



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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

GAIL FARBER, Director

November 16, 2010

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

Dear Supervisors:

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

14 NOVEMBER 16, 2010

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

**APPROVE CONTROLLED ACCESS HIGHWAY AGREEMENT
STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE PROJECT
COUNTY OF LOS ANGELES–STATE OF CALIFORNIA
UNINCORPORATED COMMUNITY OF CASTAIC
(SUPERVISORIAL DISTRICT 5)
(3 VOTES)**

SUBJECT

This action is to approve the Controlled Access Highway Agreement between the County of Los Angeles and the State of California establishing a controlled access highway designation and relinquishing access control for State Route 126 in conjunction with the proposed construction of the State Route 126/Commerce Center Drive Interchange project in the unincorporated community of Castaic.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Acting as a responsible agency for the proposed project, consider the Addendum to the Negative Declaration prepared and adopted by the State of California, acting by and through its Department of Transportation as lead agency, certifying that the Board has independently considered and reached its own conclusions regarding the environmental effects of the project as shown in the Addendum, and 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.
2. Approve and instruct the Chair to sign an agreement with the State of California, acting by and through its Department of Transportation, establishing a controlled access highway designation and relinquishing access control for State Route 126 in conjunction with the proposed construction of the State Route 126/Commerce Center Drive Interchange project in the unincorporated community of

Castaic. The construction cost of the interchange project, currently estimated to be \$50,000,000, is to be financed by Bridge and Thoroughfare District funds and a Los Angeles County Metropolitan Transportation Authority Call for Projects grant.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended action is to execute the enclosed Controlled Access Highway Agreement (Agreement) between the County of Los Angeles (County) and the State of California (State), acting by and through its Department of Transportation (Caltrans), establishing a controlled access highway designation and relinquishing access control for State Route 126 in conjunction with the proposed construction of the State Route 126/Commerce Center Drive Interchange project in the unincorporated community of Castaic. Execution of this Agreement is necessary in order for the State to approve the construction of the project within State right of way.

The purpose of the Agreement is to document the understanding between the State and the County regarding the planned traffic circulation features of State Route 126 in the immediate vicinity of the project. The Agreement identifies streets that will be closed or connected to the controlled access highway, streets that will be separated from the controlled access highway, and the locations of the frontage roads for the highway. Future connections of public or private streets or driveways to this portion of State Route 126 will require approval from the California Transportation Commission. Execution of the Agreement is necessary for the State to approve the construction of the State Route 126/Commerce Center Drive Interchange project.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Operational Effectiveness (Goal 1) and Community and Municipal Services (Goal 3). The construction of the project will improve safety and reduce traffic congestion in the area for those County residents who travel on these roads, thereby improving the quality of life for County residents.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

Execution of the enclosed Agreement will have no fiscal impact on the County. A separate cooperative agreement will be executed between the State and County prior to the construction of the project. The total construction cost of the project is currently estimated to be \$50,000,000, of which \$9,234,000 will be financed with a grant obtained under the 2001 Los Angeles County Metropolitan Transportation Authority (LACMTA) Call for Projects. The remaining construction cost in the amount of \$40,766,000 will be financed by Bridge and Thoroughfare District funds.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Currently, the junction of State Route 126 and Commerce Center Drive is a signalized intersection. The County and Caltrans propose to construct State highway improvements consisting of a grade-separated interchange at the State Route 126/Commerce Center Drive intersection, widening of State Route 126, new freeway ramps, new traffic signals at the intersection of Henry Mayo Drive and Commerce Center Drive and at the eastbound ramps intersection, and realignment of Henry Mayo Drive.

The design of the project is expected to be complete in November 2010 and right of way acquisition is ongoing. A separate cooperative agreement will be executed between the State and County prior to construction to delineate the responsibilities of the State and the County during the construction and close-out of the project, which is anticipated to be approved by the Board in December 2010. The project is tentatively scheduled to be advertised for construction bids in May 2011 and awarded in August 2011. Construction is anticipated to take approximately two years to complete. Maintenance of the project will be the subject of separate agreements between the State and the County and between the County and developers in the vicinity of the project. Those agreements will be presented to the Board in separate actions.

The Agreement designates State Route 126 within the vicinity of the project as a Controlled Access Highway and requires that future connection of public or private streets or driveways to State Route 126 be approved by the California Transportation Commission. Section 130 of the California Streets and Highways Code provides that Caltrans and the County may enter into cooperative agreements for improvements to State highways within the County.

