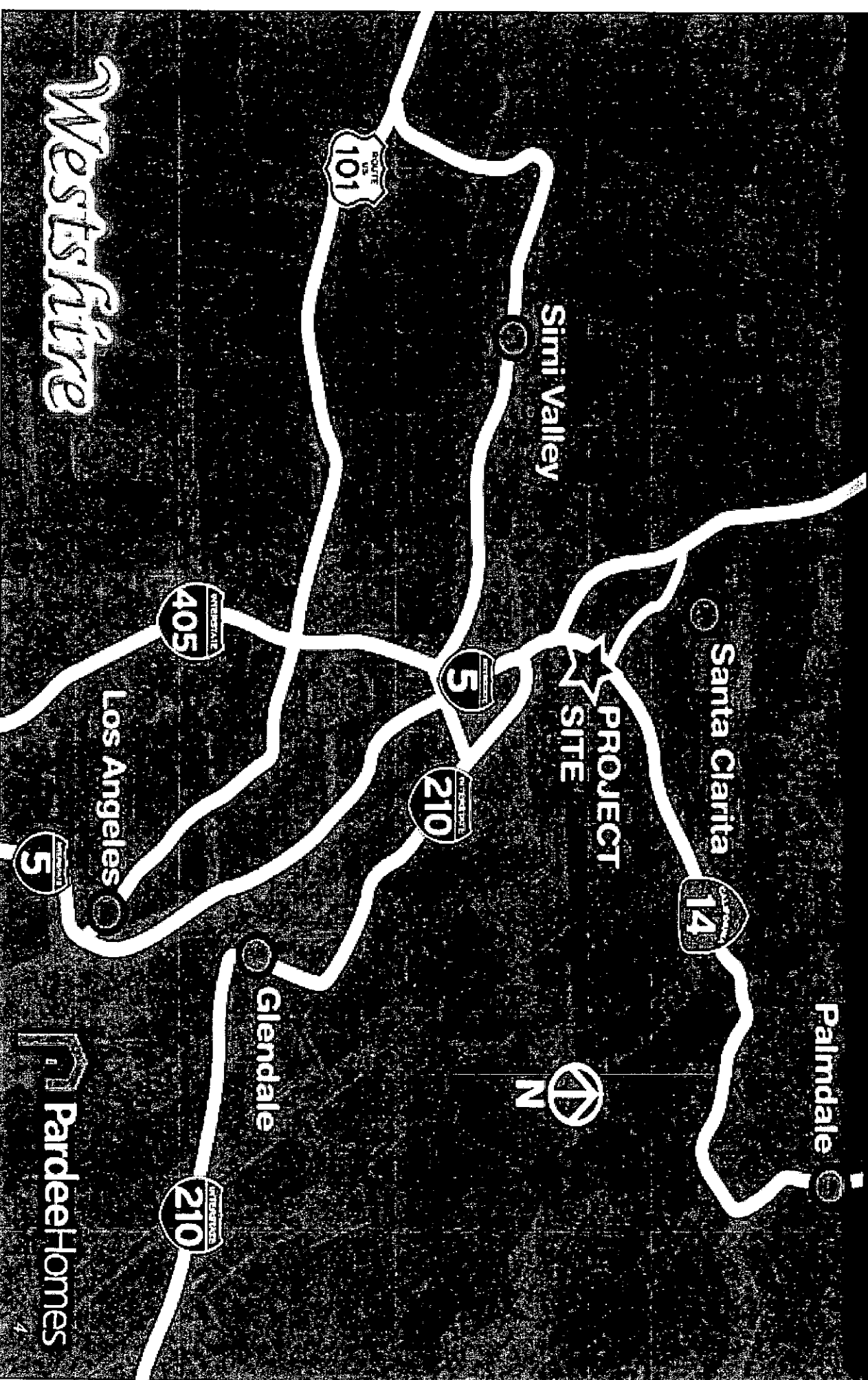


Building Industry Association of Southern California

Westside

The Pardee Homes logo, featuring a stylized house icon to the left of the text "Pardee Homes".

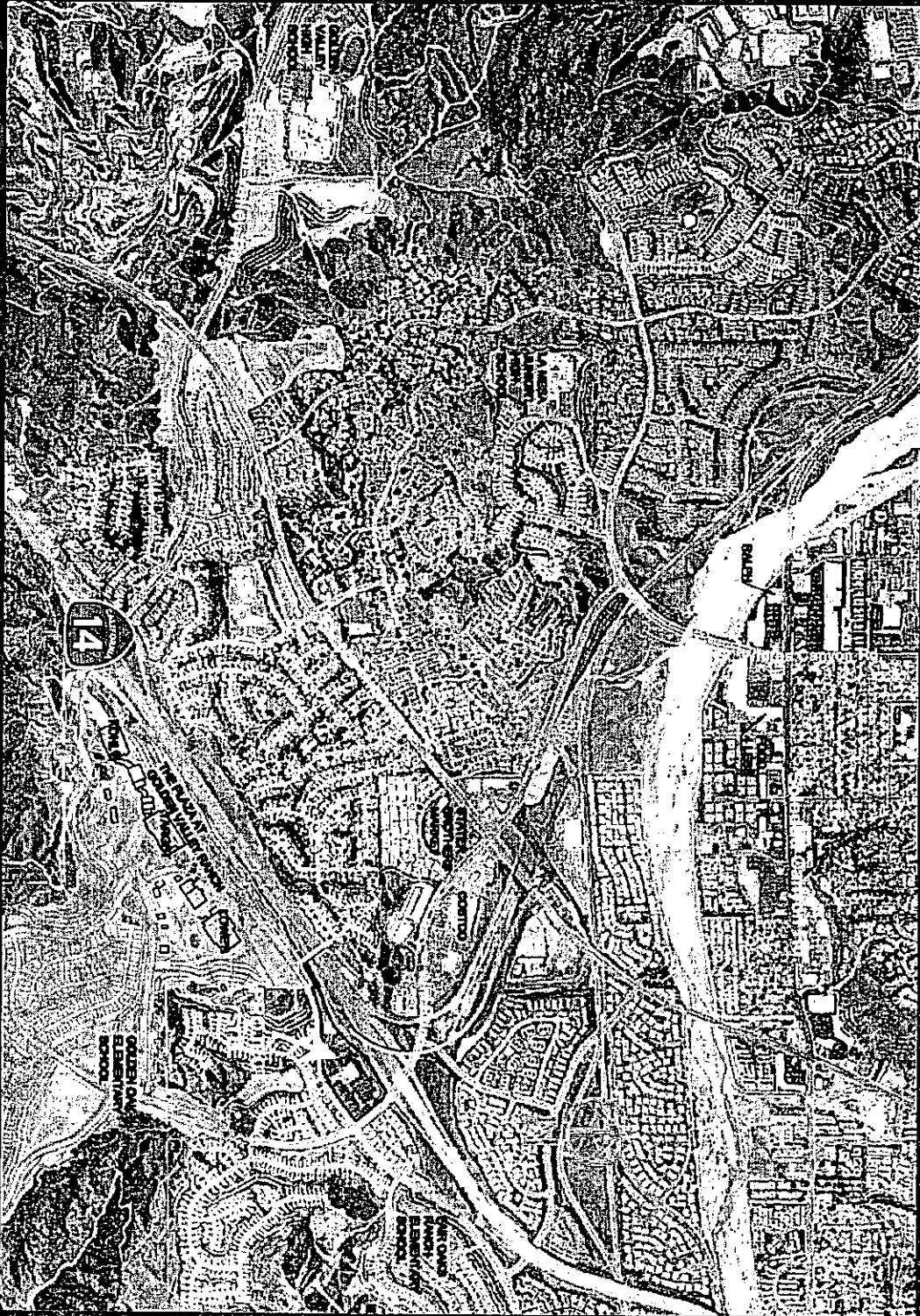
Project Orientation



Westshire

 Pardee Homes

Westshire



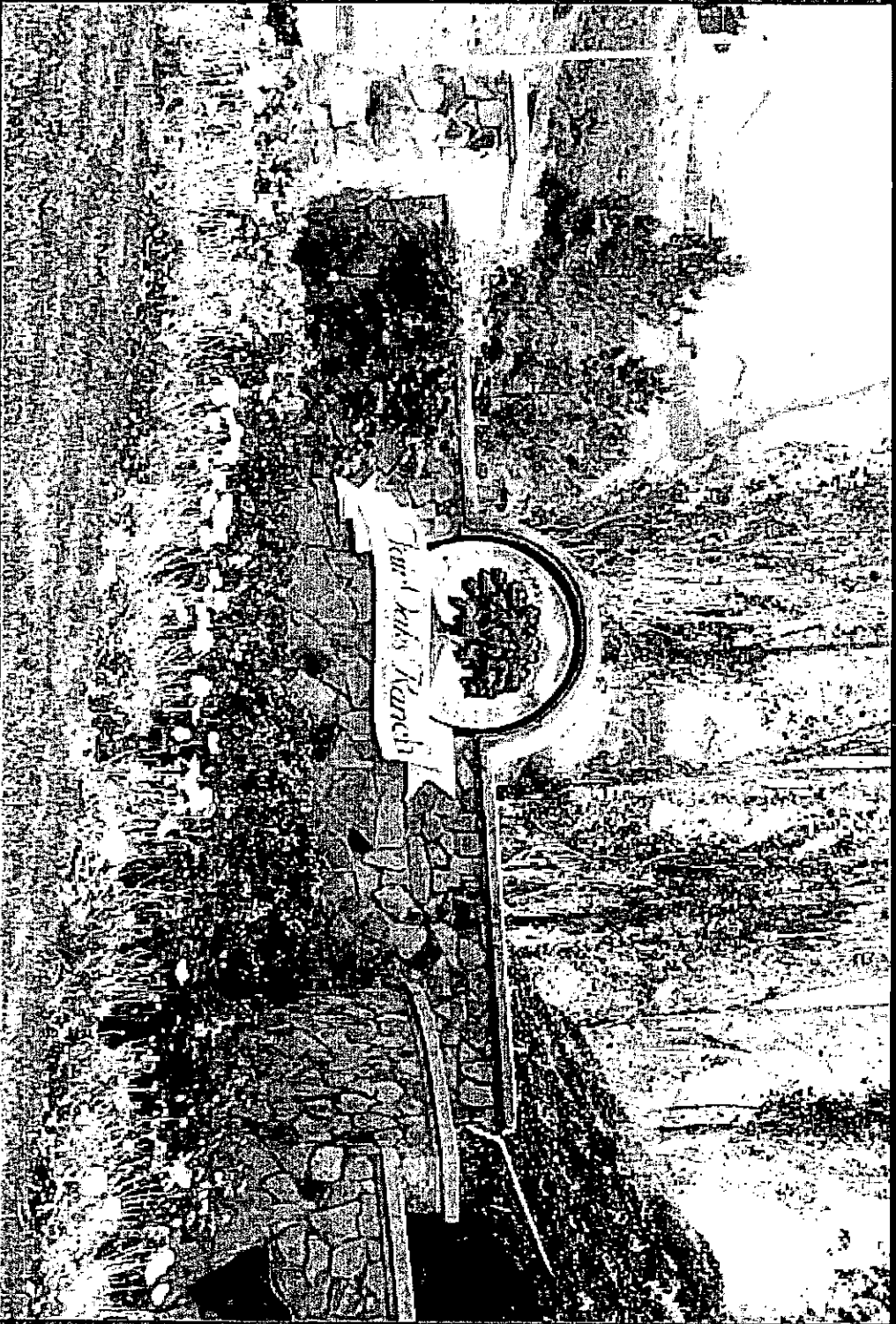
Vicinity Map



Pardee Homes

5

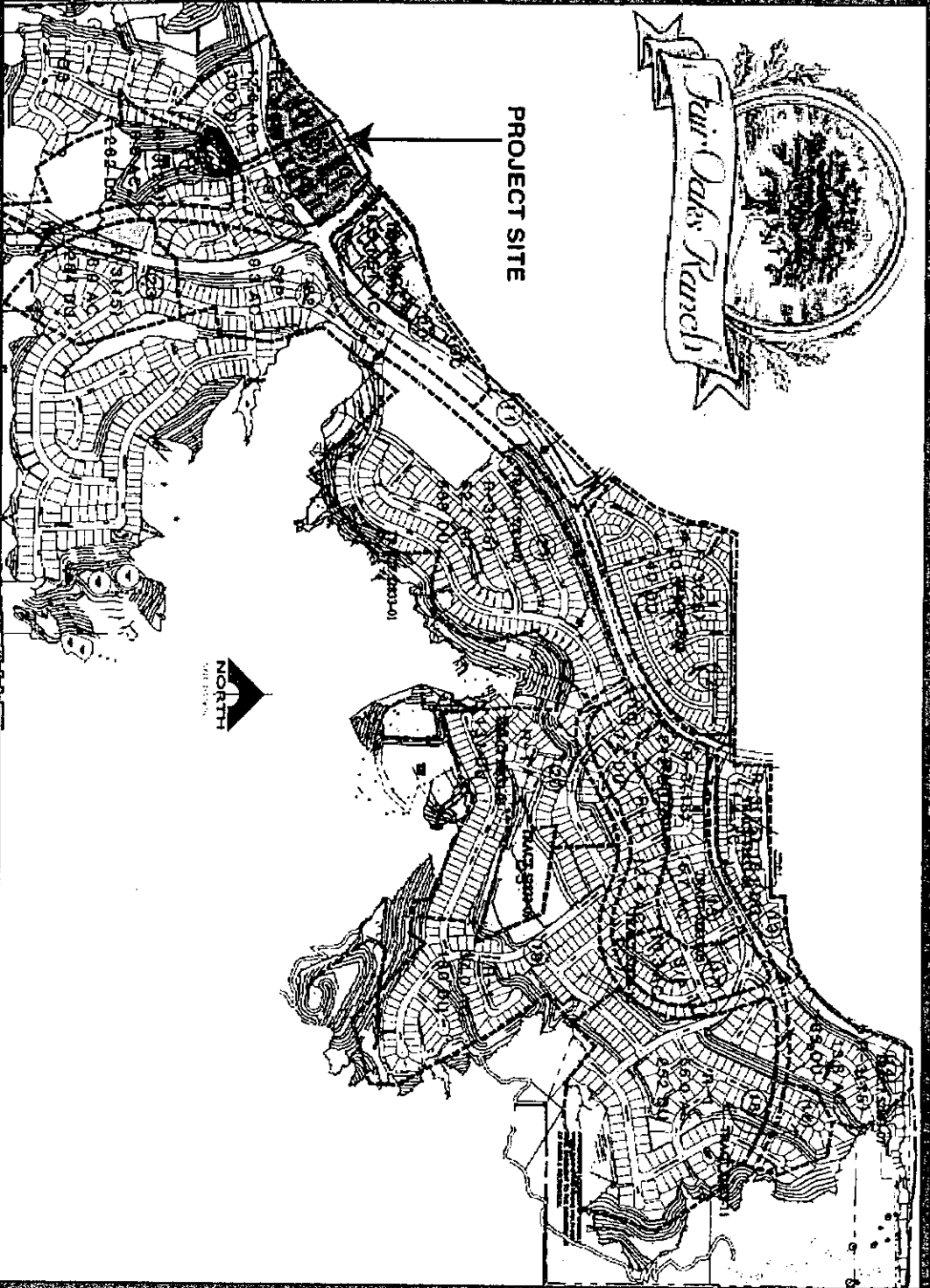
Community Overview



Westshire

 PardeeHomes[®]

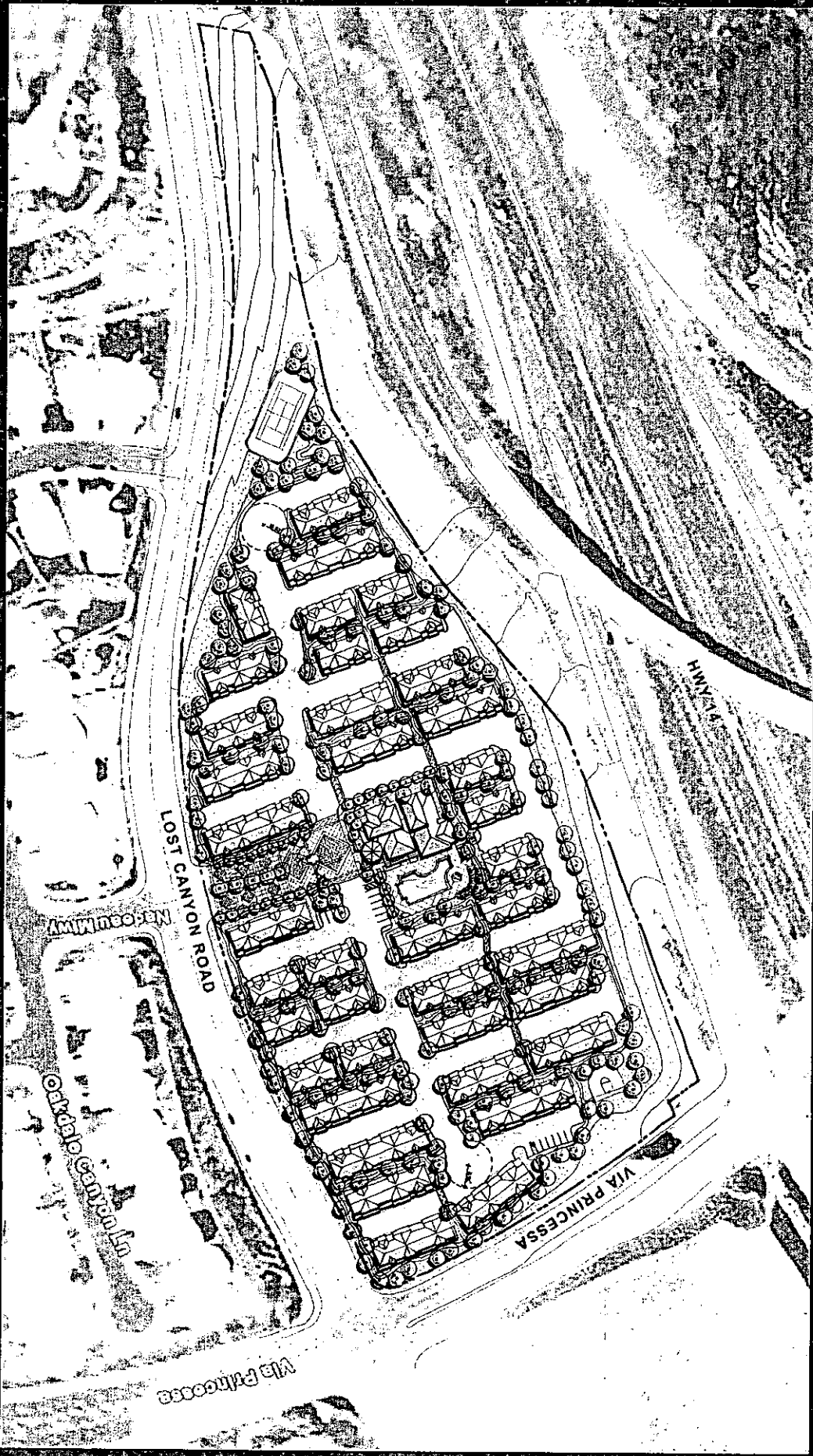
*Canyon Park Specific Plan
Fair Oaks Ranch*



Westshire

PardeeHomes

Westside



 PardeeHomes

Site Plan

Site Data

Total Site Area:

12.5 acres

Net Residential Site:

6.1 acres

Total Residential Units:

165 units

Recreational Area:

.5 acres

Open Space:

3 acres

Westshire

Residential Summary

UNIT TYPE	SQUARE FOOTAGE	NUMBER OF UNITS
UNIT 1 2 bedrooms / 2 baths	1283 sf	23 units
UNIT 2 2 bedrooms / 2 baths + 2 (1/2 baths)	1676 sf	28 units
UNIT 3 3 (bedrooms / den) / 3.5 baths	1676 sf	63 units
UNIT 4 3 bedrooms / 3.5 baths	1736 sf	13 units
UNIT 5 4 bedrooms / 4 baths	1736 sf	36 units
UNIT A 2 bedroom / 2 baths (Mgr's unit)	1358 sf	1 unit
UNIT B 2 bedroom / 2 baths (Mgr's unit)	1514 sf	1 unit
TOTAL:		165 units

Westshire

Parking Summary

	REQUIRED	PROVIDED
Garage Spaces	163 DU x 2	326
Managers Units	2 x 2	4
Guest Spaces	163 DU x 0.25	41
Handicap Spaces	2	5

TOTALS: 373 Spaces 402 Spaces



Project Highlights

- Adjacent to existing multi-family project
- Architecture complementary to surrounding community
- Proposed project creates less traffic than currently zoned commercial uses
- Approximately three acres of open space, onsite recreational amenities, private attached garages, adequate on-street parking and extensive landscaping
- Connections to infrastructure and offsite improvements including street improvements
- Noise wall along SR-14 right-of-way and a small portion of Via Princessa

Westshire



PardeeHomes

School Mitigation Agreement

Sulphur Springs

SCHOOL FACILITIES AGREEMENT BETWEEN THE SULLY SPRINGS SCHOOL DISTRICT AND PARDEE HOMES

The School Facilities Agreement ("Agreement") is made at Canyon County, California, as of April 2, 2008 (the "Effective Date"), between the SULLY SPRINGS SCHOOL DISTRICT ("District"), a special district organized and existing under the laws of the State of California, and PARDEE HOMES, a California corporation ("Developer"), with respect to the following facts:

- A. Developer owns the real property which is located within the District's boundaries and which is described in Exhibit "A" hereto (the "Property").
- B. The Property is within the Fair Oaks Ranch master planned community ("Fair Oaks Ranch") located within the County of Los Angeles (the "County"). The Property is currently zoned for commercial use but Developer is now Map No. 663483, in Pasadena, County, including without limitation, Parcel 166, industrial zoning area. The property developer to the development of the Property shall include the development as currently being proposed as well as any other development of the Property.
- C. A portion of Fair Oaks Ranch is included within Community Facilities District No. 2002-1 of the District ("CID No. 2002-1"). District has confirmed that the Property is not within CID No. 2002-1 and shall not be subject to the fees of special taxes of CID No. 2002-1.
- D. This Agreement provides the terms for Developer's satisfaction of the school fee obligation applicable to development of the Property through payment of statutory school fees or an Developer's election, through the payment of the Property in a community facilities district ("CID").

INTENT OF THE FORTGORDING EXERCISE THE TERMS AND CONDITIONS HEREIN SET FORTH AND FOR OTHER GOOD AND VALUABLE CONSIDERATIONS IN SAID CITY AGREED AS FOLLOWS:

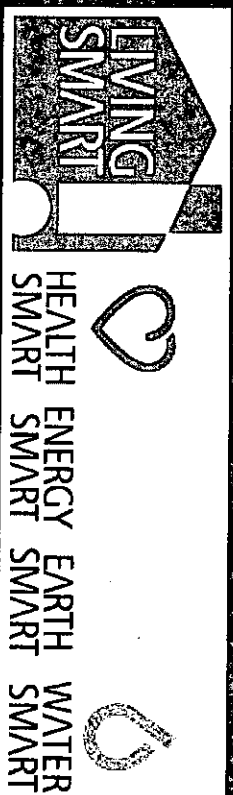
Developer's Obligation. In lieu of the payment of statutory school fees that may be addressed by the District at Code Chapter 17 (commencing with Section 65970) and Division 1 of Title 1 of the Education Code (Chapter 17 of Title 1 of the Education Code) ("School Fees"), the Developer or his successor or assignee shall pay a mitigation payment to the District ("Mitigation Payment") for each dwelling unit ("DWU") constructed within the Property with all other terms and conditions set forth in the attached Exhibit "A" and "B". The Mitigation Payment shall be calculated as follows: \$3.57 per square foot of certificate of completion ("Certificate of Completion") for each DWU. The Mitigation Payment shall be based upon the total square footage of the Certificate of Completion for each DWU. The Mitigation Payment shall be paid for a DWU prior to the issuance of a Certificate of Completion for the DWU. Alternatively, and in lieu of the payment of such fee amount in effect at the time of payment.

THIS AGREEMENT IS THE ENTIRE AGREEMENT BETWEEN THE PARTIES.

West's Future

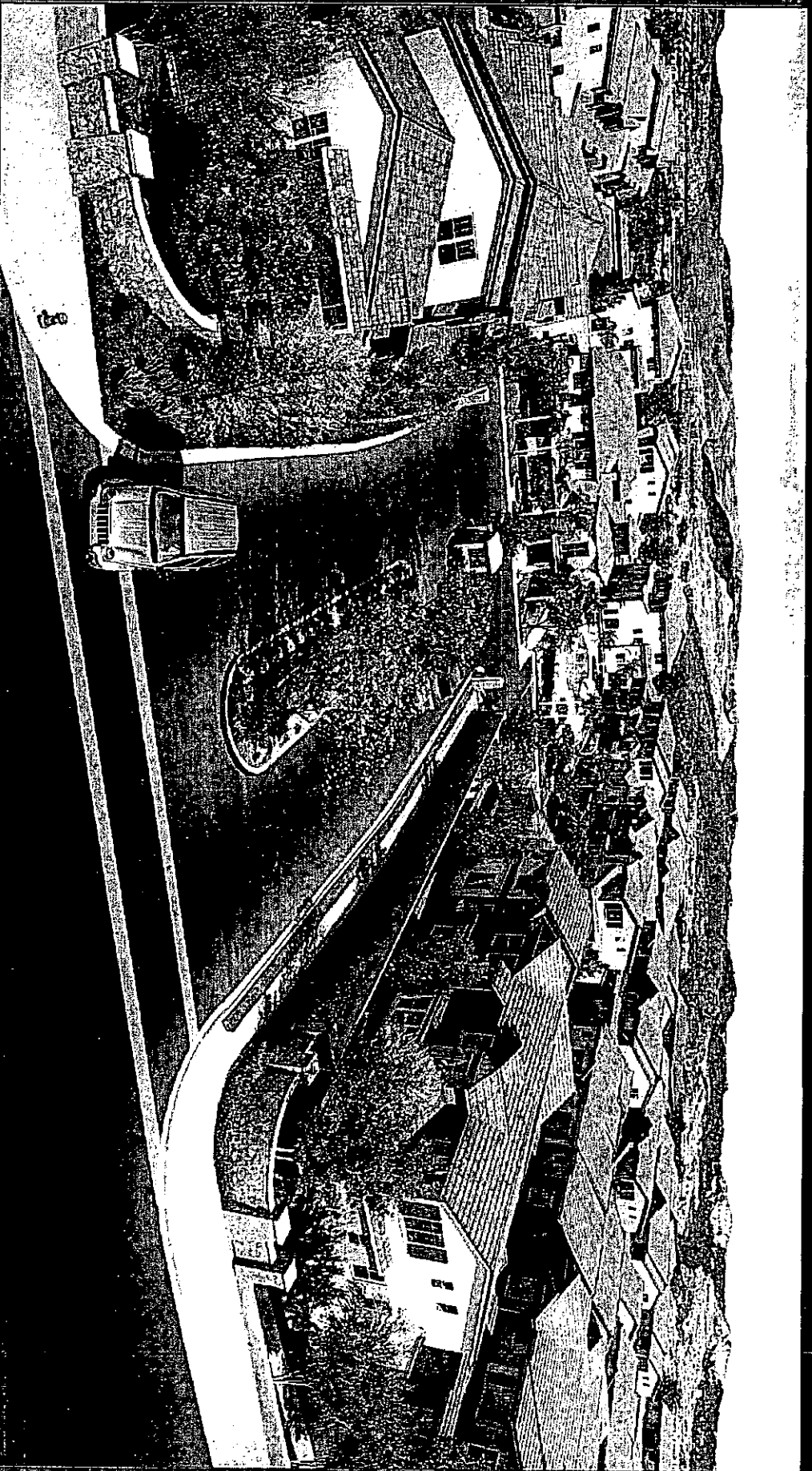
Green Building Features

- Sealed Duct System
- Minimum R30 Ceiling Insulation
- Fluorescent Lighting
- EnergyStar® Appliances
- Third-Party Energy Inspection
- Flooring from Recycled Materials
- Engineered and Certified Wood
- Cellulose Attic Insulation
- Low VOC Paint
- Energy Efficient Insulated Exterior Board with One Coat Stucco
- Water Heater with an Energy Factor of 60 or Greater
- HVAC System Exceeding Title 24 by 15 Percent
- Water-Saving Faucets and Fixtures
- Drought-Tolerant Landscaping
- Multi-Programmable Irrigation Clocks
- Flooring from Sustainable Materials *(optional)*
- Reverse Osmosis Water Treatment System *(optional)*



Westside

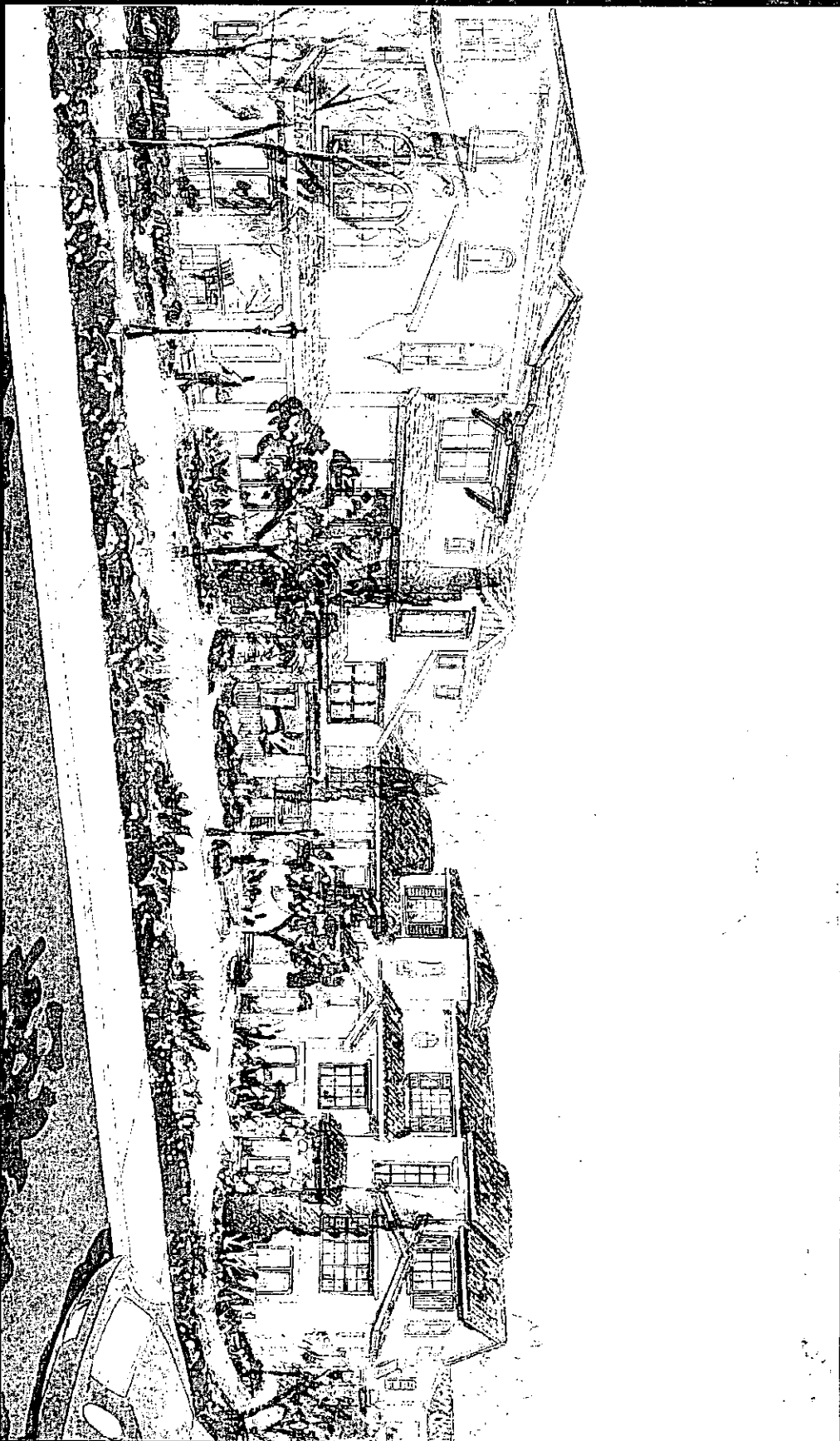
Project Design



Westshire

 PardeeHomes

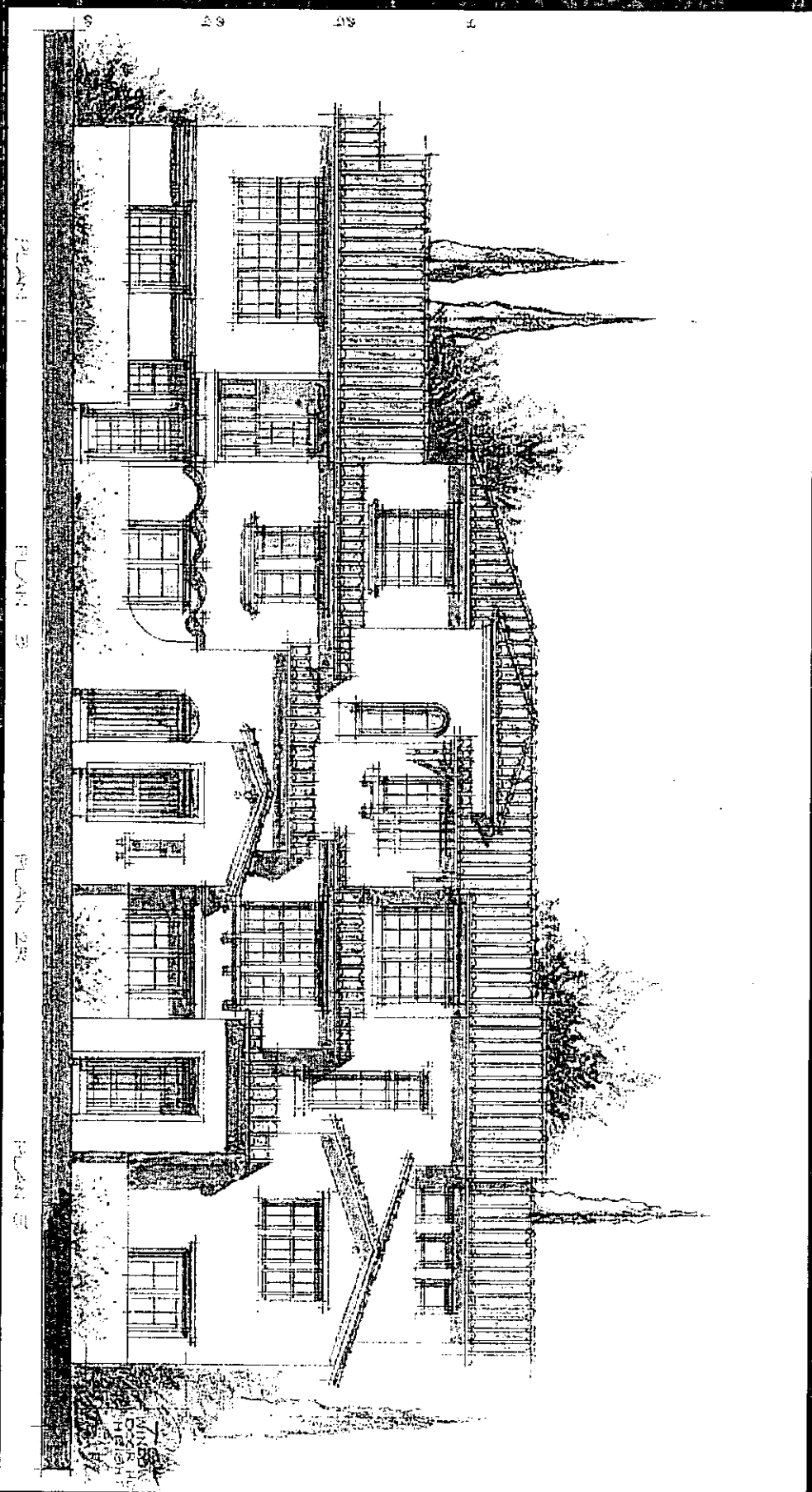
Street Scene



Westshire

 PardeeHomes

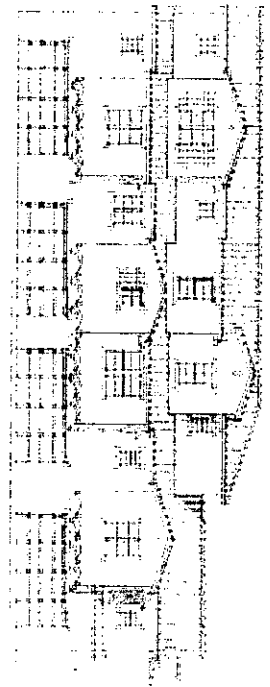
Front Elevation



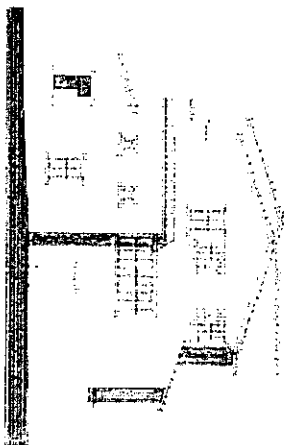
Westshire

PardeeHomes

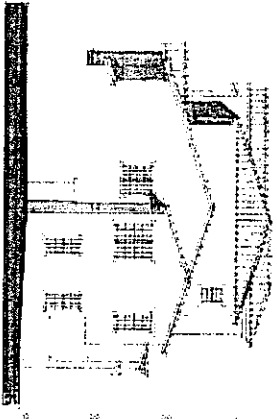
Side Elevations



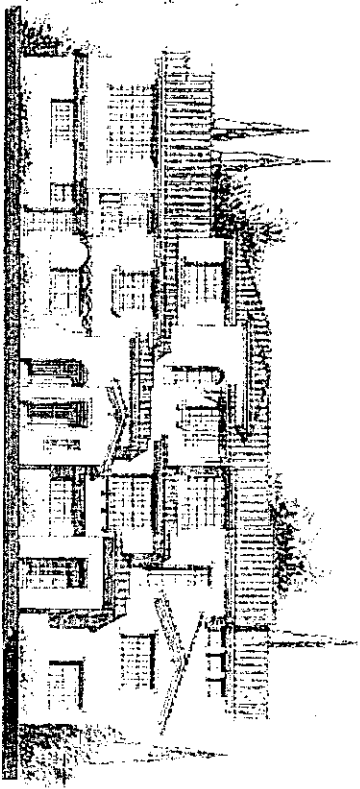
REAR



RIGHT



LEFT

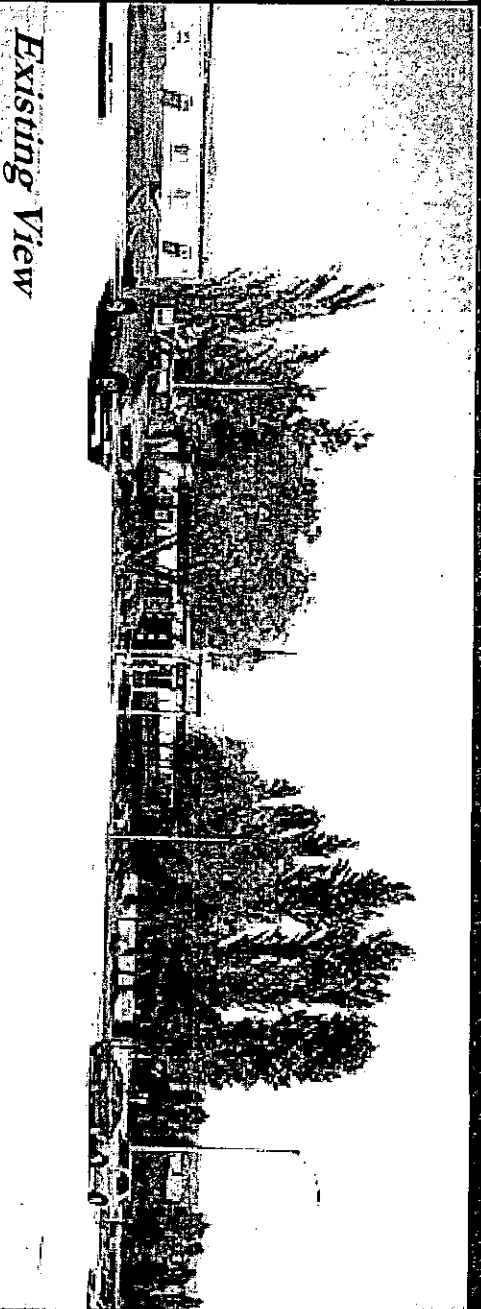


FRONT

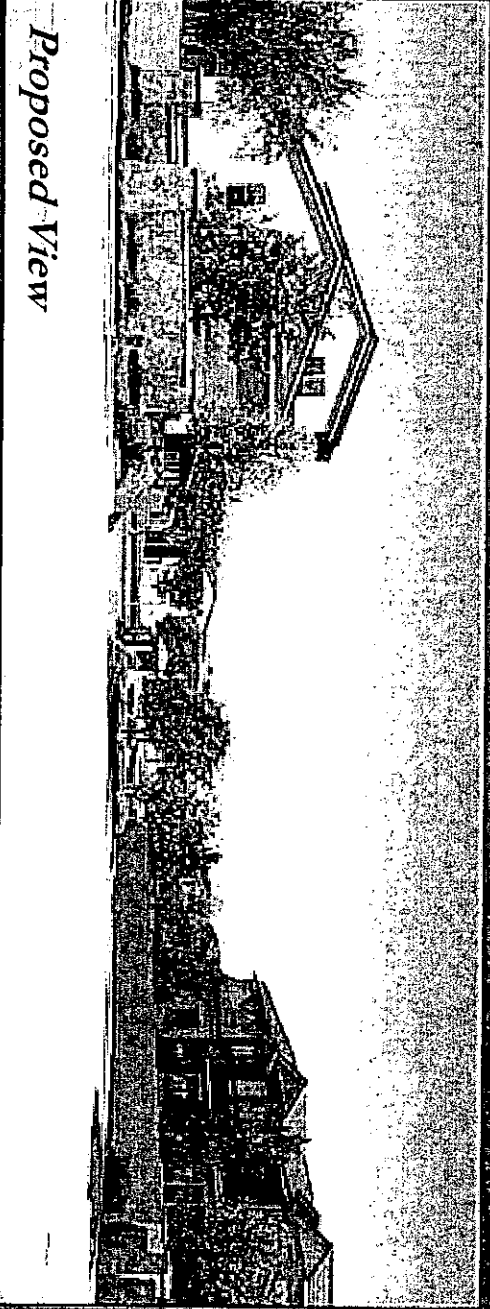
Westshire

 Pardee Homes

Main Entry off Lost Canyon Road



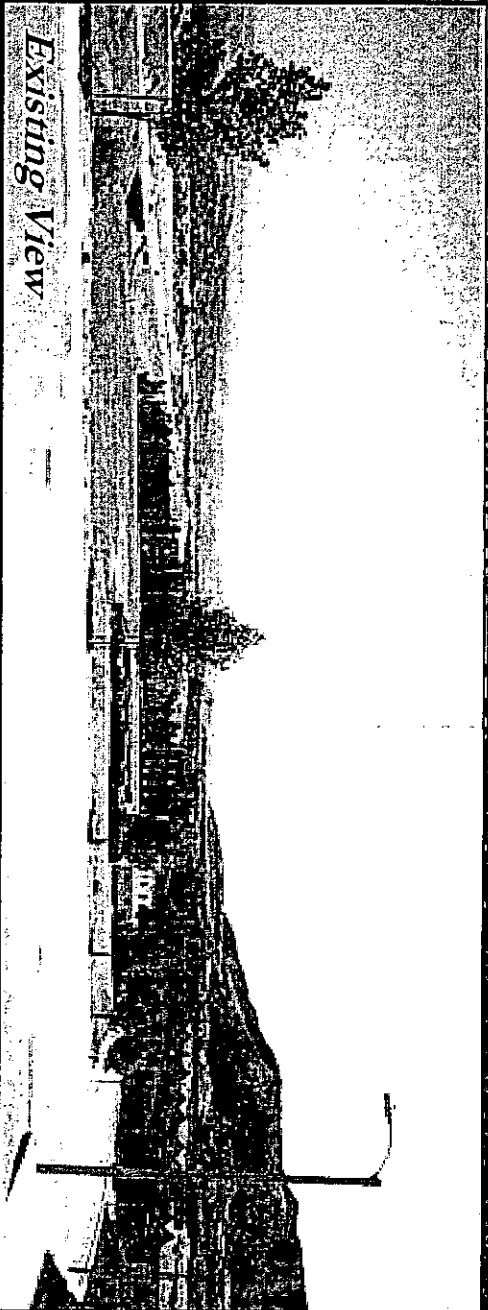
Existing View



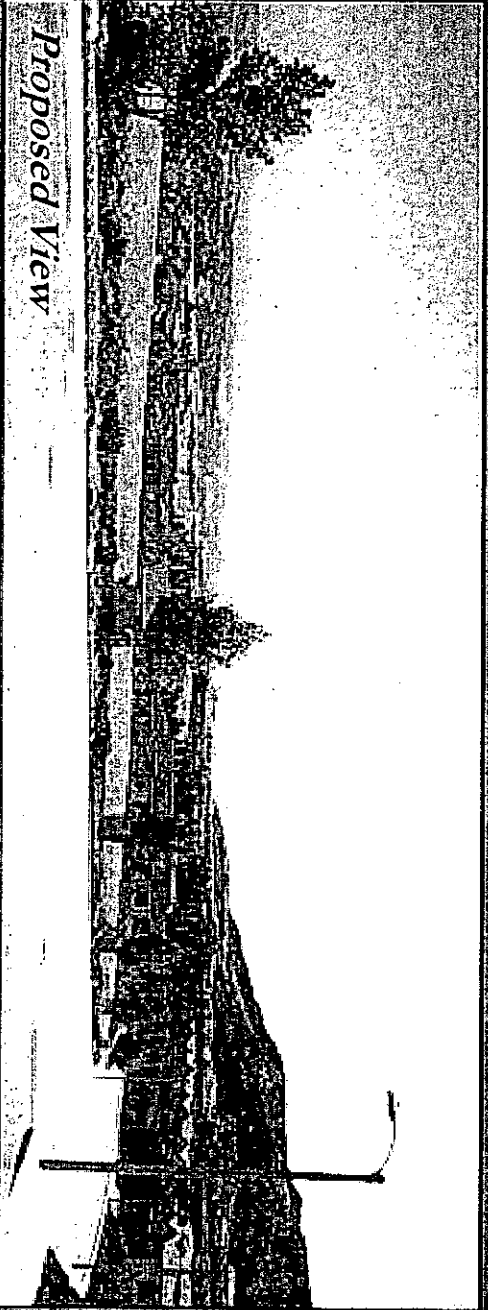
Proposed View

Westshire

Looking East off Lost Canyon Road



Existing View



Proposed View

Westshire

 PardeeHomes

The Westshire recreational amenities include:

- Tot lot
- Tennis court
- Two half basketball courts
- Racquetball court

• Fitness room

- Men's and Women's steam rooms and saunas
- Guest suites
- Business and media centers
- Library and assembly room
- Swimming pool, spa and cabanas
- Fireplace and fountain
- Barbecue and picnic tables

Westshire

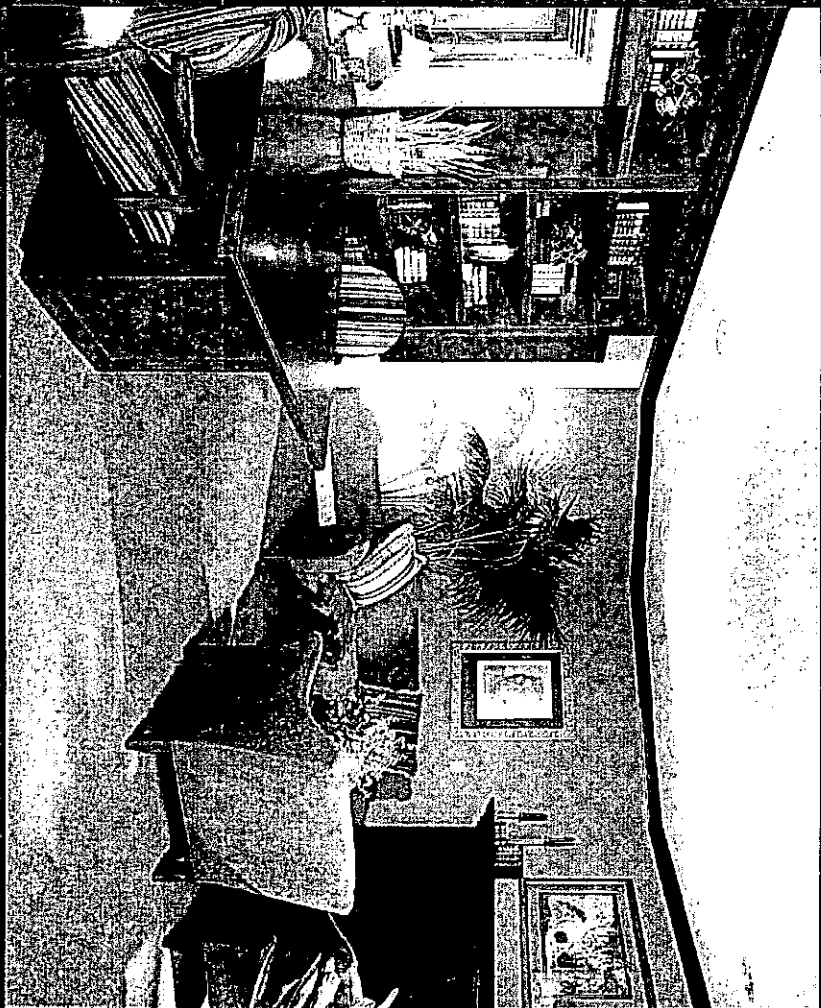
Recreation Center



Westshire

 Pardee Homes

Indoor Facilities



Westshire

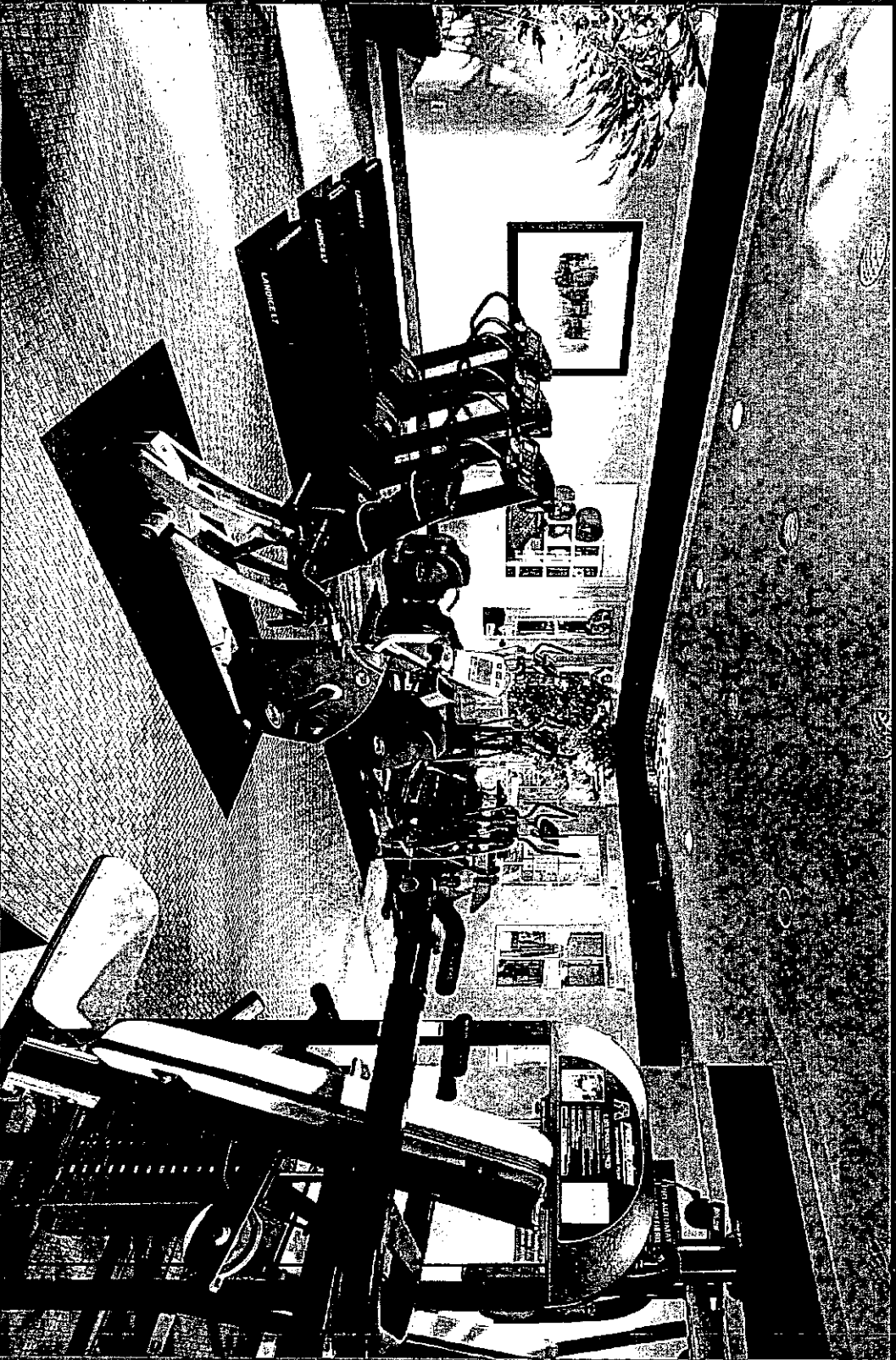
Assembly Room



Westshire

 Pardee Homes

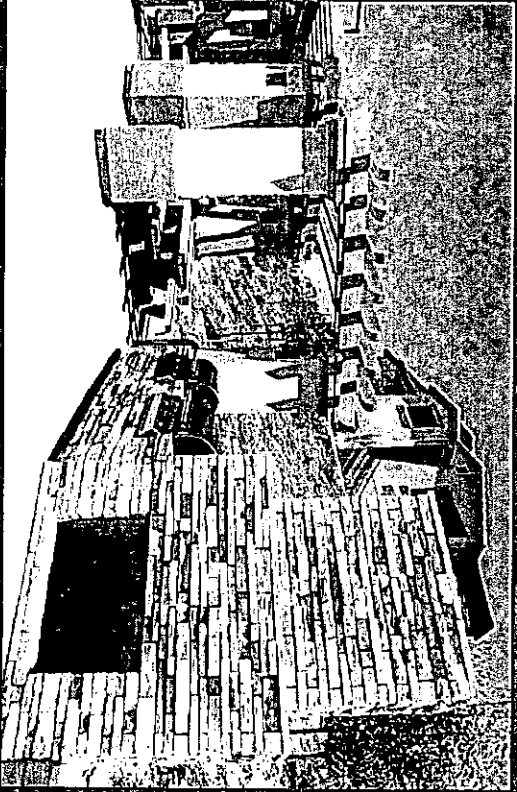
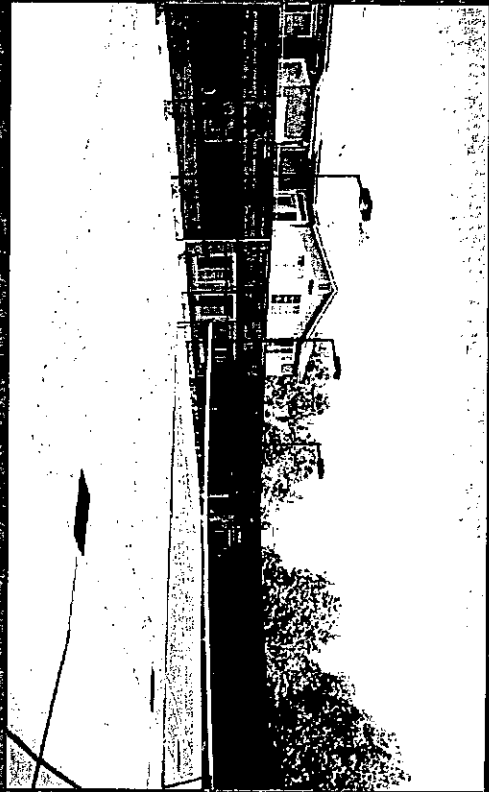
Fitness Center



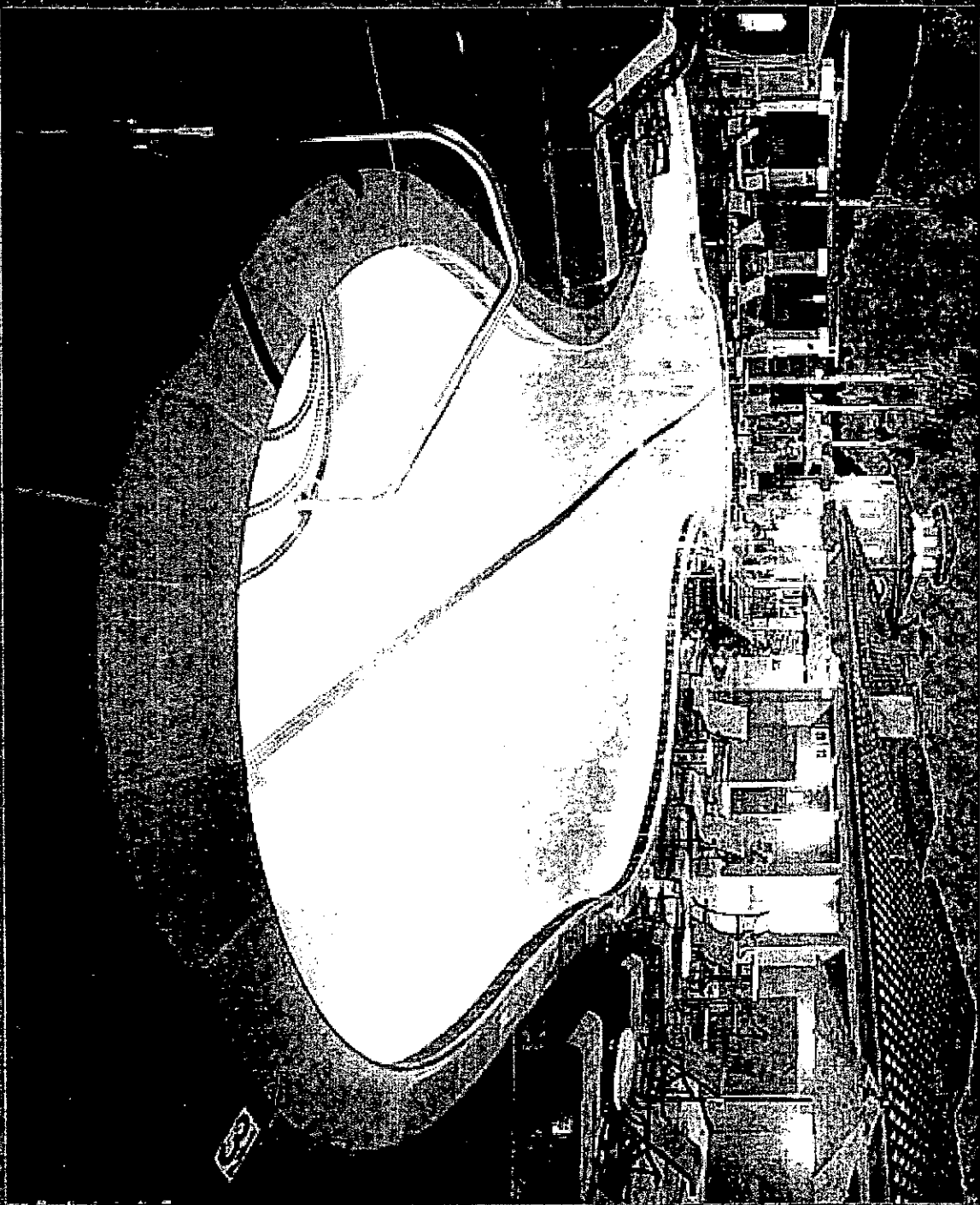
Westside

 PardeeHomes

Outdoor Facilities



Westside



Masterpiece

Pardee Homes

Requested Approvals

Pardee Homes is seeking the following approvals:

- Vesting Tentative Tract Map #063483 to develop 165 multi-family units
- Specific Plan Amendment to change current land use designation to R-3-25
- Conditional Use Permit for site plan review and consistency
- Addendum to the EIR

Westshire

WESTSHIRE PROJECT

Specific Plan Conformance Report

Tentative Tract Map No. 063483

RENT 200500188

RCUPT 200500202

RPAT 200500010

Prepared for:
County of Los Angeles
Department of Regional Planning

February 2008



WESTSHIRE PROJECT

Specific Plan Conformance Report

Tentative Tract Map No. 063483

RENT 200500188

RCUPT 200500202

RPAT 200500010

Prepared for:
County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

February 2008

707 Wilshire Blvd.
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Los Angeles, CA 90017
213.599.4300
www.esassoc.com

Oakland

Petaluma

Portland

Sacramento

San Diego

San Francisco

Seattle

Tampa

Woodland Hills

204502



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2.3. Design Guidelines	2-5
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Exhibit A Vesting Tentative Tract Map No. 063483

Figures

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2. Project Location and Surrounding Uses
- 3A. Landscape Plan
- 3B. Plant Palette
4. Conceptual Rendering: Main Entrance along Lost Canyon Road
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CHAPTER 1

Introduction

This report has been prepared to analyze the conformance of the proposed Westshire project with the Canyon Park Specific Plan (also known as Specific Plan No. 1). The proposed project site is located in Specific Plan No. 1, southeast of the Antelope Valley Freeway (SR-14), south of Soledad Canyon Road, north of Placerita Canyon Road, and west of Sand Canyon Road. Specific Plan No. 1 was approved by the Los Angeles County Board of Supervisors on December 23, 1986, and requires that each individual project within the Specific Plan boundaries demonstrate conformance with the Specific Plan Implementation (page VI-25, Section VII-D). Specific Plan No. 1 is located in the community of Canyon Country in unincorporated Los Angeles County and includes the development of a maximum of 5,400 dwelling units, 63-acres of commercial, school, recreational and open space land uses on approximately 988 acres. The applicant is requesting the following:

- (1) Approval of Tentative Tract Map No. 063483 to develop 165 condominium units on approximately 12.5 acres, with approximately 3.4-acres of landscaping/open space area (RENUT200500188).
- (2) Approval of a Specific Plan Amendment to change the current land use designation from Neighborhood Commercial (NC) to R-3-25 (Apartments/Condominiums, 25 units/acre) (RPAT200500010).
- (3) Approval of a Conditional Use Permit (CUP) (RCUPT200500202). The Canyon Park Specific Plan, Implementation Section (page VI-24), requires that each development project within the Specific Plan area demonstrate consistency with the Specific Plan through a site plan review process. Site plan review and consistency with the Specific Plan is conducted through the CUP process of the Los Angeles County Department of Regional Planning.

The following is a brief description of each Specific Plan planning area and associated entitlement history:

- Planning Area 1 is situated north of Jake's Way and west of SR-14. This planning area is encumbered by Tentative Tract No. 45287, which consists of 463 multi-family units on 20 acres;
- Tentative Tract No. 52608 (Project No. 99-133) has been approved for Planning Area 2 and proposes 63-single family detached condominiums on approximately eight-acres;

- Tentative Tract No. 45223 has been recorded over Planning Area 3 and 504 multi-family units have been built on 29-acres. The Specific Plan allows a total of 733 units in this planning area;
- Tentative Tract No. 44492 has recorded 634 multi-family units on approximately 32-acres within Planning Area 4. The Specific Plan allows a total of 732 units within this planning area;
- Planning Areas 5 and 6 have been annexed in the City of Santa Clarita and are made up of 4 and 50151, respectively. Planning Area 5 has been built with 131,000 square feet of commercial use on 16.5-acres. Planning Area 6 has been approved by the City of Santa Clarita for 19.2-acres of commercial development. Both planning areas are consistent with the Specific Plan;
- Revised Vesting Tentative Tract No. 47200 has been approved for Planning Areas 7, 8, 9, 22, 23 and a portion of Planning Area 21 (for a school site). This map proposed 393 single-family units, a 12.5-acres commercial site, a 2.2-acres park, and a 10-acres school with joint-use park site on a total of 243.2 acres.
- Tentative Tract Nos. 52938/52833 has been approved for Planning Areas 10 through 20, a portion of Planning Area 21, and open space. This included infrastructure, six-acre neighborhood park site and a future private recreational facility.
- Tentative Tract No. 53795 has been approved for Planning Area 10. This map proposes 154 multi-family condominiums on 9.9-acres of a 16.4-acres site previously approved under Tentative Tract No. 52833. Tentative Tract No. 53795 is the final subdivision map proposed within Specific Plan No. 1.

The proposed project is located in Planning Area 9, and is included in Tract No. 47200, as shown in Figure 1. The project proposes the development of 165 condominium units, private driveways, approximately three acres of open space, on-site recreational amenities, private attached garages, on-street parking, extensive landscaping, connections to infrastructure, and off-site improvements including street improvements. Residential development would be located in the center of the site, surrounded by a landscaped buffer, separating it further from SR-14, commercial development to the west, Via Princessa to the east, and Lost Canyon Road to the south.

A Specific Plan amendment in accordance with the requirements outlined in the adopted Specific Plan No.1 was submitted to address the change of the proposed project site from a commercial use to a residential use. The proposed project is located on a 12.5-acre portion of Planning Area 9 with a total of 165 condominium units proposed for approximately 6.1 acres of the project site. Streets and on-street parking, recreational areas and landscaping is proposed to cover an additional 6.4 acres of the site. Details as required by the Specific Plan in Section VI page 27 are as follows:

1. Assessor's parcel(s) numbers (shown on Exhibit A). Lots 76, 77 and 78 of Tract 47200, MB 1234-26-39;

2. Area and dimensions of the property (project site is approximately 12.5 acres);
3. Vicinity map indicating project location (shown on Exhibit A);
4. North arrow/scale (shown on Exhibit A);
5. All applicable tentative tract maps or tentative parcel maps (shown on Exhibit A);
6. Physical description of the site - including boundaries, easements, existing topography, natural features (see Exhibit A and Figure 2);
7. Location, grades widths and types of improvements proposed for all streets (see Figure 2);
8. A site plan showing location of all structures, landscape and hardscape areas, parking areas, walks, internal circulation, access, adjacent streets, sign type and placement and fence/wall type and placement (see Exhibit A regarding the site plan and Figures 3A and 3B for landscape details);
9. Building elevations (see Figures 4 through 6 for conceptual renderings and visual simulations);
10. Description of the extent to which design guidelines have been used in the plan and a statement documenting Specific Plan consistency (please see Chapter 2 of this document);
11. A tabulation of square footage, area devoted to parking, parking spaces, landscape coverage, building coverage and heights (shown on Exhibit A; see Figure 3A regarding landscape coverage; building heights would not exceed three stories); and
12. Such applications and environmental assessment forms as are provided by County staff.

Table 1 summarizes the land uses proposed for the project site.

**TABLE 1
ACREAGE BREAKDOWN**

Area	Acreage
Landscaping/Open Space	2.9 acres
Recreational Areas	0.5 acres
Streets/On-street Parking	3 acres
Building footprint	<u>6.1 acres</u>
Total	12.5 acres

Table 2 summarizes the proposed project site and adopted allowable Specific Plan land uses and proposed densities for the portion of the Specific Plan covered by the proposed Tentative Tract No. 063483

**TABLE 2
SPECIFIC PLAN LAND USE PLAN SUMMARY**

Planning Area	Acres	Previous Specific Plan Designation	Units allowed by the Specific Plan for NC	Proposed Specific Plan Designation	Units Allowed by the Specific Plan for R-3-25 (U)
Portions of 9	12.6	NC	Commercial 0 dwelling units	R-3-25	Residential- shall not exceed 25 dwelling units per net acre of land

The conceptual land use plan for Specific Plan No. 1 depicts Planning Area 9 as designated NC. The Addendum analyzed the potential impacts of Planning Area 9 for residential use. The proposed project includes the development of 165 multi-family condominiums, private driveways, a community center and parking on approximately 9.2-acres (shown on Exhibit A). The proposed project is being processed under Tentative Tract No. 063483. The proposed project includes four five-plex unit plans, two alternative five plex unit plans, and two one-plex unit plans. The typical dimensions of each unit plan are described in Table 3.

Buildings would vary in style (three different styles) and use different colors to highlight architectural features, see Figures 4 through 6. Building rooflines would vary, and building heights would be from two- to three-stories; no buildings would exceed three stories.

Open space including landscaping would occupy approximately 3.4 acres or nearly 30 percent of the project site. Landscaping throughout the site would include a variety of plants including palm trees, olive trees, sycamores, flowering plants and bushes throughout the site, along the sidewalks and building facades, and throughout the landscape buffer along the perimeter of the site (see Figures 3A and 3B). In addition, vines would be planted along the length of the wall adjacent to SR 14. Landscaping would be compatible with the existing landscaping of the surrounding community, and Specific Plan No. 1. Parking for the project includes 326 garage spaces, 71 guest spaces and five handicap parking spaces (Exhibit A). Required parking for the project is 372 spaces.

**TABLE 3
TYPICAL UNIT CHARACTERISTICS**

Area	Square Foot
Building A	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom /3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building A (Alternative)	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736

TABLE 3
TYPICAL UNIT CHARACTERISTICS (CONT.)

Area	Square Foot
Building B	
Unit 1 – 2 Bedroom/2 Bath	1,305
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building C	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building D	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building D (Alternative)	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,667
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Unit A	
Unit A - 2 Bedroom/2 Bath	1,358
Unit B	
Unit A - 2 Bedroom/2 Bath	1,514

CHAPTER 2

Project Compliance/Conformance

The Specific Plan Implementation Section (page VI-24) of the Specific Plan No. 1 requires that each project document consistency with the Specific Plan. Consistency must be demonstrated through site plan review, which is fulfilled by the CUP process.¹ Site plan review is necessary for each project for the following reasons:

- To ensure consistency with the Specific Plan, the General Plan, and all implementing ordinances;
- To promote the highest contemporary standards of site design;
- To adapt to specific or special development conditions that occur from time to time, while continuing to implement the Specific Plan and conform development to the General Plan and implementing ordinances;
- To facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto; and
- To adapt to substantial changes that may occur with respect to the circumstances under which the project is undertaken.

The Specific Plan itself (due to its scale) was "conceptual" in its application to the land plan; the Vesting Tentative Map (at a larger scale) allows the applicant more accurate means by which to refine and improve the design aspects of the project, while still meeting the intent of the plan.

The following development standards and design guidelines are contained within the Specific Plan and are applicable to the proposed project.

2.1 Development Plan

Specific Plan Requirement: The Development Plan section of Specific Plan No. 1 (page 111-1, Section B) outlines the goals, objectives and policies required to implement the Specific Plan.

Project Compliance: The development features listed below show conformance to these overall goals, objectives and policies.

¹ RCUPT200500202 has been filed for the project.

Conceptual Land Use Plan

Specific Plan Requirement: The Conceptual land Use Plan Exhibit (page 111-7) references the Planning Areas as having these designations:

Planning Area: 9
 Designation: Neighborhood Commercial (NC)
 Allocated # of DUs: 0
 Proposed #of DUs: 165

Project Compliance: Upon adoption of the Specific Plan Amendment, Planning Area 9 would be designated as residential (R-3-25) from NC. Density on property in Zone R-3-25, developed for any residential use shall not exceed 25 dwelling units per acres. The project proposes a gross density of 13.2 units per acre, which is less density than allocated in the R-3-25 land use designation. In addition, the Specific Plan authorized a much more intense development than was actually constructed. Even with implementation of the proposed project's 165 units, approximately 1,932 fewer units have been or will be built within the Specific Plan area.

Public Facilities Plan

Specific Plan Requirement: The Public Facilities Plan indicates water service to be provided by the Santa Clarita Water Company.

Project Compliance: Water services for this project would be provided by the Santa Clarita Water Company through an existing 16-inch line in Lost Canyon Road.

Specific Plan Requirement: The Public Facilities Plan indicates a limit on the number of units in Phase I that may be developed prior to the construction of an on-site water storage facility (page III-22).

Project Compliance: Water supply/storage for Tentative Tract No. 063483 has been constructed as part of Tentative Tract No. 47200.

Specific Plan Requirement: The Public Facilities Plan indicates the existing Los Angeles County Sanitation District No. 26 Wastewater Treatment Plant provides a treatment capacity of 9.5 mgd with and expansion of 3 mgd to be completed in October 1987.

Project Compliance: The Los Angeles Sanitation District No. 26 would provide wastewater services to the project site. The expected average wastewater flow from the proposed project site is 32,175 gallons per day.² The wastewater flow originating from the proposed project would discharge to a local sewer line for conveyance to the Districts' Soledad Canyon Trunk Sewer, located in a right of way on the north side of the Santa Clara River, southeast of the terminus of Hidaway Avenue. This 15-inch diameter trunk sewer has a design capacity of 2.5 million gallons per day (mgd) and conveyed a peak flow of 1.7 mgd when last measured in 2003.

² County Sanitation Districts of Los Angeles County, Letter to Christina Tran, Impact Analysis Section, Los Angeles County, dated May 18, 2006.

Specific Plan Requirement: The Public Facilities Plan indicates that the drainage from the project will be through the project site to the two northward-trending drainage facilities into the Santa Clara River.

Project Compliance: The project drains from southwest to northeast into three existing inlets provided as part of Tract Map No. 47200, which are tied into two storm drain pipelines maintained by California Department of Transportation and Los Angeles County. A Drainage Concept Plan has been submitted to the County.

Circulation Concept Plan

Specific Plan Requirement: The Circulation Concept Plan depicts two major streets surrounding the project site. Via Princessa is built as a secondary highway and Lost Canyon Road is built as a major highway.

Project Compliance: Both Via Princessa and Lost Canyon Road adjacent to the project site have been constructed to Specific Plan requirements. Potential traffic impacts associated with the proposed multi-family residential use would be less as compared to the impacts associated with neighborhood commercial allowed under the original 1986 Specific Plan.

Grading Concept Plan

Specific Plan Requirement: Figure III-30 of the Specific Plan shows the project site as being in both cut and fill.

Project Compliance: The project involves 16,000 cubic yards of grading, which would be balanced on-site. Project-related grading will be in conformance with the Los Angeles County Grading Ordinance and the requirements and recommendations of the Specific Plan No. 1, as well as current geotechnical reports.

Specific Plan Requirement: The design of this project provides that toes and crest (tops) of slopes near natural terrain over ten feet vertical height shall be rounded with a vertical curve radii of at least five feet and designed in proportion to the total height of the slope per Section III, page 26.

Project Compliance: All slopes will be designed in accordance with the County of Los Angeles Grading Ordinance.

Recreation/Open Space

Specific Plan Requirement: There are no designated open space requirements for Planning Area 9.

Project Compliance: Open space and landscaping for the project would occupy approximately 3.4 acres or nearly 30 percent of the project site.

Specific Plan Implementations

Specific Plan Requirement: The Specific Plan Implementation section regulates the phasing of the Specific Plan. Planning Area 9 is included in Phase I of the Specific Plan.

Project Compliance: Tentative Tract No. 063483 is the final subdivision map to be proposed and applied within Specific Plan No. 1.

2.2 Development Regulations

The following section documents the proposed project's compliance with Specific Plan development regulations.

Specific Plan Requirement: The Development Regulations section of the Specific Plan prescribes the zoning regulation for each area of the Specific Plan. Each planning area has a designated zoning with an allowable number of units.

Project Compliance: The project is located within one planning area (Planning Area 9) with the designation of NC. The Specific Plan amendment, once adopted, will allow for the proposed residential uses (R-3 (25) U).

Permitted Uses

Specific Plan Requirement: Apartment houses/condominiums, small family day-care homes, adult residential facilities, foster family homes, riding and hiking trails (excluding trails for motor vehicles), model homes, temporary real estate tract offices, community centers, parks, playgrounds, signs and subdivision directional signs.

Project Compliance: The project proposes 165 multi-family condominiums, recreational area, driveways, parking and open space/landscaping. Upon adoption of the Specific Plan amendment, the proposed project will be in conformance with the allowable land uses.

Uses Subject to Permits

Specific Plan Requirement: Grading project, off-site transporting.

Project Compliance: The proposed project includes 16,000 cubic yards of grading, which would be balanced on-site. No off-site grading disposal is proposed.

Accessory Uses

Specific Plan Requirement: Signs are required by the Specific Plan to provide integrated visual character and continuity throughout the entire Specific Plan area. Signs should also follow the lighting, placement, and design standards as provided in Section V(C).

Project Compliance: Signs only as provided in Section V(C) and the City of Santa Clarita Signage Requirements will be provided.

Building Height Limits

Specific Man Requirement: Three-story height limit excluding the basements and cellars.

Project Compliance: The proposed buildings would vary in height from two to three stories and would not exceed three stories or include basements.

Dwelling Unit Density

Specific Plan Requirement: The NC designation does not have a dwelling unit density. The proposed R-3 (25) U designation has a dwelling unit density of 25 units per net acre.

Project Compliance: The project proposes 165 units, 13.2 units per acre in the R-3 (25) U zone.

Automobile Parking

Specific Plan Requirement: One and one-half covered plus one-half uncovered [or two covered] off-street parking spaces for each two-bedroom unit. One guest parking space for every four units.

Project Compliance: The guest-parking requirement, by Los Angeles County Ordinance, is one guest parking space for every four units. The proposed project would provide a total of 402 spaces; each unit would include a two-car covered garage (326 spaces) and the project also includes 76 on-street (pocket) parking spaces for guests (see Exhibit A).

2.3 Design Guidelines

The following section documents the proposed project's compliance with multi-family residential design standards contained in Specific Plan No. 1.

Residential Design Standards

Specific Plan Requirement: Each residential project area should convey its own blend of building forms.

Project Compliance: The proposed project includes four, five-plex unit plans, two alternative five-plex unit plans, and two one-plex unit plans. The buildings vary in style and color (see Figures 4 through 6).

Specific Plan Requirement: One particular style should not dominate the entire Specific Plan area, but rather an atmosphere should be created resulting in integrated building designs and project areas, each with their own character.

Project Compliance: Buildings would vary in style and are compatible with the surrounding planning area architecture (see Figures 4 through 6).

Specific Plan Requirement: Buildings should be appropriate in mass and scale to the site on which they are placed.

Project Compliance: Buildings on this site will be appropriate in mass and scale and will not dominate surrounding terrain or other physical features.

Specific Plan Requirement: The Specific Plan development area is framed by view opportunities. Future development shall take advantage of the viewshed where possible by orienting development to capitalize on views of open space, landscape treatments and vistas.

Project Compliance: Buildings within the project are oriented towards views of surrounding vistas and open space regions.

Specific Plan Requirement: A clear distinction shall be maintained between private residential uses, commercial properties, schools and recreational areas.

Project Compliance: The proposed project contains a variety of design and landscape features, which create a clear distinction from surrounding land uses.

Specific Plan Requirement: To help achieve project distinction, landscape concept plans for each planning area will be required at site plan review. Single-family landscape plans will employ designs that are compatible with the natural terrain and offer the opportunity for informal treatments. As the densities increase in the townhouse and apartment complexes, landscape schemes will become increasingly structured. An aim should be to create gathering spaces in combination with recreation facilities.

Project Compliance: A landscape concept plan is provided as Figures 3A and 3B. Further discussion regarding the landscape concept plan is provided in Section 2.3.1 of this document.

Specific Plan Requirement: The architectural character of each planning area should be perceived from the street. An aim should be to create interest through constancy in the use of architectural elements such as: window, doors balconies and roof.

Project Compliance: A consistent and distinctive architectural character will be visible from the surrounding roadways. Each building has its own massing views within each roof plan with the use of roof lines, gables, hips, and architectural pop-outs on the floor levels to create roof breaks and shadow lines along the exterior elevations (see Figures 4 through 6).

Specific Plan Requirement: Residential structures and community features shall be coordinated in architectural materials, details and quality. Those features include: bus stops, benches gathering places, recreation centers and pedestrian access features.

Project Compliance: Residential structures and community features will incorporate similar architectural style relative and consistent to the surrounding Fair Oaks Ranch.

Specific Plan Requirement: Building mass is probably the most prominent design features of a project. The design of multi-family residential development should avoid long, unbroken building faces and make the offsets an integral part of the design.

Project Compliance: The project proposes siting structures in a non-linear and aesthetically pleasing manner (see Exhibit A).

Specific Plan Requirement: Interesting building massing can be achieved without superficial design elements through the use of the following features: two- and three-story structures can be combined with one-story structures, combined with the use of project balconies, recessed

porches, entries and enclosures. Development along the freeway will be required to submit a detailed site plan in accordance with Specific Plan No. 1 on page IV-3 of the General Provisions.

Project Compliance: The proposed structures create differing deviations and massing views from surrounding properties (see Figures 4 through 6).

Specific Plan Requirement: The pitch and form of "roofs" are very visible community features. A range of roof forms and roof pitch can add an appealing visual impact to the community/streetscape. There is no one design desired, however, and an all slat roof is unacceptable.

Project Compliance: The project proposes variable pitch roof forms (see Figures 4 through 6).

Specific Plan Requirement: Roof overhangs are encouraged as a response to climatic conditions, especially when used in combination with porch enclosures, balconies, and recesses.

Project Compliance: The project incorporates roof overhangs that respond to climatic conditions and are used in combination with porch enclosures, balconies and recesses.

Specific Plan Requirement: An emphasis should be given to creating units with a strong indoor/outdoor relationship.

Project Compliance: The project emphasizes creating units with a strong indoor/outdoor relationships and orientation to proposed recreation areas (see Exhibit A, Figures 4 through 6).

Specific Plan Requirement: All mechanical equipment shall be screened from view of major streets either with a wall similar in design to the project architecture or a planting space adequate in size for proper screening.

Project Compliance: All mechanical equipment will be screened from view of major streets either with a wall similar in design to the project architecture or a planting space adequate in size for proper screening.

Specific Plan Requirement: All parking structures either freestanding or garages shall incorporate the same design elements as the dwelling units.

Project Compliance: No parking structures are proposed. Garage designs incorporate the same design elements as the dwelling units.

Specific Plan Requirement: The roofing materials used for all residential structures shall be of fire retardant material certified by the County of Los Angeles Fire Department.

Project Compliance: Roofing material for all residential structures for this project will be of fire retardant material as certified by the County of Los Angeles Fire Department.

Specific Plan Requirement: All walls and fences used within the residential communities shall be of a material and color that is compatible with the architectural design of the structures.

Project Compliance: The proposed walls and fences are compatible in material and color to the architectural design of the structures (see Exhibit A and Figures 4 through 6).

Specific Plan Requirement: Chimneys shall not exceed the height limit of the district and shall be compatible in material to the structure.

Project Compliance: The proposed chimneys do not exceed the height limit of the district/County building code clearance above two stories and they are compatible in material to the building structure (see Figures 4 through 6).

Specific Plan Requirement: All antennas within residential areas shall be restricted to the attic or interior of the residence. Satellite "dish" antennas are specifically prohibited on the roofs of any structures or on ground locations visible from surrounding roads or properties.

Project Compliance: The project shall restrict all antennas to the attic or interior of the residence and limit satellite "dish" antennas on the roofs and ground locations highly visible from surrounding roads or properties.

Specific Plan Requirement: Permanent exterior signages within residential zones are specifically prohibited except for project monumentation.

Project Compliance: As stated in Section 2.2, Accessory Uses, of this document, signs will be utilized as provided in Section V(C) and be restricted to monumentation at specific locations.

Specific Plan Requirement: All trash containers shall be screened from street view.

Project Compliance: Trash containers will be screened from street view.

Specific Plan Requirement: Every single-family residence shall have a roof constructed with wood-shake, shingle, tile or concrete tile, asphalt composition of a fire resistant materials in compliance with the Uniform Building Code.

Project Compliance: The project proposes a tile fire resistant material roof in compliance with the Uniform Building Code (see Figures 4 through 6).

Specific Plan Requirement: Within the freeway edge only 50 percent of the residential structures will be permitted the maximum height.

Project Compliance: The maximum height of the residential structures is not to exceed three stories. Further discussion regarding the freeway edge zone is provided in Section 2.3.2 of this document.

Specific Plan Requirement: Wherever possible within the Specific Plan area utilities will be located underground rather than overhead.

Project Compliance: The project will locate utilities underground.

2.3.1 Landscape Concept Plan

Specific Plan Requirement: In Section V(D) of the Specific Plan No. 1, landscape guidelines are provided for design criteria along roadways, transitions between planning areas and open space in order to strengthen the visual cohesiveness of the community and provide a transition between man-made features and native terrain. This project best identifies with Streetscape 2 as described in Section V(D) page 53 of the Specific Plan, which is described as occurring on the entire length of Lost Canyon Road and the southern section of Via Princessa. Both roadways are main arterials for the project and include the linear park enhanced by plants.

Project Compliance: Figures 3A and 3B provides details of the landscape plan for this project. As shown, the proposed landscape plan is in conformance with the Specific Plan landscape guidelines. Native vegetation will be used along the project site boundaries and the plants used will be informally grouped to allow for a natural looking habitat.

2.3.2 Freeway Edge Zone

Specific Plan Requirement: The project area lies within the freeway edge zone (within the 100 foot setback) and thus is required to abide by the planting, berming and fencing treatments as specified in the Specific Plan No. 1.

Project Compliance: The site plan as provided in Exhibit A, illustrates the setbacks and fencing for this residential project. Buildings have a 15-foot setback from the property line and a minimum 10-foot setback between buildings. As discussed in Section 2.3.1 of this document, the landscaping designs are provided in Figures 3A and 3B and satisfy the associated requirements for the Specific Plan. The proposed project is in substantial conformance with the Freeway Edge Zone requirements and other freeway edge areas within the Specific Plan.

EXHIBIT A

Vesting Tentative Tract Map No. 063483



RENT WAY

TR 47200-2
MB 1234-27-39

LARK WAY

LOST CANYON ROAD

LOST CANYON ROAD

HIGHWAY 140

VIA PRINCESSA

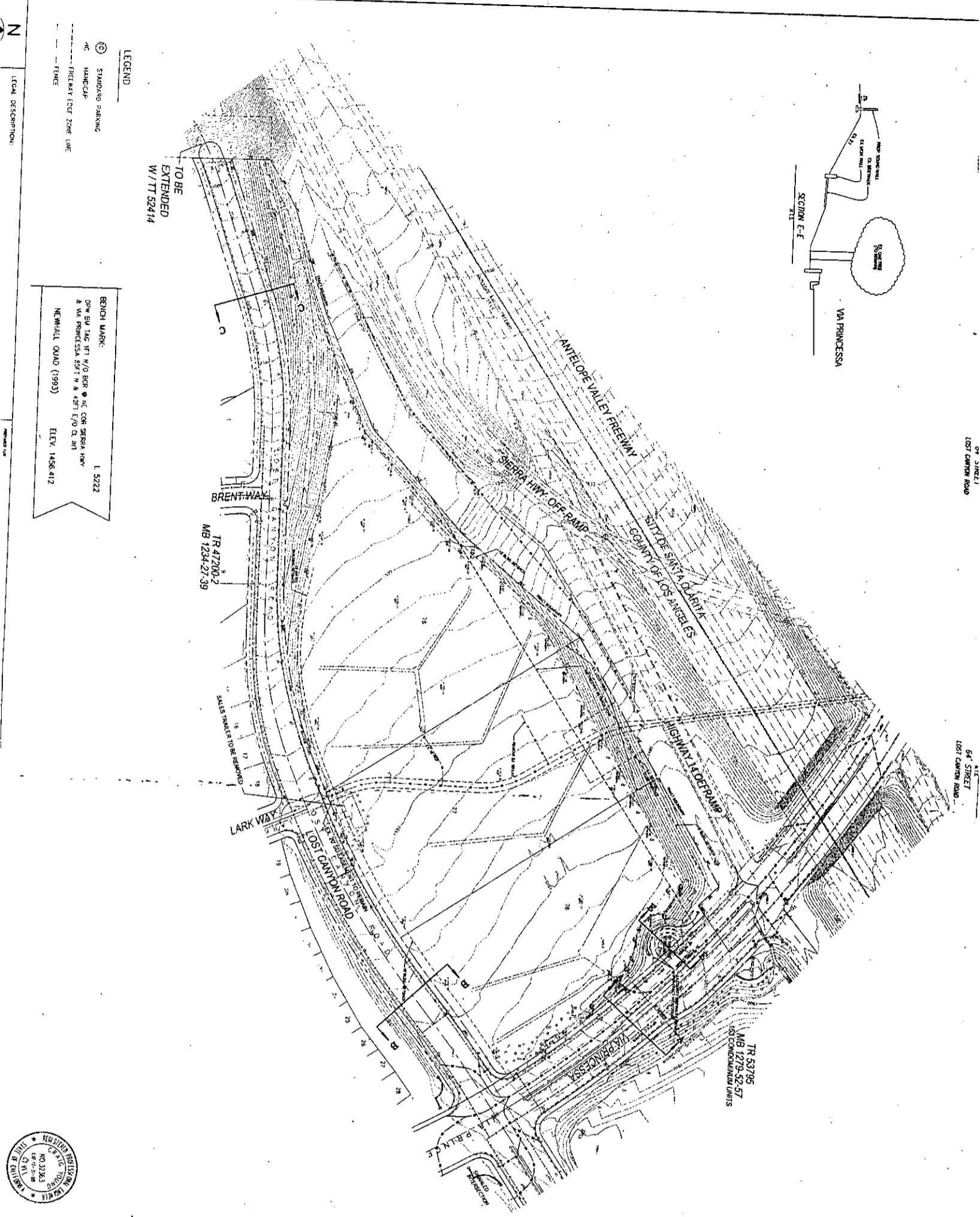
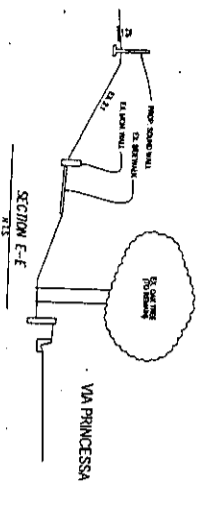


EXHIBIT "A"

DETAIL

- LEGEND
- ⊙ STANDARD PARKING
 - ⊙ HANDICAP
 - FENCE
 - RETAINING WALL
 - FREIGHT EGRESS ZONE LINE
 - BLDG. V. REMAINING TREE

64 STREET
LOST CANYON ROAD



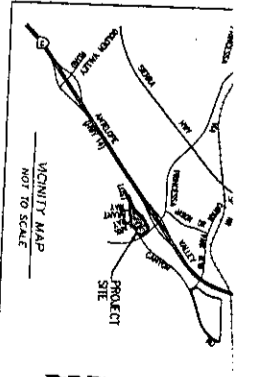
LEGEND

② STANDING PARKING
 MC HANDICAP
 --- FUTURE LOT ZONE LINE
 --- FUTURE

BENCH MARK:

L 5222
 DPM BY 316 J17 W/O BCR @ MC COR SIERRA HWY
 & VA PRINCESSA E2719 & 42871 E/O D.M.
 NEMHALL QUAD (1993) ELEV. 1456.412

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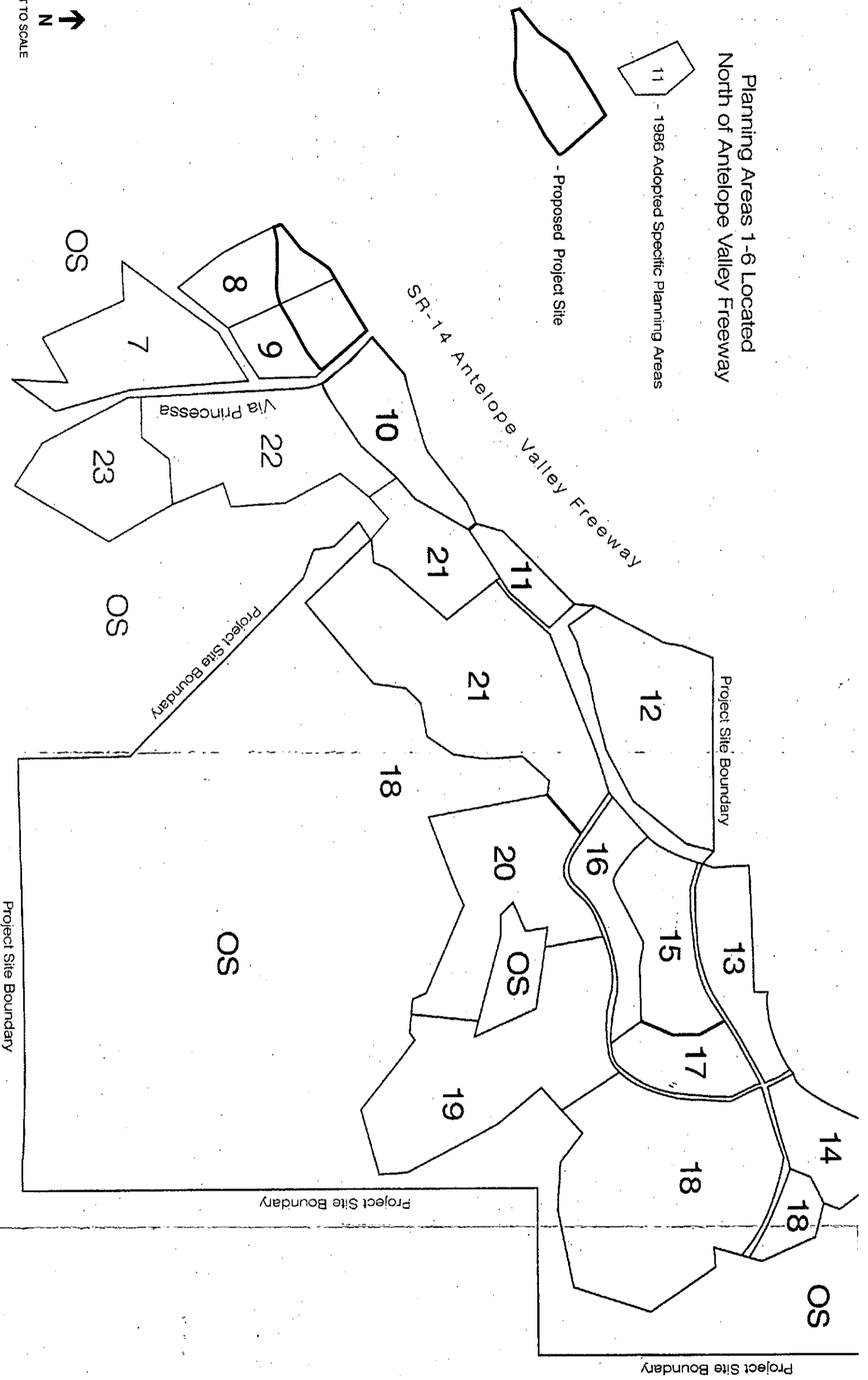


DATA SUMMARY	
GROSS AREA	12.54 ACRES
EXISTING SPECIFIC PLAN DESIGNATION	COMMERCIAL
PROPOSED PRESENTATION	MAXIMUM HEIGHTS
PROJECT SUMMARY	
LOT AREA	12.5 acres (544,500 SF)
8.00 AC AREA	6.01 ACRES
STREET & PARKING AREA	0.5 ACRES
NET AREA AVAILABLE FOR DEVELOPMENT	2.9 ACRES
EX. TOTAL LOTS	163 (Reserved lots provided 2 1/2 rmp's units)
PROJ. TOTAL LOTS	1
UNASSIGNED AREA 2.9 + 0.5 REC. AREA	13.2 ACRES
EXISTING ZONING AND LAND USE:	SF. R3 - (R3)
PROPOSED ZONING AND LAND USE:	16,000 CV/UT, 16,000 CV/FIL
WATER PARTITION:	SANTA CLAYTON
WATER SOURCE:	SANTA CLAYTON
EX. USE:	ALL SALES TRAFFIC TO BE REMOVED FROM THE DEVELOPMENT
LOT SUMMARY	
LOT NUMBER:	160 Single family detached 2 rmp's units
PARKING SUMMARY	
GARAGE SPACES	182 (44 x 2)
GUEST SPACES	320 REQUIRED
TOTAL SPACES	502 PROVIDED
TOTAL SPACES (NOT REQUIRED):	312 REQUIRED
GARAGE SPACES	161 UNITS @ 2 PER UNIT
GUEST SPACES	328 PROVIDED
ON-SITE STREET/PARKING SPACES	71 PROVIDED
HANDICAP	5 PROVIDED
TOTAL PARKING PROVIDED:	407 PROVIDED
NOTES:	
1. GRABING IS APPROVED AND SUBJECT TO ADMINISTRATION (12.1)	
2. TO THE SATISFACTION OF REGIONAL ENGINEERING	
3. ASSessor Parcel Map NO 2841-24-2, 3, 4 & 4	
4. BOUNDARY DIMENSIONS NOT TO EXCEED 55'	
5. UNDEVELOPED TOPO SHOWN AS APPROVED IN TRAVELER TRACT 12323	
6. RECFORCE CASEMENTS FOR ROADS AND FENCES OVER THE	
7. DRAINWAYS WILL BE FOR THE BENEFIT OF THE LOT BEING SERVED	
8. TRACT BOUNDARY DIMENSIONS ARE APPROXIMATE	

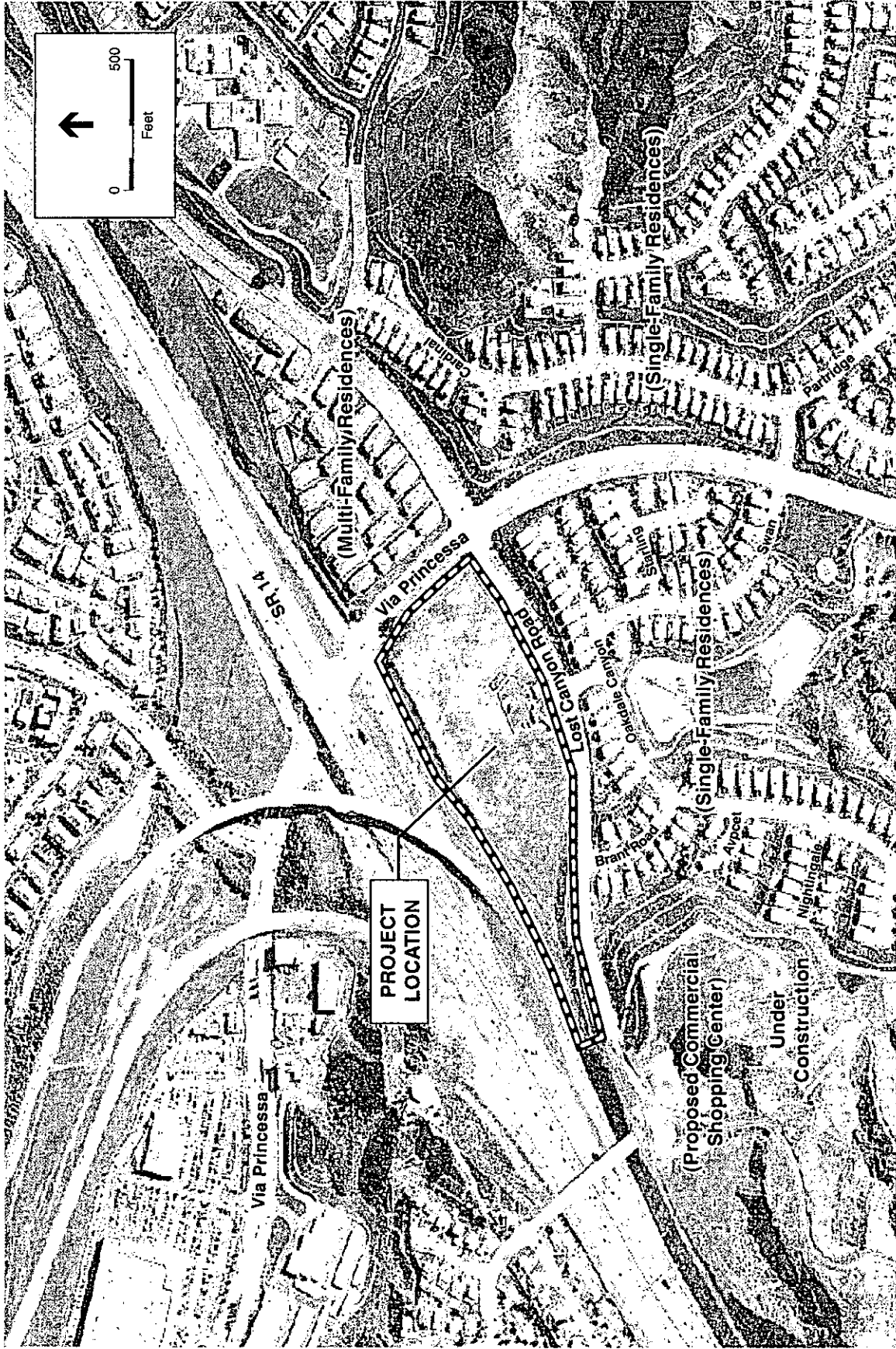


FIGURES

Planning Areas 1-6 Located
North of Antelope Valley Freeway

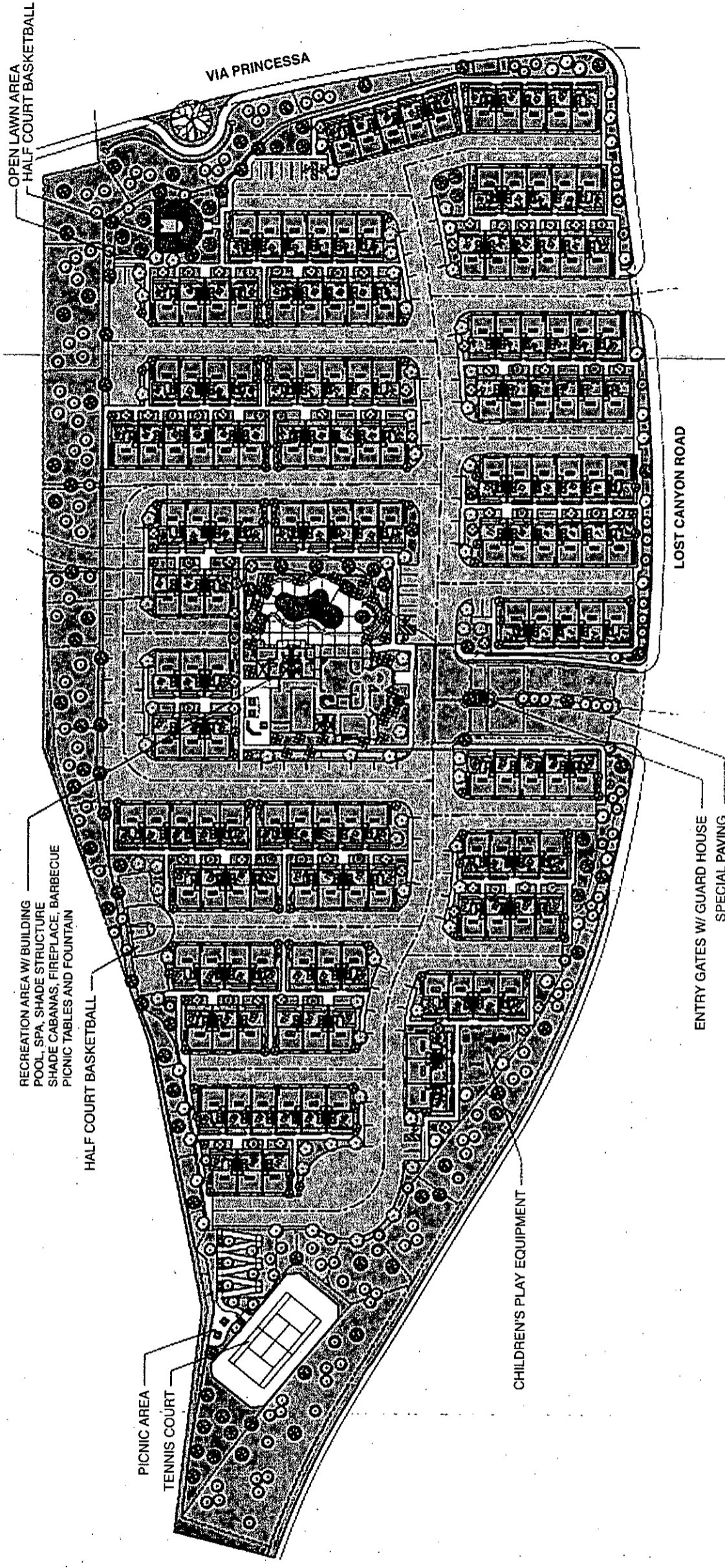


SOURCE: Specific Plan No. 1, 1986.



SOURCE: GlobeXplorer, 02-01-2005, ESA 2006.

Westshire Specific Plan Conformance Report - 204502
Figure 2
 Project Location and
 Surrounding Land Uses



OPEN LAWN AREA
 HALF COURT BASKETBALL

RECREATION AREA W/ BUILDING
 POOL, SPA, SHADE STRUCTURE
 SHADE CABANAS, FIREPLACE, BARBECUE
 PICNIC TABLES AND FOUNTAIN

HALF COURT BASKETBALL

PICNIC AREA
 TENNIS COURT

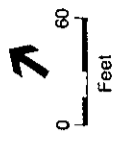
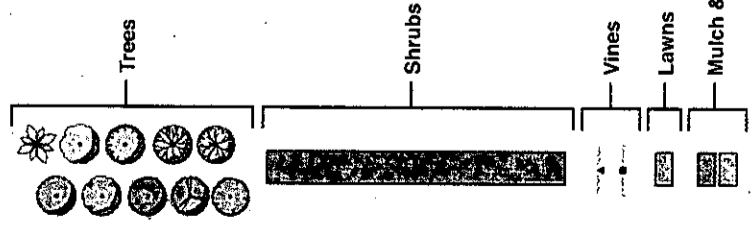
CHILDREN'S PLAY EQUIPMENT

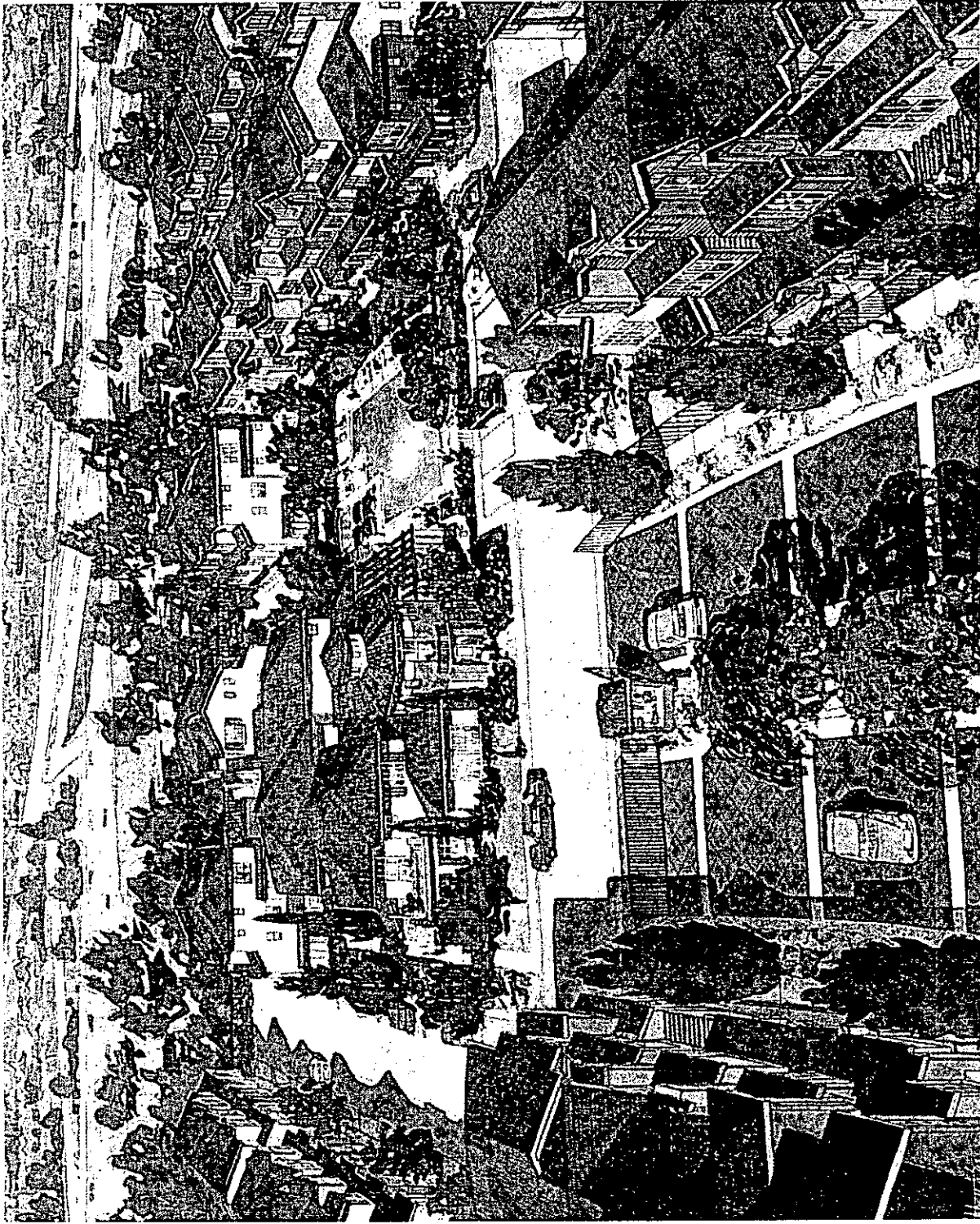
LOST CANYON ROAD

ENTRY GATES W/ GUARD HOUSE
 SPECIAL PAVING

VIA PRINCESSA

PLANTING LEGEND



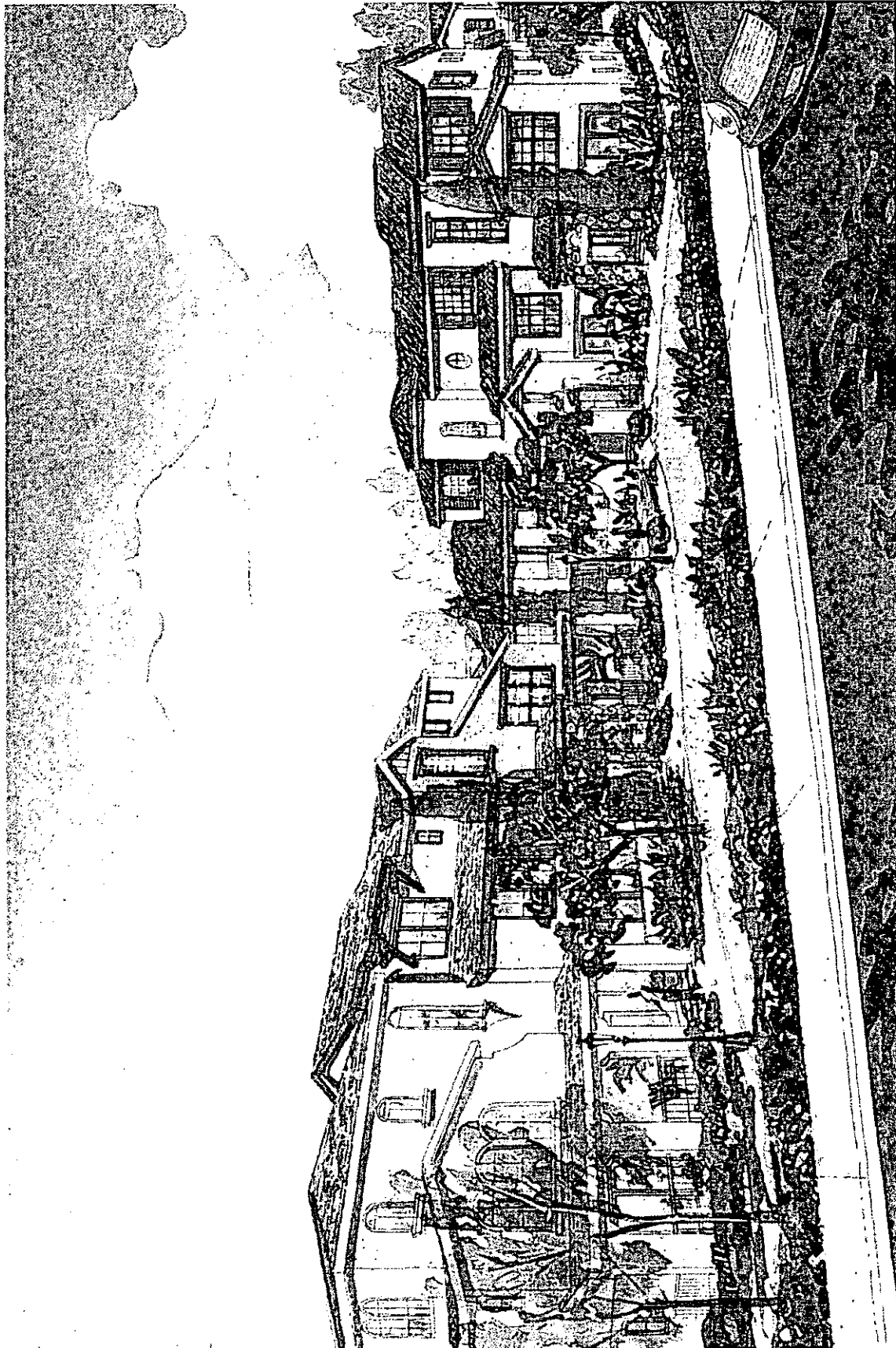


Westshire Specific Plan Conformance Report - 204502

Figure 4

Conceptual Rendering:
Main Entrance along Lost Canyon Road

SOURCE: Bloodgood Sharp Buster, 2005.

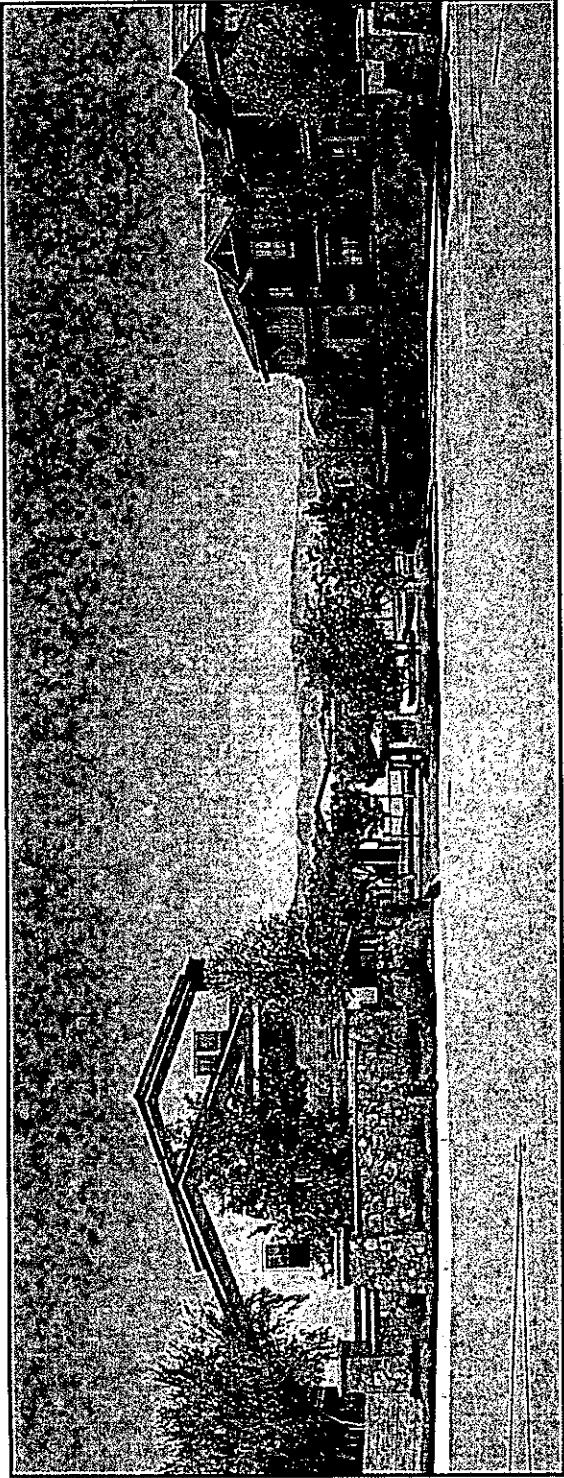


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Figure 5

Conceptual Rendering: Street Scene

SOURCE: Bloodgood Sharp Buster, 2005.



6A - Main entrance from Lost Canyon Road



6B - Site from Via Princessa at the SR-14 northbound offramp

SOURCE: Vision Scape Imagery, 2006.

WESTSHIRE PROJECT

Specific Plan Conformance Report
Tentative Tract Map No. 063483

RENT 200500188

RCUPT 200500202

RPAT 200500010

Prepared for:
County of Los Angeles
Department of Regional Planning

August 2007



WESTSHIRE PROJECT

Specific Plan Conformance Report

Tentative Tract Map No. 063483

RENV 200500188

RCUPT 200500202

RPAT 200500010

Prepared for:
County of Los Angeles
Department of Regional Planning
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CHAPTER 1

Introduction

This report has been prepared to analyze the conformance of the proposed Westshire project with the Canyon Park Specific Plan (also known as Specific Plan No. 1). The proposed project site is located in Specific Plan No. 1, southeast of the Antelope Valley Freeway (SR-14), south of Soledad Canyon Road, north of Placerita Canyon Road, and west of Sand Canyon Road. Specific Plan No. 1 was approved by the Los Angeles County Board of Supervisors on December 23, 1986, and requires that each individual project within the Specific Plan boundaries demonstrate conformance with the Specific Plan Implementation (page VI-25, Section VII-D). Specific Plan No. 1 is located in the community of Canyon Country in unincorporated Los Angeles County and includes the development of a maximum of 5,400 dwelling units, 63-acres of commercial, school, recreational and open space land uses on approximately 988 acres. The applicant is requesting the following:

- (1) Approval of Tentative Tract Map No. 063483 to develop 165 condominium units on approximately 12.5 acres, with approximately 3.4-acres of landscaping/open space area (RENUT200500188).
- (2) Approval of a Specific Plan Amendment to change the current land use designation from Neighborhood Commercial (NC) to R-3-25 (Apartments/Condominiums, 25 units/acre) (RPAT200500010).
- (3) Approval of a Conditional Use Permit (CUP) (RCUPT200500202). The Canyon Park Specific Plan, Implementation Section (page VI-24), requires that each development project within the Specific Plan area demonstrate consistency with the Specific Plan through a site plan review process. Site plan review and consistency with the Specific Plan is conducted through the CUP process of the Los Angeles County Department of Regional Planning.

The following is a brief description of each Specific Plan planning area and associated entitlement history:

- Planning Area 1 is situated north of Jake's Way and west of SR-14. This planning area is encumbered by Tentative Tract No. 45287, which consists of 463 multi-family units on 20 acres;
- Tentative Tract No. 52608 (Project No. 99-133) has been approved for Planning Area 2 and proposes 63-single family detached condominiums on approximately eight-acres;

- Tentative Tract No. 45223 has been recorded over Planning Area 3 and 504 multi-family units have been built on 29-acres. The Specific Plan allows a total of 733 units in this planning area;
- Tentative Tract No. 44492 has recorded 634 multi-family units on approximately 32-acres within Planning Area 4. The Specific Plan allows a total of 732 units within this planning area;
- Planning Areas 5 and 6 have been annexed in the City of Santa Clarita and are made up of 4 and 50151, respectively. Planning Area 5 has been built with 131,000 square feet of commercial use on 16.5-acres. Planning Area 6 has been approved by the City of Santa Clarita for 19.2-acres of commercial development. Both planning areas are consistent with the Specific Plan;
- Revised Vesting Tentative Tract No. 47200 has been approved for Planning Areas 7, 8, 9, 22, 23 and a portion of Planning Area 21 (for a school site). This map proposed 393 single-family units, a 12.5-acres commercial site, a 2.2-acres park, and a 10-acres school with joint-use park site on a total of 243.2 acres.
- Tentative Tract Nos. 52938/52833 has been approved for Planning Areas 10 through 20, a portion of Planning Area 21, and open space. This included infrastructure, six-acre neighborhood park site and a future private recreational facility.
- Tentative Tract No. 53795 has been approved for Planning Area 10. This map proposes 154 multi-family condominiums on 9.9-acres of a 16.4-acres site previously approved under Tentative Tract No. 52833. Tentative Tract No. 53795 is the final subdivision map proposed within Specific Plan No. 1.

The proposed project is located in Planning Area 9, and is included in Tract No. 47200, as shown in Figure 1. The project proposes the development of 165 condominium units, private driveways, approximately three acres of open space, on-site recreational amenities, private attached garages, on-street parking, extensive landscaping, connections to infrastructure, and off-site improvements including street improvements. Residential development would be located in the center of the site, surrounded by a landscaped buffer, separating it further from SR-14, commercial development to the west, Via Princessa to the east, and Lost Canyon Road to the south.

A Specific Plan amendment in accordance with the requirements outlined in the adopted Specific Plan No.1 was submitted to address the change of the proposed project site from a commercial use to a residential use. The proposed project is located on a 12.5-acre portion of Planning Area 9 with a total of 165 condominium units proposed for approximately 6.1 acres of the project site. Streets and on-street parking, recreational areas and landscaping is proposed to cover an additional 6.4 acres of the site. Details as required by the Specific Plan in Section VI page 27 are as follows:

1. Assessor's parcel(s) numbers (shown on Exhibit A). Lots 76, 77 and 78 of Tract 47200, MB 1234-26-39;
2. Area and dimensions of the property (project site is approximately 12.5 acres);
3. Vicinity map indicating project location (shown on Exhibit A);
4. North arrow/scale (shown on Exhibit A);
5. All applicable tentative tract maps or tentative parcel maps (shown on Exhibit A);
6. Physical description of the site - including boundaries, easements, existing topography, natural features (see Exhibit A and Figure 2);
7. Location, grades widths and types of improvements proposed for all streets (see Figure 2);
8. A site plan showing location of all structures, landscape and hardscape areas, parking areas, walks, internal circulation, access, adjacent streets, sign type and placement and fence/wall type and placement (see Exhibit A regarding the site plan and Figures 3A and 3B for landscape details);
9. Building elevations (see Figures 4 through 6 for conceptual renderings and visual simulations);
10. Description of the extent to which design guidelines have been used in the plan and a statement documenting Specific Plan consistency (please see Chapter 2 of this document);
11. A tabulation of square footage, area devoted to parking, parking spaces, landscape coverage, building coverage and heights (shown on Exhibit A; see Figure 3A regarding landscape coverage; building heights would not exceed three stories); and
12. Such applications and environmental assessment forms as are provided by County staff.

Table 1 summarizes the land uses proposed for the project site.

**TABLE 1
ACREAGE BREAKDOWN**

Area	Acreage
Landscaping/Open Space	2.9 acres
Recreational Areas	0.5 acres
Streets/On-street Parking	3 acres
Building footprint	<u>6.1 acres</u>
Total	12.5 acres

Table 2 summarizes the proposed project site and adopted allowable Specific Plan land uses and proposed densities for the portion of the Specific Plan covered by the proposed Tentative Tract No. 063483

**TABLE 2
SPECIFIC PLAN LAND USE PLAN SUMMARY**

Planning Area	Acres	Previous Specific Plan Designation	Units allowed by the Specific Plan for NC	Proposed Specific Plan Designation	Units Allowed by the Specific Plan for R-3-25 (U)
Portions of 9	12.6	NC	Commercial 0 dwelling units	R-3-25	Residential- shall not exceed 25 dwelling units per net acre of land

The conceptual land use plan for Specific Plan No. 1 depicts Planning Area 9 as designated NC. The Addendum analyzed the potential impacts of Planning Area 9 for residential use. The proposed project includes the development of 165 multi-family condominiums, private driveways, a community center and parking on approximately 9.2-acres (shown on Exhibit A). The proposed project is being processed under Tentative Tract No. 063483. The proposed project includes four five-plex unit plans, two alternative five plex unit plans, and two one-plex unit plans. The typical dimensions of each unit plan are described in **Table 3**.

**TABLE 3
TYPICAL UNIT CHARACTERISTICS**

Area	Square Foot
Building A	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building A (Alternative)	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building B	
Unit 1 – 2 Bedroom/2 Bath	1,305
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736

**TABLE 3
TYPICAL UNIT CHARACTERISTICS (CONT.)**

Area	Square Foot
Building C	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building D	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Building D (Alternative)	
Unit 1 – 2 Bedroom/2 Bath	1,306
Unit 2 – 2 Bedroom/2 Bath + 2.5 Bath	1,667
Unit 3 – 3 Bedroom/3.5 Bath	1,676
Unit 4 – 3 Bedroom/3.5 Bath	1,736
Unit 5 – 4 Bedroom/4 Bath	1,736
Unit A	
Unit A - 2 Bedroom/2 Bath	1,358
Unit B	
Unit A - 2 Bedroom/2 Bath	1,514

Buildings would vary in style (three different styles) and use different colors to highlight architectural features, see Figures 4 through 6. Building rooflines would vary, and building heights would be from two- to three-stories; no buildings would exceed three stories.

Open space including landscaping would occupy approximately 3.4 acres or nearly 30 percent of the project site. Landscaping throughout the site would include a variety of plants including palm trees, olive trees, sycamores, flowering plants and bushes throughout the site, along the sidewalks and building facades, and throughout the landscape buffer along the perimeter of the site (see Figures 3A and 3B). In addition, vines would be planted along the length of the wall adjacent to SR 14. Landscaping would be compatible with the existing landscaping of the surrounding community, and Specific Plan No. 1. Parking for the project includes 326 garage spaces, 71 guest spaces and five handicap parking spaces (Exhibit A). Required parking for the project is 372 spaces.

CHAPTER 2

Project Compliance/Conformance

The Specific Plan Implementation Section (page VI-24) of the Specific Plan No. 1 requires that each project document consistency with the Specific Plan. Consistency must be demonstrated through site plan review, which is fulfilled by the CUP process.¹ Site plan review is necessary for each project for the following reasons:

- To ensure consistency with the Specific Plan, the General Plan, and all implementing ordinances;
- To promote the highest contemporary standards of site design;
- To adapt to specific or special development conditions that occur from time to time, while continuing to implement the Specific Plan and conform development to the General Plan and implementing ordinances;
- To facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto; and
- To adapt to substantial changes that may occur with respect to the circumstances under which the project is undertaken.

The Specific Plan itself (due to its scale) was "conceptual" in its application to the land plan; the Vesting Tentative Map (at a larger scale) allows the applicant more accurate means by which to refine and improve the design aspects of the project, while still meeting the intent of the plan.

The following development standards and design guidelines are contained within the Specific Plan and are applicable to the proposed project.

2.1 Development Plan

Specific Plan Requirement: The Development Plan section of Specific Plan No. 1 (page 111-1, Section B) outlines the goals, objectives and policies required to implement the Specific Plan.

Project Compliance: The development features listed below show conformance to these overall goals, objectives and policies.

Conceptual Land Use Plan

Specific Plan Requirement: The Conceptual land Use Plan Exhibit (page 111-7) references the Planning Areas as having these designations:

¹ RCUPT200500202 has been filed for the project.

Planning Area: 9
 Designation: Neighborhood Commercial (NC)
 Allocated # of DUs: 0
 Proposed #of DUs: 165

Project Compliance: Upon adoption of the Specific Plan Amendment, Planning Area 9 would be designated as residential (R-3-25) from NC. Density on property in Zone R-3-25, developed for any residential use shall not exceed 25 dwelling units per acres. The project proposes a gross density of 13.2 units per acre, which is less density than allocated in the R-3-25 land use designation. In addition, the Specific Plan authorized a much more intense development than was actually constructed. Even with implementation of the proposed project's 165 units, approximately 1,932 fewer units have been or will be built within the Specific Plan area.

Public Facilities Plan

Specific Plan Requirement: The Public Facilities Plan indicates water service to be provided by the Santa Clarita Water Company.

Project Compliance: Water services for this project would be provided by the Santa Clarita Water Company through an existing 16-inch line in Lost Canyon Road.

Specific Plan Requirement: The Public Facilities Plan indicates a limit on the number of units in Phase I that may be developed prior to the construction of an on-site water storage facility (page III-22).

Project Compliance: Water supply/storage for Tentative Tract No. 063483 has been constructed as part of Tentative Tract No. 47200.

Specific Plan Requirement: The Public Facilities Plan indicates the existing Los Angeles County Sanitation District No. 26 Wastewater Treatment Plant provides a treatment capacity of 9.5 mgd with and expansion of 3 mgd to be completed in October 1987.

Project Compliance: The Los Angeles Sanitation District No. 26 would provide wastewater services to the project site. The expected average wastewater flow from the proposed project site is 32,175 gallons per day.² The wastewater flow originating from the proposed project would discharge to a local sewer line for conveyance to the Districts' Soledad Canyon Trunk Sewer, located in a right of way on the north side of the Santa Clara River, southeast of the terminus of Hidaway Avenue. This 15-inch diameter trunk sewer has a design capacity of 2.5 million gallons per day (mgd) and conveyed a peak flow of 1.7 mgd when last measured in 2003.

Specific Plan Requirement: The Public Facilities Plan indicates that the drainage from the project will be through the project site to the two northward-trending drainage facilities into the Santa Clara River.

Project Compliance: The project drains from southwest to northeast into three existing inlets provided as part of Tract Map No. 47200, which are tied into two storm drain pipelines maintained by California Department of Transportation and Los Angeles County. A Drainage Concept Plan has been submitted to the County.

² County Sanitation Districts of Los Angeles County, Letter to Christina Tran, Impact Analysis Section, Los Angeles County, dated May 18, 2006.

Circulation Concept Plan

Specific Plan Requirement: The Circulation Concept Plan depicts two major streets surrounding the project site. Via Princessa is built as a secondary highway and Lost Canyon Road is built as a major highway.

Project Compliance: Both Via Princessa and Lost Canyon Road adjacent to the project site have been constructed to Specific Plan requirements. Potential traffic impacts associated with the proposed multi-family residential use would be less as compared to the impacts associated with neighborhood commercial allowed under the original 1986 Specific Plan.

Grading Concept Plan

Specific Plan Requirement: Figure III-30 of the Specific Plan shows the project site as being in both cut and fill.

Project Compliance: The project involves 16,000 cubic yards of grading, which would be balanced on-site. Project-related grading will be in conformance with the Los Angeles County Grading Ordinance and the requirements and recommendations of the Specific Plan No. 1, as well as current geotechnical reports.

Specific Plan Requirement: The design of this project provides that toes and crest (tops) of slopes near natural terrain over ten feet vertical height shall be rounded with a vertical curve radii of at least five feet and designed in proportion to the total height of the slope per Section III, page 26.

Project Compliance: All slopes will be designed in accordance with the County of Los Angeles Grading Ordinance.

Recreation/Open Space

Specific Plan Requirement: There are no designated open space requirements for Planning Area 9.

Project Compliance: Open space and landscaping for the project would occupy approximately 3.4 acres or nearly 30 percent of the project site.

Specific Plan Implementations

Specific Plan Requirement: The Specific Plan Implementation section regulates the phasing of the Specific Plan. Planning Area 9 is included in Phase I of the Specific Plan.

Project Compliance: Tentative Tract No. 063483 is the final subdivision map to be proposed and applied within Specific Plan No. 1.

2.2 Development Regulations

The following section documents the proposed project's compliance with Specific Plan development regulations.

Specific Plan Requirement: The Development Regulations section of the Specific Plan prescribes the zoning regulation for each area of the Specific Plan. Each planning area has a designated zoning with an allowable number of units.

Project Compliance: The project is located within one planning area (Planning Area 9) with the designation of NC. The Specific Plan amendment, once adopted, will allow for the proposed residential uses (R-3 (25) U).

Permitted Uses

Specific Plan Requirement: Apartment houses/condominiums, small family day-care homes, adult residential facilities, foster family homes, riding and hiking trails (excluding trails for motor vehicles), model homes, temporary real estate tract offices, community centers, parks, playgrounds, signs and subdivision directional signs.

Project Compliance: The project proposes 165 multi-family condominiums, recreational area, driveways, parking and open space/landscaping. Upon adoption of the Specific Plan amendment, the proposed project will be in conformance with the allowable land uses.

Uses Subject to Permits

Specific Plan Requirement: Grading project, off-site transporting.

Project Compliance: The proposed project includes 16,000 cubic yards of grading, which would be balanced on-site. No off-site grading disposal is proposed.

Accessory Uses

Specific Plan Requirement: Signs are required by the Specific Plan to provide integrated visual character and continuity throughout the entire Specific Plan area. Signs should also follow the lighting, placement, and design standards as provided in Section V(C).

Project Compliance: Signs only as provided in Section V(C) and the City of Santa Clarita Signage Requirements will be provided.

Building Height Limits

Specific Plan Requirement: Three-story height limit excluding the basements and cellars.

Project Compliance: The proposed buildings would vary in height from two to three stories and would not exceed three stories or include basements.

Dwelling Unit Density

Specific Plan Requirement: The NC designation does not have a dwelling unit density. The proposed R-3 (25) U designation has a dwelling unit density of 25 units per net acre.

Project Compliance: The project proposes 165 units, 13.2 units per acre in the R-3 (25) U zone.

Automobile Parking

Specific Plan Requirement: One and one-half covered plus one-half uncovered [or two covered] off-street parking spaces for each two-bedroom unit. One guest parking space for every four units.

Project Compliance: The guest-parking requirement, by Los Angeles County Ordinance, is one guest parking space for every four units. The proposed project would provide a total of 402 spaces; each unit would include a two-car covered garage (326 spaces) and the project also includes 76 on-street (pocket) parking spaces for guests (see Exhibit A).

2.3 Design Guidelines

The following section documents the proposed project's compliance with multi-family residential design standards contained in Specific Plan No. 1.

Residential Design Standards

Specific Plan Requirement: Each residential project area should convey its own blend of building forms.

Project Compliance: The proposed project includes four, five-plex unit plans, two alternative five-plex unit plans, and two one-plex unit plans. The buildings vary in style and color (see Figures 4 through 6).

Specific Plan Requirement: One particular style should not dominate the entire Specific Plan area, but rather an atmosphere should be created resulting in integrated building designs and project areas, each with their own character.

Project Compliance: Buildings would vary in style and are compatible with the surrounding planning area architecture (see Figures 4 through 6).

Specific Plan Requirement: Buildings should be appropriate in mass and scale to the site on which they are placed.

Project Compliance: Buildings on this site will be appropriate in mass and scale and will not dominate surrounding terrain or other physical features.

Specific Plan Requirement: The Specific Plan development area is framed by view opportunities. Future development shall take advantage of the viewshed where possible by orienting development to capitalize on views of open space, landscape treatments and vistas.

Project Compliance: Buildings within the project are oriented towards views of surrounding vistas and open space regions.

Specific Plan Requirement: A clear distinction shall be maintained between private residential uses, commercial properties, schools and recreational areas.

Project Compliance: The proposed project contains a variety of design and landscape features, which create a clear distinction from surrounding land uses.

Specific Plan Requirement: To help achieve project distinction, landscape concept plans for each planning area will be required at site plan review. Single-family landscape plans will employ designs that are compatible with the natural terrain and offer the opportunity for informal treatments. As the densities increase in the townhouse and apartment complexes, landscape schemes will become increasingly structured. An aim should be to create gathering spaces in combination with recreation facilities.

Project Compliance: A landscape concept plan is provided as Figures 3A and 3B. Further discussion regarding the landscape concept plan is provided in Section 2.3.1 of this document.

Specific Plan Requirement: The architectural character of each planning area should be perceived from the street. An aim should be to create interest through constancy in the use of architectural elements such as: window, doors balconies and roof.

Project Compliance: A consistent and distinctive architectural character will be visible from the surrounding roadways. Each building has its own massing views within each roof plan with the use of roof lines, gables, hips, and architectural pop-outs on the floor levels to create roof breaks and shadow lines along the exterior elevations (see Figures 4 through 6).

Specific Plan Requirement: Residential structures and community features shall be coordinated in architectural materials, details and quality. Those features include: bus stops, benches gathering places, recreation centers and pedestrian access features.

Project Compliance: Residential structures and community features will incorporate similar architectural style relative and consistent to the surrounding Fair Oaks Ranch.

Specific Plan Requirement: Building mass is probably the most prominent design features of a project. The design of multi-family residential development should avoid long, unbroken building faces and make the offsets an integral part of the design.

Project Compliance: The project proposes siting structures in a non-linear and aesthetically pleasing manner (see Exhibit A).

Specific Plan Requirement: Interesting building massing can be achieved without superficial design elements through the use of the following features: two- and three-story structures can be combined with one-story structures, combined with the use of project balconies, recessed porches, entries and enclosures. Development along the freeway will be required to submit a detailed site plan in accordance with Specific Plan No. 1 on page IV-3 of the General Provisions.

Project Compliance: The proposed structures create differing deviations and massing views from surrounding properties (see Figures 4 through 6).

Specific Plan Requirement: The pitch and form of "roofs" are very visible community features. A range of roof forms and roof pitch can add an appealing visual impact to the community/streetscape. There is no one design desired, however, and an all slat roof is unacceptable.

Project Compliance: The project proposes variable pitch roof forms (see Figures 4 through 6).

Specific Plan Requirement: Roof overhangs are encouraged as a response to climatic conditions, especially when used in combination with porch enclosures, balconies, and recesses.

Project Compliance: The project incorporates roof overhangs that respond to climatic conditions and are used in combination with porch enclosures, balconies and recesses.

Specific Plan Requirement: An emphasis should be given to creating units with a strong indoor/outdoor relationship.

Project Compliance: The project emphasizes creating units with a strong indoor/outdoor relationships and orientation to proposed recreation areas (see Exhibit A, Figures 4 through 6).

Specific Plan Requirement: All mechanical equipment shall be screened from view of major streets either with a wall similar in design to the project architecture or a planting space adequate in size for proper screening.

Project Compliance: All mechanical equipment will be screened from view of major streets either with a wall similar in design to the project architecture or a planting space adequate in size for proper screening.

Specific Plan Requirement: All parking structures either freestanding or garages shall incorporate the same design elements as the dwelling units.

Project Compliance: No parking structures are proposed. Garage designs incorporate the same design elements as the dwelling units.

Specific Plan Requirement: The roofing materials used for all residential structures shall be of fire retardant material certified by the County of Los Angeles Fire Department.

Project Compliance: Roofing material for all residential structures for this project will be of fire retardant material as certified by the County of Los Angeles Fire Department.

Specific Plan Requirement: All walls and fences used within the residential communities shall be of a material and color that is compatible with the architectural design of the structures.

Project Compliance: The proposed walls and fences are compatible in material and color to the architectural design of the structures (see Exhibit A and Figures 4 through 6).

Specific Plan Requirement: Chimneys shall not exceed the height limit of the district and shall be compatible in material to the structure.

Project Compliance: The proposed chimneys do not exceed the height limit of the district/County building code clearance above two stories and they are compatible in material to the building structure (see Figures 4 through 6).

Specific Plan Requirement: All antennas within residential areas shall be restricted to the attic or interior of the residence. Satellite "dish" antennas are specifically prohibited on the roofs of any structures or on ground locations visible from surrounding roads or properties.

Project Compliance: The project shall restrict all antennas to the attic or interior of the residence and limit satellite "dish" antennas on the roofs and ground locations highly visible from surrounding roads or properties.

Specific Plan Requirement: Permanent exterior signages within residential zones are specifically prohibited except for project monumentation.

Project Compliance: As stated in Section 2.2, Accessory Uses, of this document, signs will be utilized as provided in Section V(C) and be restricted to monumentation at specific locations.

Specific Plan Requirement: All trash containers shall be screened from street view.

Project Compliance: Trash containers will be screened from street view.

Specific Plan Requirement: Every single-family residence shall have a roof constructed with wood-shake, shingle, tile or concrete tile, asphalt composition of a fire resistant materials in compliance with the Uniform Building Code.

Project Compliance: The project proposes a tile fire resistant material roof in compliance with the Uniform Building Code (see Figures 4 through 6).

Specific Plan Requirement: Within the freeway edge only 50 percent of the residential structures will be permitted the maximum height.

Project Compliance: The maximum height of the residential structures is not to exceed three stories. Further discussion regarding the freeway edge zone is provided in Section 2.3.2 of this document.

Specific Plan Requirement: Wherever possible within the Specific Plan area utilities will be located underground rather than overhead.

Project Compliance: The project will locate utilities underground.

2.3.1 Landscape Concept Plan

Specific Plan Requirement: In Section V(D) of the Specific Plan No. 1, landscape guidelines are provided for design criteria along roadways, transitions between planning areas and open space in order to strengthen the visual cohesiveness of the community and provide a transition between man-made features and native terrain. This project best identifies with Streetscape 2 as described in Section V(D) page 53 of the Specific Plan, which is described as occurring on the entire length of Lost Canyon Road and the southern section of Via Princessa. Both roadways are main arterials for the project and include the linear park enhanced by plants.

Project Compliance: Figures 3A and 3B provides details of the landscape plan for this project. As shown, the proposed landscape plan is in conformance with the Specific Plan landscape guidelines. Native vegetation will be used along the project site boundaries and the plants used will be informally grouped to allow for a natural looking habitat.

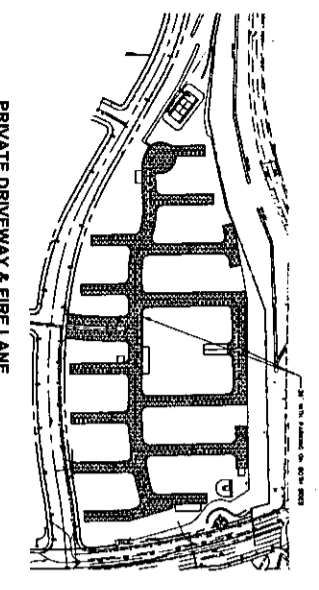
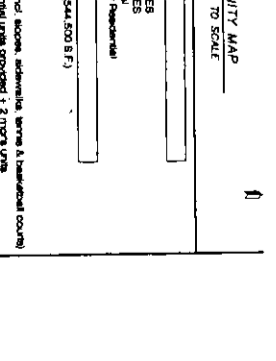
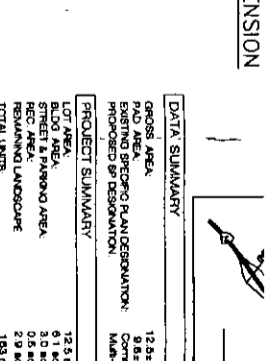
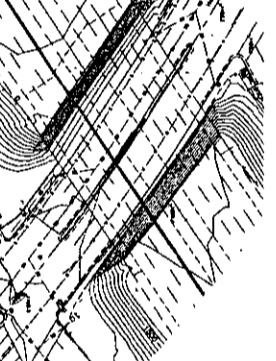
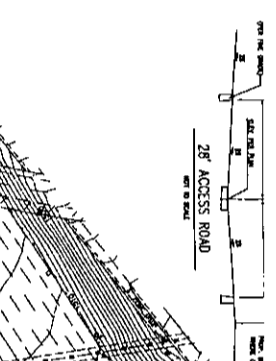
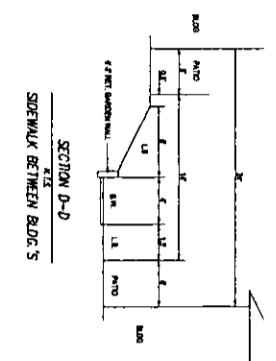
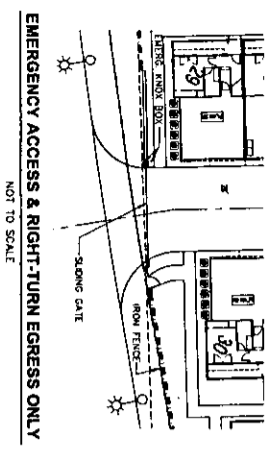
2.3.2 Freeway Edge Zone

Specific Plan Requirement: The project area lies within the freeway edge zone (within the 100 foot setback) and thus is required to abide by the planting, berming and fencing treatments as specified in the Specific Plan No. 1.

Project Compliance: The site plan as provided in Exhibit A, illustrates the setbacks and fencing for this residential project. Buildings have a 15-foot setback from the property line and a minimum 10-foot setback between buildings. As discussed in Section 2.3.1 of this document, the landscaping designs are provided in Figures 3A and 3B and satisfy the associated requirements for the Specific Plan. The proposed project is in substantial conformance with the Freeway Edge, Zone requirements and other freeway edge areas within the Specific Plan.

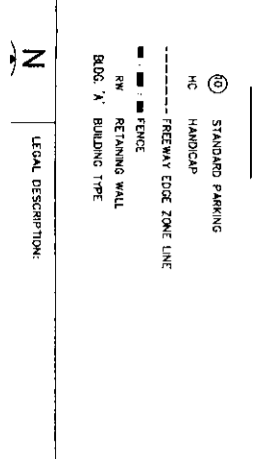
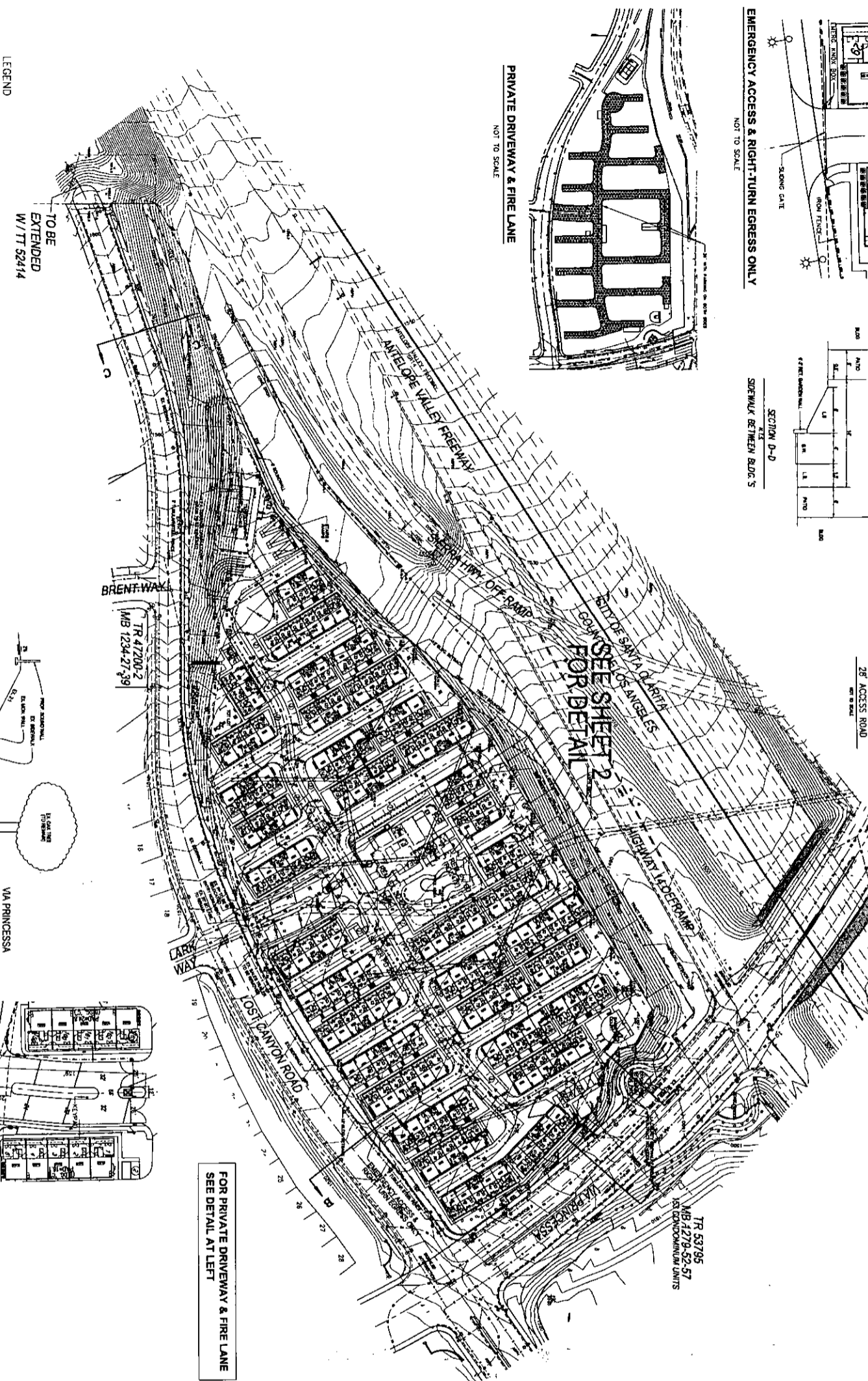
EXHIBIT A

Vesting Tentative Tract Map No. 063483

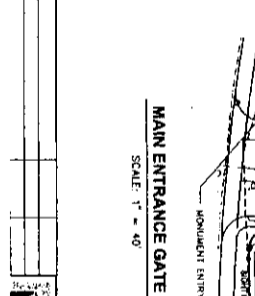
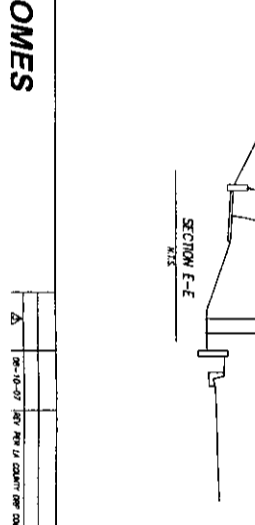


TYPICAL UNIT DIMENSION
SCALE: 1" = 4'-0"

VICINITY MAP
NOT TO SCALE



BENCH MARK:
L 5222
DPM BM TAG 1FT N/O BOR @ NE COR SIERRA HWY
& VIA PRINCESSA BPT N & 42FT E/O CI INT
NEWMALL QUAD (1993) ELEV. 1456.412



FOR PRIVATE DRIVEWAY & FIRE LANE
SEE DETAIL AT LEFT

PARDEE HOMES

VESTING TENTATIVE TRACT MAP 063483
FOR COMMERCIAL BUILDINGS



DATA SUMMARY

GROSS AREA: 12.55 ACRES
PLANNED PERMITTED DEVELOPMENT: Multi-family Residential
PROPOSED PERMITTED DEVELOPMENT: Multi-family Residential

PROJECT SUMMARY

LOT AREA: 12.55 ACRES (541,500 SF)
STREET & PARKING AREA: 3.0 ACRES
REMAINING LANDSCAPE: 0.5 ACRES
TOTAL UNITS: 183
PROP. TOTAL LOTS: 183
DENSITY: 14.6 UNITS/AC (183 UNITS / 12.55 AC = 14.6 UNITS/AC)
PROPOSED ZONING AND LAND USE: SP-1 (12.55 AC = 17.28 AC)
WATER PURVEYOR: SANTA CLARITA WATER CO
SEWERAGE: WASHINGTON DISTRICT #28
EX. USE: VACANT SALES TRACTS TO BE REMOVED FROM THE DEVELOPMENT

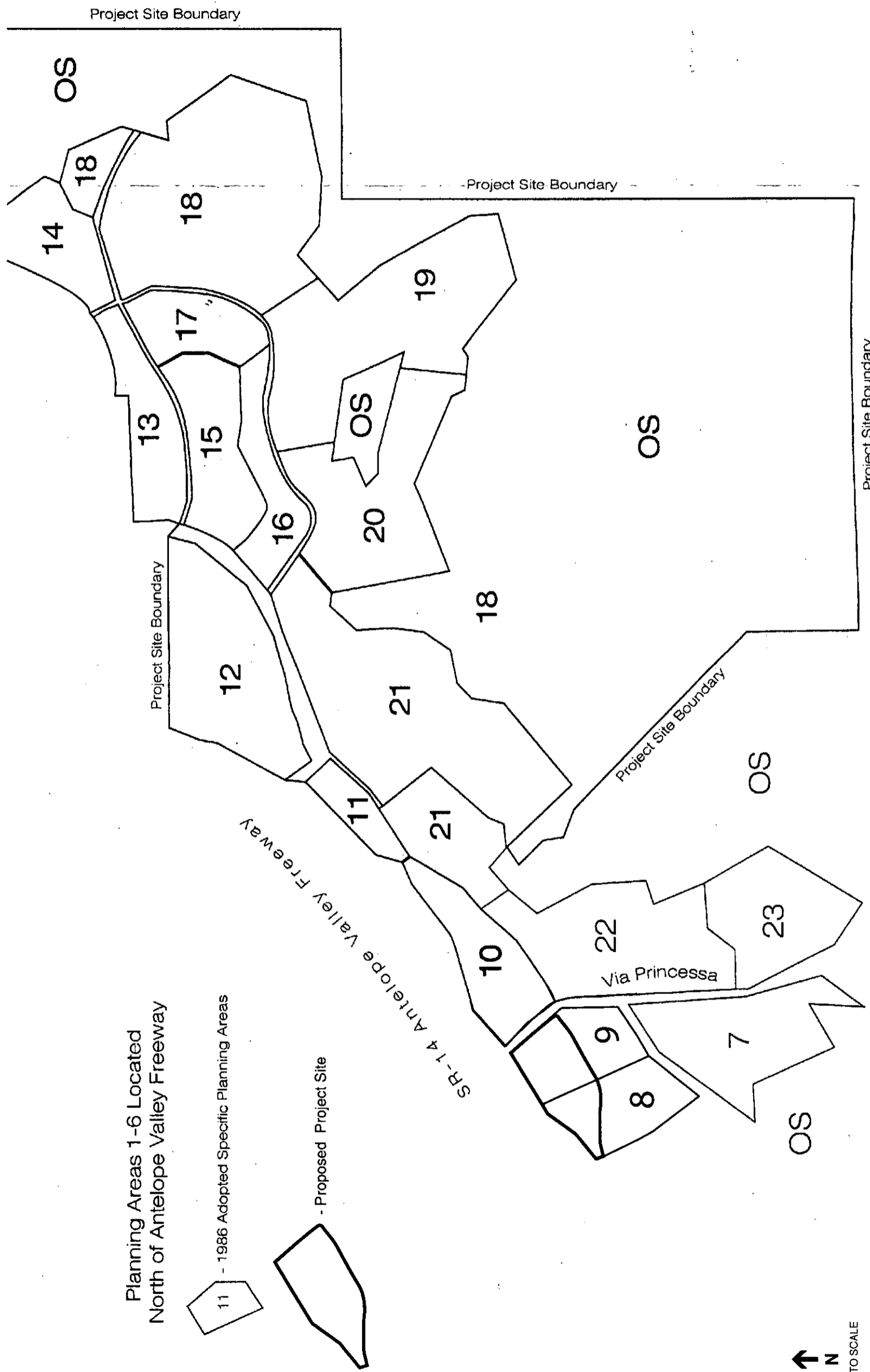
LOT SUMMARY

LOT NUMBER 1: 183 Single family, attached + 2 mobile units

RESIDENTIAL SUMMARY

BLDG. #	UNIT ID	UNIT TYPE	QUANTITY	UNIT AREA
BLDG. A	UNIT 1	2BR/2BA (1728SF)	0	1305 SF
BLDG. A	UNIT 2	2BR/2BA + (2) SBA (1728SF)	0	1807 SF
BLDG. A	UNIT 3	2BR/2BA (1728SF)	0	1718 SF
BLDG. A	UNIT 4	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 5	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 6	2BR/2BA (1728SF)	0	1805 SF
BLDG. A	UNIT 7	2BR/2BA + (2) SBA (1728SF)	0	1807 SF
BLDG. A	UNIT 8	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 9	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 10	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 11	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 12	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 13	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 14	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 15	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 16	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 17	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 18	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 19	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 20	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 21	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 22	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 23	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 24	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 25	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 26	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 27	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 28	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 29	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 30	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 31	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 32	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 33	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 34	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 35	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 36	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 37	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 38	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 39	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 40	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 41	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 42	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 43	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 44	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 45	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 46	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 47	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 48	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 49	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 50	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 51	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 52	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 57	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 71	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 72	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 73	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 74	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 77	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 78	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 82	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 91	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 154	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 155	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 156	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 157	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 161	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 162	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 163	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 164	2BR/2BA (1728SF)	0	1726 SF
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BLDG. A	UNIT 186	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 187	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 188	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 189	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 190	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 191	2BR/2BA (1728SF)	0	1726 SF
BLDG. A	UNIT 192			

FIGURES



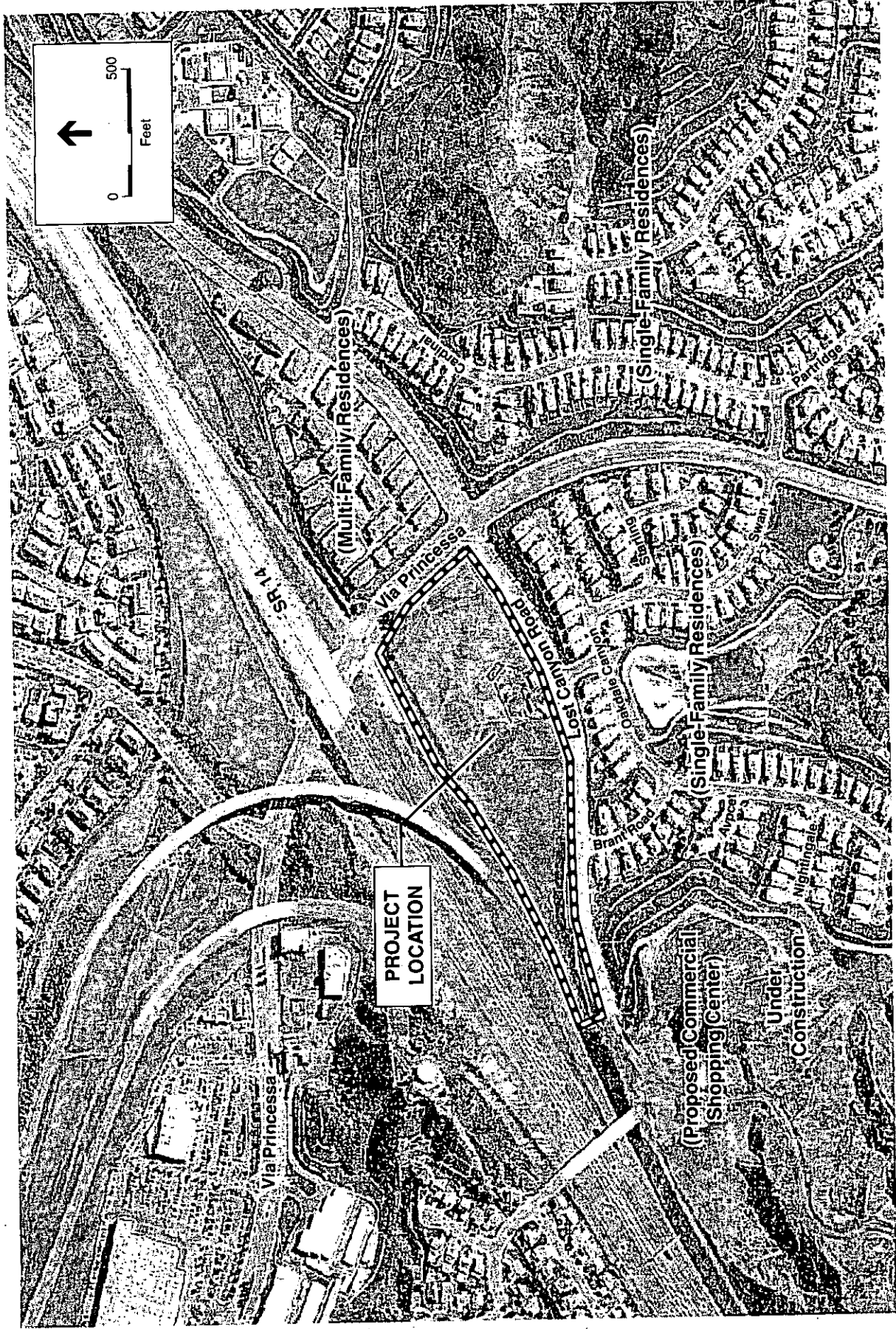
Planning Areas 1-6 Located North of Antelope Valley Freeway

11 - 1986 Adopted Specific Planning Areas

- Proposed Project Site

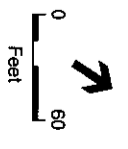
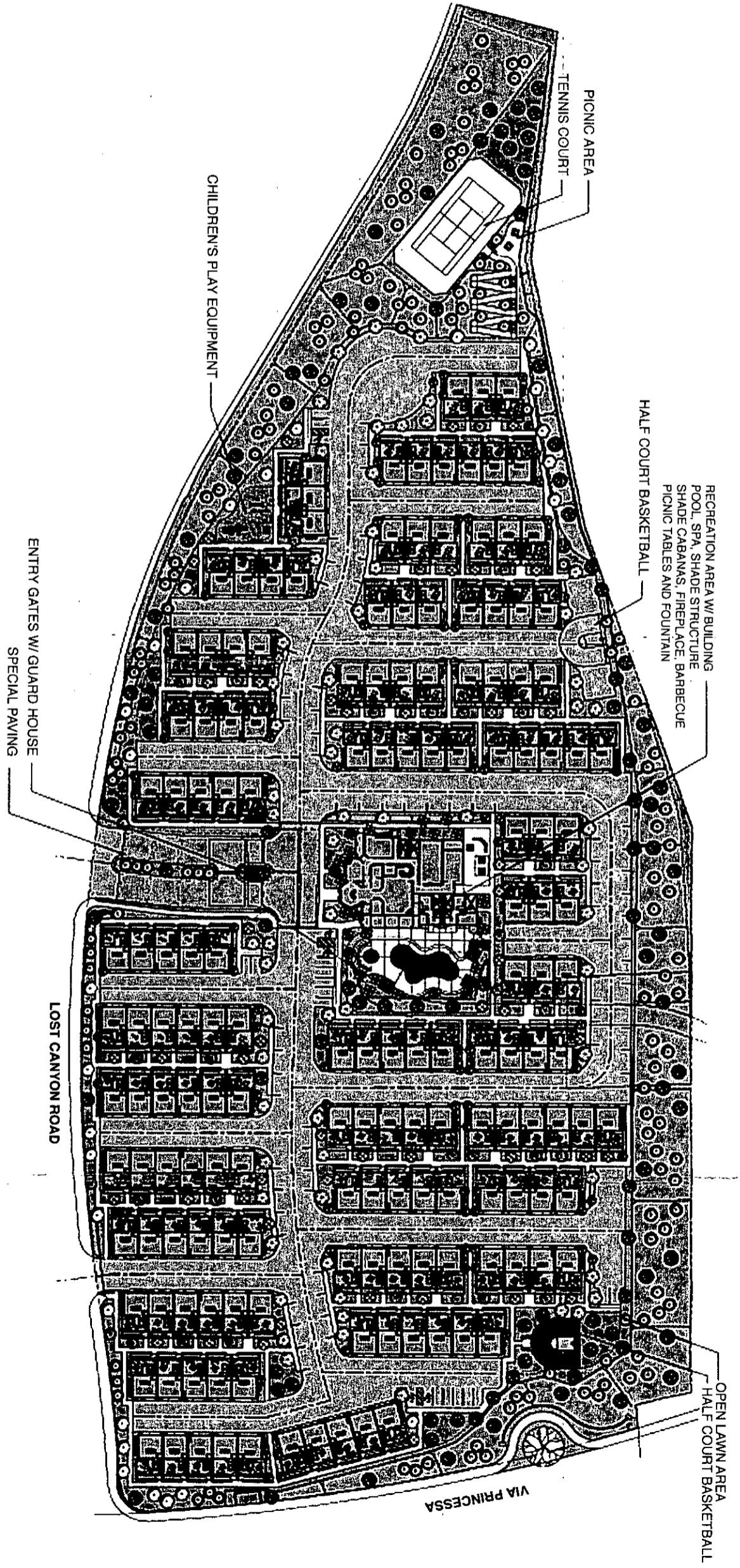
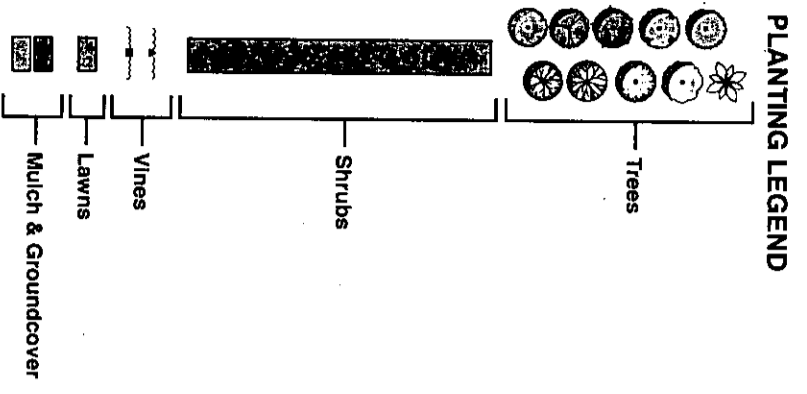
↑ N
NOT TO SCALE

DATE: 11/11/03



Westshire Specific Plan Conformance Report - 204502
Figure 2
 Project Location and
 Surrounding Land Uses

SOURCE: GlobeExplorer, 02-01-2005, ESA 2006.

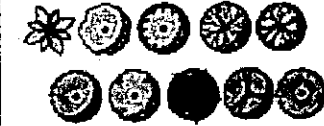


Westshire Specific Plan Conformance . 204502
Figure 3A
 Landscape Plan

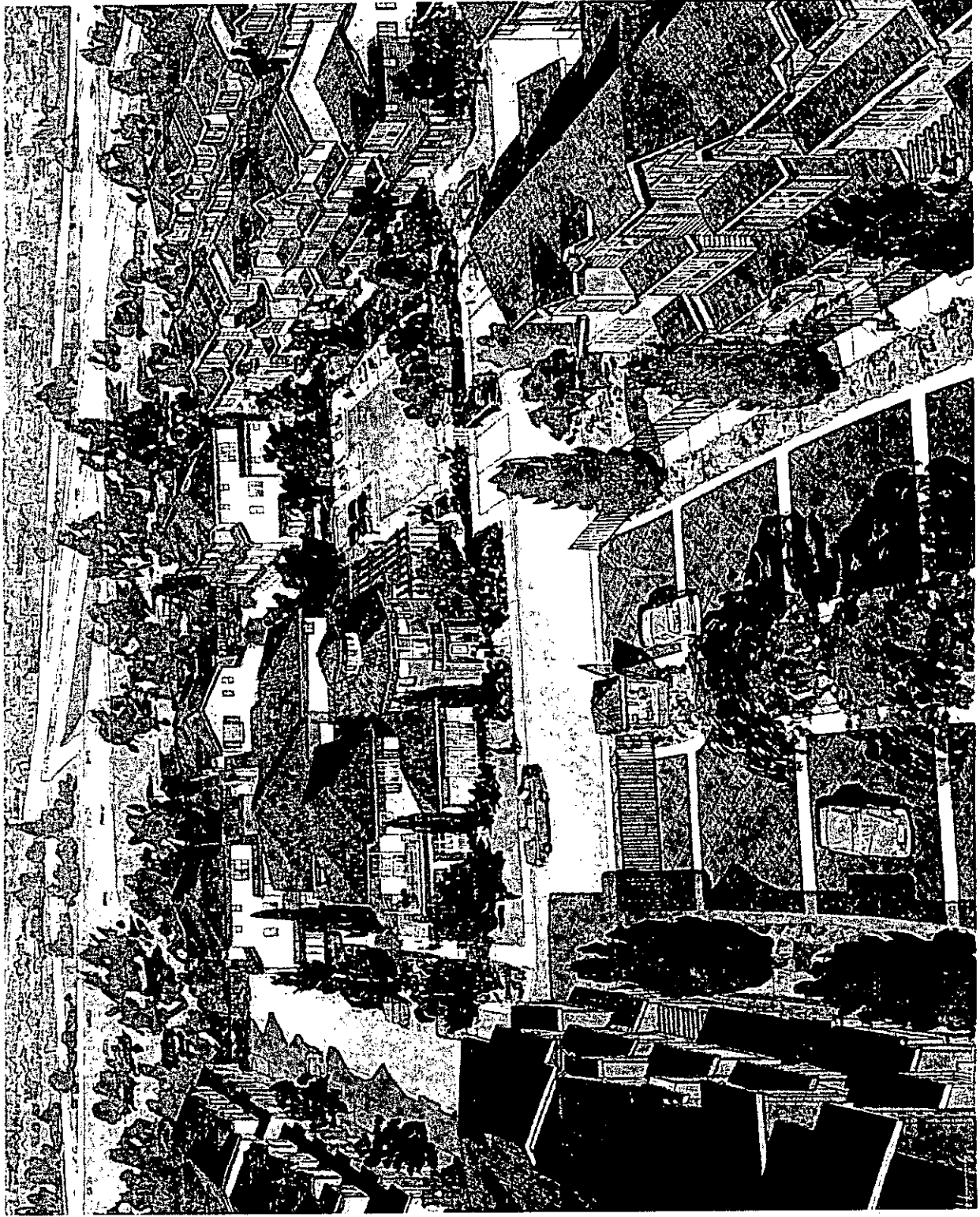
SOURCE: Alhambra Group, 2006.

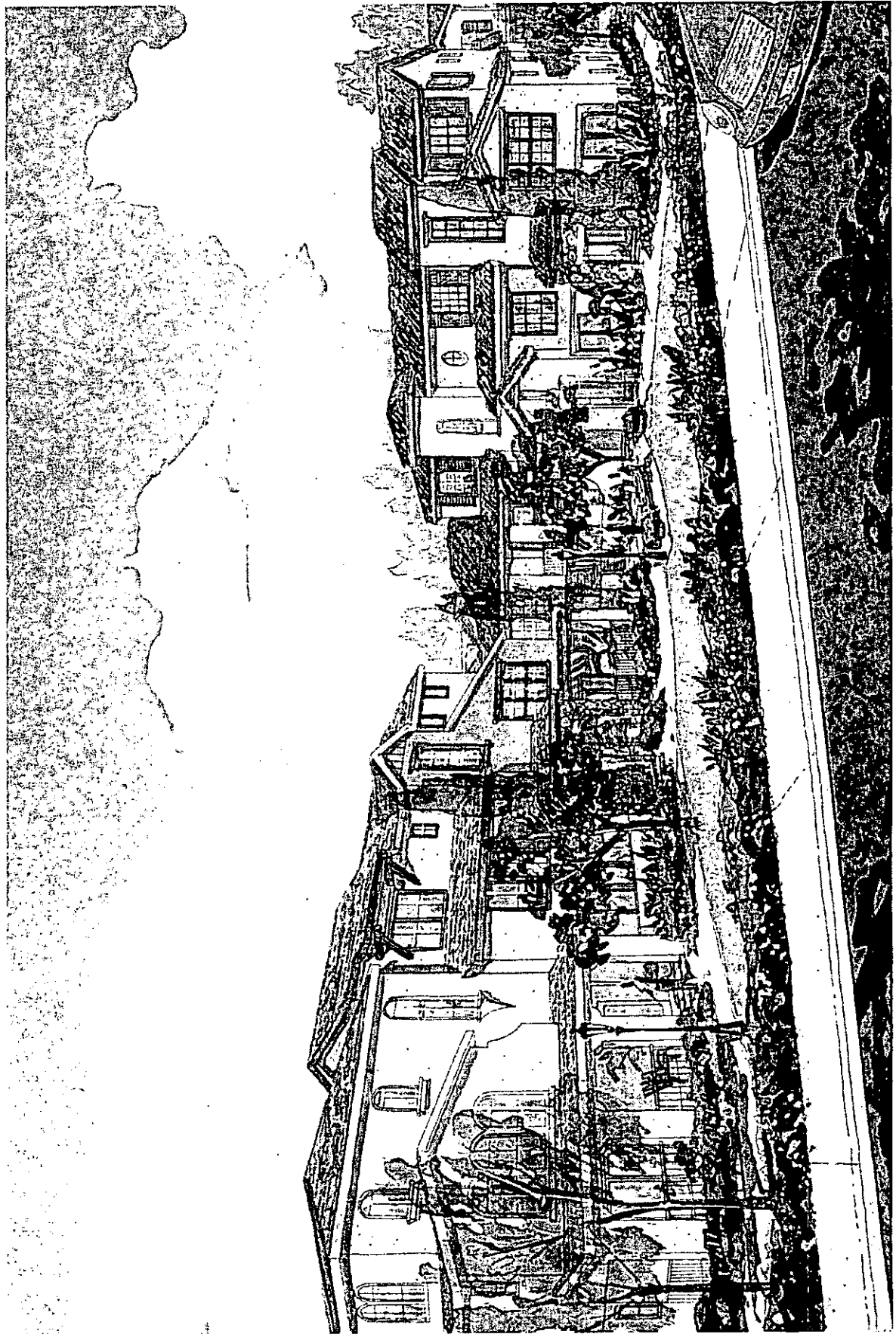
PLANTING LEGEND

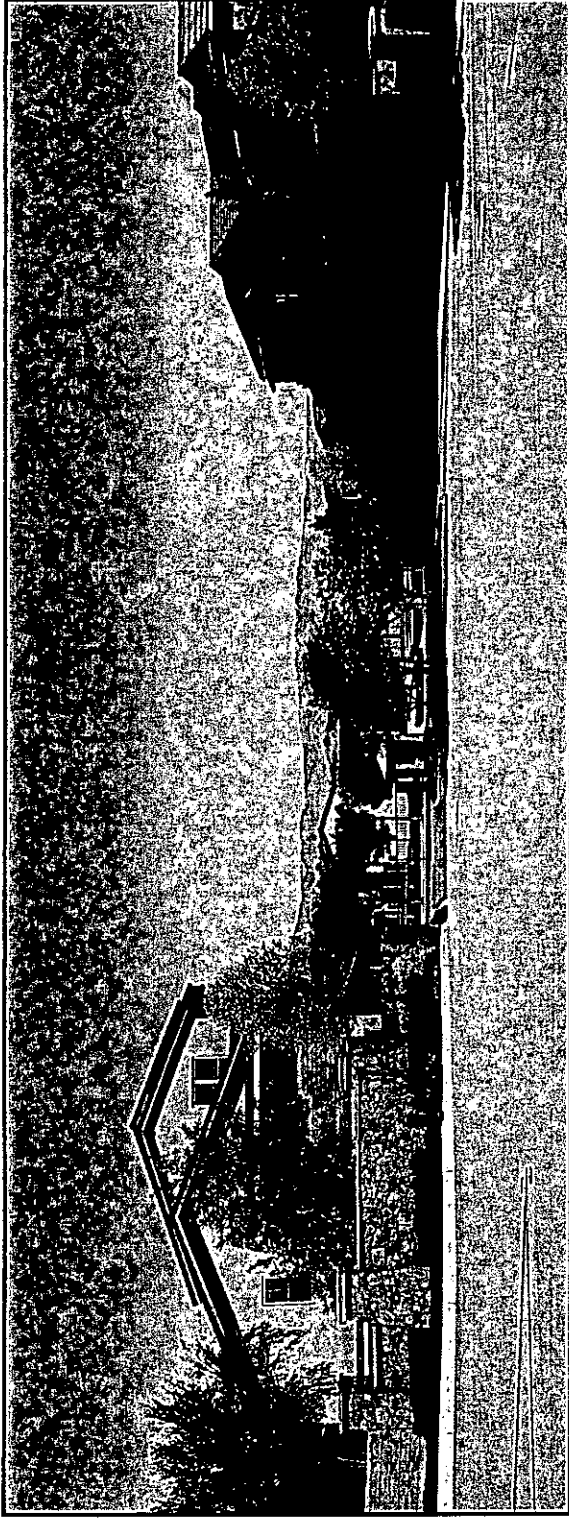
SYMBOL



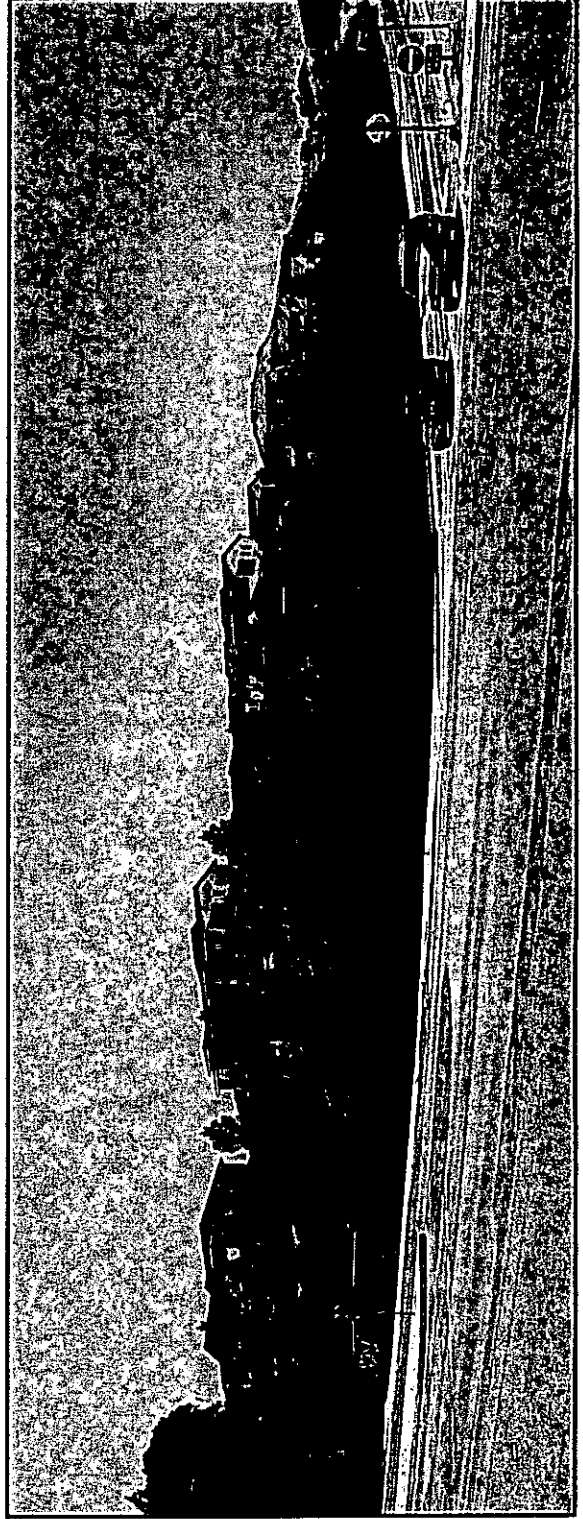
ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	REMARKS
COC. PALM	COCOS PALMOSA	QUEEN PALM	8' BRL	26	PLANT PER DETAIL
CHI. PALM	CHIMPHIA TASHIENSIS	ROSE CHIRALPA	24" BOX	102	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN
KDA. BP.	PODREAVERIA BIFLORATA	CHINESE FLAME TREE	24" BOX	76	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN
LID. S. P.A.	LIQUIDAMBAR SYMPLOCARPA	SWITCHWOOD	15 GAL	48	DOUBLE STAKE / HEIGHT 7-8' , SPREAD 2'-3' MIN
DIT. E. SH.	OLEA EUROPEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX	32	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN
PAR. CAN.	PAUS CARABIENSIS	CANARY BLOSSOM PINE	24" BOX	31	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN
P.A. RAC.	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	15 GAL	18	DOUBLE STAKE / HEIGHT 7-8' , SPREAD 2'-3' MIN
PRO. C. BL.	PROBUS CANTONIANA 'URUSHI n NIGHI'	COLUMBIAN CASAPARA CHERRY	24" BOX	60	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN
QUE. AGR.	QUERCUS AGRIFOLIA	COAST LAKE OAK	15 GAL	81	DOUBLE STAKE / HEIGHT 7-8' , SPREAD 2'-3' MIN
ULU. PAR.	ULMUS PARVIFOLIA	EVERGREEN ELM	24" BOX	64	DOUBLE STAKE / HEIGHT 7-8' , SPREAD 2'-3' MIN
SHRUBS:					
ADA. A. 'QA.'	ADAPASTYLIS AFRICANUS 'GUSTEN ANNA'	LEAF OF THE HOLY	1 GAL	-	FULL & BUSHY
LAV. AUG.	LAVANDULA AUGUSTIFOLIA	FRAGRANT LAVENDER	3 GAL	-	FULL & BUSHY
PRO. FRA.	PROTEA FRASER	PROTEA	3 GAL	-	FULL & BUSHY
HEM. HYB.	HEMEROCALLIS HYBRIDUS	DAWLEY	1 GAL	-	FULL & BUSHY (SOME ORANGE & YELLOW)
OS. PUR.	OSTIA PURPUREUS	LAVENDER ROSE	3 GAL	-	FULL & BUSHY
PRO. T. 'P.'	PROBANUM TETRA 'PURPUREUM'	PURPLE NEW ZEALAND FLAX	3 GAL	-	FULL & BUSHY
IND. YED.	INDOLEPSIS INDICA 'JAGA EVASIS'	INDIAN HAZEL	3 GAL	-	FULL & BUSHY
ESC. FRA.	ESCALONIA FRAZEE	SOCIETY GARLIC	1 GAL	-	FULL & BUSHY
CAM. J. 'H.'	CAMELITA JAPONICA 'HID'	RED CAMELLIA	3 GAL	-	FULL & BUSHY
LIP. S. 'S.B.'	LEPTOSPERMUM SCOPARIUM 'SNOW WHITE'	TEA TREE BUSH	1 GAL	-	FULL & SPREADING
MAN. BOP.	MANDARINA DOMESTICA	HEAVENLY BAMBOO	3 GAL	-	FULL & BUSHY
RUA. C. 'E.C.'	RHAPHANUS EALYCHINICA 'EVE CASE'	EGGPLANT	3 GAL	-	FULL & BUSHY
PIE. T. 'M.'	PIETOSPORIUM TOBIIRA 'WHITEFEET'	WHEELER'S DWARF TOBIIRA	3 GAL	-	FULL & BUSHY
VINES:					
PAR. IRI.	PARTICUSCUS TRICUSPATA	BOSSON ST	3 GAL	-	ATTACH TO WALL
DOS. GUC.	DOSTICUS BUCONATORIA	BLACK-RED TRUMPET VINE	3 GAL	-	ATTACH TO WALL
LAWN:					
FES. PALM.	FESTUCA ARLUNDEA	WATERWEVER 2 FESCUE	HYDROSEED	AS REQ'D.	12 LBS./ 1,000 S.F. - JILL TAHER □ (925) 453-4676
MULCH & GROUNDCOVER:					
RODS MULCH	50/50 BROWN OAKS	COLORADO WOOD MULCH	3" MAX.	AS REQ'D.	2" DEEP - TERRA VERDE IND. (949) 557-0163
MYO. PAR...	MYOPORUM PARI-O-JUJ	PROSHALE MYOPORUM	1 GAL	AS REQ'D.	TRIANGULAR SPACING @ 6" O.C. W/4" OF FOREST BLIND MULCH







6A - Main entrance from Lost Canyon Road



6B - Site from Via Princessa at the SR-14 northbound offramp

WESTSHIRE PROJECT

Fifth Addendum to the Canyon Park Specific Plan EIR
Tentative Tract Map No. 063483

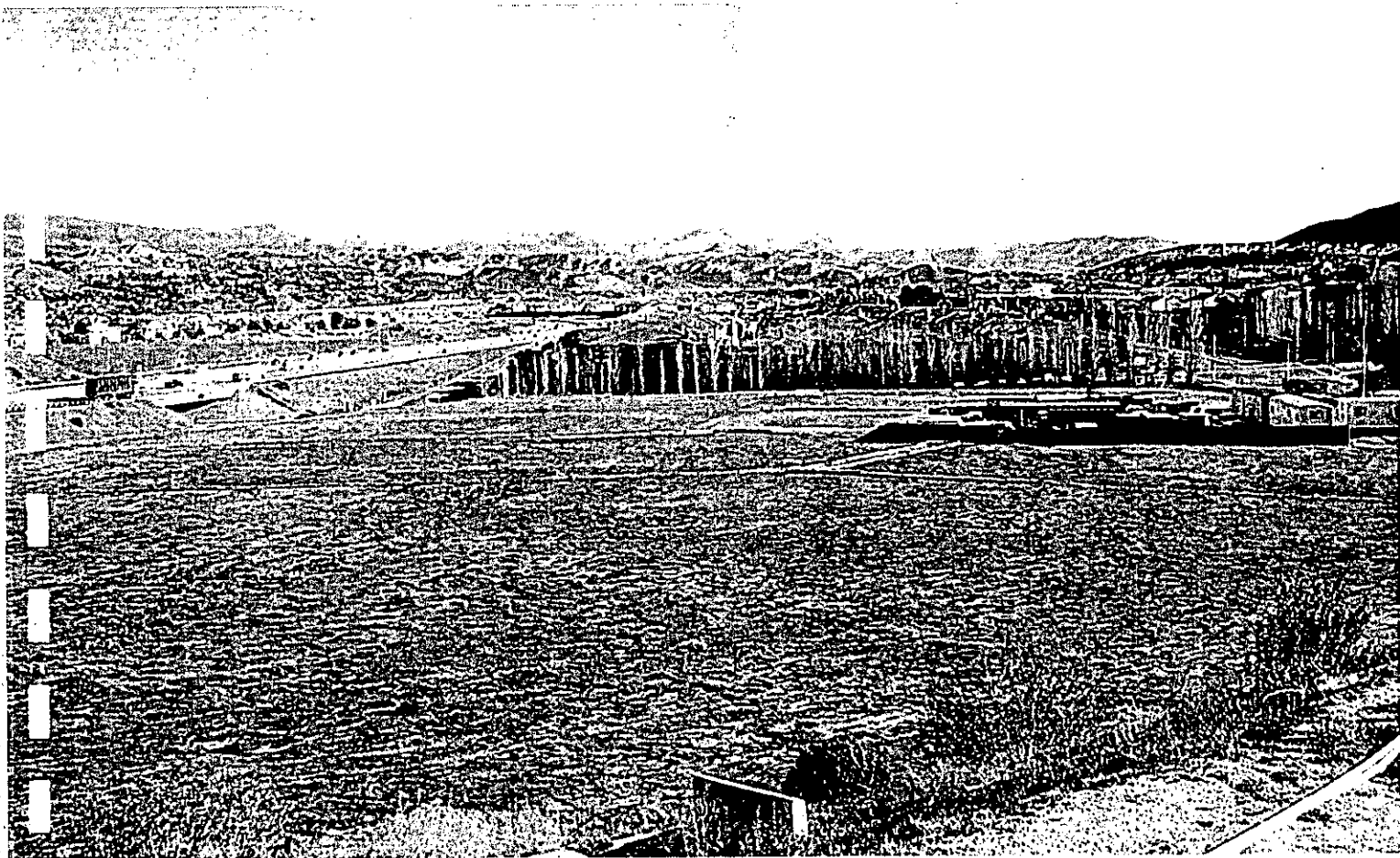
RENT 200500188

RCUPT 200500202

RPAT 200500010

Prepared for:
County of Los Angeles
Department of Regional Planning

February 2008



WESTSHIRE PROJECT

Fifth Addendum to the Canyon Park Specific Plan EIR
Tentative Tract Map No. 063483

RENT 200500188
RCUPT 200500202
RPAT 200500010

Prepared for:
County of Los Angeles
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204502



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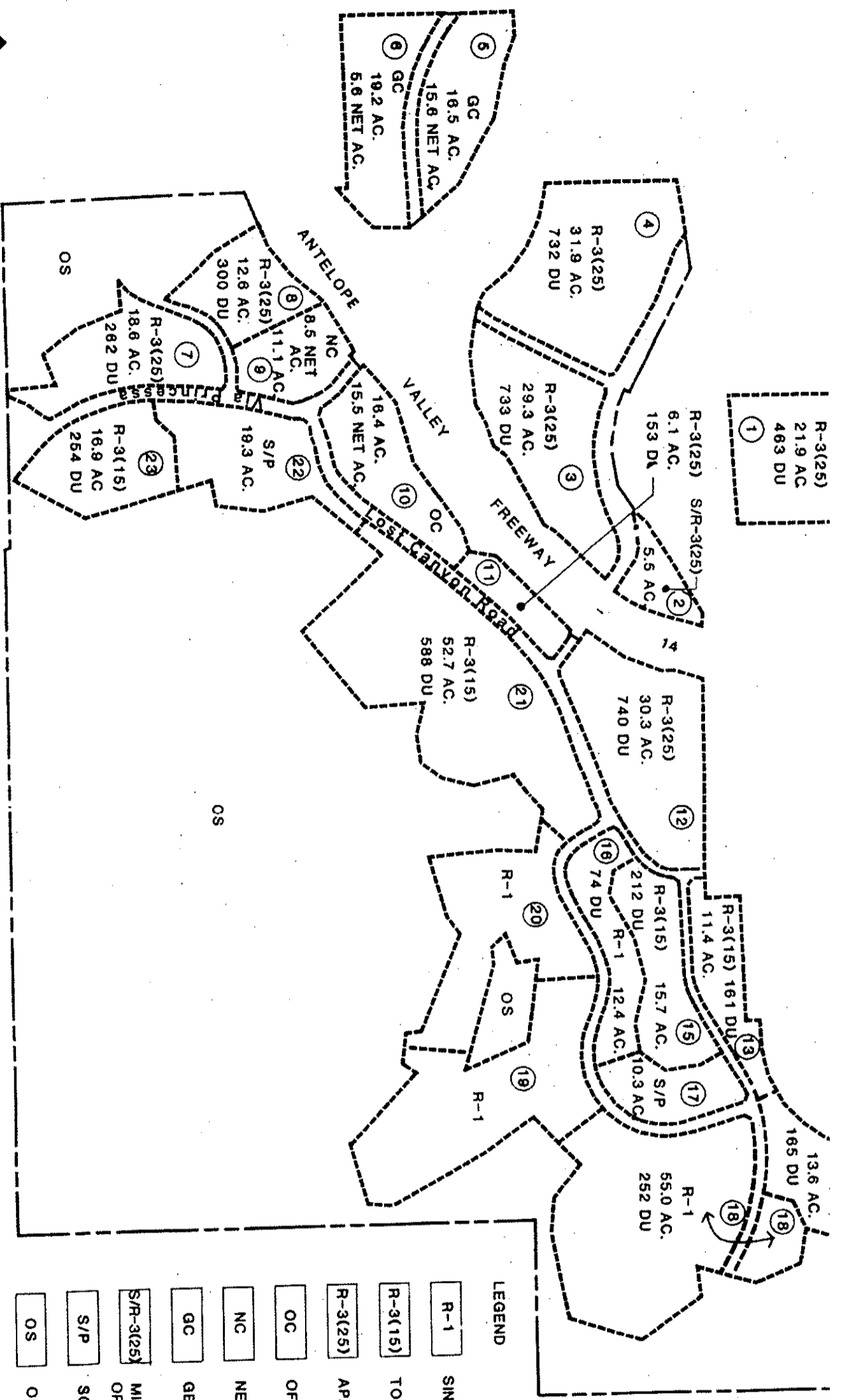
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LEGEND

R-1	SINGLE FAMILY RESIDENTIAL
R-3(15)	TOWNHOMES
R-3(25)	APARTMENT/CONDO
OC	OFFICE COMMERCIAL
NC	NEIGHBORHOOD COMMERCIAL
GC	GENERAL COMMERCIAL
S/R-3(25)	MINI-STORAGE/RV STORAGE OR R-3(25)
S/P	SCHOOL/PARKS
OS	OPEN SPACE

↑ N
NOT TO SCALE

SOURCE: Specific Plan No. 1, 1986.

Westshire EIR Addendum, 204502
Figure 1
Adopted Specific Plan No. 1
Land Use Concept

- Tract Map No. 44492 has recorded 634 multi-family units on approximately 32-acres within Planning Area 4. The Specific Plan allows a total of 732 units within this planning area.
- Planning Areas 5 and 6 have been annexed in the City of Santa Clarita and are made up of Tract Map Nos. 50484 and 50151, respectively. Planning Area 5 has been built with 131,000 square feet of commercial use on 16.5-acres. Planning Area 6 has been approved by the City of Santa Clarita for 19.2-acres of commercial development. Both planning areas are consistent with the Specific Plan.
- Revised Vesting Tract No. 47200 has been approved for Planning Areas 7, 8, 9, 22, and 23, and a portion of Planning Area 21 (for a school site). This map includes 393 single-family units, a 12.5-acre commercial site, a 2.2-acre park, and a 10-acre school with a joint-use park site on a total of 243.2 acres.
- Tract Map Nos. 52938/52833 have been approved for includes Planning Areas 11 through 20, a portion of Planning Area 21, and open space. This includes development of 1,240 residential units and associated infrastructure; a pool, and a private recreation facility.
- Tract Map No. 53795 has been approved for Planning Area 10. This map includes 154 multi-family condominiums on 9.9 acres of a 16.4-acre site previously approved under Tract No. 52833.

The project site is located within Tentative Tract No. 47200, an area already analyzed by the 1986 Specific Plan EIR and within the area analyzed by the *Third Addendum EIR* (1997) for neighborhood commercial use. **Figure 2** depicts the Specific Plan area and shows the location of the proposed project within the Specific Plan area.

The 1986 Specific Plan EIR authorized a much more intense overall development than was actually constructed. The 1986 Specific Plan EIR analyzed the potential effects of constructing 5,400 residential units in the 988-acre Specific Plan area, as well as a variety of other land uses, including retail commercial, school/public facilities, recreational and open space. **Table 1** provides a comparison of what was proposed under the 1986 Specific Plan and what has been proposed/approved in the Specific Plan area.

With the exception of this project site, the Specific Plan project area has been built out. To date, approximately 1,800 fewer units have actually been constructed than allowed by the Specific Plan. The proposed project proposes only 165 residential units and would represent the final phase of residential development in the Specific Plan project area. The proposed project would therefore be well within the footprint and intensity of development analyzed by the 1986 Specific Plan EIR.

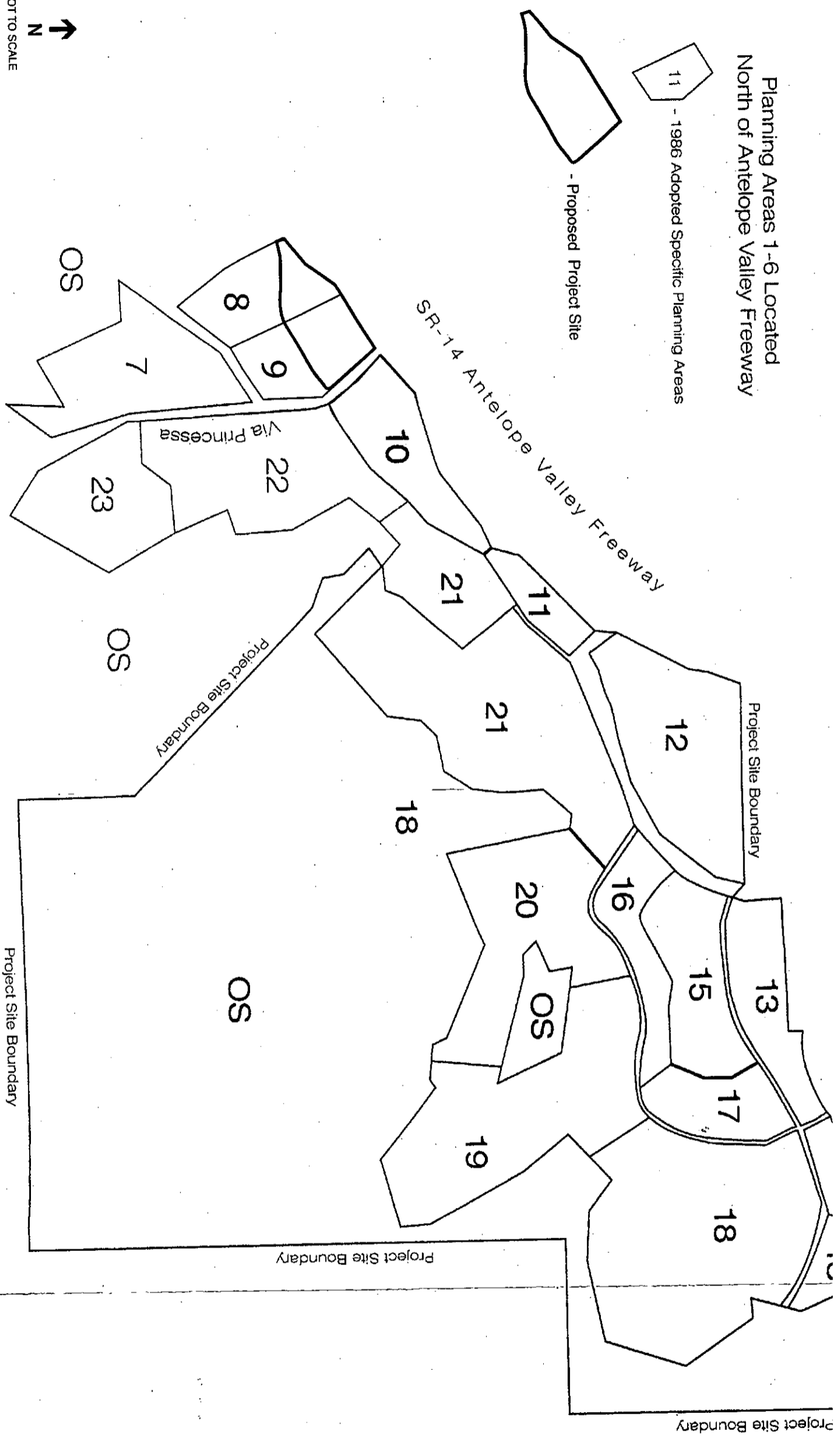
The current proposed entitlement would require County approval of Tentative Tract Map No. 063483 to develop 165 condominium units on 9.1-acres, and approximately 3.4-acres of landscaping/open space area on a 12.5-acre site included in Tentative Tract No. 47200 as it applied to Lots 76, 77, and 78 (see copy provided as **Exhibit A**). The Specific Plan would be amended from the previously approved neighborhood commercial use on Lots 76, 77, and 78 to residential use.

Planning Areas 1-6 Located
North of Antelope Valley Freeway

11

- 1986 Adopted Specific Planning Areas

- Proposed Project Site



SOURCE: Specific Plan No. 1, 1986.

Westshire EIR Addendum . 204502
Figure 2
Project Site in Relation to
Specific Plan No. 1

**TABLE 1
CANYON PARK SPECIFIC PLAN LAND USE SUMMARY COMPARISON**

Planning Area	Land Use Designation		Acres		Dwelling Units		Notes
	Under Approved Specific Plan ^a	Approved/Proposed	Under Approved Specific Plan ^a	Approved/Proposed ^b	Under Approved Specific Plan ^a	Approved/Proposed	
1 ^b	Multi-family residential R-3 (25)	Multi-family residential	21.9	20	463	463	Tract No. 45287
2 ^b	Mini-Storage warehousing S	Single-family residential	5.5	8	--	63	Tract No. 52608 (County Project No. 99-133)
3 ^b	Multi-family residential R-3 (25)	Multi-family residential	29.3	29	733	504	Tract No. 45223
4 ^b	Multi-family residential R-3 (25)	Multi-family residential	31.9	32	732	634	Tract No. 44492
5 ^b	General commercial GC	Commercial	16.5	16.5	--	--	Annexed to City of Santa Clarita; Tract No. 50484; includes 131,000 square feet of commercial use.
6 ^b	General commercial GC	Commercial	19.2	19.2	--	--	Annexed to City of Santa Clarita; Tract No. 50151
7 ^c	Multi-family residential R-3 (25)	Single-family residential	18.6	33.7	262	145	Tract No. 47200
8 ^c	Multi-family residential R-3 (25)	--	12.6	--	300	--	Tract No. 47200
9 ^c	Neighborhood commercial NC	Neighborhood commercial	11.1	12.5	--	171	Tract No. 47200; proposed Tract No. 063483
10 ^d	Office park commercial OC	Multi-family residential	16.4	9.9	--	155	Tract No. 53795
11 ^e	Multi-family residential R-3 (25)	Street	6.1	--	153	--	Tract No. 52833
12 ^e	Multi-family residential R-3 (25)	Single-family residential	30.3	28.2	740	194	Tract No. 52938
13 ^e	Multi-family residential R-3 (15)	Single-family residential	11.4	--	161	64	Tract No. 52833
14 ^e	Multi-family residential	Single-family residential	13.6	--	165	37	Tract No. 52833

1. Introduction

**TABLE 1
CANYON PARK SPECIFIC PLAN LAND USE SUMMARY COMPARISON (CONT.)**

Planning Area	Land Use Designation		Acres		Dwelling Units		Notes
	Under Approved Plan ^a	Approved/Proposed	Under Approved Specific Plan ^a	Approved/Proposed ^b	Under Approved Specific Plan ^a	Approved/Proposed	
15 ^c	R-3 (15) Multi-family residential	Single-family residential	15.7	r	212	74	Tract No. 52833
16 ^c	R-3 (15) Single-family residential	Single-family residential	12.4	r	74	68	Tract No. 52833
17 ^c	R-1 School/park S/P	Single-family residential	10.3	r	--	51	Tract No. 52833
18 ^c	Single-family residential	Single-family residential	55.0	r	232	202	Tract No. 52833
19 ^c	Single-family residential	Single-family residential, park	37.0	r	180	130	Tract No. 52833
20 ^c	Single-family residential	Single-family residential	26.8	r	131	104	Tract No. 52833
21 ^c	Multi-family residential R-3	School site: multi-family residential	52.7	r	588	161	School site part of Tract No. 47200; residential portion within Tract No. 52833
22 ^d	School/park S/P	Single-family residential	19.3	26.6	--	123	Tract No. 47200
23 ^d	Multi-family residential R-3	Single-family residential	16.9	36.5	254	125	Tract No. 47200
Unit Totals					5,400	3,468	

Notes:

- ^a This includes incorporation of Amendments to the Specific Plan.
- ^b Actual acreages are approximate.
- ^c Source: County of Los Angeles, Department of Regional Planning, *Third Addendum to the Draft Environmental Impact Report regarding the Canyon Park Specific Plan*, County Project No. 89-094, revised Tract No. 47200, Conditional Use Permit 96-174, September 1997.
- ^d Source: County of Los Angeles, Department of Regional Planning, *Addendum to the Supplemental Environmental Impact Report for Canyon Park Specific Plan*, County Project No. 02-029, Tract No. 53795, Conditional Use Permit No. 02-029, Specific Plan Amendment No. 02-029, June 2002.
- ^e Source: County of Los Angeles, Department of Regional Planning, *Supplemental Environmental Impact Report for Canyon Park Specific Plan*, County Project No. 99-101, Tract Nos. 52938/52833, Conditional Use Permit Nos. 99-101/00-128, November 2001.
- ^f Acreages for these planning areas were included in the total acreage for Tract No. 52833, which totaled approximately 600 acres.

4

B. Purpose and Legal Authority

Section 15164 (a) of the *CEQA Guidelines* states that the Lead Agency “shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Section 15162 of the *CEQA Guidelines* lists the conditions that would require preparation of a subsequent EIR rather than an Addendum. These conditions are:

1. Substantial changes are proposed, which will require major revisions of the EIR due to new significant environmental impacts or substantial increases in the severity of previously identified significant impacts;
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken, which will require major revisions of the EIR due to new significant environmental impacts or substantial increases in the severity of previously identified significant impacts; or
3. New information of substantial importance, which was not known and could not have been known at the time the EIR was certified with the exercise of reasonable diligence, becomes available and shows that the project:
 - (a) Will have one or more significant impacts not discussed in the EIR;
 - (b) Significant impacts previously examined in the EIR will be substantially more severe than shown;
 - (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant impacts of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
 - (d) Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant impacts on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Section 15163 of the *CEQA Guidelines* states that the Lead Agency “may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

1. Any of the conditions described in Section 15162 would require preparation of a subsequent EIR, and
2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.”

The County initially determined that a Supplemental EIR was required for the proposed project. On April 26, 2006, the County of Los Angeles circulated a Notice of Preparation (NOP) of a Supplemental EIR (see **Appendix A**) to public agencies for a required 30-day review. The public comment period for the NOP ended on approximately May 26, 2006. Copies of all letters received in response to the NOP are also attached as Appendix A.

After careful reconsideration of the potential environmental impacts of the proposed project, the County of Los Angeles has determined that none of the conditions requiring preparation of a subsequent EIR or supplement to an EIR have occurred. Given that the Specific Plan authorized a much more intense development than what has been constructed/proposed (see Table 1.1), the decrease in impacts associated with the project as compared to the impacts identified in the certified Final EIR for the Specific Plan, and the inclusion of adequate mitigation measures for similarly situation development, the County determined that the circumstances described in Section 15164 of the *CEQA Guidelines* exist, so an Addendum to the Final EIR is appropriate. However, all comments received on the NOP have been discussed and responded to in Chapter 3 of this Addendum.

Furthermore, the 1986 Specific Plan EIR analyzed impacts associated with developing commercial land uses at the site. Impacts from the proposed residential use would be similar to or less than impacts associated with the approved commercial land use. For example, the currently proposed residential project would result in fewer AM and PM peak hour trips, and fewer overall trips than the adopted commercial land use designation, thereby reducing traffic impacts, which would in turn result in reduced impacts to air quality and noise levels. The proposed amendment to the Specific Plan would therefore not result in new significant environmental impacts and/or would not result in a substantial increase in the severity of significant impacts identified in the 1986 Specific Plan EIR. Existing regulations, mitigation measures already required by the 1986 Specific Plan EIR, and site-specific measures updated by the *Third Addendum EIR* would reduce all potential impacts of the proposed project to a less than significant level.

This Addendum includes analysis of certain impacts that were not analyzed in the 1986 Specific Plan EIR. These additional analyses are additions appropriate for inclusion in the Addendum, but none result in new or increased significant impacts that would require preparation of a subsequent EIR pursuant to *CEQA Guidelines* Section 15162.

As described by *CEQA Guidelines*, Sections 15164(c) and (d), an Addendum need not be circulated for public review, but must be considered with the final EIR or adopted negative declaration prior to making a decision on the project. In this case, the Addendum would be considered by the Los Angeles County Regional Planning Commission with the 1986 Specific Plan EIR and the Third Addendum (or Addendum 3).

C. Proposed Project Actions

The proposed project requires the following discretionary actions:

- (1) Approval of Tentative Tract Map No. 063483 to develop 165 condominium units on approximately 12.5 acres, with approximately 3.4-acres of landscaping/open space area (RENUT200500188).
- (2) Approval of a Specific Plan Amendment to change the current land use designation from Neighborhood Commercial (NC) to R-3-25 (Apartments/Condominiums, 25 units/acre) (RPAT200500010).
- (3) Approval of a Conditional Use Permit (CUP) (RCUPT200500202). The Canyon Park Specific Plan, Implementation Section (page VI-24), requires that each development project within the Specific Plan area demonstrate consistency with the Specific Plan through a site plan review process. Site plan review and consistency with the Specific Plan is conducted through the CUP process of the Los Angeles County Department of Regional Planning. The CUP process is necessary for the following reasons:
 - To ensure consistency with the Specific Plan, the General Plan, and all implementing ordinances.
 - To promote the highest contemporary standards and design.
 - To adapt to specific or special development conditions that occur from time to time while continuing to implement the Specific Plan and conform development to the General Plan and implementing ordinances.
 - To facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto.
 - To adapt to substantial changes that may occur with respect the circumstances under which the project is undertaken.

The project applicant is requesting approval of a CUP as a part of the Conditions of Approval for Tentative Tract No. 063483.

D. Specific Plan Conformance

The proposed project is in conformance with the goals, objectives and policies of Specific Plan No. 1. A Specific Plan Conformance Report has been prepared to demonstrate the conformance of the proposed project with Specific Plan No. 1 and is included in **Appendix B** of this document.

E. Content and Format of Addendum

This document concentrates on providing updated information relating specifically to the implementation of the proposed project. Section 3 includes a brief discussion of environmental impacts and mitigation measures related to the overall master development project (Impacts Associated with the 1986 EIR for the Entire Specific Plan Area); impacts and mitigation associated with the Third Addendum for Tentative Tract 47200 (Impacts Associated with Addendum 3); and impacts and mitigation associated with the proposed Westshire project (Proposed Project). In addition, Section 3 includes an analysis of proposed project impacts compared with those associated if the site was developed with a neighborhood commercial use, as designated by the Specific Plan. A summary of impacts and mitigation measures is included in Table 2.

**TABLE 2
SUMMARY OF APPLICABLE
MITIGATION MEASURES AND PROJECT DESIGN FEATURES**

POTENTIAL IMPACTS	RELEVANT MITIGATION MEASURES ALREADY REQUIRED BY THE 1986 EIR AND/OR THIRD ADDENDUM	PROJECT DESIGN FEATURES
A. Geotechnical Hazards Project site is located in liquefaction zone.	<p>(a) All grading operations shall be conducted in conformance with the Los Angeles County Grading Ordinance.</p> <p>(b) All grading activities shall adhere to the recommendations included within the current and subsequent geotechnical reports, including the following:</p> <ul style="list-style-type: none"> • All certified artificial fill and alluvium shall be removed and recompacted to the required maximum density; • All organic material shall be removed prior to grading certification; • All onsite drainage shall conform to the future Drainage Concept Plan to reduce potential erosion impacts 	<ul style="list-style-type: none"> • Implement the recommendations of the Geotechnical Investigation of Tentative Tract Map No. 063483.
B. Flood Hazard & Water Quality Potential increased project-related runoff.	Completed or no longer applicable.	<ul style="list-style-type: none"> • The project applicant has submitted a Drainage Concept Plan that would conform to the Los Angeles County standards. • Proposed project would implement Nationwide Permit that has been issued for the site.
C. Fire Hazards Project site is located within Fire Zone 4.	None.	<ul style="list-style-type: none"> • Project would conform to existing County regulations.
D. Noise Project site is adjacent to SR-14; temporary noise associated with construction activities.	<ul style="list-style-type: none"> • All on-site residences with future noise levels less than 65 dB CNEL will be in conformance with adopted policy by implementing standard construction techniques including exterior stucco, 2x4 studs, 16-inch O.C. with R-11 insulation in stud spaces, ½-inch gyp-board interiors with a maximum of 20 percent glazing. These standard construction techniques normally provide an interior noise reduction of 20 dB to 25 dB CNEL. 	<p>The project would include noise insulation to conform to Title 24 requirements, including:</p> <ul style="list-style-type: none"> • Dual paned windows; • Noise insulation within exterior walls; • All buildings would have limited

**TABLE 2
SUMMARY OF APPLICABLE
MITIGATION MEASURES AND PROJECT DESIGN FEATURES (CONT.)**

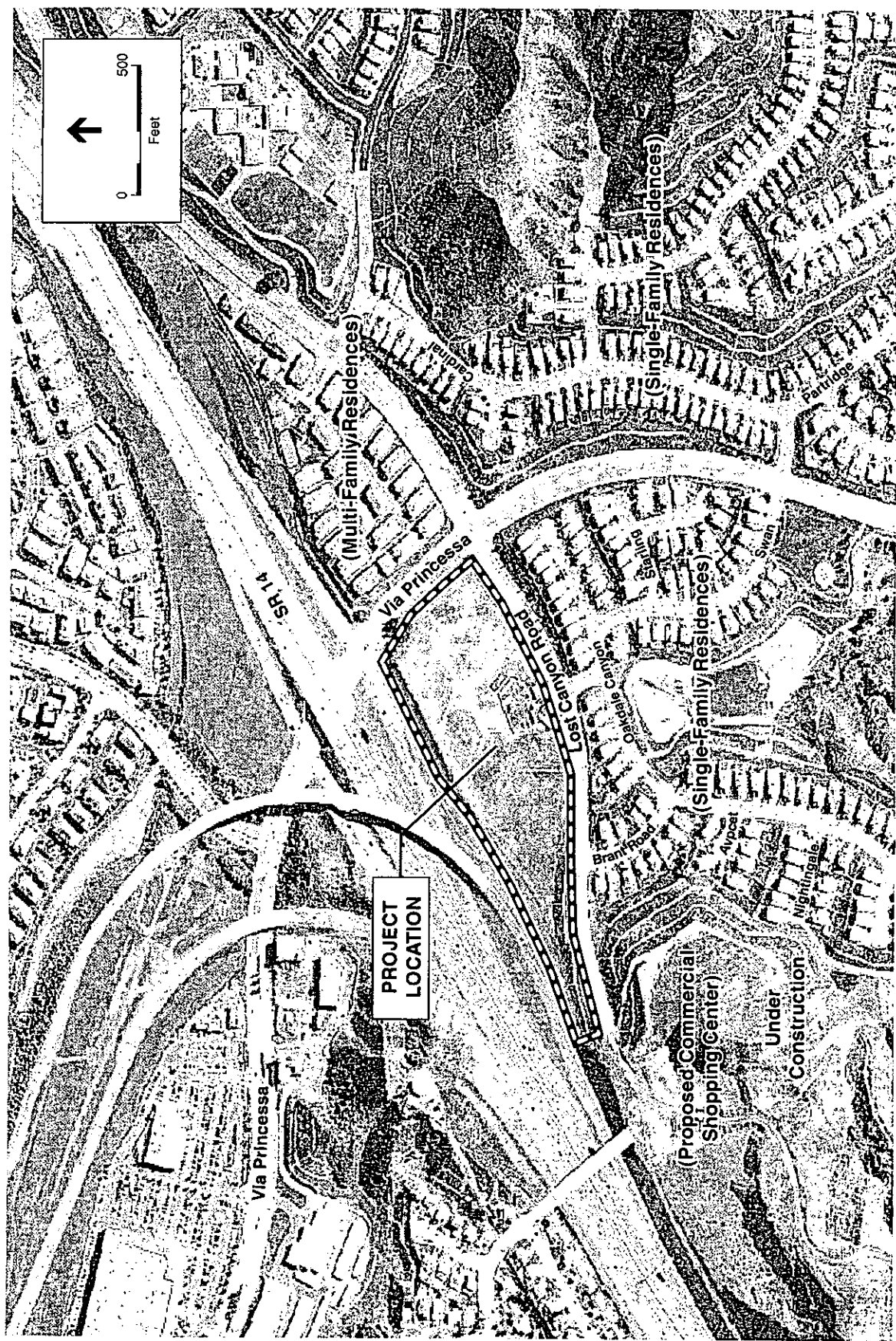
POTENTIAL IMPACTS	RELEVANT MITIGATION MEASURES ALREADY REQUIRED BY THE 1986 EIR AND/OR THIRD ADDENDUM	PROJECT DESIGN FEATURES
	<ul style="list-style-type: none"> Proposed berm/wall combinations of up to 11 feet will effectively reduce first floor exterior noise levels to 65 dB CNEL or less. All second floor windows in residential structures exposed to CNEL values in excess of 65dB and facing either the railroad or the Antelope Valley Freeway shall be glazed with 1/2-inch laminated glass. Additionally, second floor balconies are not recommended for structures in residences exposed to exterior noise levels in excess of 65 dB CNEL. <p>If measure (c) above is not acceptable, appropriate setbacks will be required to bring the project into compliance with the Department of Health Services.</p>	<ul style="list-style-type: none"> outdoor space and would not include balconies or outdoor yards or patios (recreational space is provided toward Lost Canyon Road and in a centralized recreational area within the complex; All buildings would be oriented on an axis perpendicular to SR-14; The project would include a noise barrier to further reduce traffic-related noise along SR-14; the wall would conform to Los Angeles County standards.
E. Air Quality Project site is located adjacent to SR-14.	<ul style="list-style-type: none"> In order to meet clean air goals as regulated by the South Coast Air Quality Management District (SCAQMD), the applicant shall comply with the Air Quality Management Plan (AQMP). Proposed on-site residential areas will incorporate typical recreational amenities to encourage reduced driving to recreation centers. 	<ul style="list-style-type: none"> The project would be required to comply with all existing air quality regulations.
F. Biota An oak tree is located adjacent to project site.	<ul style="list-style-type: none"> Resident and fire retardant plant species should be incorporated into the overall landscaping plan. Mitigation measures proposed to reduce the future volume and velocity increases associated with project site runoff shall be implemented to reduce potential impacts on downstream habitat areas. 	<ul style="list-style-type: none"> The project would not remove any trees protected by County ordinance.
G. Visual Quality Project site is located adjacent to SR-14, a second priority route and single-family development. Proposed residential units would vary in height from two- to three-stories.	<ul style="list-style-type: none"> All proposed slopes shall be landscaped to reduce erosion and improve the aesthetic appearance of artificially created slopes. Extensive landscaping/berms shall be implemented to screen proposed residential commercial uses from the SR-14. 	<ul style="list-style-type: none"> Project would conform to adopted design guidelines and existing County regulations.
H. Traffic/Access Project includes development of 165 residential units in an	<ul style="list-style-type: none"> None required. 	<ul style="list-style-type: none"> A fair-share contribution toward restriping the westbound intersection

**TABLE 2
SUMMARY OF APPLICABLE
MITIGATION MEASURES AND PROJECT DESIGN FEATURES (CONT.)**

POTENTIAL IMPACTS	RELEVANT MITIGATION MEASURES ALREADY REQUIRED BY THE 1986 EIR AND/OR THIRD ADDENDUM	PROJECT DESIGN FEATURES
<p>area with known congestion problems.</p>		<p>approach (Lost Canyon) of the Via Princessa/Los Canyon Road intersection;</p> <ul style="list-style-type: none"> • A fair-share contribution toward a double southbound left-turn movement onto the Via Princessa/SR-14 northbound ramp; • A fair-share contribution toward an additional westbound lane at the westbound offramp of Via Princessa/SR-14.
<p>I. Sewage Disposal</p> <p>Project would increase sewage disposal needs.</p>	<ul style="list-style-type: none"> • The project applicant will pay connection fees as required by the County Sanitation Districts prior to the issuance of building permits. 	<ul style="list-style-type: none"> • None.
<p>J. Education</p> <p>Project would increase number of students to area schools.</p>	<ul style="list-style-type: none"> • None required. 	<ul style="list-style-type: none"> • Compliance with existing CEQA-mandated impact fee.
<p>K. Fire/Sheriff Services</p> <p>Project would increase need for fire/sheriff services.</p>	<p>Fire Protection Services</p> <ul style="list-style-type: none"> • Required fire flow requirements and hydrant spacing shall be incorporated into overall tract. • Landscaping materials shall include vegetation with a low fuel potential to reduce fire hazard. <p>Sheriff Services</p> <ul style="list-style-type: none"> • Increased population from the project site will offset the cost of additional required facilities for Sheriff's service expansion. • Standard design features to enhance project security shall be implemented into tract design including: adequate lighting, perimeter walls, and implementation of a neighborhood watch program. 	<p>Fire Protection Services</p> <ul style="list-style-type: none"> • Project would conform to adopted design guidelines and existing County regulations. <p>Sheriff Services</p> <ul style="list-style-type: none"> • Project would conform to adopted design guidelines and existing County regulations.

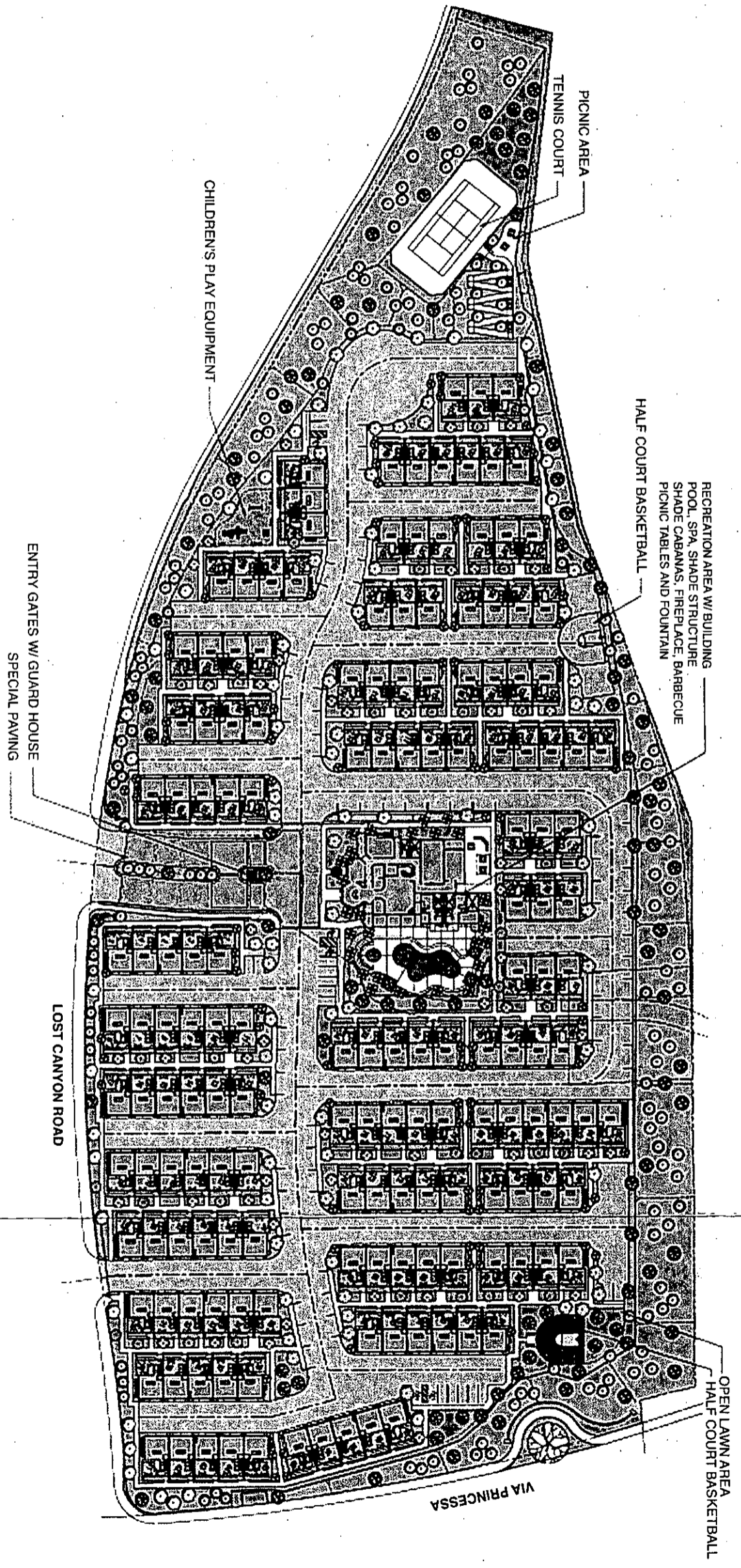
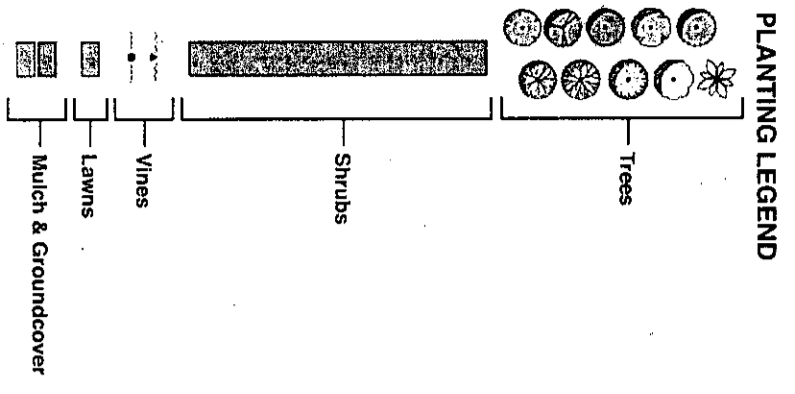
**TABLE 2
SUMMARY OF APPLICABLE
MITIGATION MEASURES AND PROJECT DESIGN FEATURES (CONT.)**

POTENTIAL IMPACTS	RELEVANT MITIGATION MEASURES ALREADY REQUIRED BY THE 1986 EIR AND/OR THIRD ADDENDUM	PROJECT DESIGN FEATURES
<p>L. Utilities/Other Services</p> <p>Project would increase water demand, generation of solid waste and need for library services.</p>	<p>Water Supply</p> <ul style="list-style-type: none"> • Install low-flush toilets and low-flow showers and faucets; • Landscape with native or other drought-tolerant plant species; • Limit impervious paving to the extent possible in order to facilitate groundwater recharge <p>Solid Waste</p> <ul style="list-style-type: none"> • None. <p>Library Services</p> <ul style="list-style-type: none"> • None. 	<p>Water Supply</p> <ul style="list-style-type: none"> • None. <p>Solid Waste</p> <ul style="list-style-type: none"> • Approval of the project's Recycling and Reuse Plan by the County. <p>Library Services</p> <ul style="list-style-type: none"> • As part of the project, the developer would be required to pay the current library facilities and services fee.
<p>M. Land Use</p> <p>Project includes a request to change land use designation from Neighborhood Commercial to R-3-25.</p>		<ul style="list-style-type: none"> • None.
<p>N. Green Building / Greenhouse Gases</p> <p>Project would increase potential emission of greenhouse gases.</p>	<ul style="list-style-type: none"> • None. 	<ul style="list-style-type: none"> • Project includes project design features to reduce the amount of greenhouse gases that would be generated by the proposed project.



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Figure 3
 Project Location and
 Surrounding Land Uses

SOURCE: GlobeXplorer, 02-01-2005, ESA 2006.



SOURCE: Alhambra Group, 2006.

Westshire EIR Addendum - 204502
Figure 4
 Site Plan

**TABLE 3
WESTSHIRE DEVELOPMENT SUMMARY**

Development Feature	Approximate Acres	No. of Units/Spaces	Additional Description
Condominiums	6.1 acres	163 units plus 2 manager's units	Includes garages
Garage parking	[Included in condominiums]	326 parking spaces	2 parking spaces per unit in attached garage
Streets and on-street parking	3 acres	76 (includes 5 handicapped parking spaces)	
Recreational area	0.5 acres	N/A	Includes recreational center, tennis court, two half basketball court, and swimming pool, spa, cabanas, fireplace, barbecue, picnic tables, and fountain
Landscaping/open space	2.9 acres	N/A	
TOTAL	12.5 acres	163 condominium units 2 manager's units 326 garage parking spaces 76 on-street parking spaces	

SOURCE: Pardee Homes, 2006.

Condominium Units

Development at the site would include 165 condominiums in 36 buildings, each with three to six units. Building rooflines would vary, and building heights would vary from two- to three-stories, with ground floor parking accessible from the rear of each unit. Individual unit sizes would range from two-bedroom/two-bath units (with a minimum size of approximately 1,300 square feet) to four bedrooms and four baths (with a maximum size of approximately 1,740 square feet). The development would provide one four-bedroom/four-bath unit in each building, and a mix of two- and three-bedroom units throughout. Buildings are centered along common areas with landscaped walkways and have ground-floor garages accessible directly from the units.

The project would also include two manager's units located in the recreation/pool complex toward the center of the project site.

Parking

The proposed project would provide a total of 402 parking spaces. Each condominium would include an attached two-car covered garage (326 parking spaces). The site would also provide 76 on-street (pocket) parking spaces, including five handicapped spaces.

Circulation

The main and secondary entrances to the proposed development would be located along Lost Canyon Road. The main entrance would be distinguished by special paving, gates, a landscaped median, and a guard house; the secondary entrance would also be gated. Internally, the street

pattern would reflect a modified grid consisting of one primary street with an east-west orientation, and cross streets with north-south orientations that reflect the north-south axes of the proposed building placement. Pedestrian access would be provided by a series of interconnecting sidewalks that link the four quadrants of the proposed development. Access to the commercial site under construction to the southwest of the site would be via a pedestrian walkway along Lost Canyon Road from the project entry at Lark Way and stairs from the south side of the site to Lost Canyon (see Exhibit A).

Recreational Amenities, Landscaping, and Open Space

The project would provide 3.4 acres of recreational amenities, landscaping, and open space. Slopes along the northern perimeter, most of the eastern perimeter, and the southwestern perimeter of the site would be landscaped. Near the edges of the site, the following amenities would be provided (see Figure 4):

- A tennis court and picnic area in the northwest corner of the site;
- A half court for basketball, along the northern perimeter; and a lawn area and second half court for basketball in the northeast corner of the site; and
- A children's park, surrounded by landscaping, would be located along the southern perimeter, west of the main entrance, and adjacent to the landscaped slopes along Lost Canyon Road.

The proposed recreation center would include:

- Outdoor pool;
- Spa;
- Cabanas;
- Fireplace, barbecue, picnic tables, and a fountain;
- Assembly room;
- Library;
- Gourmet kitchen;
- Racketball court;
- Fitness room; and
- Media center.

Figure 4 provides a preliminary landscaping plan, as well as the proposed location of recreational amenities at the site. Landscaping would include a variety of plants that would include palm trees, olive trees, sycamores, flowering plants, and bushes throughout the site, along all sidewalks and building facades, and throughout the landscaped buffer along the perimeter of the site. **Table 4**, below, provides a list of proposed plants to be used at the site.

**TABLE 4
PROPOSED PLANT LIST**

Type of Plant	Botanical Name	Common Name	Size	Number
Tree	<i>Cocos Plumosa</i>	Queen Palm	8-ft. br. tr.	26
Tree	<i>Chitalpa Tashkentensis</i>	Pink Chitalpa	24-in. box	102
Tree	<i>Koelreuteria bipinnata</i>	Chinese flame tree	24-in. box	26
Tree	<i>Liquidambar styraciflua 'Palo Alto'</i>	Sweetgum	15 gal.	48
Tree	<i>Olea Europea 'Swan Hill'</i>	Fruitless olive	24-in. box	35
Tree	<i>Pinus canariensis</i>	Canary Island pine	24-in. box	31
Tree	<i>Platanus racemosa</i>	California sycamore	15 gal.	18
Tree	<i>Prunus caroliniana 'Bright n Tight'</i>	Columnar Carolina Cherry	24-in. box	90
Tree	<i>Quercus agrifolia</i>	Coast live oak	15 gal.	81
Tree	<i>Ulmus parvifolia</i>	Evergreen elm	24-in. box	64
Shrub	<i>Acapanthus africanus 'Queen Anne'</i>	Lily of the Nile	1 gal.	-
Shrub	<i>Lavandula augustifolia</i>	English lavender	5 gal.	-
Shrub	<i>Photinia fraseri</i>	Photinia	5 gal.	-
Shrub	<i>Hemerocallis hybrids</i>	Day lily	1 gal.	-
Shrub	<i>Cistus purpureus</i>	Lavender rockrose	5 gal.	-
Shrub	<i>Phormium tenax 'purpureum'</i>	Purple New Zealand flax	5 gal.	-
Shrub	<i>Raphiolepis indica</i>	Indian hawthorn	5 gal.	-
Shrub	<i>Tulbaghia violacea</i>	Society garlic	1 gal.	-
Shrub	<i>Escallonia fradesi</i>	Escallonia	5 gal.	-
Shrub	<i>Camillia japonica 'red'</i>	Red camellia	5 gal.	-
Shrub	<i>Leptospermum scoparium 'snow white'</i>	Tea tree bush	1 gal.	-
Shrub	<i>Nandina domestica</i>	Heavenly bamboo	5 gal.	-
Shrub	<i>Rhamnus californica</i>	Coffeeberry	5 gal.	-
Shrub	<i>Pittosporum tobira 'wheeler'</i>	Wheeler's dwarf tobira	5 gal.	-
Vine	<i>Parthenocissus tricuspidata</i>	Boston ivy	5 gal.	-
Vine	<i>Distictus buccinatoria</i>	Blood red trumpet vine	5 gal.	-
Lawn	<i>Festuca arlundiacea</i>	Watersaver 2	Hydroseed	As required
Wood mulch	<i>50/50 brown overs</i>	Colored wood mulch	3-in. max	As required
Ground cover	<i>Myoporum parvifolium</i>	Prostrate myoporum	1 gal.	As required

SOURCE: Alhambra Group, 2006.

This list of plants does not include any plants considered by the County to be invasive species (Lin, 2002).

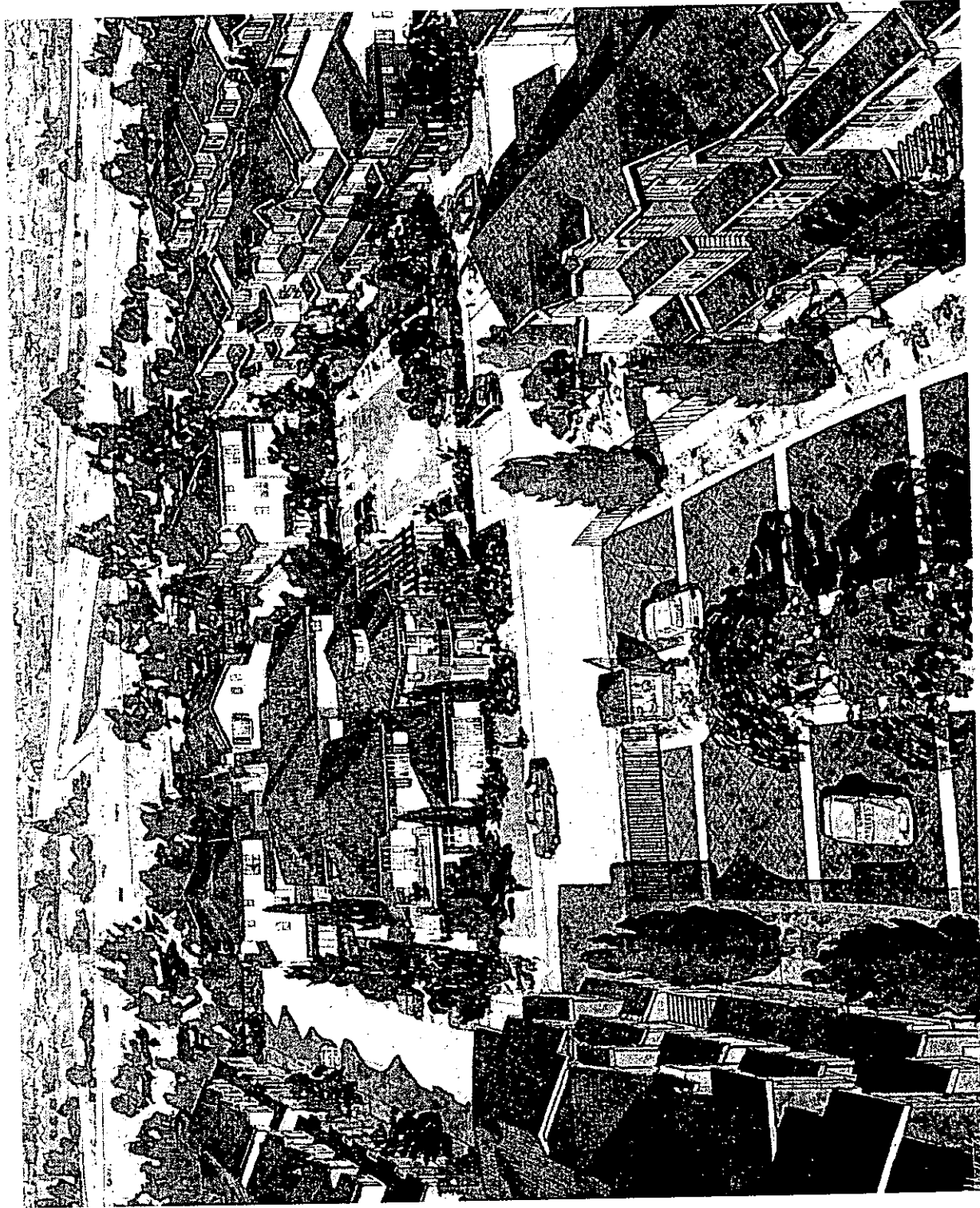
Building Design

Proposed development would provide wood-framed two- and three-story buildings with varied sloped roof lines. In addition, because of the varied proposed sizes of each building, development would avoid long, unarticulated building facades. **Figure 5** provides a conceptual rendering of building design at the main entrance from Lost Canyon Road. **Figure 6** provides a rendering of a pedestrian-level street scene. Building design would be required to conform to the 1986 Specific Plan's Design Guidelines, as amended to date.

Green Building Features

The proposed project also includes the following standard features to reduce the potential for greenhouse emissions:

- **Spectrally Selective Glass:** Minimizes fabric fade and reduces energy loss. Spectrally Selective Glass will be less than .40 U value and less than .4 Solar Heat Gain Coefficient.

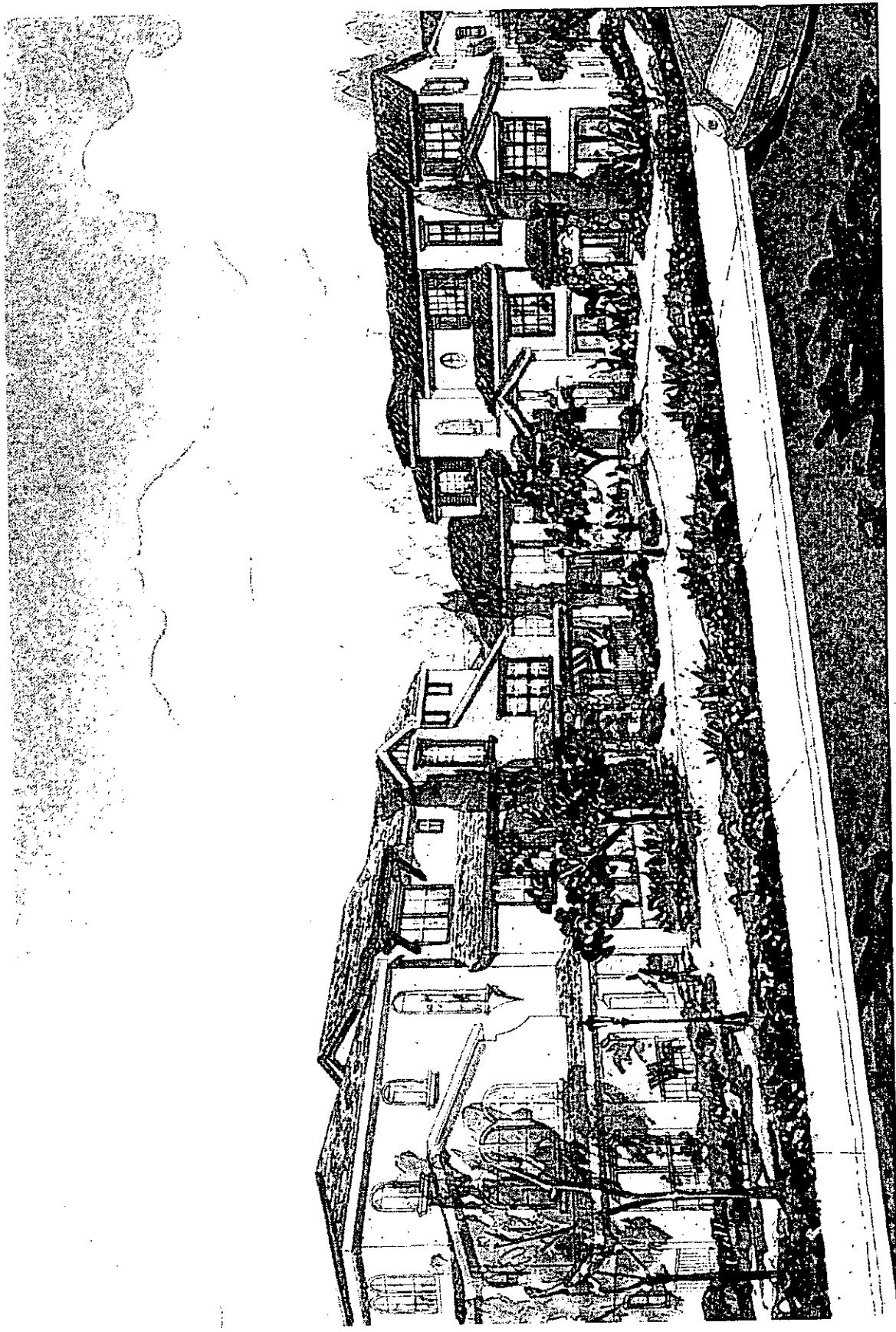


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Figure 5

Conceptual Rendering:
Main Entrance along Lost Canyon Road

SOURCE: Bloodgood Sharp Busler, 2005.



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Figure 6
Conceptual Rendering: Street Scene

SOURCE: Bloodgood Sharp Buster, 2005.

- Sealed Duct System: Reduces wasted energy by eliminating air leaks into non-living spaces. Sealed, tight ducts will be tested to ensure that no more than a six percent leakage.
- Insulation-Minimum R30 in Ceilings: House performs at 15 percent over state code.
- Fluorescent Lighting: A majority of lighting would be fluorescent, which uses 66 percent less heat and lasts up to 10 times longer than incandescent.
- EnergyStar® Appliances: Use 10 percent to 50 percent less energy, depending on the product.
- Third-Party Energy Inspection: ComfortWise certifies that a home exceeds federal code by 30 percent.
- Flooring from Recycled Materials: Carpet from recycled soda bottles.
- Engineered and Certified Wood: Grown and harvested in a way that protects forests long term.
- Water Heater with an Energy factor of 60 or Greater: Heats only the amount of water needed to the desired temperature.
- Cellulose Attic Insulation: Made from recycled newspaper and sprayed in for superior sealing with little waste.
- Low VOC Paint: Virtually non-toxic, with little odor and no ozone-depleting chemicals.
- Energy Efficient Insulated Exterior Board with One Coat Stucco: This reduces energy loss.
- HVAC System: Exceeds Title 24 standards.
- Water-Saving Faucets and Fixtures: Can cut water usage by half while maintaining desired water pressure.

The following green building features would be optional for potential homeowners:

- Flooring from Sustainable Materials: Uses material like bamboo and cork.
- Reverse Osmosis Water Treatment System: Reduces up to 99 percent of impurities found in tap water.

In addition, the following green building features would be included for the common areas within the proposed project:

- Drought-Tolerant Landscaping: Uses native plants that require a fraction of the water needed to maintain a lawn.
- Multi-Programmable Irrigation Clocks: Reduces water usage for landscape irrigation.

Noise Barrier

Because the SR-14 right-of-way forms the northern boundary of the site, the applicant proposes to construct an eight-foot tall concrete wall that would act as a noise barrier along the SR-14

right-of-way and a small portion of Via Princessa. This wall would be located at the top of the grade that would separate project buildings and some of the project recreation areas from SR-14 (see Figure 3). Vines (i.e., Boston ivy or blood red trumpet vine) would be planted along the length of the wall to reduce the potential for graffiti. Landscaping along the slope from the SR-14 right-of-way to the buildable portion of the site would provide additional screening for portions of the sound wall. The developer would work with County staff to develop mutually agreeable plans for a noise wall through the final engineering process. The applicant would be required to conform to the provisions of Los Angeles County Code Chapter 12.08 *Noise Control*. The proposed noise barrier would adequately reduce noise levels at two small recreation areas near the perimeter of the site: a basketball court at the northeastern corner of the site; and tennis courts and a small picnic area at the northwestern corner of the site. The project does not include outdoor balconies, patios, or other usable open space along the SR-14 perimeter.

Noise Reduction Features

The proposed project would include dual paned windows, and, as is required by mitigation measures identified under the 1986 Specific Plan EIR, the installation of noise insulation. All residential buildings are oriented perpendicularly to SR-14, and include no outdoor balconies or patio space.

Off-Site Improvements

A Traffic Study for the proposed development, completed by Katz, Okitsu & Associates (KOA) (October 2, 2007; January 16, 2008) indicates that minor off-site circulation system improvements would be required. The developer/applicant has agreed to make project-specific traffic improvements and to contribute its fair share for its contribution to cumulative impacts as allowed by the Los Angeles County Department of Public Works. These improvements include a fair-share contribution toward restriping the westbound intersection approach (Lost Canyon) of the Via Princessa/Los Canyon Road intersection; a fair-share contribution toward a double southbound left-turn movement onto the Via Princess/SR-14 northbound ramp; and a fair-share contribution toward an additional westbound lane at the westbound off-ramp of Via Princessa/SR-14.

Additional off-site improvements would be made along the Via Princessa right-of-way for stormwater drainage. Other upgrades may be required within street rights-of-way for public utility services that could, for example, installation of telecommunications equipment.

SECTION 3

Environmental Impacts and Mitigation Measures

This section includes a brief discussion of environmental topics that since 1986 (when the Specific Plan EIR was adopted), have been affected by new regulations, or were not discussed in detail in previous environmental documents, or for which technical studies were completed. When combined with already required compliance with state and local regulations; local ordinances and codes; and the mitigation measures already required by previous documents, all potential environmental impacts of the proposed project are reduced to a less than significant level. The following technical studies have been completed in support of this Addendum and are attached as appendices:

Technical Study	Appendix
Air Quality Worksheets	C
Health Risk Assessment for Westshire	D
Biological Resources Assessment	E
Traffic Impact Study	F
Greenhouse Gases / Global Warming	G

This section of the Addendum presents a discussion of 14 environmental topics for which the following are discussed:

- Impacts identified in the 1986 EIR for the entire Specific Plan;
- Impacts identified by Addendum 3;
- The current project setting;
- Potential impacts of the project;
- Measures already required by Existing Regulations and/or Previous Environmental Documents and/or project design features.

All potential impacts of the proposed project would be reduced to less than significant by existing regulations and/or mitigation measures identified in previous and related environmental documents.

A. Geotechnical Hazards

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

Grading operations associated with the Specific Plan were estimated to require in excess of one million cubic yards of grading. The 1986 EIR states that "*a portion of the proposed residential pad area may be subject to slope failure related to existing landslide areas. Other on-site seismic hazards are similar to those throughout the region and are considered acceptable by Southern California residents. Future development proposals would be subject to specific geotechnical investigations to identify and mitigate unstable conditions*" (p. 3-1).

Mitigation measures were identified in the 1986 Specific Plan EIR to reduce potential impacts identified in the 1986 Specific Plan EIR for the entire Specific Plan area to a less than significant level.

Impacts Associated with Addendum 3

At the time Addendum 3 was adopted, grading for Tract Map No. 47200 was estimated to be 4.4 million cubic yards of material on over 177 acres on-site, with an additional nine acres outside the tract boundary. Grading and site development were completed in accordance with the approved geotechnical report. Based on the conditions at the time, Addendum 3 adopted nearly all of the relevant mitigation measures provided in the 1986 EIR, and added new regulatory requirements.

Proposed Project

Existing Setting

The majority of the proposed project site is underlain by engineered fill placed during the bulk grading and 40-scale rough grading of the site. The maximum depth of engineered fill is approximately 50 feet in the vicinity of Lost Canyon Road and Lark Way. The engineered fill materials consist of clayey sands, sandy silts, and silty sands in a moist and compact condition. This fill is underlain by dense alluvial deposits comprised of gravelly sands and poorly sorted sands, or bedrock. The northeasterly corner of the proposed project site is underlain by bedrock of the Mint Canyon Formation at grade or near pad grade. This bedrock formation consists of nonmarine (lacustrine deposits) interbedded sandstone, siltstone, and claystone. Within the majority of the proposed project site, the bedding dips shallowly to the northeast based on geologic data obtained during the grading of the site. In the westerly portion of the site, the geologic structure becomes increasingly variable on account of northwesterly trending folds.

Project Impacts

All rough grading activities were completed on the proposed project site under the approved grading permit for Tract No. 47200. No additional fill would be required. However, as part of the proposed project, approximately 16,000 additional cubic yards of finish grading would be required to accommodate the proposed project and would be balanced on-site. In addition, a

concrete storm drain box underlies the subject project (see *1986 EIR Mitigation Measures*) and is overlain by an average of 25 feet of engineered fill dating from 1998 and 1999.

A geotechnical report has been completed for the project site entitled *Geotechnical Investigation of Tentative Tract Map No. 063483, Fair Oaks Ranch, Santa Clarita Area, County of Los Angeles, California* (Geolabs, 2005). The following is based on a brief summary of this report.

Groundwater was not encountered during the grading of the site nor during drilling of the exploratory borings for the geotechnical investigation, which were drilled to a maximum depth of 50 feet. However, based on data gathered from previous borings drilled prior to grading, groundwater is present at 50 feet or greater below the current ground surface.

The proposed project site does not contain any known active or potentially active faults, nor is it within an Alquist-Priolo Fault Rupture Hazard Zone. However, the site is located within a Seismic Hazard Zone for liquefaction hazards as established by the Seismic Hazards Mapping Act. The potential for liquefaction is greatest with a shallow groundwater table of less than 50 feet deep. According to the geotechnical investigation on the project site, and as discussed previously, groundwater is at least 50 feet below the current pad grade surface. In consideration of this lack of shallow groundwater and the dense condition of the engineered fill soils and/or alluvial deposits at depth, the potential for liquefaction at the proposed project site, is considered to be very low (Geolabs, 2005).

Due to the small slope heights associated with the project site, slope stability is not a critical geotechnical issue. No landslides are present on-site and Restricted Use Areas are not warranted.

Although the project is proposed to be constructed within the existing flood control easement where the concrete storm drain box is located, none of the buildings would be located directly on top of the storm drain box. The geotechnical investigation reports that assessments of the potential impact of additional building loads on the storm drain box were conducted. The report indicates that the new buildings would not exceed the loads anticipated by the design of the storm drain box (Geolabs, 2005).

The on-site soils are considered to have a very low to a moderate potential for expansion (Geolabs, 2005). Expansive soils can damage foundations if not addressed. However, in general, expansive soils are typically mitigated through either removal or treatment during final grading activities.

The proposed project would be constructed based on the recommendations included in the geotechnical investigation conducted for the project site.

Cumulative Impact

Impacts related to geology are based primarily on-site specific conditions. Cumulative impacts related to geologic hazards are similar to those discussed in the previous environmental documentation. No new significant cumulative impacts would occur.

Mitigation Measures/Project Design Features

As required by Section 22.46.1180 of the Los Angeles County Code (Title 22 – *Planning and Zoning*, Chapter 22.26 *Specific Plans*), the developer has submitted a geotechnical report to the Department of Regional Planning. In consultation with the County of Los Angeles, the project would be required to implement the recommendations of *Geotechnical Investigation of Tentative Tract Map No. 63483, Fair Oaks Ranch, Santa Clarita Area, County of Los Angeles, California* (Geolabs, 2005).

In addition, the project is already required to conform to the following measures originally identified for the 1986 Specific Plan EIR and updated in the Third Addendum, as follows:

- All grading operations shall be conducted in conformance with the Los Angeles County Grading Ordinance.
- All grading activities shall adhere to the recommendations included within the current and subsequent geotechnical reports, including the following:
 - All certified artificial fill and alluvium shall be removed and recompacted to the required maximum density;
 - All organic material shall be removed prior to grading certifications;
 - All on-site drainage shall conform to the future Drainage Concept Plan to reduce potential erosion impacts.

In addition, the following Standard Code requirements apply to the proposed project: Building Ordinance No. 2225, Sections 308B, 309, 310, 311, and Chapters 29 and 70.

Significance

Geotechnical hazard impacts associated with implementation of the proposed project would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with geotechnical hazards would be similar for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses.

B. Flood Hazard & Water Quality

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

According to the 1986 Specific Plan EIR, a portion of the Specific Plan area is subject to floodway and capital floodplain impacts associated with the Santa Clara River and the on-site tributary water courses. As stated in all of the environmental documents prepared for development of various portions of the Specific Plan: "Development of the Specific Plan area would increase on-site runoff to the Santa Clara River through permeability reduction and loss of vegetated watershed" (see, for example, *Supplemental Environmental Impact Report for Canyon Park Specific Plan*, p. 3-5).

Potential impacts to water quality were not identified in the 1986 Specific Plan EIR.

Mitigation measures were identified in the 1986 Specific Plan EIR to and reduce potential impacts identified in the 1986 Specific Plan EIR for the entire Specific Plan area to a less than significant level.

Impacts Associated with Addendum 3

Addendum 3 stated that "*under Tentative Tract 47200 impacts to the unnamed blue line stream located on the site were reduced and all other flood hazard related impacts would be similar to those discussed in the 1986 Specific Plan EIR*" (p. 3-3). The flood control improvements were constructed to the satisfaction of the County and in accordance with the approved drainage concept, hydrology plans and final storm drain plans as approved. In addition, all recommendations of the California Department of Fish and Game (CDFG) and Army Corps of Engineers (USACE) were followed.

Potential impacts to water quality were not identified in Addendum 3.

Regarding relevant mitigation measures, the Third Addendum noted that development proposed as part of Tentative Tract Map No. 47200 would be required to implement the terms of a Nationwide Permit that had already been issued and that all mitigation measures identified in the 1986 EIR would still be required.

Proposed Project

Existing Setting

Control of the flow of pollutants into surface and ground waters is the responsibility of the State of California and the County of Los Angeles. The State of California is authorized to administer aspects of the National Pollutant Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act. Originally, the NPDES program applied only to industrial process wastewater and municipal sewage treatment plants. However, in 1987, the federal Clean Water Act was amended to require the U.S. Environmental Protection Agency to regulate storm

water discharges through the use of NPDES storm water permits. In California, the State Water Resources Control Board (SWRCB), through the Regional Water Quality Control Boards (RWQCB), administers these permits. Each RWQCB is required to adopt a Water Quality Control Plan (WQCP) that addresses the existing water quality in the region, the beneficial uses of the region's groundwater and surface water, and local water quality conditions and problems that may compromise water quality. The purpose of the NPDES permit is to ensure that both point source and non-point source discharges, including the discharge of storm water to federal and state surface waters, are controlled to the extent feasible so that beneficial uses of these waters are protected and enhanced. Therefore, storm water quality management must be considered during a project's planning phase, implemented during construction, and ultimately maintained for the life of the project.

The Los Angeles RWQCB administers the NPDES permit in the region in which the 1986 Specific Plan area is located, and has prepared a WQCP referred to as the Basin Plan. The Basin Plan is implemented by issuing and enforcing waste discharge requirements for individuals, communities or businesses whose waste discharges (including storm water runoff) may affect water quality.

The project site drains from southwest to northeast into three existing inlets provided as part of the development proposed under Tentative Tract Map No. 47200. The three inlets are tied into two storm drain pipelines maintained by the California Department of Transportation (Caltrans) and Los Angeles County, respectively.

Although the geological investigation indicates that the project site is located on a flood control easement line, the site itself is not located with a flood plain. The project site would, however, result in new impervious surfaces at the project site.

Project Impact

Because the project site covers an area greater than one acre, a Storm Water Pollution Prevention Plan (SWPPP) would be required. During construction of the proposed development, the project applicant would be required to submit a Notice of Intent and SWPPPs to the RWQCB in compliance with the NPDES requirements, which:

- Identifies all potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges from the construction-site;
- Describes practices to be used to reduce pollutants in storm water discharges from the construction-site; and
- Helps assure compliance with the terms and conditions of the permit (when the plan is designed for the individual site, and is fully implemented).

In addition, a SWPPP must be prepared and implemented at the project site and revised as necessary if administrative or physical conditions change. The SWPPP would include Best Management Practices (BMPs), in accordance with the Standard Urban Storm Water Mitigation

Plan for Los Angeles County, that address source reduction and provide measures and controls necessary to mitigate potential pollutant sources. The SWPPP would be available to the public under Section 308(b) of the Clean Water Act and would be made available to the State Water Resources Control Board upon request. Required elements of the SWPPP include:

- A site description addressing the elements and characteristics specific to the site;
- Descriptions of BMPs for erosion and sediment controls;
- BMPs for construction waste handling and disposal;
- Implementation of approved local plans;
- Proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements; and
- Non-storm water management.

A *Drainage Concept/Hydrology Study/SUSMP Report* (the drainage concept plan) (Sikand Engineering, 2007) was submitted as part of the project previously approved under Tentative Tract Map No. 47200. Development proposed as part of the currently proposed project would result in impervious surfaces over approximately 86 percent of the site. The drainage concept plan ensures that storm water from the proposed project site and surrounding areas would not result in erosion or flooding. The plan demonstrates that on-site and/or off-site drainage plans would be designed to adequately retain, capture and convey increased runoff in accordance with the County's design standards to mitigate or avoid flood hazards. Furthermore, the proposed project shall incorporate BMPs to the extent feasible so as to avoid increasing runoff quantity and velocity, where possible. The drainage concept plan states:

"The proposed developments include condominium development, related storm drain catch basins and pipelines, centralized SUSMP device, slopes and streets. The proposed storm drain catch basins and pipelines will carry the runoff from the entire site to the downstream existing pipeline. Detailed locations of proposed area-drain inlets between buildings will be indicated on [the] proposed grading plan. The storm drain and related easements will be provided to the satisfaction of [the] Los Angeles County Department of Public Works.

To meet the SUSMP requirements of the County, two off-line centralized water treatment devices near the join of existing storm drain pipes will be installed. . . . The detail structural type and specifications of the device will be provided in the Storm Drain Plan. The proposed driveways have enough capacities . . . to carry runoff to the catch basins or are drain inlets."

BMPs for the construction phase would also include: proper stockpiling and disposal of debris, concrete, and soil; protecting existing storm drain inlets; stabilizing disturbed areas; erosion controls; proper management of construction materials; waste management; aggressive litter control; and sediment controls.

Storm water runoff and urban pollutants would be controlled during continued operation of the proposed project. The project would be required to implement specific water quality management plans (WQMPs) to address stormwater runoff and detention. The WQMP sets forth an integrated approach to stormwater management that utilizes BMPs designed to function with the drainage plan for the site, to address treatment of urban water and storm water on-site. Appropriate structural and non-structural BMPs for the proposed project and potential for stormwater pollution to minimize the introduction of pollutants into the existing or future storm drain system must be identified. The proposed project would be required to comply with all applicable federal, state and regional regulations to protect water quality during construction, as well as during the life of the project.

The project site is mapped by the Federal Emergency Management Agency as Zone C, an area of minimal flooding. The proposed project, with the storm water design improvements, would not substantially alter the drainage pattern, nor would it likely result in any flooding on- or off-site.

Cumulative Impact

Cumulative impacts related to flood hazards are similar to those discussed in the previous environmental documentation. No new significant cumulative impacts would occur.

Mitigation Measures/Project Design Features

No additional project-specific mitigation measures are required. A Drainage Concept Plan has been submitted to the Los Angeles County Department of Public Works for the previously proposed project at the site (under Tentative Tract Map No. 47200). The project would already be required to implement the Nationwide Permit that has been issued for the site. A new Drainage Concept Plan would be required by the County, and has been submitted for the proposed project.

The proposed project would not be required to conform to any additional measures, including measures identified in the 1986 Specific Plan EIR or Addendum 3; those measures have either been completed or are no longer applicable.

Significance

The impact of the project would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with flood hazard and water quality would be slightly greater for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. The proposed project would include approximately 9.1 acres of impervious surfaces as compared to 8.4 acres if neighborhood commercial development were to occur on the site. This is due the recreational amenities (i.e., tennis court) located on the southwest portion of the site. However, it should be noted that project impacts would be less than significant.

C. Fire Hazards

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

Potential impacts related to fire hazards were not discussed in the 1986 Specific Plan EIR.

Impacts Associated with Addendum 3

Potential impacts related to fire hazards were not discussed in Addendum 3.

Proposed Project

Existing Setting

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild Mediterranean climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. The local climate of the project area is characterized by dry, hot summers in the temperature range of 75° Fahrenheit (°F) to 100 °F, with relatively cool winters ranging in temperature from between 40 °F and 65 °F. The project area receives between 15 and 18 inches of rain per year, primarily between November and March.

The fire station closest to the project site is Fire Station 107, which is located at 18239 Soledad Canyon Road in Santa Clarita, approximately 1.9 miles from the project site (LACFD, 2006).

Project Impact

The project site is located immediately adjacent to large developed areas, which in turn are surrounded by vast expanses of hilly and often dry, undeveloped lands. The proposed project site is located in a very high fire hazard severity zone (Fire Zone 4), as defined by Title 26 of the Los Angeles County Building Code.

Section 3404, *Fire Apparatus Access Roads*, of the Los Angeles County Fire Code states:

Fire apparatus access roads shall be constructed and maintained throughout the site in accordance with Section 902.2. Aisles or passageways shall be provided so as to allow fire department hose streams to reach all stored items and material (Ord. 2002-0080§65,2002).

The Los Angeles County Fire Department (LACFD) provides design review for major projects. As a result, all fire code requirements for access to the site from proposed and existing roadways would be implemented, as well as requirements for hose access to all structural portions of the site, requirements for fire flow, and requirements for fire hydrants. All projects within the Specific Plan are required to comply with current fire code requirements and would be subject to approval of the LACFD before issuance of building permits. Hence, the proposed project would not impair the implementation of, or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

Cumulative Impact

No cumulative impact is expected as long as all existing and future projects follow LACFD applicable regulations concerning site plan review, fire flow, the location of hydrants, access to development by fire fighting equipment, and other applicable sections of the Los Angeles County Fire Code and Building Code with respect to lessening of fire hazards issues.

Mitigation Measures/Project Design Features

No mitigation measures are required. The proposed project would be required to conform to the applicable provisions of Title 32, *Fire Code*, of the Los Angeles County Code, which regulates required fire flow and location of hydrants; design standards for fire alarm systems, emergency alarm systems, and gas detection systems; rubbish accumulation; clearance around electrical lines; requirements for a landscape and irrigation plan; and brush removal. The project would also be required to conform to the applicable requirements of Chapter 71 (Water Efficient Landscaping) of the Los Angeles County Building Code, as well as Chapter 64 (Restrictions in Fire Zones) of the Building Code.

Significance

Potential impacts related project-induced fire hazards would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with fire hazards would be similar for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses.

D. Noise

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

The 1986 Specific Plan EIR indicated that the master development area lies within a Noise Impact Management Area as defined by the Santa Clarita Valley Area Plan. The EIR stated that existing ambient noise impacts were from vehicles traveling on SR-14 and Sierra Highway, and train noise from the railroad line. Residential dwelling units proposed adjacent to the eastern side of the SR-14 would, in 2006, experience noise levels in excess of 65 dB CNEL. Furthermore, without mitigation, those areas which border the railroad right-of-way would also experience noise levels in excess of 65 dB CNEL. In 2005, anticipated commercial development would be subject to 2005 noise levels of approximately 70 dB CNEL. However, no standards or thresholds exist for commercial development.

Mitigation measures were identified in the 1986 Specific Plan EIR to reduce potential impacts to a less than significant level. These measures included requirements for noise insulation, as well as

the appropriate berm/wall combinations to reduce first floor exterior noise levels to 65 dB CNEL, or less. Second floor balconies were specifically not recommended for residences exposed to exterior noise levels in excess of 65 dB CNEL.

Impacts Associated with Addendum 3

The area of development located within the Noise Management Area is the same as discussed in the 1986 Specific Plan EIR. Addendum 3 determined that mitigation measures included in the 1986 Specific Plan EIR were applicable to Tentative Tract Map No. 47200.

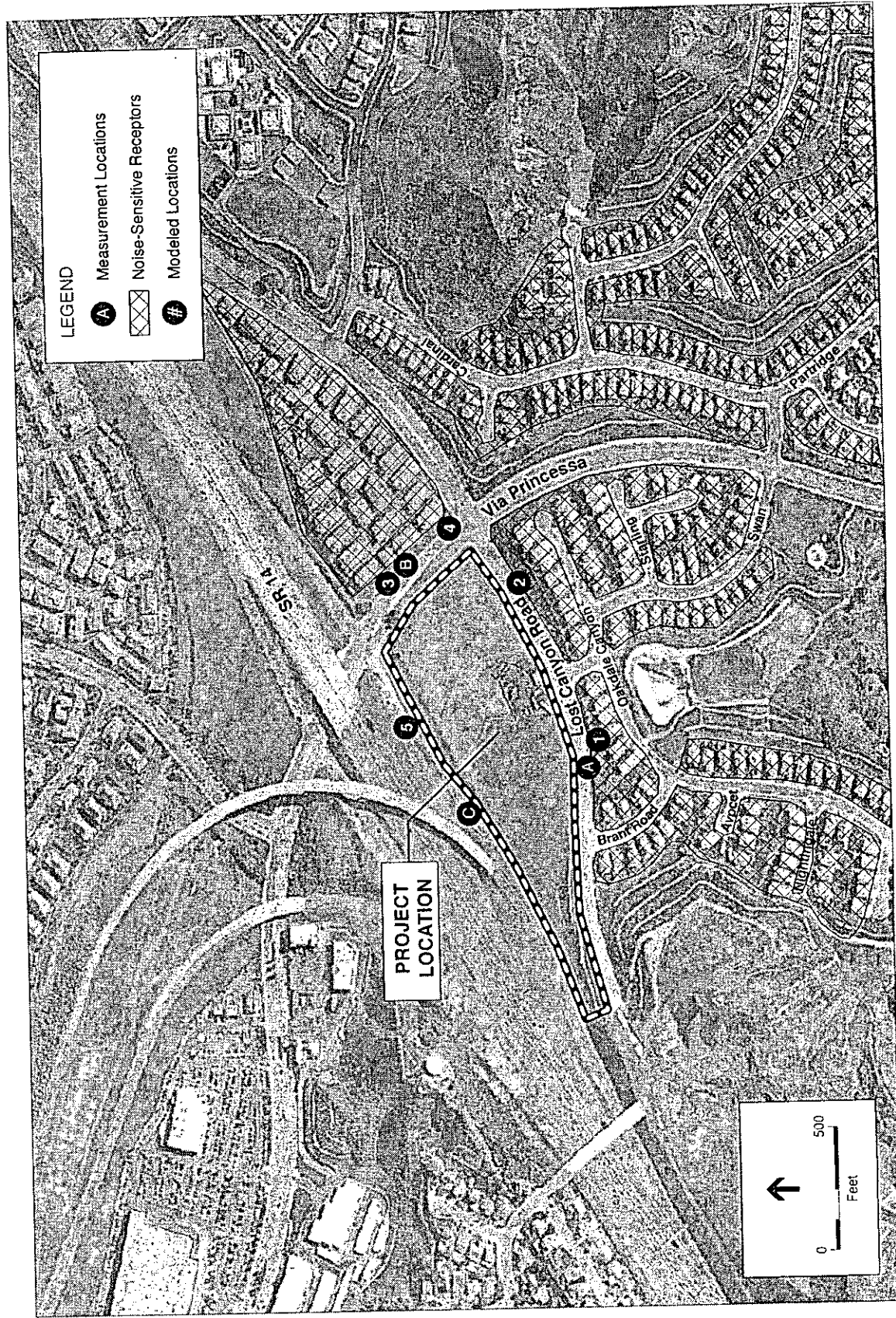
Proposed Project

Existing Setting

The unit of sound pressure ratio to the lowest sound level detectable by a young person with good auditory acuity is called a decibel (dB). Because sound or noise can vary in intensity by over one million times within the range of human hearing, decibels are a logarithmic progression used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A weighting" or dB(A). Any further reference to decibels written as "dB" should be understood to be A-weighted. Time variations in noise exposure are normally expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or, alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL).

The predominant noise source in the project area is vehicle noise from the roads that surround the project site, including SR-14 to the north, Via Princessa to the east, and Lost Canyon Road to the south. Other community noise sources include incidental noise from nearby residences (e.g., landscaping activity). Although there are train tracks within the Specific Plan area, noise levels at the project site are dominated by noise from SR-14. The train tracks are located approximately 0.5 miles north of SR-14; the project site is separated from the tracks by both SR-14 and a large housing development.

Noise monitoring was conducted on November 16, 2005, to determine the existing ambient daytime noise levels at the project site and at nearby sensitive receptor (i.e., residences) locations. Noise measurements of 15-minute durations were collected at each location. The limited measurements of 15-minute durations were used to characterize average noise levels in the surrounding community. The measurement locations are presented in **Figure 7**. A summary of noise measurement data is provided in **Table 5**, which shows ambient morning noise levels near the project site ranged from 59.2 to 67.2 dBA Leq.



Westshire EIR Addendum. 20-4502
Figure 7
 Measurement Locations
 and Noise-Sensitive Receptors

SOURCE: GlobeXplorer, 02-01-2005, ESA 2006

**TABLE 5
SUMMARY OF AMBIENT NOISE MEASUREMENT DATA**

Location	Start Time	Duration	15 Minute Average (dBA, Leq)	Existing Noise Sources
A – Lost Canyon Road	7:33 AM	15 minutes	59.2	Traffic
B – Via Princessa	7:57 AM	15 minutes	62.6	Traffic
C – Near SR-14, approximately 100 feet north of the proposed condominium locations.	9:22 AM	15 minutes	67.2	Traffic

SOURCE: ESA, 2005.

To further characterize existing noise levels in the project area, accepted noise prediction and sound propagation algorithms were used to model ambient noise levels resulting from traffic volumes on nearby roadways. Noise level projections of existing traffic conditions were made using the Federal Highway Administration's (FHWA) Noise Prediction Model and traffic data obtained from the traffic consultant (KOA, 2007). The model is based on the Calveno reference noise factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The modeled locations are presented in Figure 6. Table 6 summarizes the existing traffic noise modeled results in the vicinity of the proposed project site.

**TABLE 6
MODELED EXISTING TRAFFIC NOISE LEVELS**

Roadway Segment	Sound Level at 50 feet from Roadway Right-of- Way Center (CNEL)	Sound Level at 75 feet from Roadway Right-of- Way Center (CNEL)	Sound Level at 100 feet from Roadway Right-of- Way Center (CNEL)
1. Lost Canyon Road, east of Lark Way	55.8	54.3	52.8
2. Lost Canyon Road, west of Via Princessa	56.7	55.2	53.7
3. Via Princessa, south of SR-14	62.0	60.5	59.0
4. Via Princessa, north of Lost Canyon Road	61.9	60.3	58.8
5. SR-14, north of Sierra Highway exit	83.0	---	72.4*

Notes: *SR-14 noise levels are at a distance of 250 feet (the approximate distance to the closest proposed condo unit location) from center of SR-14 right-of-way.

Noise levels were determined using FHWA Traffic Noise Prediction Model (FHWA RD-77-108). Vehicle mix on these road segments is assumed to be 98.5 percent auto, 1.0 percent medium trucks, and 0.5 percent heavy trucks, with the exception of SR-14, which is assumed to be 94.5 percent auto, 2.9 percent medium trucks, and 2.6 percent heavy trucks. The speeds for these segments are assumed to be 35 mph autos and medium trucks, and 30 miles per hour for heavy trucks, with the exception of SR-14, which speeds are assumed to be 65 mph.

As shown, the calculated CNEL noise levels for the Lost Canyon Road and Via Princessa roadway segments as a result of existing traffic volumes ranged from 55.8 to 62.0 dBA at a distance of 50 feet from the center of the modeled roadways. The calculated CNEL noise level at a distance of 250 feet from the center of SR-14 is 72.4 dBA.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise and vibration) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses. The project site is currently undeveloped with residential uses to the east and south of the site. The nearest residences are as close as 100 feet to the south of the site, along the south side of Lost Canyon Road between Via Princessa and just west of Brant Road (see Figures 3 and 7 for the residence locations relative to the proposed project site). In addition, the proposed project would include development of multi-family residences, which are considered to be a noise sensitive use.

California Code of Regulations

An interior CNEL of 45 dB(A) is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. A weighted noise exposure of 45 dB CNEL is also the guideline level for single-family dwelling units in California. Since normal noise attenuation within residential structures with closed windows is about 20 dB, an exterior noise exposure of 65 dB CNEL is generally the land use compatibility guideline for new residential dwellings in California. Exterior standards apply to normally-used recreational exterior space (patio, porch, pool/spa, etc.). They are also a guide to likely interior noise exposure based on the structural attenuation normally achievable with various types of construction.

County of Los Angeles Noise Policies

The County has adopted local guidelines based on the community noise compatibility guidelines established by the State Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the County of Los Angeles General Plan Noise Element (Noise Element) and are expressed in terms of CNEL. CNEL guidelines for specific land uses are classified into four categories: (1) "clearly acceptable"; (2) "normally acceptable"; (3) "normally unacceptable"; and (4) "clearly unacceptable." A CNEL value of 65 dBA is considered the dividing line between a "normally acceptable" and "normally unacceptable" noise environment for noise sensitive land uses, including single-family and multi-family residences, parks, schools, and playgrounds. The CNEL guidelines are used in the analysis of the traffic-related noise levels on roadways in the vicinity of the project site.

The Los Angeles County Environmental Services Department recommends that noise from freeway traffic be limited to 60 dBA at outdoor recreation areas (patios, balconies, parks, etc.) and to 45 dBA inside habitable spaces of residential dwellings. The outdoor noise criterion is recommended to provide an acceptable noise environment for outdoor activities and recreation, while the interior criterion is intended to provide an acceptable acoustic environment for communication and sleep. It is strongly recommended that vehicle and train noise levels be limited to 65 dBA outdoors and 45 dBA indoors. For the purposes of this analysis, the 65 dBA outdoor

and 45 dBA indoor levels were used to assess the significance of exterior and interior noise levels of the proposed condominiums.

In addition, the County of Los Angeles Noise Ordinance (Noise Ordinance) establishes exterior noise standards to regulate noise associated with mobile and stationary equipment construction operations and intrusive noises within specific land use zones. Construction noise is typically governed by ordinance limits that define allowable times of equipment operations. The Noise Ordinance prohibits construction on Sundays and on legal holidays. In Exterior Noise Standards of Chapter 18.08, Part 4, Specific Noise Restrictions, Section 12.08.440, construction noise is restricted when it creates a noise disturbance across a residential or commercial property line. Table 7 summarizes allowable noise levels permitted by Los Angeles County Noise Ordinance Section 12.08.440B.

TABLE 7
LOS ANGELES COUNTY ALLOWABLE CONSTRUCTION NOISE LEVELS

Time	Single-Family Residential (dBA)	Multi-family Residential (dBA)	Semi-Residential/ Commercial (dBA)	Business Structures (dBA)
Mobile Equipment^a				
Daily, except Sundays and legal holidays, 7 AM to 8 PM	75	80	85	85
Daily, 8 PM to 7 AM, and all day Sunday and legal holidays	60	65	70	85
Time	Single Family Residential (dBA)	Multifamily Residential (dBA)	Semi-Residential/Commercial (dBA)	
Stationary Equipment^b				
Daily, except Sundays and legal holidays, 7 AM to 8 PM	60	65	70	
Daily, 8 PM to 7 AM, and all day Sunday and legal holidays	50	55	60	

Notes:
^a Maximum noise levels for non-scheduled, intermittent, short-term operation (less than 10 days) of mobile equipment.
^b Maximum noise levels for repetitively scheduled and relatively long-term operation (period of 10 days or more) of stationary equipment.

Industry Accepted Standards

It is recognized that an increase in noise level of 3 dB is considered to be just perceptible in a community noise environment and an increase of 5 dB would be readily perceptible.² An increase above ambient noise levels between 3 dBA and 5 dB would result in an adverse, but not significant impact, while an increase in noise level greater than 5 dB would be considered a significant impact. These guidelines are commonly used in acoustics and noise impact assessments to address increases in noise levels.

Construction activities, especially heavy diesel equipment, would initially create short-term noise increases near the project site. Upon completion of construction, operational noise consisting

² Bruel & Kjaer, *Acoustic Noise Measurements Handbook*, 5th Ed., Hassall, J.R. & Zaveri, K., June 1998, pages 34 and 62.

primarily of vehicular traffic would cause an incremental increase in long-term, area-wide noise levels throughout the project area. Due to the general location of the project site within a developed, urban area, operational project-related noise impacts would be created primarily by on-site circulation.

Construction Noise Impacts

Project noise levels related to construction within and adjacent to the project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction activities could involve excavation, grading, trenching, earth movement, and vehicle travel to and from the project site. Construction activities could generate significant amounts of noise at the project site, corresponding to the particular phase of building construction and the noise generating equipment used during construction. In addition, construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. **Table 8** provides typical noise levels produced by various types of construction equipment that would likely be required to construct the proposed project.

**TABLE 8
TYPICAL NOISE LEVELS OF CONSTRUCTION EQUIPMENT**

Construction Equipment	Noise Level (dBA, Leq at 50 feet)
Truck	88
Air Compressor	81
Concrete Mixer	85
Scraper	89
Grader	85
Dozer	85
Crane	83
Generator	81
Loader	85
Backhoe	80

SOURCE: Federal Transit Administration. Transit Noise and Vibration Impact Assessment. May 2006.

Earth-moving equipment used during the grading phase of construction is typically the noisiest of the construction equipment, generating noise levels up to approximately 90 dBA at 50 feet from the source. However, the noise levels shown in Table 8 represent noise levels for equipment under full load rather than chronic (hourly or longer) noise levels. Average construction noise would be approximately 80 dBA at 50 feet during construction work hours. Earth-moving equipment is anticipated to be used for approximately two to three months during the grading and site preparation phase of the project.

The majority of construction activities would occur at least 200 feet from the nearest residences; however, some limited construction activity could occur as close as 100 feet from some residences. Because noise levels from a point source attenuate at a rate of at least 6 dBA with each doubling of distance from the source, the maximum construction noise levels at the closest residences would range between 78 and 84 dBA, which would exceed the County's mobile

equipment significance threshold of 75 dBA. However, average construction noise levels would range between approximately 68 and 74 dBA at the closest residences. Unmitigated maximum construction noise levels are potentially significant. However, additional noise attenuation can be achieved by installing a temporary wall along the perimeter of the project site. Installation of an eight-foot noise wall, as proposed as part of the project, would achieve an up to 10 dB decrease in construction noise at the closest residences, resulting in maximum construction noise levels between 68 and 74 dBA, below the County's significance threshold of 75 dBA. In addition, consistent with the Noise Ordinance, construction activities would only occur between the hours of 7 AM and 7 PM, Monday through Saturday, excluding holidays. Noise impacts from construction activities would be less than significant with the implementation of mitigation measures.

Operation Noise Impacts

Vehicular Noise Impacts

The majority of project operational noise impacts would be related to off-site vehicular noise associated with the daily commute and traffic patterns of the proposed new residents. The proposed project site is currently undeveloped and does not generate any vehicle trips on nearby roadways. Off-site traffic noise that would be generated by the proposed project was analyzed for the expected project completion date (2010). Noise level projections for with- and without-project scenarios were made using FHWA Noise Prediction Model and peak hour traffic data obtained from the traffic consultant (KOA, 2006) for those road segments that would experience the greatest increase in traffic volume. The model is based on the Calven reference noise factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The results of the modeling effort are shown in **Table 9** for the future (2010) and future plus project scenarios. Based on the traffic analysis conducted for the project, implementation of the proposed project would generate approximately 970 vehicle trips per day that would be distributed over the local street network and would affect roadside noise levels. The future (2010) and future plus project traffic noise levels for SR-14, north of Sierra Highway exit, is not provided in **Table 9** as project related trip numbers for SR-14 are not available.

Estimated noise levels shown in **Table 10** correspond to a distance of approximately 50 feet from the centerline of the applicable roadway segment. As indicated in the table, the maximum increase in traffic noise as a result of the proposed project would be approximately 2.2 dBA along Lost Canyon Road, east of Lark Way. An increase of 2.2 dBA is below the significance threshold of a 3.0 dBA increase. Therefore, the proposed project would result in a less than significant operational noise impact due to increased traffic noise.

**TABLE 9
FUTURE (2010) AND FUTURE PLUS PROJECT TRAFFIC NOISE LEVELS IN THE PROJECT VICINITY**

Roadway Segment	CNEL at 50 feet from Roadway Centerline		Incremental Increase (dBA) of Future Plus Project vs. Future
	Future (2010)	Future + Project	
1. Lost Canyon Road, east of Lark Way	56.6	58.8	2.2
2. Lost Canyon Road, west of Via Princessa	57.7	59.5	1.8
3. Via Princessa, south of SR-14	62.9	63.3	0.4
4. Via Princessa, north of Lost Canyon Road	62.7	63.2	0.5

Notes: Road center to receptor distance is 15 meters (approximately 50 feet) for values shown in this table. Noise levels were determined using FHWA Traffic Noise Prediction Model algorithms (FHWA RD-77-108); Noise levels would be considered significant if the incremental increase in noise is equal to or greater than 3 dBA. Vehicle mix on these road segments is assumed to be 98.5 percent auto, 1.0 percent medium trucks, and 0.5 percent heavy trucks. The speeds used in the model are 35 miles per hour (mph) for autos and medium trucks, and 30 miles per hour for heavy trucks.

**TABLE 10
CUMULATIVE TRAFFIC NOISE LEVELS IN THE PROJECT VICINITY**

Roadway Segment	CNEL (dBA) at 50 feet from Roadway Centerline							Is the Project Cumulatively Considerable?
	Future (2010)	Future (2010) + CPs	Increase	Sig?	Future (2010) + CPs	Future (2010) + CPs + Proposed Project	Increase	
Lost Canyon Road, east of Lark Way	56.6	62.3	5.7	Yes	62.3	63.0	0.7	No
Lost Canyon Road, west of Via Princessa	57.7	62.6	4.9	Yes	62.6	63.3	0.7	No
Via Princessa, south of SR-14	62.9	68.6	5.7	Yes	68.6	68.8	0.2	No
Via Princessa, north of Lost Canyon Road	62.7	68.6	5.9	Yes	68.6	68.7	0.1	No

Notes: CP = cumulative projects. Road center to receptor distance is 15 meters (approximately 50 feet) for values shown in this table. Noise levels were determined using FHWA Traffic Noise Prediction Model algorithms (FHWA RD-77-108); Noise levels are considered significant if the incremental increase in noise is equal to or greater than 3 dBA. A project increase of 2 dBA or more to a significant cumulative impact would be cumulatively considerable because in non-laboratory conditions the trained human ear is generally not able to discern changes in environmental sound levels of less than 2 dBA (Caltrans, 1998). Vehicle mix on these road segments is assumed to be 98.5 percent auto, 1.0 percent medium trucks, and 0.5 percent heavy trucks. The speeds used in the model are 35 miles per hour (mph) for autos and medium trucks, and 30 miles per hour for heavy trucks.

On-site Noise Impacts

The proposed project would include 165 condominium units. As provided in Table 5, existing exterior noise levels along the perimeter of the project site were measured between 59.2 and 67.2 dBA and modeled ambient CNEL noise levels along the project perimeter are estimated to be up to 72.4 dBA (see Table 6), which exceeds the exterior noise CNEL threshold of 65 dBA.

As such, the proposed project would place residential development in an area where potentially significant unmitigated interior and exterior noise levels would occur at the proposed residence locations closest to SR-14. Pursuant to the California Noise Insulation Standards, an acoustical

analysis would be required to demonstrate how the residential units would be designed to meet the 45 dBA interior noise standard. Current state requirements under Title 24 California Noise Insulation Standards would ensure that interior noise levels conform to state law and would be less than significant.

The exterior recreational land uses for the proposed project include the swimming area and tennis court. The installation of a permanent sound wall to reduce exterior noise levels at the proposed condominium locations to 65 dBA CNEL would be required to reduce exterior noise impacts to less than significant levels. A concrete wall would be constructed to would act as a noise barrier along the SR-14 right-of-way and a small portion of Via Princessa for a total length of approximately 1,178 feet. This wall would be a maximum of eight feet in height and would be located at the top of the grade that would separate project buildings and some of the project recreation areas from the SR-14 right-of-way. The average predicted exterior traffic noise level with the eight-foot concrete wall would be approximately 63.5 dBA (ESA, 2007). This design feature would also further reduce interior noise at the residences, by ensuring that exterior noise levels remain less than significant.

On-site operational noise sources associated with the new residential uses would primarily be related to heating and ventilation systems and maintenance of parking and landscaped areas. Heating and ventilation systems would not be expected to generate noise levels above 50 dBA at 50 feet and would essentially not be audible off the project site. Landscape maintenance activities (e.g., lawn mowing, etc.) would be typical of those that currently occur in the existing residential areas near the project site and would be sporadic and short-term in nature. Operational noise sources would result in a less than significant impact.

Cumulative Impacts

Based on the project traffic analysis, the proposed project would generate approximately 970 vehicle trips per day that would be distributed over the local street network, affecting roadside noise levels. To assess the cumulative impact of project traffic on roadside noise levels, approved and pending cumulative projects in the proposed project area were analyzed relative to the potential to generate cumulative traffic noise impacts when combined with traffic noise levels associated with the proposed project. Seven cumulative projects were considered that are estimated to generate approximately 3,571 peak hour trips in year 2010 (KOA, 2006). The locations and land uses for these projects consist of (see Table 6 – Trip Generation of Area Projects in Appendix D):

- 45 units of single-family housing located south of Whites Canyon Road;
- 10 units of multi-family housing located north of Whites Canyon Road and east of Plum Canyon Road;
- 74 units of single-family housing located at 29046 Sand Canyon Road;
- 50 units of single-family housing located at Wisteria Valley Road between Doug Road and Terminus;

- 4 units of single-family housing located at Pineview Road and Ravenhill;
- 498 units of single-family housing and a regional shopping located at the south end of Via Princessa, and the west end of Lost Canyon Road (TR-52414; Golden Valley Ranch);
- 489 units of single-family housing and 140 residential condominiums located south of Medley Ridge and Lost Canyon Road (TR-42833).

Noise level projections for the cumulative projects and proposed project scenario were made using the FHWA Noise Prediction Model and peak hour traffic data obtained from the traffic consultant (KOA, 2006) for those road segments that would experience the greatest increase in traffic volume associated with the proposed project. The results of the cumulative impacts modeling effort are shown in Table 10.

Estimated noise levels shown in Table 10 correspond to a distance of approximately 50 feet from the centerline of the applicable roadway segment. As indicated in the table, traffic noise associated with future conditions combined with the cumulative projects would result in increases of more than 3.0 dBA at each of the study road segments. These increases in traffic noise represent a significant cumulative impact. However, the proposed project's contribution to the significant cumulative noise impact would be up to 0.7 dBA. Because an increase of 0.7 dBA is generally not discernable to the human ear, the proposed project would not be cumulatively considerable. Therefore, the proposed project would not result in a significant cumulative impact.

Mitigation Measures/Project Design Features

No mitigation measures would be required. As part of the project, the applicant proposes to construct a concrete wall that would act as a noise barrier along the SR-14 right-of-way and a small portion of Via Princessa, as required. This wall would be a maximum of eight feet in height and would be located at the top of the grade that would separate project buildings and some of the project recreation areas from the SR-14 right-of-way (see Figure 3). Landscaping along the slope from the SR-14 right-of-way to the buildable portion of the site and planting of vines would provide some screening for portions of the sound wall. The applicant would work with County staff to develop mutually agreeable plans for a noise wall through the final engineering process. The applicant would be required to conform to the provisions of Los Angeles County Code Chapter 12.08 *Noise Control*.

In addition, the project would be required to conform to the following mitigation measures identified in the 1986 Specific Plan EIR and the Third Addendum EIR:

- All on-site residences with future noise levels less than 65 dB CNEL will be in conformance with adopted policy by implementing standard construction techniques including exterior stucco, 2x4 studs, 16-inch O.C. with R-11 insulation in stud spaces, ½-inch gyp-board interiors with a maximum of 20 percent glazing. These standard construction techniques normally provide an interior noise reduction of 20 dB to 25 dB CNEL.

- Proposed berm/wall combinations of up to 11 feet will effectively reduce first floor exterior noise levels to 65 dB CNEL or less.
- All second floor windows in residential structures exposed to CNEL values in excess of 65dB and facing either the railroad or the Antelope Valley Freeway shall be glazed with ¼-inch laminated glass. Additionally, second floor balconies are not recommended for structures in residences exposed to exterior noise levels in excess of 65 dB CNEL.
- If measure (c) above is not acceptable, appropriate setbacks will be required to bring the project into compliance with the Department of Health Services.

All short-term construction noise would be limited by conditions on the construction permit, which would require compliance with the Los Angeles County Noise Ordinance, limiting the operation of heavy equipment to 7 AM to 7 PM, Monday through Friday. Interior improvement construction would be allowed on Saturdays from 7 AM to 7 PM.

The project would be required to conform to the applicable sections of Chapter 12.08 (Noise Control) of Title 12 – Environmental Protection of the Los Angeles County Code, which establishes acceptable interior and exterior noise levels for residential land uses.

The project design includes noise insulation to conform to Title 24 requirements, including dual paned windows, and noise insulation within exterior walls. The project would not include balconies or outdoor yards or patios, and would have limited usable open space along the SR-14 alignment. Two small outdoor recreation areas along the SR-14 alignment would be exposed to noise levels below the County's noise thresholds for outdoor noise. These two areas include a basketball court at the northeast corner of the site, and a tennis court and small picnic area at the northwest corner of the site.

Significance

Potential impacts related to exposure to existing ambient noise levels would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with noise from SR-14 would be greater for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses, for some residential units near SR-14. However, as the proposed project would generate less traffic than commercial uses, noise impacts associated with increased traffic levels would be less under the proposed project to area residents. In addition as described above, noise impacts associated with the proposed project would be less than significant with implementation of project design features, mitigation measures from the previous EIR and Third Addendum EIR, and compliance with applicable regulatory standards.

E. Air Quality

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

The issue of air quality was addressed in the 1986 Specific Plan EIR, which determined that the master development project exceeded the state's criteria for regional significance (generally 500 dwelling units for residential units). As such, a mitigation measure was recommended to offset potential air quality impacts, which could potentially result from implementation of the Specific Plan. It was concluded that with implementation of such mitigation, no significant impact to air quality would occur. However, the amount of estimated grading required for the master development project was underestimated, due to the lack of specific tract designs and an underestimation of construction-related impacts.

Mitigation measures were identified in the 1986 Specific Plan EIR for the entire Specific Plan area that reduced potential impacts to a less than significant level.

Impacts Associated with Addendum 3

Because the amount of grading was reduced with implementation of Tentative Tract No. 47200, air quality impacts associated with construction activities would be less than those described in the 1986 Specific Plan EIR. Operational impacts would be reduced over those discussed in the 1986 Specific Plan EIR due to fewer vehicle trips and associated emissions. Stationary emissions would be similar to those discussed in the 1986 Specific Plan EIR. Additional measures were incorporated in Addendum 3 to further reduce potential impacts related to air quality.

Proposed Project

Existing Setting

This section addresses the impacts of the development proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations, including the type and quantity of emissions that would be generated by the construction and operation of the proposed project. The analysis of project emissions focuses on whether the project would cause an exceedance of a state ambient air quality standard or an exceedance of a threshold set forth by the South Coast Air Quality Management District (SCAQMD). The site has already been mass graded as part of development approved under Tentative Tract Map No. 47200.

Regional and Local Climate

Air quality is affected by both the rate and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The proposed development site is located within the South Coast Air Basin (Basin). The distinctive climate of the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around its remaining perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild Mediterranean climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Vertical dispersion of air pollutants in the Basin is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semi-permanent high-pressure zone in which the Basin is located, are characterized by an upper layer of dry air that warms as it descends, restricting the mobility in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of smog (SCAQMD, 1993).

The local climate of the project area is characterized by dry, hot summers in the temperature range of 75 °F to 100 °F, with relatively cool winters ranging in temperature between 40 °F and 65 °F. The project area receives between 15 and 18 inches of rain per year, primarily between November and March (SCV, 2006).

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest potential for concentrated air pollutants. On days without inversions, or on days of winds averaging over 15 miles per hour (mph), smog potential is greatly reduced (SCAQMD, 1993).

Baseline Air Quality

SCAQMD maintains a network of air quality monitoring stations located throughout the Basin and has divided the Basin into air quality monitoring areas. The monitoring stations record concentrations of various criteria pollutants, including: ozone (O₃); carbon monoxide (CO); nitrogen dioxide (NO₂); sulfur dioxide (SO₂); particulate matter less than 10 microns in diameter (PM₁₀); particulate matter less than 2.5 microns in diameter (PM_{2.5}); lead (Pb); and sulfates (SO₄). **Table 11** summarizes the state and federal standards as well as the health effects and sources of the criteria pollutants.

The proposed development site is located in the Santa Clarita Valley Monitoring Area. The monitoring station for this area is in Newhall, approximately five miles west-southwest of the site. Criteria pollutants, including O₃, CO, NO₂, and PM₁₀ are monitored at this station. The Newhall Monitoring Station does not record PM_{2.5} or SO₂ concentrations. The most recent data available from this monitoring station is provided in **Table 12** and encompasses the years 2001 through 2005. In addition, Table 12 compares the pollutants to the state and national air quality standards.

TABLE 11
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
O ₃	1-hour	0.09 ppm	0.12 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and nitrogen oxides (NO _x) react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8-hour	0.07 ppm*	0.08 ppm		
CO	1-hour	20 ppm	35 ppm	Classified as a chemical asphyxiate, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8-hour	9.0 ppm	9 ppm		
NO _x	1-hour	0.25 ppm	---	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Average	---	0.053 ppm		
SO ₂	1-hour	0.25 ppm	---	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	24-hour	0.04 ppm	0.14 ppm		
	Annual Average	---	0.03 ppm		
PM ₁₀	24-hour	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	50 µg/m ³		
PM _{2.5}	24-hour	---	65 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³		
Lead	30-day	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction.	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	---	1.5 µg/m ³		

NOTES: *This concentration was approved by the Air Resources Board on April 28, 2005 and became effective on April 17, 2006; ppm = parts per million; µg/m³ = micrograms per cubic meter.

SOURCE: CARB, 2006a.

Ozone (O₃). During the 2001 to 2005 monitoring period, the state one-hour O₃ standard was exceeded between 49 and 89 times annually at the Newhall Monitoring Station, while the national standard was exceeded between 9 and 35 times annually. The highest recorded one-hour O₃ concentration during the five-year study period occurred during 2003 and was 0.19 parts per million (ppm). Prior to 2004, SCAQMD did not record the number of days that exceeded the state eight-hour O₃ standard. In 2004 and 2005, the eight-hour standard was exceeded 81 and 69 days,

respectively. The national eight-hour standard was exceeded during the five-year study period between 27 and 69 times annually. The highest recorded eight-hour O₃ concentration during the five year study period occurred during 2002 and 2003 and was 0.15 ppm.

TABLE 12
AIR QUALITY DATA SUMMARY (2001-2005) FOR THE PROPOSED PROJECT AREA

Pollutant	State Std.	National Std.	Pollutant Concentration by Year ^a				
			2001	2002	2003	2004	2005
Ozone (O₃)							
Maximum 1-hour average, ppm	0.09	0.12	0.18	0.17	0.19	0.16	0.17
Days over State Std.			49	81	89	69	65
Days over National Std.			9	32	35	13	11
Maximum 8-hour average, ppm	0.07	0.08	0.13	0.15	0.15	0.13	0.14
Days over State Std.*			---	---	---	81	69
Days over National Std.			27	56	69	52	47
Carbon Monoxide (CO)							
Maximum 1-hour average, ppm	20	35	6	3	3	5	2
Maximum 8-hour average, ppm	9.0	9	3.1	1.9	1.7	3.7	1.3
Days over Standard			0	0	0	0	0
Nitrogen Dioxide (NO_x)							
Maximum 1-hour average, ppm	0.25	---	0.10	0.10	0.12	0.09	0.09
Annual average, ppm	---	0.053	0.024	0.020	0.022	0.020	0.019
Days over Standard			0	0	0	0	0
Respirable Particulate Matter (PM₁₀)^b							
Highest 24-hour average, µg/m ³	50	150	62	61	72	54	55
Days over State Std. (% of Samples)			4(7)	7(12)	10(16)	2(3)	---
Estimated Days over National Std.			0	0	0	0	0
Annual Arithmetic Mean, µg/m ³	20	50	28.5	32.5	31.8	28.1	25.6

NOTES: *The state 8-hour standard was approved by the Air Resources Board on April 28, 2005 and became effective on April 17, 2006. **Bold values are in excess of applicable standard.** --- = Not Available; ppm = parts per million; µg/m³ = micrograms per cubic meter.

^a Data obtained from the Newhall Monitoring Station.

^b PM₁₀ measurements are collected every six days. The number in parenthesis represents the percent of collected samples that exceeded the standard.

SOURCES: SCAQMD, 2006a; CARB 2006b.

Ozone (O₃). During the 2001 to 2005 monitoring period, the state one-hour O₃ standard was exceeded between 49 and 89 times annually at the Newhall Monitoring Station, while the national standard was exceeded between 9 and 35 times annually. The highest recorded one-hour O₃ concentration during the five-year study period occurred during 2003 and was 0.19 parts per million (ppm). Prior to 2004, SCAQMD did not record the number of days that exceeded the state eight-hour O₃ standard. In 2004 and 2005, the eight-hour standard was exceeded 81 and 69 days,

respectively. The national eight-hour standard was exceeded during the five-year study period between 27 and 69 times annually. The highest recorded eight-hour O₃ concentration during the five year study period occurred during 2002 and 2003 and was 0.15 ppm.

Carbon Monoxide (CO). The Newhall Monitoring Station did not record an exceedance of the state one-hour or eight-hour CO standards from 2001 to 2005. The highest recorded one-hour CO concentration occurred during 2001 and was 6 ppm, while the highest recorded eight-hour CO concentration occurred during 2004 and was 3.7 ppm.

Nitrogen Oxides (NO_x). The Newhall Monitoring Station did not record an exceedance of the state one-hour NO₂ standard from 2001 to 2005. The highest recorded one-hour NO₂ concentration occurred during 2003 and was 0.12 ppm.

Particulate Matter (PM₁₀). The Newhall Monitoring Station recorded between 54 and 72 exceedances annually of the state 24-hour PM₁₀ standard during the five-year study period but no exceedances of the federal PM₁₀ standard. The highest recorded 24-hour PM₁₀ concentration occurred during 2003 and was 72 micrograms per cubic meter (µg/m³).

Sensitive Receptors

Some people are especially sensitive to air pollution emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house such people or places where they gather to exercise should also be considered sensitive receptors (SCAQMD, 1993). The proposed project would include development of multi-family residences, which are sensitive to air pollution. The project is immediately adjacent to SR-14, and the site is currently undeveloped with residential uses to the east and south. The nearest residences are as close as 100 feet to the south, along the south side of Lost Canyon Road between Via Princessa and just west of Brant Road.

Applicable Regulations and Guidelines

Federal Clean Air Act. The federal Clean Air Act (CAA) is a comprehensive federal law that regulates air emissions from area, stationary, and mobile sources. This law authorizes the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and the environment. The CAA was passed in 1963, and has since undergone five major amendment cycles. The latest major amendment cycle was completed in 1990, with prior major amendments having occurred in 1965, 1967, 1970, and 1977.

The USEPA utilizes six "criteria pollutants" as indicators of air quality and has established for each of them a maximum concentration level (i.e., NAAQS) above which adverse effects on human health may occur. These six criteria pollutants are CO, O₃, SO₂, NO₂, inhalable particulate matter (PM₁₀ and PM_{2.5}), and lead. Federal standards for these criteria pollutants are displayed in Table 10. The CAA specifies future dates for achieving compliance with the NAAQS and mandates that states submit and implement a State Implementation Plan (SIP) for local areas not

meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

As noted above, the development site is located in the Basin, which has been designated a federal non-attainment area for certain criteria pollutants. The Basin fails to meet the federal standards for eight-hour O₃, PM₁₀, and PM_{2.5}. Deadlines for meeting the NAAQS within the Basin have been set as 2021 for eight-hour O₃ and 2006 for PM₁₀. As of 2006, the deadline for meeting the PM_{2.5} standard has not been set. The Basin met the CO standard by December 2002; however, the Basin has not yet been redesignated to attainment for CO.

California Clean Air Act. In 1988, the state legislature passed the California CAA, which established California's air quality goals, planning mechanisms, regulatory strategies, and standards of progress for the first time. The California CAA provides the state with a comprehensive framework for air quality planning regulation and sets state air quality standards. The California Ambient Air Quality Standards (CAAQS) incorporate additional standards for most of the criteria pollutants and has set standards for other pollutants recognized by the state. In general, the state standards are more health protective than the federal standards. California has also set standards for PM_{2.5}, sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The Basin does meet the California standards for sulfates, hydrogen sulfide, and vinyl chloride, but does not meet the California standard for visibility. In addition, the Basin fails to meet the state standards for one-hour O₃, PM₁₀, and PM_{2.5}.

South Coast Air Quality Management District Air Quality Management Plan. SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The previously discussed Basin is a subregion of the SCAQMD jurisdiction.

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which address federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality and establishes thresholds for daily operation emissions. Environmental review of individual projects within the region must demonstrate whether daily construction and operation emissions thresholds established by the SCAQMD would be exceeded, and whether the project would increase the number or severity of existing air quality violations.

The SCAQMD adopted a comprehensive AQMP update, the 2003 AQMP for the South Coast Air Basin, on August 1, 2003. The 2003 AQMP outlines the air pollution control measures needed to meet federal health-based standards for O₃ (one-hour standard) by 2010, and for PM₁₀ by 2006. It also demonstrates how the federal standard for CO, achieved for the first time at the end of 2002, will be maintained.³ This revision to the AQMP also addresses several state and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated

³ The Basin has technically met the CO standards since 2002, but the official attainment status has not been reclassified by the USEPA.

emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the O₃ SIP for the Basin for the attainment of the federal O₃ air quality standard. Lastly, the plan takes a preliminary look at what will be needed to achieve new and more stringent health standards for O₃ and PM_{2.5}.

The SCAQMD has published a handbook (*CEQA Air Quality Handbook*, November 1993) that is intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts, pursuant to the CEQA. This handbook provides standards, methodologies, and procedures for conducting air quality analyses in CEQA documents and was used extensively in the preparation of this analysis.

CARB and SCAQMD Land Use Planning Guidelines. The CARB recently adopted the Air Quality and Land Use Handbook (April 2005) to provide guidance to planning agencies and air districts for considering potential impacts to sensitive land uses proposed in proximity to toxic air contaminant (TAC) emission source(s). The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. CARB's siting guidelines recommended the following: (1) avoid siting sensitive receptors within 500 feet of freeways and high-traffic roads (i.e., roads within urbanized areas carrying more than 100,000 vehicles per day); (2) avoid siting sensitive receptors within 1,000 feet of an applicable distribution center; and (3) avoid siting sensitive receptors within 300 feet of a dry cleaning facility that use the chemical perchloroethylene. The recommendations provided are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. In addition, reducing diesel particulate matter (DPM) is one of the CARB's highest public health priorities and the focus of a comprehensive statewide control program that is reducing DPM emissions each year. The CARB's long-term goal is to reduce DPM emissions 85 percent by 2020.

The SCAQMD has adopted similar guidelines in the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 2005), which also considers impacts to sensitive receptors from facilities that emit TAC emissions. SCAQMD's distance recommendations are the same as CARB's in that a 500-foot siting distance for sensitive receptors is recommended in proximity of freeways and high-traffic roads, and SCAQMD's criteria includes siting distances for distribution centers and dry cleaning facilities. The SCAQMD's document introduces land use related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

SCAQMD recommends that lead agencies apply the daily construction and operational emissions thresholds provided in **Table 13** to assess the significance of regional impacts in the Basin.

Construction Impacts

Construction of the development of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and from vehicle trips generated

from construction workers traveling to and from the project site. The project site was already mass graded as a result of development approved under Tentative Tract Map No. 47200. As a result, the majority of construction-related heavy-duty construction-related emissions have already occurred and were evaluated in Addendum 3. Limited grading is anticipated as a result of the proposed project. As a result, limited fugitive dust emissions would result from site preparation and construction activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as excavators, loaders, graders, and cranes. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release reactive organic compounds (ROC) into the atmosphere. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

TABLE 13
SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS

Air Contaminant	Construction (pounds per day)	Operations (pounds per day)
Carbon Monoxide	550	550
Nitrogen Oxides	100	55
Reactive Organic Compounds	75	55
Particulate Matter	150	150

SOURCE: SCAQMD, *CEQA Air Quality Handbook*, 1993.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for fugitive dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 reduces regional PM₁₀ emissions associated with construction activities by approximately 50 percent.

Regional Emissions

Emissions for the regional construction air quality analysis were estimated using the URBEMIS 2002 emissions inventory model (version 8.7) developed by CARB. The URBEMIS 2002 model separates the construction process into three stages. The first stage is building demolition. In this case, there are no existing buildings on the development site, and as a result, there would be no project emissions associated with this stage. The second stage of construction is site grading with emissions resulting from fugitive dust, soil haul truck trips, earth moving equipment (e.g., graders, excavators) exhaust, and worker travel. The third stage is building construction with equipment exhaust emissions from constructing buildings, asphalt paving, ROC emissions from architectural coating and asphalt paving, and worker travel. The assumed equipment mix and construction durations for stages two and three are detailed in **Appendix C** of this Addendum.

Daily construction-related regional emissions are presented in **Table 14**. As shown, maximum regional emissions would not exceed SCAQMD daily significance thresholds. Regional construction impacts would be less than significant.

**TABLE 14
UNMITIGATED CONSTRUCTION EMISSIONS**

Phase	Estimated Emissions (lbs/day)			
	ROC	NO _x	CO	PM ₁₀
Site Preparation/Grading	11	76	91	95
Building Erection/Finishing	62	53	79	2
Maximum Regional Total	62	76	91	95
Regional Significance Threshold	75	100	550	150
Exceed Threshold?	No	No	No	No

NOTE: SO₂ was not analyzed as both construction and operation of the project would generate less than one pound per day of SO₂.
SOURCE: ESA, 2006.

Local Emissions

The greatest potential for toxic air contaminant (TAC) emissions during construction would be diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively short-term construction schedule, assumed to be approximately 12 months, construction of the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. While the project would increase TACs in the local environment for about one year, the increase would not substantially degrade community health. As such, TAC emissions from construction activity would result in a less than significant impact on nearby sensitive receptors and construction workers.

Operational Impacts

Regional Emissions

Regional emissions associated with project operations would be generated by on-road vehicles and area sources. Anticipated development would generate approximately 970 vehicle trips per day (KOA, 2006). Area source emissions would be generated by the combustion of natural gas, use of landscape maintenance equipment and consumer products, and the application of architectural coatings. Regional operational emissions were estimated using the URBEMIS 2002 emissions inventory model (version 8.7). As shown in **Table 15**, operational emissions would not exceed SCAQMD thresholds. The regional operational impact would be less than significant. See Appendix C for all assumptions used to estimate the operational emissions.

**TABLE 15
UNMITIGATED OPERATIONAL EMISSIONS**

Emissions Source	Estimated Emissions (lbs/day)			
	ROC	NO _x	CO	PM ₁₀
On-Road Mobile Sources	8	8	86	10
Area Sources	11	1	1	<1
Maximum Regional Total	19	9	87	10
Regional Significance Threshold	55	55	550	150
Exceed Threshold?	No	No	No	No

NOTE: SO₂ was not analyzed as both construction and operation of the project would generate less than one pound per day of SO₂.

SOURCE: ESA, 2006.

Local Emissions and Odors

CO hotspots. Vehicle traffic has the potential to create local area CO concentrations, or hotspots, particularly where traffic congestion or delays occur and vehicles idle in place. SCAQMD recommends a hotspot evaluation of potential localized CO impacts when volume-to-capacity (v/c) ratios are increased by two percent at intersections with a level of service (LOS) of D or worse. SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from LOS C to LOS D. As indicated in Tables 16, 17, 18 and 19 (see Section H, Traffic/Access), AM and PM peak hour traffic conditions would not result in an increase of two percent in the v/c ratio for the analyzed intersections that operate at LOS D or worse (i.e., Via Princessa/SR-14 northbound ramps and Via Princessa/Sierra Highway). In addition, the project would not result in a change in LOS for any of the analyzed intersections that operate at LOS C or worse. Thus, no additional project specific analysis is necessary and it can be assumed that the project would not contribute to the formation of a CO hotspot and would not substantially degrade community health as a result of local CO emissions. As shown in Table 13, existing CO concentrations are well below the state and national standards. Local increases in CO concentrations resulting from the proposed project would be less than significant.

Toxic Air Contaminants. SCAQMD significance threshold for TACs defines an impact as significant if the proposed development would result in TACs emissions that individually or cumulatively exceed the maximum individual cancer risk of 10 in one million or an acute or chronic hazard index of 1.0. However, this is for the condition where a proposed project's emissions result in impacts on existing receptors. Although there are no guidelines on significance criteria when considering the impacts of existing sources on a proposed project, the following two criteria were used to evaluate the potential impact on the proposed project: (1) the above criterion of 10 cancers per million; and (2) the percent increase in risk from nearby existing sources on the project site over background health risks.

Using the DPM unit risk factor, as established by California Office of Environmental Health Hazard Assessment (OEHHA), the maximum carcinogenic risk on the proposed project over a

70-year lifetime of exposure from nearby sources is estimated to be less than four cancers in a million (at the maximum exposed individual). Initial cancer risks from existing nearby sources (i.e., traffic volumes on SR-14 and associated ramps), assuming no reductions in emissions in the future from regulations, are estimated to be approximately 20 cancers in a million. However, given projected decreases in DPM emissions due to regulations, the 70-year average lifetime cancer risk is reduced to less than four cancers per million. In addition, the maximum annual average concentration of DPM from nearby sources is much less than the non-carcinogenic allowable exposure level (AEL) of $5 \mu\text{g}/\text{m}^3$, thus leading to a hazard index of 0.01 compared to a significance threshold of 1.0. These estimated cancer risks are small when compared to current and future cancer risks from exposure to all TACs in California. See **Appendix D** for the Health Risk Assessment prepared for the proposed project.

Odors. A project would result in a significant operational air quality impact if it creates objectionable odors that affect a substantial number of people. The proposed project includes the operation of a 165-unit condominium complex. There would be no odor emissions associated with the proposed residential development. Therefore, the proposed project would not result in an air quality impact due to the creation of objectionable odors.

Consistency with Air Quality Plans

SCAQMD recommends that plan consistency reviews be conducted only for new or amended General Plan Elements, Specific Plans, or significant projects (SCAQMD, 1993). This is because air quality management plan control strategies are based on projects from local general plans. As such, projects consistent with local general plans are considered consistent with the air quality related regional plans.

The proposed project includes an amendment to the Canyon Park Specific Plan to change land use and zoning designation from neighborhood commercial to apartments/condominiums to accommodate the development of 165 condominium units on 6.6 acres of the 12.5-acre site. This amendment would allow the proposed project to be consistent with the Canyon Park Specific Plan, and as described above, the proposed project would not result in significant regional or local impacts and is thus not considered a significant project. As a residential project, the proposed project would result in fewer emissions than the previously approved commercial project that would be permitted under the current commercial land use designation. Therefore, the proposed project would be consistent with the 2003 Air Quality Management Plan.

Cumulative Impacts

Seven approved and pending cumulative projects within two miles of the proposed project area were analyzed relative to the potential to generate cumulative impacts when combined with impacts associated with the proposed project. The seven cumulative projects include six single-family residential developments (two of which had either a regional shopping center or residential condominium component) and one multi-family development (KOA, 2006).

Cumulative construction thresholds for air quality are the same as those used when considering a project-specific air quality impact. The SCAQMD daily significance thresholds are designed to assist the region in attaining the applicable state ambient air quality standards and the thresholds are related to a project's contribution to the regional air quality baseline. If a project would result in exceedances of daily regional emission limits, then it would be considered to substantially contribute to cumulatively considerable construction air quality impacts. The regional construction emissions calculated for the project and presented in Table 14 are less than the applicable SCAQMD daily significance thresholds. Although the project site is located in a region that is in non-attainment for O₃ and PM₁₀, emissions associated with the project would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. Therefore, there would be no significant cumulative impact associated with project construction activities.

SCAQMD's approach for assessing cumulative operational impacts is based on the SCAQMD's AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with forecasted future regional growth. If a project is consistent with the regional population, housing and employment growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative air quality impact would not occur. As shown above, the proposed project would be consistent with the 2003 Air Quality Management Plan. In addition, the proposed project's contribution to a cumulative impact would be less than cumulatively considerable because the estimated emissions that would be associated with the proposed project are well below SCAQMD's significance thresholds (see Table 11). Therefore, the project would be consistent with the underlying growth assumptions on which the AQMP is based and the cumulative operational impact would be less than significant.

Mitigation Measures/Project Design Features

The project would be required to conform to the following mitigation measures identified in the 1986 Specific Plan EIR and Addendum 3:

- In order to meet clean air goals as regulated by SCAQMD, the applicant shall comply with the AQMP.
- Proposed on-site residential areas will incorporate typical recreational amenities to encourage reduced driving to recreation centers.

None of the other mitigation measures currently apply to the proposed project. The proposed project would also be required to conform to SCAQMD's Rule 403 for the control of fugitive dust during construction, as well as all other rules governing construction equipment, and project operations that could affect air quality.

Significance

Potential impacts to air quality would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Construction impacts associated with air quality would be similar for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Operational air quality impacts would be less under the proposed project, as commercial uses would generate approximately 2,539 more trips than the proposed project.

F. Biota

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

The 1986 Specific Plan states that vegetation within the master development area was categorized into four plant communities: chamise-chaparral, coastal sage scrub, southern oak woodland, and riparian woodland. No rare or endangered plant species existed on the master development site. The unarmored three-spined stickleback fish was known to exist in the Santa Clara River, 3.5 miles upstream and 14 miles downstream from the project site. A small portion of the master development site lies adjacent to the Santa Clara River, designated as Significant Ecological Area No. 23 in the Los Angeles County General Plan. While project-specific runoff may not significantly impact downstream water quality and stickleback habitat areas, cumulative runoff impacts of this and other projects located upstream could reduce water quality, potentially impacting stickleback habitat.

Approximately 279 acres of the master development site had already been impacted by ranching and/or burning activities. The Specific Plan EIR also stated that 531 acres of the site would be dedicated as open space. Therefore, only 178 acres would be impacted by the master development project. Implementation would result in the likely removal of oak trees, native vegetation, and wildlife resources. Temporary interruption of existing ecological cycles, as a result of on-site vegetation removal and associated wildlife habitat loss, would occur as a result of proposed development. Resident wildlife populations would migrate to surrounding open space habitat areas. The proposed open space and surrounding areas would include all types of vegetation communities found within the on-site impact areas and would mitigate any species diversity impacts.

Mitigation measures were identified in the 1986 Specific Plan EIR to reduce potential impacts to biological resources in the entire Specific Plan area to a less than significant level.

Impacts Associated with Addendum 3

Implementation of Tentative Tract Map No. 47200 resulted in 177.6-acres of on-site grading and nine acres of off-site grading. The Addendum states that no impact to Significant Ecological Area No. 23 or to the unarmored three-spine stickleback (located north of site) would occur. In addition, impacts to jurisdictional waters would be fewer than those discussed in the 1986 Specific Plan EIR. Further, fewer oak trees would be removed. Impacts to biological resources were reduced as compared to those in the 1986 Specific Plan EIR.

In general, Addendum 3 included four mitigation measures from the 1986 Specific Plan EIR, and added specific parameters to the mitigation measure regarding oak tree replacement.

Proposed Project

Existing Setting

The project site has been cleared, rough graded, and currently houses temporary uses associated with residential sales/construction including: trailers, storage bins, fuel station, and gravel parking areas around the trailers on a portion of the site. No sensitive plants, animals or habitat occur on the proposed development site. A site visit conducted by Natural Resources Consultants on May 2, 2006, and confirmed that the project site is "a disturbed site composed of man-made slopes" with "no naturally-occurring vegetation communities on the site" (England, 2006). Vegetation at the site includes seven species of grasses; and seven species of avifauna were observed on the site: killdeer (*Charadrius vociferous*); black phoebe (*Sayornis nigricans*); common raven (*Corvus corax*); cedar waxwing (*Bombycilla cedrorum*); European starling (*Sturnus vulgaris*); brown-headed cowbird (*Molothrus ater*); and house sparrow (*Passer domesticus*). Approximately 18 cedar waxwing were observed in the poplars along the eastern perimeter of the site, where 78 Lombardy poplars, 3 pines, and a number of planted, horticultural variety shrubs and forbs were observed. A single 11-meter tall coast live oak is located on the project site, along the sidewalk on Via Princessa, approximately four meters below the flat, graded portion of the site.

Project Impact

Although one transplanted oak tree is located on the project site, it would remain and the proposed project would not impact this tree. Natural Resources Consultants (2006) concluded that the project would result in no significant direct, indirect, or cumulative impacts to biological resources (this report is attached as **Appendix E.**) The report also states:

- The site does not harbor any sensitive habitats or plant or wildlife species;
- The site does not provide nesting habitat for birds protected by the Migratory Bird Treaty Act;
- The site does not provide foraging habitat for raptors;

- Construction of the proposed project would not impede wildlife movement because the site is surrounded by development;
- Construction of the proposed project would not adversely affect any tree species protected by County ordinance; and
- Proposed construction plans would not cause significant adverse indirect impacts to resources in the surrounding environment, all of which is in various stages of development.

Cumulative Impact

The report by National Resource Consultants (2006) states the following regarding the potential cumulative impacts of the proposed project:

The site's small size and location in the midst of existing development areas renders a thorough analysis of cumulative impacts unwarranted.

Mitigation Measures/Project Design Features

The project would be required to implement the following applicable mitigation measures from the 1986 Specific Plan EIR:

- Resident and fire retardant plant species should be incorporated into the overall landscaping plan.
- Mitigation measures proposed to reduce the future volume and velocity increases associated with project site runoff shall be implemented to reduce potential impacts on downstream habitat areas.

Because the lone oak tree on the project site would remain, no measures related to oak tree replacement are required. None of the other mitigation measures currently apply to the proposed project.

Significance

Potential impacts to biological resources would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with biological resources would be similar for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses.

G. Visual Quality

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

According to the 1986 Specific Plan EIR, the primary visual impact would be the visual encroachment of commercial and residential development upon the natural character of the area. Proposed development would be visible from SR-14, Sierra Highway, Soledad Canyon Road, Via Princessa, and Sand Canyon Road. Implementation of the Specific Plan would leave major ridgelines intact; these ridgelines provide topographic relief and would screen the project from the neighboring community of Sand Canyon. On-site grading operations was to have eliminated the contours of some natural terrain, resulting in manmade slopes and building pads, where grading was to occur.

Mitigation measures were identified in the 1986 Specific Plan EIR to reduce potential impacts identified in the 1986 Specific Plan EIR for the entire Specific Plan area to a less than significant level.

Impacts Associated with Addendum 3

According to Addendum 3, implementation of Tentative Tract Map No. 47200 would not significantly modify views from what was discussed in the 1986 Specific Plan EIR. Furthermore, reduced density and grading would occur.

Addendum 3 included three mitigation measures from the 1986 Specific Plan EIR related to landscaping on slopes, retention of existing oak woodland and chaparral plant communities and landscaping/berms to screen residential and commercial uses from SR-14.

Proposed Project

Existing Setting

The project site is located in an area visually characterized by uninhabited mountains and foothills that are often steep, dry, and poorly vegetated. Development is clustered along SR-14, nestled in foothill valleys, and generally consists of multiple developments of stucco and tile-roofed buildings, with earth tone exteriors.

When the 1986 Specific Plan EIR was completed, SR-14 was considered by the Los Angeles County General Plan Scenic Highway Element to be a Second Priority Scenic Highway. However, since 1986, the Scenic Highway Element has been incorporated in the General Plan as part of the Circulation element, and, as part of the Initial Study for the General Plan Update, a recommendation has been made to eliminate this sub-element. Although a map in the General Plan shows this segment of SR-14 to be a Second Priority Scenic Highway, there is no longer defining text in the sub-element.

The project site is located in a previously graded planning area, along the SR-14 right-of-way. The project site is highly visible from both north and south bound traffic on SR-14 and from a variety of vantage points in the vicinity. Housing is located immediately south of the site, along a ridge at a much higher elevation than the project site. Housing is also located east of the site, across Via Princessa. Because of the Via Princessa/SR-14 overpass and the predominance of the mountains north and south of the site, view of the site from SR-14 are fleeting. Housing along the ridges dominates views of buildings along lower elevations. However, the mountains and vast open spaces in the area are predominant.

Project Impact

Urban design character can be defined as the overall physical image of the urban environment. Several factors contribute to this image, including the nature and quality of building architecture; the cohesion of the area's collective architecture; the compatibility between uses and activities within the built environment; the quality of streetscape, including roadways, sidewalks, plazas, parks, and street furniture; and the quality and nature of private property landscaping that is visible to the general public. Additionally, the provision of open space within an urbanized area can enhance the appearance of an area. Although the area in the vicinity of the project site is urbanized, the vast undeveloped areas surrounding Canyon Country are unurbanized.

The proposed development site is located at the northwest corner of Lost Canyon Road and Via Princessa. The irregularly-shaped 12.5-acre site is bounded by Via Princessa to the northeast, Lost Canyon Road and residences to the southwest, and SR-14 to the northwest. Although visible from portions of the development site, particularly the northern portion of the site, SR-14 is not a designated California Scenic Highway nor is it a designated federal scenic byway. The proposed project site is currently undeveloped and is occupied by a thin growth of weeds on the majority of the site. Scenic resources in the vicinity of the site include long-range views of undeveloped hills. The site would be surrounded by a landscaped buffer (including the landscaped slope along SR-14) that would include trees, bushes, and flowering plants, with glimpses of interior development. Visibility of the site from SR-14 would consist of a passing short-range view of landscaping surrounding the site, with a glimpse of the upper levels of buildings aligned near SR-14 and the sound wall (planted with vines) visible behind landscaping.

Development of the project site would alter its visual character by converting it from an undeveloped use to a suburban residential community; proposed development would not substantially damage scenic resources in the vicinity. The project would maintain the limited existing views and would provide new landscape and open space amenities in excess of current conditions. Approximately three acres of the project site would remain landscaped open space that would serve to incrementally mitigate potential visual impacts caused by the proposed project. Total open space outside of the sound wall and the southwest portion of the site would be 1.67 acres. Primary views of the site from a local public street would be from Lost Canyon Road.

The proposed development would not degrade the existing visual character or quality of the project site and its surroundings. The proposed project would complement existing development in this portion of the Specific Plan area. The proposed development is located along an edge of

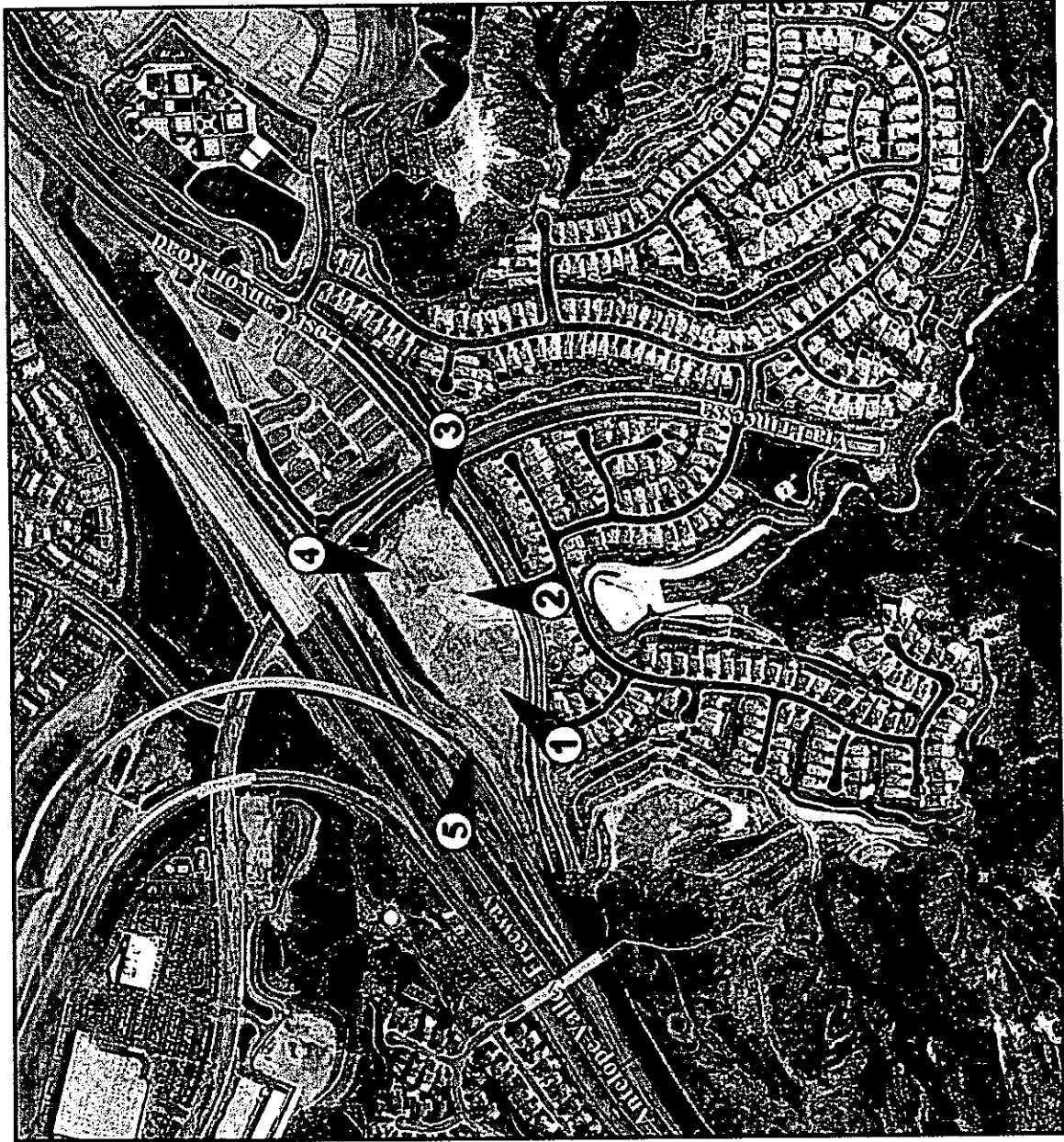
the Specific Plan area and along roadways where more dense development would be considered more appropriate. The proposed design would include varied roof lines that step down from three-stories to two-stories, and a landscaped buffer that would allow the proposed development to blend well with the adjacent condominium complex located across Via Princessa, as well as single-family buildings to the south. This development would be physically separated from adjacent development Lost Canyon Road, Via Princessa, the proposed landscaped buffer and recreation areas, the proposed orientation of new buildings (front and rear facades would be oriented internally to the east and west), and the gated entrances.

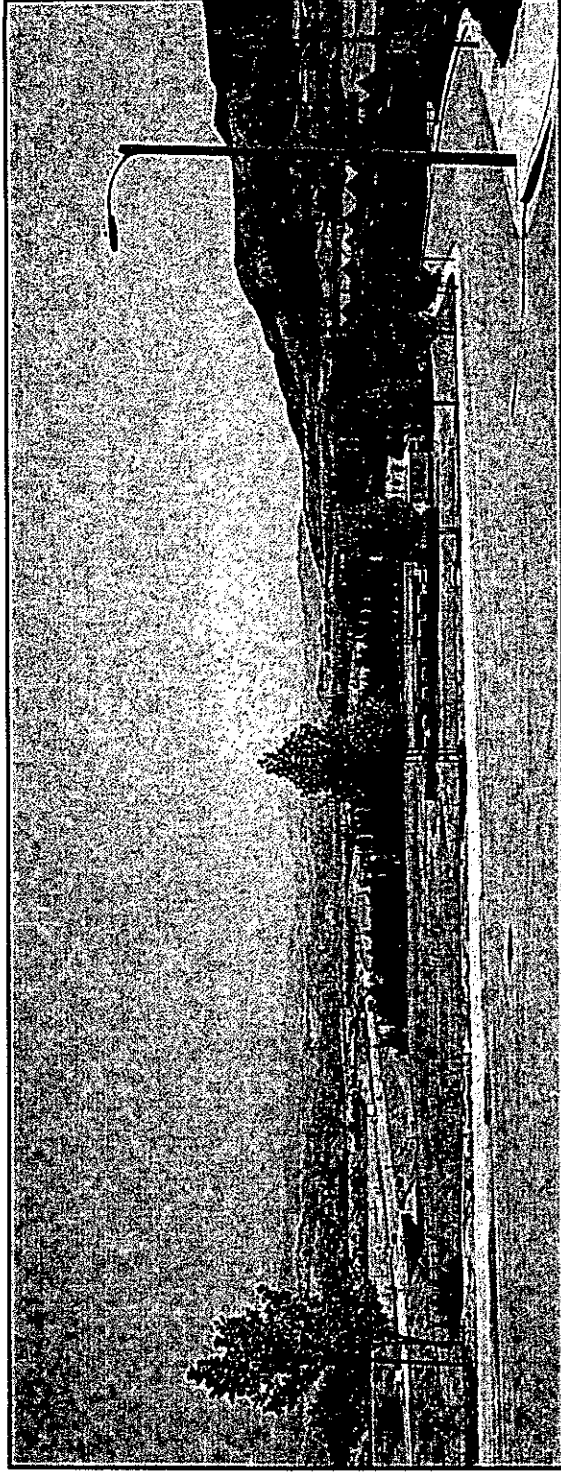
Five photographic simulations were prepared to conceptually illustrate the proposed project from various view points, including Lost Canyon Road, SR-14, and Via Princessa (see **Figure 8** for a Key Map). **Figure 9a** (View 9a) provides an existing view looking northeast across a vacant lot toward the project site from Lost Canyon Road. Construction-related structures are visible on the site; SR-14 is also clearly visible, as are the hills in the distance. **Figure 9** (View 9b) provides a view with a simulation of the project from Lost Canyon Road. Because of the slope of the hill, only the top floors and tile rooftops are visible. SR-14 is blocked by the project buildings, and is no longer visible. The hills in the distance continue to be visible.

Figure 10 (View 10a) shows the project site at the proposed main entrance along Lost Canyon Road. Currently construction-related structures, a fence, and existing trees are clearly visible. Those buildings would be replaced by two- to three-story buildings painted mostly in natural-toned colors (**Figure 10**, View 10b), with windows facing the street. A low-rise stone wall fence set back by a landscaped buffer follows the perimeter of the site; the entrance draws the viewer into the site where other structures and the swimming pool are barely visible.

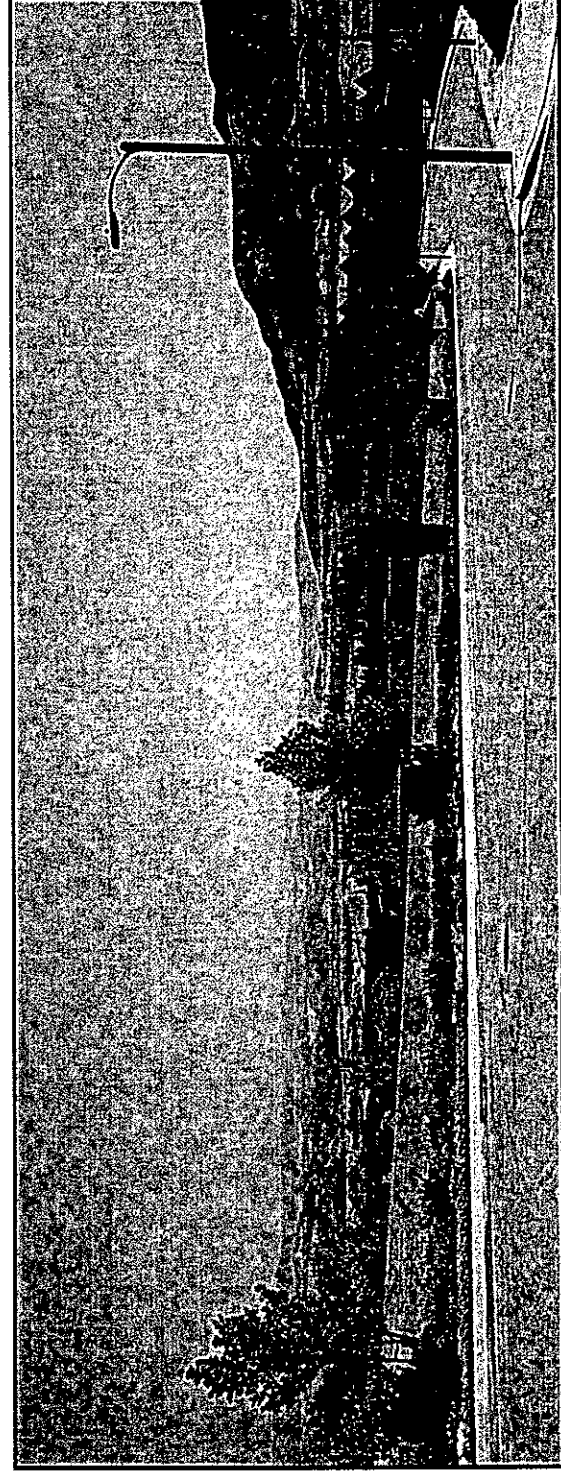
Figure 11 (View 11a) provides a current view of the project site from the intersection of Via Princessa and Lost Canyon Road. The hedges along the Via Princessa perimeter are clearly visible; the project site appears undeveloped, and covered with dried grasses. A view of an overpass is visible in the distance. The proposed project (**Figure 11**, View 11b) fills the site, replacing existing hedges with flowering trees, and visually providing an impression of an inhabited community with buildings of various natural tones and an occasional darker color, with varied buildings heights and rooflines. Neither SR-14 nor the overpass in the distance are visible.

Figure 12 (View 12a) shows the project site across from the SR-14 off-ramp that runs along the perimeter of the site (along the SR-14 alignment). From this vantage point, the site appears unremarkable, and in combination with the stand-alone fencing and vegetation along Via Princessa, and the signage, the site appears bare and exposed. The proposed development, as shown in **Figure 12** (View 12b) would result in lush vegetation along the off-ramp, which would soften the appearance of a sound wall (not shown). The project development dominates the view with two- and three-story buildings that seem to peer out over the slope. **Figure 13** (View 13a) provides a view from SR-14 southward toward the project site which is demarcated by the rows of hedges along the perimeter of the site. The hills and freeway dominate this view and would continue to dominate this view even with development of the site (see **Figure 13**, view 13b)





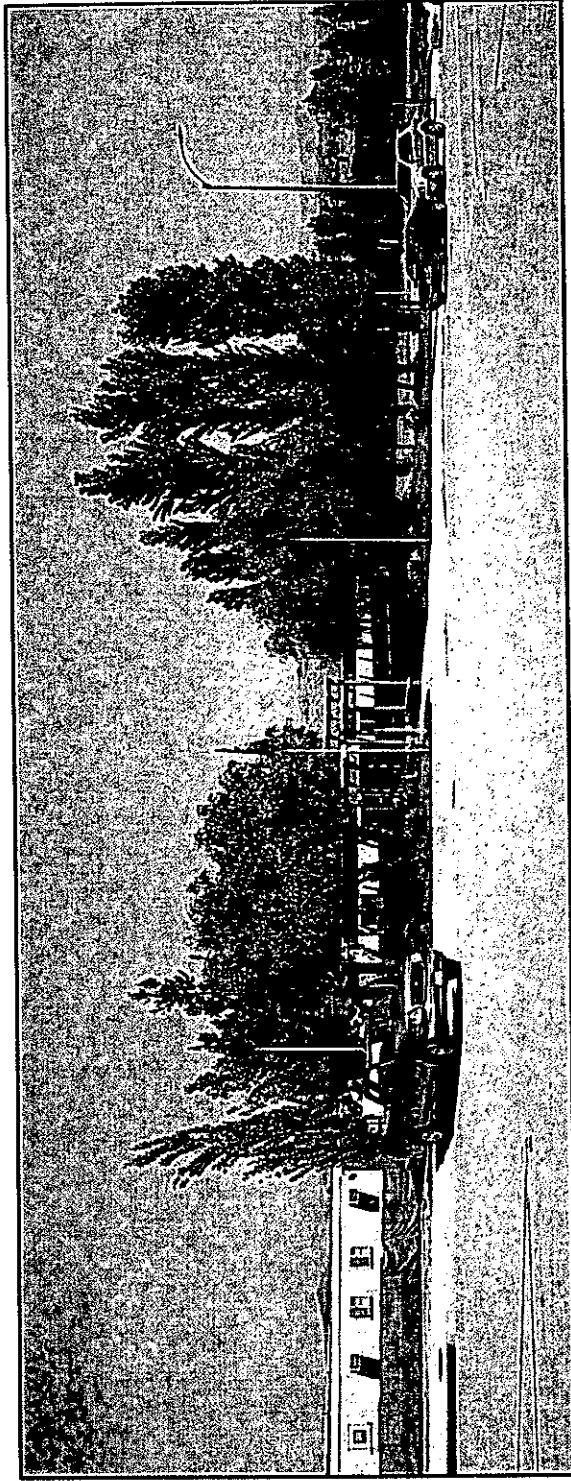
9a - Existing



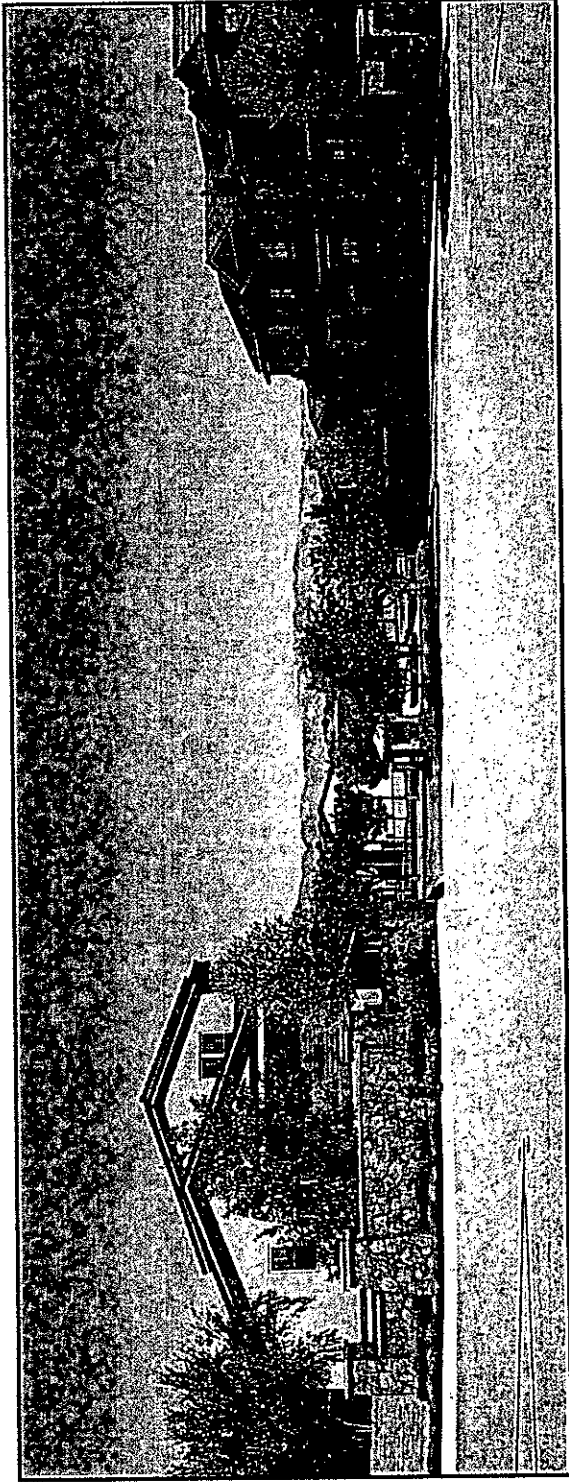
9b - Photo Simulation

SOURCE: Vision Scape Imagery, 2006.

Westshire EIR Addendum . 204502
Figure 9
View 1: Looking Northeast
from Lost Canyon Road



10a - Existing

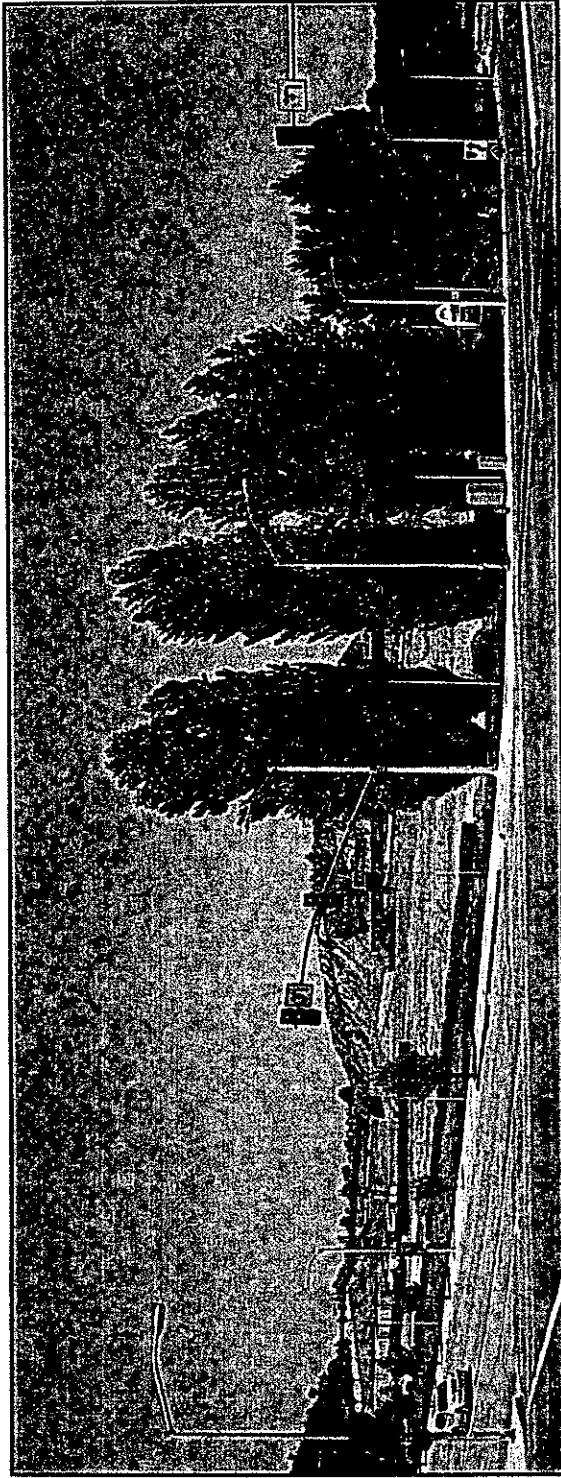


10b - Photo Simulation

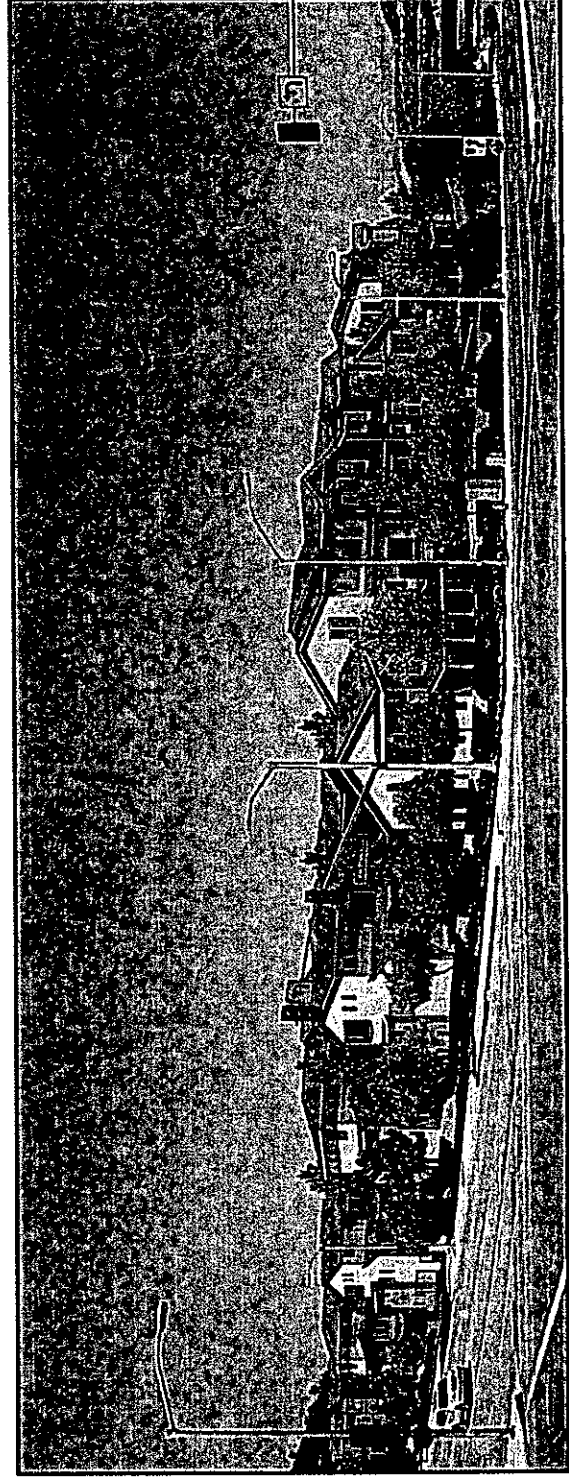
Westshire EIR Addendum - 204502

Figure 10

View 2: Looking at Main Entrance
from Lost Canyon Road



11a - Existing



11b - Photo Simulation

SOURCE: Vision Scape Imagery, 2006.

Westshire EIR Addendum . 204502

Figure 11

View 3: Looking at Site from
Via Princesa at Lost Canyon Road



12a - Existing

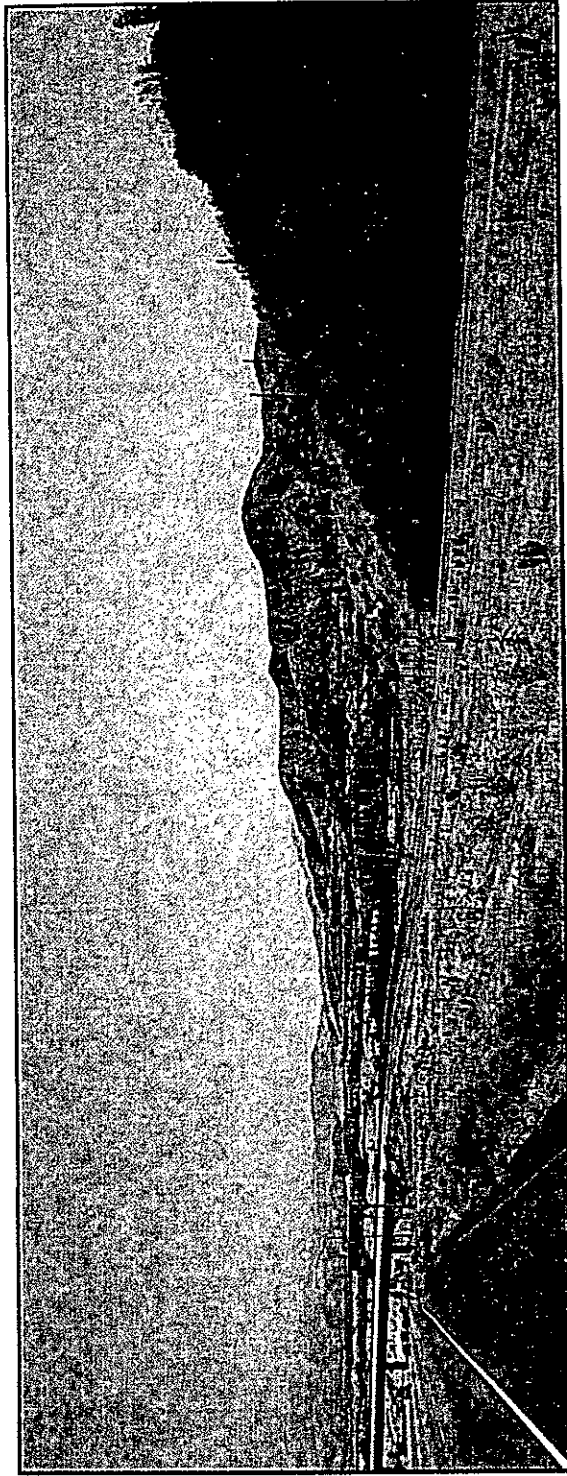


12b - Photo Simulation

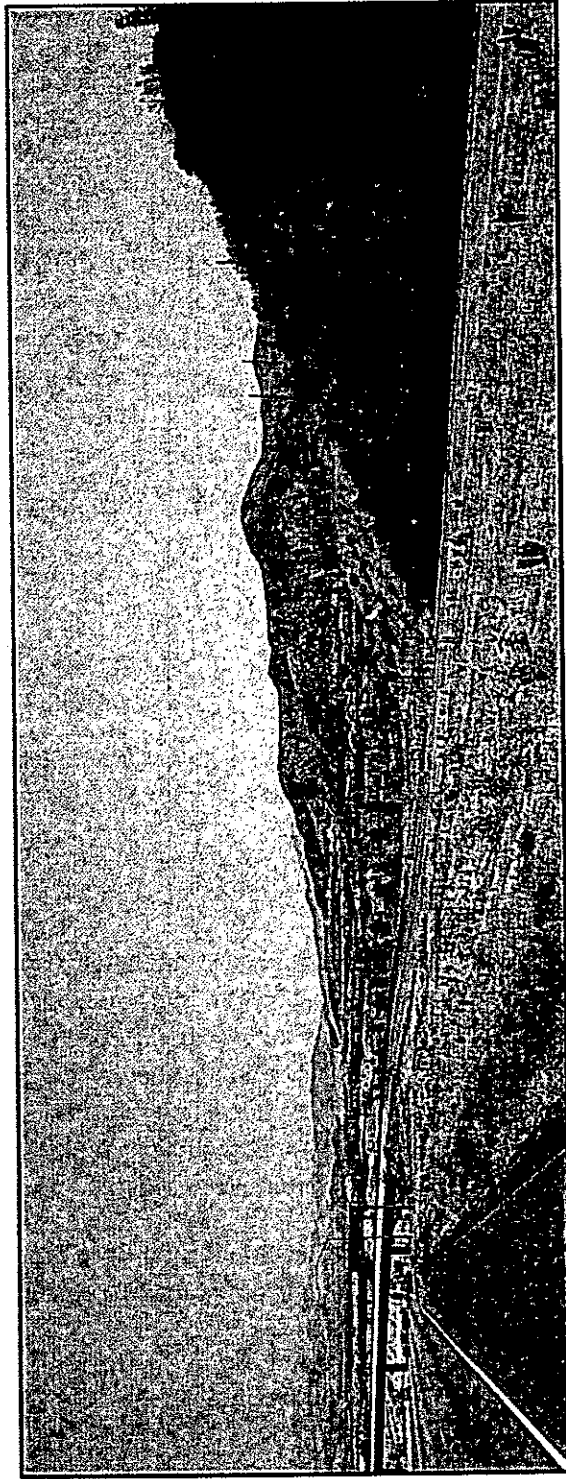
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Figure 12
View 4: Looking Southwest
at Site from Via Princessa
at the SR 14 Northbound Offramp

SOURCE: Vision Scape Imagery, 2006.



13a - Existing



13b - Photo Simulation

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Figure 13

View 5: Looking at Site from
Northbound SR 14

SOURCE: Vision Scape Imagery, 2006.

Because of the residential development adjacent to the site (which includes multi-family housing across Via Princessa) and in the vicinity, the project is visually compatible with existing development. Given the current condition of the project site, the proposed landscaping would add visual interest to the site, particularly along SR-14.

Cumulative Impact

Cumulatively, the projects in the vicinity and along SR-14 corridor are modifying views from that of a natural landscape to one of a suburban landscape. Individual project mitigation measures, such as the retention of open space, provision of landscaping, and required building setbacks, are helping to minimize visual impacts. Furthermore, the project site lies within a specific plan area that has established distinct design guidelines for projects in the area, which further reduce the visual impacts of this and other projects. The cumulative impact would not be significant.

Mitigation Measures/Project Design Features

The following mitigation measures from Addendum 3 are required for the proposed project:

- (a) All proposed slopes shall be landscaped to reduce erosion and improve the aesthetic appearance of artificially created slopes.
- (b) Existing southern oak woodland and chaparral plant communities should remain as natural open space or be integrated into community design to the extent possible.
- (c) Extensive landscaping/berms shall be implemented to screen proposed residential commercial uses from the SR-14.

The project also includes planting vines along the wall separating the site from SR-14; this will help mask the wall and deter graffiti.

The project would be required to conform to the design guidelines adopted as part of the 1986 Specific Plan, which includes design guidelines for areas located along the freeway (freeway zones) and near an entrance to the Specific Plan area. Residential Design Standards include the requirements that buildings should be appropriate in mass and scale to the site on which they are placed, the requirement for a landscape concept plan, the general prohibition against flat roofs, and the avoidance of "long, unbroken building faces" (p. V-11). See Appendix B regarding the project's conformance with the Specific Plan.

When not specified by the Specific Plan, the project would be subject to all design standards required by Title 21 – Subdivisions of the Los Angeles County Code.

Significance

Potential impacts to visual resources would be considered less than significant.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with visual resources would be less for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. The proposed residential uses include a greater amount of landscaping with buildings at a smaller scale than those expected with development of commercial uses.

H. Traffic/Access

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

The 1986 Specific Plan EIR assumed that primary access to the master development area would be provided by Via Princessa, designated as a major highway on the County's Master Plan of Highways, which can be reached from SR-14. Other major highways in the vicinity include Sierra Highway, Soledad Canyon Road, and Sand Canyon Road.

In 1986, development within the master development area was projected to incrementally impact the existing circulation system with the addition of approximately 60,700 vehicle trips per day at project buildout (originally anticipated for 2005).

Mitigation measures identified in the 1986 Specific Plan EIR for the entire Specific Plan area reduced potential impacts to a less than significant level.

Impacts Associated with Addendum 3

Addendum 3 stated that Tentative Tract No. 47200 would include fewer residential uses as compared to those discussed in the 1986 Specific Plan EIR (397 single-family units as compared to 645 multi-family units). This would result in a reduction of 248 units (or a reduction of 39 percent). Implementation of Tentative Tract No. 47200 would generate approximately 296 AM peak hour trips, 397 PM peak hour trips, and 3,970 average daily trips (ADT). This is approximately 32 percent fewer peak hour trips and 34 percent fewer daily trips as compared to the 1986 Specific Plan EIR.

Implementation of Tentative Tract No. 47200 also included revisions to the internal circulation system as compared to the network described in the 1986 Specific Plan EIR. This change was anticipated to improve the intersection level of service within the Specific Plan area. The Third Addendum indicated that these changes would improve the level of service within the Specific Plan area. Mitigation measures identified in the 1986 Specific Plan EIR reduced potential impacts to a less than significant level.

Proposed Project

Existing Setting

A traffic impact study entitled, *Traffic Study for the Westshire Development, Santa Clarita, California*, October 2, 2007 and January 16, 2008, was prepared by Katz, Okitsu & Associates (KOA) for the proposed development and is attached as **Appendix F**. The following summarizes the results of the traffic study.

Existing Street System

The following five intersections were selected for analysis to evaluate potential traffic impacts generated by the proposed development. The study intersections are illustrated in **Figure 14**.

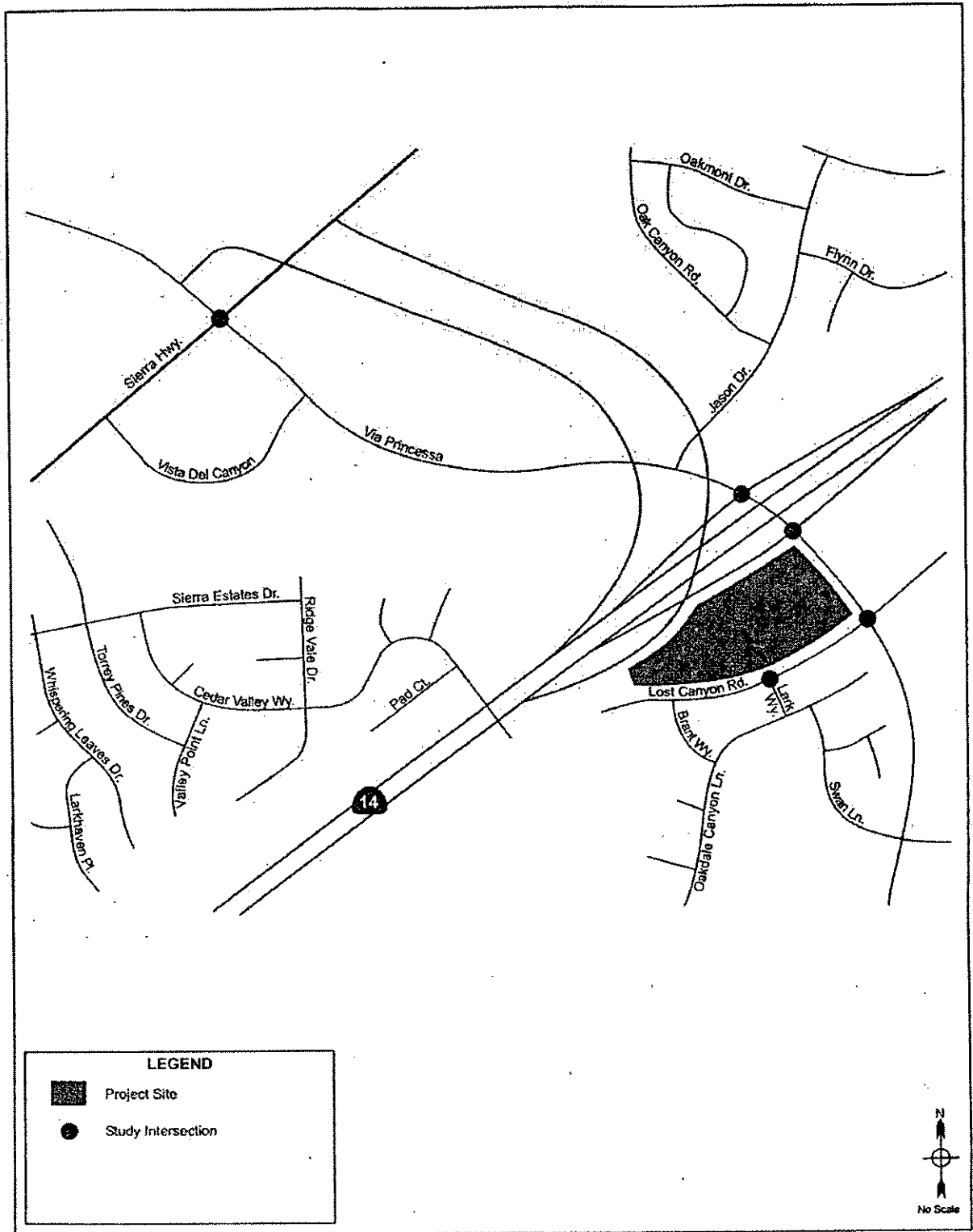
- Project Access: Lark Way/Lost Canyon Road (unsignalized, two-way stop controlled)
- Via Princessa/Lost Canyon Road (signalized)
- Via Princessa/SR-14 southbound ramps (unsignalized, two-way stop controlled)
- Via Princessa/SR-14 northbound ramps (unsignalized, all-way stop controlled)
- Via Princessa/Sierra Highway (signalized)

A brief description of major roadways in the project vicinity is provided in the following paragraphs.

SR-14/Antelope Valley Freeway is as an east-west freeway within the study area. The freeway's overall directional track through the region is, however, north-south. A full access interchange is provided at Via Princessa, and secondary area access is provided to and from the south via additional ramps (flyover connections but not carpool-only) that connect to Sierra Highway, northeast of Via Princessa. The southern terminus of SR-14 is at an interchange with the I-5 freeway, approximately six miles southwest of the Via Princessa interchange. To the north, SR-14 provides access to the cities of Lancaster, Palmdale, and Mojave.

Via Princessa is a north-south major arterial that connects Lost Canyon Road (the southern limits of the project study area) to the SR-14 interchange, Sierra Highway, Whites Canyon Road, and other local roadways between these points. Via Princessa provides four lanes and has dedicated left-turn and right-turn lanes at most major intersections. Parking is prohibited along most segments of the roadway and the posted speed limit is 35 miles per hour (mph).

Lost Canyon Road is a local roadway that would provide direct access to the proposed project site at an entrance opposite the existing three-way intersection of Lost Canyon Road with Lark Way. The southern boundary of the study area is defined by this roadway. The roadway's western terminus is near the western end of the proposed project site. As its eastern end, the roadway provides access to new residential tracts and a new elementary school on Cape Jasmine Road. Parking is allowed along most segments of the roadway and the posted speed limit is 35 mph.



SOURCE: Katz, Oktisu & Associates, 2007.

Westshire EIR Addendum . 204502
Figure 14
 Location of Study Intersections

Sierra Highway operates as a regional arterial and provides access across Santa Clarita along a route that is roughly parallel to SR-14. At its western end, the roadway provides access to the desert cities of Lancaster and Palmdale. Parking is allowed along most segments of the roadway and the posted speed limit is 40 mph.

Lark Way operates as a local residential roadway and provides access to residential tracts south of the proposed project site. The roadway is one block in length, and currently terminates in two three-way intersections. The northern three-way intersections would become a four-way intersection, when the main entrance is installed for the proposed project.

Traffic Impact Analysis Methodology

From the traffic counts at the study intersections, a volume-to-capacity (V/C) ratio (or average vehicle delay) and corresponding LOS were determined for all of the study intersections under multiple study periods. Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Los Angeles County defines LOS D as the lowest acceptable operating condition for general planning purposes.

The analysis of peak hour intersection LOS is the primary indicator of circulation system performance. For the analysis of the selected study area intersections, the County of Los Angeles requires that either the Intersection Capacity Utilization (ICU) Method or the Critical Movement Analysis (CMA) procedure be used. The analysis of the signalized study intersections was conducted utilizing the Circular 212 Planning method, which provides the required CMA analysis. Intersection level of service is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (V/C of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, lane capacity, and approach lane configurations.

Intersection level of service calculations were conducted at the unsignalized intersections using the methodologies for all-way and two-way stop sign-controlled (AWTC and TWSC) intersections contained in Chapter 17 of the *2000 Highway Capacity Manual*. The LOS rating is based on the control delay for the stop-controlled movement expressed in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Existing Intersection Levels of Service

The Lark Way/Lost Canyon Road and Via Princessa/Lost Canyon Road intersections currently operate at LOS A during the weekday AM and PM peak hour. The intersection of Via Princessa/SR-14 southbound ramp operates at LOS A during the weekday AM peak hour and LOS C during the weekday PM peak hour. The intersection of Via Princessa/SR-14 northbound ramp currently operates at LOS A during the weekday AM peak hour and LOS B during PM peak hour. The intersection of Via Princessa/Sierra Highway currently operates at LOS B during weekday AM peak hour and LOS C during the weekday PM peak hour. **Table 16** presents the existing operation at the study intersections.

**TABLE 16
SUMMARY OF INTERSECTION PERFORMANCE – EXISTING (YEAR 2005) CONDITIONS**

Intersection Location	Weekday AM peak		Weekday PM peak	
	V/C or Delay	LOS	V/C or Delay	LOS
1. Project Access-Lark Way/Lost Canyon Road *	0.073	A	0.068	A
	8.6 sec.	A	8.5 sec.	A
2. Via Princessa/Lost Canyon Road	0.352	A	0.340	A
3. Via Princessa/SR-14 southbound ramps	0.491	A	0.623	B
4. Via Princessa/SR-14 northbound ramps	0.397	A	0.738	C
5. Via Princessa/Sierra Highway	0.663	B	0.725	C

* Currently unsignalized study intersection. The Highway Capacity Manual analysis method for unsignalized intersections provides output based on the average delay per vehicle at the most critical approach.

SOURCE: KOA, 2007.

Project Impact

County of Los Angeles Impact Criteria

For the five study intersections, the significance of potential project-generated traffic impacts was identified using the traffic impact analysis guidelines set forth in the Los Angeles County Department of Public Works, *Traffic Impact Analysis Report Guidelines*, January 1997.

According to the County's published guidelines, an impact is considered significant if the project related increase in the V/C ratio equals or exceeds the following threshold:

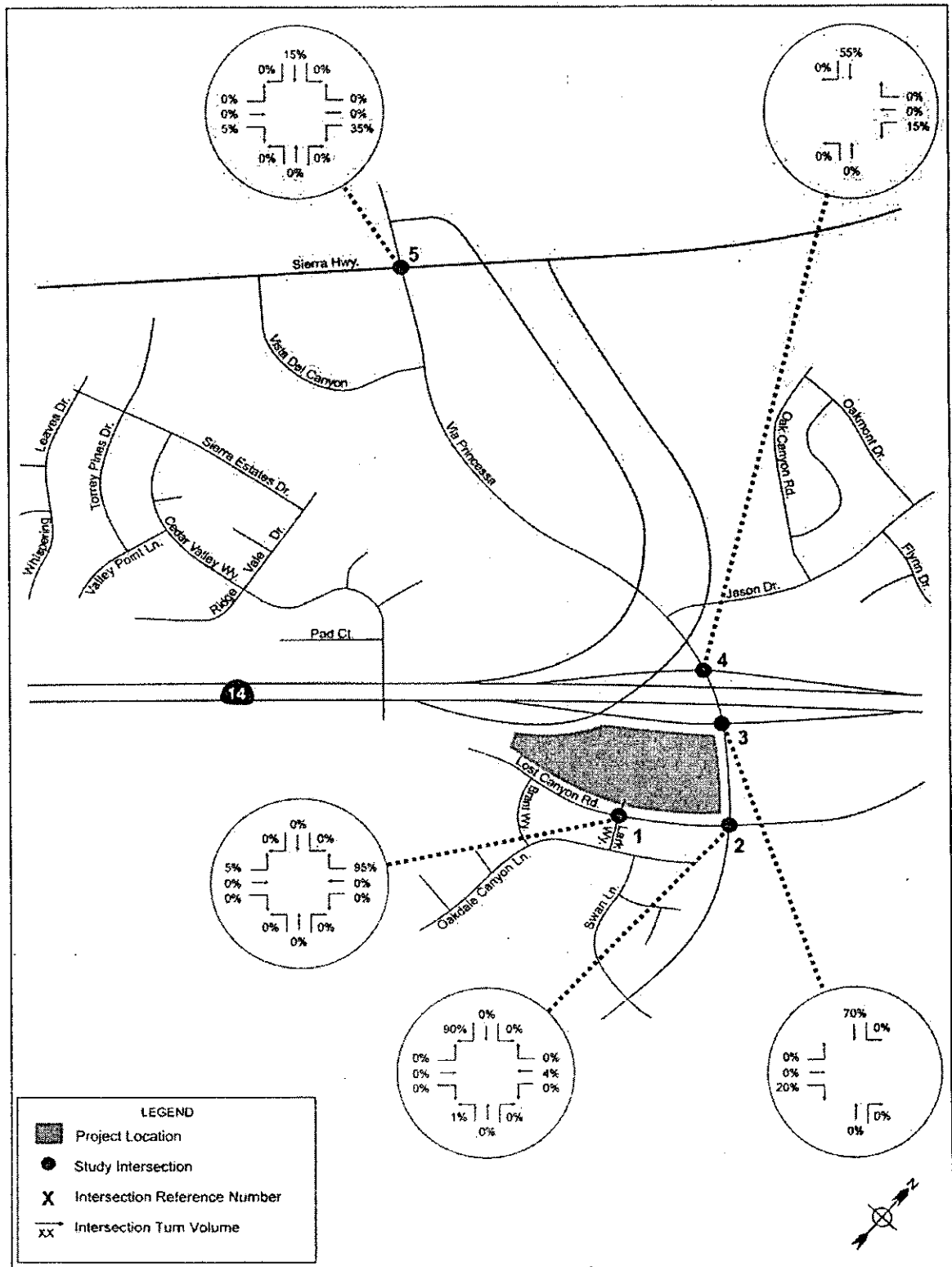
<u>Pre- Project V/C</u>	<u>LOS</u>	<u>Project Related Increase in V/C</u>
> 0.700-0.800	C	equal to or greater than 0.04
>0.800-0.900	D	equal to or greater than 0.02
>0.900	E-F	equal to or greater than 0.01

Project Trip Generation

The project year was analyzed in 2010, as this is the anticipated year of construction completion and occupancy of the residential uses. Trip generation for the proposed project was calculated using per-unit rates defined in Trip Generation (ITE, 2003). The proposed project would generate 967 daily trips, including 73 AM peak hour trips and 86 PM peak hour trips (see **Figures 15 and 16**). The proposed project would generate 2,539 less trips than under the allowed Neighborhood Commercial use.

Future (2010) No-Project Conditions

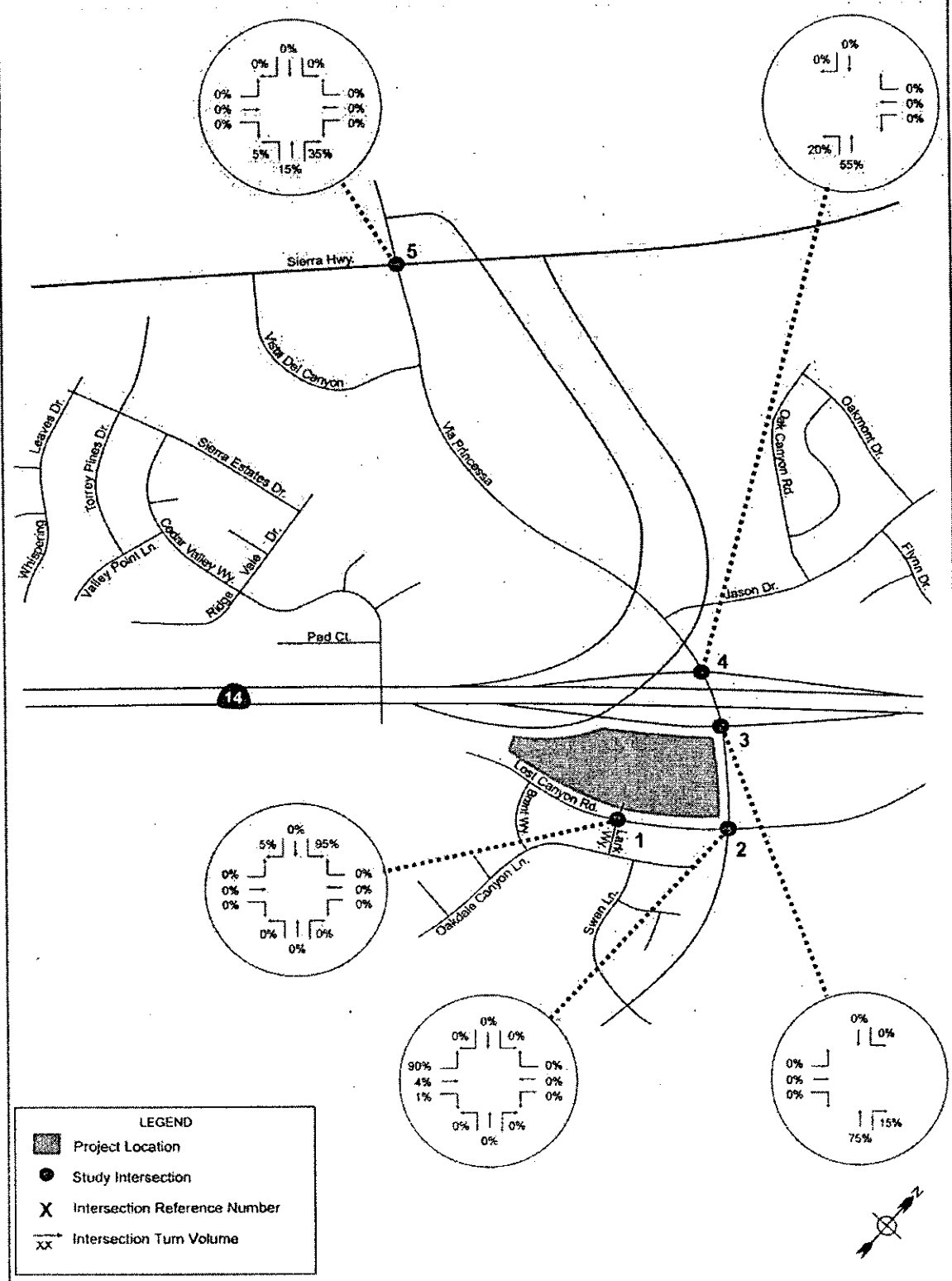
As shown in **Table 17**, under 2010 conditions without the project, levels of service at all of the study intersections would operate at LOS D or better.



SOURCE: Katz, Oklisu & Associates, 2007.

Westshire EIR Addendum . 204502

Figure 15
Project Trip Distribution Inbound



SOURCE: Katz, Oktisu & Associates, 2007.

Westshire EIR Addendum . 204502

Figure 16
Project Trip Distribution Outbound

**TABLE 17
INTERSECTION PERFORMANCE – FUTURE (YEAR 2010) NO-PROJECT CONDITIONS**

Intersection Location	Weekday AM peak		Weekday PM peak	
	V/C or Delay	LOS	V/C or Delay	LOS
1. Project Access-Lark Way/Lost Canyon Road *	0.088	A	0.082	A
	8.7 sec.	A	8.6 sec.	A
2. Via Princessa/Lost Canyon Road	0.424	A	0.409	A
3. Via Princessa/SR-14 southbound ramps	0.591	A	0.750	C
4. Via Princessa/SR-14 northbound ramps	0.479	A	0.890	D
5. Via Princessa/Sierra Highway	0.799	C	0.873	D

* Currently unsignalized study intersection. The Highway Capacity Manual analysis method for unsignalized intersections provides output based on the average delay per vehicle at the most critical approach.

SOURCE: KOA, 2007.

Traffic impacts are identified if the proposed development would result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic would cause service levels to deteriorate beyond a defined threshold limit (LOS D in Los Angeles County). Impacts can also be potentially significant if an intersection is already operating below the poorest acceptable level and project traffic would cause a further decline below the threshold. **Tables 18 and 19** identify, respectively, AM and PM peak hour potential project-related impacts. A signal warrant analysis was conducted for the future project access at Lark Way-Project Access/ Lost Canyon Road.⁴ Signal warrants were not met at the project access of Lark Way/ Lost Canyon Road under 2010 conditions.

**TABLE 18
DETERMINATION OF PROJECT IMPACTS – AM PEAK PERIOD**

ID	Intersection	Existing (2005)		Future (2010) + Growth Only		Future (2010) + Growth + Project		Diff	Signif?
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lark Way-Project Access/Lost Canyon Road*	0.073	A	0.088	A	0.112	A	0.024	No
		8.6 sec.	A	8.7 sec.	A	10.1 sec.	B		
2.	Via Princessa/Lost Canyon Road	0.352	A	0.424	A	0.465	A	0.041	No
3.	Via Princessa/SR-14 southbound ramps	0.491	A	0.591	A	0.604	B	0.013	No
4.	Via Princessa/SR-14 northbound ramps	0.397	A	0.479	A	0.490	A	0.011	No
5.	Via Princessa/Sierra Highway	This intersection is located entirely within the City of Santa Clarita – see below for analysis using the City's guidelines.							

* Unsignalized intersection. LOS was analyzed by the Highway Capacity Manual method, with output as average delay per vehicle at the most critical approach. Significance of impacts at the unsignalized intersection was determined by a worsening of LOS to or within E or F, plus the meeting of new signal warrants under post-Project conditions. Where a "no" is indication, both of these requirements were not met.

SOURCE: KOA, 2007.

⁴ The Via Princessa intersections with the SR-14 ramps were unsignalized when the existing conditions analysis was undertaken, but traffic signals have since been installed at these locations.

**TABLE 19
DETERMINATION OF PROJECT IMPACTS – PM PEAK PERIOD**

ID	Intersection	Existing (2005)		Future (2010) + Growth Only		Future (2010) + Growth + Project		Diff	Signif?
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lark Way-Project Access/Lost Canyon Road*	0.068 8.5 sec.	A A	0.082 8.6 sec.	A A	0.103 9.9 sec.	A A	0.021	No
2.	Via Princessa/Lost Canyon Road	0.340	A	0.409	A	0.428	A	0.019	No
3.	Via Princessa/SR-14 southbound ramps	0.623	B	0.750	C	0.759	C	0.009	No
4.	Via Princessa/SR-14 northbound ramps	0.738	C	0.890	D	0.895	D	0.005	No
5.	Via Princessa/Sierra Highway	This intersection is located entirely within the City of Santa Clarita – see below for analysis using the City's guidelines.							

* Currently unsignalized intersection. LOS was analyzed by the Highway Capacity Manual method, with output as average delay per vehicle at the most critical approach. Significance of impacts at the unsignalized intersection was determined by a worsening of LOS to or within E or F, plus the meeting of new signal warrants under post-Project conditions. Where a "no" is indication, both of these requirements were not met.

SOURCE: KOA, 2007.

Future (2030) Build-out No-Project Conditions

To analyze build-out conditions at the study intersections, intersection turning movement volumes for build-out (year 2030) scenario were developed using the City/County traffic model for General Plan build-out. **Table 20** summarizes the LOS of the study intersections under the build-out scenario, without the project.

As shown in Table 20, four of the study intersections would operate unacceptably, at LOS E or F under build-out conditions.

**TABLE 20
INTERSECTION PERFORMANCE – BUILDOUT (2030) NO-PROJECT CONDITIONS**

Intersection Location	Weekday AM peak		Weekday PM peak	
	V/C or Delay	LOS	V/C or Delay	LOS
1. Lark Way-Project Access/Lost Canyon Road*	0.377 11.9 sec.	A B	0.283 10.3 sec.	A B
2. Via Princessa/Lost Canyon Road	1.390	F	0.636	B
3. Via Princessa/SR-14 southbound ramps	1.464	F	1.180	F
4. Via Princessa/SR-14 northbound ramps	0.856	D	0.948	E
5. Via Princessa/Sierra Highway	0.921	E	1.274	F

* Currently unsignalized study intersection. The Highway Capacity Manual analysis method for unsignalized intersections provides output based on the average delay per vehicle at the most critical approach.

SOURCE: KOA, 2007.

Future (2030) Build-out + Project Conditions

The level of service at the study intersections under build-out plus project conditions is presented in **Table 21**. Project traffic would worsen operations to LOS E or F at one of the study intersections. Operations at the intersection of Lark Way-Project Access/Lost Canyon Road would worsen. Project impacts within the buildout year would occur at three of the study intersections as shown in **Tables 22 and 23**.

**TABLE 21
INTERSECTION PERFORMANCE – BUILDOUT (2030) + PROJECT CONDITIONS**

Intersection Location	Weekday AM peak		Weekday PM peak	
	V/C or Delay	LOS	V/C or Delay	LOS
1. Lark Way-Project Access/Lost Canyon Road*	0.417 35.3 sec.	A E	0.303 19.86 sec.	A C
2. Via Princessa/Lost Canyon Road	1.439	F	0.655	B
3. Via Princessa/SR-14 southbound ramps*	1.475	F	1.195	F
4. Via Princessa/SR-14 northbound ramps*	0.869	D	0.953	E
5. Via Princessa/Sierra Highway	0.923	E	1.281	F

* Currently unsignalized study intersection. The Highway Capacity Manual analysis method for unsignalized intersections provides output based on the average delay per vehicle at the most critical approach.

SOURCE: KOA, 2007.

**TABLE 22
BUILDOUT (2030) PERIOD – AM PEAK PERIOD**

ID	Intersection	Buildout (2030) Pre-Project Conditions		Buildout (2030) Post-Project Conditions		Diff	Signif?
		V/C or Delay	LOS	V/C or Delay	LOS		
1.	Project Access-Lark Way/Lost Canyon Road*	0.377 11.9 sec.	A B	0.417 35.3 sec.	A E	0.040	No
2.	Via Princessa/Lost Canyon Road	1.390	F	1.439	F	0.049	Yes
3.	Via Princessa/SR-14 southbound ramps	1.464	F	1.475	F	0.011	Yes
4.	Via Princessa/SR-14 northbound ramps	0.856	D	0.869	D	0.013	No
5.	Via Princessa/Sierra Highway	This intersection is located entirely within the City of Santa Clarita – see below for analysis using the City's guidelines.					

* Currently unsignalized intersection. LOS was analyzed by the Highway Capacity Manual method, with output as average delay per vehicle at the most critical approach. Significance of impacts at the unsignalized intersection was determined by a worsening of LOS to or within E or F, plus the meeting of new signal warrants under post-Project conditions. Where a "no" is indication, both of these requirements were not met.

SOURCE: KOA, 2007.

**TABLE 23
BUILDOUT (2030) PERIOD – PM PEAK PERIOD**

ID	Intersection	Buildout (2030) Pre-Project Conditions		Buildout (2030) Post-Project Conditions		Diff	Signif?
		V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lark Way-Project Access/Lost Canyon Road*	0.283 10.3 sec.	A B	0.303 19.6 sec.	A C	0.020	No
2.	Via Princessa/Lost Canyon Road	0.636	B	0.655	B	0.019	No
3.	Via Princessa/SR-14 southbound ramps	1.180	F	1.195	F	0.015	Yes
4.	Via Princessa/SR-14 northbound ramps	0.948	E	0.953	E	0.005	No
5.	Via Princessa/Sierra Highway	This intersection is located entirely within the City of Santa Clarita – see below for analysis using the City's guidelines.					

* Currently unsignalized intersection. LOS was analyzed by the Highway Capacity Manual method, with output as average delay per vehicle at the most critical approach. Significance of impacts at the unsignalized intersection was determined by a worsening of LOS to or within E or F, plus the meeting of new signal warrants under post-Project conditions. Where a "no" is indication, both of these requirements were not met.

SOURCE: KOA, 2007.

A signal warrant analysis was conducted at the proposed project access of Lark Way/Lost Canyon Road for buildout conditions with and without the project. Peak-hour volumes at this intersection were examined under three methods: vehicle-hour delay warrants, approach volume warrants, and total volume warrants.

The addition of traffic from the proposed project under this scenario causes an additional (the second of three) peak-hour signal warrant to be met at the intersection of Lark Way/Lost Canyon Road. With the addition of project traffic, this intersection would operate at LOS E under buildout conditions, and meet three signal warrants. This would be a significant traffic impact.

Project Traffic per Santa Clarita Guidelines

The intersection of Via Princessa/Sierra Highway is located within the City of Santa Clarita. A supplemental analysis was conducted for this intersection utilizing the City of Santa Clarita traffic impact study guidelines. The City guidelines for LOS analysis are based on customized capacity inputs to the Circular 212 Planning methodology. Based on the number of traffic signal phases and the type of movement (turns versus through movements), these capacity inputs were applied and the LOS analysis was conducted. The City uses the following impact guidelines, based on post-project LOS:

- At final V/C value of 0.00 to 0.79 (LOS A to LOS C) an increase of 0.04 is significant.
- At final V/C value of 0.80 to 0.89 (LOS D) an increase of 0.02 is significant.
- At final V/C value of 0.90 or more (LOS E or LOS F) an increase of 0.01 is significant.

Based on this methodology, the Via Princessa/Sierra Highway intersection would not have any significant impacts as a result of the proposed project (KOA, 2007; 2008).

Project Access and Parking

Access to the proposed project site would be provided via a new driveway along the southern perimeter of the site, opposite the existing northbound Lark Way approach to Lost Canyon Road. As a result, the main vehicle entry to the proposed project site would be located at the existing intersection of Lark Way/Lost Canyon Road. Other site driveways would provide emergency access only. There is a slight horizontal and vertical curvature to Lost Canyon Road along the proposed project frontage. If construction would create visual obstructions for drivers exiting the project site, solutions to provide better visibility or intersection control would be considered. Signalization of this intersection would occur, visibility issues can't be mitigated by other traffic engineering methods.

The project would provide a total of 406 on-site parking spaces. Each of the 165 residential units and would have two garage spaces. A total of 76 guest parking spaces (would be provided on-street and in designated pocket spaces).

Los Angeles County requires that condominiums/apartments with two or more bedrooms provide 1.5 covered spaces and 0.5 uncovered parking spaces per unit. The two-car garages for each unit would exceed this requirement. In addition, one standard guest parking space is required for every four dwelling units. The project would be required to provide 42 guest spaces; the provision of 76 on-site guest parking spaces would exceed this requirement. Signs designating guest parking would be provided for 42 of these spaces.

Congestion Management Plan Conformance

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (MTA). The CMP for Los Angeles County requires additional analysis for individual development projects with potential regional significance. A specific system of arterial roadways plus all freeways comprises the CMP system. Pursuant to CMP Transportation Impact Analysis (TIA) Guidelines, a CMP traffic impact analysis must be conducted:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

Based on the incremental project trip generation, the proposed project is not expected to add 50 or more new trips per hour to any local CMP monitoring location. Therefore, no further analysis is required.

Cumulative Impacts

This section discusses future traffic conditions at the study intersections with the addition of traffic generated by both the proposed project and the planned area projects near the proposed project, as shown in **Table 24**.

**TABLE 24
SUMMARY OF INTERSECTION PERFORMANCE – FUTURE (2010) + AREA PROJECTS +
PROJECT CONDITIONS**

Intersection Location	Weekday AM peak		Weekday PM peak	
	V/C or Delay	LOS	V/C or Delay	LOS
1. Lark Way-Project Access/Lost Canyon Road*	0.160	A	0.187	A
	11.0 sec.	B	12.4 sec	B
2. Via Princessa/Lost Canyon Road	0.788	C	0.987	E
3. Via Princessa/SR-14 southbound ramps	0.746	C	1.053	F
4. Via Princessa/SR-14 northbound ramps	0.589	A	1.067	F
5. Via Princessa/Sierra Highway	0.834	D	1.166	F

* Currently unsignalized study intersection. The Highway Capacity Manual analysis method for unsignalized intersections provides output based on the average delay per vehicle at the most critical approach.

SOURCE: KOA, 2007.

Utilizing future growth as a base, the combined addition of traffic volumes from planned area projects and the proposed project would cause level of service to worsen to LOS E or LOS F some study intersections. At the intersection of Via Princessa/Lost Canyon Road, operations would worsen from LOS A to LOS E in the pm peak periods. At the intersection of Via Princessa/SR-14 northbound ramps, operations would worsen from LOS D to LOS F in the pm peak period. At the intersection of Via Princessa/SR-14 southbound, operations would worsen from LOS C to LOS F in the pm peak period.

Cumulative traffic impacts are identified if the addition of traffic from both area projects and the proposed development would result in a significant change in traffic conditions at a study intersection. Using the significant impact criteria defined by County guidelines, traffic impacts were evaluated for the future (2010) period with combined volumes from these projects.

As shown in **Tables 25 and 26**, cumulative traffic would create a significant impact at the following study intersections:

- Via Princessa/Lost Canyon Road (AM peak and PM peak)
- Via Princessa/SR-14 northbound ramps (PM peak)
- Via Princessa/SR-14 southbound ramps (PM peak)

A signal warrant analysis was conducted for the future unsignalized study intersection of Lark Way-Project Access/Lost Canyon Road. The Via Princessa intersections with the SR-14 ramps are currently unsignalized, but traffic signals would be installed at these locations within the proposed project timeframe. Therefore, Lark Way intersection would be the only remaining unsignalized study intersection under future conditions.

**TABLE 25
DETERMINATION OF CUMULATIVE IMPACTS – AM PEAK PERIOD**

ID#	Intersection	Existing (2005)		Future (2010) + No Project		Future (2010) All Growth +Area Projects + Proposed Project		Diff	Signif?
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lark Way-Project Access/Lost Canyon Road*	0.073 8.6 sec.	A A	0.088 8.7 sec.	A A	0.160 11.0 sec.	A B	0.072	No
2.	Via Princessa/Lost Canyon Road	0.352	A	0.424	A	0.788	C	0.364	Yes
3.	Via Princessa/SR-14 southbound ramps	0.491	C	0.591	A	0.746	C	0.155	No
4.	Via Princessa/SR-14 northbound ramps	0.397	B	0.479	A	0.589	A	0.110	No
5.	Via Princessa/Sierra Highway	This intersection is located entirely within the City of Santa Clarita – see below for analysis using the City's guidelines.							

* Currently unsignalized intersection. LOS was analyzed by the Highway Capacity Manual method, with output as average delay per vehicle at the most critical approach. Significance of impacts at the unsignalized intersection was determined by a worsening of LOS to or within E or F, plus the meeting of new signal warrants under post-project conditions. Where a "no" is indication, both of these requirements were not met.

SOURCE: KOA, 2007.

**TABLE 26
DETERMINATION OF CUMULATIVE IMPACTS – PM PEAK PERIOD**

ID#	Intersection	Existing (2005)		Future (2010) + No Project		Future (2010) All Growth +Area Projects + Proposed Project		Diff	Signif?
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lark Way-Project Access/Lost Canyon Road*	0.068 8.5 sec.	A A	0.082 8.6 sec.	A A	0.187 12.4 sec.	A B	0.105	No
2.	Via Princessa/Lost Canyon Road	0.340	A	0.409	A	0.987	E	0.578	Yes
3.	Via Princessa/SR-14 southbound ramps	0.623	F	0.750	C	1.067	F	0.177	Yes
4.	Via Princessa/SR-14 northbound ramps	0.738	F	0.890	D	1.053	F	0.303	Yes
5.	Via Princessa/Sierra Highway	This intersection is located entirely within the City of Santa Clarita – see below for analysis using the City's guidelines.							

* Currently unsignalized intersection. LOS was analyzed by the Highway Capacity Manual method, with output as average delay per vehicle at the most critical approach. Significance of impacts at the unsignalized intersection was determined by a worsening of LOS to or within E or F, plus the meeting of new signal warrants under post-project conditions. Where a "no" is indication, both of these requirements were not met.

SOURCE: KOA, 2007.

Peak-hour volumes at the unsignalized study intersections were examined under three methods: vehicle-hour delay warrants, approach volume warrants, and total volume warrants. The addition of proposed project traffic to the study intersections under future conditions does not cause any peak-hour signal warrants to be met. No signal warrants would be met at the intersection of Lark Way/Lost Canyon Road without the project.

The total intersection volume warrant Lark Way/Lost Canyon Road, however, would be met in the buildout (year 2030) period, which is analyzed below. In addition, retaining walls proposed at the project entrance driveway would not allow for adequate sight distance for exiting vehicles. Signalization of the Lark Way/Lost Canyon Road intersection would be required to mitigate this condition.

The following potential impacts have been identified:

- Via Princessa/Lost Canyon Road;
- Via Princessa/SR-14 northbound ramps; and
- Via Princessa/SR-14 southbound ramps.

Cumulative mitigation measures would not fully mitigate impacts on Via Princessa/Lost Canyon intersection and Via Princessa/SR-14 southbound ramps but would fully mitigate impacts on Via Princessa/SR-14 northbound ramps. Improvements for partial mitigation of cumulative impacts at the Via Princessa/Lost Canyon intersection include an additional right turn lane at the westbound intersection approach (Lost Canyon). With implementation of this improvement, level of service would improve to LOS D but there would be residual cumulative impacts.

The analysis of future and build-out scenarios at the SR-14 ramp intersections assumed that traffic signals would be installed at these locations, with protected left-turn phasing, but traffic signals have since been installed at these locations. Improvements that would be necessary to mitigate cumulative impacts at Via Princessa/SR-14 southbound ramps would include an additional westbound right turn lane at the off-ramp. With addition of this lane, the approach could be then configured as one shared thru/left lane and two dedicated right turn lanes. With this improvement, operations would remain at LOS C in the AM peak period, and would improve from LOS F to LOS E in the PM peak period, yet residual cumulative impacts would still remain. However, cooperative efforts by the County of Los Angeles, the City of Santa Clarita, and Caltrans could result in future regional improvements at the Via Princessa/SR-14 southbound access ramp.

Improvements that would be necessary to mitigate cumulative impacts at Via Princessa/SR-14 northbound ramps would include either a double southbound left-turn movement onto the on-ramp, or an additional dedicated eastbound left turn lane at the off-ramp approach. Since additional improvements would likely require the widening of the freeway off-ramp or the widening of Via Princessa under the SR-14 overhead structure, they were considered infeasible within the scope of the cumulative projects. The southbound left-turn movement would likely be feasible, with sidewalk reconfiguration at the west curb (southbound roadway) of the underpass. With this improvement, operations would remain at LOS A in the AM peak hour and LOS D in the PM peak hour, removing cumulative impacts and fully mitigating impacts at this location. Furthermore, cooperative efforts by the County of Los Angeles, the City of Santa Clarita, and Caltrans could implement future regional improvements at the Via Princessa/SR-14 interchange to reduce impacts even further.

In lieu of implementation of the above-described measures, the developer is required to pay a fair share dollar amount toward the implementation of all cumulative intersection improvements.

Mitigation Measures/Project Design Features

Mitigation measures identified in the 1986 Specific Plan EIR and Addendum 3 have either been completed or are already required by existing regulations. As part of the project, the applicant has agreed to implement the recommendations of the Traffic Impact Study including:

- *Lark Way-Project Access/Lost Canyon Way Improvements.* This intersection would meet signal warrants by 2030. This signal would assist drivers exiting the site.
- *Via Princessa/Lost Canyon Road Improvements:* The applicant would pay its fair-share toward re-striping the westbound intersection approach (Lost Canyon) to provide for a second right-turn lane, in lieu of physical mitigation measures. Residential cumulative impacts would remain; however, additional improvements would be infeasible and the project's contribution to cumulative traffic impacts would not be considered substantial (less than seven percent for the AM peak hour and less than four percent for the PM peak hour; and an average of less than six percent). No additional development is anticipated for this area and the Golden Valley development has been included in the analysis.
- *Via Princessa/SR-14 Northbound Ramp Improvements.* The following improvement assumes that traffic signals would already be installed at these locations, with protected left-turn phasing. Improvements would include a double southbound left-turn movement onto the on-ramp. This would require reconfiguration or removal of the sidewalk along the curb at the southbound curb of the underpass. The applicant would pay its fair-share toward this improvement.
- *Via Princessa/SR-14 Southbound Ramp Improvements.* An additional westbound approach lane shall be constructed at the westbound approach (off-ramp). Implementation of this improvement would remove significant impacts in the build-out year. The applicant would pay its fair-share toward the implementation of this improvement in lieu of physical mitigation measures. Residual cumulative impacts would remain; however, residual cumulative impacts would remain. The project's contribution to cumulative traffic impacts would not be considered substantial (less than seven percent for the AM peak hour and less than four percent for the PM peak hour; and an average of less than 5.5 percent). No additional development is anticipated for this area and the Golden Valley development has been included in the analysis.

Significance

The proposed project would result in less than significant impacts to traffic and circulation.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with traffic and access would be less for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Commercial uses would generate approximately 2,539 more trips than the proposed project.

I. Sewage Disposal

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

The master development area is served by Los Angeles County Sanitation District No. 26, although in 1986 it was not located within the jurisdictional boundaries of the District and annexation was required. Estimated sewage generation from the entire Specific Plan area was estimated at 1.18 million gallons per day (mgd). The total cumulative demand from the master development project, related projects, and existing generation was projected to be 15.43 mgd. This demand would not be met by the District's 1986 treatment capacity, but could be accommodated after a proposed future expansion.

Mitigation measures were identified in the 1986 Specific Plan EIR that would reduce potential impacts to a less than significant impact.

Impacts Associated with Addendum 3

Implementation of Tentative Tract Map No. 47200 would result in reduction of sewage generation by approximately 25,098 gallons per day. The commercial site would result in the generation of approximately 35,393 gallons per day of sewage. Impacts would be reduced over those discussed in the 1986 Specific Plan EIR.

Mitigation included in the 1986 Specific Plan EIR was completed. However, an additional measure recommended to ensure that impacts to sewage disposal remain less than significant:

- The project applicant will pay connection fees as required by the County Sanitation Districts prior to the issuance of building permits.

Proposed Project

Existing Setting

The County Sanitation Districts of Los Angeles County (Districts) is the jurisdictional agency that would supply wastewater services to the proposed project site. The Districts construct, operate, and maintain facilities to collect, treat, recycle, and dispose of sewage and industrial wastes. The Districts 1,300 miles of main trunk sewers and 11 wastewater treatment plants convey and treat approximately 510 mgd, 190 mgd of which are available for reuse in the dry Southern California climate.

The expected average wastewater flow from the proposed project site is approximately 32,175 gallons per day.⁵ Wastewater originating from the proposed project would discharge to a local sewer line within the public right-of-way for conveyance to the Districts' Soledad Canyon Trunk Sewer, located in a right-of-way on the north side of the Santa Clara River, southeast of the terminus of Hidaway Avenue. This 15-inch diameter trunk sewer has a design capacity of 2.5 mgd and, when last measured in 2003, conveyed a peak flow of 1.7 mgd.

The Districts operate two water reclamation plants (WRPs), the Saugus and Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 21.1 mgd.

The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' sewerage system or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project, and would mitigate the impact of this project on the present sewerage system. Payment of a connection fee would be required before a permit to connect to the sewer is issued.

Project Impact

Although the Districts originally indicated (2006) that this project site was outside of the Districts' boundaries, further investigation by the Districts indicates that the project site would be located entirely within its boundaries (2007). The design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California SCAG. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. SCAG reviewed the proposed project and determined that the proposed project is not regionally significant per SCAG Intergovernmental Review Criteria and *CEQA Guidelines* and that it would not cause changes or inconsistency with approved regional growth statistics for Los Angeles County, where the proposed project lies. As such, the current wastewater service infrastructure provided by the Districts would be adequate to accommodate the proposed project. Less than significant impacts with mitigation measure incorporation are therefore anticipated.

Sewer treatment capacity would result in a first stage capacity that would adequately treat the project and all approved and pending projects according to Los Angeles County (2006) and the County Sanitation Districts of Los Angeles (2006).

⁵ County Sanitation Districts of Los Angeles County. Letter to Christina Tran, Impact Analysis Section, Los Angeles County, dated May 18, 2006.

Cumulative Impact

The Districts is proactive in planning for additional capacity to accommodate future growth in its service area. The project area would continue to grow and the Districts are planning for future expansion of capacity and extension of service lines to accommodate that growth. Therefore, cumulative impacts of the proposed project and related projects would therefore be less than significant. The County (2006) has indicated that this project would not result in a cumulative impact to the treatment of wastewater in the Districts' boundaries.

Mitigation Measures/Project Design Features

No additional mitigation required because the connection fees are already required and the proposed project meets the criteria for annexation of a portion of the site into the Districts' jurisdiction. However, this measure is identified in Addendum 3, as follows:

- The project applicant will pay connection fees as required by the County Sanitation Districts prior to the issuance of building permits.

Connections are available from street rights-of-way in the vicinity of the project site. Mitigation measures from previous documents are either already required by existing regulations or have been completed.

Significance

The proposed project would have a less than significant impact on sewage disposal facilities.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with sewage disposal would be slightly greater for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Commercial uses on the site would generate approximately 28,715 gallons of sewage per day; this is approximately 3,460 gallon per day less than the proposed project. However, as stated above, sewage disposal impacts associated with the proposed project would be less than significant.

J. Education

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

According to the 1986 Specific Plan EIR, the Specific Plan area is located in both the William S. Hart Union School District (Hart) (Grades 7-12) and the Sulphur Springs Union School District (SSUSD) (Grades K-6). The 1986 Specific Plan EIR states that implementation of the Specific Plan would result in the addition of approximately 3,800 students to both districts.

The 1986 Specific Plan EIR concludes that the anticipated number of new students would significantly impact "both districts over-capacity conditions" (sic).

Mitigation measures were identified in the 1986 Specific Plan EIR to reduce potential impacts identified in the 1986 Specific Plan EIR to a less than significant level.

Impacts Associated with Addendum 3

Implementation of Tentative Tract Map No. 47200 would result in a reduction in the number of students and subsequent classrooms as compared to the previous project. Tentative Tract No. 47200 includes the development of school sites to mitigate the additional students.

A mitigation measure identified in the 1986 Specific Plan EIR reduced the potential impacts to a less than significant impact.

Proposed Project

Existing Setting

The proposed project site is located within the Sulphur Springs School District (SSSD) (Grades K-6) and within the William S. Hart Union High School District (Hart District) (Grades 7-12). SSSD has an existing enrollment of nearly 6,500 students in eight elementary schools located in Canyon Country, Newhall, and Santa Clarita. Capacity for this district is approximately 4,975 students. The elementary school located closest to the project site is Fair Oaks Ranch Community School, which is located at 26933 N. Silverbell Lane in Canyon Country, is south of SR-14, approximately 0.4 miles from the development site. During the 2004-2005 school year, Fair Oaks served nearly 950 elementary students, distributed fairly evenly among all grade levels; its current capacity is estimated at approximately 1,000 students (Greenwood, 2007). The second nearest elementary school is Valley View Elementary School, located at 19414 Sierra Estates Drive in Newhall, approximately 1.6 miles from the site. During the 2004-2005 school year, this year round school was attended by approximately 762 students; its current capacity is estimated at approximately 800 students (Greenwood, 2007).

The Hart District receives students from four nearby school districts, including SSSD. The Hart District has a current enrollment of approximately 22,000 students that attend the District's six comprehensive high schools, a continuation school, a middle college high school, an independent study school, six junior high schools, an adult school, and a Regional Occupational Program.

The Hart District assumes a student average of 1,250 students for each of its six junior high schools (or a total of 7,500 students). By fall 2008, the Hart District anticipates it will reach a student average of 1,220 students in each of its six middle schools (for a total of 7,320 students). By fall 2012, the Hart HS District anticipates a total of 7,800 students. Los Angeles County estimates that there is currently an enrollment of 5,217 middle school students, and that with pending, approved, and recorded projects (Los Angeles County, 2005), the Hart District is now committed to serving an estimated 7,410 students (Los Angeles County, 2005).

The project site is located nearest to La Mesa Junior High School, located at 26623 May Way in Santa Clarita, approximately 1.9 miles north of the project site and north of SR-14. La Mesa Junior High School had a total of 1,210 enrolled students in fall 2005. Hart District estimates that in the next seven years, La Mesa will have a total of 1,677 students, approximately 427 students above the ideal average. Hart District -sponsored analysis of anticipated growth in the Hart District states that, “[j]t may be necessary for the Hart District to consider another future junior high school site within the current La Mesa JHS area or neighboring Sierra Vista Junior High School boundary to help both of these school’s [sic] with their future enrollment beyond 2012” (Davis Demographics & Planning, Inc., 2006).

In the past three years, Hart District has opened three new high schools: Golden Valley High School; West Ranch High School; and West Ranch high School. The Hart District states that “[i]n addition, there are plans to have a high school in the Castaic area open by fall 2009 or fall 2010,” which will alleviate potential overcrowding through fall 2012. At the present time, approximately 9,903 students attend high schools; the total capacity of these high schools is 9,512. With pending, approved, and recorded projects, the total number of high school students could exceed 15,000 (Los Angeles County, 2005). The high school located nearest to the project site is Canyon High School, which in fall 2005 had a total enrollment of 2,708 students. This number is projected by the Hart District to grow in the next few years to 3,200 students, and beginning in fall 2012, its enrollment will begin to drop off. Canyon High School is located at 19300 West Nadel Street in Canyon Country, approximately 3.1 miles from the project site, north of SR-14. Golden Valley High School, which is located at 20510 Golden Valley Road, is physically closer to the site, but because no direct route exists, access to this high school requires the use of 5.8 miles of roadway.

Project Impact

Both the SSSD and the Hart District use student generation rates to anticipate the number of school-aged children that new development would generate. Table 27 describes the anticipated number of students that would be generated by the proposed 165-unit development. Of the 64 estimated new students, 38 students would be in elementary school, 9 students would be in middle school, and 17 students would be in high school.

**TABLE 27
ANTICIPATED PROJECT STUDENT GENERATION**

Project Use	Elementary School		Middle (Junior High) School		High School	
	Factor	Students	Factor	Students	Factor	Students
165 condominium units	0.228	38	0.0551	9	0.1051	17
Total Project Generation						64

SOURCE: Sulphur Springs School District, 2006; William S. Hart Union High School District, 2006.

The proposed development would add students to two school districts, although at a very minimal level, by adding 38 new students to Fair Oaks Ranch Community School, thereby increasing the school population by approximately 4.5 percent (or approximately five students per grade). An estimated 26 new students would be added to the Hart District, thereby increasing the school population by approximately 0.1 percent.

In 1998, the State of California adopted the Leroy F. Greene School Facilities Act (1998), which set forth the mitigation measure to be used under CEQA for impacts to local schools as a result of a proposed land use decision. The mitigation requires payment of fees based on square footage of anticipated residential and commercial use to the locally affected schools. As a result, because the payment of fees is required by law and because this is the mandated CEQA mitigation measure for impact to schools, the impact to schools is considered to be less than significant and further mitigation beyond payment of fees is not required.

Cumulative Impact

The proposed project and other existing and future projects could adversely affect school capacity at a district level, such that the school districts would have to construct new schools that in turn would have a significant environmental effect. However, under the Leroy F. Greene School Facilities Act, payment of the mandated fees would provide the CEQA-mandated mitigation measure for the district, and would therefore reduce the project's contribution to any cumulative impacts to a less than significant level.

Mitigation Measures/Project Design Features

Fees required under the Leroy F. Greene School Facilities Act are the CEQA-mandated mitigation measure for impacts to schools. No additional mitigation measures are currently required; the mandated mitigation measure is required by law.

Significance

The proposed project would have a less than significant impact on school resources.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with schools would be greater for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Commercial uses would not generate students. However, as stated above, impacts to schools impacts associated with the proposed project would be less than significant.

K. Fire/Sheriff Services

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

Fire Protection Services

The 1986 Specific Plan EIR stated that fire protection services in the Specific Plan area are currently provided by LACFD. The EIR stated that the subject property partially lies within the Consolidated Fire Protection District and that LACFD is currently responsible for structural fire protection to only that portion of the property that is within the district. LACFD indicated that additional manpower, equipment, and facilities would be needed in the area, and the proposed project would incrementally increase demand for service.

Sheriff Services

The 1986 Specific Plan EIR states that police protection in the Specific Plan area is provided by the Los Angeles County Sheriff's Department, from its Santa Clarita Valley Substation. At that time, the Sheriff's Department was operating at a less than desirable level of service.

Development of the project site would incrementally impact the current officer-to-population ratio, which was less than the preferred ratio of 1 officer per 1,000 population. The Sheriff's Department indicated that an expansion of the patrol force by approximately 20 percent would be necessary to maintain existing levels of service.

Mitigation measures were identified in the 1986 Specific Plan EIR to reduce potential impacts to a less than significant level.

Impacts Associated with Addendum 3

Fire Protection Services

Due to a reduction in residential units and corresponding reduction in population, impacts to fire protection services would be reduced as compared to those discussed in the 1986 Specific Plan EIR.

Sheriff Services

Due to a reduction in residential units and corresponding reduction in population, impacts to sheriff services would be reduced as compared those discussed in the 1986 Specific Plan EIR.

Mitigation measures will be the same of those recommended in the 1986 Specific Plan EIR.

Proposed Project

Existing Setting

Fire Protection Services

LACFD would provide fire protection services at the proposed project site. LACFD is staffed by over 4,500 firefighters, administrative personnel, foresters, lifeguards, dispatchers, mechanics,

pilots, fire suppression aides, and other personnel. LACFD currently operates 165 fire stations, and a variety of other facilities, including fire suppression camps, fire prevention offices, forestry nurseries, and lifeguard stations. Its equipment includes 239 engine companies, and a variety of other vehicles such as helicopters (8), aircraft tugs (5), patrol fire trucks (52), rescue/fire boats (21), paramedic squads (91), trailers (57), etc. In 2005, LACFD responded to approximately 10,215 fire incidents; 193,454 emergency medical incidents; and 15,031 vehicle accidents.

The station closest to the project site is Fire Station 107, located at 18239 Soledad Canyon Road in Santa Clarita, approximately 1.9 miles from the project site (LACFD, 2006).

Sheriff Services

The Los Angeles County Sheriff's Department would provide police protection services at the proposed project site. The Department is estimated to be the largest sheriff's department in the United States and provides services to over 2.5 residents in a 3,170 square foot area. The Sheriff's Department not only provides services to areas in unincorporated Los Angeles County, but also contracts for services with over 50 cities. In addition, the Sheriff's Department also contracts with several public agencies for law enforcement services, including MetroLink, the Los Angeles Metropolitan Transportation Authority, the Los Angeles Community College District, and the Los Angeles County Marshal/Municipal Courts. The Sheriff's Department has over 8,000 sworn officers.

The ideal officer to population ratio is one deputy per 1,000 residents and with current staffing of 171 sworn deputies currently assigned, the ratio is less than ideal at one deputy per every 1,169 residents (Los Angeles County Sheriff's Office, 2006).⁶

The proposed project site is located within the jurisdiction of the Sheriff's Department, and is served by the Santa Clarita Valley Station located at 23740 Magic Mountain Parkway in Valencia, California. The station is located approximately seven to nine miles from the project site.

Project Impact

Fire Protection Services

The proposed development would result in the need for additional manpower, equipment and facilities because it would add additional residential uses to the service area (LACFD, 2006).

LACFD regularly participates in local agency and jurisdictional entities' development review process, and review by LACFD is part of the County's building and plan check review required prior to issuance of building permits or prior to issuance of occupancy permits. LACFD's review of site plans addresses conformance with LACFD building and fire codes that would address issues such:

- Adequate access to all structures from the street;

⁶ Los Angeles County Sheriff's Department correspondence on June 14, 2006.

- Multiple ingress/egress access for emergency response vehicles;
- A distance not to exceed 150 feet between exterior walls and an unobstructed route around the exterior of a project building;
- Turning radii of not less than 32 feet, determined at the centerline of the road;
- Adequate fire lanes with a minimum unobstructed width of 28 feet;
- A LACFD approved turning area for all cul-de-sacs; and
- Adequate fire hydrant spacing.

LACFD's design review would ensure that adequate emergency access and adequate circulation would be incorporated into the proposed site design, and that the project would not interfere with an emergency response plan or emergency evacuation plan.

Potential impacts to facilities, and staff would be mitigated by developer participation in the County's developer impact fee program, which would provide funding for equipment purchases and fire station construction.

Because of LACFD participation in plan review, existing building and fire codes, and by required participation in the County's developer impact fee program, the proposed project would have a less than significant impact on fire protection services.

Sheriff Services

The nearest police station serves an area of 656 square miles, which is made up of the City of Santa Clarita and unincorporated County area between the Los Angeles City Limits to the south, the Kern County Line to the north and involving all areas between the Ventura County Line to the west and the township of Agua Dulce to the east. The population served by the station is approximately 200,000 residents.

Assuming a residential density of 3.01 persons per dwelling, this proposed project could generate a population increase of approximately 496 new residents. This project would not require additional deputies to the assigned to the Santa Clarita Valley Station.

The proposed project could result in the need for additional law enforcement services to maintain adequate service levels in the project area and surrounding region. Due to the rapidly expanding population of the Santa Clarita Valley and substantial increase in residential development in the area, the project impact on law enforcement is potentially significant. It is anticipated that the routine response time to a request for service would be approximately 45 minutes. The priority response time would be approximately 11 minutes and the response time under emergency circumstances would be approximately 5 to 6 minutes. All response times are approximations, and would be dependent on both the deployment of area radio cars and traffic conditions.

While the project by itself does not create a specific need for any additional staff for the Santa Clarita Valley Station, it could have cumulative impacts on call and response time, staffing, and inadequate facility accommodations when considered with other developments in the vicinity area. However, with following mitigation measures project impacts to law enforcement services would be less than significant.

Cumulative Impact

Fire Protection Services

Implementation of the proposed project would result in additional residents in the project area over current conditions. In conjunction with other related projects, growth in the project area could have adverse cumulative impacts on fire protection services. However, with the following mitigation measures incorporated, cumulative impacts would be minimized and the proposed project would have a less than significant impact on fire protection services.

Sheriff Services

In conjunction with other related projects, growth in the project area could have adverse cumulative impacts on law enforcement services. However, the Sheriff's Department would be involved in the development review process for all projects in the proposed project area and would continue to provide input into the review of new projects. Furthermore, with payment of appropriate fees by all development projects will minimize cumulative impacts and ensure that implementation of the proposed project would have less than significant impact of law enforcement.

Mitigation Measures/Project Design Features

No additional mitigation measures are required. Implementation of measures identified in the 1986 Specific Plan EIR and Addendum 3 would reduce potential impacts to fire protection services and sheriff protection services to a less than significant level. These mitigation measures include the following:

Fire Protection Services

- Required fire flow requirements and hydrant spacing shall be incorporated into overall tract design.
- Landscaping materials shall include vegetation with a low fuel potential to reduce fire hazard.

Sheriff Services

- Increased population from the project site will increase the local tax base, which will offset the cost of additional required facilities for Sheriff's service expansion.
- Standard design features to enhance project security shall be implemented into tract design including: adequate lighting, perimeter walls, and implementation of a neighborhood watch program.

The project would be required to conform to the 1986 Specific Plan Design Guidelines, which include residential design guidelines that include the use of fire retardant materials, and standards for exterior lighting. The project would also be required to conform to the Los Angeles County Code.

Significance

The proposed project would have a less than significant impact on fire protection services and sheriff services and would not result in a need to construct new or expanded facilities that in turn could result in a significant impact to the environment.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with fire protection services would be similar for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Sheriff's Department services would be slightly greater as commercial uses would not generate additional residents. However, as stated above, Sheriff Department impacts associated with the proposed project would be less than significant.

L. Utilities/Other Services

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

Water Supply

The 1986 Specific Plan EIR notes that the Santa Clarita Water Company (SCWC) provides water service for existing development in the vicinity of the Specific Plan area. Although most of the site was not located within the SCWC district boundaries, no problems with water service were anticipated. The SCWC received its supplies from the Castaic Lake Water Agency and 13 local groundwater wells.

Solid Waste

Solid waste was not discussed in the previous environmental documentation.

Library Services

Library services were not discussed in the previous environmental documentation.

Solid Waste

Not addressed by the 1986 Specific Plan EIR.

Library Services

Not addressed by the 1986 Specific Plan EIR.

Impacts Associated with Addendum 3

Water Supply

Implementation of Tentative Tract Map No. 47200 would result in a reduction in water demand for the site. No mitigation regarding water supply was included in Addendum 3.

Solid Waste

Solid waste was not discussed in Addendum 3 or in the 1986 Specific Plan EIR. Solid waste was not discussed in the previous environmental documentation.

Library Services

Although not addressed in the 1986 Specific Plan EIR, based on a condition of the CUP, impacts to library services were required to be mitigated with implementation of Tentative Tract Map No. 47200.

Further measures were identified in the Third Addendum and reduced potential impacts identified in the Third Addendum to a less than significant level.

Proposed Project

Existing Setting

Water Supply

Water services for the proposed project would be supplied by the Castaic Lake Water Agency (CLWA) and retail water service would be provided to the site by the Santa Clarita Water Company. CLWA is a public water agency that services an area of 195 square miles in Los Angeles and Ventura Counties. The CLWA provides about half of the water that Santa Clarita households and businesses use; and operates two treatment plants, two pump stations, two storage facilities, and over 17 miles of transmission pipelines.

CLWA relies on State Water Project water delivered from northern California. This water is treated and delivered to the local water retailers. The four purveyors served by CLWA are: Los Angeles County Water District #36, Newhall County Water District, Santa Clarita Water Company, and Valencia Water Company.

Title 24 of the California Administrative Code includes the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses public utilities and energy and includes appliance and efficiency standards that promote water conservation. In addition, a number of state laws require water-efficient plumbing fixtures in structures.

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), which requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. The CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 af of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of Urban Water Management Plans as well as methods for urban water suppliers to adopt and implement the plans.

SB 610 requires urban water suppliers to identify existing and planned sources of water for planned developments of a certain size. It further requires public water system to prepare a specified water supply assessment for projects that meet the following criteria:

- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

Solid Waste

The County Sanitation Districts of Los Angeles County (Districts) is the jurisdictional agency that supplies solid waste disposal services for the proposed project site. The Districts also provide for the management of solid wastes including disposal, transfer operations, and materials recovery. Three active sanitary landfills handle approximately 19,500 tons per day (tpd), of which 16,000 tpd are disposed (approximately 40 percent of the County-wide disposal capacity) and 3,500 tpd are recycled. The Districts also operates three landfill gas-to-energy facilities, two recycle centers, and three transfer/materials recovery facilities, and participates in the operation of two refuse-to-energy facilities.

Library Services

Established in 1912, the County of Los Angeles Public Library currently serves over 3.5 residents living in unincorporated areas in Los Angeles County. Its service area extends over 3,000 square miles, and includes 84 Regional and Community Libraries, four bookmobiles, and seven special reference/resource centers. Its headquarters is located in Downey.

The Canyon Country Jo Anne Darcy Library, located at 18536 Soledad Canyon Road in Canyon Country, opened in 1971, and is one of three libraries in the area. (The other two are located in Valencia and Newhall.) Originally located in 5,050 square feet of leased space, the permanent 17,000 square feet facility opened in 2001.

Project Impact

Water Supply

Since the proposed project is the development of 165 residential dwellings on nearly 12.5 acres of land use and is an amendment to a Specific Plan, the proposed project is not subject to a water

supply assessment under SB 610 and would therefore not require a water supply assessment by CLWA.

SB 221 prohibits approval of land use development of more than 500 dwelling units unless the applicable public water supply system provides written verification that sufficient water supply is available. Since the proposed project is the development of 165 residential dwellings, the proposed project is not subject to SB 221.

The proposed project would consume approximately 37,950 gallons of water/day.⁷ The SCWC (Los Angeles County, 2005) has indicated that there are sufficient supplies to serve the proposed project from existing entitlements and resources. The proposed project would not be expected to exceed existing entitlements allocated for the region.

The proposed project would be subject to compliance with local, state and federal water conservation policies. The proposed project shall include in the landscaping and irrigation plans, the use of low-water-use landscaping devices such as low-water use irrigation devices in order to comply with local, regional and state water conservation policies. In order to comply with water conservation policies, the mitigation measures listed below shall be applied to the project. Impacts would be less than significant with incorporation of these mitigation measures.

Solid Waste

The proposed project would generate approximately 660 pounds per day of solid waste or 120 tons of solid waste per year.⁸ There are numerous public and private landfills and transfer stations in Los Angeles County that could potentially receive solid waste from the proposed project. The Sunshine Canyon Landfill is a Class III landfill, which is located at 14747 San Fernando Road in Sylmar and is the closest landfill that would be used by the proposed project. The Sunshine Canyon Landfill has recently received approval to combine its City of Los Angeles and County facilities, which would allow it to accept over 11,000 tons per day and has extended its fill area by approximately 40 acres. Its sunset year is approximately 2036 (Sanitation Districts, 2007).

During construction of the proposed project, solid waste would be generated that may include a variety of building materials that can be recycled, including cardboard, paper products, metals, plastics and other building materials. Over the life of the proposed project, solid waste would continue to be generated from residents, such as household hazardous materials, computers and electronics.

AB939 requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost waste to achieve diversion goals. In order to assist in meeting these goals, the proposed project would be required to incorporate storage and collection of recyclable materials into the project design and include provisions for the collection of recyclables in refuse collection contracts.

⁷ County of Los Angeles, *Generation Factor*, 2001.

⁸ County of Los Angeles, *Solid Waste Factor*, 2001.

The proposed project would result in a less than 6 percent increase in the waste stream deposited at Sunshine Canyon and would therefore have a less than significant impact on the landfill.

Library Services

The Canyon Country Jo Anne Darcy Library, located approximately 2.6 miles north of the project site (north of SR-14) would serve residents of the proposed project. (The Valencia Library is located approximately 7.1 miles from the project site; the Newhall Library is approximately 5.9 miles from the site.) The proposed project would add residents to the library's expanding service population. However, with the payment of the Library Facilities Mitigation Fee (Developer Fee) by the project applicant, impacts of the proposed project on library services would be reduced to a less than significant impact. Fees are currently set at approximately \$737 per dwelling unit, which would result in an approximate total fee of \$121,605.

Cumulative Impact

Water Supply

As stated above, the proposed project can be accommodated within existing water allocations and, according to the County (2007), would not contribute to a cumulative impact on current water allocations. Cumulative impacts on water supply would be less than significant.

Solid Waste

The County through implementation of its Countywide Integrated Waste Management Plan (CIWMP) is required to provide solid waste disposal services, and have a capacity to meet required services for a minimum of 15 years. Also, the County of Los Angeles is required by state law to reduce the amount of solid waste entering the waste stream by 50 percent over 1990 numbers. Source reduction and recycling is the responsibility of all residents requiring an on-going effort to minimize waste. With the County's implementation of its CIWMP, the County's implementing its source reduction and recycling programs, and residents participating in these programs, cumulative impacts to solid waste disposal would be less than significant.

Library Services

The County of Los Angeles Public Library would serve the needs of the proposed project and other existing and future projects in the region. With the payment of the Library Facilities Mitigation Fee (Developer Fee) by the project applicants, this would reduce the impact of the proposed project and other existing and future projects in the region on library services to a less than significant impact.

Mitigation Measures/Project Design Features

Water Supply

The following measures are required by the 1986 Specific Plan EIR:

- Project-specific mitigation measures proposed to reduce water consumption and promote water conservation include the following:

- Install low-flush toilets and low-flow showers and faucets;
- Landscape with native or other drought-tolerant plant species;
- Limit impervious paving to the extent possible in order to facilitate groundwater recharge.

Required fees and existing regulations would reduce all impacts to a less than significant level.

Solid Waste

No mitigation measures are required. However, before the issuance of permits for the proposed project, the County of Los Angeles would require approval of a Recycling and Reuse Plan (Title 20 – Utilities, Chapter 20.87 *Construction and Demolition Debris Recycling and Reuse*). The plan would identify methods for promoting recycling and reuse of construction materials and safe disposal consistent with the policies and programs outlined by the County of Los Angeles. The plan would also identify methods for incorporating source reduction and recycling techniques into project construction and operation in compliance with state and local requirements such as AB 939.

Library Services

No additional mitigation measures are required. The fee identified in Addendum 3 has changed. According to Section 22.72.040 of the Los Angeles County Code, this fee is required to be reviewed annually by the county librarian, in consultation with the county auditor-controller, and adjusted based on the annual percentage change in the Consumer Price Index. The applicant would be required to pay the current adopted fee, which is approximately \$737 per dwelling unit (or an approximate total of \$121,605), to offset the demand for additional library services.

Significance

The proposed project would result in a less than significant impact to utilities and other services, and would not require construction of new or expanded facilities that in turn could result in significant impacts to the environment.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Water Supply

Impacts associated with water supply would be reduced for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Commercial uses on the site would result in the consumption of 49,097 gallons/day of water; this is approximately 11,147 gallons/day more than the proposed project.

Solid Waste

Impacts associated with water supply would be less for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses.

Commercial uses on the site would result in the generation of 3,910 pounds per day⁹; this is approximately 3,250 pounds per day greater than the proposed project.

Library Services

Impacts associated with library services would be greater for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses. Commercial uses would not result in an increase of residents. However, as stated above, library service impacts associated with the proposed project would be less than significant.

M. Land Use

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

Land use was not discussed in the previous environmental documentation.

Impacts Associated with Addendum 3

Land use was not discussed in the previous environmental documentation.

Proposed Project

Existing Setting

The Canyon Park Specific Plan was certified in 1986 and establishes "comprehensive guidance and regulations for the development of 988 acres located within Canyon Country, Los Angeles County, California." The Specific Plan states that the "Specific Plan will be implemented with the appropriate General Plan amendments. This Specific Plan is regulatory, adopted by ordinance and will be consistent with the County of Los Angeles General Plan and the Santa Clarita Valley area-wide General Plan."

Project Impact

The Canyon Park Specific Plan designated the proposed project site as Neighborhood Commercial when it was adopted in 1986. The proposed project, however, includes a Specific Plan amendment to change the General Plan land use and zoning designation from neighborhood commercial to apartments/condominiums (R-3-25) to accommodate the development of 165 condominiums. The resulting development of residential units would have reduced environmental impacts compared to commercial development due to more preservation of open space.

⁹ CIWMB.ca.gov/wastechar/wastegenrates/commercial.

The Specific Plan provides for R-3-25 zoning that would allow multi-family residential development for Planning Areas 3, 8, 12, and optionally in Planning Area 2 (1986 Specific Plan, p. V-4).

Relevant goals and objectives from the 1986 Specific Plan include the following:

Land Use

Goal (d): To consider the land use requirements and population pressures within the region, state and nation while maintaining standards for essential services.

Objective (c): A variety of residential densities and product types for the consumer.

Housing

Goal (b): To encourage provisions of a variety of housing types, prices, ownership possibilities and locations.

Goal (c): To develop neighborhoods properly related to essential community services.

Goal (d): To maintain high quality development standards for residential land use development that ensure establishment of neighborhoods with lasting value.

Objective (a): A residential environment that provides detached single-family, patio homes, condominiums, townhouses, and/or apartment housing opportunities.

The proposed development is also consistent with the following relevant Los Angeles County General Plan policies:

Land Use Element

Policy 14: Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.

Policy 15: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing and traffic.

Policy 32: Provide a land use mix at the countywide, area wide and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.

The distance from SR-14, when combined with the proposed landscaped buffer along the northern edge of the project site, would result in a setback of over 100 feet.

The proposed land use change from commercial to residential would not result in a land use conflict, but would complement surrounding land uses that include residential development and undeveloped land.

The 1986 Specific Plan, as a goal, notes that the Plan is designed to "consider the land use requirements and population pressures within the region, state and nation while maintaining standards for essential services," which means that the Plan retains some degree of flexibility. The purpose of the project is to develop additional residential units in the area to meet the demand of an increasing population in the Santa Clarita region. The Canyon Country area, including the project site, is a growing community and will continue to grow through and beyond the year 2010. The Santa Clarita region developing job market and attractive physical setting have placed this area at the forefront of the "growth communities" of Los Angeles County. By 2010, the population of the region would reach 270,000. As a result, further residential units would need to be developed in the region to meet this demand. The proposed project would meet this need and is an essential part of the surrounding land use community and therefore would not create physical barriers. The proposed project development would be compatibly integrated into the community and would further enhance the physical land utilization of the region.

As was mentioned previously, the 1986 Specific Plan designates the project site as Neighborhood Commercial (NC). The proposed land use designations and associated policies identified in the Specific Plan are consistent with the Los Angeles County General Plan; therefore no new land use policies would be created.

Changing land use designations from NC to R-3-25 would create additional housing that matches the existing land use in the area made up of single and multi-family residential units. In addition, a 50-acre commercial site is being constructed to the southwest of the site; therefore the Neighborhood Commercial designated for this site is not needed to serve area residents. The proposed development would use the same freeway zone setbacks as required by the 1986 Specific Plan. Furthermore, the proposed land use designation change within the Specific Plan area represents a minor rearrangement of land use in order to achieve improved efficiencies in the use of the land to meet projected population increases in the region and a more coordinated and cohesive development pattern for the project area. Overall, the proposed project development implementation is expected to result in positive changes in land use conditions within the project area.

Because the Specific Plan anticipates development closer than 1,000 feet from SR-14, because the Specific Plan includes design guidelines for residential uses within the freeway setback zone, and because the proposed residential use would complement existing residential uses already located along SR-14, the proposed development would not result in an adverse land use impact. No additional mitigation measures are required.

Cumulative Impact

Although the proposed development would result in more residential development along SR-14 than was anticipated in the 1986 Specific Plan, this use is anticipated by the Specific Plan and

would have no known cumulative impact to land use in the future. Furthermore, because the Specific Plan anticipates development closer than 1,000 feet from SR-14 and because the Specific Plan includes design guidelines for residential uses within the freeway setback zone proposed and existing cumulative development would not result in adverse cumulative freeway impacts. With implementation of the proposed project, the project area would be a compatible land use in the region. There would be no cumulative impacts expected.

Mitigation Measures/Project Design Features

None required.

Significance

The proposed project would have a less than significant impact on land use, plans, and policies.

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with land use would be greater for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses; as the site is currently designated a Neighborhood Commercial. However, as stated above, land use impacts associated with the proposed project would be less than significant.

N. Greenhouse Gases/Global Warming

Impacts Associated with the 1986 EIR for the Entire Specific Plan Area

Greenhouse gases/global warming were not discussed in the previous environmental documentation.

Impacts Associated with Addendum 3

Greenhouse gases/global warming were not discussed in the previous environmental documentation.

Proposed Project

The information provided in this section includes the most current scientific data on Greenhouse gas (GHG) emissions and global climate change, but does not change the conclusions of the certified Final EIR. Current information on GHG emissions and global climate change do not trigger the need for preparation of a subsequent or supplemental EIR pursuant to Public Resources Section 21166 and *CEQA Guidelines* Section 15162. The current scientific information

does not demonstrate that the proposed project will result in new or more significant impacts than those determined in the Final EIR.¹⁰

Existing Setting

Emissions of GHG gases are regulated in accordance with international treaties, federal regulations, and state regulations.

International Regulation

The Kyoto Protocol to the United Nations Framework Convention on Climate Change is an amendment to the international treaty on climate change, assigning mandatory emission limitations for the reduction of GHG emissions to the signatory nations. The United States has not ratified the Kyoto Protocol.

Federal Regulation

The United States has opted for a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework — the Climate Change Technology Program (CCTP). CCTP is a multi-agency research and development coordination effort, led by the Secretaries of Energy and Commerce. In September 2006, the Department of Energy released the CCTP Strategic Plan, which organizes federal spending for climate technology research, development, demonstration, and deployment to reduce GHG emissions and increase economic growth.

To date, USEPA has not regulated GHGs under CAA, based on the assertion that the "CAA does not authorize it to issue mandatory regulations to address global climate change and that it would be unwise to regulate GHG emissions because a causal link between GHGs and the increase in global surface air temperatures has not been unequivocally established." However, the U.S. Supreme Court in *Massachusetts v. EPA*, 127 S. Ct 1438 (April 2, 2007) held that the USEPA can and should regulate motor-vehicle GHG emissions.

¹⁰ Two recent trial court decisions have rejected claims that current information concerning global climate change is new information requiring preparation of a supplemental or subsequent EIR under Public Resources Code Section 21166. In *American Canyon Community United for Responsible Growth v. City of American Canyon*, Case No. 26-27462, the Superior Court held that the Global Warming Solutions Act of 2006 is not the type of new information contemplated by 21166. "New legislation requiring creation of state regulations certainly does not pertain to this particular Project or its effects."

In *Natural Resources Defense Council v. Reclamation Board*, Case No. 06-CS-01228, the Superior Court held that technical reports concerning global warming were not new information requiring preparation of a subsequent or supplemental EIR. The court found that the concept that climate change is occurring and will have an impact on hydrology was known to the public at large and public agencies when the EIR was certified and, "even if it is assumed that the scientific and political consensus regarding the existence and potential effects of climate change has grown significantly since mid-2005, petitioners have not presented any real new information that has emerged regarding the specific effects that are to be expected in the area of the Delta where this project is being built. The studies or documents petitioners cite primarily contain generalized information regarding the potential effects of climate change on the State or the Delta region as a whole, or projects that relate to other areas of the Delta with conditions that differ significantly from those at the project site, rather than projects that are specific to the project site itself."

California Regulations

Assembly Bill 1493. Assembly Bill 1493 (signed into law on July 22, 2002) mandates that CARB develop and implement GHG limits for vehicles beginning in model year 2009. Under this directive, CARB approved regulations limiting the amount of GHG that may be released from new passenger cars, sport utility vehicles, and pickup trucks sold in California in model year 2009. The standards will be phased in from 2009 to 2016, reducing emissions by 22 percent in the near term (2009-2012) and 30 percent in the mid-term (2013-2016).

Executive Order S-3-05. On June 1, 2005, Governor Schwarzenegger signed Executive Order S-3-05, establishing statewide GHG emissions reduction targets. The Executive Order provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels.

The Secretary of the California Environmental Protection Agency formed the Climate Action Team (CAT) to carry out the Executive Order. Several of the programs developed by the CAT to meet the emission targets are relevant to residential construction and are outlined in its March 2006 report. These include diesel anti-idling, increasing building and appliance energy efficiency, and water conservation technologies and features.

Global Warming Solutions Act of 2006. The Global Warming Solutions Act of 2006 (signed into law on September 27, 2006) requires CARB to adopt regulations requiring monitoring and annual reporting of GHG emissions from the most important sources or categories of sources. By January 1, 2011, CARB must establish GHG emission limits and emission reduction measures necessary to achieve the 1990 levels by 2020.

In the interim, CARB has published a list of early action measures that can be implemented to reduce emissions prior to 2012. There are no early action measures specific to residential development included in the list of 36 measures identified for CARB to pursue during calendar years 2007, 2008, and 2009. CARB also made no recommendations for early action measures related to CEQA and to land use decisions, deferring those actions for later consideration.

CEQA. No statute, regulation, guideline, or published court decision requires analysis of global warming, GHG emissions, or global climate change within a CEQA document. The *CEQA Guidelines* and the CEQA initial study checklist do not require analysis of climate change impacts. There are no rules or regulations from CARB, SCAQMD, State Clearinghouse, or other resource agency applicable to the proposed project that provide guidance for analysis of GHG emissions and global climate change.

Generally, however, *CEQA Guidelines* Section 15002(a) requires a Lead Agency to assess the environmental impacts of a proposed project and to impose feasible mitigation measures to lessen those impacts.

Project Impact

In addition to the lack of legal or regulatory guidance concerning analysis of GHG emissions in CEQA documents, the scientific community has yet to establish methodologies for evaluating GHG emissions. There is no established methodology for determining the impacts of a particular development project on global climate change, or for determining whether such impacts are significant.

The difficulty in accurately assessing a project's impacts on GHG emissions is due in part to the fact that the majority of GHG emissions associated with residential development result from resident vehicle trips and energy consumption, both of which would occur in some form or another with or without the project. An accurate assessment of a project's impacts would also need to evaluate absorption of GHG emissions (such as carbon absorption from landscaping).

For example, simply counting projected vehicle trips for residents and multiplying those trips by an emission factor would not produce an accurate accounting of the project's incremental impact on global GHG emissions. Those vehicle miles would need to be compared to the vehicle miles that are already being traveled by the future residents of the project, or that would be traveled by the future residents without the project. The project may even have a beneficial impact on GHG emissions if it is located nearer to employment centers. There is not yet any methodology for determining the increment of change that should be attributed to a project, which might result in some drivers relocating from other areas.

Even if these quantitative factors could be accurately determined, there is not a sound basis for determining how those quantitative factors interact with the global climatic system, and thus there is not yet a basis for determining in a meaningful manner whether potential development may have a significant or cumulative considerable effect on climate change.

Until such time that sufficient scientific basis exists to accurately project future climate trends, and guidance is provided by regulatory agencies on the control of GHG emissions and thresholds of significance, the significance of an individual project's contribution to global GHG emissions is speculative. Section 15145 of the *CEQA Guidelines* provides: "*If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.*"

Nevertheless, this Addendum quantifies projected GHG emissions resulting from the proposed project to demonstrate that the proposed project would result in less GHG emissions than the approved commercial project. First, by replacing commercial land uses with residences, the proposed project would result in fewer motor vehicle trips than those associated with commercial land uses allowed under the Specific Plan. This would reduce the GHG emissions resulting from motor vehicle use (the largest contributor to GHG emissions in California).

Next, the project would replace commercial land uses with residential uses that have greater energy requirements for space and water heating. This would result in a potential increase in GHG emissions from space and water heating. However, as discussed below, the project

applicant proposes energy efficient building construction and appliances that would reduce space and water heating energy requirements, which would in turn reduce the degree of GHG emissions.

Last, the proposed change of land uses would result in less solid waste generation. Solid waste is disposed into a landfill where it will decompose into CO₂ and methane, both GHGs. Methane is generally collected at the landfill and combusted for energy, creating more CO₂. Thus, by decreasing solid waste generation, the proposed change of land use would decrease GHGs associated with solid waste generation.

Project-Level GHG Emissions

GHG emissions associated with the proposed 165 condominiums were calculated using the URBEMIS 2007 Version 9.2.0 model of the California Air Resources Board and trip generation numbers of the traffic study prepared by KOA. Because CO₂ is the only GHG for which URBEMIS2007 generates emissions, scaling factors derived from the State of California Inventory of GHG Emissions were used to determine the relative emissions of methane (CH₄) and nitrous oxide (N₂O) in order to generate emissions of GHG as equivalent carbon dioxide (eCO₂) in year 2010. Carbon dioxide equivalent units are a weight-based measurement unit that accounts for varying degrees of heat absorption of GHGs and standardizes them to carbon dioxide, the most prevalent GHG.

The URBEMIS2007 model also estimates CO₂ emissions from natural gas combustion for space and water heating and fuel combustion for landscape maintenance, based on land use size (number of dwelling units or commercial square footage). Again, the appropriate scaling factors from the State GHG Inventory were used to determine the relative amounts of methane and nitrous oxide emitted from residential fuel combustion.

Emissions of GHG from solid waste generation associated with the project were determined by estimating waste generation from generation rates published by the State of California Integrated Waste Management Board and an emission factor from USEPA.

Table 28 presents the GHG emissions resulting from the proposed residential project. **Table 29** presents the same information for the originally proposed 84,000 square foot commercial development. As can be seen by the data in these two tables the proposed change in land use will result in a net decrease in eCO₂ emissions of over 20,000 pounds per day when compared to the previously approved land use.

Cumulative Impact

A typical individual project does not generate sufficient GHG emissions to affect global climate change and potential secondary impacts of GHG emissions (e.g., sea level change, increased flooding, ecosystem changes, etc.) on its own. The issues of global warming and global climate change are inherently issues of cumulative impacts.

**TABLE 28
ESTIMATED EMISSIONS OF GREENHOUSE GASES FROM PROPOSED CONDOMINIUMS**

Emission Source	Emissions (pounds eCO2 per day)			
	CO2	CH4	N2O	Total eCO2
Exhaust Emissions from motor vehicle trips	10,100	32.3	634	10,766
Emission from space and water heating	2,070	96.5	14.9	2,181
Emissions from landscape maintenance	2.75	0.01	0.17	2.93
Emissions from solid waste generation	787	787	--	1,574
Total Operational GHG Emissions	12,960	916	649	14,525

SOURCE: ESA, 2007

**TABLE 29
ESTIMATED EMISSIONS OF GREENHOUSE GASES FROM PREVIOUSLY APPROVED
COMMERCIAL DEVELOPMENT**

Emission Source	Emissions (pounds eCO2 per day)			
	CO2	CH4	N2O	Total eCO2
Exhaust Emissions from motor vehicle trips	32,200	103	2,020	34,323
Emission from space and water heating	976	45.5	7.03	1,029
Emissions from landscape maintenance	2.75	0.01	0.17	2.93
Emissions from solid waste generation	27.0	27.0	--	54.0
Total Operational GHG Emissions	33,200	175	2,027	35,409

SOURCE: ESA, 2007

As with project impacts, there are no established thresholds or approved methods for determining whether a project's potential incremental contribution to global GHG emissions will significantly affect global warming and global climate change. Projections of climate change trends and the environmental impacts of climate change remain speculative at this time. Therefore, further analysis and application of current emissions scenarios, climate models, and climate change projections to the proposed project would be too speculative. Until such time that sufficient scientific basis exists to accurately project future climate trends, and guidance is provided by regulatory agencies on the control of GHG emissions and thresholds of significance, the significance of the proposed project's cumulative effect on global GHG emissions, pursuant to CEQA, is speculative.

Mitigation Measures/Project Design Features

The 1986 Specific Plan EIR and Addendum 3 did not include mitigation measures in response to greenhouse gases/global warming.

While the proposed project would result in less GHG emissions than the approved commercial project, and no mitigation would be required, project design features have been included in the project to reduce the amount of GHG emissions generated during construction and occupation of the residences. Implementation of these project design features would also assist the state in reducing state-wide GHG emissions in compliance with the Global Warming Solutions Act of 2006.

The proposed project includes the following standard features to reduce the potential for greenhouse emissions:

- Spectrally Selective Glass: Minimizes fabric fade and reduces energy loss. Spectrally Selective Glass will be less than .40 U value and less than .4 Solar Heat Gain Coefficient.
- Sealed Duct System: Reduces wasted energy by eliminating air leaks into non-living spaces. Sealed, tight ducts will be tested to ensure that no more than a 6 percent leakage.
- Insulation-Minimum R30 in Ceilings: House performs at 15 percent over state code.
- Fluorescent Lighting: A majority of lighting would be fluorescent, which uses 66 percent less heat and lasts up to 10 times longer than incandescent.
- EnergyStar® Appliances: Use 10 percent to 50 percent less energy, depending on the product.
- Third-Party Energy Inspection: ComfortWise certifies that a home exceeds federal code by 30 percent.
- Flooring from Recycled Materials: Carpet from recycled soda bottles.
- Engineered and Certified Wood: Grown and harvested in a way that protects forests long term.
- Water Heater with an Energy factor of 60 or Greater: Heats only the amount of water needed to the desired temperature.
- Cellulose Attic Insulation: Made from recycled newspaper and sprayed in for superior sealing with little waste.
- Energy Efficient Insulated Exterior Board with One Coat Stucco: This reduces energy loss.
- HVAC System: Exceeds Title 24 standards.

The following green building features would be optional for potential homeowners:

- Flooring from Sustainable Materials: Uses material like bamboo and cork.
- Reverse Osmosis Water Treatment System: Reduces up to 99 percent of impurities found in tap water.

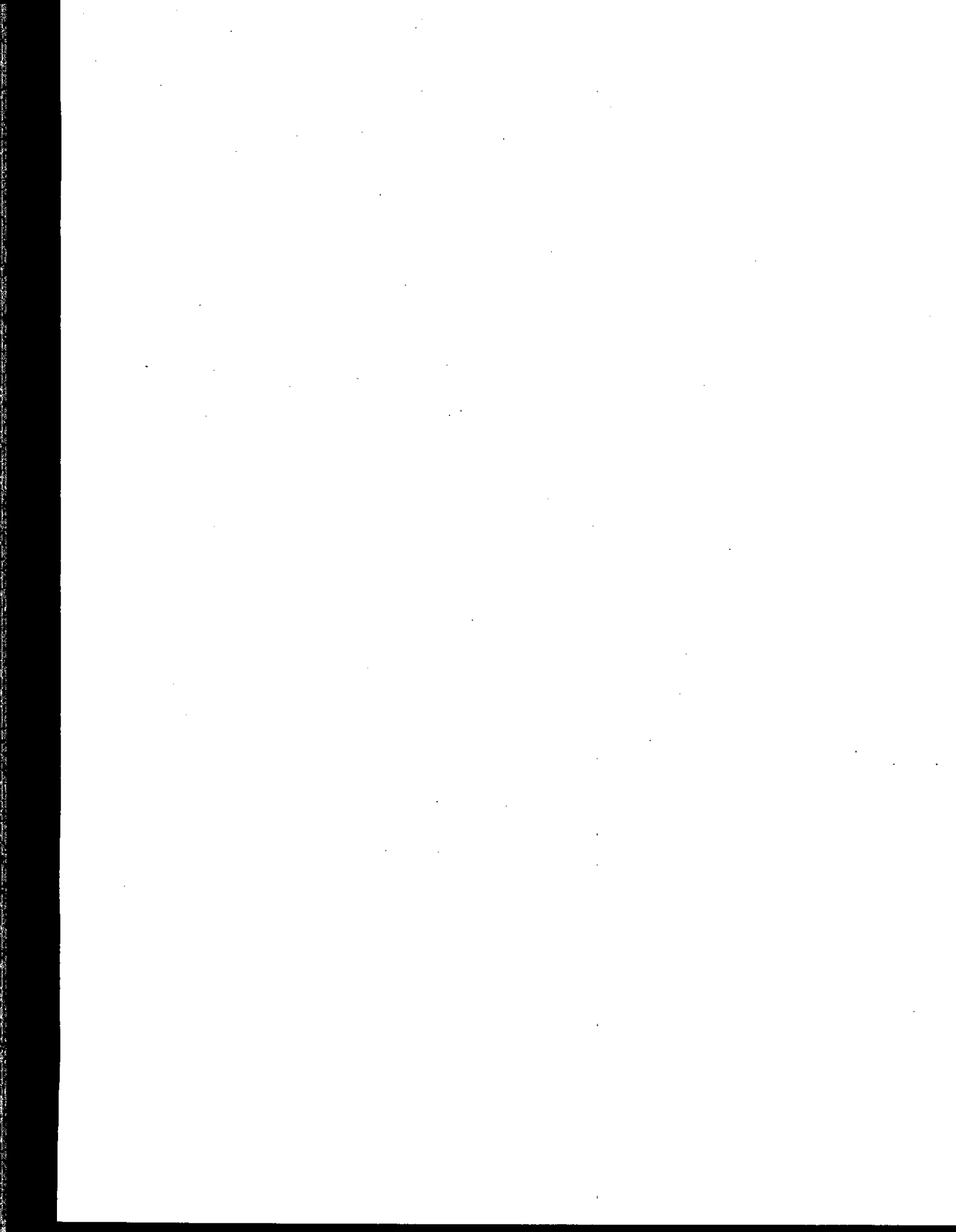
The proposed project is also required to comply with all applicable local, state and federal regulations associated with the generation of GHG emissions, and energy conservation (e.g., Title 24 Energy Efficiency standards).

Significance

Global warming and global climate change impacts associated with implementation of the proposed project are considered to be speculative. Section 15145 of the CEQA Guidelines provides: "*If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.*"

Comparison of Project Impacts to Potential Neighborhood Commercial Development

Impacts associated with global warming and global climate change would be less for the proposed project as compared to the potential impacts associated with development of the site for neighborhood commercial uses.



CHAPTER 4

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Exhibit A

Vesting Tentative Tract Map
No. 063483

 ESA



Appendices

 ESA



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Environment Canada
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K1P 6K6
Canada
Téléphone : (613) 993-2266
Téléfax : (613) 993-2267
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Appendix A

Notice of Preparation / Comments Received on NOP





Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



James E. Hartl AICP
Director of Planning

NOTICE OF PREPARATION

DATE: April 26, 2006

PROJECT TITLE: Westshire

PROJECT NUMBER: TR063483
RENT200500188
RCUPT200500202
RPAT200500010
State Clearinghouse No. 1985081409

LEAD AGENCY: Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

PROJECT APPLICANT(s): Pardee Homes
10880 Wilshire Boulevard, Suite 1900
Los Angeles, California 90024

The County of Los Angeles is the Lead Agency and will prepare a Supplemental Environmental Impact Report (SEIR) for the project identified below. In compliance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the County of Los Angeles is sending this Notice of Preparation (NOP) to each responsible and federal agency, and interested parties involved in approving the project, and to trustee agencies responsible for natural resources affected by the project. Within 30 days after receiving the NOP, each agency shall provide the County of Los Angeles with specific written details about the scope and content of the environmental information related to that agency's area of statutory responsibility.

The purpose of this NOP is to solicit the views of your agency as to the scope and content of the environmental information germane to your agency's statutory authority with respect to the proposed project. Your agency may need to use the SEIR prepared by our agency when considering approval of applicable permits for the project.

PROJECT LOCATION AND EXISTING CONDITIONS: The 12.5-acre project site is located immediately south of the Antelope Valley Freeway (SR-14), southwest of Via Princesa, and north of Lost Canyon Road in the unincorporated area of Canyon Country of Los Angeles

County (see Figure 1). The site is located specifically at the northwest intersection of Via Princessa and Lost Canyon Road. Surrounding land uses consist of single-family residences to the south, multi-family residences to the east, vacant land to the west, and SR-14 to the north. The project site is primarily vacant except for some temporary uses associated with residential sales/construction including: trailers (sales office, four construction trailers), storage bins, fuel station (for construction equipment), and gravel parking areas around the trailers. The site is covered with sparse annual grassland with no significant natural habitat as a result of previous permitted grading (see Figure 2).

The project site located within Planning Area 9 of the Canyon Park Specific Plan [also known as Specific Plan No. 1; SP 85-004; SCH 1985081409] (see Figure 3). The site was approved in the Specific Plan and subdivided under Tract 47200 for a neighborhood commercial site (see Figure 4). Specific Plan No. 1 and Final EIR 85-004 are the primary policy planning guides and regulatory tools for the project. The site is currently zoned Neighborhood Commercial (NC).

PROJECT DESCRIPTION: The proposed project includes the development of 165 condominium units (inclusive of two manager's units), private driveways, a community recreational center, a tennis court, a basketball half court, and parking on approximately 9.1 acres, with the remaining acreage to be landscaping/open space (see Figure 5). The proposed project would be connected to public water and sewer systems.

ENTITLEMENT AND DISCRETIONARY APPROVALS REQUESTED: The proposed project is an application for the following discretionary actions: (1) Tentative Tract Map No. 063483 to develop 165 condominium units [with approximately 3.4 acres of landscaping/open space area]; (2) Specific Plan Amendment to change the current designation from NC (Neighborhood Commercial) to R-3-25 (Apartments/Condominiums, 25 units/acre); and (3) Conditional Use Permit (CUP) for conformance review of Specific Plan No. 1.

POTENTIAL PROJECT IMPACTS: The County of Los Angeles, as the lead agency, has identified in the Initial Study (see Attachment A) the following potential environmental impacts which will be discussed in the SEIR:

Geotechnical Hazards – The California State Seismic Hazard Zones Map (Mint Canyon Quad) indicates the project site is potentially subject to liquefaction and earthquake induced landslides; the project would involve 16,000 cubic yards of grading, which would be balanced on-site.

Flood Hazards – Implementation of the proposed project would result in increased runoff. A drainage concept will be prepared for the project site.

Fire Hazards – The project site is located in a Very High Fire Hazard Severity Zone (Fire Zone 4); and may be served by inadequate access due to the lengths, width, surface materials, turnarounds or grade with more than 75 dwelling units on a single access in a high fire hazard area. Primary project site access and emergency access are only 160 feet apart.

Noise Hazards – The project site is located adjacent to SR-14, a high noise source. In addition, construction activities associated with the proposed project would result in temporary noise impacts to adjacent residential uses.

Water Quality – The project's associated construction activities could impact the quality of storm water runoff to the storm water conveyance system and/or receiving water bodies. Additionally, the project's post-development activities could potentially degrade the quality of storm water runoff and/or its post-development non-storm water discharges could contribute potential pollutants to the storm water conveyance system and/or receiving bodies.

Air Quality – The project site is adjacent to SR-14, a source of air pollutants.

Visual Qualities – The project site is adjacent to SR-14, a second priority scenic route; the proposed development is a dense three-story condominium project adjacent to single-family residential uses to the south and east. Commercial uses are approved for the project site.

Traffic/Access – The project includes 165 dwelling units and is located in an area with known congestion problems. The Congestion Management Program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link will be exceeded. The replacement of approved commercial uses with residential uses for the project site may generate additional traffic patterns, because local residents would need to travel further distances for services.

Sewage Disposal – The proposed project may create capacity problems at the treatment plant and with the sewer lines serving the site.

Education – The proposed project could create capacity problems at the district and individual school levels, since schools are currently operating over capacity. The project could create substantial library impacts due to increased population and demand.

Fire/Sheriff Services – The proposed project could create staffing or response time problems at the fire station or sheriff's substation serving the project site.

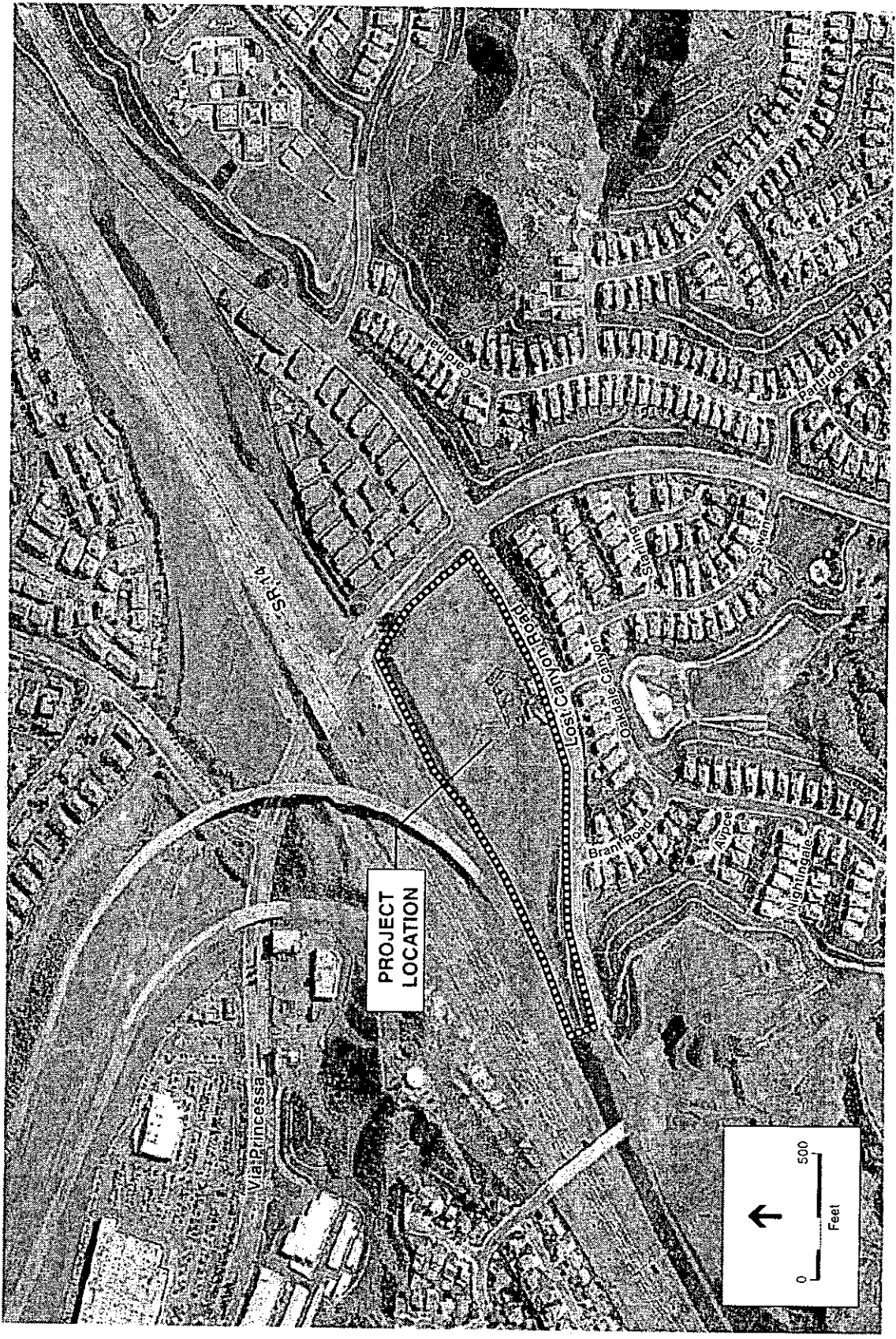
Utilities/Other Services – The proposed project may result in other developments not having adequate water supply service connections and may further impact the current solid waste capacity issues in the area.

Land Use – The proposed project includes a Specific Plan amendment to change the land use and zoning designation from Neighborhood Commercial (NC) to Apartments/Condominiums (R-3-25); the location of residential units closer than 1,000 feet from SR-14 may result in land use compatibility impacts.

NOTICE OF PREPARATION REVIEW AND COMMENTS: The review period for the NOP will be from April 28, 2006 to May 30, 2006. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than **June 9, 2006**. Please direct all written comments to the following address:

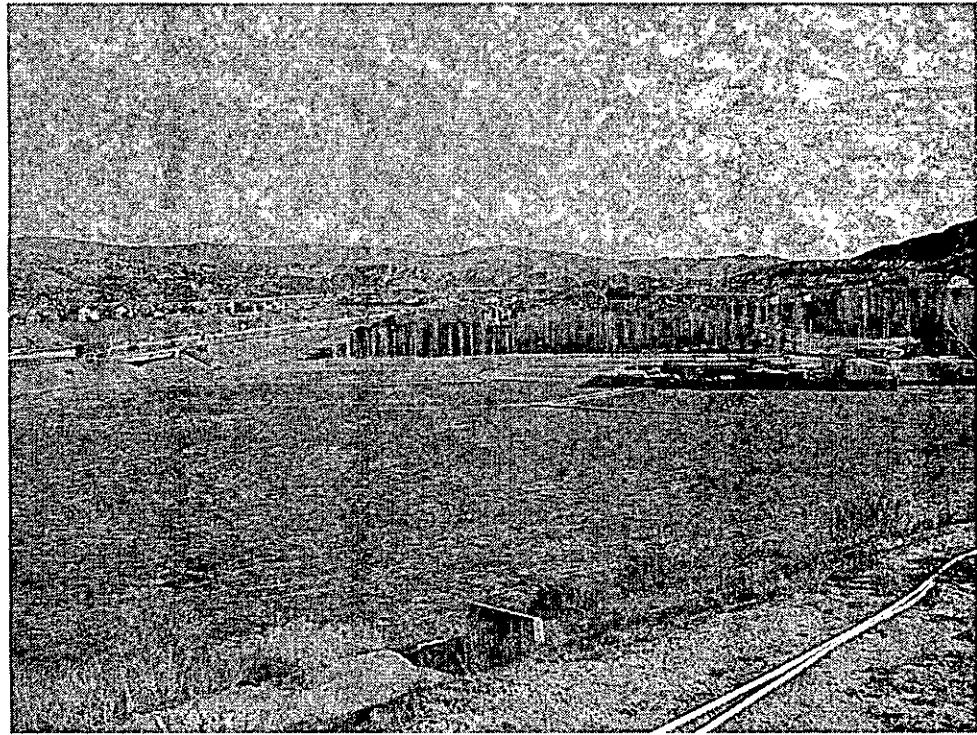
Christina Tran
County of Los Angeles
Department of Regional Planning
Impact Analysis Section
320 West Temple Street, Room 1348
Los Angeles, CA 90012
Tel: (213) 974-6461 / Fax: (213) 626-0434

In your written response, please include the name of a contact person in your agency.

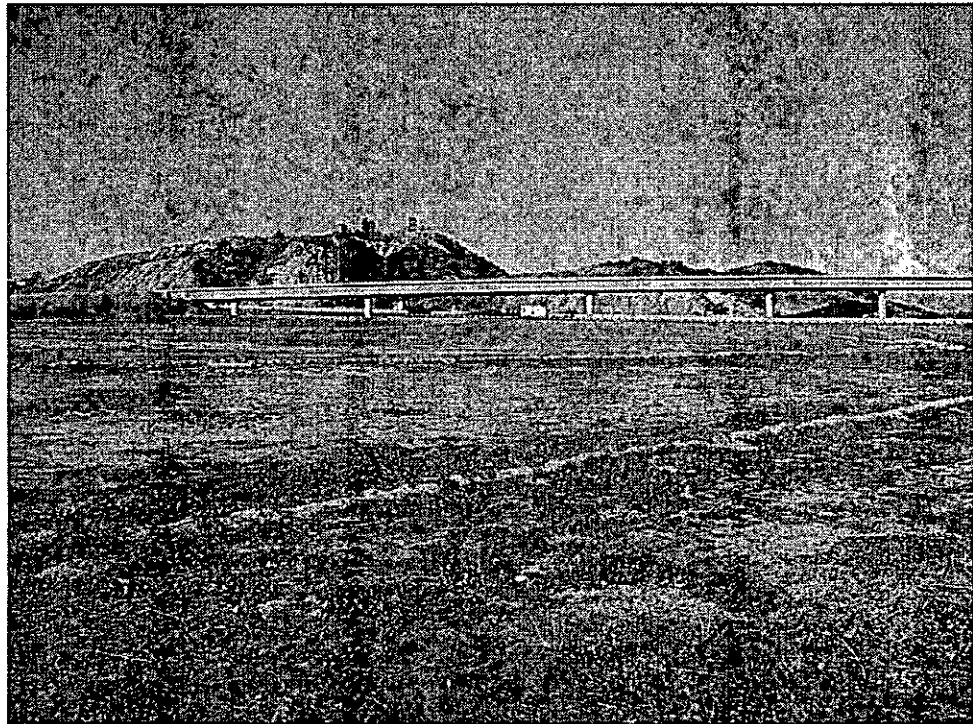


Westshire - NOP , 204-502
Figure 1
 Project Location

SOURCE: GlobeXplorer, 02-01-2005, ESA 2005

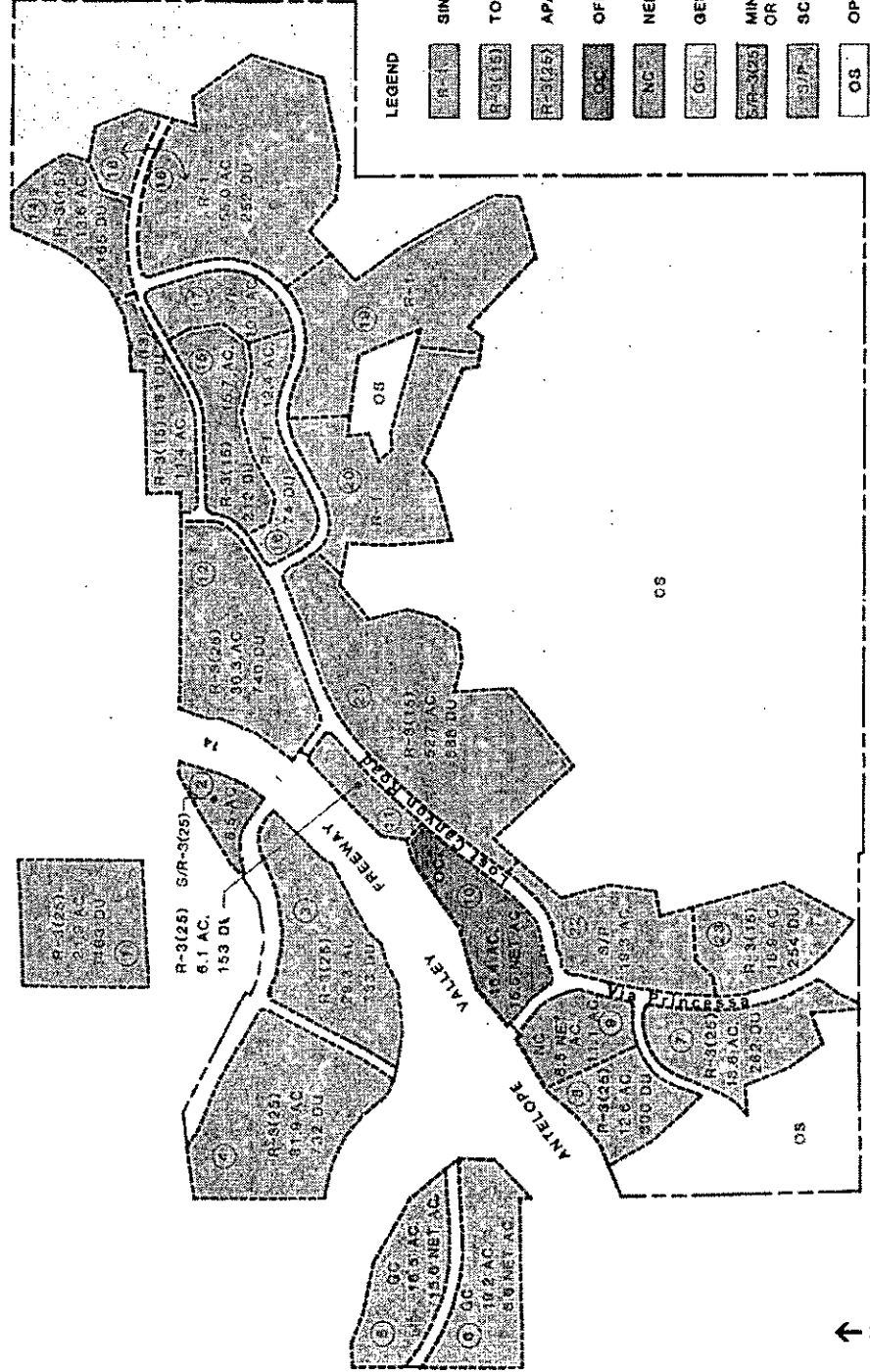


View of project site facing northeast off of Lost Canyon Road.



View of project site facing southwest off of Lost Canyon Road.

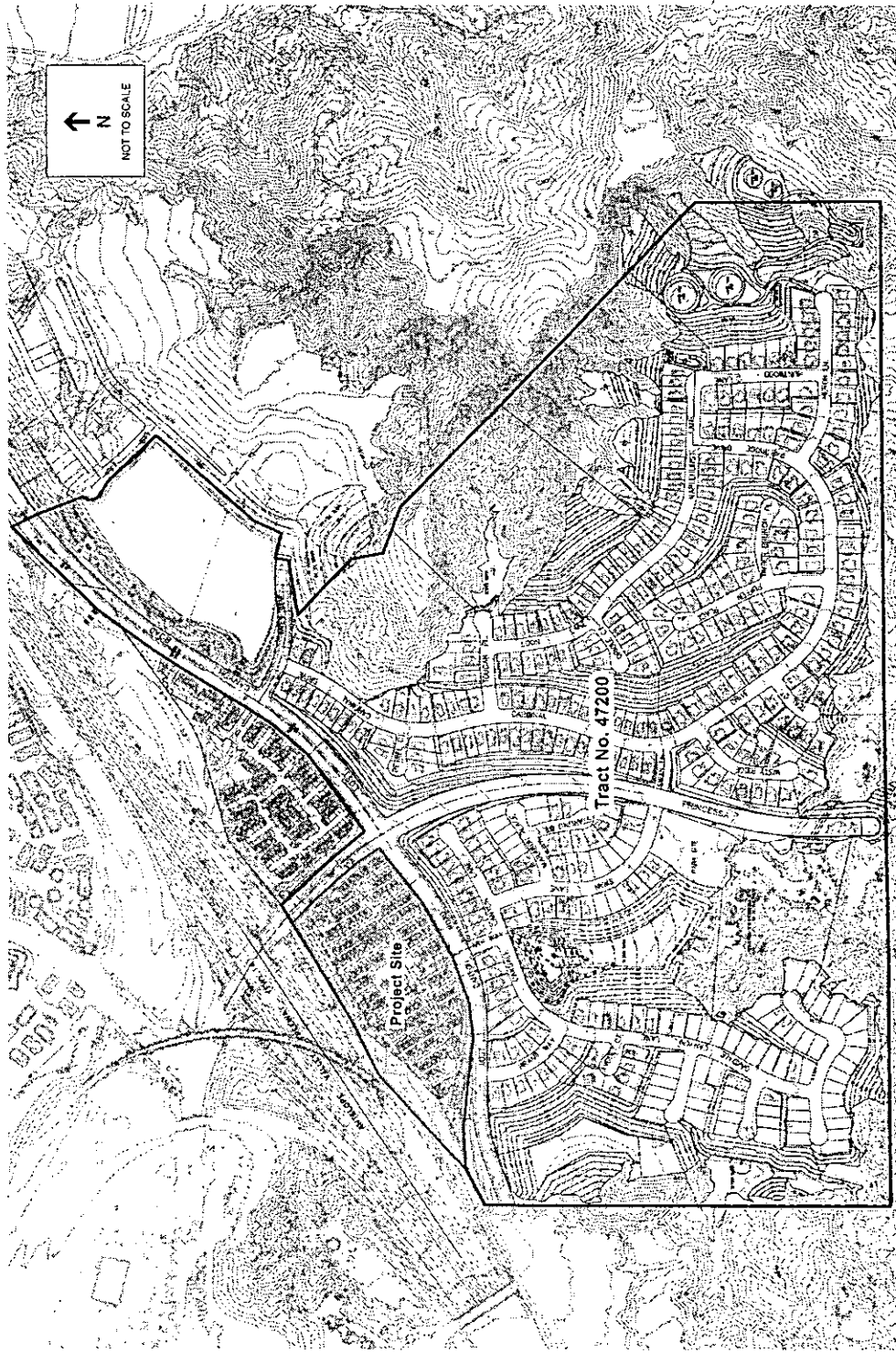
CONCEPTUAL LAND USE PLAN

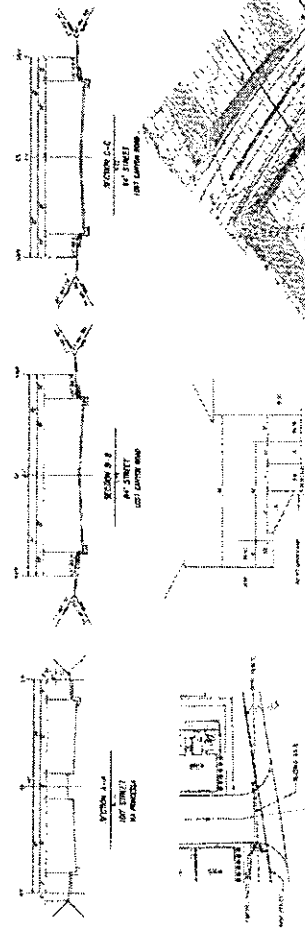
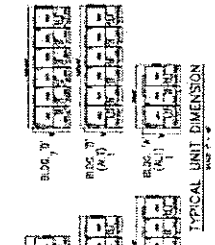
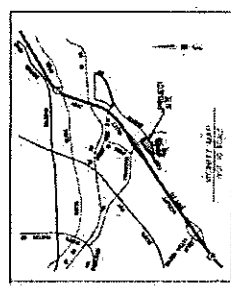


LEGEND

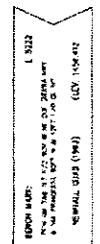
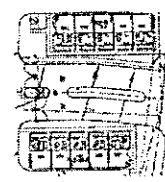
[Symbol]	SINGLE FAMILY RESIDENTIAL
[Symbol]	TOWNHOMES
[Symbol]	APARTMENT/CONDO
[Symbol]	OFFICE COMMERCIAL
[Symbol]	NEIGHBORHOOD COMMERCIAL
[Symbol]	GENERAL COMMERCIAL
[Symbol]	MINI-STORAGE/RV STORAGE OR R-3(25)
[Symbol]	SCHOOL/PARKS
[Symbol]	OPEN SPACE

↑
N
NOT TO SCALE





PROJECT INFORMATION		
PROJECT NAME	WESTSHIRE - NWP - 204502	
CLIENT	WESTSHIRE DEVELOPMENT, INC.	
DESIGNER	SLAWSON ENGINEERING, INC.	
DATE	10/15/2006	
PROJECT DESCRIPTION		
REVISIONS		
NO.	DATE	DESCRIPTION
1	10/15/06	ISSUED FOR PERMITTING
2	11/15/06	REVISIONS TO PERMITTING
3	12/15/06	REVISIONS TO PERMITTING
4	01/15/07	REVISIONS TO PERMITTING
5	02/15/07	REVISIONS TO PERMITTING
6	03/15/07	REVISIONS TO PERMITTING
7	04/15/07	REVISIONS TO PERMITTING
8	05/15/07	REVISIONS TO PERMITTING
9	06/15/07	REVISIONS TO PERMITTING
10	07/15/07	REVISIONS TO PERMITTING
11	08/15/07	REVISIONS TO PERMITTING
12	09/15/07	REVISIONS TO PERMITTING
13	10/15/07	REVISIONS TO PERMITTING
14	11/15/07	REVISIONS TO PERMITTING
15	12/15/07	REVISIONS TO PERMITTING
16	01/15/08	REVISIONS TO PERMITTING
17	02/15/08	REVISIONS TO PERMITTING
18	03/15/08	REVISIONS TO PERMITTING
19	04/15/08	REVISIONS TO PERMITTING
20	05/15/08	REVISIONS TO PERMITTING
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94	07/15/14	REVISIONS TO PERMITTING
95	08/15/14	REVISIONS TO PERMITTING
96	09/15/14	REVISIONS TO PERMITTING
97	10/15/14	REVISIONS TO PERMITTING
98	11/15/14	REVISIONS TO PERMITTING
99	12/15/14	REVISIONS TO PERMITTING
100	01/15/15	REVISIONS TO PERMITTING



TO BE EXTENDED WITH SH14

Attachment A
Initial Study



STAFF USE ONLY

PROJECT NUMBER: TR063483
CASES: RENV200500188
RCUPT200500202
RPAT200500010



**** INITIAL STUDY ****

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING**

GENERAL INFORMATION

I.A. Map Date: April, 2006 Staff Member: Christina D. Tran
Thomas Guide: 4551 J-5 USGS Quad: Mint Canyon
Location: Northwest corner of Via Princessa and Lost Canyon Road, Santa Clarita

Description of Project: A tentative tract map application for one multi-family residential lot to develop 165 condominium units inclusive of two manager's units; private driveways; a community recreation center; a tennis court; and a basketball half court on approximately 9.1 acres with the balance of 3.4 acres to remain as landscaping/open space area. Each unit will have an attached two-car garage and a total of 76 street/pocket guest parking spaces will be provided. Proposed development will be connected to public water and sewer systems. Application also includes a Specific Plan Amendment to change the current designation from NC (Neighborhood Commercial) to R-3-25 (Apartments/Condominiums, 25 units/acre) and a CUP for conformance review of Specific Plan No. 1. Project site is a 12.5-acre portion of Specific Plan No. 1, Planning Area 9 located within TR47200 (lots 76, 77, and 78).

Gross Acres: 12.5 acres

Environmental Setting: Project site is located in a suburbanized area that is covered with sparse annual grassland and has no significant natural habitat due to previous grading. The site is vacant except for an existing sales trailer which will be removed prior to construction. Surrounding land uses consist of single family residences to the south, multifamily residences to the east, vacant land to the west, and the Antelope Valley Freeway to the north.

Zoning: SP-1 (NC) [Canyon Park Specific Plan – Neighborhood Commercial]

General Plan: SP-1 (Canyon Park Specific Plan)

Community/Area wide Plan: NC (Neighborhood Commercial) [Canyon Park Specific Plan]

Major projects in area:

<u>PROJECT NUMBER</u>	<u>DESCRIPTION & STATUS</u>
<u>89439/PM21525</u>	<u>4 OS (9-19-91 recorded)</u>
<u>PM21521</u>	<u>2 SF lots (12-26-90 approved)</u>
<u>TR47200</u>	<u>393 SF, 3 C, 2 schools, 1 park, 18 OS (12-18-97 recorded)</u>
<u>TR52414</u>	<u>Golden Valley Ranch: 847 SF, 2 commercial lots, a park and school</u>
<u>CP02029/TR53795</u>	<u>(TN) 6 lots (154 NC) / 9.9 AC. (1-18-03 recorded)</u>
<u>CP00128/TR52833</u>	<u>751 SF lots + 140 NC + 2 PF + 26 OS + 1C (12-12-01 recorded)</u>

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- None
- Regional Water Quality Control Board
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- Army Corps of Engineers
- Caltrans
-

Trustee Agencies

- None
- State Fish and Game
- State Parks
-
-

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mtns. Area
- William S. Hart Union School District
- Sulphur Springs Union School District
- City of Santa Clarita
- CHP; SCAG; AQMD
- SCOPE
- Santa Clarita Valley Historical Society
- Native American Heritage Commission
- Sand Canyon Homeowners Assoc.
- Ranch at Fair Oaks Community Association
- Castaic Lake Water Agency
- Santa Clarita Water Co.
- Santa Clarita Civic Assoc.

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
-

County Reviewing Agencies

- Subdivision Committee
- County Library
- County Sheriff
- DHS: Environmental Hygiene
- DPW: Geotechnical and Materials Engineering Division; Land Development (NPDES review); Traffic & Lighting; Drainage & Grading; Environmental Programs
- Fire Department
- Sanitation Districts

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (See individual pages for details)				
					Less than Significant Impact/No Impact	
					Less than Significant Impact with Project Mitigation	
					Potentially Significant Impact	
CATEGORY	FACTOR	Pg				Potential Concern
HAZARDS	1. Geotechnical	5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Liquefaction
	2. Flood	6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Increased project related runoff
	3. Fire	7	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Fire Zone 4 -- single means of access
	4. Noise	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Adjacent to Antelope Valley Freeway
RESOURCES	1. Water Quality	9	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	NPDES requirement
	2. Air Quality	10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Residential adjacent to freeway
	3. Biota	11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Cultural Resources	12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mineral Resources	13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6. Agriculture Resources	14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7. Visual Qualities	15	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Antelope Valley Fwy. is second priority route
SERVICES	1. Traffic/Access	16	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	165 condominiums proposed
	2. Sewage Disposal	17	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Treatment plant and sewer lines capacity problem
	3. Education	18	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	School capacity problems
	4. Fire/Sheriff	19	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Increased demands on existing resources
	5. Utilities	20	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Solid Waste, water supply
OTHER	1. General	21	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Environmental Safety	22	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Land Use	23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Residential uses closer than 1000' from freeway
	4. Pop/Hous./Emp./Rec.	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mandatory Findings	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Geotechnical, traffic, noise, visual

DEVELOPMENT MONITORING SYSTEM (DMS)

As required by the Los Angeles County General Plan, DMS* shall be employed in the Initial Study phase of the environmental review procedure as prescribed by state law.

- Development Policy Map Designation: Urban Expansion
- Yes No Is the project located in the Antelope Valley, East San Gabriel Valley, Malibu/Santa Monica Mountains or Santa Clarita Valley planning area?
- Yes No Is the project at urban density and located within, or proposes a plan amendment to, an urban expansion designation?

If both of the above questions are answered "yes", the project is subject to a County DMS analysis.

Check if DMS printout generated (attached)

Date of printout: 11/8/05

Check if DMS overview worksheet completed (attached)

EIRs and/or staff reports shall utilize the most current DMS information available.

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

- NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

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.

- MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

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 Project Changes/Conditions Form included as part of this Initial Study.

- ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".

- On the basis of substantial evidence in the light of the whole record, there are substantial changes in project as well as with respect to the circumstances under which the project is undertaken. A Supplement to EIR (SCH No. 1985081409) is to be prepared pursuant to CEQA Guidelines Section 15163.

Reviewed by: Christina Bran Date: 11-15-05

Approved by: Daryl Kortnik Date: 15 NOVEMBER 2005

- This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

- Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone? <i>Liquefaction (Seismic Hazard Zones map – Mint Canyon quad)</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area containing a major landslide(s)?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having high slope instability?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction? <i>Liquefaction (Seismic Hazard Zones map – Mint Canyon quad)</i>
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? <i>Approximately 16,000 c.y. of cut will be balanced onsite</i>
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?
h.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

<input type="checkbox"/> Building Ordinance No. 2225 – Sections 308B, 309, 310, and 311 and Chapters 29 and 70	<input checked="" type="checkbox"/> MITIGATION MEASURES	<input type="checkbox"/> OTHER CONSIDERATIONS
<input type="checkbox"/> Lot Size	<input type="checkbox"/> Project Design	<input checked="" type="checkbox"/> Approval of Geotechnical Report by DPW

Certified EIR for Specific Plan No. 1 concluded that the geotechnical impact was less than significant with the adoption of the proposed mitigation measures. Specific soils and geology investigations of project site for the proposed development must be analyzed in Supplemental EIR.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

<input checked="" type="checkbox"/> Potentially significant	<input checked="" type="checkbox"/> Less than significant with project mitigation	<input type="checkbox"/> Less than significant/No Impact
---	---	--

HAZARDS - 3. Fire

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)? <i>Fire Zone 4</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade? <i>Access may be inadequate</i>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Does the project site have more than 75 dwelling units on a single access in a high fire hazard area? <i>The proposed 165 condominium units would have access only to the Lost Canyon Road. Emergency access is only 160 feet from primary access.</i>
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having inadequate water and pressure to meet fire flow standards?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the proposed use constitute a potentially dangerous fire hazard?
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Water Ordinance No. 7834
 Fire Ordinance No. 2947
 Fire Regulation No. 8
 Fuel Modification / Landscape Plan

MITIGATION MEASURES

OTHER CONSIDERATIONS

- Project Design
 Compatible Use

Certified EIR for Specific Plan No. 1 did not identify fire hazards as potentially significant. Fire hazard for the proposed project must be analyzed in the Supplemental EIR.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

- Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site located near a high noise source (airports, railroads, freeways, industry)? <i>Adjacent to Antelope Valley Freeway to the north</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? <i>Temporary construction noise</i>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

Noise Control (Title 12 – Chapter 8) Uniform Building Code (Title 26 - Chapter 35)

MITIGATION MEASURES **OTHER CONSIDERATIONS**

Lot Size Project Design Compatible Use

Certified EIR for Specific Plan No. 1 concluded that the noise impact was less than significant with the adoption of the proposed mitigation measures. An acoustical report for the proposed development must be Analyzed in the Supplemental EIR.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by noise?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having known water quality problems and proposing the use of individual water wells?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project require the use of a private sewage disposal system?
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 <i>or</i> is the project proposing on-site systems located in close proximity to a drainage course?
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies? <i>10 or more dwelling units are subject to NPDES requirements</i>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies? <i>10 or more dwelling units are subject to NPDES requirements</i>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- | | |
|--|---|
| <input type="checkbox"/> Industrial Waste Permit | <input type="checkbox"/> Health Code – Ordinance No.7583, Chapter 5 |
| <input type="checkbox"/> Plumbing Code – Ordinance No.2269 | <input checked="" type="checkbox"/> NPDES Permit Compliance (DPW) |

MITIGATION MEASURES

- Lot Size Project Design Compatible Use

OTHER CONSIDERATIONS

Certified EIR for Specific Plan No. 1 did not identify water quality as potentially significant. Supplemental EIR shall discuss potential impacts to water quality

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
<i>Residential project adjacent to freeway</i>				
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with or obstruct implementation of the applicable air quality plan?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?
h.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

Health and Safety Code – Section 40506

MITIGATION MEASURES

Project Design Air Quality Report

OTHER CONSIDERATIONS

Air quality to be analyzed for residential units adjacent to freeway

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located within Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is a major drainage course, as identified on USGS quad sheets by a blue dashed line, located on the project site?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)? <i>Annual grassland</i>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Does the project site contain oak or other unique native trees (specify kinds of trees)? <i>One transplanted oak tree which will remain and will not be impacted by project</i>
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., wildlife corridor, adjacent open space linkage)?

- | | |
|--|--|
| <input type="checkbox"/> MITIGATION MEASURES | <input checked="" type="checkbox"/> OTHER CONSIDERATIONS |
| <input type="checkbox"/> Lot Size | <input type="checkbox"/> Project Design |
| <input type="checkbox"/> ERB/SEATAC Review | <input type="checkbox"/> Oak Tree Permit |

Certified EIR for Specific Plan No. 1 concluded that impact was less than significant with the adoption of the proposed mitigation measures. Project site has been graded and no significant natural habitat exists onsite.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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) that indicate potential archaeological sensitivity? <i>One transplanted oak tree</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain rock formations indicating potential paleontological resources?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain known historic structures or sites?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Phase 1 Archaeology Report

Certified EIR for Specific Plan No. 1 did not identify archaeological impact as potentially significant.

Project site is disturbed and nearly all surrounding areas are developed

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on archaeological, historical, or paleontological resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|-------------------------------------|-------------------------------------|--------------------------|---|
| a. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? |
| b. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan? |
| c. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |
-
-
-

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on mineral resources?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed? <i>Antelope Valley Freeway is second priority route</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features? <i>Proposed development is dense in comparison to adjacent single-family residences</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project likely to create substantial sun shadow, light or glare problems?
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other factors (e.g., grading or landform alteration)? <i>Proposed condominiums will be three-story high and would replace the commercial uses previously contemplated for the project site.</i>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Visual Report

Compatible Use

Certified EIR for Specific Plan No. 1 concluded that visual impact was less than significant with the adoption of the proposed mitigation measures. Visual renderings and analysis for the proposed development must be discussed in the Supplemental EIR.

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)? <i>165 dwelling units</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in any hazardous traffic conditions?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in parking problems with a subsequent impact on traffic conditions?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded? <i>165 condominiums proposed</i>
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other factors? <i>Project site was anticipated for commercial uses to serve residents within Specific Plan No. 1. Replacement of commercial uses with condominiums may generate additional traffic impacts because local residence would need to travel elsewhere for commercial establishments.</i>

<input checked="" type="checkbox"/> MITIGATION MEASURES	<input type="checkbox"/> OTHER CONSIDERATIONS
<input type="checkbox"/> Project Design <input checked="" type="checkbox"/> Traffic Report	<input checked="" type="checkbox"/> Consultation with Traffic & Lighting Division

Certified EIR for Specific Plan No. 1 concluded that traffic impact was less than significant with the adoption of the proposed mitigation measures. Current traffic study for the proposed development must be analyzed in Supplemental EIR.

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

<input checked="" type="checkbox"/> Potentially significant	<input checked="" type="checkbox"/> Less than significant with project mitigation	<input type="checkbox"/> Less than significant/No impact
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SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If served by a community sewage system, could the project create capacity problems at the treatment plant? <i>Potential capacity problem at treatment plan</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project create capacity problems in the sewer lines serving the project site? <i>Potential capacity problem in sewer lines serving site</i>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Sanitary Sewers and Industrial Waste – Ordinance No. 6130
- Plumbing Code – Ordinance No. 2269

MITIGATION MEASURES

OTHER CONSIDERATIONS

Certified EIR for Specific Plan No. 1 concluded that sewage disposal impact was less than significant with the adoption of the proposed mitigation measures. Supplemental EIR must analyze the current project impact with respect to sewer disposal capacity

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at the district level? <i>School capacity problem at district level</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at individual schools that will serve the project site? <i>School capacity problem at individual schools</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create student transportation problems?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Could the project create substantial library impacts due to increased population and demand? <i>Limited library resources and space</i>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Site Dedication Government Code Section 65995 Library Facilities Mitigation Fee

Certified EIR for Specific Plan No. 1 concluded that education impact was less than significant with the adoption of the proposed mitigation measures. Supplemental EIR must analyze the current project impact with respect education and library facilities

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site? <i>Nearest fire station is approximately 3 miles from project site</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there any special fire or law enforcement problems associated with the project or the general area? <i>Sheriff station is approximately 8 to 10 miles from project; officer to population ratio is deficient.</i>
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Fire Mitigation Fee

Certified EIR for Specific Plan No. 1 concluded that fire services impact was less than significant with the adoption of the proposed mitigation measures. In addition, mitigation measures were not proposed for impacts to sheriff services because the development would offset cost of additional required facilities of service expansion as well and design features to enhance project security. Supplemental EIR shall analyze current project impacts with respect to fire/sheriff services.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|-------------------------------------|-------------------------------------|-------------------------------------|--|
| a. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells? |
| b. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <i>Project may leave other developments without adequate service connections</i>
Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs? |
| c. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project create problems with providing utility services, such as electricity, gas, or propane? |
| d. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Are there any other known service problem areas (e.g., solid waste)? |
| e. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <i>Landfill limitation</i>
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)? |
| f. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

STANDARD CODE REQUIREMENTS

Plumbing Code – Ordinance No. 2269

Water Code – Ordinance No. 7834

MITIGATION MEASURES

Lot Size

Project Design

OTHER CONSIDERATIONS

Certified EIR for Specific Plan No. 1 concluded that water supply impact was less than significant with the adoption of the proposed mitigation measures. Supplemental EIR shall analyze specific project design impacts with respect to water supply and solid waste.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in an inefficient use of energy resources?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in a major change in the patterns, scale, or character of the general area or community?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in a significant reduction in the amount of agricultural land?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any hazardous materials used, transported, produced, handled, or stored on-site?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any pressurized tanks to be used or any hazardous wastes stored on-site?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?
h.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?
i.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
j.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES
 Toxic Clean-up Plan

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the plan designation(s) of the subject property? <hr/> <i>Request to change plan designation from Neighborhood Commercial to R-3-25</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the zoning designation of the subject property? <hr/>
c.				Can the project be found to be inconsistent with the following applicable land use criteria:
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hillside Management Criteria?
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SEA Conformance Criteria?
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project physically divide an established community? <hr/>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors? <hr/> <i>Residential uses closer than 1000 feet from freeway</i> <hr/>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Adoption of proposed plan amendment would allow development

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project cumulatively exceed official regional or local population projections?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project displace existing housing, especially affordable housing?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project require new or expanded recreational facilities for future residents?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</p> <p><i>Education, traffic, visual, utilities, sewage disposal, , fire/sheriff services</i></p>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?</p> <p><i>Noise, air quality, water quality, geotechnical, fire, flood, land use</i></p>

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

- Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

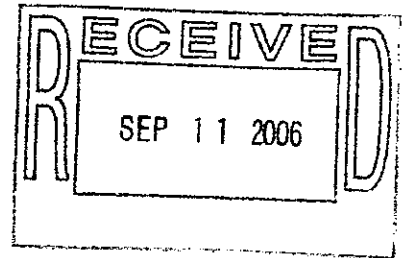


COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN
September 1, 2006

Ms. Christina Tran
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Ms. Tran:

NOTICE OF PREPARATION, WESTSHIRE TENTATIVE TRACT NO. 063483, RENV200500188, RCUPT200500202, RPAT200500010, SCH #1985081409 (CANYON COUNTRY) FFER 200600183

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

PLANNING DIVISION:

The Initial Study gives an incorrect distance to the nearest fire station. As in the past, we request that the referenced fire station be identified by location or number. In this case it is Fire Station 107, located at 18239 Soledad Canyon Road. It is about 1.9 miles from the intersection of Via Princessa and Lost Canyon Road. Additional travel distance would be required if access is not provided from Via Princessa. The Notice of Preparation does not say where access will be obtained from, and the maps included do not show the ingress points clearly. We would need a map showing how the proposed internal circulation system intersects the existing road system in order to calculate response distances/times from fire stations to the center of the project.

PROJECT IMPACT ON SERVICES:

Additional manpower, equipment, and facilities will be needed to serve this development along with other pending developments in the area. The Initial Study is correct in finding that application of the County's developer fee ordinance for fire protection facilities would constitute mitigation of this problem.

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

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

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER

BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENORA
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA-FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.
4. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
5. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
6. Access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of thirteen (13) feet, six (6) inches.
7. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds. All water crossing designs are required to be approved by the Public Works Department prior to installation.
8. When involved with a subdivision in unincorporated areas within the County of Los Angeles Fire Department, requirements for access, fire flows and hydrants are addressed at the Los Angeles County Subdivision Committee meeting during the subdivision tentative map stage.
9. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
10. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.
11. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
12. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
13. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 feet width does not allow for parking, and shall be designated as a "Fire Lane," and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

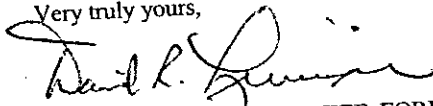
14. The 28 feet in width shall be increased to:
- Provide 34 feet in width when parallel parking is allowed on one side of the access way.
 - Provide 36 feet in width when parallel parking is allowed on both sides of the access way.
 - Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
 - For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING -- FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
15. When serving land zoned for residential uses having a density of more than four (4) units per net acre:
- A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - The length of the cul-de-sac may be increased to 1,000 feet if a minimum of 36 feet in width is provided.
 - A Fire Department approved turning area shall be provided at the end of a cul-de-sac.
16. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.
17. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department -- Land Development Unit's EIR Specialist at (323) 890-4243.

FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:

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

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

Very truly yours,



DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

DRL:sc

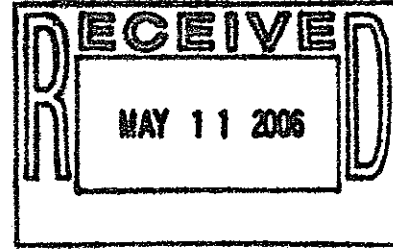


DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org



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

IN REPLY PLEASE
REFER TO FILE: T-4

May 8, 2006

Mr. Brian Marchetti
Katz, Okitsu & Associates
1055 Corporate Center Drive, Suite 300
Monterey, CA 91754-7642

Dear Mr. Marchetti:

WESTSHIRE DEVELOPMENT
TRAFFIC STUDY (MARCH 30, 2006)
SANTA CLARITA AREA

The proposed project is located on the northwest corner of Via Princessa at Lost Canyon Drive in the unincorporated Santa Clarita area.

The proposed development is the construction of 169 residential condominium units and two caretaker units. The proposed project is estimated to generate approximately 1,002 trips per day, with 75 and 89 vehicle trips during the a.m. and p.m. peak hours, respectively.

The current traffic study is incomplete as submitted. The study does not have a related projects analysis included in the study. Related project procedure and contact information can be obtained from our Traffic Impact Analysis Report Guidelines on the Department's website at <http://ladpw.org/Traffic>.

Mr. Brian Marchetti
May 8, 2006
Page 2

If you have any questions regarding the review of the document, please contact Mr. Gary Hilliard of our Traffic Studies Section at (626) 300-4766.

Very truly yours,

DONALD L. WOLFE
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

GH:cn

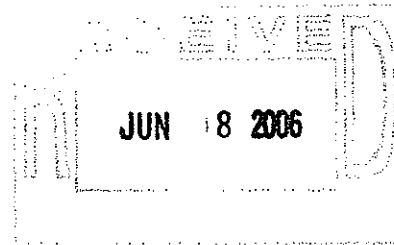
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cc: Department of Regional Planning (Daryl Koutnik)

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012



*Flex your power!
Be energy efficient!*



May 31, 2006

Ms. Christina Tran
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

Re: *Westshire, TR 063483*
Notice of Preparation of Supplemental EIR
IGR/CEQA No. 060455/EA, SCH 1985081409
Vic. LA-014-PM 30.81

Dear Ms. Tran:

Thank you for including the California Department of Transportation in the environmental review process for the proposed Westshire development project. We understand the proposed development includes construction of 165 condominium units, a community recreational center, and 3.4 acres of landscape/open space. The project site is located adjacent to the Antelope Valley freeway (State Route 14) south of Via Princessa. We have reviewed the information submitted and have the following comments:

We note the proposed development is expected to meet the Congestion Management Program's thresholds to warrant a traffic impact analysis of State Route 14. We request the traffic impact analysis evaluate traffic impacts to the segment SR-14 between I-5 and SR-126, as well as southbound off-ramp to Via Princessa and northbound off-ramp to Sierra Highway. Since this segment of SR-14 is already congested during AM and PM peak periods, additional trips to it would constitute a significant effect. We are available to meet with County representatives to discuss traffic mitigation alternatives. According to the California Environmental Quality Act, when the lead agency approves a project that will result in the occurrence of significant effects, a statement of overriding considerations needs to be included in the final environmental report.

The following are elements of what is expected in a detailed traffic study for consideration by the IGR/CEQA Branch at District 7 of California Department of Transportation:

1. Analysis should include a) traffic from the project under consideration, b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments.
2. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways mainline sections, interchanges, and intersections. Future conditions would include build-out of all projects within the specific plan or general plan and any plan-horizon years.

3. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to route. Differences or inconsistencies with established indices need to be thoroughly explained.
4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. This discussion should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoring

Any mitigation involving transit, High Occupancy Vehicles, or Transportation Demand Management measures need to be thoroughly discussed.

For additional information, please refer to our guide for the preparation of Traffic Impacts Studies at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Please be aware that residential developments adjacent to freeways, generally will be exposed to noise levels exceeding the acceptable noise standards for sensitive receptors. To ensure compliance with established noise standards and guidelines and to protect future occupants from potential adverse effects associated with traffic noise levels exceeding these standards, sound walls need to be implemented in the zoning, architectural design, and construction. California statutes do not legally entitle owners of property who are building adjacent to or near freeways to any noise mitigation program funded by the State.

Additionally, because of the project area proximity to the State right of way, there is the possibility that work may encroach onto State property. In all instances where the proposed work falls within or affects the State right-of-way such as constructions, grading, changes to hydraulic run-off, etc., a Caltrans encroachment permit is needed. We request to review drainage plans together with a hydrology report that explains the proposed drainage. When such information is available, we would be available to meet with appropriate County representatives to verify that an encroachment permit would or would not be required. Diversion of flow onto State facilities is generally not permitted.

If you have any questions regarding our comments, you may call me at (213) 897 - 3747 and please refer to record number 060455/EA.

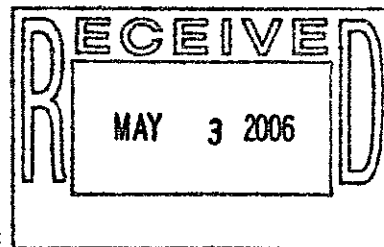
Sincerely,



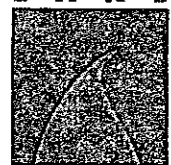
CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

May 2, 2006



**CASTAIC
LAKE**



**WATER
AGENCY**

Ms. Christina Tan
County of Los Angeles
Department of Regional Planning
Impact Analysis Section
320 West Temple Street, Room 1348
Los Angeles, CA 90012

Re: Notice of Preparation of a Draft Supplemental Environmental Impact Report for
the Westshire Residential Project (Project No. TR063483)

Dear Ms. Tan:

The Castaic Lake Water Agency (CLWA) has reviewed the Notice of Preparation for the Draft Supplemental Environmental Impact Report (DSEIR) and submits the following comments for your consideration. The proposed project is a 165-unit condominium residential project on approximately 12.5 acres of land located at the northwest corner of Via Princesa and Lost Canyon Road intersection in the County of Los Angeles. The project site is within CLWA's wholesale service area and retail water service would be provided by the CLWA Santa Clarita Water Division.

CLWA encourages the County to include, in the approved landscaping and irrigation plans for the proposed project, the use of low-water-use landscaping devices such as ETo controllers and low-water use irrigation devices. The DSEIR should include a discussion of proposed water conservation mitigation measures in the Utilities and Service Systems Section.

CLWA appreciates consideration of these comments and would like to receive a copy of the DSEIR. If you have any questions or comments, please call Jeff Ford, Associate Water Resources Planner, or me at 661/297-1600.

Sincerely,

Dan Masnada
General Manager

cc: William Manetta, SCWD
Tom Hawes, CLWA

DIRECTORS

E.G. "JERRY" GLADBACH
DEAN D. EFSATHIOU
WILLIAM C. COOPER
ROBERT J. DIPRIMO
WILLIAM PECSI
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R.J. KELLY

GENERAL MANAGER

DAN MASNADA

GENERAL COUNSEL

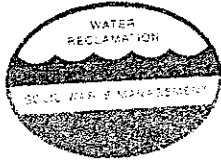
MCCORMICK, KIDMAN &
BEHRENS, LLP

SECRETARY

APRIL JACOBS

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

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website address: www.clwa.org



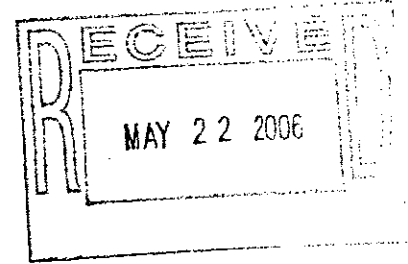
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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

JAMES F. STAHL
Chief Engineer and General Manager

May 18, 2006

File No: SCV-00.00-00



Ms. Christina Tran
Impact Analysis Section
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Ms. Tran:

Tentative Tract Map No. 063483, Westshire

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Supplemental Environmental Impact Report for the subject project on April 28, 2006. We offer the following comments regarding sewerage service:

1. Portions of the area in question are outside the jurisdictional boundaries of the Districts and will require annexation into the Santa Clarita Valley Sanitation District before sewerage service can be provided to the proposed development. For specific information regarding the annexation procedure and fees, please contact Ms. Margarita Cabrera at extension 2708. Copies of the Districts' Annexation Information and Processing Fees sheets are enclosed for your convenience.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Soledad Canyon Trunk Sewer, located in a right of way on the north side of the Santa Clara River, southeast of the terminus of Hidaway Avenue. This 15-inch diameter trunk sewer has a design capacity of 2.5 million gallons per day (mgd) and conveyed a peak flow of 1.7 mgd when last measured in 2003.
3. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 21.1 mgd.
4. The expected average wastewater flow from the project site is 32,175 gallons per day.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the

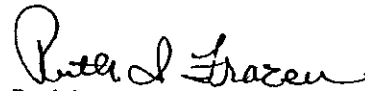
Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

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

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

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Finance & Property Management Section

RIF:rf

Enclosures

c: M. Cabrera
A. Arafah, ESA

641535.1

**INFORMATION SHEET FOR
APPLICANTS REQUESTING ANNEXATION TO A
COUNTY SANITATION DISTRICT OF LOS ANGELES COUNTY**

A. ELIGIBILITY CRITERIA FOR ANNEXATION TO A COUNTY SANITATION DISTRICT OF LOS ANGELES COUNTY

1. The property is contiguous to said County Sanitation District or, if not contiguous, may be drained by gravity to a trunk sewer of that District,
2. The property is not included in whole or in part in any other agency providing services similar to those of the said County Sanitation District, and
3. The property is to be benefited by its inclusion in the said County Sanitation District.

B. HOW DO I INITIATE THE ANNEXATION APPLICATION PROCESS?

1. WRITE TO: County Sanitation Districts of Los Angeles County
P.O. Box 4998, Whittier, CA 90607
Attn: Annexation Program

The letter should contain the following information and support documentation about the property involved:

- a) Property location (street address, city, zip and Thomas Brothers map, page, grid)
- b) In case of a recorded single lot, include the County Assessor's map book-page-parcel map with the parcel highlighted.
- c) In case of a tract or parcel map, include a copy of the tentative or final map plus a closed-survey engineering traverse around the boundary to be annexed to the centerline of any public street.

CALL: County Sanitation Districts of Los Angeles County
(562) 908-4288, Extension 2708
7:00 a.m. through 4:30 p.m., Monday through Thursday
7:00 a.m. through 3:30 p.m., Fridays, except holidays

2. Districts' staff will calculate the acreage involved and will provide the applicant with a quote of annexation fees to be paid. At this time, the applicant will also be provided with a "Request for Annexation" form along with necessary instructions.
3. An annexation application file will be opened upon submittal by applicant of all the required documents (refer to Section C) along with a check for the annexation fee made payable to:

County Sanitation Districts of Los Angeles County

C. WHAT DOCUMENTS DO I NEED TO FILE?

1. "Request for Annexation" Form (4 pages): All applicants must complete, in detail, and return the Request for Annexation form signed by the legal owner whose name appears on the current Los Angeles County assessment roll. See C5) for assistance in completing page 4 of this form.
2. Los Angeles County Local Agency Formation Commission Party Disclosure Form: All applicants must complete and return the Party Disclosure Form pursuant to the Local Agency Formation Commission Party Disclosure Form Information Sheet.
3. Annexation Fee payment as stated in the quotation letter. Cash will not be accepted.

4. **Copy of Grant Deed** (Applicants must submit a copy of the Grant Deed which includes the legal description. Disregard this request if the proposed project is a tract/parcel map.)
5. **California Environmental Quality Act (CEQA):** All applications are subject to CEQA. **If you are applying for a single-family home on septic tank, your project is exempt and the Notice of Exemption will be prepared by this office.** As required by LAFCO, all other applicants must provide twenty six (26) copies of the Initial Study, Final Negative Declaration, Final Mitigated Negative Declaration, Notice of Determination, and Mitigation Monitoring and Reporting Program approved by a city or County Regional Planning Commission, or five (5) copies each of the Final Environmental Impact Report (EIR) and the Notice of Determination approved by a city or County Regional Planning Commission, whichever is applicable
6. **Radius Map and Corresponding Mailing Labels for LAFCO:** All developers are required to submit a radius map within a 300-foot radius of the exterior boundaries of the project area and each parcel of land lying entirely or partially within a 300-foot radius. A set of mailing labels of those landowners that are within a 300-foot radius of the exterior boundaries of the subject area is also required. Provide a list of the Assessor's parcel number, name, and address of each landowner.
7. **Please Note:** The annexation fees and application will not be accepted until *all* of the required items have been submitted.

D. HOW MUCH DO I HAVE TO PAY?

The annexation fee consists of three processing fees. The **Annexation Processing Fees** table is attached. The Sanitation Districts, as the lead agency for the annexation, will collect the processing fees at time of annexation application. The three processing fees are for: 1) County Sanitation Districts of Los Angeles County (CSD), 2) Local Agency Formation Commission (LAFCO), and 3) State Board of Equalization (SBE). The LAFCO and SBE processing fees are subject to change without notice. If their fees increase before your application is processed by this office for submittal to these agencies, then you will be notified and the additional monies must be paid before the annexation procedure can be finalized.

E. HOW LONG DOES IT TAKE TO PROCESS MY ANNEXATION APPLICATION?

If the project is a recorded single family lot, Districts' staff will begin processing the annexation application as soon as the required forms are submitted and the annexation fees paid. Upon payment of the annexation fees, for all Sanitation Districts except the Santa Clarita Valley Sanitation District, the applicant may pay the connection fees and proceed with the project.

If the project is a tract or parcel map, Districts' staff will begin processing the annexation application as soon as the required forms, annexation fees and a copy of the recorded tract/parcel map blue line are submitted. Upon payment of annexation fees, the applicant may have the original sewer map signed off. Also, for all Sanitation Districts except the Santa Clarita Valley Sanitation District, the applicant may pay the connection fees. The annexation procedure cannot be completed until after receipt, in this office, of the recorded tract/parcel blue line map.

F. WHERE CAN I GET ADDITIONAL INFORMATION?

For additional information, please call:

County Sanitation Districts of Los Angeles County
 (562) 908-4288, Extension 2708
 7:00 a.m. through 4:30 p.m., Monday through Thursday
 7:00 a.m. through 3:30 p.m., Fridays, except holidays

**ANNEXATION PROCESSING FEES FOR THE
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY**

COUNTY SANITATION DISTRICTS' PROCESSING FEE	ACREAGE			FEE
	0.0	to	1.5	\$800
	>1.5	to	5.0	\$1,075
	>5.0	to	20.0	\$215/Acre
	Over 20.0			\$4,300 Plus \$35/Additional Acre And Every Fraction Thereof
LOCAL AGENCY FORMATION COMMISSION FILING FEE^{1/}	ACREAGE			FEE
ANNEXATIONS AND DETACHMENTS	0.0	to	1.0	\$2,500
	>1.0	to	5.0	\$3,000
	>5.0	to	10.0	\$3,500
	>10.0	to	25.0	\$5,000
	>25.0	to	50.0	\$6,000
	>50.0	to	160.0	\$7,000
	160.0+ Acres			\$8,000
OTHER PROPOSALS	Special Reorganization			\$10,000
	Incorporation/Disincorporation/Consolidation			\$7,500
	District Formation			\$7,500
	District Dissolution/Consolidation/Merger			\$5,000
	Establishment of Subsidiary District			\$4,000
	Reorganizations			Basic Fee* + 20%
	Amend Existing Sphere of Influence for an Annexation			\$500
	Amend Existing Sphere of Influence for Action other than an Annexation			20% of Basic Fee
	Amend/Update Existing Sphere of Influence Without other Action			
	0.0	to	1.0	\$2,500
	>1.0	to	5.0	\$3,000
	>5.0	to	10.0	\$3,500
	>10.0	to	25.0	\$5,000
	>25.0	to	50.0	\$6,000
	>50.0	to	160.0	\$7,000
160.0+ Acres			\$7,000	
Reconsideration of LAFCO Determinations			50% of Basic Fee	
Special District Study			Actual Cost	
Out-of-Agency Service Agreements			\$2,000	
Petition Verification			Actual Cost	
Notice/Radius Map			Actual Cost	
State Controller Review			\$2,000 + Actual Cost	
STATE BOARD OF EQUALIZATION^{2/}	ACREAGE			FEE
SINGLE AREA TRANSACTIONS	0.0	to	<1.0	\$300
	1.0	to	5.99	\$350
	6.0	to	10.99	\$500
	11.0	to	20.99	\$800
	21.0	to	50.99	\$1,200
	51.0	to	100.99	\$1,500
	101.0	to	500.99	\$2,000
	501.0	to	1,000.99	\$2,500
	1,001.0	to	2,000.99	\$3,000
	2,001.0 and Above			\$3,500
OTHER PROPOSALS	Additional County per Transaction			\$300
	Consolidation per Resolution or Ordinance			\$300
	Entire District Transaction			\$300
	Coterminous Transaction			\$300
	District Dissolution or Name Change			\$0

^{1/}Most recent LAFCO fee increase effective June 1, 2003.

^{2/}Most recent SBE fee increase effective December 2, 1998.

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

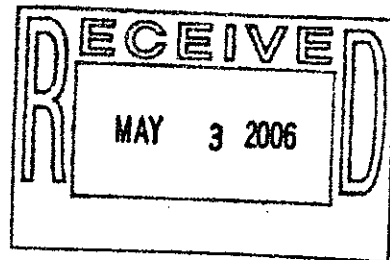
X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.



South Coast
Air Quality Management District

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



April 28, 2006

Ms. Christina Tran
County of Los Angeles
Department of Regional Planning
Impact Analysis Section
320 West Temple Street, Room 1348
Los Angeles, CA 90012

Dear Ms. Tran:

**Notice of Preparation of a Draft Environmental Impact Report for
Westshire**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

Air Quality Analysis

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

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

Consistent with the SCAQMD's environmental justice enhancement I-4, in October 2003, the SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts and localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second

indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

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

Mitigation Measures

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

Data Sources

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

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

Sincerely,

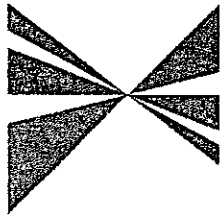


Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC060427-12LI
Control Number

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

T (213) 236-1800

F (213) 236-1825

www.scag.ca.gov

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Orange County: Chris Norby, Orange County • Christine Barnes, La Habra • John Brozman, Brea • Lou Bone, Justin • Art Brown, Buena Park • Richard Chavez, Arachheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Cloab, Laguna Niguel • Maribeth Poe, Los Alamitos

Riverside County: Jill Stone, Riverside County • Thomas Burkley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Inveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

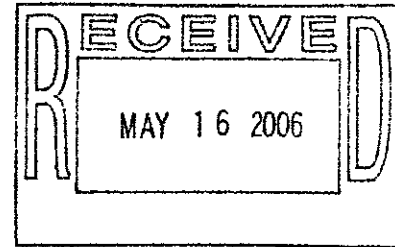
San Bernardino County: Gary Oviatt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Morristown • Lou Ann Garcia, Grand Terrace • Jim Jasper, Town of Apple Valley • Larry McCollon, Highland • Deborah Robinson, Rialto • Alan Warner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Moorhouse, San Buenaventura • Toni Young, Port Hueneeme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark



May 15, 2006

Ms. Christina Tran
County of Los Angeles
Department of Regional Planning
Impact Analysis Section
320 W. Temple Street, Room 1348
Los Angeles, CA 90012

RE: SCAG Clearinghouse No. I 20060290 Westshire

Dear Ms. Tran:

Thank you for submitting the **Westshire** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Westshire**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **April 16-30, 2006** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

BRIAN WALLACE
Associate Regional Planner
Intergovernmental Review

Doc #121564



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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

June 12, 2006

IN REPLY PLEASE
REFER TO FILE: LD-0

TO: Daryl Koutnik
Department of Regional Planning

Attention Christina Tran

FROM: Rossana D'Antonio *RDA*
Land Development Division

RESPONSE TO REVIEW OF NOTICE OF PREPARATION OF SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE WESTSHIRE PROJECT TENTATIVE TRACT NO. 063483

We reviewed the Notice of Preparation for a Supplemental Environmental Impact Report (SEIR) for the Westshire Project and generally agree with the assessment of the proposed project's traffic impact included in the Initial Study. This project has the potential to significantly impact County and County/City roadways and intersections in the area. We are currently working with the project's traffic consultant to revise the study previously submitted for our review.

Also, the SEIR should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project. Page 20, Section 5-Utilities/Other Services, of the Notice of Preparation states that there may be a problem with landfill limitation and that the SEIR shall analyze specific project design impacts with respect to water supply and solid waste. Please specifically discuss the measures to address the storage area for collection and removal of recyclable materials.

Lastly, to adequately assess/address the flood hazards and water quality concerns, a drainage concept and a Standard Urban Stormwater Mitigation Plan are required and must be submitted for review and approval by Public Works. When approved, the results of the drainage concept and the Standard Urban Stormwater Mitigation Plan should be included in the SEIR.

If you have any questions or require additional information, please contact Clarice Nash at (626) 458-5910.

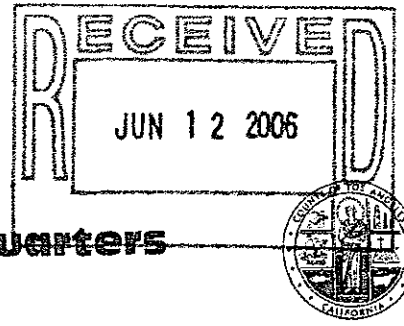
CN:ca\p\ICEQA\CLARICE\westshireNOP



Leroy D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

4700 Ramona Boulevard
Monterey Park, California 91754-2169



June 7, 2006

Ms. Christina Tran
Department of Regional Planning
Impact Analysis Section
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Dear Ms. Tran:

**REVIEW OF NOTICE OF PREPARATION
WESTSHIRE – TENTATIVE TRACT No. 063483**

This is in response to your letter dated April 26, 2006, requesting comments from the Santa Clarita Station to review the Notice of Preparation for the Westshire Project. For our comments, please see the attached letter from Captain Patti Minutello of the Santa Clarita Sheriff's Station.

In summary, while this project by itself does not create a specific need for any additional requirements to the station, it does have a cumulative impact on call and response time, staffing, and inadequate facility accommodations when considered with other developments in this area. We reserve the right to address these issues in future reviews.

Should you have any questions regarding this matter, please contact Mary Lammé, of my staff at (626) 300-3006.

Sincerely,

LEROY D. BACA, SHERIFF

Gary T. K. Tse, Director
Facilities Planning Bureau

A Tradition of Service Since 1850



LEROY D. BACA, SHERIFF

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169
(661) 255-1121



May 17, 2006

Mr. Gary T.K. Tse, Director
Facilities Planning Bureau
1000 South Fremont Avenue
Building A-9 East 5th Floor North
Alhambra, California 91803

Dear Mr. Tse:

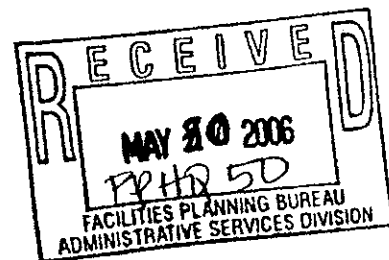
NOTICE OF PREPARATION
TENTATIVE TRACT NO. 063483
WESTSHIRE PROJECT

The proposed Project consisting of 165 condominium residential units located immediately south of the Antelope Valley Freeway (SR-14), southwest of Via Princesa and north of Lost Canyon Road is within the jurisdiction of the Los Angeles County Sheriff's Department, Santa Clarita Valley Station, 23740 Magic Mountain Parkway, Valencia, California. The station is located approximately 7-9 miles from the project site.

It is anticipated that the routine response time to a request for service would be approximately 45 minutes. The priority response time would be approximately 11 minutes and the response time under emergent circumstances would be approximately 5-6 minutes. All response times are approximations, only, and would be dependent on both the deployment of area radio cars and traffic conditions.

This station serves an area of 656 square miles, which is made up of the City of Santa Clarita and unincorporated County area between the Los Angeles City Limits to the South, the Kern County Line to the North and involving all area between the Ventura County Line to the West and the township of Agua Dulce to the East. The population served by our station is approximately 200,000 residents.

A Tradition of Service



copy pre faxed to Mary L / Unit File 612106

**NOTICE OF PREPARATION
TENTATIVE TRACT NO. 063483 WESTSHIRE PROJECT**

PAGE 2

Our ideal officer to population ratio is one deputy per 1,000 residents and with our current staffing of 171 sworn deputies currently assigned, our ratio is less than ideal at one deputy per every 1,169 residents. Assuming a residential density of 3.01 persons per dwelling unit, this proposed project will generate a population increase of 496. Based on the above, this project would not require additional deputies to the station compliment.

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

Adding this project and other projects in progress, either proposed, approved or committed, it is certain they will all significantly strain our resources to the breaking point. Additionally, the increase in required field personnel will necessitate a concomitant increase in support resources such as detectives, complaint desk officers, vehicles and portable radios. While not directly a builder's matter, our ability to provide a sufficient level of law enforcement services must be considered when applications for new projects such as these are considered.

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

- Provide lighting in open areas and parking lots;
- Ensure the visibility of doors and windows from the street and between buildings;
- Ensure that the required building address numbers are lighted and readily apparent from the street for emergency response agencies.

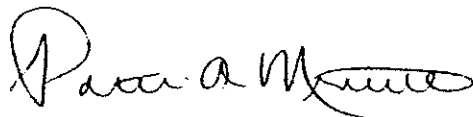
**NOTICE OF PREPARATION
TENTATIVE TRACT NO. 063483 WESTSHIRE PROJECT**

PAGE 3

Should you have further questions, please feel free to call me at (661) 255-1121 extension 5102, or Deputy Patrick Rissler at extension 5159.

Sincerely,

LEROY D. BACA, SHERIFF

A handwritten signature in cursive script, appearing to read "Patti A. Minutello". The signature is written in dark ink and is positioned above the printed name and title.

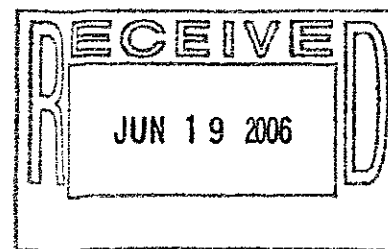
Patti A. Minutello, Captain
Santa Clarita Valley Station

PAM:par

County of Los Angeles Public Library
7400 East Imperial Hwy., P.O. Box 7011, Downey, CA 90241-7011
(562) 940-8401. TELEFAX (562) 803-3032

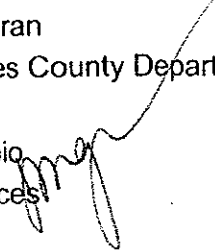
Library

MARGARET DONNELLAN TODD
COUNTY LIBRARIAN



June 14, 2006

TO: Christina Tran
Los Angeles County Department of Regional Planning

FROM: Malou Rubio 
Staff Services

SUBJECT: **NOTICE OF PREPARATION
WESTSHIRE PROJECT (TR093483)**

This is in response to your invitation to submit comments on the Notice of Preparation for the Westshire Project. The Public Library agrees that payment of the Library Facilities Mitigation Fee (Developer Fee) would reduce the impact of this project on library services to a less than significant level.

If you have any questions regarding this matter, please contact Malaisha Hughes of my staff at (562) 940-8455.

MR:MH

U:\STAFFSERVICES\DEVELOPER FEE\EIR\Westshire2.doc

c: David Flint, Assistant Director, Finance and Planning
Robert Seal, Public Library
Malaisha Hughes, Public Library

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Appendix B
Specific Plan Conformance
Report

 **ESA**



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CHAPTER 1

Introduction

This report has been prepared to analyze the conformance of the proposed Westshire project with the Canyon Park Specific Plan (also known as Specific Plan No. 1). The proposed project site is located in Specific Plan No. 1, southeast of the Antelope Valley Freeway (SR-14), south of Soledad Canyon Road, north of Placerita Canyon Road, and west of Sand Canyon Road. Specific Plan No. 1 was approved by the Los Angeles County Board of Supervisors on December 23, 1986, and requires that each individual project within the Specific Plan boundaries demonstrate conformance with the Specific Plan Implementation (page VI-25, Section VII-D). Specific Plan No. 1 is located in the community of Canyon Country in unincorporated Los Angeles County and includes the development of a maximum of 5,400 dwelling units, 63-acres of commercial, school, recreational and open space land uses on approximately 988 acres. The applicant is requesting the following:

- (1) Approval of Tentative Tract Map No. 063483 to develop 165 condominium units on approximately 12.5 acres, with approximately 3.4-acres of landscaping/open space area (RENUT200500188).
- (2) Approval of a Specific Plan Amendment to change the current land use designation from Neighborhood Commercial (NC) to R-3-25 (Apartments/Condominiums, 25 units/acre) (RPAT200500010).
- (3) Approval of a Conditional Use Permit (CUP) (RCUPT200500202). The Canyon Park Specific Plan, Implementation Section (page VI-24), requires that each development project within the Specific Plan area demonstrate consistency with the Specific Plan through a site plan review process. Site plan review and consistency with the Specific Plan is conducted through the CUP process of the Los Angeles County Department of Regional Planning.

The following is a brief description of each Specific Plan planning area and associated entitlement history:

- Planning Area 1 is situated north of Jake's Way and west of SR-14. This planning area is encumbered by Tentative Tract No. 45287, which consists of 463 multi-family units on 20 acres;
- Tentative Tract No. 52608 (Project No. 99-133) has been approved for Planning Area 2 and proposes 63-single family detached condominiums on approximately eight-acres;

- Tentative Tract No. 45223 has been recorded over Planning Area 3 and 504 multi-family units have been built on 29-acres. The Specific Plan allows a total of 733 units in this planning area;
- Tentative Tract No. 44492 has recorded 634 multi-family units on approximately 32-acres within Planning Area 4. The Specific Plan allows a total of 732 units within this planning area;
- Planning Areas 5 and 6 have been annexed in the City of Santa Clarita and are made up of 4 and 50151, respectively. Planning Area 5 has been built with 131,000 square feet of commercial use on 16.5-acres. Planning Area 6 has been approved by the City of Santa Clarita for 19.2-acres of commercial development. Both planning areas are consistent with the Specific Plan;
- Revised Vesting Tentative Tract No. 47200 has been approved for Planning Areas 7, 8, 9, 22, 23 and a portion of Planning Area 21 (for a school site). This map proposed 393 single-family units, a 12.5-acre commercial site, a 2.2-acre park, and a 10-acre school with joint-use park site on a total of 243.2 acres.
- Tentative Tract Nos. 52938/52833 has been approved for Planning Areas 10 through 20, a portion of Planning Area 21, and open space. This included infrastructure, six-acre neighborhood park site and a future private recreational facility.
- Tentative Tract No. 53795 has been approved for Planning Area 10. This map proposes 154 multi-family condominiums on 9.9-acres of a 16.4-acre site previously approved under Tentative Tract No. 52833. Tentative Tract No. 53795 is the final subdivision map proposed within Specific Plan No. 1.

The proposed project is located in Planning Area 9, and is included in Tract No. 47200, as shown in Figure 1. The project proposes the development of 165 condominium units, private driveways, approximately three acres of open space, on-site recreational amenities, private attached garages, on-street parking, extensive landscaping, connections to infrastructure, and off-site improvements including street improvements. Residential development would be located in the center of the site, surrounded by a landscaped buffer, separating it further from SR-14, commercial development to the west, Via Princessa to the east, and Lost Canyon Road to the south.

A Specific Plan amendment in accordance with the requirements outlined in the adopted Specific Plan No.1 was submitted to address the change of the proposed project site from a commercial use to a residential use. The proposed project is located on a 12.5-acre portion of Planning Area 9 with a total of 165 condominium units proposed for approximately 6.1 acres of the project site. Streets and on-street parking, recreational areas and landscaping is proposed to cover an additional 6.4 acres of the site. Details as required by the Specific Plan in Section VI page 27 are as follows:

1. Assessor's parcel(s) numbers (shown on Exhibit A). Lots 76, 77 and 78 of Tract 47200, MB 1234-26-39;

2. Area and dimensions of the property (project site is approximately 12.5 acres);
3. Vicinity map indicating project location (shown on Exhibit A);
4. North arrow/scale (shown on Exhibit A);
5. All applicable tentative tract maps or tentative parcel maps (shown on Exhibit A);
6. Physical description of the site - including boundaries, easements, existing topography, natural features (see Exhibit A and Figure 2);
7. Location, grades widths and types of improvements proposed for all streets (see Figure 2);
8. A site plan showing location of all structures, landscape and hardscape areas, parking areas, walks, internal circulation, access, adjacent streets, sign type and placement and fence/wall type and placement (see Exhibit A regarding the site plan and Figures 3A and 3B for landscape details);
9. Building elevations (see Figures 4 through 6 for conceptual renderings and visual simulations);
10. Description of the extent to which design guidelines have been used in the plan and a statement documenting Specific Plan consistency (please see Chapter 2 of this document);
11. A tabulation of square footage, area devoted to parking, parking spaces, landscape coverage, building coverage and heights (shown on Exhibit A; see Figure 3A regarding landscape coverage; building heights would not exceed three stories); and
12. Such applications and environmental assessment forms as are provided by County staff.

Table 1 summarizes the land uses proposed for the project site.

**TABLE 1
ACREAGE BREAKDOWN**

Area	Acreage
Landscaping/Open Space	2.9 acres
Recreational Areas	0.5 acres
Streets/On-street Parking	3 acres
Building footprint	<u>6.1 acres</u>
Total	12.5 acres

Table 2 summarizes the proposed project site and adopted allowable Specific Plan land uses and proposed densities for the portion of the Specific Plan covered by the proposed Tentative Tract No. 063483

**TABLE 2
SPECIFIC PLAN LAND USE PLAN SUMMARY**

Planning Area	Acres	Previous Specific Plan Designation	Units allowed by the Specific Plan for NC	Proposed Specific Plan Designation	Units Allowed by the Specific Plan for R-3-25 (U)
Portions of 9	12.6	NC	Commercial 0 dwelling units	R-3-25	Residential- shall not exceed 25 dwelling units per net acre of land

The conceptual land use plan for Specific Plan No. 1 depicts Planning Area 9 as designated NC. The Addendum analyzed the potential impacts of Planning Area 9 for residential use. The proposed project includes the development of 165 multi-family condominiums, private driveways, a community center and parking on approximately 9.2-acres (shown on Exhibit A). The proposed project is being processed under Tentative Tract No. 063483. The proposed project includes four five-plex unit plans, two alternative five plex unit plans, and two one-plex unit plans. The typical dimensions of each unit plan are described in **Table 3**.

Buildings would vary in style (three different styles) and use different colors to highlight architectural features, see Figures 4 through 6. Building rooflines would vary, and building heights would be from two- to three-stories; no buildings would exceed three stories.

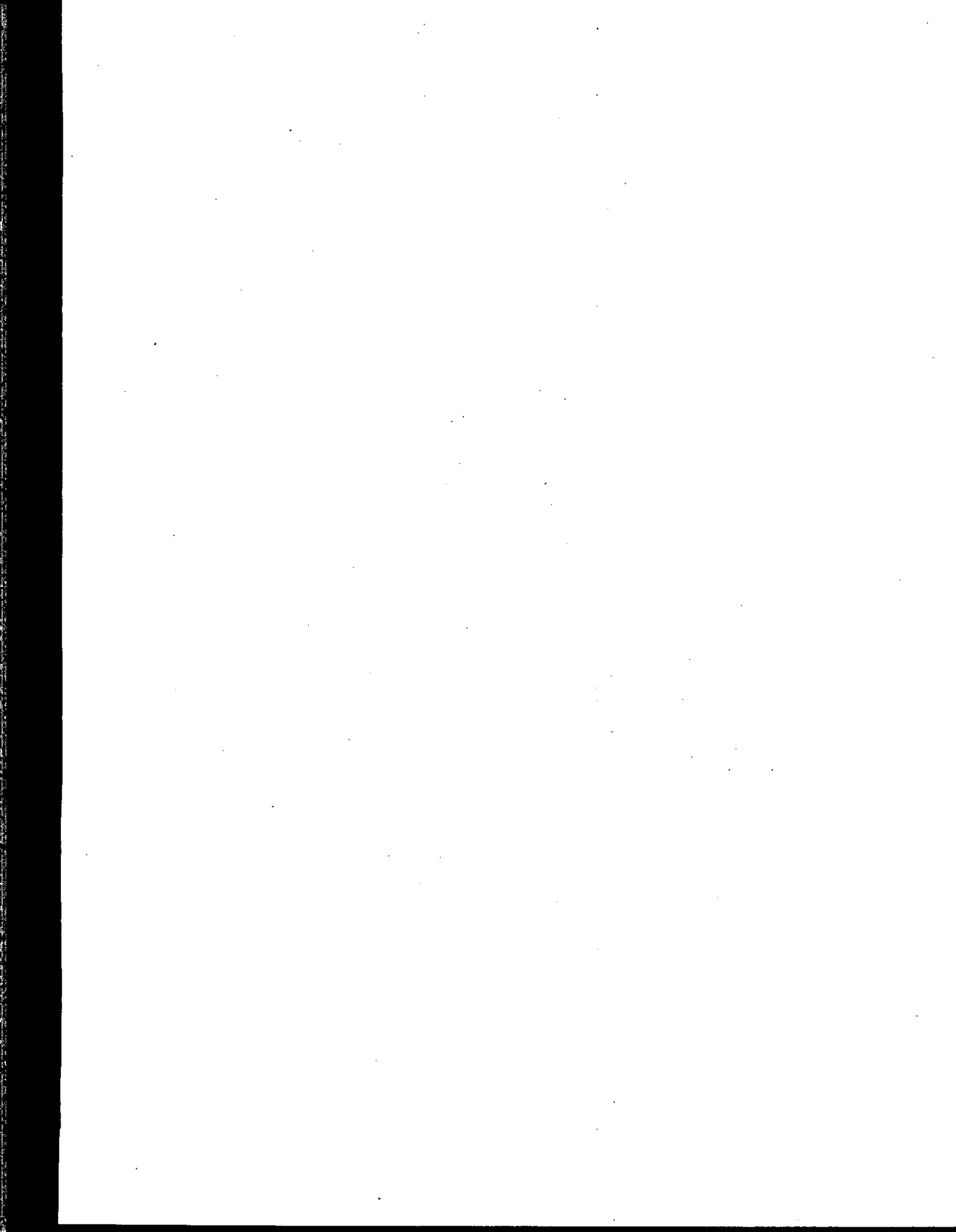
Open space including landscaping would occupy approximately 3.4 acres or nearly 30 percent of the project site. Landscaping throughout the site would include a variety of plants including palm trees, olive trees, sycamores, flowering plants and bushes throughout the site, along the sidewalks and building facades, and throughout the landscape buffer along the perimeter of the site (see Figures 3A and 3B). In addition, vines would be planted along the length of the wall adjacent to SR 14. Landscaping would be compatible with the existing landscaping of the surrounding community, and Specific Plan No. 1. Parking for the project includes 326 garage spaces, 71 guest spaces and five handicap parking spaces (Exhibit A). Required parking for the project is 372 spaces.

**TABLE 3
TYPICAL UNIT CHARACTERISTICS**

Area	Square Foot
Building A	1,306
Unit 1 - 2 Bedroom/2 Bath	1,676
Unit 2 - 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 - 3 Bedroom /3.5 Bath	1,736
Unit 4 - 3 Bedroom/3.5 Bath	1,736
Unit 5 - 4 Bedroom/4 Bath	
Building A (Alternative)	1,306
Unit 1 - 2 Bedroom/2 Bath	1,676
Unit 2 - 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 - 3 Bedroom/3.5 Bath	1,736
Unit 4 - 3 Bedroom/3.5 Bath	1,736
Unit 5 - 4 Bedroom/4 Bath	

**TABLE 3
TYPICAL UNIT CHARACTERISTICS (CONT.)**

Area	Square Foot
Building B	
Unit 1 - 2 Bedroom/2 Bath	1,305
Unit 2 - 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 - 3 Bedroom/3.5 Bath	1,676
Unit 4 - 3 Bedroom/3.5 Bath	1,736
Unit 5 - 4 Bedroom/4 Bath	1,736
Building C	
Unit 1 - 2 Bedroom/2 Bath	1,306
Unit 2 - 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 - 3 Bedroom/3.5 Bath	1,676
Unit 4 - 3 Bedroom/3.5 Bath	1,736
Unit 5 - 4 Bedroom/4 Bath	1,736
Building D	
Unit 1 - 2 Bedroom/2 Bath	1,306
Unit 2 - 2 Bedroom/2 Bath + 2.5 Bath	1,676
Unit 3 - 3 Bedroom/3.5 Bath	1,676
Unit 4 - 3 Bedroom/3.5 Bath	1,736
Unit 5 - 4 Bedroom/4 Bath	1,736
Building D (Alternative)	
Unit 1 - 2 Bedroom/2 Bath	1,306
Unit 2 - 2 Bedroom/2 Bath + 2.5 Bath	1,667
Unit 3 - 3 Bedroom/3.5 Bath	1,676
Unit 4 - 3 Bedroom/3.5 Bath	1,736
Unit 5 - 4 Bedroom/4 Bath	1,736
Unit A	
Unit A - 2 Bedroom/2 Bath	1,358
Unit B	
Unit A - 2 Bedroom/2 Bath	1,514



CHAPTER 2

Project Compliance/Conformance

The Specific Plan Implementation Section (page VI-24) of the Specific Plan No. 1 requires that each project document consistency with the Specific Plan. Consistency must be demonstrated through site plan review, which is fulfilled by the CUP process.¹ Site plan review is necessary for each project for the following reasons:

- To ensure consistency with the Specific Plan, the General Plan, and all implementing ordinances;
- To promote the highest contemporary standards of site design;
- To adapt to specific or special development conditions that occur from time to time, while continuing to implement the Specific Plan and conform development to the General Plan and implementing ordinances;
- To facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto; and
- To adapt to substantial changes that may occur with respect to the circumstances under which the project is undertaken.

The Specific Plan itself (due to its scale) was "conceptual" in its application to the land plan; the Vesting Tentative Map (at a larger scale) allows the applicant more accurate means by which to refine and improve the design aspects of the project, while still meeting the intent of the plan.

The following development standards and design guidelines are contained within the Specific Plan and are applicable to the proposed project.

2.1 Development Plan

Specific Plan Requirement: The Development Plan section of Specific Plan No. 1 (page 111-1, Section B) outlines the goals, objectives and policies required to implement the Specific Plan.

Project Compliance: The development features listed below show conformance to these overall goals, objectives and policies.

¹ RCUPT200500202 has been filed for the project.

Conceptual Land Use Plan

Specific Plan Requirement: The Conceptual land Use Plan Exhibit (page 111-7) references the Planning Areas as having these designations:

Planning Area: 9
Designation: Neighborhood Commercial (NC)
Allocated # of DUs: 0
Proposed #of DUs: 165

Project Compliance: Upon adoption of the Specific Plan Amendment, Planning Area 9 would be designated as residential (R-3-25) from NC. Density on property in Zone R-3-25, developed for any residential use shall not exceed 25 dwelling units per acres. The project proposes a gross density of 13.2 units per acre, which is less density than allocated in the R-3-25 land use designation. In addition, the Specific Plan authorized a much more intense development than was actually constructed. Even with implementation of the proposed project's 165 units, approximately 1,932 fewer units have been or will be built within the Specific Plan area.

Public Facilities Plan

Specific Plan Requirement: The Public Facilities Plan indicates water service to be provided by the Santa Clarita Water Company.

Project Compliance: Water services for this project would be provided by the Santa Clarita Water Company through an existing 16-inch line in Lost Canyon Road.

Specific Plan Requirement: The Public Facilities Plan indicates a limit on the number of units in Phase I that may be developed prior to the construction of an on-site water storage facility (page III-22).

Project Compliance: Water supply/storage for Tentative Tract No. 063483 has been constructed as part of Tentative Tract No. 47200.

Specific Plan Requirement: The Public Facilities Plan indicates the existing Los Angeles County Sanitation District No. 26 Wastewater Treatment Plant provides a treatment capacity of 9.5 mgd with and expansion of 3 mgd to be completed in October 1987.

Project Compliance: The Los Angeles Sanitation District No. 26 would provide wastewater services to the project site. The expected average wastewater flow from the proposed project site is 32,175 gallons per day.² The wastewater flow originating from the proposed project would discharge to a local sewer line for conveyance to the Districts' Soledad Canyon Trunk Sewer, located in a right of way on the north side of the Santa Clara River, southeast of the terminus of Hidaway Avenue. This 15-inch diameter trunk sewer has a design capacity of 2.5 million gallons per day (mgd) and conveyed a peak flow of 1.7 mgd when last measured in 2003.

² County Sanitation Districts of Los Angeles County, Letter to Christina Tran, Impact Analysis Section, Los Angeles County, dated May 18, 2006.

Specific Plan Requirement: The Public Facilities Plan indicates that the drainage from the project will be through the project site to the two northward-trending drainage facilities into the Santa Clara River.

Project Compliance: The project drains from southwest to northeast into three existing inlets provided as part of Tract Map No. 47200, which are tied into two storm drain pipelines maintained by California Department of Transportation and Los Angeles County. A Drainage Concept Plan has been submitted to the County.

Circulation Concept Plan

Specific Plan Requirement: The Circulation Concept Plan depicts two major streets surrounding the project site. Via Princessa is built as a secondary highway and Lost Canyon Road is built as a major highway.

Project Compliance: Both Via Princessa and Lost Canyon Road adjacent to the project site have been constructed to Specific Plan requirements. Potential traffic impacts associated with the proposed multi-family residential use would be less as compared to the impacts associated with neighborhood commercial allowed under the original 1986 Specific Plan.

Grading Concept Plan

Specific Plan Requirement: Figure III-30 of the Specific Plan shows the project site as being in both cut and fill.

Project Compliance: The project involves 16,000 cubic yards of grading, which would be balanced on-site. Project-related grading will be in conformance with the Los Angeles County Grading Ordinance and the requirements and recommendations of the Specific Plan No. 1, as well as current geotechnical reports.

Specific Plan Requirement: The design of this project provides that toes and crest (tops) of slopes near natural terrain over ten feet vertical height shall be rounded with a vertical curve radii of at least five feet and designed in proportion to the total height of the slope per Section III, page 26.

Project Compliance: All slopes will be designed in accordance with the County of Los Angeles Grading Ordinance.

Recreation/Open Space

Specific Plan Requirement: There are no designated open space requirements for Planning Area 9.

Project Compliance: Open space and landscaping for the project would occupy approximately 3.4 acres or nearly 30 percent of the project site.

Specific Plan Implementations

Specific Plan Requirement: The Specific Plan Implementation section regulates the phasing of the Specific Plan. Planning Area 9 is included in Phase I of the Specific Plan.

Project Compliance: Tentative Tract No. 063483 is the final subdivision map to be proposed and applied within Specific Plan No. 1.

2.2 Development Regulations

The following section documents the proposed project's compliance with Specific Plan development regulations.

Specific Plan Requirement: The Development Regulations section of the Specific Plan prescribes the zoning regulation for each area of the Specific Plan. Each planning area has a designated zoning with an allowable number of units.

Project Compliance: The project is located within one planning area (Planning Area 9) with the designation of NC. The Specific Plan amendment, once adopted, will allow for the proposed residential uses (R-3 (25) U).

Permitted Uses

Specific Plan Requirement: Apartment houses/condominiums, small family day-care homes, adult residential facilities, foster family homes, riding and hiking trails (excluding trails for motor vehicles), model homes, temporary real estate tract offices, community centers, parks, playgrounds, signs and subdivision directional signs.

Project Compliance: The project proposes 165 multi-family condominiums, recreational area, driveways, parking and open space/landscaping. Upon adoption of the Specific Plan amendment, the proposed project will be in conformance with the allowable land uses.

Uses Subject to Permits

Specific Plan Requirement: Grading project, off-site transporting.

Project Compliance: The proposed project includes 16,000 cubic yards of grading, which would be balanced on-site. No off-site grading disposal is proposed.

Accessory Uses

Specific Plan Requirement: Signs are required by the Specific Plan to provide integrated visual character and continuity throughout the entire Specific Plan area. Signs should also follow the lighting, placement, and design standards as provided in Section V(C).

Project Compliance: Signs only as provided in Section V(C) and the City of Santa Clarita Signage Requirements will be provided.

Building Height Limits

Specific Man Requirement: Three-story height limit excluding the basements and cellars.

Project Compliance: The proposed buildings would vary in height from two to three stories and would not exceed three stories or include basements.

Dwelling Unit Density

Specific Plan Requirement: The NC designation does not have a dwelling unit density. The proposed R-3 (25) U designation has a dwelling unit density of 25 units per net acre.

Project Compliance: The project proposes 165 units, 13.2 units per acre in the R-3 (25) U zone.

Automobile Parking

Specific Plan Requirement: One and one-half covered plus one-half uncovered [or two covered] off-street parking spaces for each two-bedroom unit. One guest parking space for every four units.

Project Compliance: The guest-parking requirement, by Los Angeles County Ordinance, is one guest parking space for every four units. The proposed project would provide a total of 402 spaces; each unit would include a two-car covered garage (326 spaces) and the project also includes 76 on-street (pocket) parking spaces for guests (see Exhibit A).

2.3 Design Guidelines

The following section documents the proposed project's compliance with multi-family residential design standards contained in Specific Plan No. 1.

Residential Design Standards

Specific Plan Requirement: Each residential project area should convey its own blend of building forms.

Project Compliance: The proposed project includes four, five-plex unit plans, two alternative five-plex unit plans, and two one-plex unit plans. The buildings vary in style and color (see Figures 4 through 6).

Specific Plan Requirement: One particular style should not dominate the entire Specific Plan area, but rather an atmosphere should be created resulting in integrated building designs and project areas, each with their own character.

Project Compliance: Buildings would vary in style and are compatible with the surrounding planning area architecture (see Figures 4 through 6).

Specific Plan Requirement: Buildings should be appropriate in mass and scale to the site on which they are placed.

Project Compliance: Buildings on this site will be appropriate in mass and scale and will not dominate surrounding terrain or other physical features.

Specific Plan Requirement: The Specific Plan development area is framed by view opportunities. Future development shall take advantage of the viewshed where possible by orienting development to capitalize on views of open space, landscape treatments and vistas.

Project Compliance: Buildings within the project are oriented towards views of surrounding vistas and open space regions.

Specific Plan Requirement: A clear distinction shall be maintained between private residential uses, commercial properties, schools and recreational areas.

Project Compliance: The proposed project contains a variety of design and landscape features, which create a clear distinction from surrounding land uses.

Specific Plan Requirement: To help achieve project distinction, landscape concept plans for each planning area will be required at site plan review. Single-family landscape plans will employ designs that are compatible with the natural terrain and offer the opportunity for informal treatments. As the densities increase in the townhouse and apartment complexes, landscape schemes will become increasingly structured. An aim should be to create gathering spaces in combination with recreation facilities.

Project Compliance: A landscape concept plan is provided as Figures 3A and 3B. Further discussion regarding the landscape concept plan is provided in Section 2.3.1 of this document.

Specific Plan Requirement: The architectural character of each planning area should be perceived from the street. An aim should be to create interest through constancy in the use of architectural elements such as: window, doors balconies and roof.

Project Compliance: A consistent and distinctive architectural character will be visible from the surrounding roadways. Each building has its own massing views within each roof plan with the use of roof lines, gables, hips, and architectural pop-outs on the floor levels to create roof breaks and shadow lines along the exterior elevations (see Figures 4 through 6).

Specific Plan Requirement: Residential structures and community features shall be coordinated in architectural materials, details and quality. Those features include: bus stops, benches gathering places, recreation centers and pedestrian access features.

Project Compliance: Residential structures and community features will incorporate similar architectural style relative and consistent to the surrounding Fair Oaks Ranch.

Specific Plan Requirement: Building mass is probably the most prominent design features of a project. The design of multi-family residential development should avoid long, unbroken building faces and make the offsets an integral part of the design.

Project Compliance: The project proposes siting structures in a non-linear and aesthetically pleasing manner (see Exhibit A).

Specific Plan Requirement: Interesting building massing can be achieved without superficial design elements through the use of the following features: two- and three-story structures can be combined with one-story structures, combined with the use of project balconies, recessed

porches, entries and enclosures. Development along the freeway will be required to submit a detailed site plan in accordance with Specific Plan No. 1 on page IV-3 of the General Provisions.

Project Compliance: The proposed structures create differing deviations and massing views from surrounding properties (see Figures 4 through 6).

Specific Plan Requirement: The pitch and form of "roofs" are very visible community features. A range of roof forms and roof pitch can add an appealing visual impact to the community/streetscape. There is no one design desired, however, and an all slat roof is unacceptable.

Project Compliance: The project proposes variable pitch roof forms (see Figures 4 through 6).

Specific Plan Requirement: Roof overhangs are encouraged as a response to climatic conditions, especially when used in combination with porch enclosures, balconies, and recesses.

Project Compliance: The project incorporates roof overhangs that respond to climatic conditions and are used in combination with porch enclosures, balconies and recesses.

Specific Plan Requirement: An emphasis should be given to creating units with a strong indoor/outdoor relationship.

Project Compliance: The project emphasizes creating units with a strong indoor/outdoor relationships and orientation to proposed recreation areas (see Exhibit A, Figures 4 through 6).

Specific Plan Requirement: All mechanical equipment shall be screened from view of major streets either with a wall similar in design to the project architecture or a planting space adequate in size for proper screening.

Project Compliance: All mechanical equipment will be screened from view of major streets either with a wall similar in design to the project architecture or a planting space adequate in size for proper screening.

Specific Plan Requirement: All parking structures either freestanding or garages shall incorporate the same design elements as the dwelling units.

Project Compliance: No parking structures are proposed. Garage designs incorporate the same design elements as the dwelling units.

Specific Plan Requirement: The roofing materials used for all residential structures shall be of fire retardant material certified by the County of Los Angeles Fire Department.

Project Compliance: Roofing material for all residential structures for this project will be of fire retardant material as certified by the County of Los Angeles Fire Department.

Specific Plan Requirement: All walls and fences used within the residential communities shall be of a material and color that is compatible with the architectural design of the structures.

Project Compliance: The proposed walls and fences are compatible in material and color to the architectural design of the structures (see Exhibit A and Figures 4 through 6).

Specific Plan Requirement: Chimneys shall not exceed the height limit of the district and shall be compatible in material to the structure.

Project Compliance: The proposed chimneys do not exceed the height limit of the district/County building code clearance above two stories and they are compatible in material to the building structure (see Figures 4 through 6).

Specific Plan Requirement: All antennas within residential areas shall be restricted to the attic or interior of the residence. Satellite "dish" antennas are specifically prohibited on the roofs of any structures or on ground locations visible from surrounding roads or properties.

Project Compliance: The project shall restrict all antennas to the attic or interior of the residence and limit satellite "dish" antennas on the roofs and ground locations highly visible from surrounding roads or properties.

Specific Plan Requirement: Permanent exterior signages within residential zones are specifically prohibited except for project monumentation.

Project Compliance: As stated in Section 2.2, Accessory Uses, of this document, signs will be utilized as provided in Section V(C) and be restricted to monumentation at specific locations.

Specific Plan Requirement: All trash containers shall be screened from street view.

Project Compliance: Trash containers will be screened from street view.

Specific Plan Requirement: Every single-family residence shall have a roof constructed with wood-shake, shingle, tile or concrete tile, asphalt composition of a fire resistant materials in compliance with the Uniform Building Code.

Project Compliance: The project proposes a tile fire resistant material roof in compliance with the Uniform Building Code (see Figures 4 through 6).

Specific Plan Requirement: Within the freeway edge only 50 percent of the residential structures will be permitted the maximum height.

Project Compliance: The maximum height of the residential structures is not to exceed three stories. Further discussion regarding the freeway edge zone is provided in Section 2.3.2 of this document.

Specific Plan Requirement: Wherever possible within the Specific Plan area utilities will be located underground rather than overhead.

Project Compliance: The project will locate utilities underground.

2.3.1 Landscape Concept Plan

Specific Plan Requirement: In Section V(D) of the Specific Plan No. 1, landscape guidelines are provided for design criteria along roadways, transitions between planning areas and open space in order to strengthen the visual cohesiveness of the community and provide a transition between man-made features and native terrain. This project best identifies with Streetscape 2 as described in Section V(D) page 53 of the Specific Plan, which is described as occurring on the entire length of Lost Canyon Road and the southern section of Via Princesa. Both roadways are main arterials for the project and include the linear park enhanced by plants.

Project Compliance: Figures 3A and 3B provides details of the landscape plan for this project. As shown, the proposed landscape plan is in conformance with the Specific Plan landscape guidelines. Native vegetation will be used along the project site boundaries and the plants used will be informally grouped to allow for a natural looking habitat.

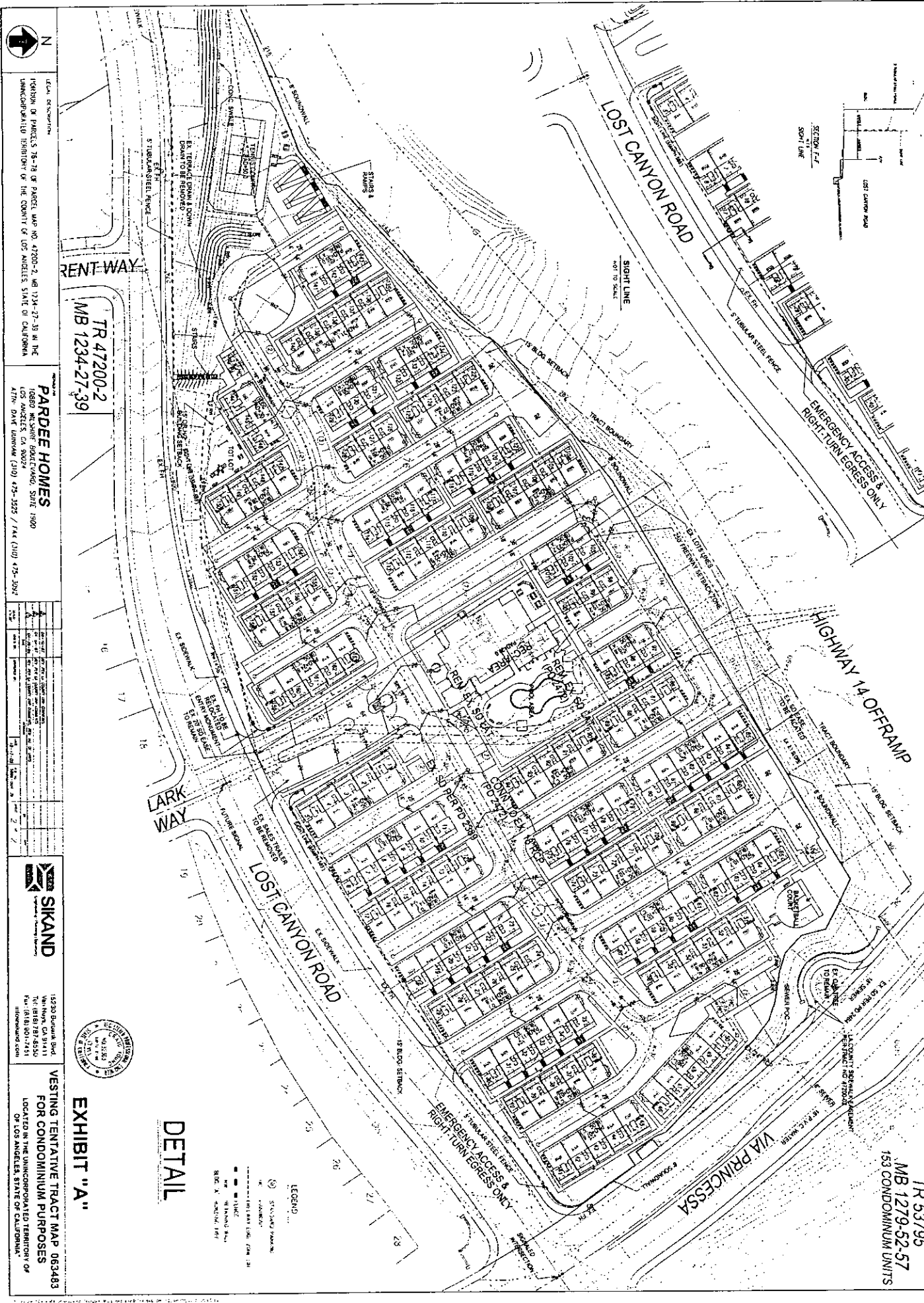
2.3.2 Freeway Edge Zone

Specific Plan Requirement: The project area lies within the freeway edge zone (within the 100 foot setback) and thus is required to abide by the planting, berming and fencing treatments as specified in the Specific Plan No. 1.

Project Compliance: The site plan as provided in Exhibit A, illustrates the setbacks and fencing for this residential project. Buildings have a 15-foot setback from the property line and a minimum 10-foot setback between buildings. As discussed in Section 2.3.1 of this document, the landscaping designs are provided in Figures 3A and 3B and satisfy the associated requirements for the Specific Plan. The proposed project is in substantial conformance with the Freeway Edge Zone requirements and other freeway edge areas within the Specific Plan.

EXHIBIT A

Vesting Tentative Tract Map No. 063483



LOCAL RESOLUTION
 IDENTIFYING PARCELS 75-78 OF PARCEL MAP NO. 47200-2, MB 1234-27-39 IN THE
 UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

PARDEE HOMES
 10800 MELBOURNE BOULEVARD, SUITE 1900
 LOS ANGELES, CA 90024
 ALTHO: DAVE LUDWIG (310) 475-3225 / FAX (310) 475-3092

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SIKAND
 15230 BROADWAY BLVD
 VAN NUYS, CA 91411
 TEL: (818) 781-4350
 FAX: (818) 801-7451
 WWW.SIKAND.COM

**VESTING TENTATIVE TRACT MAP 063483
 FOR CONDOMINIUM PURPOSES**
 LOCATED IN THE UNINCORPORATED TERRITORY OF
 OF LOS ANGELES, STATE OF CALIFORNIA

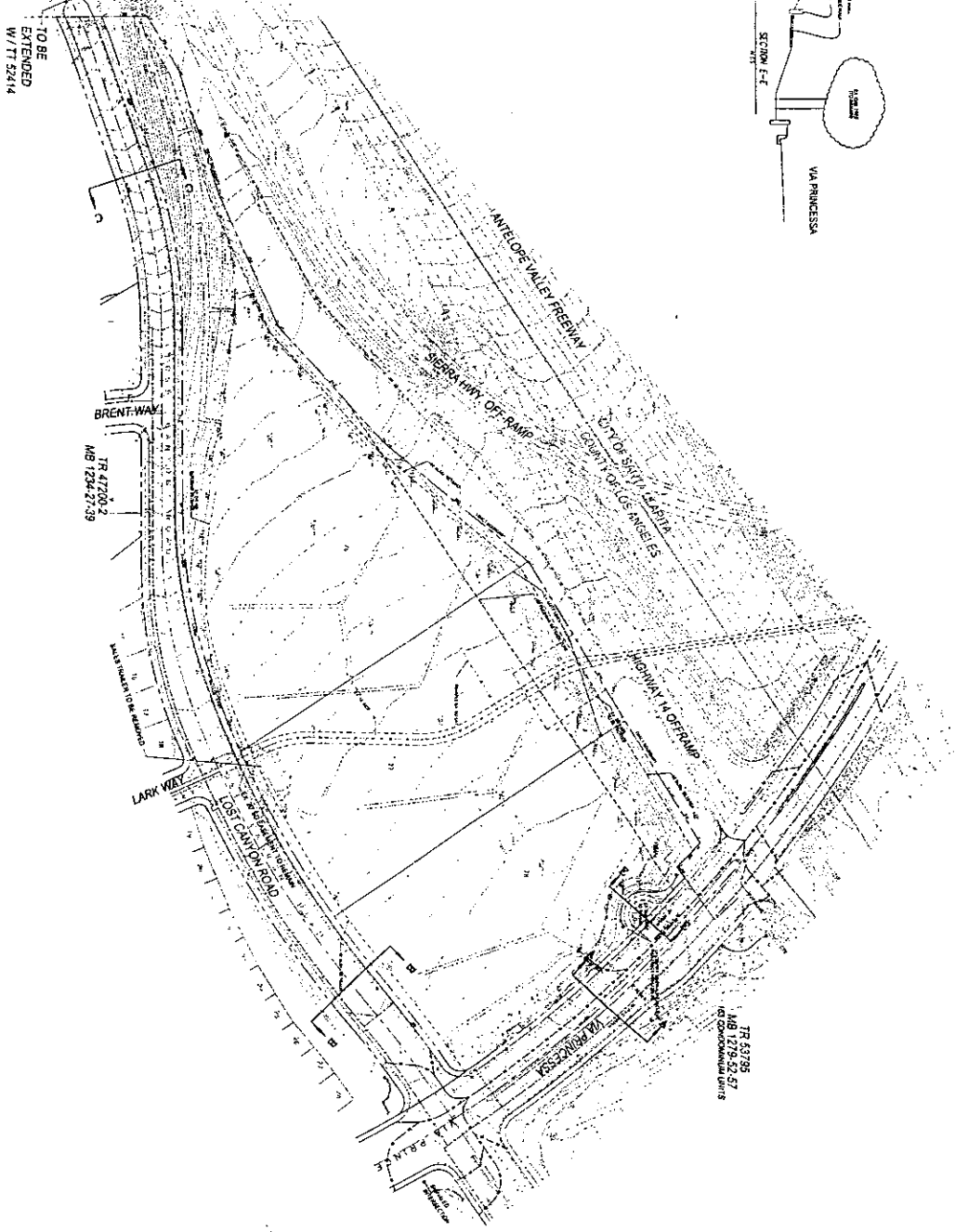
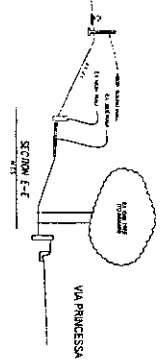
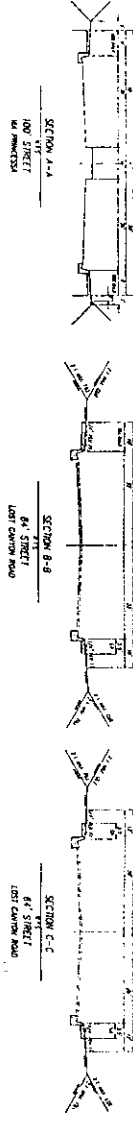
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EXHIBIT "A"

DETAIL

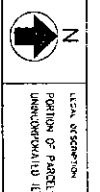
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 DOTTED LINE WITH DOTS: DOTTED LINE WITH DOTS

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 MB 1279-52-57
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 (E) Elevation
 (T) TYPICAL

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LOCAL DESCRIPTION
 PORTION OF PARCELS 76-78 OF PARCEL MAP NO. 47700-2, 48 1234-27-39 IN THE
 UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

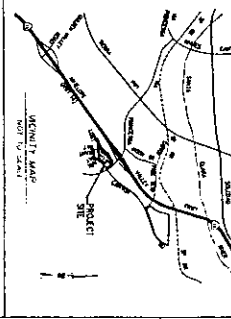
PARDEE HOMES
 17400 SOUTHWEST 174TH STREET, SUITE 1800
 LOS ANGELES, CA 90025
 ATRN. DATE NUMBER (310) 475-1575 / FAX (310) 475-3027

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15230 Burbank Blvd.
 Van Nuys, CA 91411
 Tel: (818) 787-6650
 Fax: (818) 787-6651
 info@sikand.com

VESTING TENTATIVE TRACT MAP 063483
FOR CONDOMINIUM PURPOSES
 LOCATED IN THE UNINCORPORATED TERRITORY OF
 LOS ANGELES, STATE OF CALIFORNIA



DATA SUMMARY
 PROJECT SUMMARY
 PROJECT NAME: PARDEE HOMES
 PROJECT ADDRESS: 17400 SOUTHWEST 174TH STREET, SUITE 1800, LOS ANGELES, CA 90025
 PROJECT AREA: 174.00 AC (7.50 AC TO BE EXTENDED)
 PROJECT DATE: 11/11/03
 PROJECT STATUS: PRELIMINARY
 PROJECT OWNER: PARDEE HOMES, INC.
 PROJECT ARCHITECT: [Name]
 PROJECT ENGINEER: [Name]
 PROJECT SURVEYOR: [Name]
 PROJECT CONTRACTOR: [Name]
 PROJECT BIDDING DATE: [Date]
 PROJECT BIDDING TIME: [Time]
 PROJECT BIDDING PLACE: [Place]
 PROJECT BIDDING METHOD: [Method]
 PROJECT BIDDING RESULT: [Result]
 PROJECT BIDDING COMMENTS: [Comments]

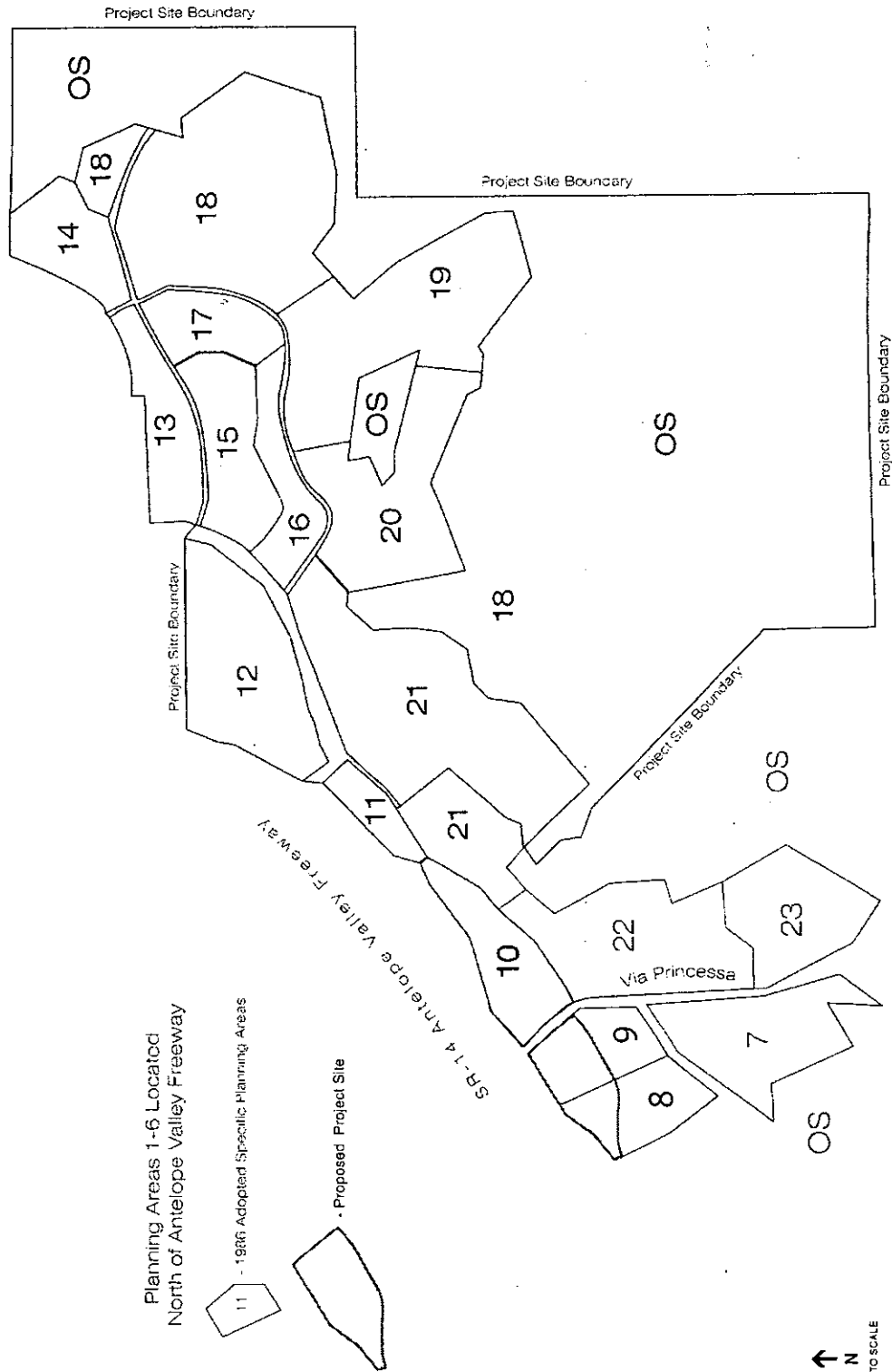
LOT SUMMARY
 LOT NUMBER: 1
 LOT AREA: 1.00 AC
 LOT DIMENSIONS: [Dimensions]
 LOT COMMENTS: [Comments]

CONDOMINIUM SUMMARY
 CONDOMINIUM NAME: PARDEE HOMES
 CONDOMINIUM ADDRESS: 17400 SOUTHWEST 174TH STREET, SUITE 1800, LOS ANGELES, CA 90025
 CONDOMINIUM AREA: 174.00 AC (7.50 AC TO BE EXTENDED)
 CONDOMINIUM DATE: 11/11/03
 CONDOMINIUM STATUS: PRELIMINARY
 CONDOMINIUM OWNER: PARDEE HOMES, INC.
 CONDOMINIUM ARCHITECT: [Name]
 CONDOMINIUM ENGINEER: [Name]
 CONDOMINIUM SURVEYOR: [Name]
 CONDOMINIUM CONTRACTOR: [Name]
 CONDOMINIUM BIDDING DATE: [Date]
 CONDOMINIUM BIDDING TIME: [Time]
 CONDOMINIUM BIDDING PLACE: [Place]
 CONDOMINIUM BIDDING METHOD: [Method]
 CONDOMINIUM BIDDING RESULT: [Result]
 CONDOMINIUM BIDDING COMMENTS: [Comments]

NOTES
 1. THIS TRACT MAP IS SUBJECT TO ALL RECORDS AND INSTRUMENTS ON FILE AT THE COUNTY CLERK'S OFFICE, LOS ANGELES, CALIFORNIA.
 2. THIS TRACT MAP IS SUBJECT TO ALL RECORDS AND INSTRUMENTS ON FILE AT THE COUNTY CLERK'S OFFICE, LOS ANGELES, CALIFORNIA.
 3. THIS TRACT MAP IS SUBJECT TO ALL RECORDS AND INSTRUMENTS ON FILE AT THE COUNTY CLERK'S OFFICE, LOS ANGELES, CALIFORNIA.
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FIGURES

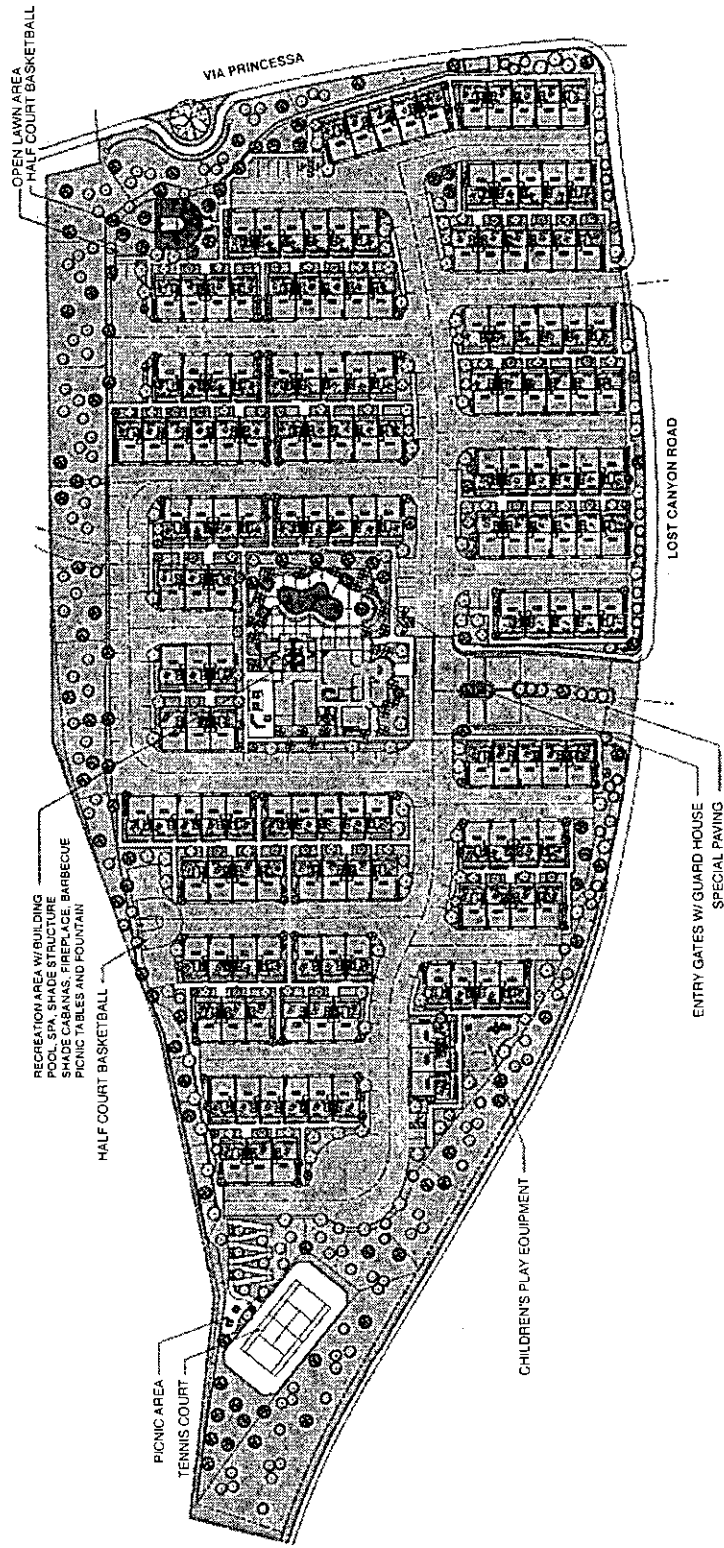
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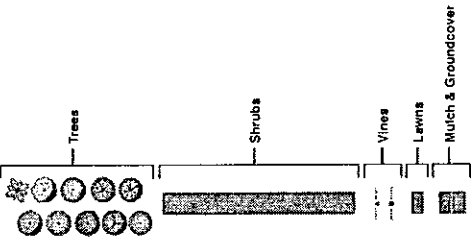


Westshire Specific Plan Conformance Report . 204502
Figure 2
 Project Location and
 Surrounding Land Uses

SOURCE: GlobeXplorer, 02-01-2005, ESA 2005.



PLANTING LEGEND



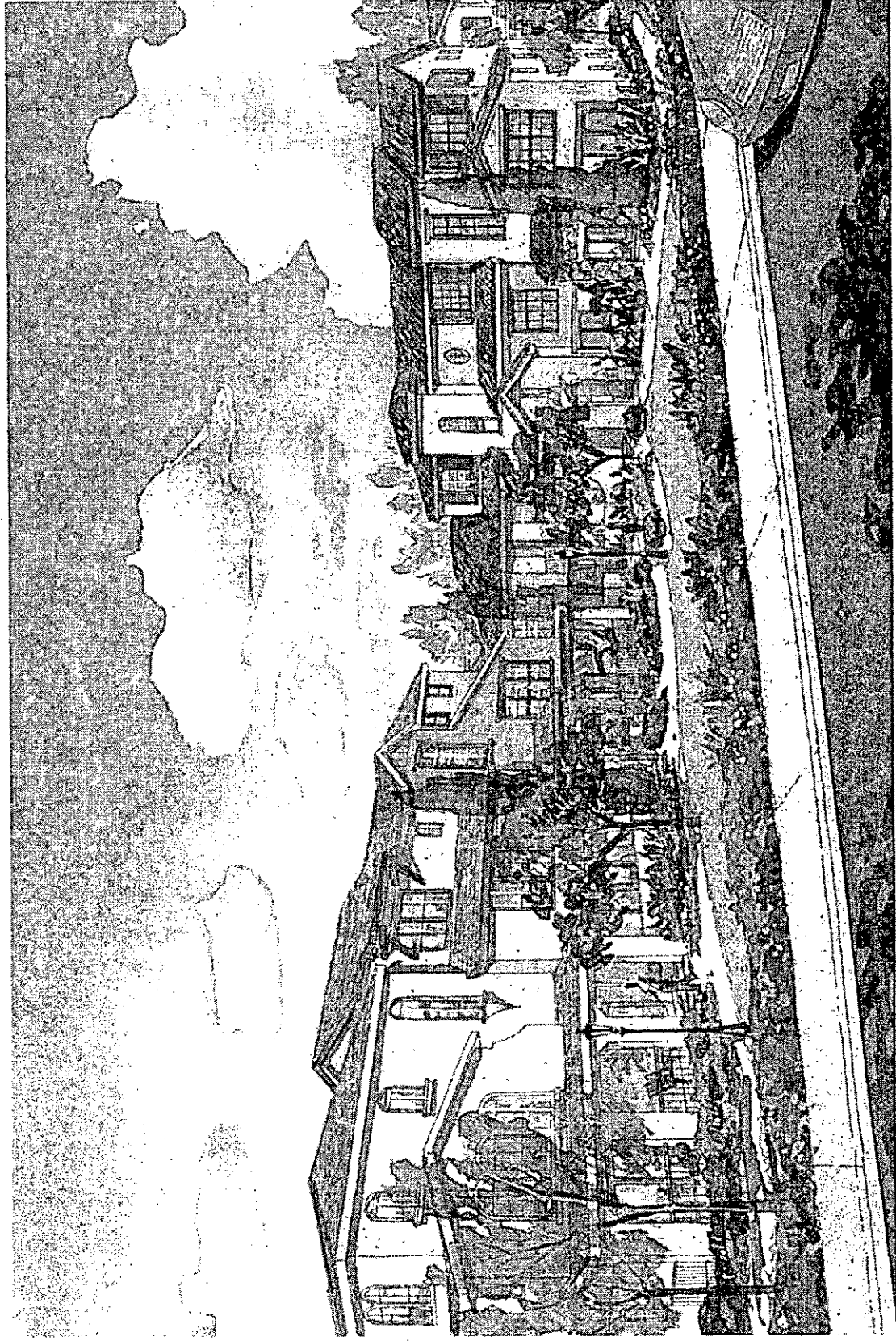
Westshire Specific Plan Conformance - 204502
Figure 3A
 Landscape

SOURCE: Alhambra Group, 2006.



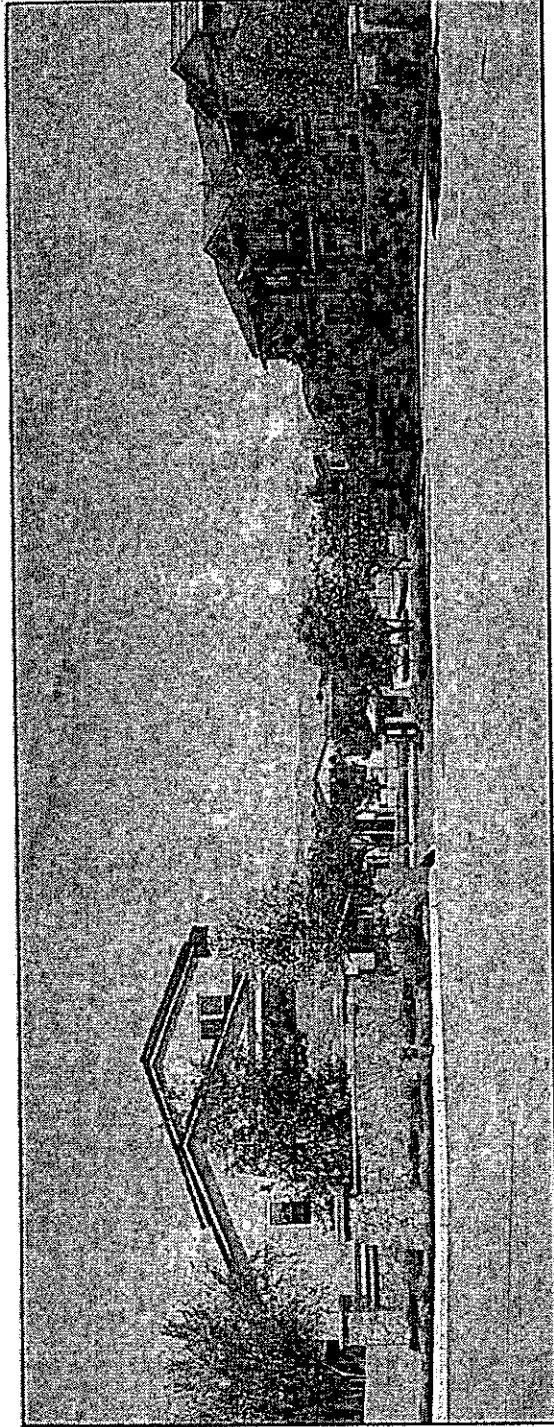
Westshire Specific Plan Conformance Report - 204502
Figure 4
Conceptual Rendering:
Main Entrance along Lost Canyon Road

SOURCE: Bloodgood Sharp Buster, 2005.

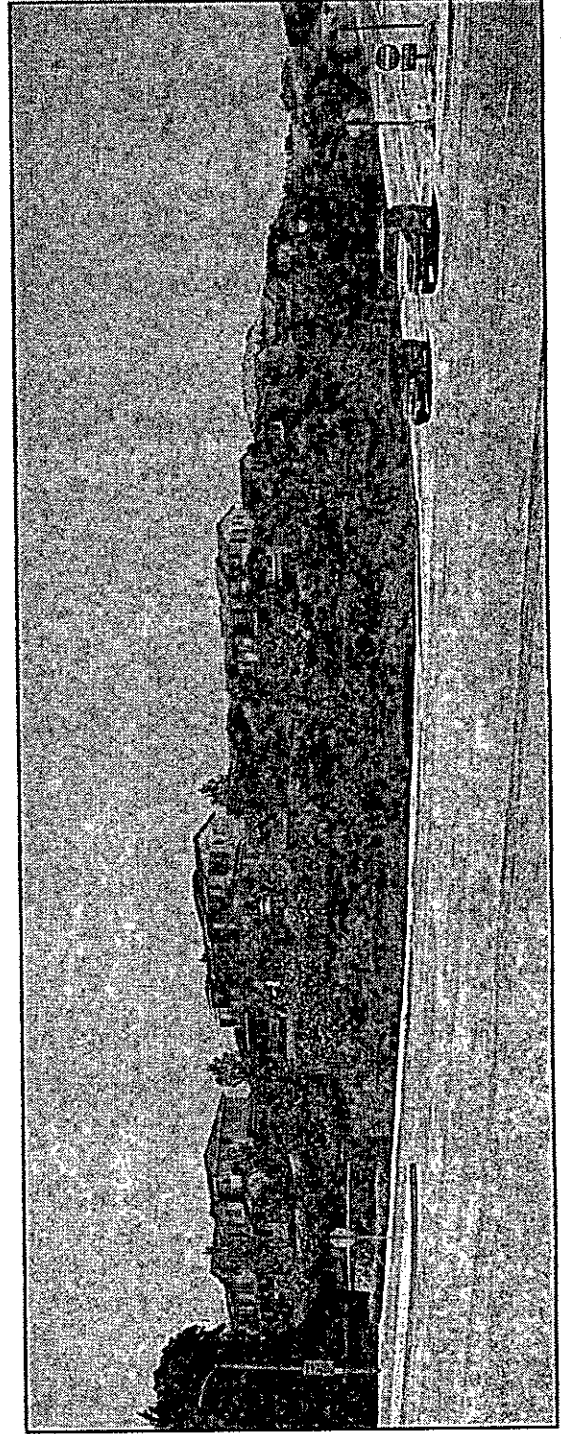


SOURCE: Bloodgood Sharp Buster, 2005.

Westshire Specific Plan Conformance Report - 204502
Figure 5
Conceptual Rendering: Street Scene



6A - Main entrance from Lost Canyon Road



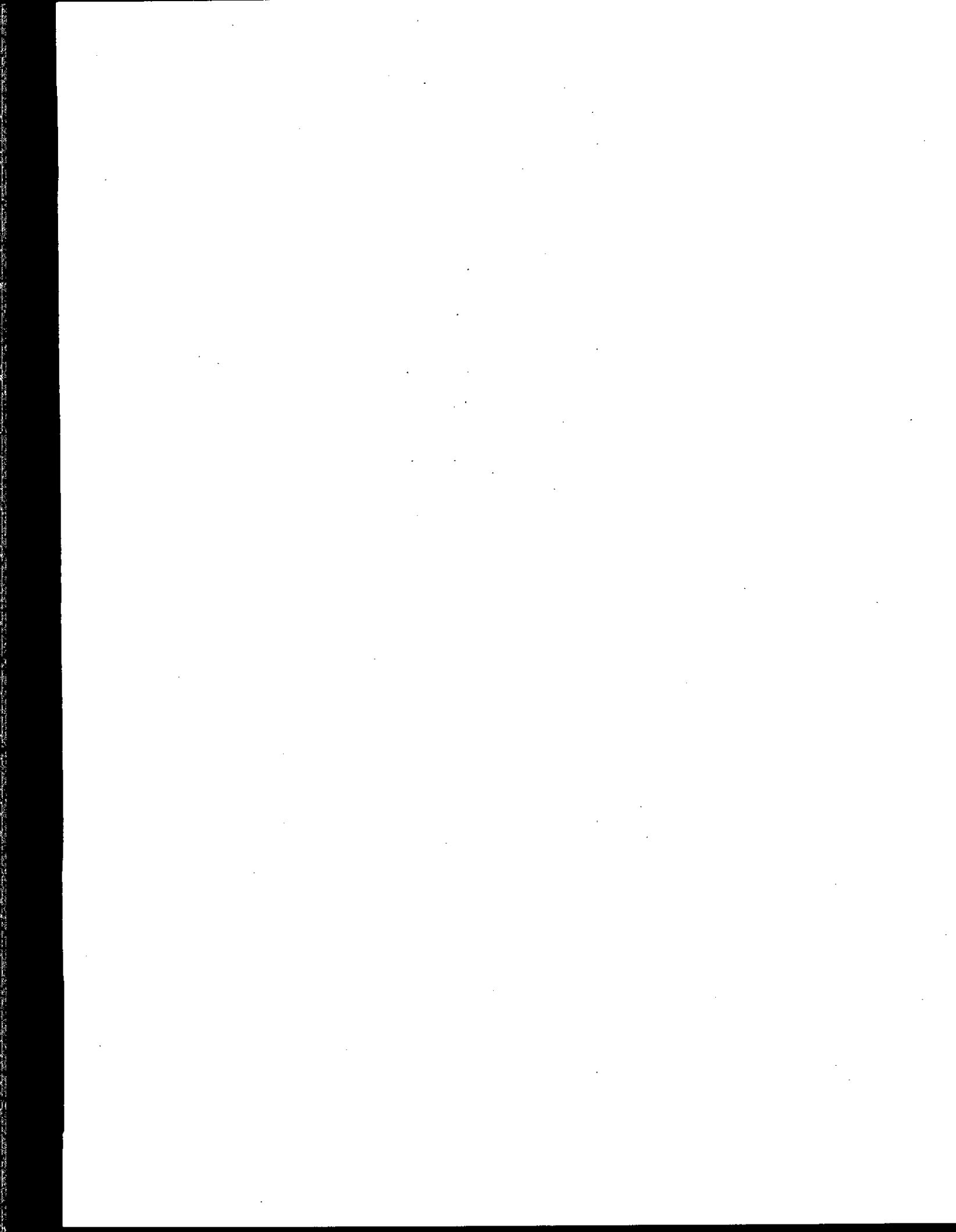
6B - Site from Via Princessa at the SR-14 northbound offramp

SOURCE: Vision Scape Imagery, 2006.

Appendix C

Air Quality Worksheets





file Name: H:\PROJECTS\204xxx\204502 Pardee Westshire(Heather Ridge II)\Supplement\Air and Noise files
 project Name: Westshire
 project Location: South Coast Air Basin (Los Angeles area)
 n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	62.45	76.11	91.17	0.02	94.56	2.50	92.06

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day,unmitigated)	8.76	50.97	74.82	0.00	1.66	1.60	0.06

REA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	10.95	1.25	1.31	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	8.35	7.82	86.32	0.06	9.81

TOTALS OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	19.29	9.07	87.63	0.06	9.81

File Name: H:\PROJECTS\204xxx\204502 Pardee Westshire(Heather Ridge II)\Supplement\Air and Noise files\
 Project Name: Westshire
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: March, 2007
 Construction Duration: 12
 Total Land Use Area to be Developed: 9.2 acres
 Maximum Acreage Disturbed Per Day: 9.2 acres
 Single Family Units: 0 Multi-Family Units: 165
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Ignitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Ignitive Dust	-	-	-	-	92.00	-	92.00
Off-Road Diesel	10.34	64.10	86.44	-	2.26	2.26	0.00
On-Road Diesel	0.53	11.76	1.98	0.02	0.28	0.23	0.05
Worker Trips	0.13	0.25	2.75	0.00	0.02	0.01	0.01
Maximum lbs/day	11.00	76.11	91.17	0.02	94.56	2.50	92.06
Phase 3 - Building Construction							
ldg Const Off-Road Diesel	8.44	52.15	70.56	-	1.82	1.82	0.00
ldg Const Worker Trips	0.35	0.20	4.26	0.00	0.06	0.00	0.06
rch Coatings Off-Gas	53.07	-	-	-	-	-	-
rch Coatings Worker Trips	0.35	0.20	4.26	0.00	0.06	0.00	0.06
phalt Off-Gas	0.20	-	-	-	-	-	-
phalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
phalt On-Road Diesel	0.04	0.80	0.15	0.00	0.02	0.02	0.00
phalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	62.45	53.35	79.24	0.00	1.96	1.84	0.12
Max lbs/day all phases	62.45	76.11	91.17	0.02	94.56	2.50	92.06
*** 2008***							
Phase 1 - Demolition Emissions							
Ignitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Ignitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
ldg Const Off-Road Diesel	8.44	50.78	70.84	-	1.59	1.59	0.00
ldg Const Worker Trips	0.32	0.19	3.98	0.00	0.06	0.00	0.06
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Off-Gas	0.00	-	-	-	-	-	-
phalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
phalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.76	50.97	74.82	0.00	1.66	1.60	0.06
Max lbs/day all phases	8.76	50.97	74.82	0.00	1.66	1.60	0.06

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Mar '07
Phase 2 Duration: 1.5 months
On-Road Truck Travel (VMT): 450
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Apr '07
Phase 3 Duration: 10.5 months
Start Month/Year for SubPhase Building: May '07
SubPhase Building Duration: 10.0 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Cranes	190	0.430	4.0
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
4	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Jun '07
SubPhase Architectural Coatings Duration: 6.0 months
Start Month/Year for SubPhase Asphalt: Aug '07
SubPhase Asphalt Duration: 3.0 months
Acres to be Paved: 5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
-----	------	------------	-------------	-----------

REA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.10	1.24	0.53	0	0.00
Hearth - No summer emissions	0.12	0.00	0.78	0.00	0.00
Landscaping	8.07	-	-	-	-
Consumer Prdcts	2.65	-	-	0.00	0.01
Architectural Coatings	10.95	1.25	1.31	-	-
TOTALS(lbs/day, unmitigated)					

UNMITIGATED OPERATIONAL EMISSIONS

	ROC	NOx	CO	SO2	PM10
ondo/townhouse general	8.35	7.82	86.32	0.06	9.81
TOTAL EMISSIONS (lbs/day)	8.35	7.82	86.32	0.06	9.81

oes not include correction for passby trips.
oes not include double counting adjustment for internal trips.

PERATIONAL (Vehicle) EMISSION ESTIMATES

analysis Year: 2010 Temperature (F): 90 Season: Summer

MFAC Version: EMFAC2002 (9/2002)

ummary of Land Uses:

nit Type	Acreeage	Trip Rate	No. Units	Total Trips
ondo/townhouse general	9.20	5.86 trips/dwelling unit	165.00	966.90
Sum of Total Trips				966.90
Total Vehicle Miles Traveled				6,469.04

ehicle Assumptions:

leet Mix:

ehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
ight Auto	54.70	1.10	98.70	-0.20
ight Truck < 3,750 lbs	15.20	2.00	96.00	2.00
ight Truck 3,751- 5,750	16.20	1.20	98.10	0.70
ed Truck 5,751- 8,500	7.30	1.40	95.90	2.70
ite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
ite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
ed-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
avy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
ine Haul > 60,000 lbs	0.00	0.00	0.00	100.00
rban Bus	0.20	0.00	50.00	50.00
torcycle	1.60	68.80	31.20	0.00
hool Bus	0.10	0.00	0.00	100.00
tor Home	1.40	7.10	85.70	7.20

ravel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
rban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
ral Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
rip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
of Trips - Residential	20.0	37.0	43.0			

changes made to the default values for Land Use Trip Percentages

the Trip Rate and/or Acreage values for Condominium/townhouse general
have changed from the defaults 6.9/10.31 to 5.86/9.2

changes made to the default values for Construction

the user has overridden the Default Phase Lengths
phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.

changes made to the default values for Area

the wood stove percentage changed from 35 to 0.
the wood fireplace percentage changed from 10 to 0.
the natural gas fireplace percentage changed from 55 to 100.

changes made to the default values for Operations

the operational emission year changed from 2005 to 2010.
the operational winter selection item changed from 3 to 2.
the operational summer selection item changed from 8 to 7.

PHASE 1
 2007
 2012
 5 years

Duration (months)	60
Residential (du)	0
Retail (ft ²)	0
Office (ft ²)	0
Light Industrial (ft ²)	666,865
Development Area (acres) ¹	117
	0%
	0%
	0%
	50%
	60%

Peak Scenario

Site Preparation (Clearing) Amount	
Duration (months)	8
Duration (days) ¹	172
Total Amount to be Cleared (acres) ¹	15
Average Amount Cleared Per Day (acres)	0.09

Excavation Amount and Truck Trips ⁴	
Duration (months)	5
Duration (days) ²	110
Total Amount Excavated (yd ³)	600,000
Average Amount Excavated Per Day	5455
Truck Size (yd ³)	32
Total Truck Trips	18,750
Average Truck Trips Per Day	171
Trip Length (Miles)	30

Grading Amount	
Duration (months)	5
Duration (days) ²	110
Total Amount to be Graded (acres) ³	70
Amount Graded Per Day (acres)	0.64

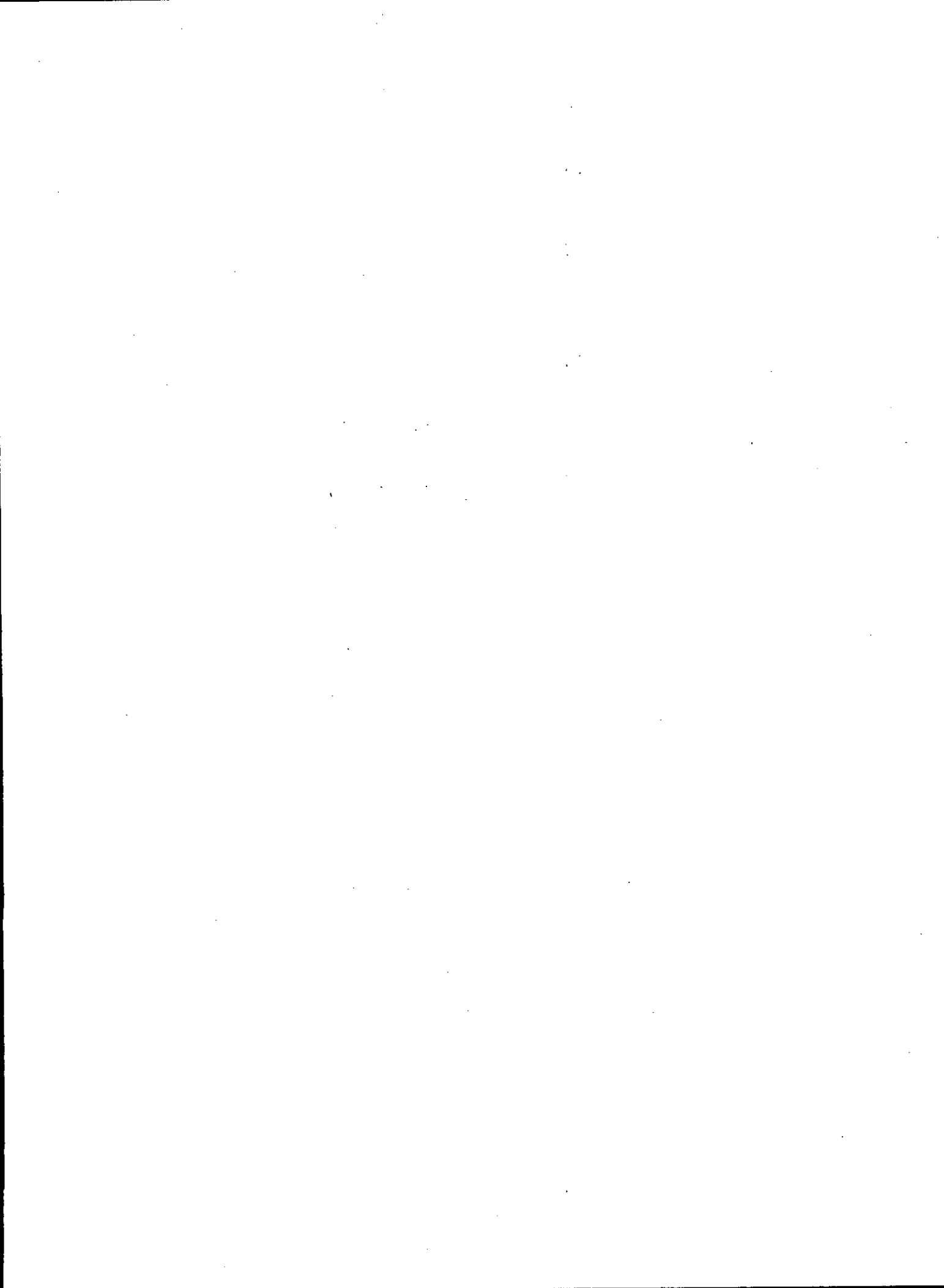
Construction	
Duration (months)	42
Duration (days)	928
Total Construction (t2) - Commercial/Industrial	660,865
Total Construction (du) - Residential	0
Amount Constructed Per Month (t2)	15,802
Amount Constructed Per Month (du)	0

Appendix A
Appendix B
Appendix C
Appendix D
Appendix E
Appendix F
Appendix G
Appendix H
Appendix I
Appendix J
Appendix K
Appendix L
Appendix M
Appendix N
Appendix O
Appendix P
Appendix Q
Appendix R
Appendix S
Appendix T
Appendix U
Appendix V
Appendix W
Appendix X
Appendix Y
Appendix Z

Appendix D

Health Risk Assessment





**HEALTH RISK ASSESSMENT
FOR
WESTSHIRE**

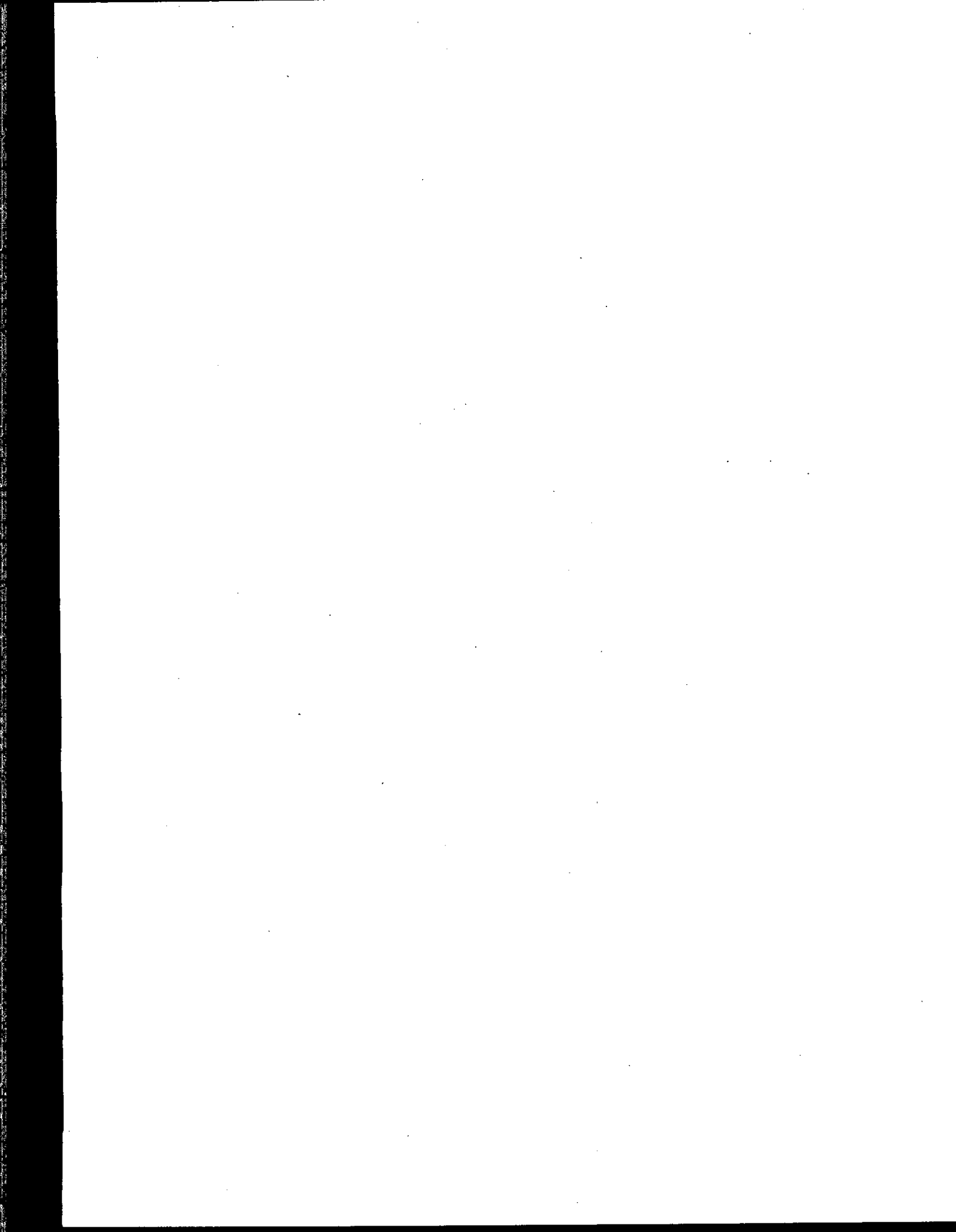
Prepared By:

Environmental Science Associates

Prepared For:

Pardee Homes

July 2006



1.0 INTRODUCTION

This Technical Report summarizes the methodology and results of a health risk assessment for the proposed project (Heather Ridge Development). The proposed project site, located south of Via Princessa between State Route 14 (SR-14) and Lost Canyon Road, is approximately 12.5 acres in size and is located within an unincorporated portion of Los Angeles County. The proposed project includes development of one multi-family residential lot into 171 condominium units and associated infrastructure, private driveways, a community recreation center, a tennis court, and a basketball court on approximately 9.2 acres with the remaining 3.3 acres to remain undeveloped. The proposed project is located approximately 200 feet to the southeast of SR-14.

In August 1998, the California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a toxic air contaminant (TAC). California Office of Environmental Health Hazard Assessment (OEHHA), which is a branch of California EPA, established toxicity values for DPM, both as a carcinogen and a noncarcinogen.

The CARB recently published guidance (*Air Quality and Land Use Handbook: A Community Health Perspective*, dated April 2005)¹ regarding the siting of new sensitive land uses near freeways and other busy traffic corridors. The CARB recommends avoiding locating new sensitive land uses within 500 feet of a freeway or urban road with a vehicle volume greater than 100,000 vehicles per day. The project site is located within 200 feet of SR-14. In addition, approximately 109,000 vehicles per day traversed the portion of SR-14 near the project site during 2004. However, detailed site-specific information which can include roadway dimensions, distances to sensitive receptors, hourly diesel vehicle volumes, and site-specific meteorological data, provides more representative results. As such, a health risk assessment is deemed necessary to characterize potential impacts from mobile sources to future residences at the project site.

Development of this document was based on a review of existing documentation of air quality conditions in the region, traffic data from California Department of Transportation (Caltrans), air quality regulations from the US Environmental Protection Agency (EPA), the CARB, and the South Coast Air Quality Management District (SCAQMD), and emission calculations and dispersion analysis using approved methods and models.

¹ <http://www.arb.ca.gov/ch/aqhandbook.htm>

2.0 REGULATORY BACKGROUND

In August of 1998, the CARB identified DPM emissions from diesel-fueled engines as a TAC. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The CARB approved these documents on September 28, 2000. The documents represent proposals to reduce DPM emissions, with the goal being to reduce emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low sulfur diesel fuel.

In December 2000, the EPA promulgated regulations requiring that the sulfur content in motor vehicle diesel fuel be reduced to less than 15 parts per million (ppm) by June 1, 2006. Control of DPM emissions focuses on two strategies, reducing the amount of sulfur in diesel fuel and developing filters for operating diesel engines to reduce the amount of particulate matter that is emitted. The EPA has also finalized a comprehensive national emissions control program, the 2007 Highway Diesel (HD 2007) program, which regulates highway heavy-duty vehicles and diesel fuel as a single system. Under the HD 2007 program, the EPA established new emission standards that would significantly reduce DPM and NO_x from highway heavy-duty vehicles.

In 2001, CARB assessed the state-wide health risks from exposure to diesel exhaust and other toxic air contaminants. It is difficult to distinguish the health risks of diesel emissions from those of other air toxics, since diesel exhaust contains about 40 different TACs. The CARB study detected diesel exhaust by using ambient air carbon soot measurements as a surrogate for diesel emissions. The study reported that in 2000, the state-wide cancer risk from exposure to diesel exhaust was about 540 cases per million population as compared to a total risk for exposure to all ambient air toxics of 760 per million. This estimate, which accounts for approximately 70 percent of the total risk from TACs, included both urban and rural areas in the state. It can be considered as an average worst-case for the state, since it assumes constant exposure to outdoor concentrations of diesel exhaust and does not account for expected lower concentrations indoors, where most people spend their time¹.

¹ <http://www.arb.ca.gov/toxics/cti/hlthrisk/hlthrisk.htm>

3.0 SOURCE CHARACTERIZATION

In urban communities, vehicle emissions contribute significantly to localized concentrations of air contaminants. Typically, emissions generated from these sources are characterized by vehicle mix, the rate at which pollutants are generated during the course of travel, roadway width, vehicle speed, and the number of vehicles traversing the roadway network. The health risk assessment and modeling analysis utilized the most representative information available.

Traffic volumes for SR-14 and the associated ramps were obtained from the Caltrans Traffic and Vehicle Data Systems Unit¹. The most recent and representative information available for SR-14 was the volumes from mile marker 30.81 for 2004. The annual average daily traffic (AADT) at this mile marker was used with a conservative 1.5 percent annual growth rate to account for project buildout year of 2006. This resulted in a traffic volume of 126,718 AADT on SR-14 near the project site.

Caltrans was also the source for truck AADT. Truck AADT was obtained from mile marker 24.788. The most recent truck information was available for 2004 and was grown to 2006 using a 1.5 percent annual growth rate. This resulted in a truck traffic volume of 9,075 AADT on SR-14; with a corresponding total traffic volume is 163,806 AADT. Of note, the total traffic volume at the nearest mile marker for which there is truck volumes available is different from the nearest mile marker for which there is total traffic volume available. The truck volume and its corresponding total volume are used to determine the fraction of trucks within the roadway only.

To produce a representative vehicle fleet distribution, the assessment utilized the methodology recommended by the Institute of Transportation, University California at Davis². This approach provides an estimate of vehicle mix based upon annual truck traffic reports and time period adjustments consistent with on-road operational profiles associated with heavy duty truck activity. Based on adjustments within EMFAC2002³, the corresponding diesel vehicle (both passenger and trucks) volumes were 4,809 AADT near the project site. The peak hourly volumes between mile marker 26 and 32.24 were 7,574; which represents a factor of 90 percent of the average daily hourly volume. Truck volumes on the ramps were obtained by assuming the same percentage of trucks on the ramps as trucks on SR-14.

To account for the emission standards imposed on the California fleet, the CARB has developed the EMFAC2002 emission factor model. The estimated vehicle speeds for the main roadways (30 miles per hour) and ramps (15 miles per hour) were accounted for in the analysis to determine emission factors. A line source was used to represent the roadways with an emission height (3 meters) and source widths accounting for the travel roadway and ramp widths (40 and 10 meters, respectively) and wind speed of 1.74 meters per second (per SCAQMD). The estimated initial vertical dimension of the main roadway (3.52 meters) and ramps (2.25 meters) were accounted for in the analysis to determine dispersion coefficients.

¹ <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/>

² California Department of Transportation, 1996. *Transportation Project-Level Carbon Monoxide Protocol*. University of California Davis, Institute of Transportation Studies. UCD-ITS-RR-96-1.

³ California Air Resources Board, 2003. *Emfac2002 (Version 2.2) - Calculating Emission Inventories for Vehicles in California*.

4.0 EXPOSURE QUANTIFICATION

In order to assess the impact of DPM on individuals who may reside at the proposed project site, air quality modeling utilizing the Industrial Source Complex (ISC3)¹ model was performed. The model is a steady state Gaussian plume model and is approved by the EPA and CARB for estimating ground level impacts from emission sources in simple and complex terrain. This model is an appropriate choice for this analysis because it covers simple, intermediate, and complex terrain and can predict both short-term and long-term (annual) average concentrations. The model was run using the regulatory default options (stack-tip downwash, buoyancy-induced dispersion, final plume rise), default wind speed profile categories, default potential temperature gradients, no deposition or depletion of particulate matter, and no pollutant decay. Per SCAQMD policy, urban dispersion coefficients were applied. Modeling assumptions and methodology followed SCAQMD's *Appendix VII: Risk Characterization Scenarios and Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*.

Dispersion is the process by which atmospheric pollutants disseminate due to wind and vertical stability. The results of a dispersion analysis are used to assess pollutant concentrations at or near an emission source. The results of an analysis allow predicted concentrations of pollutants to be compared directly to air quality standards and other criteria such as health risks based on modeled concentrations. Dispersion modeling allows one to assess future impacts when new state and federal regulations for diesel trucks are implemented.

Modeled impacts were predicted to determine the contribution of DPM at the nearby sensitive receptors from the nearby roadways. The modeled DPM concentrations do not account for other diesel vehicle sources outside the study area, or other potential stationary sources of DPM within or outside the study area, or other sources of TAC within or outside the study area. To note, the cancer risk from DPM typically greatly outweighs the risk associated with all other TAC.

Surface meteorological data from New Hall (near Santa Clarita), California were used for the modeling analysis (<http://www.aqmd.gov/smog/metdata/MeteorologicalData.html>). Meteorological data were obtained from SCAQMD and used for modeling impacts on the proposed project. The following presents the wind rose for the meteorological data used in the analysis; predominate wind direction is from the southeast, which is generally from the proposed Heather Ridge development towards SR-14. This wind direction predominance is in contrast to locations within Los Angeles County closer to the ocean, which observe a southwesterly flow. Also note, the frequency of calm wind conditions is greater than 12 percent of the year.

Sensitive receptors within the proposed project were chosen as the receptors to be analyzed. A total of 102 receptors were analyzed. Receptors were placed at a height of 1.8 meters (typical breathing height).

¹ United States Environmental Protection Agency, Office of Air Quality Planning and Standards, 1995. *User's Guide for the Industrial Source Complex (ISC3) Dispersion Models*, Volumes I and II. EPA-454/B-95-003a and b.

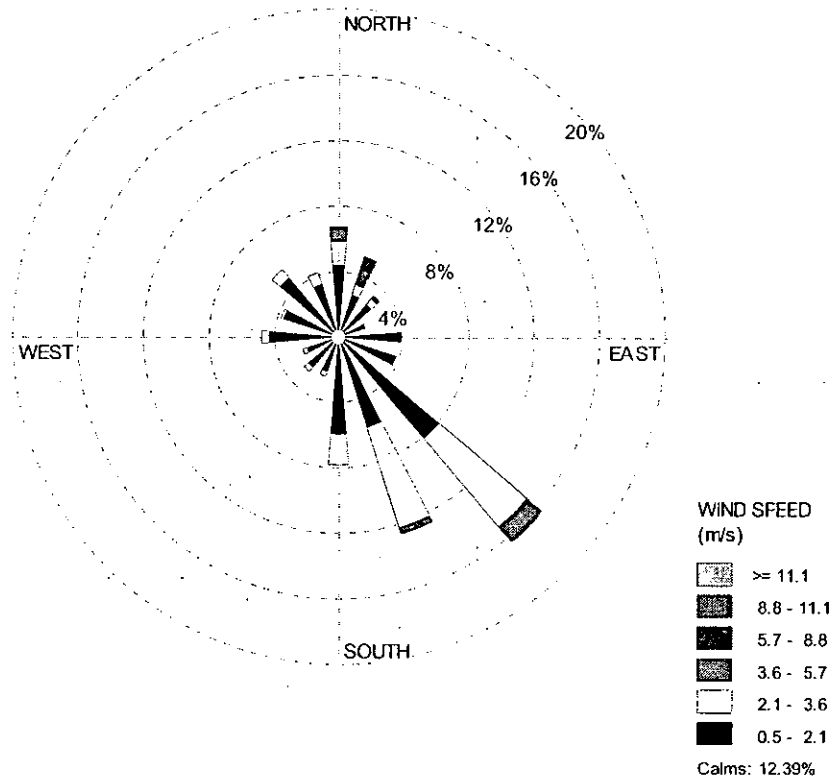


Figure 1.
Meteorological Windrose

5.0 RISK CHARACTERIZATION

Health risks associated with exposure to DPM at the proposed project site can be defined in terms of the probability of developing cancer as a result of exposure to DPM at a given concentration. Under a deterministic approach (i.e., point estimate methodology)¹, the cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu\text{g}/\text{m}^3$) over a 70 year lifetime.

California OEHHA has declared DPM emissions from engine exhaust to be a probable carcinogen, and a URF of 300 in a million for chronic exposure to one $\mu\text{g}/\text{m}^3$ was established². To estimate the health risks for the proposed project, a dispersion modeling analysis was conducted to determine the chronic (long-term average) ambient air concentrations of DPM.

Cancer Risks

The cancer risks from DPM occur exclusively through the inhalation pathway; therefore the cancer risks can be estimated from the following equation:

$$CR_{\text{DPM}} = \sum_{i=1}^{\text{No. exposure periods}} C_{\text{DPM}i} \cdot \text{URF}_{\text{DPM}} \cdot \text{LEA} \cdot \text{Exposure Duration}_i / 70 \text{ years}$$

where,

CR_{DPM}	Cancer risk from DPM; the probability of an individual developing cancer as a result of exposure to DPM.
$C_{\text{DPM}i}$	Annual average DPM concentration in $\mu\text{g}/\text{m}^3$ during the i^{th} exposure period
URF_{DPM}	Unit risk factor for DPM; estimated probability that a person will contract cancer as a result of inhalation of a DPM concentration of $1 \mu\text{g}/\text{m}^3$ continuously over a period of 70 years.
Exposure Periods	Number of discrete time periods where exposure to different levels of DPM will occur with the overall 70-year exposure period.
Exposure Duration _i	Number of years for the i^{th} exposure period (total exposure duration will be 70 years).
Exposure Time	24 hours per day
Exposure Duration	365 days per year
X	Fraction of Peak Hourly to Average Annual Hourly Operations (90 percent)

¹ Office of Environmental Health Hazard Assessment, 2000. *Air Toxic Hot Spots Program Risk Assessment Guidelines. Part IV: Technical Support Document for Exposure Assessment and Stochastic Analysis.*

² California Air Resources Board, 2003. *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values.* <http://www.arb.ca.gov/toxics/healthval/healthval.htm>.

LEA Lifetime exposure adjustment. The LEA at residential receptors is 1.0.

The average overall risk of typical person in California should be understood. CARB conducted a study to estimate cancer risks from exposure to DPM in the State and to develop a risk reduction plan. The Study reported that the statewide average ambient air concentration of DPM was determined by using measured ambient air concentrations of surrogates to DPM in a receptor model to estimate exposure levels. For the year 2000, the statewide average cancer risk from exposure to diesel exhaust was estimated to be 540 in a million. The Study also states that cancer risks from diesel exhaust are about 70 percent of the total risks from exposure to TAC in the ambient air.

Non-cancer Risks

The relationship for the non-cancer health effects of DPM is given by the following equation:

$$HI_{DPM} = C_{DPM}/REL_{DPM}$$

where,

HI_{DPM} Hazard Index; an expression of the potential for non-cancer health effects.

C_{DPM} Annual average DPM concentration ($\mu\text{g}/\text{m}^3$).

REL_{DPM} Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated.

The chronic REL for DPM was established by OEHHA as $5 \mu\text{g}/\text{m}^3$.

6.0 CONCLUSION

The SCAQMD significance threshold for proposed projects defines significance impact as that which emits TACs that individually or cumulatively exceed the maximum individual cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.¹ However, this is for the condition where a proposed project's emissions result in impacts on existing receptors. Although there are no guidelines on significance criteria when considering the impacts of existing sources on a proposed project, two criteria were used to evaluate the potential impact on the proposed project: 1) the above criterion of 10 cancers per million and 2) the percent increase in risk from nearby existing sources on the project site over background health risks.

Using the DPM unit risk factor, as established by OEHHA, the maximum carcinogenic risk on the proposed project over a 70 year lifetime of exposure from nearby sources is estimated to less than 4 cancers in a million (at the maximum exposed individual). Initial cancer risks from existing nearby sources, assuming no reductions in emissions in the future from regulations are estimated to be approximately 20 cancers in a million. However, given projected decreases in DPM emissions due to regulations, the 70 year average lifetime cancer risk is reduced to less than 4 cancers per million. In addition, the maximum annual average concentration of DPM from nearby sources is much less than the non-carcinogenic AEL of 5 $\mu\text{g}/\text{m}^3$, thus leading to a hazard index of 0.01 compared to a significance threshold of 1. These estimated cancer risks are small when compared to current and future cancer risks from exposure to all TACs in California. The current cancer risk estimates by CARB range from 500 to 1,000 in a million in the Los Angeles area, while future cancer risks are estimated at 75 to 150 in a million. Thus, the impacts of DPM on the proposed project site would be less than significant.

The following figure presents a representation of the potential impacts. This figure is provided for informational purposes only and should not be used to determine specific cancer risks but shows relative impacts within the modeling domain.

¹ SCAQMD, *Risk Assessment Procedures for Rules 1401 and 212*, November 1998.

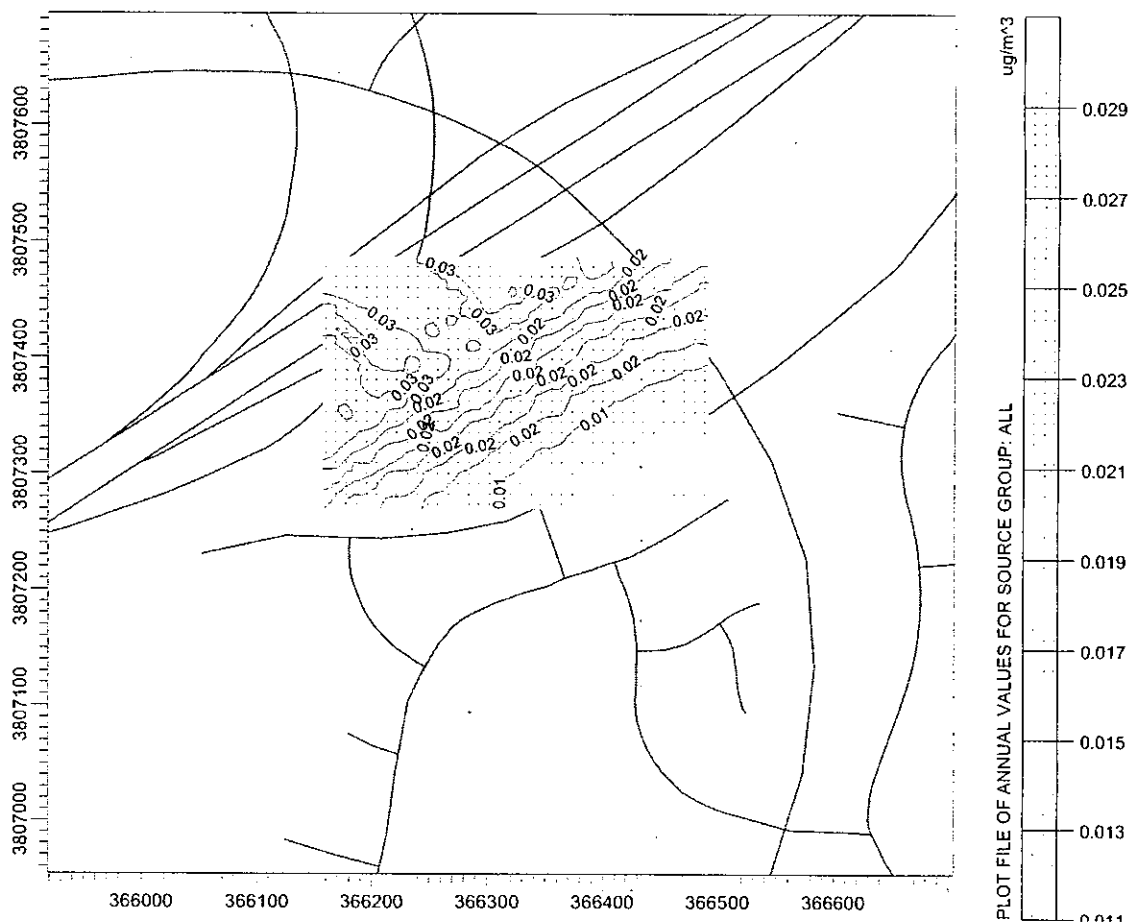
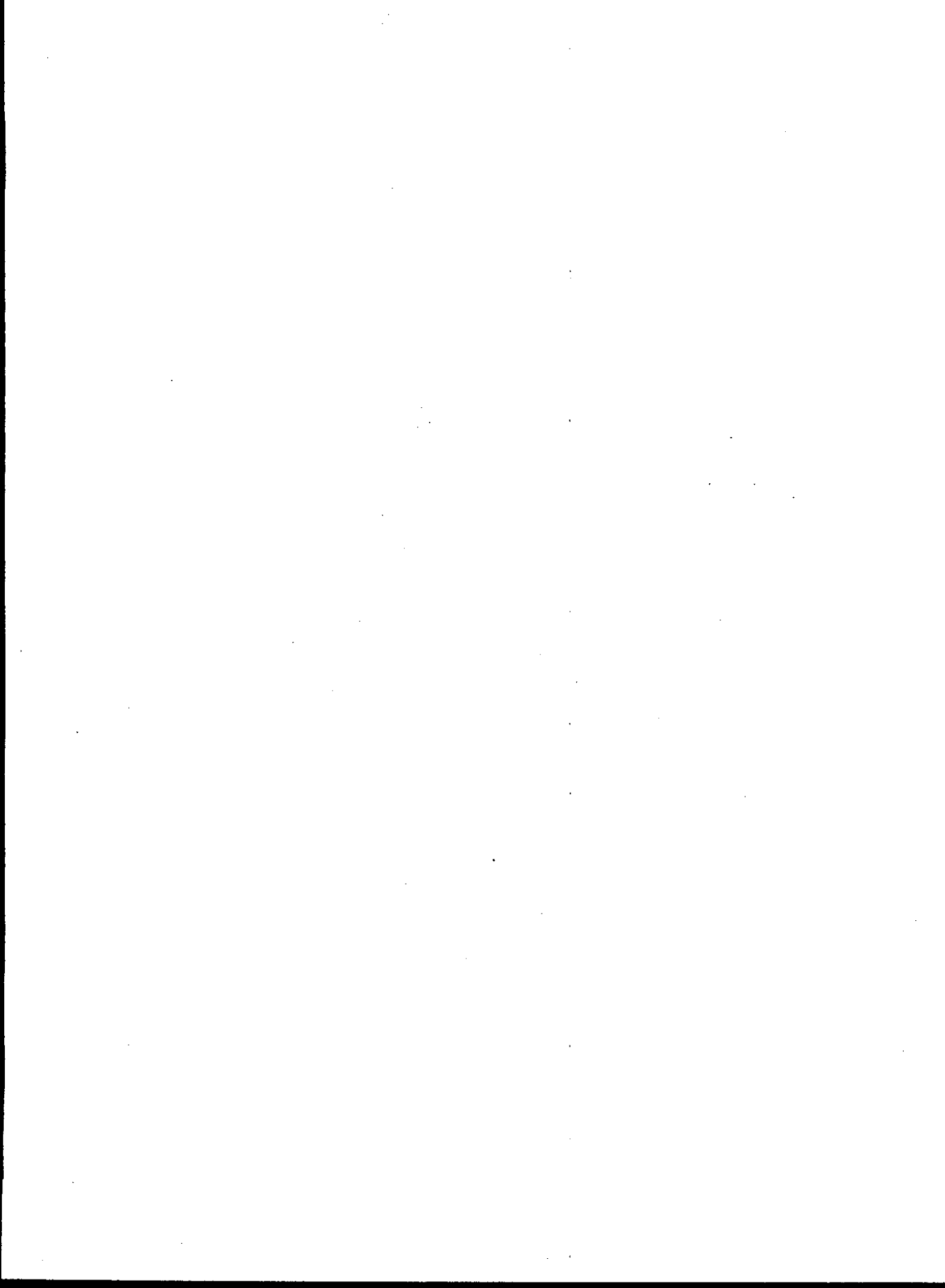


Figure 2.
Estimated Incremental DPM Concentrations from Existing Roadways

Furthermore, the health risk assessment is conservatively high, mainly because of the conservative nature of the dispersion modeling. In addition, the estimated risks do not consider that individuals spend most of our time indoors, and actual indoor exposure levels would be lower than the predicted outdoor levels. CARB estimates that indoor residential concentrations of DPM would be approximately 1/3 lower than outdoor levels¹. Also, it is assumed that a person would be located at the highest exposed receptor continuously for a lifetime (70 years), although typical exposure periods are far lower as individuals do not normally stay in one location for a lifetime.

Also of note, the impacts at the proposed project site are lower than other nearby locations, because it is located upwind of the main source of DPM which is SR-14 and the interchange. Other nearby locations that are downwind of these DPM sources could experience incremental concentrations that are as much as five times greater. In addition, the numbers of diesel vehicles which utilize SR-14 in the project vicinity are relatively low (approximately 4,809 vehicles per day).

¹ California Environmental Protection Agency. 1998. Report to the CARB on the proposed identification of diesel exhaust as a toxic air contaminant. Appendix III, Part A: Exposure assessment. April 1998. <http://www.arb.ca.gov/regact/diesltac/diesltac.htm>



Appendix E

Biological Resources Assessment





Natural Resource Consultants

May 17, 2006

Mr. Jim Bizzelle
Pardee Homes
26650 The Old Road, Suite 110
Valencia, CA 91381

SUBJECT: Biological resources assessment of the approximately 15-acre Westshire site located in unincorporated Los Angeles County, California.

Dear Mr. Bizzelle:

Natural Resource Consultants (NRC) has been retained by Pardee Homes to assess potential biological impacts that would result from proposed construction on the approximately 15-acre Westshire site located outside the eastern limits of the City of Santa Clarita in unincorporated Los Angeles County, California. Because of the disturbed nature of the site, NRC is providing this report in a shortened letter format. In summation, this letter reports on NRC's finding that there will be no significant effects on biological resources that would result from the proposed project. A more detailed standard assessment of biological resources can be provided upon request.

SITE LOCATION AND PHYSICAL DESCRIPTION

The approximately 15-acre Westshire site is located along State Highway 14 just southeast of the limits of the City of Santa Clarita (Exhibit 1). The site is bordered to the north by the aforementioned state highway, to the east by Via Princessa, and to the south by Lost Canyon Road. Specifically, the site is centrally located within Section 28, Township 4 North, Range 14 West of the USGS 7.5 minute *Mint Canyon* quadrangle.

The study area is a graded site with man-made slopes. Elevations range from approximately 1500 feet above mean sea level (amsl) on the bottom of the graded slope at the site's northeastern edge to 1580 feet amsl on the top of graded slope at the site's southwestern edge (Exhibit 2). The site is surrounded by a major highway, a major arterial route, and new housing within the Fair Oaks development. As such, the site is essentially defined by man-made disturbance, as discussed in the following sections.

DESCRIPTION OF BIOLOGICAL RESOURCES PRESENT ON THE SITE

NRC biologist H. Lee Jones visited the site on May 2, 2006 to thoroughly document its limited biological resources. As a disturbed site composed of man-made slopes, there are at present no naturally-occurring vegetation communities on the site. The site is essentially covered in annual grassland with significant ruderal elements. The site is regularly mowed, and does not provide habitat for any sensitive plant or wildlife species. A single large coast live oak (*Quercus agrifolia*) is located along the site boundary to the east and will be preserved by the proposed project. Other trees on the site are non-native cultivars and have no protected status. Mr. Jones thoroughly described the site in his notes which are excerpted below. His map with vegetation notations taken in the field is included as Exhibit 3.

The entire site is graded and flat. It has also been mowed so that no vegetation stands more than one decimeter high. Vegetation includes at least seven species of grasses (*Avena barbata*, *Bromus diandrus*, *B. hordeaceus*, *B. madritensis* ssp. *rubens*, *Hordeum murinum*, *Polypogon monspeliensis*, and *Vulpia myuros*), *Centaurea melitensis*, *Erodium cicutarium*, *Heterotheca grandiflora*, *Hirschfeldia incana*, *Medicago polymorpha*, *Melilotus indica*, and *Sonchus* sp.

Along the southern perimeter east of the temporary construction buildings is a low hedgerow

and *Osteospermum* sp. (African daisy). West of the construction buildings, there is a slope upward from the site to the street. This slope is vegetated with the same ruderal plant species that characterize the graded portion of the site; however, the vegetation on the slope has not been mowed, it provides 100 % cover and stands about 1 meter high. Scattered within this ruderal vegetation on the slope are a few *Baccharis salicifolia* and *Baccharis pilularis* ssp. *consanguinea* shrubs, and some *Nicotiana glauca* (less than a dozen plants altogether).

Along the **northern perimeter**, there is a roughly 45° angle slope down to the freeway off-ramp in the eastern half, and a roughly 45° angle slope upward from the site to the freeway off-ramp in the western half. These slopes are covered with the same vegetation as the site and the slope along the southern perimeter; however, without the *Baccharis* shrubs and only two *Nicotiana glauca* bushes.

Along the **eastern perimeter** are 78 Lombardy poplars (*Populus nigra*), 3 pines (*Pinus* sp.), and a number of planted, horticultural variety shrubs and forbs. There is a large **coast live oak** (*Quercus agrifolia*) along the sidewalk by Via Princesa. It is a two-trunk tree and stands about 11 meters tall. It was preserved during the construction of Via Princesa and is showcased by a stone wall that, along with the sidewalk, curves around the tree. There is a light in the ground at its base that illuminates the tree at night. The tree is about 4 meters below the graded flat portion of the site and would not be directly impacted by development of the site.

There is some landscaping around the construction buildings, which consists of the same species as the other landscaped portions, including *Pinus* sp. and *Populus nigra*, and also Peruvian pepper-tree (*Schinus molle*).

Wildlife observations on the site were limited to seven species of avifauna:

- Killdeer *Charadrius vociferus*
- Black Phoebe *Sayornis nigricans*
- Common Raven *Corvus corax*
- Cedar Waxwing *Bombycilla cedrorum* (18 in Lombardy populars)
- European Starling *Sturnus vulgaris*
- Brown-headed Cowbird *Molothrus ater*
- House Sparrow *Passer domesticus*

DEVELOPMENT PLAN DESCRIPTION

The proposed development plan is shown in Exhibit 2. The proposed project includes 141 condominium structures, a central community center with a pool, and a basketball court. The single coast live oak will remain outside the community's boundary and would not be affected by the proposed project.

FINDING OF NO SIGNIFICANT IMPACTS ON BIOLOGICAL RESOURCES

NRC has determined that no significant direct, indirect or cumulative impacts to biological resources would result from construction of the proposed project.

- The site does not harbor any sensitive habitats or plant or wildlife species.
- The site does not provide nesting habitat for birds protected by the Migratory Bird Treaty Act.
- The site does not provide foraging habitat for raptors.
- Construction of the proposed project would not impede wildlife movement (as the area is surrounded by development).

Mr. Jim Bizzelle
May 17, 2006
Page 3 of 3

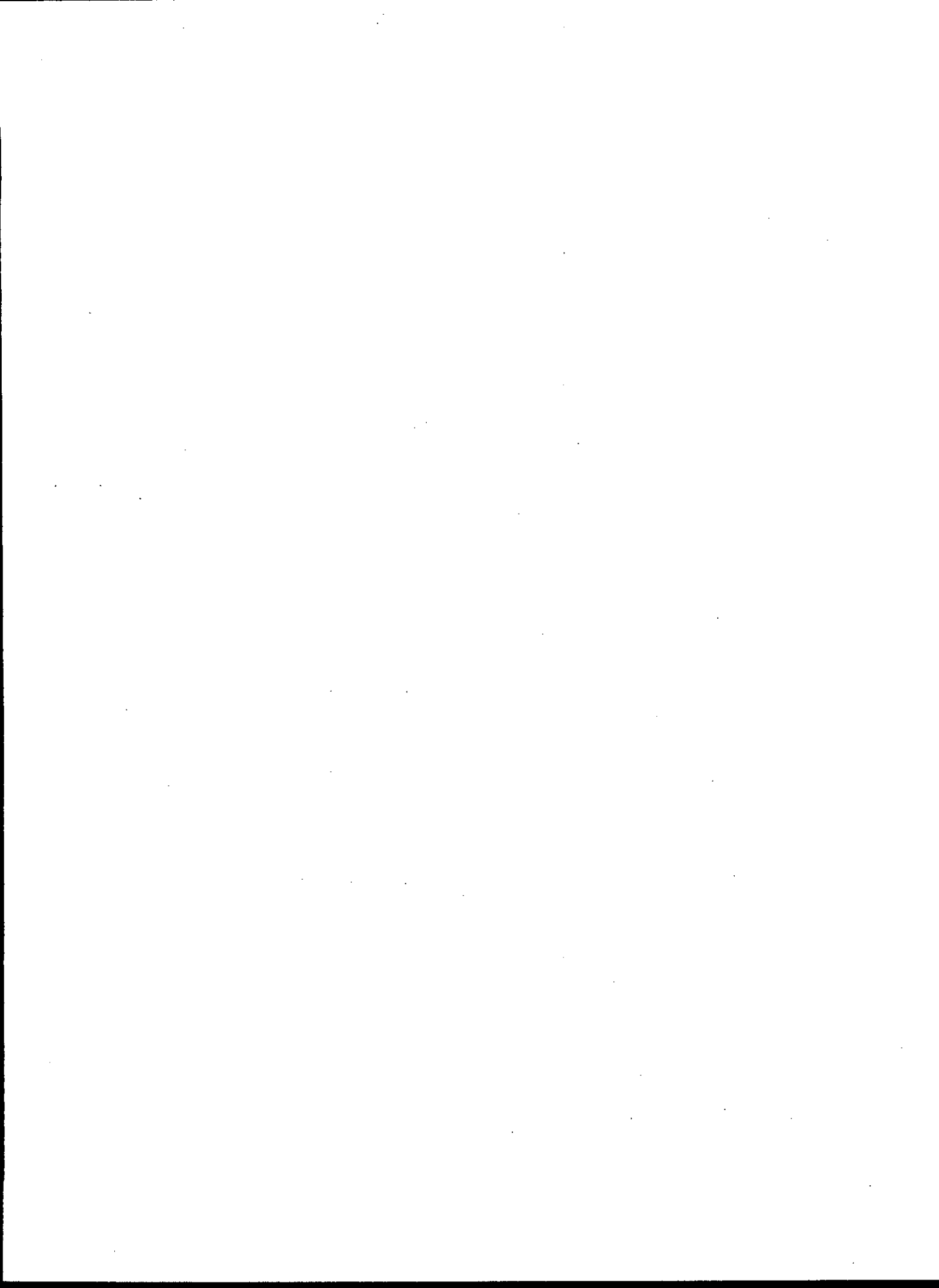
- Construction of the proposed project would not adversely affect any tree species protected by County ordinance (the single oak will be preserved).
- Proposed construction plans would not cause significant adverse indirect impacts to resources in the surrounding environment, all of which is in various stages of development.
- The site's small size and location in the midst of existing developed areas renders a through analysis of cumulative impacts unwarranted.

If you have any questions or comments regarding this letter, please contact me directly at 949.497.0931.

Sincerely,

NATURAL RESOURCE CONSULTANTS


Marcus C. England



Appendix F

Traffic Study

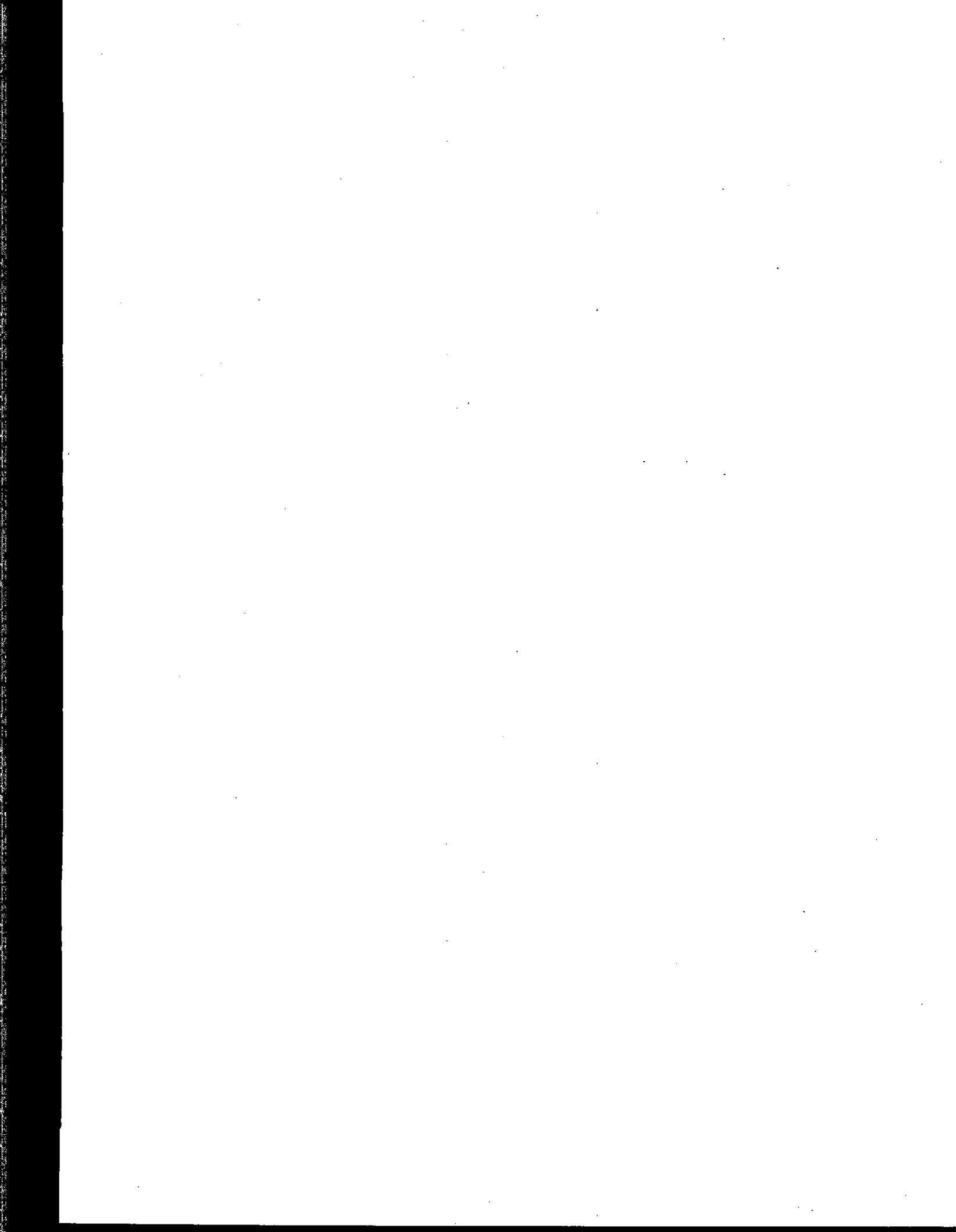




APPENDIX A
Analysis Methodologies

ICU METHODOLOGY
FOR SIGNALIZED INTERSECTIONS

The Intersection Capacity Utilization (ICU) analysis method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movement V/C ratios, plus an efficiency lost factor of 0.1 to account for the effect of change intervals, is used to determine the total intersection capacity utilization and corresponding level of service.



DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
 (Source: County of Los Angeles Traffic Impact Analysis Guidelines, November 1997)

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with increasing queue lengths.

STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to separate capacity analysis methodology. All-way stop controlled intersection operations are reported by leg of the intersection.

This method calculates a delay value for each approach to the intersection. The 2000 Highway Capacity Manual describes the detailed methodology. The following table describes the amount of delay associated with each level of service.

Delay (seconds)	Level of Service
0-10	A
10-15	B
15-25	C
25-35	D
35-50	E
>50	F

Source: 2000 Highway Capacity Manual, Transportation Research Board, Washington, D.C.

APPENDIX B
Traffic Count Data

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lark Way

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Lost Canyon Rd.

DAY: WEDNESDAY

PROJECT# 05-2424-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0.5	NT	NR 0.5	SL 0	ST	SR	EL	ET 1	ER 0	WL 1	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		6	0				2	0	1	0	6	15
7:15 AM	0		15	2				1	0	2	1	4	25
7:30 AM	0		24	0				2	0	5	2	1	34
7:45 AM	1		12	7				2	0	9	3	5	39
8:00 AM	0		20	6				5	1	4	2	5	43
8:15 AM	0		21	2				6	1	5	6	0	41
8:30 AM	0		15	4				2	0	9	3	4	37
8:45 AM	1		10	5				4	0	8	1	2	31
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 2	NT 0	NR 123	SL 26	ST 0	SR 0	EL 0	ET 24	ER 2	WL 43	WT 18	WR 27	TOTAL 265
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AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	1	0	68	19	0	0	0	15	2	27	14	14	160
PEAK HR. FACTOR:		0.821			0.679			0.607			0.809		0.930

CONTROL: 1-Way Stop N

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lark Way

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Lost Canyon Rd.

DAY: WEDNESDAY

PROJECT# 05-2424-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL 0.5	NT	NR 0.5	SL 0	ST	SR	EL	ET 1	ER 0	WL 1	WT 1	WR 0		
1:00 PM														
1:15 PM														
1:30 PM														
1:45 PM														
2:00 PM														
2:15 PM														
2:30 PM														
2:45 PM														
3:00 PM														
3:15 PM														
3:30 PM														
3:45 PM									2	1	5	4	3	27
4:00 PM			8	4					2	0	7	3	1	26
4:15 PM			9	4					2	0	9	2	2	32
4:30 PM			11	6					2	0	4	7	1	23
4:45 PM			7	3					1	0	7	4	1	25
5:00 PM			10	0					3	0	8	4	0	23
5:15 PM			8	1					2	0	8	1	0	35
5:30 PM			10	0					16	0	8	1	0	33
5:45 PM			6	2					8	0	16	1	0	33
6:00 PM														
6:15 PM														
6:30 PM														
6:45 PM														

TOTAL VOLUMES =	NL 0	NT 0	NR 69	SL 20	ST 0	SR 0	EL 0	ET 36	ER 1	WL 64	WT 26	WR 8	TOTAL 224
-----------------	---------	---------	----------	----------	---------	---------	---------	----------	---------	----------	----------	---------	--------------

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	34	3	0	0	0	29	0	39	10	1	116
PEAK HR. FACTOR:		0.850			0.375			0.453			0.735		0.829

CONTROL: 1-Way Stop N

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lost Canyon Rd

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Via Princessa

DAY: WEDNESDAY

PROJECT# 05-2424-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	2	0		1	53	35	6	11		20	0	147
7:15 AM	21	1	0		2	61	34	4	12		22	0	157
7:30 AM	22	2	0		0	50	39	12	10		26	1	162
7:45 AM	14	4	0		0	48	37	11	12		22	0	148
8:00 AM	14	9	1		3	70	43	10	12		27	2	191
8:15 AM	16	5	0		1	56	41	11	13		25	0	168
8:30 AM	14	4	0		2	53	42	9	11		21	0	156
8:45 AM	12	2	0		0	50	40	10	10		22	1	147
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 132	NT 29	NR 1	SL 0	ST 9	SR 441	EL 311	ET 73	ER 91	WL 0	WT 185	WR 4	TOTAL 1276
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AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	66	20	1	0	4	224	160	44	47	0	100	3	669
PEAK HR. FACTOR:	0.906			0.781			0.965			0.888			0.876

CONTROL: 2-way stop E/W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lost Canyon Rd

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Via Princessa

DAY: WEDNESDAY

PROJECT# 05-2424-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	1	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	4		1	6	53	37	25	19		14	2	172
4:15 PM	16	1		1	3	51	52	29	13		14	3	183
4:30 PM	15	5		1	1	38	51	25	10		13	2	161
4:45 PM	14	1		1	2	47	59	21	22		18	3	188
5:00 PM	12	4		1	1	45	51	21	8		18	0	161
5:15 PM	11	3		0	1	33	83	16	12		19	3	181
5:30 PM	12	3		0	0	31	63	18	10		17	2	156
5:45 PM	8	1		0	0	32	58	17	8		17	2	143
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	99	22	0	5	14	330	454	172	102	0	130	17	1345

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	56	11	0	4	12	189	199	100	64	0	59	10	704
PEAK HR. FACTOR:	0.838			0.854			0.890			0.821			0.936

CONTROL: 2-way stop E/W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: SR 14 NB Ramps

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Via Princessa

DAY: WEDNESDAY

PROJECT# 05-2424-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.3	0.3	0.3	0	0	0	1	2	0	0	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	88		21				58	22			89	7	285
7:15 AM	97		27				68	25			103	9	329
7:30 AM	89		35				74	25			87	9	319
7:45 AM	84		25				52	37			74	10	282
8:00 AM	82		25				60	40			91	8	306
8:15 AM	85		27				66	39			83	7	307
8:30 AM	77		23				59	35			85	8	287
8:45 AM	76		25				55	32			79	8	275
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	678	0	208	0	0	0	492	255	0	0	691	66	2390

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	352	0	112	0	0	0	254	127	0	0	355	36	1236
PEAK HR. FACTOR:		0.935			0.000			0.953			0.873		0.939

CONTROL: 3-way stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: SR 14 NB Ramps

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Via Princessa

DAY: WEDNESDAY

PROJECT# 05-2424-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.3	0.3	0.3	0	0	0	1	2	0	0	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	209		36				87	38			64	6	440
4:15 PM	237		35				83	54			68	6	483
4:30 PM	245		47				89	46			47	8	482
4:45 PM	218		44				110	52			60	15	499
5:00 PM	244		43				112	46			67	13	525
5:15 PM	245		51				109	58			58	18	539
5:30 PM	235		48				115	53			56	16	523
5:45 PM	241		44				108	47			51	16	507
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1874	0	348	0	0	0	813	394	0	0	471	98	3998

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	965	0	186	0	0	0	444	204	0	0	232	63	2094
PEAK HR. FACTOR:		0.972			0.000			0.964			0.922		0.971

CONTROL: 3-way stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: SR 14 SB Ramps

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Via Princessa

DAY: WEDNESDAY

PROJECT# 05-2424-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
				.3	.3	1.3		2	0	1	2		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				4	1	130		72	211	30	167	615	
7:15 AM				2	0	156		83	227	32	156	656	
7:30 AM				1	2	180		99	251	25	179	737	
7:45 AM				2	0	157		110	249	31	162	711	
8:00 AM				6	1	176		102	225	22	152	684	
8:15 AM				4	0	120		90	226	27	147	614	
8:30 AM				2	0	107		87	266	20	135	617	
8:45 AM				2	1	90		77	211	18	124	523	
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	23	5	1116	0	720	1866	205	1222	0	5157

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	0	0	0	11	3	669	0	394	952	110	649	0	2788
PEAK HR. FACTOR:		0.000			0.933			0.937			0.930		0.946

CONTROL: 1-way stop (SB)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: SR 14 SB Ramps

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Via Princessa

DAY: WEDNESDAY

PROJECT# 05-2424-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
				.3	.3	1.3		2	0	1	2		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				12	0	120	135	150	20	223		660	
4:15 PM				8	1	133	156	167	21	233		719	
4:30 PM				11	0	150	140	162	26	255		744	
4:45 PM				15	0	161	129	151	30	261		747	
5:00 PM				17	1	151	156	167	18	256		766	
5:15 PM				12	0	162	142	171	20	260		767	
5:30 PM				13	0	147	137	140	17	265		719	
5:45 PM				11	0	122	126	142	15	255		671	
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	99	2	1146	0	1121	1250	167	2008	0	5793

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	55	1	624	0	567	651	94	1032	0	3024
PEAK HR. FACTOR:	0.000			0.966			0.943			0.967			0.986

CONTROL: 1-way stop (SB)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Via Princessa

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Sierra Hwy.

DAY: WEDNESDAY

PROJECT# 05-2424-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	2	3	1	1	2	2	2	3	1	1	2	2	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	124	347	14	29	152	86	65	78	23	29	140	166	1253
7:15 AM	114	225	15	38	202	104	78	100	25	30	152	124	1207
7:30 AM	57	191	21	42	189	126	51	54	23	22	149	98	1023
7:45 AM	53	203	11	54	243	110	84	47	31	30	170	136	1172
8:00 AM	52	215	22	47	211	113	60	57	39	25	173	169	1183
8:15 AM	73	178	36	59	201	82	71	77	31	18	145	135	1106
8:30 AM	52	125	23	27	189	59	32	47	20	17	101	114	806
8:45 AM	27	121	18	18	185	39	51	55	17	36	113	113	793
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	552	1605	160	314	1572	719	492	515	209	207	1143	1055	8543

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	348	966	61	163	786	426	278	279	102	111	611	524	4655
PEAK HR. FACTOR:		0.709			0.845			0.812			0.927		0.929

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Via Princesa

DATE: 10/26/2005

LOCATION: City of Santa Clarita

E-W STREET: Sierra Hwy.

DAY: WEDNESDAY

PROJECT# 05-2424-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	2	3	1	1	2	2	2	3	1	1	2	2	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	48	230	39	28	215	61	132	179	46	34	108	131	1251
4:15 PM	61	260	40	65	243	76	122	172	42	39	99	150	1369
4:30 PM	50	309	52	80	238	72	123	166	32	32	131	156	1441
4:45 PM	54	262	32	67	235	45	101	140	44	40	96	188	1304
5:00 PM	60	258	50	77	209	38	128	166	45	40	102	142	1315
5:15 PM	70	250	28	32	176	43	157	169	41	35	96	151	1248
5:30 PM	58	282	41	60	232	44	114	150	39	39	89	140	1288
5:45 PM	50	261	54	77	214	47	118	200	73	49	116	144	1403
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

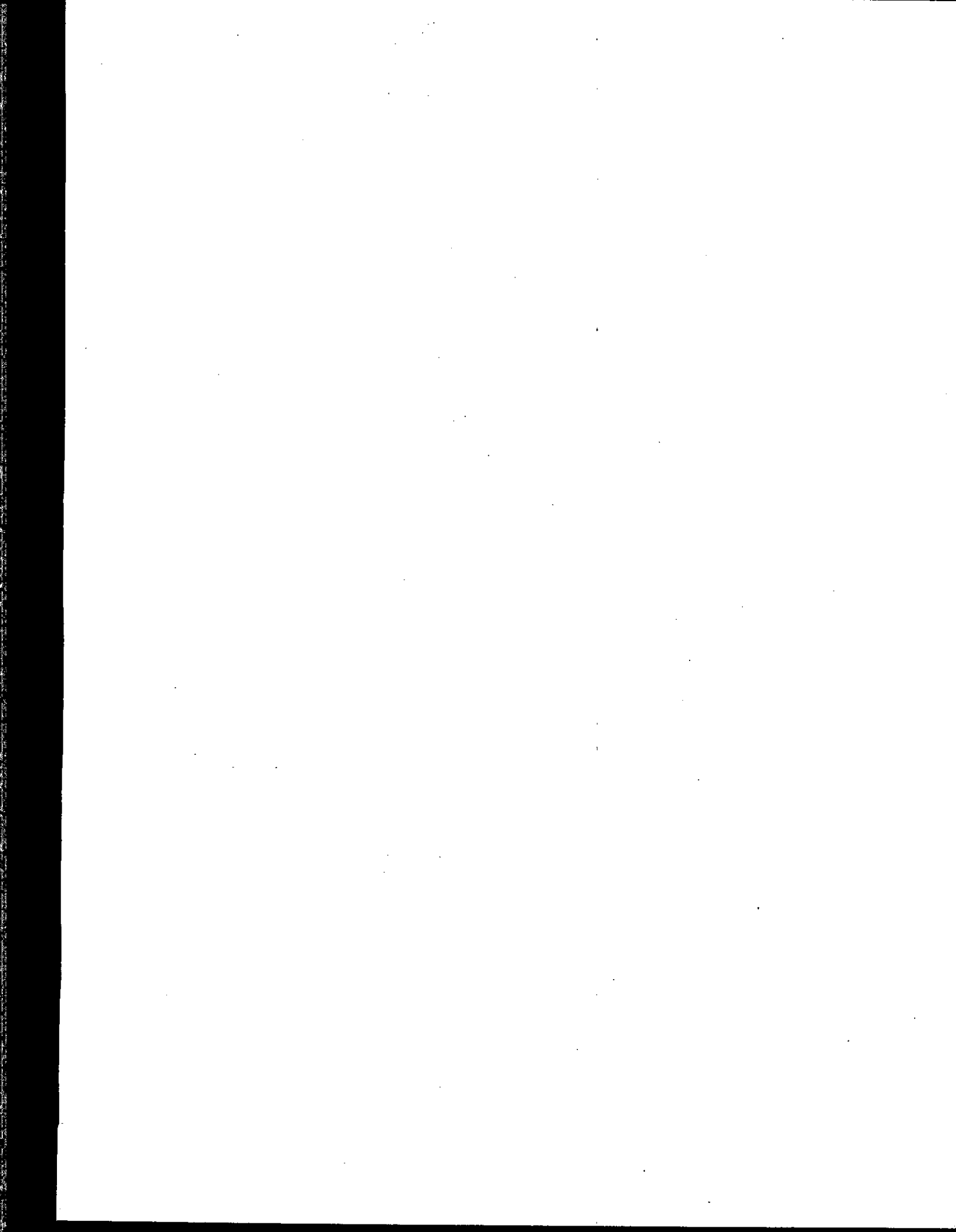
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	451	2112	336	486	1762	426	995	1342	362	308	837	1202	10619

PM Peak Hr Begins at: 4:15 PM

PEAK VOLUMES =	225	1089	174	289	925	231	474	644	163	151	428	636	5429
PEAK HR. FACTOR:		0.905			0.926			0.945			0.938		0.942

CONTROL: Signalized

APPENDIX C
Intersection Level of Service Worksheets
Existing Conditions (Year 2005)



Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: A[8.6]

Street Name:	Lark Wy.-Proj.						Lost Canyon Rd.									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	1	0	0	1	0	0	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	1	0	68	0	0	0	0	15	2	27	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	68	0	0	0	0	15	2	27	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	68	0	0	0	0	15	2	27	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	68	0	0	0	0	15	2	27	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	68	0	0	0	0	15	2	27	14	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	83	83	15	118	85	14	xxxx	xxxx	xxxxx	17	xxxx	xxxxx
Potent Cap.:	924	811	1070	863	809	1072	xxxx	xxxx	xxxxx	1613	xxxx	xxxxx
Move Cap.:	912	797	1070	798	795	1072	xxxx	xxxx	xxxxx	1613	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.06	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	912	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #2 Via Princessa / Lost Canyon Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

 Street Name: Via Princessa Lost Canyon Rd.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1

 Volume Module:
 Base Vol: 0 100 3 160 44 47 66 20 1 0 4 224
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 100 3 160 44 47 66 20 1 0 4 224
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 100 3 160 44 47 66 20 1 0 4 224
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 100 3 160 44 47 66 20 1 0 4 224
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 100 3 160 44 47 66 20 1 0 4 224
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 100 3 160 44 47 66 20 1 0 4 224

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.91 0.09 1.00 2.00 1.00 1.00 1.90 0.10 1.00 1.00 1.00
 Final Sat.: 1375 4005 120 1375 2750 1375 1375 2619 131 1375 1375 1375

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.02 0.12 0.02 0.03 0.05 0.01 0.01 0.00 0.00 0.16
 Crit Volume: 34 160 66 224
 Crit Moves: **** * 66 ****

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Via Princessa				SR-14 Northbd Ramps															
Approach:	North Bound		South Bound		East Bound				West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	3	0	1	1	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	355	36	254	127	0	352	0	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	36	254	127	0	352	0	112	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	36	254	127	0	352	0	112	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	36	254	127	0	352	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	36	254	127	0	352	0	112	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	355	36	254	127	0	387	0	112	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.03	0.18	0.04	0.00	0.14	0.00	0.08	0.00	0.00	0.00
Crit Volume:	118	254		194		0						
Crit Moves:	****	****		****								

 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name:	Via Princessa						SR-14 Southbd Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1

Volume Module:												
Base Vol:	110	649	0	0	394	952	0	0	0	11	3	669
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	649	0	0	394	952	0	0	0	11	3	669
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	649	0	0	394	952	0	0	0	11	3	669
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	649	0	0	394	0	0	0	0	11	3	669
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	649	0	0	394	0	0	0	0	11	3	669
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	649	0	0	394	0	0	0	0	11	3	736

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.03	0.01	1.96
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	42	11	2797

Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:	325		131		0		375		****			
Crit Moves:	****			****			****			****		

 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: B

Street Name: Via Princessa Sierra Hwy.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	2

Volume Module:

Base Vol:	348	966	61	163	786	426	278	279	102	111	611	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	966	61	163	786	426	278	279	102	111	611	524
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	966	61	163	786	426	278	279	102	111	611	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	966	61	163	786	426	278	279	102	111	611	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	966	61	163	786	426	278	279	102	111	611	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
FinalVolume:	383	966	61	179	786	469	306	279	102	122	611	576

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:

Vol/Sat:	0.14	0.23	0.04	0.07	0.19	0.17	0.11	0.07	0.07	0.04	0.22	0.21
Crit Volume:	191			262			153			306		
Crit Moves:	****			****			****			****		

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[8.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with various traffic parameters.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table showing critical gap and follow-up time data for different traffic movements.

Capacity Module: Table showing capacity-related data such as Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #2 Via Princessa / Lost Canyon Rd.
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.340
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Via Princessa          Lost Canyon Rd.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 1 0      1 0 2 0 1      1 0 1 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 59 10      199 100 64      56 11 0      4 12 189
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 59 10      199 100 64      56 11 0      4 12 189
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          0 59 10      199 100 64      56 11 0      4 12 189
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 59 10      199 100 64      56 11 0      4 12 189
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          0 59 10      199 100 64      56 11 0      4 12 189
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 59 10      199 100 64      56 11 0      4 12 189
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.57 0.43 1.00 2.00 1.00 1.00 2.00 0.00 1.00 1.00 1.00
Final Sat.:           1375 3527 598 1375 2750 1375 1375 2750 0 1375 1375 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.02 0.02 0.14 0.04 0.05 0.04 0.00 0.00 0.00 0.01 0.14
Crit Volume:          23          199          56          189
Crit Moves:           ****          ****          ****          ****
*****

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 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #3 Via Princessa / SR-14 Northbd Ramps
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.738
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          Via Princessa          SR-14 Northbd Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  3  0  1          1  0  2  0  0          1  1  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  232  63  444  204  0  965  0  186  0  0  0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0  232  63  444  204  0  965  0  186  0  0  0
Added Vol:            0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  232  63  444  204  0  965  0  186  0  0  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0  232  63  444  204  0  965  0  186  0  0  0
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  232  63  444  204  0  965  0  186  0  0  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          0  232  63  444  204  0  1062  0  186  0  0  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 3.00  1.00  1.00 2.00  0.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:           0  4275  1425  1425 2850  0  2850  0  1425  0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.05  0.04  0.31 0.07  0.00  0.37 0.00  0.13  0.00 0.00  0.00
Crit Volume:          77          444          531          0
Crit Moves:           ****          ****          ****
*****

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Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: B

 Street Name: Via Princessa SR-14 Southbd Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Permitted Split Phase Split Phase
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

 Volume Module:
 Base Vol: 94 1032 0 0 567 651 0 0 0 55 1 624
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 94 1032 0 0 567 651 0 0 0 55 1 624
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 94 1032 0 0 567 651 0 0 0 55 1 624
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 94 1032 0 0 567 651 0 0 0 55 1 624
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 94 1032 0 0 567 651 0 0 0 55 1 624
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10
 FinalVolume: 94 1032 0 0 567 651 0 0 0 55 1 686

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.14 0.01 1.85
 Final Sat.: 1425 2850 0 0 4275 1425 0 0 0 211 4 2635

 Capacity Analysis Module:
 Vol/Sat: 0.07 0.36 0.00 0.00 0.13 0.00 0.00 0.00 0.00 0.26 0.26 0.26
 Crit Volume: 516 189 0 371
 Crit Moves: ****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	Via Princessa						Sierra Hwy.					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	2	0	2
Lanes:	2	0	3	0	3	0	2	0	3	0	1	2

Volume Module:												
Base Vol:	225	1089	174	289	925	231	474	644	163	151	428	636
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	1089	174	289	925	231	474	644	163	151	428	636
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1089	174	289	925	231	474	644	163	151	428	636
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	1089	174	289	925	231	474	644	163	151	428	636
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1089	174	289	925	231	474	644	163	151	428	636
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
Final Volume:	248	1089	174	318	925	254	521	644	163	166	428	700

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.13	0.12	0.22	0.09	0.19	0.16	0.12	0.06	0.16	0.25
Crit Volume:	363			159			261			214		
Crit Moves:	****			****			****			****		



APPENDIX D
Intersection Level of Service Worksheets
Future (Year 2010) Growth-Only Conditions

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: A[8.7]

Street Name:	Lark Wy.-Proj.				Lost Canyon Rd.										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled								
Rights:	Include		Include		Include		Include								
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	1	0	68	0	0	0	0	15	2	27	14	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	1	0	82	0	0	0	0	18	2	33	17	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	82	0	0	0	0	18	2	33	17	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	82	0	0	0	0	18	2	33	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	82	0	0	0	0	18	2	33	17	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	100	100	18	142	102	17	xxxx	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	904	794	1066	832	791	1068	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	890	778	1066	756	775	1068	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.08	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	890	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Via Princessa						Lost Canyon Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	0	100	3	160	44	47	66	20	1	0	4	224
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	121	4	193	53	57	80	24	1	0	5	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	121	4	193	53	57	80	24	1	0	5	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	121	4	193	53	57	80	24	1	0	5	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	121	4	193	53	57	80	24	1	0	5	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	121	4	193	53	57	80	24	1	0	5	270

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	1375	4005	120	1375	2750	1375	1375	2619	131	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.14	0.02	0.04	0.06	0.01	0.01	0.00	0.00	0.20
Crit Volume:			41	193			80					270
Crit Moves:			****	****			****					****

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #3 Via Princessa / SR-14 Northbd Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.479
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:              A
*****
Street Name:          Via Princessa          SR-14 Northbd Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include              Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  3  0  1      1  0  2  0  0      1  1  0  0  1      0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  355  36  254  127  0  352  0  112  0  0  0
Growth Adj:           1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21
Initial Bse:          0  428  43  306  153  0  424  0  135  0  0  0
Added Vol:            0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  428  43  306  153  0  424  0  135  0  0  0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  428  43  306  153  0  424  0  135  0  0  0
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  428  43  306  153  0  424  0  135  0  0  0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  428  43  306  153  0  467  0  135  0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 1.00 1.00 2.00 0.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275 1425 1425 2850 0  2850 0  1425 0  0  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.10 0.03 0.21 0.05 0.00 0.16 0.00 0.09 0.00 0.00 0.00
Crit Volume:          143 306 233 0
Crit Moves:           ****  ****  ****
*****
    
```

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	Via Princessa															
	North Bound				South Bound				East Bound				West Bound			
Approach:	L - T - R			L - T - R			L - T - R			L - T - R			L - T - R			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1	0	0	1	

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	110	649	0	0	394	952	0	0	0	0	0	11	3	669		
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21		
Initial Bse:	133	782	0	0	475	1147	0	0	0	0	0	13	4	806		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	13	4	806		
Initial Fut:	133	782	0	0	475	1147	0	0	0	0	0	13	4	806		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	133	782	0	0	475	0	0	0	0	0	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	13	4	806		
Reduced Vol:	133	782	0	0	475	0	0	0	0	0	0	13	4	806		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10		
Final Volume:	133	782	0	0	475	0	0	0	0	0	0	13	4	887		

Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.03	0.01	1.96		
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	0	0	42	11	2797		

Capacity Analysis Module:
Vol/Sat: 0.09 0.27 0.00 0.00 0.11 0.00 0.00 0.00 0.00 0.32 0.32 0.32
Crit Volume: 391 158 0 452
Crit Moves: ****

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 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 113 Level Of Service: C

Street Name: Via Princessa Sierra Hwy.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	2

Volume Module:

Base Vol:	348	966	61	163	786	426	278	279	102	111	611	524
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	419	1164	74	196	947	513	335	336	123	134	736	631
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	1164	74	196	947	513	335	336	123	134	736	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	1164	74	196	947	513	335	336	123	134	736	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1164	74	196	947	513	335	336	123	134	736	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
FinalVolume:	461	1164	74	216	947	565	368	336	123	147	736	695

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:

Vol/Sat:	0.17	0.28	0.05	0.08	0.23	0.21	0.13	0.08	0.09	0.05	0.27	0.25
Crit Volume:	231				316		184				368	
Crit Moves:	****				****		****				****	

Westshire Residential Development
Traffic Impact Analysis - May, 2006
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[8.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes sub-headers for Lark Wy.-Proj. and Lost Canyon Rd. with North, South, East, and West Bound movements.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows include various traffic volume and adjustment factors.

Table with columns for Critical Gap Module: Critical Gp, FollowUpTim. Values include 6.4, 6.5, 6.2, 7.1, 6.5, 6.2, 3.3, etc.

Table with columns for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 141, 141, 35, 161, 141, 12, etc.

Table with columns for Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.1, 8.6, A, etc.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #2 Via Princessa / Lost Canyon Rd.
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.409
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Via Princessa          Lost Canyon Rd.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0          1  0  2  0  1          1  0  1  1  0          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  59  10  199  100  .64          56  11  0          4  12  189
Growth Adj:           1.21 1.21  1.21  1.21 1.21  1.21          1.21 1.21  1.21  1.21 1.21  1.21
Initial Bse:          0  71  12  240  121  77          67  13  0          5  14  228
Added Vol:            0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:         0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:         0  71  12  240  121  77          67  13  0          5  14  228
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0  71  12  240  121  77          67  13  0          5  14  228
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:         0  71  12  240  121  77          67  13  0          5  14  228
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:         0  71  12  240  121  77          67  13  0          5  14  228
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375          1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.57  0.43  1.00 2.00  1.00          1.00 2.00  0.00  1.00 1.00  1.00
Final Sat.:           1375 3527  598  1375 2750  1375          1375 2750  0  1375 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.02  0.02  0.17 0.04  0.06          0.05 0.00  0.00  0.00 0.01  0.17
Crit Volume:          28          240          67          228
Crit Moves:          ****          ****          ****          ****
*****

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Westshire Residential Development
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Via Princesa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

Street Name:	Via Princesa						SR-14 Northbd Ramps													
	North Bound			South Bound			East Bound			West Bound										
Approach:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	1	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	232	63	444	204	0	965	0	186	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	280	76	535	246	0	1163	0	224	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	76	535	246	0	1163	0	224	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	76	535	246	0	1163	0	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	76	535	246	0	1163	0	224	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	280	76	535	246	0	1279	0	224	0	0	0

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.38	0.09	0.00	0.45	0.00	0.16	0.00	0.00	0.00
Crit Volume:	93			535			640			0		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: C

Street Name:	Via Princessa						SR-14 Southbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1

Volume Module:

Base Vol:	94	1032	0	0	567	651	0	0	0	55	1	624
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	113	1244	0	0	683	784	0	0	0	66	1	752
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1244	0	0	683	784	0	0	0	66	1	752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1244	0	0	683	0	0	0	0	66	1	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1244	0	0	683	0	0	0	0	66	1	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	113	1244	0	0	683	0	0	0	0	66	1	827

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.14	0.01	1.85
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	211	4	2635

Capacity Analysis Module:

Vol/Sat:	0.08	0.44	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.31	0.31	0.31
Crit Volume:	622		228		0		447					
Crit Moves:	****			****			****					

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.873
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Via Princessa						Sierra Hwy.					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	2	0	3	2	0	3	2	0	2
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:	Via Princessa			Sierra Hwy.			Sierra Hwy.			Sierra Hwy.		
Base Vol:	225	1089	174	289	925	231	474	644	163	151	428	636
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	271	1312	210	348	1115	278	571	776	196	182	516	766
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1312	210	348	1115	278	571	776	196	182	516	766
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1312	210	348	1115	278	571	776	196	182	516	766
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1312	210	348	1115	278	571	776	196	182	516	766
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
Final Volume:	298	1312	210	383	1115	306	628	776	196	200	516	843

Saturation Flow Module:	Via Princessa			Sierra Hwy.			Sierra Hwy.			Sierra Hwy.		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:	Via Princessa			Sierra Hwy.			Sierra Hwy.			Sierra Hwy.		
Vol/Sat:	0.11	0.32	0.15	0.14	0.27	0.11	0.23	0.19	0.14	0.07	0.19	0.31
Crit Volume:	437			192			314			258		
Crit Moves:	****			****			****			****		

APPENDIX E
Intersection Level of Service Worksheets
Future (Year 2010) Growth + Project Conditions

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B{ 10.1}

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes for Lark Wy.-Proj. and Lost Canyon Rd.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Via Princessa						Lost Canyon Rd.			West Bound			
	North Bound		South Bound		East Bound		L	T	R	L	T	R	
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			Protected			
Rights:	Include		Include		Include		Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	1

Volume Module:	0	100	3	160	44	47	66	20	1	0	4	224
Base Vol:	0	100	3	160	44	47	66	20	1	0	4	224
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	121	4	193	53	57	80	24	1	0	5	270
Added Vol:	0	0	0	0	0	12	56	2	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	121	4	193	53	69	136	26	2	0	6	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	121	4	193	53	69	136	26	2	0	6	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	121	4	193	53	69	136	26	2	0	6	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	121	4	193	53	69	136	26	2	0	6	270

Saturation Flow Module:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00
Final Sat.:	1375	4005	120	1375	2750	1375	1375	2536	214	1375	1375	1375

Capacity Analysis Module:	0.00	0.03	0.03	0.14	0.02	0.05	0.10	0.01	0.01	0.00	0.00	0.20
Vol/Sat:	0.00	0.03	0.03	0.14	0.02	0.05	0.10	0.01	0.01	0.00	0.00	0.20
Crit Volume:		41	193				136					270
Crit Moves:		****	****	****	****	****	****	****	****	****	****	****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Table containing traffic analysis data for Intersection #3 Via Princessa / SR-14 Northbd Ramps. Includes cycle times, control rights, volume modules, saturation flow, and capacity analysis.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level of Service: B

Street Name:	Via Princessa						SR-14 Southbd Ramps												
	North Bound		South Bound		East Bound		West Bound												
Approach:	L	T	R	L	T	R	L	T	R	L	T	R							
Movement:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R								
Control:	Protected		Permitted		Split Phase		Split Phase												
Rights:	Include		Ignore		Include		Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	1

Volume Module:	North Bound		South Bound		East Bound		West Bound							
Base Vol:	110	649	0	0	394	952	0	0	0	11	3	669		
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21		
Initial Bse:	133	782	0	0	475	1147	0	0	0	13	4	806		
Added Vol:	12	34	0	0	7	0	0	0	0	2	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	145	816	0	0	482	1147	0	0	0	15	4	806		
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	145	816	0	0	482	0	0	0	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	15	4	806		
Reduced Vol:	145	816	0	0	482	0	0	0	0	15	4	806		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	145	816	0	0	482	0	0	0	0	15	4	887		

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound							
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.03	0.01	1.96		
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	48	11	2791		

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound							
Vol/Sat:	0.10	0.29	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.32	0.32	0.32		
Crit Volume:	408		161		0		0		0		453			
Crit Moves:	****													

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Via Princessa / Sierra Hwy.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        114          Level Of Service:          D
*****
Street Name:          Via Princessa          Sierra Hwy.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  3  0  1      2  0  3  0  2      2  0  3  0  1      2  0  2  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:             348  966          61  163  786  426          278  279  102  111  611  524
Growth Adj:           1.21 1.21  1.21  1.21 1.21  1.21  1.21 1.21  1.21  1.21 1.21  1.21
Initial Bse:          419 1164          74  196  947  513          335  336  123  134  736  631
Added Vol:             3  9  22          0  2  0          0  0  1  5  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:          422 1173          96  196  949  513          335  336  124  139  736  631
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           422 1173          96  196  949  513          335  336  124  139  736  631
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:          422 1173          96  196  949  513          335  336  124  139  736  631
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.10
FinalVolume:          465 1173          96  216  949  565          368  336  124  153  736  695
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 3.00  1.00  2.00 3.00  2.00  2.00 3.00  1.00  2.00 2.00  2.00
Final Sat.:           2750 4125  1375  2750 4125  2750  2750 4125  1375  2750 2750  2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.28  0.07  0.08 0.23  0.21  0.13 0.08  0.09  0.06 0.27  0.25
Crit Volume:          232          316          184          368
Crit Moves:          ****          ****          ****          ****
*****
    
```

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 4.5 Worst Case Level of Service: A[9.9]

Street Name:	Lark Wy.-Proj.						Lost Canyon Rd.					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:	Lark Wy.-Proj.			Lark Wy.-Proj.			Lost Canyon Rd.			Lost Canyon Rd.		
Base Vol:	0	0	34	0	0	0	0	29	0	39	10	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	0	41	0	0	0	0	35	0	47	12	0
Added Vol:	0	0	0	28	0	1	3	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	47	12	56
Initial Fut:	0	0	41	28	0	1	3	35	0	47	12	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	41	28	0	1	3	35	0	47	12	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	41	28	0	1	3	35	0	47	12	56

Critical Gap Module:	Lark Wy.-Proj.			Lark Wy.-Proj.			Lost Canyon Rd.			Lost Canyon Rd.		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Lark Wy.-Proj.			Lark Wy.-Proj.			Lost Canyon Rd.			Lost Canyon Rd.		
Cnflct Vol:	175	203	35	167	147	12	68	xxxx	xxxxx	35	xxxx	xxxxx
Potent Cap.:	791	697	1044	801	748	1074	1546	xxxx	xxxxx	1589	xxxx	xxxxx
Move Cap.:	772	675	1044	751	725	1074	1546	xxxx	xxxxx	1589	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.04	0.04	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx

Level of Service Module:	Lark Wy.-Proj.			Lark Wy.-Proj.			Lost Canyon Rd.			Lost Canyon Rd.		
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	0	xxxx	xxxxx	xxxx	759	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:		8.6			9.9		xxxxxxx			xxxxxxx		
ApproachLOS:		A			A		*			*		

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Via Princessa and Lost Canyon Rd. with North, South, East, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 177 Level Of Service: D

Street Name:	Via Princessa					SR-14 Northbd Ramps														
	North Bound			South Bound		East Bound			West Bound											
Approach:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	1	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	232	63	444	204	0	965	0	186	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	280	76	535	246	0	1163	0	224	0	0	0
Added Vol:	0	22	4	0	41	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	302	80	535	287	0	1163	0	236	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	302	80	535	287	0	1163	0	236	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	302	80	535	287	0	1163	0	236	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	302	80	535	287	0	1279	0	236	0	0	0

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.06	0.38	0.10	0.00	0.45	0.00	0.17	0.00	0.00	0.00
Crit Volume:		101		535			640			0		
Crit Moves:		****		****			****					

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: C

Street Name:	Via Princessa						SR-14 Southbd Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1

Volume Module:												
Base Vol:	94	1032	0	0	567	651	0	0	0	55	1	624
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	113	1244	0	0	683	784	0	0	0	66	1	752
Added Vol:	6	16	0	0	32	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1260	0	0	715	784	0	0	0	75	1	752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1260	0	0	715	0	0	0	0	75	1	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1260	0	0	715	0	0	0	0	75	1	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	119	1260	0	0	715	0	0	0	0	75	1	827

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.16	0.01	1.83
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	237	4	2609

Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.32	0.32	0.32
Crit Volume:	630			238			0			452		
Crit Moves:	****			****			****			****		

Westshire Residential Development
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 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

Via Princessa					Sierra Hwy.								
North Bound					South Bound			East Bound			West Bound		
Approach:													
Movement:	L	T	R		L	T	R	L	T	R	L	T	R
Control:	Protected				Protected			Protected			Protected		
Rights:	Include				Ovl			Include			Ovl		
Min. Green:	0	0	0		0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	2

Volume Module:

Base Vol:	225	1089	174	289	925	231	474	644	163	151	428	636
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	271	1312	210	348	1115	278	571	776	196	182	516	766
Added Vol:	1	4	10	0	9	0	0	0	3	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1316	220	348	1124	278	571	776	199	203	516	766
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1316	220	348	1124	278	571	776	199	203	516	766
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1316	220	348	1124	278	571	776	199	203	516	766
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
FinalVolume:	299	1316	220	383	1124	306	628	776	199	223	516	843

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:

Vol/Sat:	0.11	0.32	0.16	0.14	0.27	0.11	0.23	0.19	0.15	0.08	0.19	0.31
Crit Volume:	439			192			314			258		
Crit Moves:	****			****			****			****		

APPENDIX F
Intersection Level of Service Worksheets
Future (Year 2010) + Area Projects Conditions

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume metrics.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows include gap and follow-up time metrics.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include capacity-related metrics.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include level of service and delay metrics.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
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Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Table with columns for Street Name (Via Princessa, Lost Canyon Rd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various timing parameters like Min. Green and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each movement.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for each movement.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each movement.

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 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Via Princessa					SR-14 Northbd Ramps														
	North Bound			South Bound		East Bound			West Bound											
Approach:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	1	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	355	36	254	127	0	352	0	112	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	428	43	306	153	0	424	0	135	0	0	0
Added Vol:	0	396	95	0	280	0	17	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	824	138	306	433	0	441	0	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	824	138	306	433	0	441	0	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	138	306	433	0	441	0	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	824	138	306	433	0	485	0	165	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.10	0.21	0.15	0.00	0.17	0.00	0.12	0.00	0.00	0.00
Crit Volume:		275		306			243			0		
Crit Moves:		****		****			****					

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 175
Critical Vol./Cap. (X): 0.733
Average Delay (sec/veh): xxxxxx
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and various traffic parameters for North Bound, South Bound, East Bound, and West Bound.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and various traffic parameters.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat., and various traffic parameters.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves, and various traffic parameters.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 136 Level Of Service: D

Street Name:	Via Princessa						Sierra Hwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	3	0	2	2

Volume Module:	Via Princessa			Sierra Hwy.			Via Princessa			Sierra Hwy.		
Base Vol:	348	966	61	163	786	426	278	279	102	111	611	524
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	419	1164	74	196	947	513	335	336	123	134	736	631
Added Vol:	36	59	241	2	39	17	19	2	16	206	5	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1223	315	198	986	530	354	338	139	340	741	638
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1223	315	198	986	530	354	338	139	340	741	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1223	315	198	986	530	354	338	139	340	741	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
FinalVolume:	501	1223	315	218	986	583	389	338	139	374	741	702

Saturation Flow Module:	Via Princessa			Sierra Hwy.			Via Princessa			Sierra Hwy.		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:	Via Princessa			Sierra Hwy.			Via Princessa			Sierra Hwy.		
Vol/Sat:	0.18	0.30	0.23	0.08	0.24	0.21	0.14	0.08	0.10	0.14	0.27	0.26
Crit Volume:	250			329			195			371		
Crit Moves:	****			****			****			****		

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-columns for North, South, East, and West Bound movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows include Lark Wy.-Proj. and Lost Canyon Rd.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim. Rows include Lark Wy.-Proj. and Lost Canyon Rd.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include Lark Wy.-Proj. and Lost Canyon Rd.

Table with columns for Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include Lark Wy.-Proj. and Lost Canyon Rd.

Note: Queue reported is the number of cars per lane.

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Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Via Princessa, Lost Canyon Rd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and rows for different approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for different approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, and Crit Moves for different approaches.

Westshire Residential Development
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Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Via Princessa and SR-14 Northbd Ramps with sub-approaches North Bound, South Bound, East Bound, and West Bound.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include various volume and adjustment factors.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and adjustment values.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves. Rows include capacity analysis metrics.

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 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						SR-14 Southbd Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1

Volume Module:

Base Vol:	94	1032	0	0	567	651	0	0	0	55	1	624
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	113	1244	0	0	683	784	0	0	0	66	1	752
Added Vol:	67	631	0	0	651	33	0	0	0	207	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1875	0	0	1334	817	0	0	0	273	1	752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1875	0	0	1334	0	0	0	0	273	1	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1875	0	0	1334	0	0	0	0	273	1	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	180	1875	0	0	1334	0	0	0	0	273	1	827

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.49	0.01	1.50
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	707	3	2140

Capacity Analysis Module:

Vol/Sat:	0.13	0.66	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.39	0.39	0.39
Crit Volume:	937			445			0			551		
Crit Moves:	****			****			****			****		

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 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Via Princessa / Sierra Hwy.

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.150
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						Sierra Hwy.			West Bound			
	North Bound		South Bound		East Bound		L	T	R	L	T	R	
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	
Movement:													
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Ovl			Include			Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	2	0	2	
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	2

Volume Module:	Via Princessa NB		Via Princessa SB		Sierra Hwy EB			Sierra Hwy WB		Total		
Base Vol:	225	1089	174	289	925	231	474	644	163	151	428	636
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	271	1312	210	348	1115	278	571	776	196	182	516	766
Added Vol:	38	76	517	8	90	51	50	5	52	542	3	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	1388	727	356	1205	329	621	781	248	724	519	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	1388	727	356	1205	329	621	781	248	724	519	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1388	727	356	1205	329	621	781	248	724	519	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
Final Volume:	340	1388	727	392	1205	362	683	781	248	796	519	849

Saturation Flow Module:	Via Princessa NB		Via Princessa SB		Sierra Hwy EB			Sierra Hwy WB		Total		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:	Via Princessa NB		Via Princessa SB		Sierra Hwy EB			Sierra Hwy WB		Total		
Vol/Sat:	0.12	0.34	0.53	0.14	0.29	0.13	0.25	0.19	0.18	0.29	0.19	0.31
Crit Volume:			727		196					398		
Crit Moves:			****		****					****		

APPENDIX G
Intersection Level of Service Worksheets
Future (Year 2010) + Area Projects + Project Conditions

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[11.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with details on Stop Sign, Uncontrolled, and lane configurations.

Volume Module: Table showing traffic volume metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across different movements.

Critical Gap Module: Table showing Critical Gap and FollowUpTim values for different movements, with some cells marked as 'xxxx'.

Capacity Module: Table showing Capacity metrics such as Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Level Of Service Module: Table showing Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #2 Via Princessa / Lost Canyon Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 108 Level Of Service: C

Street Name:	Via Princessa					Lost Canyon Rd.								
	North Bound		South Bound			East Bound			West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R		
Movement:														
Control:	Protected		Protected			Protected			Protected		Protected			
Rights:	Include		Include			Include			Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	1	1

Volume Module:													
Base Vol:	0	100	3	160	44	47	66	20	1	0	4	224	
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	121	4	193	53	57	80	24	1	0	5	270	
Added Vol:	0	222	81	74	204	44	91	15	1	76	12	234	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	343	85	267	257	101	171	39	2	76	17	504	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	343	85	267	257	101	171	39	2	76	17	504	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	343	85	267	257	101	171	39	2	76	17	504	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	343	85	267	257	101	171	39	2	76	17	504	

Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.41	0.59	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1375	3308	817	1375	2750	1375	1375	2603	147	1375	1375	1375	1375

Capacity Analysis Module:													
Vol/Sat:	0.00	0.10	0.10	0.19	0.09	0.07	0.12	0.02	0.02	0.06	0.01	0.37	
Crit Volume:			142	267			171					504	
Crit Moves:			****	****			****					****	

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name: Via Princessa SR-14 Northbd Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	1	1	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	355	36	254	127	0	352	0	112	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	428	43	306	153	0	424	0	135	0	0	0
Added Vol:	0	442	105	0	289	0	17	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	870	148	306	442	0	441	0	168	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	870	148	306	442	0	441	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	870	148	306	442	0	441	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	870	148	306	442	0	485	0	168	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.10	0.21	0.16	0.00	0.17	0.00	0.12	0.00	0.00	0.00
Crit Volume:		290		306			243				0	
Crit Moves:		****		****			****					

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: C

Street Name:	Via Princessa						SR-14 Southbd Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1

Volume Module:

Base Vol:	110	649	0	0	394	952	0	0	0	11	3	669
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	133	782	0	0	475	1147	0	0	0	13	4	806
Added Vol:	89	370	0	0	219	50	0	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1152	0	0	694	1197	0	0	0	83	4	806
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1152	0	0	694	0	0	0	0	83	4	806
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1152	0	0	694	0	0	0	0	83	4	806
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	222	1152	0	0	694	0	0	0	0	83	4	887

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.17	0.01	1.82
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	244	11	2596

Capacity Analysis Module:

Vol/Sat:	0.16	0.40	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.34	0.34	0.34
Crit Volume:	576			231			0			487		
Crit Moves:	****											

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name: Via Princessa Sierra Hwy.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 2 2 0 3 0 2

Volume Module:
Base Vol: 348 966 61 163 786 426 278 279 102 111 611 524
Growth Adj: 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21
Initial Bse: 419 1164 74 196 947 513 335 336 123 134 736 631
Added Vol: 39 68 263 2 41 17 19 2 17 211 5 7
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 458 1232 337 198 988 530 354 338 140 345 741 638
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 458 1232 337 198 988 530 354 338 140 345 741 638
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 458 1232 337 198 988 530 354 338 140 345 741 638
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.10
FinalVolume: 504 1232 337 218 988 583 389 338 140 379 741 702

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 2.00 2.00 3.00 1.00 2.00 2.00 2.00
Final Sat.: 2750 4125 1375 2750 4125 2750 2750 4125 1375 2750 2750 2750

Capacity Analysis Module:
Vol/Sat: 0.18 0.30 0.24 0.08 0.24 0.21 0.14 0.08 0.10 0.14 0.27 0.26
Crit Volume: 252 329 195 371
Crit Moves: **** **** **** ****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Table with columns for Volume Module and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with columns for Critical Gap Module and rows for Critical Gp and FollowUpTim.

Table with columns for Capacity Module and rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with columns for Level Of Service Module and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Via Princessa, Lost Canyon Rd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.067
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						SR-14 Northbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	1	1	1	0	0	0	1	0

Volume Module:

Base Vol:	0	232	63	444	204	0	965	0	186	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	280	76	535	246	0	1163	0	224	0	0	0
Added Vol:	0	665	192	0	899	0	56	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	945	268	535	1145	0	1219	0	336	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	945	268	535	1145	0	1219	0	336	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	945	268	535	1145	0	1219	0	336	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	945	268	535	1145	0	1341	0	336	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.19	0.38	0.40	0.00	0.47	0.00	0.24	0.00	0.00	0.00
Crit Volume:		315		535			670			0		
Crit Moves:		***		***			***					

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Via Princessa SR-14 Southbd Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 94 1032 0 0 567 651 0 0 0 55 1 624
Growth Adj: 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21
Initial Bse: 113 1244 0 0 683 784 0 0 0 66 1 752
Added Vol: 73 647 0 0 683 33 0 0 0 216 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 186 1891 0 0 1366 817 0 0 0 282 1 752
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 186 1891 0 0 1366 0 0 0 0 282 1 752
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 186 1891 0 0 1366 0 0 0 0 282 1 752
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume: 186 1891 0 0 1366 0 0 0 0 282 1 827

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.50 0.01 1.49
Final Sat.: 1425 2850 0 0 4275 1425 0 0 0 724 3 2123

Capacity Analysis Module:
Vol/Sat: 0.13 0.66 0.00 0.00 0.32 0.00 0.00 0.00 0.00 0.39 0.39 0.39
Crit Volume: 945 455 0 555
Crit Moves: ****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.166
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

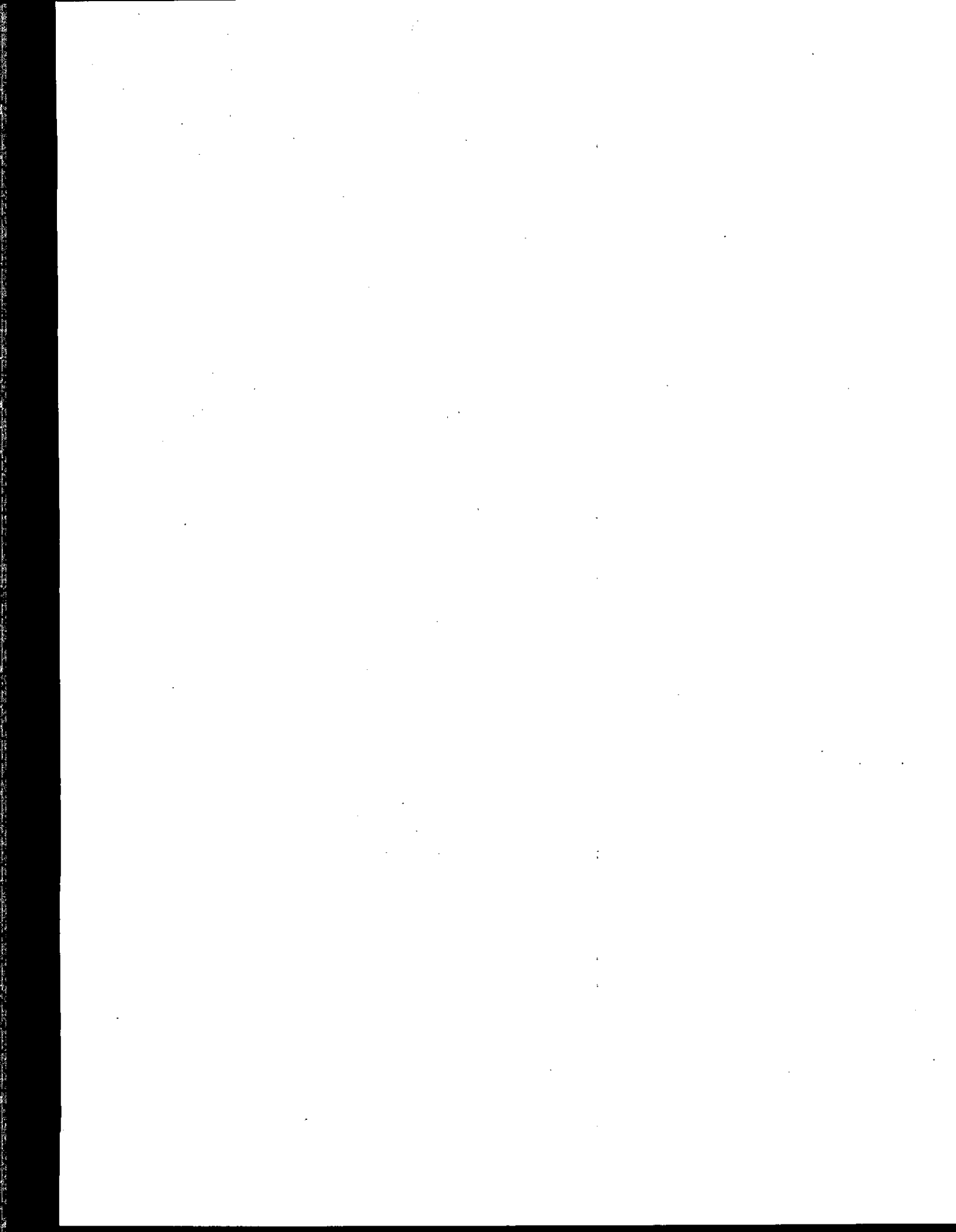
Table with columns for Street Name (Via Princessa, Sierra Hwy.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Include, Ovl), Rights, Min. Green, Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and rows for Via Princessa and Sierra Hwy.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and rows for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Volume, Crit Moves and rows for Capacity Analysis Module.

APPENDIX H
Worksheets For Post-Mitigation Conditions –
Cumulative Impacts



Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Via Princessa						Lost Canyon Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	2

Volume Module:

Base Vol:	0	100	3	160	44	47	66	20	1	0	4	224
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	121	4	193	53	57	80	24	1	0	5	270
Added Vol:	0	222	81	74	204	44	91	15	1	76	12	234
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	343	85	267	257	101	171	39	2	76	17	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	343	85	267	257	101	171	39	2	76	17	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	343	85	267	257	101	171	39	2	76	17	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	0	343	85	267	257	101	171	39	2	76	17	554

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.41	0.59	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.00	2.00
Final Sat.:	1375	3308	817	1375	2750	1375	1375	2603	147	1375	1375	2750

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.19	0.09	0.07	0.12	0.02	0.02	0.06	0.01	0.20
Crit Volume:			142	267			171					277
Crit Moves:			****	****			****					****

PM

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Via Princessa						SR-14 Northbd Ramps													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	2	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	232	63	444	204	0	965	0	186	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	280	76	535	246	0	1163	0	224	0	0	0
Added Vol:	0	665	192	0	899	0	56	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	945	268	535	1145	0	1219	0	336	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	945	268	535	1145	0	1219	0	336	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	945	268	535	1145	0	1219	0	336	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	945	268	589	1145	0	1341	0	336	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	2850	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.19	0.21	0.40	0.00	0.47	0.00	0.24	0.00	0.00	0.00
Crit Volume:		315		294			670			0		
Crit Moves:	****			****			****					

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 152 Level Of Service: C

Street Name:	Via Princessa						SR-14 Southbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	1	0

Volume Module:

Base Vol:	110	649	0	0	394	952	0	0	0	11	3	669
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	133	782	0	0	475	1147	0	0	0	13	4	806
Added Vol:	89	370	0	0	219	50	0	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1152	0	0	694	1197	0	0	0	83	4	806
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1152	0	0	694	0	0	0	0	83	4	806
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1152	0	0	694	0	0	0	0	83	4	806
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Volume:	222	1152	0	0	694	0	0	0	0	83	4	887

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.96	0.04	2.00
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	1366	59	2850

Capacity Analysis Module:

Vol/Sat:	0.16	0.40	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.06	0.06	0.31
Crit Volume:	576				231			0		443		
Crit Moves:	****									****		

JA5126 - Westridge development - Santa Clarita (area)
 Traffic Impact Analysis - Future Volume Assembly from County DPW Model Data (PM Peak)

Growth:
 3.8% x 5 = 1.20

1. Lark Way - Project Access / Lost Canyon Road

PM Peak

Volume Source	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Counts	0	0	34	3	0	0	0	29	0	39	10	1
with Ambient Growth	0	0	41	4	0	0	0	35	0	47	12	1
Future Base Comparison												
Fut. 2010 Growth Link Vol.		41		4				35			60	
Fut. 2010 Model Link Vol.		0		0				0		0	0	
Future Buildout Factor												
Fut. 2030 Model Link Vol.								320			430	
% Incr. from 2010 Model Vol.		-		-	-	0	0	320	0	47	383	-
Future 2030 Base	0	0	41	4	0	0	0	320	0	47	383	1

Inbx Total Vol.

140
0

2. Via Princessa / Lost Canyon Road

PM Peak

Volume Source	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Counts	0	59	10	199	100	64	56	11	0	4	12	189
with Ambient Growth	0	71	12	240	120	77	67	13	0	5	14	228
Future Output Comparison												
Fut. 2010 Growth Link Vol.		83		437				81			247	
Fut. 2010 Model Link Vol.		0		20				0		0	0	
Buildout Output Comparison												
Fut. 2030 Model Turn Vol.	10	210	10	430	390	390	230	80	10	10	30	140
Fut. 2030 Model Link Vol.		230		1210				320			180	
% Incr. from 2010 Model Vol.		-		595.0%				-			-	
Future 2030 Base	10	210	12	430	390	390	230	80	10	10	30	140

848
20

3. Via Princessa / SR-14 Northbound Ramps

PM Peak

Volume Source	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Counts	0	232	63	444	204	0	965	0	186	0	0	0
with Ambient Growth	0	260	76	535	246	0	1,163	0	224	0	0	0
Future Output Comparison												
Fut. 2010 Growth Link Vol.		355		781				1,387			0	
Fut. 2010 Model Link Vol.		10		540				1,000		0	0	
Buildout Output Comparison												
Fut. 2030 Model Turn Vol.	0	530	50	510	700	0	1,150	0	600	0	0	0
Fut. 2030 Model Link Vol.		580		1,210				1,750			0	
% Incr. from 2010 Model Vol.		5700.0%		28.7%				75.0%			-	
Future 2030 Base	0	530	76	535	700	0	1,163	0	600	0	0	0

2,523
1,950

4. Via Princessa / SR-14 Southbound Ramps

PM Peak

Volume Source	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Counts	94	1,032	0	0	567	651	0	0	0	55	1	624
with Ambient Growth	113	1,244	0	0	683	784	0	0	0	66	1	752
Model Output Comparison												
Fut. 2010 Growth Link Vol.		1,357			1,468			0			819	
Fut. 2010 Model Link Vol.		1,000			1,750			0			440	
Buildout Output Comparison												
Fut. 2030 Model Turn Vol.	1000	680	0	0	430	310	0	0	0	80	0	520
Fut. 2030 Model Link Vol.		1,680			740						600	
% Incr. from 2010 Model Vol.		68.0%			57.7%						36.4%	
Future 2030 Base	1000	1,244	0	0	683	784	0	0	0	80	1	752

3,644
3,160

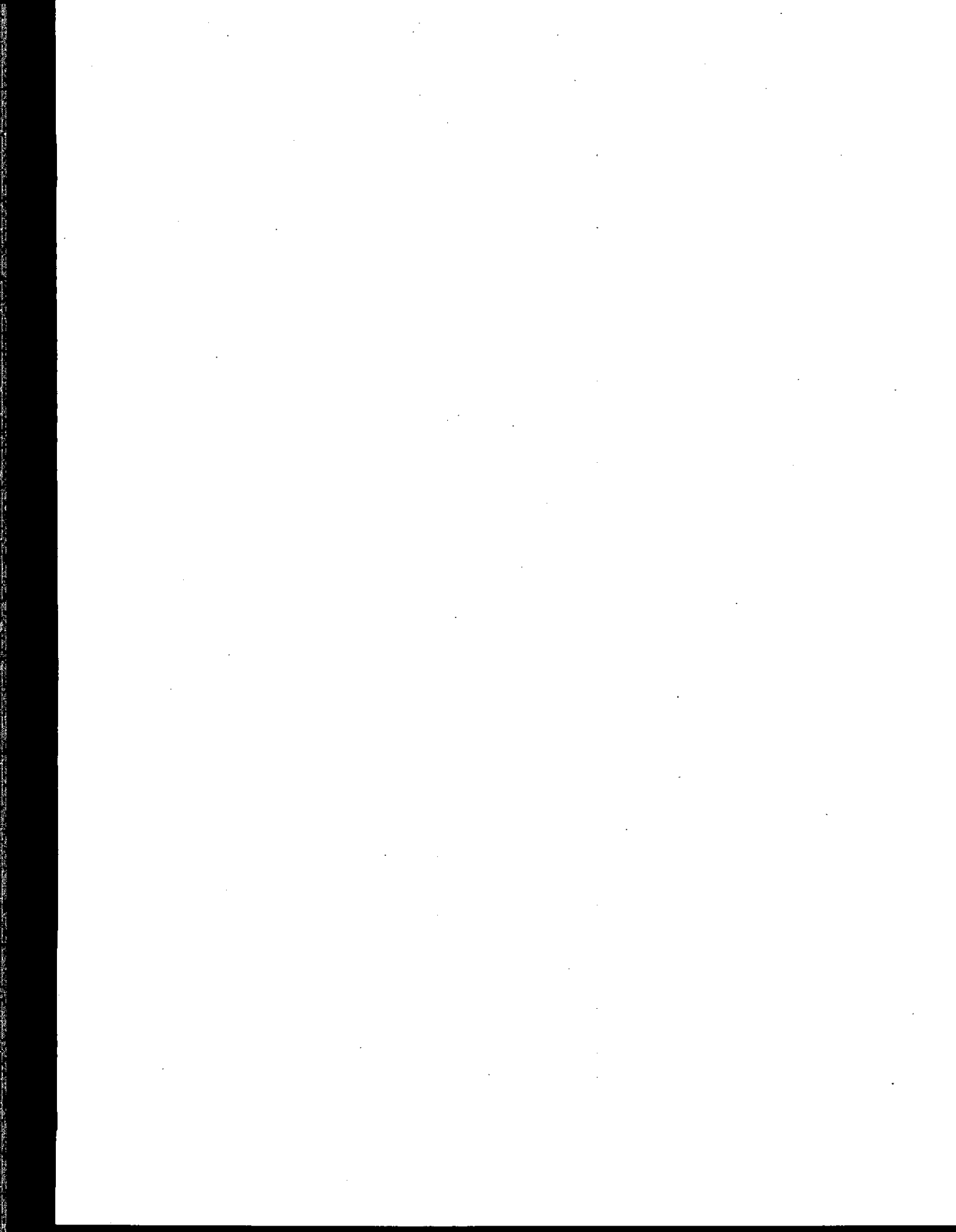
5. Via Princessa / Sierra Highway

PM Peak

Volume Source	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Counts	225	1,089	174	289	925	231	474	644	163	151	428	636
with Ambient Growth	271	1,312	210	348	1,115	278	571	776	196	182	516	765
Model Output Comparison												
Model - Future Turn Output	150	670	320	280	940	180	810	900	750	430	220	80
Future Growth Link Vol.		1,793			1,741			1,544			1,464	
Model 2010 Link Vol.		1,140			1,400			2,460			740	
Buildout Output Comparison												
Fut. 2030 Model Turn Vol.	330	70	830	440	1,410	300	600	800	520	210	700	760
Fut. 2030 Model Link Vol.		1,230			2,150			1,920			1,670	
% Incr. from 2010 Model Vol.		7.9%			53.6%			-22.0%			125.7%	
Future 2030 Base	330	1,312	830	440	1,410	300	600	800	520	210	700	765

6,542
5,740

APPENDIX J
LOS Worksheets for
Buildout (Year 2030) No-Project Conditions



Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with various movement and lane configurations.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module: Table showing critical gap and follow-up time for each approach, with some values marked as 'xxxxx'.

Capacity Module: Table showing conflict volume, potent capacity, move capacity, and volume/capacity for each approach.

Level Of Service Module: Table showing level of service metrics such as 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.390
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Via Princessa Lost Canyon Rd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0 1 0 1
Volume Module:
Base Vol: 201 430 10 193 200 350 480 24 10 10 130 880
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 201 430 10 193 200 350 480 24 10 10 130 880
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 201 430 10 193 200 350 480 24 10 10 130 880
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 201 430 10 193 200 350 480 24 10 10 130 880
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 201 430 10 193 200 350 480 24 10 10 130 880
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 201 430 10 193 200 350 480 24 10 10 130 880
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.93 0.07 1.00 2.00 1.00 1.00 1.41 0.59 1.00 1.00 1.00
Final Sat.: 1375 4031 94 1375 2750 1375 1375 1941 809 1375 1375 1375
Capacity Analysis Module:
Vol/Sat: 0.15 0.11 0.11 0.14 0.07 0.25 0.35 0.01 0.01 0.01 0.09 0.64
Crit Volume: 201 350 480
Crit Moves: ****

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 129 Level Of Service: D

Street Name:	Via Princessa						SR-14 Northbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	1	0	1	1	0	0	0	1

Volume Module:												
Base Vol:	0	1710	80	370	550	0	424	0	280	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1710	80	370	550	0	424	0	280	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1710	80	370	550	0	424	0	280	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1710	80	370	550	0	424	0	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1710	80	370	550	0	424	0	280	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1710	80	370	550	0	466	0	280	0	0	0

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.06	0.26	0.19	0.00	0.16	0.00	0.20	0.00	0.00	0.00
Crit Volume:	570			370			280			0		
Crit Moves:	****			****			****			****		

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.464
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Via Princessa SR-14 Southbd Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Split Phase Split Phase
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 1440 350 0 0 475 1147 0 0 0 90 0 806
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1440 350 0 0 475 1147 0 0 0 90 0 806
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1440 350 0 0 475 1147 0 0 0 90 0 806
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1440 350 0 0 475 0 0 0 0 90 0 806
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1440 350 0 0 475 0 0 0 0 90 0 806
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume: 1440 350 0 0 475 0 0 0 0 90 0 887

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.18 0.00 1.82
Final Sat.: 1425 2850 0 0 4275 1425 0 0 0 263 0 2587

Capacity Analysis Module:
Vol/Sat: 1.01 0.12 0.00 0.00 0.11 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Crit Volume: 1440 158 0 488
Crit Moves: ****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Via Princessa, Sierra Hwy.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and rows for different approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for different approaches.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves for different approaches.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B{ 10.3}

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various approaches.

Critical Gap Module table showing Critical Gp and FollowUpTim for different approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different approaches.

Level of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Via Princessa and Lost Canyon Rd. with North, South, East, and West bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various lanes.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves values.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Via Princessa											
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	Permitted			Protected			Split Phase			Split Phase		
Control:	Include			Include			Include			Include		
Rights:	0	0	0	0	0	0	0	0	0	0	0	0
Min. Green:	0	0	0	1	0	0	1	1	0	0	0	0
Lanes:	0	0	3	0	1	0	1	1	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	530	76	535	700	0	1163	0	600	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	76	535	700	0	1163	0	600	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	530	76	535	700	0	1163	0	600	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	530	76	535	700	0	1163	0	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	76	535	700	0	1163	0	600	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	530	76	535	700	0	1279	0	600	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.05	0.38	0.25	0.00	0.45	0.00	0.42	0.00	0.00	0.00
Crit Volume:	177			535			640			0		
Crit Moves:	****			****			****			****		

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.180
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Via Princessa SR-14 Southbd Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 1000 1244 0 0 683 784 0 0 0 80 1 752
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1000 1244 0 0 683 784 0 0 0 80 1 752
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1000 1244 0 0 683 784 0 0 0 80 1 752
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1000 1244 0 0 683 0 0 0 0 80 1 752
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1000 1244 0 0 683 0 0 0 0 80 1 752
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume: 1000 1244 0 0 683 0 0 0 0 80 1 827

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.17 0.01 1.82
Final Sat.: 1425 2850 0 0 4275 1425 0 0 0 251.3 3 2596

Capacity Analysis Module:
Vol/Sat: 0.70 0.44 0.00 0.00 0.16 0.00 0.00 0.00 0.00 0.32 0.32 0.32
Crit Volume: 1000 228 0 454
Crit Moves: **** **** ****

Westshire Residential Development
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 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.274
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa					Sierra Hwy.									
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected					Protected					Protected				
Rights:	Include					Ovl					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	2	0	2

Volume Module:

Base Vol:	330	1312	830	440	1410	300	600	800	520	210	700	766
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1312	830	440	1410	300	600	800	520	210	700	766
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	1312	830	440	1410	300	600	800	520	210	700	766
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1312	830	440	1410	300	600	800	520	210	700	766
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1312	830	440	1410	300	600	800	520	210	700	766
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.10
FinalVolume:	363	1312	830	484	1410	330	660	800	520	231	700	843

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	2750	2750	4125	1375	2750	2750	2750

Capacity Analysis Module:

Vol/Sat:	0.13	0.32	0.60	0.18	0.34	0.12	0.24	0.19	0.38	0.08	0.25	0.31
Crit Volume:	830			242			330			350		
Crit Moves:	****			****			****			****		



APPENDIX K
LOS Worksheets for
Buildout (Year 2030) + Project Conditions

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E[35.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include Lark Wy.-Proj. and Lost Canyon Rd. with sub-rows for North, South, East, and West bounds.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.439
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						Lost Canyon Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	201	430	10	193	200	350	480	24	10	10	130	880
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	430	10	193	200	350	480	24	10	10	130	880
Added Vol:	0	0	0	0	0	12	56	2	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	430	10	193	200	362	536	26	11	10	131	880
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	430	10	193	200	362	536	26	11	10	131	880
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	430	10	193	200	362	536	26	11	10	131	880
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	430	10	193	200	362	536	26	11	10	131	880

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.00	1.00	1.00	1.41	0.59	1.00	1.00	1.00
Final Sat.:	1375	4031	94	1375	2750	1375	1375	1932	818	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.11	0.14	0.07	0.26	0.39	0.01	0.01	0.01	0.10	0.64
Crit Volume:	201					362	536					880
Crit Moves:	****					****	****					****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Street Name: Via Princessa SR-14 Northbd Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 3 0 1 1 0 2 0 0 1 1 0 0 0 0

Volume Module:
Base Vol: 0 1710 80 370 550 0 424 0 280 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1710 80 370 550 0 424 0 280 0 0 0
Added Vol: 0 47 9 0 9 0 0 0 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1757 89 370 559 0 424 0 283 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1757 89 370 559 0 424 0 283 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1757 89 370 559 0 424 0 283 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1757 89 370 559 0 466 0 283 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 1.00 2.00 0.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 4275 1425 1425 2850 0 2850 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.41 0.06 0.26 0.20 0.00 0.16 0.00 0.20 0.00 0.00 0.00
Crit Volume: 586 370 283 0
Crit Moves: **** **** ****

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.475
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						SR-14 Southbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	1

Volume Module:

Base Vol:	1440	350	0	0	475	1147	0	0	0	90	0	806
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1440	350	0	0	475	1147	0	0	0	90	0	806
Added Vol:	12	34	0	0	7	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1452	384	0	0	482	1147	0	0	0	92	0	806
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1452	384	0	0	482	0	0	0	0	92	0	806
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1452	384	0	0	482	0	0	0	0	92	0	806
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	1452	384	0	0	482	0	0	0	0	92	0	887

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.19	0.00	1.81
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	268	0	2582

Capacity Analysis Module:

Vol/Sat:	1.02	0.13	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Volume:	1452				161			0				489
Crit Moves:	****				****							****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Via Princessa Sierra Hwy.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 2 2 0 3 0 2

Volume Module:
Base Vol: 530 1164 74 196 947 513 335 336 180 150 950 670
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 530 1164 74 196 947 513 335 336 180 150 950 670
Added Vol: 3 9 22 0 2 0 0 0 1 5 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 533 1173 96 196 949 513 335 336 181 155 950 670
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 533 1173 96 196 949 513 335 336 181 155 950 670
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 533 1173 96 196 949 513 335 336 181 155 950 670
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.10
FinalVolume: 586 1173 96 216 949 564 369 336 181 171 950 737

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 2.00 2.00 3.00 1.00 2.00 2.00 2.00
Final Sat.: 2750 4125 1375 2750 4125 2750 2750 4125 1375 2750 2750 2750

Capacity Analysis Module:
Vol/Sat: 0.21 0.28 0.07 0.08 0.23 0.21 0.13 0.08 0.13 0.06 0.35 0.27
Crit Volume: 293 316 184 475
Crit Moves: ****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[19.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Lark Wy.-Proj. (North/South Bound) and Lost Canyon Rd. (East/West Bound).

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and rows for Lark Wy.-Proj. and Lost Canyon Rd.

Table with columns for Critical Gap Module (Critical Gp, FollowUpTim) and rows for Lark Wy.-Proj. and Lost Canyon Rd.

Table with columns for Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and rows for Lark Wy.-Proj. and Lost Canyon Rd.

Table with columns for Level of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and rows for Lark Wy.-Proj. and Lost Canyon Rd.

Note: Queue reported is the number of cars per lane.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Table with columns for Street Name (Via Princessa, Lost Canyon Rd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various categories.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. across various categories.

Table for Capacity Analysis Module showing Vol/Sat, Crit Volume, and Crit Moves across various categories.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #3 Via Princessa / SR-14 Northbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Via Princessa SR-14 Northbd Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	1	0	1	1	0	0	0	1

Volume Module:

Base Vol:	0	530	76	535	700	0	1163	0	600	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	76	535	700	0	1163	0	600	0	0	0
Added Vol:	0	22	4	0	41	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	552	80	535	741	0	1163	0	612	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	552	80	535	741	0	1163	0	612	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	552	80	535	741	0	1163	0	612	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	552	80	535	741	0	1279	0	612	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	1425	2850	0	2850	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.06	0.38	0.26	0.00	0.45	0.00	0.43	0.00	0.00	0.00
Crit Volume:		184		535			640			0		
Crit Moves:		****		****			****					

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.195
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Via Princessa SR-14 Southbd Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 1000 1244 0 0 683 784 0 0 0 80 1 752
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1000 1244 0 0 683 784 0 0 0 80 1 752
Added Vol: 6 16 0 0 32 0 0 0 0 9 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1006 1260 0 0 715 784 0 0 0 89 1 752
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1006 1260 0 0 715 0 0 0 0 89 1 752
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1006 1260 0 0 715 0 0 0 0 89 1 752
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume: 1006 1260 0 0 715 0 0 0 0 89 1 827

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.19 0.01 1.80
Final Sat.: 1425 2850 0 0 4275 1425 0 0 0 277 3 2570

Capacity Analysis Module:
Vol/Sat: 0.71 0.44 0.00 0.00 0.17 0.00 0.00 0.00 0.00 0.32 0.32 0.32
Crit Volume: 1006 238 0 459
Crit Moves: **** **** ****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Via Princessa / Sierra Hwy.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.281
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Via Princessa Sierra Hwy.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 2 2 0 3 0 1 2 0 2 0 2

Volume Module:
Base Vol: 330 1312 830 440 1410 300 600 800 520 210 700 766
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 330 1312 830 440 1410 300 600 800 520 210 700 766
Added Vol: 1 4 10 0 9 0 0 0 3 21 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 331 1316 840 440 1419 300 600 800 523 231 700 766
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 331 1316 840 440 1419 300 600 800 523 231 700 766
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 331 1316 840 440 1419 300 600 800 523 231 700 766
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.10
FinalVolume: 364 1316 840 484 1419 330 660 800 523 254 700 843

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 2.00 2.00 3.00 1.00 2.00 2.00 2.00
Final Sat.: 2750 4125 1375 2750 4125 2750 2750 4125 1375 2750 2750 2750

Capacity Analysis Module:
Vol/Sat: 0.13 0.32 0.61 0.18 0.34 0.12 0.24 0.19 0.38 0.09 0.25 0.31
Crit Volume: 840 242 330 350
Crit Moves: **** **

APPENDIX L
Worksheets For Post-Mitigation Conditions –
Buildout Period Project Impacts

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Cycle (sec): , 100 Critical Vol./Cap.(X): 0.417
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Street Name:	Lark Wy.-Proj.			Lost Canyon Rd.								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	1	0	82	0	0	0	0	450	60	33	467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	82	0	0	0	0	450	60	33	467	0
Added Vol:	0	0	0	59	0	3	1	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	82	59	0	3	1	450	60	33	467	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	82	59	0	3	1	450	60	33	467	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	82	59	0	3	1	450	60	33	467	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	82	59	0	3	2	450	60	33	467	12

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.95	0.00	0.05	0.01	0.99	1.00	1.00	1.00	1.00
Final Sat.:	1500	0	1500	1427	0	73	3	1497	1500	1500	1500	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.05	0.04	0.00	0.04	0.30	0.30	0.04	0.02	0.31	0.01
Crit Volume:			82	59			451		33			
Crit Moves:			****	****			****		****			

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

Street Name:	Lark Wy.-Proj.						Lost Canyon Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	41	0	0	0	0	320	0	47	383	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	41	0	0	0	0	320	0	47	383	0
Added Vol:	0	0	0	28	0	1	3	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	41	28	0	1	3	320	0	47	383	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	41	28	0	1	3	320	0	47	383	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	41	28	0	1	3	320	0	47	383	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	41	28	0	1	6	320	0	47	383	56

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.97	0.00	0.03	0.01	0.99	1.00	1.00	1.00	1.00
Final Sat.:	0	1500	1500	1448	0	52	14	1486	1500	1500	1500	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.03	0.02	0.00	0.02	0.22	0.22	0.00	0.03	0.26	0.04
Crit Volume:			41	28			3			383		
Crit Moves:			****	****			****			****		

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						Lost Canyon Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	2

Volume Module:

Base Vol:	201	430	10	193	200	350	480	24	10	10	130	880
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	430	10	193	200	350	480	24	10	10	130	880
Added Vol:	0	0	0	0	0	12	56	2	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	430	10	193	200	362	536	26	11	10	131	880
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	430	10	193	200	362	536	26	11	10	131	880
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	430	10	193	200	362	536	26	11	10	131	880
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Volume:	201	430	10	193	200	362	536	26	11	10	131	968

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.00	1.00	1.00	1.41	0.59	1.00	1.00	2.00
Final Sat.:	1375	4031	94	1375	2750	1375	1375	1932	818	1375	1375	2750

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.11	0.14	0.07	0.26	0.39	0.01	0.01	0.01	0.10	0.35
Crit Volume:	201					362	536					484
Crit Moves:	****					****	****					****

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JAS126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Via Princessa / Lost Canyon Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 58 Level Of Service: B

Street Name:	Via Princessa						Lost Canyon Rd.					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	2

Volume Module:	10	210	12	430	390	390	230	80	10	10	30	140
Base Vol:	10	210	12	430	390	390	230	80	10	10	30	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	12	430	390	390	230	80	10	10	30	140
Added Vol:	1	0	0	0	0	53	26	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	210	12	430	390	443	256	81	10	10	32	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	210	12	430	390	443	256	81	10	10	32	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	210	12	430	390	443	256	81	10	10	32	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Volume:	11	210	12	430	390	443	256	81	10	10	32	154

Saturation Flow Module:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.00	2.00
Final Sat.:	1375	3902	223	1375	2750	1375	1375	2448	302	1375	1375	2750

Capacity Analysis Module:	0.01	0.05	0.05	0.31	0.14	0.32	0.19	0.03	0.03	0.01	0.02	0.06
Vol/Sat:	0.01	0.05	0.05	0.31	0.14	0.32	0.19	0.03	0.03	0.01	0.02	0.06
Crit Volume:			74		430		256					77
Crit Moves:			****		****		****					****

AM

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						SR-14 Southbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	1	0

Volume Module:

Base Vol:	1440	350	0	0	475	1147	0	0	0	90	0	806
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1440	350	0	0	475	1147	0	0	0	90	0	806
Added Vol:	12	34	0	0	7	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1452	384	0	0	482	1147	0	0	0	92	0	806
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1452	384	0	0	482	0	0	0	0	92	0	806
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1452	384	0	0	482	0	0	0	0	92	0	806
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	1452	384	0	0	482	0	0	0	0	92	0	887

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	1425	0	2850

Capacity Analysis Module:

Vol/Sat:	1.02	0.13	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.06	0.00	0.31
Crit Volume:	1452			161			0			443		
Crit Moves:	****			****						****		

PM

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Via Princessa / SR-14 Southbd Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.163
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Via Princessa						SR-14 Southbd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	1	0

Volume Module:

Base Vol:	1000	1244	0	0	683	784	0	0	0	80	1	752
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1000	1244	0	0	683	784	0	0	0	80	1	752
Added Vol:	6	16	0	0	32	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1006	1260	0	0	715	784	0	0	0	89	1	752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1006	1260	0	0	715	0	0	0	0	89	1	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1006	1260	0	0	715	0	0	0	0	89	1	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Volume:	1006	1260	0	0	715	0	0	0	0	89	1	827

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	1425	2850	0	0	4275	1425	0	0	0	1409	16	2850

Capacity Analysis Module:

Vol/Sat:	0.71	0.44	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.06	0.06	0.29
Crit Volume:	1006				238			0				414
Crit Moves:	****				****							****

APPENDIX M
Memorandum of Understanding with LACDPW

SCOPING FOR TRAFFIC STUDY



Project Name: Heather Ridge II, Santa Clarita

This Memorandum of Understanding (MOU) acknowledges Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD) requirements of traffic impact analysis for the project and is subject to change:

Project Address:	[unknown] - Tract 47200-02 - Lots 76,77,78 former site for proposed Fair Oaks Ranch Comm. Retail Ctr.		
Project Description:	Construction of 170 residential condominiums		
City:	LA County, near Santa Clarita		
Project Buildout Year:	2010	Ambient or CMP Growth Rate per Year:	3.8%
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Via Princessa		
Xtn E/W Street Name:	Lost Canyon Road		
Thomas Gulde Pg+Grid:	4641	Los Angeles County Supervisorial District:	5

	Consultant	Developer
Company:	Katz, Okitsu & Associates	Pardee Construction Company
Name:	Brian A. Marchetti, AICP	Craig Young - Sikand Engineering (applicant)
Address:	1055 Corporate Ctr. Dr., Suite 300	15230 Burbank Boulevard
City, State, Zip Code:	Monterey Park, CA 91754-7642	Van Nuys, CA 91411
Phone #:	323-260-4703	818-787-8550
Fax #:	323-260-4705	
Email:	bam@altrionet.com	

By: *Brian A. Marchetti* Reviewed By: *Patrick Arakawa*
 Print Name: BRIAN A. MARCHETTI 05/30/05 Print Name: Patrick Arakawa 6/23/05
 Consultant/Developer's Date TLD's Representative Date
 Representative

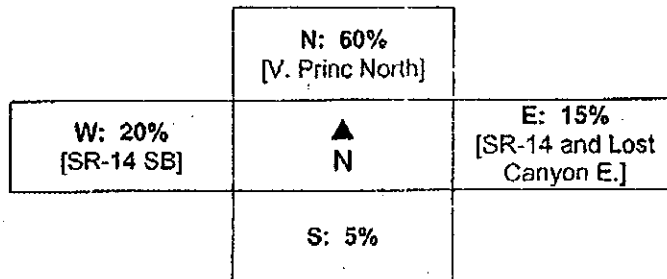
SCOPING FOR TRAFFIC STUDY



Project Name: Heather Ridge II, Santa Clarita

1. Traffic Distribution: Figure(s) illustrating project trip distribution in percentages and volumes at the studied intersections analyzed.

[same as that utilized for Golden Valley Ranch project - also see Attachment A]



Trip Credit: Exact amount of credit subject to approval by TLD.

Transportation Demand Management (TDM)	Yes/no	None
Existing Active Land Use	Yes/no	None
Previous Land Use	Yes/no	None
Internal Trip Reduction	Yes/no	None
Pass-by Trip Reduction	Yes/no	None

SCOPING FOR TRAFFIC STUDY



Project Name: Heather Ridge II, Santa Clarita

2. Trip Generation

Trip Generation Rate(s) Source:		Edition:								
Land Use		I - Institute of Transportation Engineers; S - San Diego Traffic Generators; C - County; O - Other: LA County 1997 Traffic Impact Analysis Guidelines								
Land Use Code	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
					In	Out	In	Out	In	Out
O	Condominiums/Townhomes	170	Avg	1,360	10	82	80	44	N/A	N/A

* - Average Vehicle Trip Ends.

SCOPING FOR TRAFFIC STUDY



Project Name: Heather Ridge II, Santa Clarita

3. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

Xun #	% County	Thomas Guide Page+Grid	N+ S/E--W Street Name	City	Signalized	CMP
1	100%	4551 J5	Via Princessa / SR-14 Southbound Ramps	LA County	Yes/no	Yes/no
2	100%	4551 J5	Via Princessa / SR-14 Northbound Ramps	LA County	Yes/no	Yes/no
3	100%	4551 J5	Via Princessa / Lost Canyon Road	LA County	Yes/no	Yes/no
4	100%	4551 J5	Lost Canyon Rd / Via Princessa / Lark Way -- Project Access	LA County	Yes/no	Yes/no
5	0%	4551 C4	Via Princessa / Sierra Highway	City of Santa Clarita	Yes/no	Yes/no

Cities to be consulted: City of Santa Clarita

SCOPING FOR TRAFFIC STUDY



Project Name:	Heather Ridge II. Santa Clarita
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4. Related Projects: Consultant should check with Los Angeles County Department of Regional Planning and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to TLD for our review and approval before being incorporated in the study.

5. Congested Management Program (CMP): A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study. Where the project meets the criteria established in the Transportation Impact Analysis (TIA section of the County of Los Angeles' CMP TIA Land Use Analysis Guidelines, a CMP analysis must be prepared. At a minimum, the geographic area examined in the TIA must include the following:

- All CMP arterial monitoring intersections (see Appendix A, exhibit A-2, page A-15 of the 2002 Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.
- Main line freeway monitoring locations (see Chapter 2, exhibit 2-4, page 16 of the 2002 Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.

A copy of the 2002 CMP Land Use Analysis Guidelines can be obtained by calling the CMP Hotline at (213) 922-2830.

6. Freeway Analysis: The potential traffic impact on the following Freeway(s) must be considered.
 Antelope Valley (SR 14) Freeway

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf>. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using the County of Los Angeles' CMP Land Use Analysis Guidelines.

SCOPING FOR TRAFFIC STUDY



Project Name:	Heather Ridge II, Santa Clarita
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7. Other:


For the proposed project and/or cumulative mitigation measures, a feasibility study, cost estimate, and conceptual plan (including signing and striping plans, signal plans, etc.) for the improvements shall be included in the study for review and approval.
A 40-foot-scale site plan shall be submitted to Public Works for review and approval.

This analysis must follow the most current Traffic Impact Analysis Report Guidelines.

SCOPING FOR TRAFFIC STUDY



Project Name: Heather Ridge II, Santa Clarita

Please return signed page 1 of 8 in person, by Mail or by Fax			
In Person		By Mail	
Los Angeles County Department of Public Works Traffic and Lighting Division, Traffic Studies Section, Traffic Studies Unit 1000 South Fremont Avenue Alhambra, CA 91803-8800		Los Angeles County Department of Public Works Traffic and Lighting Division, Traffic Studies Section, Traffic Studies Unit P.O. Box 1460 Alhambra, CA 91802-1460	
			
Our building, on the left with parking structure on the right. Check the following web site, for additional information: http://www.thealhabra.net/index.asp			
By Fax			
Processing Engineer	Telephone No.	Fax No.	E-Mail Address
James CHON, P.E.	(626) 300-4721	(626) 300-4736	jchon@ladpw.org
Lani ALFONSO, P.E.	(626) 300-4748		lalfonso@ladpw.org
Suen Fei LAU, P.E.	(626) 300-4820		sflau@ladpw.org
Gary HILLIARD	(626) 300-4769		ghilliard@ladpw.org
Patrick ARAKAWA, P.E.	(626) 300-4867		parakawa@ladpw.org
Marian TADROUS	(626) 300-4848		mtadrous@ladpw.org
Kristin NORMAN	(626) 300-4766		knorman@ladpw.org



**LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION
APPLICATION FOR ENVIRONMENTAL IMPACT REPORT
TRAFFIC STUDY REVIEW SERVICES, ORDINANCE NO. 91-0101**

Road Fund No:	B03	Revenue Source	9254	Program No:	R291
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Department Receipt No.:		Date:	6/23/2005
Project No.:		Studies No.:	EIR05137
Project Name:	Heather Ridge II		
Applicant/Engineer:	Brian A. Marchetti	Telephone No.:	323-260-4703
Company:	Katz, Okitsu & Associates	Fax No.:	323-260-4705
Address:	1055 Corporate Center Drive, Suite 300		
City:	Monterey Park	Zip:	917-4-7642

The traffic study (TS, required as part of the environmental review process, has been received. Before a traffic study review can begin, the indicated fee must be paid to this Department. The fee may be paid in person or mailed to:

In Person	By Mail
Cashier, Mezzanine (626) 458-6399 Los Angeles County Department of Public Works 900 South Fremont Avenue Alhambra, CA 91803-1331	Cashier, Mezzanine Los Angeles County Department of Public Works P.O. Box 1460 Alhambra, CA 91802-1460

Please return this form along with your payment to insure proper credit to your account. Make check payable to the Los Angeles County Department of Public Works.

TS review fees are based on the number of Average Daily Trips (ADT's) generated by the project and for six traffic conditions as indicated on page 5 of our 1997 guidelines, as follows:

ADT's	**FEE (Effective March 1, 2005)*
1 - 1,000	\$1,398
1,001 - 5,000	\$2,794
5,001 - 10,000	\$3,496
10,001 and over	\$4,194
ADT For This Project: 1,360	Fee: \$2,794

* For additional information, http://planning.co.la.ca.us/drp_fees.html#filingFees. **Additional fee: required for additional traffic conditions/phases, and for 3rd & alternating subsequent reviews of the study for the same project.

Processing Engineer	Telephone No.	Fax No.	E-Mail Address
James CHON, P.E.	(626) 300-4721	(626) 300-4736	jchon@ladpw.org
Lani ALFONSO, P.E.	(626) 300-4748		lalfonso@ladpw.org
Suen Fei LAU, P.E.	(626) 300-4820		sflau@ladpw.org
Gary HILLIARD	(626) 300-4769		ghilliard@ladpw.org
Patrick ARAKAWA, P.E.	(626) 300-4867		parakawa@ladpw.org
Marian TADROUS	(626) 300-4848		mtadrous@ladpw.org
Kristin NORMAN	(626) 300-4766		knorman@ladpw.org

cc: Cashier Note: Normal review time is 6-8 weeks after review fee is paid and receipt is received by Studies Unit.
 P:\pub\WPFILES\FILES\STUK\Kristin\Studies\TSS\Heather Ridge.doc Up dated 3/1/05

APPENDIX N
Signal Warrant Worksheets

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	??? / ???	No / No

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	1	0			82	0	0			0	0	66			2	33	61			0
ApproachDel:	8.9				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=245]

FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	1	0	0	82	0	0	0	0	0	66	2		33	61	0					
Major Street Volume:	162																			
Minor Approach Volume:	83																			
Minor Approach Volume Threshold:	1157																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol] No / No
	Base Met [Del / Vol] ?? / ??		
# 1 Lark Wy.-Proj. / Lost Canyon Rd.			

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled											
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	0	0	41	0	0	0	0	162	0	47	142	0									
ApproachDel:	9.2			xxxxxx			xxxxxx			xxxxxx											

Approach[northbound] [lanes=2] [control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=41]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3] [total volume=392]

FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	0	0	41		0	0	0		0	162	0		47	142	0					

Major Street Volume: 351
Minor Approach Volume: 41
Minor Approach Volume Threshold: 824

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	??? / ???	No / No

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0
Initial Vol:	1	0	82	59	0	3	1	66	2	33	61	12
ApproachDel:	8.9			11.0			xxxxxx			xxxxxx		

 Approach[northbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=83]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=320]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

 Approach[southbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=62]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=320]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1
Initial Vol:	1	0	82	59	0	3	1	66	2	33	61	12

Major Street Volume: 175
 Minor Approach Volume: 83
 Minor Approach Volume Threshold: 1124

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	??? / ???	No / No

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 1 0 0 1	0 0 1 0 0	0 1 0 0 1	1 0 1 0 1
Initial Vol:	0 0 41	28 0 1	3 162 0	47 142 56
ApproachDel:	9.2	12.4	xxxxxx	xxxxxx

Approach[northbound] [lanes=2] [control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=41]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=480]

FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Approach[southbound] [lanes=1] [control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=480]

FAIL - Total volume less than 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	0	1	0	1	0	1	0	1
Initial Vol:	0	0	41	28	0	1	3	162	0	47	142	56

Major Street Volume: 410
 Minor Approach Volume: 41
 Minor Approach Volume Threshold: 758

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	??? / ???	No / No

 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound								
Movement:	L	T	R		L	T	R		L	T	R		L	T	R						
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled								
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1	
Initial Vol:	1	0	82		0	0	0	0	0	450	60		33	467	0						
ApproachDel:	11.9				xxxxxx				xxxxxx				xxxxxx								

 Approach[northbound] [lanes=2] [control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1093]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	1	0	82		0	0	0		0	450	60		33	467	0					

Major Street Volume: 1010
 Minor Approach Volume: 83
 Minor Approach Volume Threshold: 370

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	?? / ??	No / No

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	0	0	0	41	0	0	0	0	0	320	0	0	47	383	0	0				
ApproachDel:	10.3				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=41]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=791]

SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Lanes:	0	1	0	0	1	0	0	0	1	0	1	1	0	1	0	1
Initial Vol:	0	0	41	0	0	0	0	320	0	47	383	0				
Major Street Volume:	750															
Minor Approach Volume:	41															
Minor Approach Volume Threshold:	498															

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	??? / ???	No / No

Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1168]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=62]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1168]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1
Initial Vol:	1	0	82	59	0	3	1	450	60	33	467	12
Major Street Volume:	1023											
Minor Approach Volume:	83											
Minor Approach Volume Threshold:	364											

SIGNAL WARRANT DISCLAIMER

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Westshire Residential Development
Traffic Impact Analysis - May, 2006
Katz, Okitsu & Associates (JA5126)

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 Lark Wy.-Proj. / Lost Canyon Rd.	???	???	No / No

Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Delay Signal Warrant Report

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	1	0	1	0	1
Initial Vol:	0	0	41		28		0		1	3	320		0		47	383		56		
ApproachDel:	10.3				19.6				xxxxxxx				xxxxxxx							

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=41]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=879]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=29]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=879]

SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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 Westshire Residential Development
 Traffic Impact Analysis - May, 2006
 Katz, Okitsu & Associates (JA5126)

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Lark Wy.-Proj. / Lost Canyon Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	1	0	1	0	1
Initial Vol:	0	0	41		28	0	1		3	320	0		47	383	56					

Major Street Volume: 809
 Minor Approach Volume: 41
 Minor Approach Volume Threshold: 465

SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Appendix G
Greenhouse Gases / Global
Warming



Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\cis\Application Data\Urbemis\Version9a\Projects\Canyon Park Condo GHG.urb9

Project Name: Canyon Park Revised

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	8.99	1.64	2.29	0.00	0.00	0.00	2,067.87

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	8.84	11.28	102.51	0.10	16.88	3.29	10,103.37

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	17.83	12.92	104.80	0.10	16.88	3.29	12,171.24

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Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\cls\Application Data\Urbemis\Version9a\Projects\Canyon Park GHG.urb9

Project Name: Canyon Park GHG

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.68	0.83	2.28	0.00	0.00	0.00	978.77

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	24.42	36.39	316.51	0.33	54.33	10.58	32,234.27

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	25.10	37.22	318.79	0.33	54.33	10.58	33,213.04

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**CALCULATION OF METHANE AND N2O EMISSIONS
VEHICLES:**

From URBEMIS 2007:

Vehicle Emissions = 10100 lbs/day of CO2 for condos
32200 lbs/day of CO2 for commercial

From Table 6 California Greenhouse Gas Emissions and Sink Summary

in 2004 transportation fossil fuel combustion was 188 MMT CO2
Mobile source combustion 0.6 MMT CH4 as eCO2
Mobile Source Combustion 11.8 MMT N2O as eCO2

So for Mobile sources... CH4 emission = 0.32 percent of CO2 Emissions as eCO2
N2O emissions = 6.28 percent of CO2 Emissions as eCO2

For Condos: CH4 emissions = 32.32 pounds CH4/day as eCO2
N2O emissions = 634.28 as eCO2

For commercial: CH4 emissions = 103.04 pounds CH4/day as eCO2
N2O emissions = 2022.16 as eCO2

Space Heating:

From URBEMIS 2007:

Natural Gas = 2070 lbs/day of CO2 for condos
976 lbs/day of CO2 for commercial

From Table 6 California Greenhouse Gas Emissions and Sink Summary

in 2004 residential fossil fuel combustion was

27.9 MMT CO2

Stationary source combustion
 Stationary Source Combustion

1.3 MMT CH4 as eCO2
 0.2 MMT N2O as eCO2

So for Stationary sources...
 CH4 emission = 4.66 percent of CO2 Emissions as eCO2
 N2O emissions = 0.72 percent of CO2 Emissions as eCO2

For Condos:
 CH4 emissions = 96.46 pounds CH4/day as eCO2
 N2O emissions = 14.90 as eCO2

For commercial:
 CH4 emissions = 45.48 pounds CH4/day as eCO2
 N2O emissions = 7.03 as eCO2

Landscape Maintenance:

From URBEMIS 2007:

Landscape Emissions
 2.75 lbs/day of CO2 for condos
 2.75 lbs/day of CO2 for commercial

From Table 6 California Greenhouse Gas Emissions and Sink Summary

in 2004 transportation fossil fuel combustion was
 Mobile source combustion 188 MMT CO2
 Mobile Source Combustion 0.6 MMT CH4 as eCO2
 11.8 MMT N2O as eCO2

So for Mobile sources...
 CH4 emission = 0.32 percent of CO2 Emissions as eCO2
 N2O emissions = 6.28 percent of CO2 Emissions as eCO2

For Condos:
 CH4 emissions = 0.01 pounds CH4/day as eCO2
 N2O emissions = 0.17 as eCO2

For commercial:
 CH4 emissions = 0.01 pounds CH4/day as eCO2
 N2O emissions = 0.17 as eCO2

Executive Summary
1. Introduction
2. The Science of Climate Change
3. The Impacts of Climate Change
4. The Causes of Climate Change
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6. The Response Options
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8. The Role of the International Community
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11. The Role of the Media
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17. The Role of the Fashion Industry
18. The Role of the Food Industry
19. The Role of the Energy Industry
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40. The Role of the Retail Industry
41. The Role of the Hospitality Industry
42. The Role of the Travel Industry

Report on Global Climate Change



REPORT ON GLOBAL CLIMATE CHANGE

The Greenhouse Effect

The greenhouse effect is the process in which the emission of infrared radiation by the atmosphere warms a planet's surface. When solar radiation from the sun reaches the Earth, much of it penetrates the atmosphere to ultimately reach the Earth's surface. This solar radiation is absorbed by the Earth's surface and then re-emitted as heat in the form of infrared radiation. While GHGs in the atmosphere let solar radiation through, they trap infrared radiation, resulting in the warming of the Earth's atmosphere.

The Earth's greenhouse effect has existed far longer than humanity and has played a key role in the development of life. Concentrations of major GHGs, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and water vapor (H₂O) have been naturally present at relatively stable levels in the atmosphere adequate to keep temperatures on Earth hospitable for organisms. Without these GHGs, the Earth's temperature would be too cold for life to exist. In addition to these natural gases, man-made GHGs include fluorinated gases such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆); and criteria pollutants, including carbon monoxide (CO), nitrogen oxides (NO_x), nonmethane volatile organic compounds (NMVOCs), and sulfur dioxide (SO₂).

Global Warming

Global warming is a term used to describe recent increases in the average temperature of the Earth's near-surface air and oceans. General scientific consensus now acknowledges that global warming is occurring, future warming can be expected, and most of the increase is very likely due to the observed increase in anthropogenic (or human-caused) greenhouse gas (GHG) emissions.¹ Remaining scientific uncertainties include the degree of climate change expected in the future, and how those changes will vary from region to region around the globe.

Increases in globally-averaged temperatures may have secondary impacts, including: sea level rise and fall; changes in the frequency and intensity of extreme weather events; changes in agricultural yields; glacier retreat; reduced summer streamflows; and species extinctions.

Like many human activities, construction and human occupation of housing causes GHG emissions. GHG emissions can result from construction equipment and vehicles, consumption of natural gas, electricity, and water, and resident vehicle trips.

¹ Intergovernmental Panel of Climate Change. February 5, 2007. *Climate Change 2007: The Physical Science Basis: Summary for Policymakers: Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change.*

GHG Emissions in California

In 2004, California emitted 0.492 billion tons of CO₂ equivalents (CO₂e)², including imported electricity and excluding combustion of international fuels and carbon sinks or storage. California is the second largest emitter of GHGs in the United States and twelfth to sixteenth largest in the world.³

However, because California is so large, it has one of the lowest per capita GHG emission rates in the country. In 2001, California ranked fourth lowest of the 50 states in CO₂ emissions per capita from fossil fuel combustion per unit of gross state product.⁴

In 2004, 81 percent of GHG emissions from California were comprised of CO₂ emissions from fossil fuel combustion. 2.8 percent were from other sources of CO₂, 5.7 percent were from methane, and 6.8 percent were from nitrous oxide. The remaining sources of GHG emissions were high Global Warming Potential⁵ gases, at 2.9 percent.⁶

Transportation accounts for the highest percentage of GHG emissions in California (approximately 41 percent). Electric power accounts for approximately 22 percent, industrial uses account for approximately 20 percent and agricultural/forestry accounts for 8.3 percent. "Others," which includes residential and other activities, accounts for 8.3 percent of the GHG emissions in California.⁷

Current Scientific Consensus on the Speculative Nature of Potential Impacts Resulting From GHG Emissions

There is no doubt that human activities cause emission of GHGs into the atmosphere. However, emission of GHGs into the atmosphere is not in itself an adverse environmental impact. The impact, if any, occurs from any secondary impacts caused by increased concentrations of GHGs in the atmosphere.

There is little scientific evidence that establishes to a level of certainty that many of the commonly anticipated consequences of climate change (e.g., sea level rise, loss of snow pack, severe weather events) will occur, or where and how these impacts would occur. There is also uncertainty on what the potential environmental impacts of the incremental increase in GHG

² GHG emissions are typically measured in terms of pounds or tons CO₂ equivalents (CO₂e).

³ See *Inventory of California GHG Emissions and Sinks: 1990 to 2004, Staff Final Report*, prepared by the California Energy Commission (December 2006) ("California Inventory").

⁴ *Id.*

⁵ Global Warming Potential (GWP) is a measure of how much a given mass of GHG is estimated to contribute to global warming. It is a relative scale that compares the gas in question to that same mass of CO₂ (whose GWP is by definition 1).

⁶ *Id.*

⁷ *California Inventory*, Figure 3.

emissions from an individual development project would be, and how and whether such impacts should be determined to be significant.

Even if impacts were discernible, scientific technology cannot yet accurately project future climate trends, much less the likely adverse environmental impacts resulting from those trends. Models designed to understand global trends do not have the fidelity or resolution to provide detailed information on localized temperature, precipitation, or biological conditions. Predicting the future conditions within the major bioregions of California, not to mention in Los Angeles County, are beyond the confidence range of all current climate change models.

The models used to forecast localized changes to vegetation and species distribution compound and multiply many layers of uncertainty into a "potential patterns." The details of these patterns are not statistically quantifiable and are appropriately considered to be in the realm of theory and scientific speculation. As such, environmental analysis cannot reliably use these models to anticipate impacts or mitigations useful to the CEQA process.

Further, while the direct output of GHGs from a project can be measured (provided methodologies are developed), the emission of GHGs associated with implementation of any one development project would not result in any discernable direct impact on climate, water availability, plant or wildlife species, populations, habitats, or ecosystems. The indirect effects of project-specific GHGs emissions are negligible at best, and based on available science, are considered immeasurable. Any potential impact is cumulative and, in light of the state of existing scientific knowledge and modeling, speculative.

Until such time that sufficient scientific basis exists to accurately project future climate trends, and guidance is provided by regulatory agencies on the control of GHG emissions and thresholds of significance, the significance of an individual project's contribution to global GHG emissions is speculative.

Some of the applicable scientific and analytic literature is summarized below to demonstrate that the scientific community has yet to establish methodologies to analyze a development project's impacts on global GHG emissions and climate change:

- ***Climate Change and California Water Sources: A Survey and Summary of the Literature, prepared for the California Energy Commission by the Pacific Institute.*** This report evaluates the existing scientific literature regarding climate change, with a focus on how climate change might affect planning for water supplies and water systems in California. The report found that substantial work has been done at the international and national level to evaluate climatic impacts, but there is far less information on local and regional impacts. Projections of regional impacts of climate change and variability rely principally on models that develop large-scale scenarios of changing climate parameters, usually comparing scenarios with different concentrations of GHGs in the atmosphere. This information is typically at too coarse a scale to make accurate regional assessments. This report is attached.

- ***Radiative Forcing of Climate Change: Expanding the Concept and Addressing Uncertainties (2005)* prepared by the National Research Council.** This report analyzes the uncertainties involved in determining the impact on climate of land use changes. With respect to land use and changes in land cover, and their relation to climate systems, this report states that: "The mechanisms involved in land-atmosphere interactions are not well understood, let alone represented in climate models. A synergistic approach combining state-of-the-art models, field observations, and satellite imagery will be needed to advance our knowledge." (page 125)
- ***International Panel on Climate Change (IPCC) Meeting on Current Understanding of the Processes Affecting Terrestrial Carbon Stocks and Human Influences Upon Them (2003).*** This report evaluates the uncertainty in determining what factors contribute to climate change. This report evaluates methodologies relating to land use, land use change and forestry (LULUCF), concluding that: "The scientific community cannot currently provide a practicable methodology that would factor out direct human-induced effects from indirect human-induced and natural effects for any broad range of LULUCF activities and circumstances." (pages 2 and 3) This report is attached.
- **Various recent analyses prepared for or by California State agencies on climate change issues.** Several reports have been prepared by or for California State agencies to evaluate climate change issues. These reports include the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (Cal EPA, 2006), *Our Changing Climate - Assessing the Risks to California* (California Climate Change Center, 2006) and *Analysis of Measures for Reducing Transportation Emissions in California* (Center for Clean Air Policy, 2005). None of these reports provide any guidance for the analysis of climate change issues in CEQA documents or for the provision of specific measures to incorporate into particular projects to reduce GHG emissions, except for generalized recommendations about such matters as encouraging jobs/housing proximity. The most recent report from the CAT listed proposed early actions to reduce climate change, and specifically deferred any evaluation of CEQA until later.

Potential Impacts of GHG Emissions

Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in the state of California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale.

Air Quality. Higher temperatures may increase the concentration of ground-level ozone, but the magnitude of the effect is uncertain. It is expected that higher temperatures would increase the potential for large wildfires, thereby further worsening air quality. However, there is the potential for warmer weather to be accompanied by wetter, rather than drier conditions. Rains tend to temporarily clear the air of particulate pollution, and would reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

Water Supply. The proposed project is within the service area of the Castaic Lake Water Agency. Castaic Lake Water Agency in its adopted 2005 Urban Water Management Plan and Volume 1, Chapter 4 of the California Water Plan, *Preparing for an Uncertain Future* describes some potential impacts of global warming, based on more than a decade of scientific studies on the subject. These potential impacts include: hydrologic conditions, variability, and extremes that are different from what current water systems were designed to manage; possible changes in Sierra snowpack patterns (the source of the State Water Project's water supply in Lake Oroville), hydrologic patterns, sea level, rainfall intensity, and statewide water demand.

Computer models (such as CALVIN) have been developed to show water planners how California water management might adapt to climate change. The Department of Water Resources (DWR) has committed to continue to update and refine these models based on ongoing scientific data collection and to incorporate this information into future California Water Plans. As DWR develops more specific assessments of the potential effects of climate change on SWP delivery reliability and water demands, CLWA and the purveyors can update their plans accordingly.

Hydrology. Climate changes could potentially affect the amount of snowfall, rainfall and snow pack, the intensity and frequency of storms, sea level rise and coastal flooding, coastal erosion, and the potential for salt water intrusion. Saltwater intrusion could threaten the quality and reliability of the major state fresh water supply that is pumped from the southern edge of the Sacramento/San Joaquin River Delta. Increased storm intensity and frequency could affect the ability of flood control facilities, including levees, to handle storm events.

Agriculture. As temperatures rise, crop yield could be threatened by a less reliable water supply, as well as pest and disease outbreaks. Ozone pollution could also stunt plant growth and make plants more susceptible to pests and pathogens. Temperature increases could change the time of year certain plants bloom or ripen, thus affecting their quality. The state's dairy industry could be harmed, as high temperatures stress dairy cows, reducing their milk production.

Biology. Increases in global temperatures and the resultant changes in weather patterns could have ecological effects on a global and local scale. Climate change may affect timing of ecological events, geographic range, species' composition within communities, and ecosystem processes such as carbon cycling and storage.

Scientific modeling suggests that under a warmer and drier future, areas of coastal sage shrub and chaparral throughout Southern and Central California may convert to annual grasslands, providing opportunity for invasive weeds and an associated loss of native habitats and native plant and wildlife diversity. In northern portions of the State, particularly the Sierra Nevada, dynamic vegetation models predict a dramatic loss of alpine evergreen forest habitats as temperatures at higher elevations increase.

These sorts of large-scale vegetation community changes would result in substantial effects to species currently occurring within narrow habitat requirements.

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Climate Change and California Water Sources: A Survey and Summary of the Literature,
prepared for the California Energy Commission by the Pacific Institute.

International Panel on Climate Change (IPPC) Meeting on Current Understanding of the Processes Affecting Terrestrial Carbon Stocks and Human Influences Upon Them (2003).

Place holder for CA Water
Plan Update 2005
Climate Change and Cal
Water Resources: A Survey
and Summary of the Literature





INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE



**IPCC Meeting on Current Scientific Understanding of the
Processes Affecting Terrestrial Carbon Stocks and Human
Influences upon Them**

Geneva, Switzerland

21–23 July 2003

Expert Meeting Report

Supporting material prepared for consideration by the Intergovernmental Panel on Climate Change. This supporting material has not been subject to formal IPCC review and approval process.

IPCC Meeting on Current Scientific Understanding of the Processes Affecting Terrestrial Carbon
Stocks and Human Influences upon Them
Editors: David Schimel and Martin Manning

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The Management Committee is very grateful for the hard work of the Program Committee (see below) who worked within tight deadlines to secure the participation of 32 leading experts on the terrestrial carbon cycle from 19 countries. We are also very grateful to the experts who attended the meeting for their careful preparations and the quality of their presentations, and for their commitment in preparing a detailed summary of the meeting within a few weeks.

We would also like to acknowledge the support of the IPCC Secretariat, in Geneva, who hosted the meeting, and the IPCC Working Group I Technical Support Unit, in Boulder, Colorado.

IPCC Management Committee

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Program Committee

Daniel Murdiyarso (co-chair), David Schimel (co-chair), Mike Apps, Josep Canadell, Martin Heimann, Victor Jaramillo.

Foreword

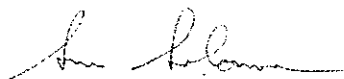
The Intergovernmental Panel on Climate Change (IPCC) was established by the United Nations Environment Program (UNEP) and the World Meteorological Organization (WMO) in 1988 to undertake scientific and technical assessments relating to climate change.

In the Marrakech Accords decision (11/CP.7, paragraph 3) on Land Use, Land-Use Change and Forestry (LULUCF) the Conference of Parties to the UNFCCC invited the IPCC "To develop practicable methodologies to factor out direct human-induced changes in carbon stocks and greenhouse gas emissions by sources and removals by sinks from changes in carbon stocks and greenhouse gas emissions by sources and removals by sinks due to indirect human-induced and natural effects (such as those from carbon dioxide fertilization and nitrogen deposition), and effects due to past practices in forests (pre-reference year), to be submitted to the Conference of the Parties at its tenth session;"

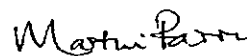
In consideration of a response to this invitation, the 28th Session of the IPCC Bureau (Geneva, 10–11 December 2002) noted that a number of critical scientific questions needed to be addressed and that many key scientific issues were considered speculative at the time of LULUCF (2000) and the WG1 and WG2 TARs. In view of this it was considered essential that the IPCC survey the current state of the science, and, in particular, the developments in the science since these reports.

Subsequently, the 20th Session of the Panel agreed to a proposal by the Chair that the IPCC would conduct a high level scientific meeting. The meeting would survey the current scientific understanding of the processes affecting terrestrial carbon stocks and human influences upon them. The IPCC Bureau would then make recommendations for further actions on this topic, to be available for consideration by the 21st Session of the Panel (October 2003).

On behalf of the Management Committee we are pleased to present the following report of that scientific meeting, held in Geneva from 21 to 23 July, 2003. We would like to commend the Program Committee and all the participants for the timely manner in which they prepared material for the scientific meeting and completed the comprehensive science statement, which forms the bulk of this report. We recommend that this report be made available to the Subsidiary Body for Scientific and Technological Advice (SBSTA), and other interested parties, as a contribution to understanding the scientific and technical issues relevant to the issue of factoring out.



Susan Solomon



Martin Parry

Co-Chairs IPCC Management Committee

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Science Statement on Current Scientific Understanding of the Processes Affecting Terrestrial Carbon Stocks and Human Influences upon Them

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Key Conclusions and Recommendations

The scientific community cannot currently provide a practicable methodology that would factor out direct human-induced effects from indirect human-induced and natural effects for any broad range of LULUCF activities and circumstances. Research efforts are addressing some particular effects, such as CO₂ fertilization, over a range of spatial scales and are providing information relevant to the separability and attribution of different effects at specific sites where good historical information is available and intensive measurements are being carried out. Such efforts are expected to provide an increasing understanding of the feasibility and practicability of a broadly based approach to the issues of separability and attribution.

In many circumstances the direct effects of ARD activities on carbon stocks and greenhouse gas emissions and removals will be much larger than the sum of indirect human-induced and natural effects, and the non-linear interactions among all effects. The scientific and technical community can provide guidance that will evolve and improve over time and offer rigorous approaches for such activities and particular timescales.

Following an initial LULUCF activity, indirect factors such as climate change and changing disturbance regimes are likely to grow in relative importance over time. These indirect human-induced and natural effects may either increase or decrease the change in carbon stocks that would have occurred due to direct human-induced activities in their absence.

Paired treatment and control plots offer a clear but limited potential to quantify the overall impact of management activities on a unit of land under current environmental conditions. Differences in carbon stocks and greenhouse gas emissions and removals between plots result not only from direct human-induced effects but also from the interactions with indirect human-induced effects, natural effects and past practices.

Control plot techniques, which are well developed in management contexts, by themselves do not allow a determination of the indirect and interaction effects. Thus they will be more appropriate to factoring out indirect human-induced and natural effects where direct management effects can be shown to dominate. This requires a suitable control plot strategy. For example, past practice effects on soils influence nutrient supply and growth, and can be highly variable spatially, setting requirements for control plot spacing. In the case of afforestation and reforestation, difficulties arise because control plots would not have trees growing on them but would be subject to revegetation influences from the surrounding managed landscape.

In general, plot-level controls provide little information about landscape-scale effects of management. The spatio-temporal dynamics of carbon stocks and the factors influencing these dynamics (such as past practices, disturbances, and age class structure) must be taken into account to scale-up stand-level information to the management area or country level for some Article 3.4 activities. For some purposes, spatio-temporal variability remains mainly a sampling problem. However, interactions among patches exist over a wide range of spatio-temporal scales and need to be taken into account in the scaling up of plot-level information.

Further progress in understanding and documenting disturbance regimes (e.g. fires, storms, insects and disease) that affect factoring out at the landscape scale is also needed. Quantification of the direct human effects on past and present disturbance regime changes has not yet been demonstrated at the spatial scales needed for analyses at landscape or country levels. It may not be possible with current techniques to factor out the interaction of changes in disturbance regimes from other effects on carbon fluxes.

The scientific community has surprisingly little experience in attempting to factor out all of the effects causing observed changes in carbon, because the recent focus of carbon science has been on quantifying fluxes rather than on attributing them to mechanisms. The non-linear and non-additive effects of past practices, of nutrient feedbacks (CO₂ and nitrogen), and of changes in climate, pollutants, aerosols, and invasive species complicate the quantification of direct effects in isolation. Their mutual interactions and their interactions with direct human-induced effects on carbon stocks and greenhouse gas emissions and removals add further complications to quantification. Some of the effects on terrestrial stocks are highly non-linear and it may be impractical to separate these factors, in particular CO₂ and N-fertilization feedbacks which can become strongly non-linear in combination. Such non-linear interaction terms, together with their different time scales of the responses, add uncertainties and complicate factoring out.

Pilot or demonstration research projects attempting factoring out for specific regions and projects would be extremely useful in quantifying currently achievable accuracy and completeness. Explanation of observed net fluxes in terms of component processes is necessary to meet the requirements for full factoring out of direct effects relative to indirect and past practice effects. This is an essential first step towards outlining methodologies that would be both practicable and verifiable. There is a strong science foundation for taking this step, which could help to quantify the uncertainties associated with poorly understood interactions.

Advances in developing a better understanding of the interactions between different effects in a broad range of circumstances could be assisted through improved access to relevant datasets and coordination of data quality and data archiving. This applies to a wide range of required data, including that for land management practices, land-cover changes, information on disturbances, and air-quality.

Top-down assessments, based on atmospheric measurements and verified process-level understanding, have the potential to identify carbon stock changes and greenhouse gas emissions and removals on the scale of continents and large countries. This, in combination with bottom-up approaches and appropriate methodological development, could lead to a verifiable budget and attribution scheme. Uncertainty in the magnitude of tropical deforestation is a key issue presently limiting this approach for some regions. It will take at least one to two decades until the science community can offer an integrated, network-based approach for the accounting of carbon stock changes and their attribution to direct human-induced and other effects on a country level. To reach this goal will require a significant investment, coordination and an international research effort. Such an approach fully realized, together with accurate models, would allow evaluation of bottom-up attribution estimates against regional checks.

Future progress depends on a combination of different approaches and their integration. Among the approaches are satellite remote sensing products, development of appropriate

economic indicators, flux measurement technologies, and a wide variety of high-technology measurements (e.g. FACE or isotopic measurements). Integration of inventory measurements, measurements that capture forest and agricultural product streams, and model-data integration are expected to become more important. An enhancement of understanding at the process level is crucial to overcome the limitations of the current model and measurement approach hierarchy.

1. Introduction

The goal of this expert meeting was to survey the scientific understanding of carbon cycle processes that are relevant to a request by Subsidiary Body for Scientific and Technological Advice (SBSTA) that the IPCC consider

"... (the development of) ... practicable methodologies to factor out direct human-induced changes in carbon stocks and greenhouse gas emissions by sources and removals by sinks from changes in carbon stocks and greenhouse gas emissions by sources and removals by sinks due to indirect human-induced and natural effects (such as those from carbon dioxide fertilization and nitrogen deposition), and effects due to past practices in forests." (Decision 11/CP.7, Marrakech Accords, FCCC/CP/2001/13/Add.1)

In particular, the desired methodologies need to address the requirement

"That accounting excludes removals (of carbon dioxide from the atmosphere) resulting from (i) elevated carbon dioxide concentrations above their preindustrial level, (ii) indirect nitrogen deposition, and (iii) the dynamic effects of age structure resulting from activities and practices before the reference year." (Draft Decision -/CMP.1, Marrakech Accords, FCCC/CP/2001/13/Add. 1)

This request represents a significant challenge to carbon science because of the existence of multiple indirect effects and complex interactions between direct and indirect effects and with past practices.

Terrestrial carbon stocks occur in a variety of biochemical and structural forms and in a wide range of environments. Most of these stocks are currently responding at different rates to changes in past and current land management and environmental factors. The aggregate result of such stock changes in recent decades has been to cause a net removal of CO₂ from the atmosphere to the terrestrial biosphere at a rate that is highly variable from year to year (WG1-TAR, 2001). The decadal average values of this uptake have been estimated at $2.3 \pm 1.3 \text{ GtCyr}^{-1}$ (SRLUCF, 2000, for 1989–1998) and $1.4 \pm 0.7 \text{ GtCyr}^{-1}$ (WG1-TAR, 2001, for 1990s). Such uptake, and its variability, are large relative to the reduction commitments implied by the Kyoto Protocol.

Processes that may be contributing to recent net removal include:

Increasing net primary productivity: e.g., extended growing season, CO₂ fertilization, nitrogen fertilization, improved plant varieties, improved land management, and biological invasions.

Recovery from past disturbances: e.g., regrowth on previously harvested or burned forest land and carbon recovery in agricultural soils.

Decreases in disturbance: e.g., fire suppression and pest control.

Extending turnover time: e.g., establishing a new forest.

Other processes: e.g., sediment burial in reservoirs, landfills, and storage in long lived wood products.

The relative importance of these contributing processes varies between regions and, within a region, may vary over time. Furthermore, the partitioning of net uptake among these processes is not known quantitatively. This is because the individual changes that must be separated and measured are small signals against large background variations, and the processes driving those fluxes are known to interact in ways that are not necessarily strictly additive.

In addition to processes contributing to carbon uptake, there are a number of fluxes and processes that contribute to carbon emissions and that must be considered in estimating the net carbon flux between the terrestrial biosphere and the atmosphere. For example, recent new research suggests that carbon sources associated with tropical deforestation may lie towards the low end of the range presented in the WG1-TAR. If true, this would imply that a smaller net terrestrial sink is needed to close the global budget than originally thought. It may also imply a reduced margin to manage the carbon cycle with land-based strategies where such activities seek to restore previous carbon stocks.

In order to consider the feasibility of the more specific attribution required to address the issue of "factoring out", the workshop considered the following inter-related topics:

Separability: Do processes combine additively in an arithmetic sense, so that they may be separated, or are there non-additive and nonlinear interactions between processes, which may make separation difficult or practically impossible?

Permanence: Is carbon, once stored, sequestered in long-lived fractions (either natural reservoirs or terrestrial carbon products) or in short-lived forms that are likely to re-enter the atmosphere in the near term?

Saturation: Are there internal carbon-cycle processes that limit the amount of carbon that may be stored in the various carbon compartments?

Stability: How variable or changeable are the carbon stocks due to variations (e.g. El Niño-Southern Oscillation variability in climate) or trends (e.g., trends in temperature or surface ozone) in forcing?

Attribution: What approaches, including but not limited to measurements, experimental manipulations and models, may be used, assuming separability is possible, to separately quantify direct, indirect and past practice effects?

A Framework for Identifying Effects and their Interactions

A framework for approaching the "factoring out" problem and its interaction with land-use and management effects at site, project or management area levels was developed during the workshop based on the following 2-way factorial analysis of the problem:

	Natural State	With Indirect Effects
Unmanaged System	Case A	Case B
Managed System	Case C	Case D

Case A may be thought of as the 'control' situation where both land management effects and indirect effects are absent. The transition from A to C is the effect of land-use change and management, independent of any indirect effects. The transition from A to B is the effect of indirect effects on the system in the absence of management. Finally, the transition A to D is the effect of both management and indirect effects including their interactions.

A strict interpretation of the language of the Marrakech Accords would require identification of the change in carbon stocks caused by management in the absence of indirect effects — that is, the difference between cases C and A above. In reality, observations and analyses provide direct information only on the difference between cases D and B above. The effect of management may be modified in the presence of indirect effects, so the differences $(C - A)$ and $(D - B)$ may not be equivalent. The different types of effect that might be identified within this framework are:

- D - B*: Result of management under the influence of indirect effects
- C - A*: Result of management on an unmodified natural system
- B - A*: Result of indirect effects on an unmanaged system
- D - C*: Result of indirect effects on a managed system
- D - A*: Result of management plus indirect effects and their interactions

If the interactions are antagonistic, then $(C - A) > (D - B)$, whereas if the interactions are synergistic, then $(C - A) < (D - B)$.

The challenge of factoring out thus requires not only a determination of the changes in carbon stocks caused by the management activity of interest ($D - B$), but also of the results of indirect effects on both managed and unmanaged systems, i.e. $(D - C)$ and $(B - A)$, and their interaction $(D - A)$. A critical question is the relative magnitude of these additional terms.

This factorial approach can also be applied to evaluate methods where the footprint of the method (e.g. eddy covariance, atmospheric budgeting, or inventory methods) includes both natural and managed landscapes.

2. Workshop Conclusions Regarding Previous Relevant IPCC Assessments

The following key findings of the SRLUCF regarding separation and attribution of changes in carbon stocks and greenhouse gas emissions remain valid and are elaborated further below.

(SPM paragraph 44): The Kyoto Protocol specifies that accounting under Article 3.3. be restricted to 'direct human-induced land-use change and forestry activities, limited to afforestation, reforestation and deforestation' occurring since 1990. For activities that involve land-use changes (e.g. from grassland/pasture to forest) it may be very difficult, if not impossible, to distinguish with present scientific tools that portion of the observed stock change that is directly human-induced from that portion that is caused by indirect and natural factors.

(SPM paragraph 45): For those activities where only narrowly defined management changes under Article 3.4 are involved (e.g. conservation tillage) and the land-use remains the same, it may be feasible to factor out partially natural variability and indirect effects. Experimental manipulation or paired plots can be used for this purpose, but they are likely to be expensive to apply over large areas.

Projected changes given in the WGI TAR are large for many variables, including CO₂, aerosols, ozone, and other atmospheric constituents that influence terrestrial carbon stocks and greenhouse gas emissions from land. These ongoing changes will have an increasing impact on our ability to develop practicable methodologies to factor out direct human-induced from indirect human-induced and natural changes in carbon stocks and greenhouse gas emissions.

The WGI TAR also addressed the global-scale issues of permanence and reversibility of carbon stock changes. There is scope for land-use changes to increase or decrease CO₂ concentrations. The potential to increase atmospheric CO₂ by deforestation and other land-use changes is larger than the potential to reduce atmospheric CO₂ over the century through land-use changes. Hypothetically, if all of the carbon released by historical land-use changes could be restored to the terrestrial biosphere over the course of the century (e.g., by reforestation), 200 GtC would be sequestered. On the other hand, complete conversion of forests to climatically equivalent grassland could theoretically release 400 to 800 GtC.

3. Separability

The topic of separability addresses how processes combine and whether combinations may be additive, synergistic or antagonistic. For example, non-linearities, feedbacks, and multiple limiting control factors may make separation of the individual effects of different processes difficult or practically impossible.

In the context posed by the Marrakech Accords it is only necessary to separate direct human-induced effects from the sum of indirect human-induced and natural effects. However, model-based approaches using simulation of identifiable processes will generally require some ability to separate among the various indirect human-induced and natural processes. Verification of the required separation will require at least the identification and quantification of the dominant indirect human-induced or natural effects.

Net carbon uptake is the imbalance between counteracting processes of uptake (photosynthesis) and release (respiration, combustion, and oxidation). Separating causal factors responsible for net changes in carbon stocks requires analysis and data for processes operating on a range of spatial and temporal scales, taking into account potential timing delays between the uptake and release mechanisms that may not occur at the same point in space.

Direct human-induced effects can be increased or decreased by indirect and natural effects, either because of those effects or because of their interactions with direct effects. Whereas some processes combine in a simple fashion (additively), others are interactive due to non-linearities in eco-physiological processes. This is the case when LUC or climate change leads to qualitative changes in physiological or soil constraints on NPP and heterotrophic respiration. In this regard land-use change does often lead to qualitative change in the nature of soil nutrient and hydrological constraints on NPP and NEP.

In the case of forest systems the strength of a number of indirect effects also depends on the age of the stand or system, allowing for complex interactions of indirect and past practice effects with direct effects. For example, there is evidence that younger re-growing forests are more responsive to the CO₂-fertilization effect than mature slow-growing forests.

Present observing networks focus on regional estimates of carbon sources and sinks or carbon stocks and are not globally comprehensive. At the present time, they are not systematically aimed at separating the causal factors underlying these estimates. A broad portfolio of approaches will be needed to address changes in net carbon storage and their separation and attribution into underlying mechanisms. Careful process studies, multi-factorial experiments, innovative observations, and use or enhancement of operational long-term data are needed to address separation rigorously. Observing networks and supporting research studies are better developed for CO₂ than for non-CO₂ greenhouse gases. Thus addressing the corresponding issues of separation and attribution of changes in non-CO₂ greenhouse gas emissions and removals will also require extension of existing research programs.

Mechanistic models of ecosystem carbon dynamics, including soil nutrient feedbacks and interactions with the hydrological cycle, supported by suites of data, can provide a predictive understanding of changes in ecosystem-level soil-carbon stocks in response to land-use change and climate change. Studies using mechanistic models including soil nutrient feedbacks and their interactions with the hydrological cycle complement direct experimental tests and treatment-control plots. However, model-based approaches continue to have limitations because of inadequate scientific understanding of several key processes in carbon, nutrient and water cycling in ecosystems.

In general, carbon-stock changes and NEP responses to major land-use changes over small time and space scales, such as forest to pasture conversion, are greater than responses to temperature and, possibly, other climatically induced changes. At larger time and space scales, indirect and natural effects are more likely to be significant and are not necessarily strictly additive to direct effects. Simulations of land-use change and temperature effects based on an equilibrium model provide some evidence that effects on NEP can be numerically separated. Such studies will need to be tested in a wider range of circumstances, and equilibrium models will need to be replaced with dynamic ones to avoid errors due to equilibrium assumptions. Separability of causes associated with smaller changes in land cover or land-use practices over large areas will involve landscape-scale processes to a greater extent, and presents additional challenges.

4. Permanence

The topic of permanence addresses the lifetimes of carbon in different reservoirs and the factors that control partitioning of carbon among these reservoirs. A closely related issue is that of reversibility, which considers asymmetry between the rates at which a carbon stock might be increased or decreased.

Carbon cycles through different reservoirs in terrestrial ecosystems and the mean residence times in these reservoirs range from hours to millennia. Some of the carbon that leaves reservoirs is released back into the atmosphere while other carbon is transferred to other reservoirs, e.g. through litterfall from biomass to dead organic matter.

The permanence of carbon stocks is highly scale dependent. Within a stand, individual trees are regenerating while others are dying and releasing carbon back to the atmosphere. Although the carbon-storage duration in an individual tree may be limited, the storage at the stand level may be much longer. Similarly, within a forest management area, some stands will take up carbon while others will release carbon following harvest or natural disturbances. The duration of carbon storage should be assessed at the stand or at the landscape scale, recognising that at lower scales in the hierarchy (trees or stands) mean-residence times will always be shorter. Moreover the same carbon density (carbon per unit area) can be achieved through storage in reservoirs with fast or slow turnover times.

A distinction must be drawn between the duration of sinks (how long annual removals of carbon from the atmosphere can continue) and permanence of storage. Changes in management regimes, such as the conversion from till to no-till agriculture or lengthening the harvest rotation in a forest management area, can result in a temporary sink, as the system adjusts to the change in management. Although this sink will eventually saturate, storage of the additional carbon that was removed from the atmosphere persists until such time as new management or changes in indirect effects bring about carbon releases.

Direct and indirect effects can influence the permanence of carbon stocks by modifying the relative distribution of carbon among different biomass and dead organic matter reservoirs. Direct human activities can result in the creation of long-lived forest product reservoirs, such as houses and landfills. The conversion of a forest with long-lived trees and dead organic matter reservoirs to agricultural land not only reduces the reservoir sizes, but also affects the permanence of future carbon storage as perennial trees are

replaced by an annual crop, and large dead organic matter reservoirs are replaced by reservoirs with much faster turnover rates.

At the landscape scale, the age-class structure of forest stands affects the present and future carbon balance because the mechanisms involved in net carbon uptake and in plant responses to direct and indirect effects are age dependent. Present age-class distributions and carbon-stock levels are determined by the history of past practices and past natural and indirect effects.

The size and composition of ecosystem carbon reservoirs represent a memory of past events and vegetation types. Reservoirs with long residence times, such as coarse woody debris, soil carbon or forest trees, have a much longer memory than short-lived reservoirs, such as annual vegetation types. The impacts of past practices thus differ between reservoirs (biomass or soil), between ecosystem types (forests, grassland, or cropland) and between regions (tropical or boreal).

Carbon stocks in ecosystems are not permanent on a geologic time scale, in contrast to fossil fuels left in the ground. Fossil-fuel carbon emitted to the atmosphere becomes part of an active biogeochemical cycle. Although some may be taken up by ecosystems, terrestrial storage is affected by anthropogenic activities. This carbon remains potentially vulnerable to future release, possibly rapidly, to the atmosphere. Thus, in the long term there is a fundamental difference between avoided fossil emissions and storage in ecosystems. In the short term (years to decades), the net effect on the atmosphere of avoided emission and terrestrial uptake is the same.

Uptake and release processes (gains and losses) can be asymmetrical in time. Catastrophic losses can be followed by decadal or longer recovery periods. In some cases, rapid growth may be followed by prolonged degradation. Carbon stocks in frozen soils and wetlands, which have accumulated over centuries or millennia as a result of natural processes, are vulnerable to releases due to changing environmental forcing (e.g., warming or changes in the water table). Because of the large areas involved, such responses to indirect or natural effects could result in potentially large emissions.

5. Saturation

The topic of saturation addresses both the maximum storage of a site or region and the fact that responses to some environmental changes may only continue up to a point, such as a maximum CO₂ concentration or level of nitrogen addition. This topic includes consideration of the potential for present day carbon sinks to diminish or to reverse in sign due to a reduction in storage capacity.

The maximum carbon storage capacity or potential of a site depends on climate, CO₂, nutrients, soil type and properties, species composition, and topography. Changing these conditions will result in a change in carbon stocks over some time scale. Saturation occurs when the increase or decrease in a stock or stocks through time goes to zero and a landscape reaches its maximum carbon density (mass per unit land area). In some cases this may be approximated by the carbon density of intact primary vegetation that occupied the landscape prior to human occupation in the absence of disturbance. However, if the new landscape has altered climate, nutrient inputs, species or other

conditions, the new saturation level may deviate from the primary vegetation state in either a positive or negative direction. The carbon density of natural systems provides guidance regarding carbon storage capacity under past conditions mainly in productive forest regions (where very high biomass levels are reached) and provides substantially less information where climate or management may change the basic vegetation type (grassland to forest).

Saturation implies that the time-average carbon density of the landscape is stable on multi-year timescales. The current level of carbon stocks at a site, the storage capacity of the site, and the rate of carbon sequestration by vegetation and soils (dC/dt) determine the time to saturation, which may be very long for some systems. In some landscapes, especially peatlands, accumulation may occur over many millennia and the upper bound may be difficult to determine. Large spatial variability in carbon reservoirs and processes is a feature of all biomes from tropical forests to deserts. To accurately quantify saturation for ecosystems requires sufficient sampling in time and space to overcome variability and long timescale issues. Current knowledge of global biomes is limited by data availability and in some cases we do not understand the processes limiting maximum accumulation rates.

Land-use and management history can affect permanence by altering the structure and function of processes governing carbon dynamics of landscapes, such as biogeochemical cycles, biodiversity, hydrology and disturbance regimes. These processes play an important role in determining the time to reach carbon saturation and the saturation level.

Some specific processes governing sink mechanisms also saturate at critical levels of environmental variables. CO_2 fertilization declines to zero with increases beyond some critical atmospheric concentration, although the mechanisms causing saturation of the CO_2 effect in whole ecosystems remain controversial. Nitrogen saturation of mid-latitude northern hemisphere forested ecosystems typically occurs when nitrogen deposition reaches 10–30 kgN/ha/yr. Nitrogen saturation leads to nitrogen leaching from ecosystems and reduced responses to increasing nitrogen availability. The level may be different for other types of ecosystems. This, and the impact of nitrogen saturation on the carbon cycle, are not adequately represented in contemporary coupled terrestrial-carbon and nitrogen-cycle models. Current knowledge suggests that carbon and nitrogen saturation are inter-related because CO_2 fertilization can become nitrogen limited.

Different vegetation types with similar carbon saturation levels may allocate carbon differently among organic reservoirs. These reservoirs will have different characteristic turnover times. Hence, the rate of C-sequestration and time to saturation may differ among vegetation types even though the processes in these systems (CO_2 and nitrogen sensitivity) may have similar dynamics.

6. Stability

The topic of stability addresses the response of systems to trends and variability in the forcing factors. For example, changes in NEP are related to ENSO variations in climate as well as to longer-term trends in climate factors (e.g. growing season length) and pollution (e.g. ozone).

Trends and variability in the global environment cause changes in carbon fluxes that may mask, interact with, or alter trends. For example, changes in temperature and rainfall with ENSO can cause very large year-to-year variations in carbon exchange rates. Other factors, such as the impact of nutrient or toxic deposition, may change rapidly in the future compared to the levels experienced over the course of past research and operational observation periods. Understanding how these volatile forcing factors affect carbon is thus key to separation.

With respect to climate, global models suggest that in the absence of significant land-use change and disturbance, carbon sinks will become carbon sources if the fractional rate of increase of specific respiration exceeds the fractional rate of increase of GPP. Respiration is expected to increase with temperature, and will therefore tend to increase with CO₂ concentrations at a rate dependent on the sensitivity of respiration to temperature and the climate sensitivity to CO₂. However, the sensitivities of respiration and carbon uptake to temperature and other environmental controls are highly nonlinear and are still the subject of much debate in the scientific community. In addition respiration is dependent on soil moisture, which is expected to change in regionally dependent ways.

The magnitude of GPP responses depends on the mechanisms responsible for its enhancement or reduction, and on other changes to interactive environmental factors, such as CO₂, nutrient and toxic deposition, and solar radiation. For example, O₃ exposure has been found to damage plant cuticles, although the full effect on plant growth is still an area of active research. Nitrogen availability changes with warming and can cause complex responses in GPP to climate variability. The nitrogen fertilisation effect may saturate at high anthropogenic nitrogen-deposition rates, leading to non-linear responses to nitrogen additions. Effects of the ratio of diffuse to direct radiation on photosynthesis will depend on cloud cover, future aerosol concentrations, and the mix of types of aerosols.

Nutrient and toxic deposition is an emerging issue, and may become even more critical to the issue of stability in the future. Major anthropogenic perturbations to the nitrogen cycle are evident in many ways, e.g. in the rapid rise of atmospheric N₂O concentrations. There has been more than a 5-fold increase in nitrogen deposition in the mid-latitudes of the northern hemisphere over last 100 years, and it has been 3 times higher in Western Europe than in the contiguous US. The dry-deposition portion of the nitrogen deposition budget is the most uncertain component. The ability of current 3-D chemical transport models to adequately simulate nitrogen deposition at global and regional scales is limited.

The coupling of nitrogen deposition to the carbon cycle is not yet fully understood (including the process of nitrogen saturation) and consequently it is not adequately represented or even included in current models. The non-linearity of nitrogen responses needs to be included in both models and experimental procedures, and interactions between nitrogen effects and pollutant feedbacks on carbon uptake may be of growing importance. These interactions and their non-linearities are not adequately considered in current measurement and modeling studies. Studies of the combined effect of air quality, nitrogen, elevated CO₂ and carbon cycling are needed before we can answer the inter-related questions of separability, attribution and stability in the growing number of regions affected by changing atmospheric chemistry.

7. Attribution

The topic of attribution addresses the availability of measurement and analysis techniques to quantify components of observed fluxes that are due to separable processes. For example, are there existing or foreseeable approaches that can separate direct human effects from the sum of indirect and past practice effects over policy-relevant spatial scales?

Existing approaches that can contribute to attribution include inferences from the existing global integrated network of concentration observations, flux measurements, process studies, experimental manipulations, and treatment and control plots in managed lands, land-use and forest inventories, and remotely sensed data. As noted in section 1, it is important to distinguish between measurements of fluxes, or of carbon stock changes, and the separation and quantification of the contributing processes.

The available approaches have different spatial and temporal characteristics that make them relevant to different direct, indirect or natural effects and no single approach can be regarded as comprehensive by itself. There is a need to develop from current capability of detecting indirect effects as a residual term in the carbon budget, to a future capacity of measuring indirect effects proximally. To rigorously attribute causal mechanisms to the observed changes, a combination of approaches will be required that bring together disparate data sets, experimental observations and sound theoretical models.

Attribution at the site or ecosystem level based on process studies is complicated by ecosystem responses to multiple factors, as most sites are affected by multiple direct, indirect and past practice effects, such as simultaneous CO₂, nitrogen deposition and land-use history effects. It is currently possible to attribute changes in NEP and some other component fluxes to disturbance effects and to climate changes (precipitation, snowpack size, summer temperatures, growing season change, and cloudiness). Separation of CO₂ and nitrogen effects is more difficult. Coordination of ecosystem-process models and measurements can help to refine attribution, but some processes are not yet well enough understood for this combined approach to work. Thus further experiments with deliberate manipulation of nitrogen and CO₂ levels may be required to parameterize process models.

At the global scale, changes in the terrestrial flux of carbon in the 1990s can be tentatively attributed to a set of processes and interactions that includes recovery from past practices and some degree of CO₂ and nitrogen fertilization of growth. Quantification of the relative importance of different processes is in its early stages. For example, new studies are only beginning to account for major recent land-use changes in the former Soviet Union and Eastern Block Countries.

Land-use change includes a large number of activities and processes. Refinement and standardization of current methodologies and development of approaches for currently unmonitored lands will help to improve understanding of LULUCF effects on carbon stocks. Comparison of inventory estimates and carbon-flux changes with other approaches (such as inverse modelling) is complicated by the fact that each method includes different areas, reservoirs and processes within these areas.

A pilot study has investigated the combined use of atmospheric concentration measurements, ecosystem models, and inventory data to provide upper bounds on CO₂ fertilization effects in the tropics, Europe and Siberia. These estimates, derived in part from global observations, provide an important comparison to other estimates from analyses of processes and age-class distributions. Attribution to multiple factors at such regional to global scales is needed to understand the causal mechanisms underlying the observed changes and as a basis for prediction of future carbon-climate interactions. At the project and local scales, however, this approach presently provides relatively little guidance.

8. Synthesis – Time Scales

The carbon balance of terrestrial ecosystems depends on the dynamics of linked carbon reservoirs and the fluxes of carbon between these reservoirs. These fluxes occur over a broad range of timescales. Some component fluxes (e.g. photosynthesis and respiration) change almost instantaneously in response to environmental stimuli (e.g. changes in light level and temperature). They also interact with carbon reservoirs (e.g. leaf biomass and soil organic matter), which generally change more slowly (months-centuries), except when major disturbances occur (fire, major storm damage, harvest, etc.).

Practicable techniques for attribution would therefore need to consider the multiple timescales of response. Generally, impacts of indirect effects are most directly deduced from process studies and experiments (which tend to capture relatively fast processes), while effects of past practices and direct management are often estimated from forest, rangeland and crop-soil inventory-type data. For full attribution, these families of approaches will need to become well integrated.

Many of the non-linear and non-additive interactions among direct, indirect, and past practice effects occur when processes operating on different timescales interact. Carbon-cycle processes with multiple timescales of response generate transients (including possible non-monotonic changes) in response to a perturbation even in the absence of time-varying indirect effects (e.g. fire and regrowth). Net land-atmosphere carbon exchange displays large temporal variability, especially in response to climatic anomalies (e.g. ENSO and volcanic eruptions). This means that the measurement period for a carbon sink must be long enough to allow separation of direct management effects from the 'noise' due to natural variability. The timescales associated with land-management and disturbances determine the age-class distribution of a forest and will therefore influence its sink strength. Age-class distributions may also influence the impacts of indirect effects (e.g. where CO₂ fertilisation acts preferentially on young plants), which would tend to confound land management effects and indirect effects.

Carbon accumulation in an aggrading (young) forest stand is large, relative to the potential accumulation due to indirect effects on the growth of individual trees, including climate, CO₂ and nitrogen. Changes in the rate or type of natural and human-induced disturbances alter both the carbon stocks and the forest age-class structure. Hence, at the landscape scale, changes in the rate of harvesting, storm damage, wildfires or insect outbreaks have the potential to account for large amounts of carbon accumulation (or loss) relative to impacts of other indirect effects on the growth of individual trees.

9. Synthesis – Space Scales

Characteristics of carbon stocks (permanence, saturation, and stability) and their drivers vary along a broad range of spatial scales. Drivers of carbon cycling range from local effects of individual species, soil texture, landscape position, and human impact, to global climate patterns. The relative importance of different drivers depends on the scale of interest. For example, if we are interested in estimating carbon stock changes at the 1-m scale, in semiarid ecosystems, presence of shrub or grass species is the dominant driver while climatic patterns could be considered as constant. If, on the other hand, we are interested in carbon stock patterns at the biome scale, these will be mostly determined at a given time by climate, parent material, and disturbance history, whereas the influence of individual plant species would be averaged out and less important.

Patches or stands may or may not interact depending on the landscape processes, carbon characteristics and time scale of interest. For some purposes, spatial variability represents mainly a logistical challenge and a sampling problem. When carbon patches do interact, for example when carbon stocks of a patch depend on the carbon stock of adjacent patches, it is necessary to explicitly describe the spatial interaction. Examples of this include the role of landscape structure in controlling wildfire patterns, contagion with insects and storage of eroded soil carbon in depositional sites.

Direct human-induced activities (ARD, Forest, Cropland and Grassland management) occur within a range of intermediate scales from landscape units, paddocks, to small political units, counties, and states. Humans do not typically manage at the meter scale and do not manage biomes as intact units. Effects of direct human-induced activities at the stand or site level are in most cases amenable to experimentation although the time scales of the experiments may need to be long. Human effects at the landscape level (e.g., fire management and erosion control) are more difficult to assess. The scales of information needed by decision makers generally differ from those most accessible to direct measurement, so that downscaling and upscaling introduce uncertainties in providing policy-relevant information.

Although direct human-induced effects occur over intermediate and decadal time scales, longer term (>50 to 100 yr) trends in land-management activities may lead to changes in biome types (e.g. from forest to a mosaic of agriculture and settlements with fragments of forest) or to disappearance of certain biomes (e.g. desertification).

Indirect human-induced activities occur at all scales, from modification of the stomatal behavior to global-mean temperature. It is more difficult to assess the effects of indirect than direct human-induced activities in part because manipulative experiments are easiest at small scales. It is more practicable to separate direct effects from indirect effects plus effects of past practices than it is to separate among the indirect effects. Removing past practice effects requires knowing the state of the ecosystem in the designated baseline year. There are substantial uncertainties in establishing past ecosystem states that are needed for both 'bottom-up' and regionalized 'top-down' approaches. Estimates of these uncertainties have not been pursued systematically but models and estimation procedures are known to be sensitive to the initial states assumed. Important processes are missed in the carbon biogeochemistry models with our current initialization approaches. Past conditions and practices and the possible range in them are not adequately represented.

We do not generally know the extent to which these factors determine the overall trajectory of the system and hence attribution.

10. Research Needs

Further progress towards resolving the issues raised in this report will require consideration of the following needs. A framework for integrated observations, experimentation and modelling that spans human activities is necessary to address attribution of indirect and direct effects at relevant temporal and spatial scales. Existing measurement networks cover a range of spatial and temporal scales, but do not provide the comprehensive global coverage needed. For example, inventories have timescales of repeat measurements >5y, whole ecosystem and component fluxes cover daily to seasonal measurements of NEP and have generally been measured for <10y. However, gaps in available observational data for many processes, regions and time-scales must be filled.

In the near term, further synthesis of existing knowledge through expert workshops, and application of this knowledge to pilot projects aimed at developing preliminary methods and estimates of the relative contribution of direct and the sum of other effects is needed. This could include model comparison exercises aimed at evaluating the range of predictions and uncertainties for these relative contributions.

Comprehensiveness requires a long-term and spatially representative focus, and thus *a priori* planning of design of experiments, observations, and analysis (e.g. nested hierarchical design). Methods need to be developed for filling gaps in observations, in some cases by adding measurements, but in other cases by developing new techniques. Some of the separation of direct, indirect and past practices effects is currently not supported by known methodology. For example, assessing the contribution of past practices and indirect effects on growth in newly established afforestation and reforestation projects is difficult, although a large proportion must be due to growth of new trees.

Gaps in theoretical foundations in understanding and systems analysis need to be filled. There are a number of areas in which scientific understanding is weak, preventing attribution of carbon fluxes to indirect effects. For example, our current understanding of soil processes and nutrient cycling, fire cycles, frozen soils and atmospheric chemical feedbacks are not yet sufficiently comprehensive to generate robust predictions of carbon fluxes at regional to continental scales. The theoretical and research analytical framework must be strong enough to separate direct from the sum of indirect effects before "practicable" methodologies can be fully evaluated.

In order to complete the theoretical framework, particularly concerning indirect effects, carefully planned multi-factor experiments of responses of processes to factors such as air quality, CO₂, and nitrogen deposition are needed. These must be integrated with existing types of observation networks (inventories, remote sensing, and flux networks), and coordinated modeling activities on sensitivities of biological processes. Measurement methods need to be tested to ensure they can operate effectively in all regions and biome types (e.g. both tropics and subtropics).

It is critical to develop a uniform data policy to facilitate integration (e.g. air quality observations, multi-factor experiments). Without this integration, the separate observational, experimental and theoretical work cannot be combined to produce useable knowledge.

Integrated evaluation of carbon reservoirs and exchanges requires information on measurements of concentrations, emissions, economic activities (trade, transport, fate of harvested wood products) and ecosystem processes and controls. In addition, the measures of uncertainty in this overall framework must be useable and uncertainties from the contributing sectors must be correctly combined. Knowledge products must be delivered based on data and models undergoing continuing incremental improvements. The needed datasets include some that are that presently difficult to obtain (such as air-quality information). Historical information on past management, land-use practices, and disturbances at global scales must be available for the effects of past practices to be estimates and understood. A broad range of land and biome types require evaluation.

A research agenda for evaluating proposed schemes for factoring out effects (e.g. workshops to advance development) is needed, as currently we cannot point to studies that have attempted comprehensive factoring out. In particular, a potential coordinating role of the Global Carbon Project of the Earth System Science Partnership of the International Geosphere Biosphere Programme (IGBP) World Climate Research Programme (WCRP), and the International Human Dimensions Programme (IHDP) should be noted.

Glossary and Acronyms

ARD

Afforestation, reforestation, and deforestation.

Carbon Reservoir

A system (or component of a system) that has the capacity to accumulate or release carbon. Examples of carbon reservoirs are forest biomass, wood products, soils, and the atmosphere. Alternative terms used commonly are *carbon pool*, *compartment* or *carbon state variable*.

Carbon Stock

The absolute quantity of carbon held within a reservoir at a specified time.

Direct Human-Induced Activities

Article 3.3 of the Kyoto Protocol covers defined activities of Afforestation, Reforestation and Deforestation. Article 3.4 covers activities under broad categories of Forest management, Cropland management, Grazing land management and Revegetation.

Forest Management Area

A population of forest stands.

Gross Primary Production (GPP)

The total amount of carbon fixed in the process of photosynthesis by plants in an ecosystem, such as a stand of trees.

Heterotrophic Respiration

The production of CO₂ from the decomposition of organic matter by microbial and fungal organisms.

Indirect Human-Induced Effects

The effects of human activities that are not classed as direct human-induced (see above). The Marrakech Accords explicitly consider CO₂ fertilization and Nitrogen deposition as indirect human-induced effects. In general a range of other effects can be significant, including pollutants and their toxic effects (e.g. ozone and acid rain), enhanced UVB radiation, the ration of direct to diffuse radiation, long-term climate change, invasive species, erosion, altered disturbance regimes (e.g. fire, storms, and insects).

LULUCF

Land-use, land-use change, and forestry.

Natural Effects

A number of natural effects play a very significant role in modifying carbon stock changes. Particular consideration should be given to short-term climate variability, natural effects on radiation (e.g. volcanic), baseline erosion rates, baseline disturbances (e.g. fires, storms, and insects).

Net Biome Production (NBP)

The net production of organic matter in a region containing a range of ecosystems (a biome) and includes, in addition to heterotrophic respiration, other processes leading to loss of living and dead organic matter (harvest, forest clearance, and fire, etc.).

Net Ecosystem Production (NEP)

The net accumulation of organic matter or carbon by an ecosystem; NEP is the difference between the rate of production of living organic matter (NPP) and the decomposition rate of dead organic matter.

Net Primary Production (NPP)

The net production of organic matter by plants in an ecosystem—that is, GPP reduced by losses resulting from the respiration of the plants.

Past Practices

Refers to human activities occurring prior to a reference year (1990) and their consequent effects.

Stand

A community of trees, including above-ground and below-ground biomass and soils, sufficiently uniform in species composition, age, arrangement, and condition to be managed as a unit.

Appendix 1: Program Organizing Committee

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Appendix 2: Charge to the Meeting

The 20th Session of the IPCC has decided to hold a high level scientific meeting in order to survey current scientific understanding of processes affecting terrestrial carbon stocks and human influences upon them. This decision arose from IPCC efforts to formulate a considered response to a request from SBSTA, the Subsidiary Body on Scientific and Technical Advice of the United Nations Framework Convention on Climate Change (UNFCCC). The request was to develop practicable methodologies to factor out direct human-induced changes in carbon stocks and net greenhouse gas emissions from changes due to indirect human-induced and natural effects (such as those from CO₂ fertilization and nitrogen deposition), and effects due to past practices in forests (see box below).

The goal of this scientific meeting is to ensure that the response by the IPCC to SBSTA is firmly based on an appropriate scientific understanding of all relevant processes, limitations, and uncertainties. Issues of data availability and quality will need to be considered. The meeting should take note and build from the understanding identified in past IPCC work related to this topic, notably the *Land Use, Land Use Change, and Forestry* (2000), *Climate Change 2001: The Scientific Basis* (2001), and *Climate Change 2001: Impacts, Adaptation, and Vulnerability* (2001) reports, and should indicate whether the conclusions and limitations noted in those reports remain valid or if new consensus is likely. It is anticipated that a meeting report would provide an important component of further discussions between IPCC and SBSTA on LULUCF issues.

To achieve this goal the scientific meeting should be organized so as to bring together a cross section of the highly qualified scientists currently working on the terrestrial carbon cycle and human influences on it. The meeting should focus on terrestrial carbon stocks within the context of the global carbon cycle (including changes in the ocean sink and feedbacks between the carbon cycle and present and future climate change). The scope of the meeting should be comprehensive and present a balanced evaluation of what is known and what is either not known or is highly uncertain about anthropogenic and natural processes affecting terrestrial carbon stocks, including feedbacks between the global carbon cycle and climate change. Attention should be given to changes in terrestrial carbon stocks and greenhouse gas uptake and release associated with, for example, changes in:

- Temperature, precipitation, and length of growing season.
- Inter-annual and inter-decadal variability in such environmental factors.
- Ambient CO₂ concentrations.
- Nitrogen availability.
- Local and regional air pollution (e.g. ozone, particulates).
- Management activities used in forestry and agriculture and their effect over long time scales (e.g., age structure and past practices; woody encroachment).
- Disturbance regimes (e.g., fire, insects, windthrow, flooding).

A key issue will be to consider what may be known and what is uncertain regarding the ways in which combinations of such factors may interact with each other—i.e. possible issues of additivity, synergy or cancellation.

The meeting should critically review models and observational bases currently available for simulating and validating the combined effect of relevant factors on Net Ecosystem Production (NEP) at various scales from local to global. In addition the meeting should consider the extent to which new methods are needed for determining the quantitative effect of the above set of factors on terrestrial carbon stocks.

The meeting should recognize and draw from complementary work and assessments being carried out internationally, e.g., in the Global Carbon Project of WCRP, IGBP, and IHDP. It is envisaged that the meeting will have 25 to 30 participants and as far as possible these should have a breadth of scientific and regional expertise to evaluate the issues mentioned above.

The meeting should help to identify any gaps in current scientific understanding that could limit the ability of present science to meaningfully address the issues raised in the SBSTA request. It should also consider identifying situations where current knowledge suggests that methodological approaches that may be relevant to the SBSTA request (e.g., those involving comparison plots, or evaluation of forest age-class distributions) would be scientifically credible and practicable. Finally the meeting may usefully identify research needs and timeframes over which any significant change in understanding may become available.

The meeting is to be held July 21–22–23 in Europe, probably in Switzerland. In order to meet this deadline a scientific program committee will be approved in mid-March and is expected to operate through telephone conference calls and email discussion during March and early April so as to finalize a participants list and meeting programme by mid April.

The United Nations Framework Convention on Climate Change (UNFCCC)

From the Report of the Conference of the Parties on its Seventh Session, Held at Marrakech from 29 October to 10 November 2001

Invites the Intergovernmental Panel on Climate Change (IPCC):

To develop practicable methodologies to factor out direct human-induced changes in carbon stocks and greenhouse gas emissions by sources and removals by sinks from changes in carbon stocks and greenhouse gas emissions by sources and removals by sinks due to indirect human-induced and natural effects (such as those from carbon dioxide fertilization and nitrogen deposition), and effects due to past practices in forests (prereference year), to be submitted to the Conference of the Parties at its tenth session.

Appendix 3: Workshop Program

Day 1

08:30–8:45

Registration

0. Overview and Setting the Stage

Chair: Heimann; Drafter/Rapporteur: Canadell

08:45–09:15

Solomon

Welcome, charge to the meeting

09:15–10:15

Apps, Heimann,
Jaramillo

Review of relevant past IPCC work: TAR-WG1,
TAR-WG2, SRLUCF

10:15–10:45

Break

10:45–11:30

Schimel

Science overview: The separability problem

11:30–12:15

Field

Enumeration of processes and their interactions

12:15–13:15

Lunch

1. Permanence

Chair: Holland; Drafter/Rapporteur: Artaxo

13:15–14:00

Smith

Permanence of stored carbon-soil perspective

14:00–14:45

Kurz

Permanence of terrestrial carbon stocks: Forest
ecosystem perspective

2. Separability

Chair: Holland; Drafter/Rapporteur: Artaxo

14:45–15:30

Cescatti

Separation of the influence of multiple
interacting controls on carbon uptake

15:30–16:00

Break

16:00–16:45

McMurtrie

Separability of ecosystem controls on carbon
storage

16:45–17:45

Discussion/draft text for bullet statements
coming from Sessions 1 and 2

Day 2

3. Saturation

Chair: Joos; Drafter/Rapporteur: Barrett

09:00–09:30	Artaxo	The Large-Scale Biosphere–Atmosphere Experiment (LBA) in Amazonia
09:30–10:15	Kauffman	Saturation of land-use related sinks
10:15–10:45		Discussion/draft text for bullet statements coming from Session 2
10:45–11:00		<i>Break</i>

4. Stability

Chair: Jaramillo; Drafter/Rapporteur: Law

11:00–11:45	Cox	Stability of terrestrial carbon processes: Climate perspective
11:45–12:30	Holland	Stability of terrestrial carbon processes: Earth System Interactions
12:30–13:30		<i>Lunch</i>
13:30–14:30		Discussion/draft text for bullet statements coming from Sessions 3 and 4

5. Attribution

Chair: Apps; Drafter/Rapporteur: Churkina

14:30–15:15	Ciais	Detection of the signatures of processes: Global and integrated network perspective
15:15–16:00	Law	Detection of interactive ecosystem processes using flux and process data
16:00–16:30		<i>Break</i>
16:30–17:15	Houghton	Age structure and inventory-based methodologies
17:15–18:30		Discussion/draft text for bullet statements coming from Session 5

Day 3

6. Synthesis

Chair: Solomon; Drafter/Rapporteur: Joos

08:30–10:00	Houghton, Schimel	Review of direct and indirect processes: 'Knowns, unknowns, uncertainties'
10:00–10:30		<i>Break</i>
10:30–11:30	Sala, Holland (Murdiyarso, Apps, Canadell, Kurz)	Spatial scale issues
11:30–12:30	Cescatti, Cox (Heimann, Jaramillo, Schimel, Peylin)	Time scale issues
12:30–13:30		<i>Lunch</i>
13:30–14:30	Law, Churkina	Research Needs
14:30–15:30		<i>Break</i>
	Chair: Schimel	
15:30–16:30		Synthesis; Group discussion of workshop science statement

End science meeting.

Appendix 4: Workshop Participants

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