The enclosed Agreement has been reviewed and approved as to form by County Counsel.

ENVIRONMENTAL DOCUMENTATION

On December 5, 2006, Agenda Item No. 47, the Board approved the environmental document for this project. The Negative Declaration found that the project will not have a significant effect on the environment in accordance with the provisions of the California Environmental Quality Act (CEQA). In accordance with Sections 15162 and 15164(b) of the Guidelines for CEQA and due to changes in the scope of work, an Addendum to the Negative Declaration was prepared by Caltrans since there are only minor technical changes or additions that do not result in any significant effect on the environment. The changes are identified in the attached Addendum. Caltrans adopted the Addendum on June 1, 2010.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

SR 126 is part of the State Freeway and Expressway System. It is a major access route between Interstate 5 and Ventura County. Commerce Center Drive is a major highway on the County Highway Plan and the proposed improvements are needed to improve safety, reduce traffic congestion, and improve the level of service for interregional traffic.

CONCLUSION

Please return one adopted copy of this letter and two original signed copies of the Agreement to the County Department of Public Works, Programs Development Division. After the Agreement has been executed by Caltrans, a fully executed original will be returned to the Executive Office.

The Honorable Board of Supervisors
11/16/2010
Page 4

Respectfully submitted,

A handwritten signature in black ink that reads "Gail Farber". The signature is written in a cursive, flowing style.

GAIL FARBER
Director

GF:SA:pr

Enclosures

c: Chief Executive Office
County Counsel
Executive Office

CONTROLLED ACCESS HIGHWAY AGREEMENT

THIS AGREEMENT, made and entered into on this _____ day of _____, 20____, by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as "STATE"), and the COUNTY OF LOS ANGELES (herein referred to as "COUNTY"),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a Controlled Access Highway by Resolution of the California Transportation Commission on May 20, 2010; and

WHEREAS, a plan map for such Controlled Access Highway has been prepared showing the proposed plan of the STATE as it affects roads of the COUNTY.

NOW, THEREFORE, IT IS AGREED:

1. COUNTY agrees and consents to the closing of COUNTY roads, relocation of COUNTY roads, construction of frontage roads and other local roads, and other construction affecting COUNTY roads, all as shown on the plan map attached hereto, marked Exhibit A, and made a part hereof by reference.

2. The obligations of STATE and COUNTY with respect to the funding and construction of the highway project will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto, or Encroachment Permits issued to COUNTY. The parties responsible for the construction of the highway shall make any changes affecting COUNTY roads only in accordance with the plan map attached hereto, marked Exhibit A.

3. The obligations of STATE and COUNTY with respect to the acquisition of the rights of way required for the construction, reconstruction, or alteration of the highway and COUNTY roads, frontage roads, and other local roads will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto or Encroachment Permits issued to COUNTY.

4. It is understood between the parties that the rights of way may be acquired in sections or units, and that both as to the acquisition of rights of way and the construction of the highway project, the obligations of STATE and COUNTY hereunder shall be

carried out at such time and for such unit or units of the project as funds are budgeted and made lawfully available for such expenditures.

5. COUNTY will accept control and maintenance over each of the relocated or reconstructed COUNTY roads, any frontage roads, and other local roads constructed as part of the project, on receipt of written confirmation that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the highway proper. If acquired by STATE, COUNTY will accept title to the portions of such roads lying outside the Controlled Access Highway limits upon relinquishment by STATE.

6. This Agreement may be modified at any time by the mutual consent of the parties hereto, as needed to best accomplish, through STATE and COUNTY cooperation, the completion of the whole highway project for the benefit of the people of the STATE and of the COUNTY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

CINDY McKIM
Director of Transportation

By

TERRY L. ABBOTT
Chief Design Engineer

APPROVED AS TO FORM:

Attorney (State)

THE COUNTY OF LOS ANGELES
By

Gloria Molina, Chair
Board of Supervisors

Attest:

Sachi Hamai
Executive Officer, Board of Supervisors
County of Los Angeles

APPROVED AS TO FORM:
Andrea Sheridan Ordin
County Counsel

By: Julia Weisman
Deputy

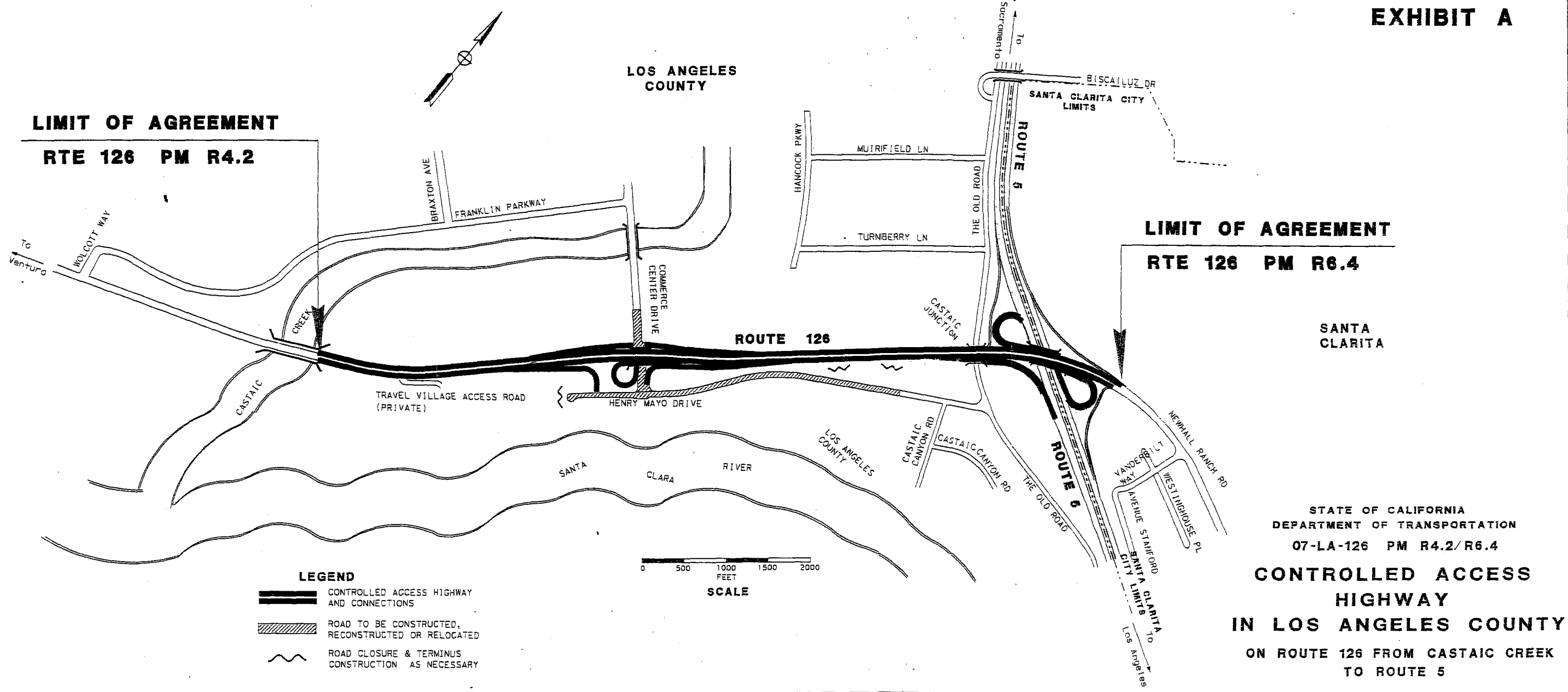
EXHIBIT A

LIMIT OF AGREEMENT




RTE 126 PM R4.2

LIMIT OF AGREEMENT

RTE 126 PM R6.4



LEGEND

-  CONTROLLED ACCESS HIGHWAY AND CONNECTIONS
-  ROAD TO BE CONSTRUCTED, RECONSTRUCTED OR RELOCATED
-  ROAD CLOSURE & TERMINUS CONSTRUCTION AS NECESSARY



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
07-LA-126 PM R4.2/R6.4
**CONTROLLED ACCESS
HIGHWAY
IN LOS ANGELES COUNTY
ON ROUTE 126 FROM CASTAIC CREEK
TO ROUTE 5**

IN LOS ANGELES COUNTY PM R4.2/R6.4

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	07-LA-126-KP R6.8 - R-9.2
PM/PM	R4.2 - R5.7
E.A. or Fed-Aid Project No.	EA: 187220
Other Project No. (specify)	SCH 2003101127
PROJECT TITLE	SR 126/Commerce Center Drive Interchange Project
ENVIRONMENTAL APPROVAL TYPE	FONSI/ND
DATE APPROVED	06/22/06
REASON FOR CONSULTATION (23 CFR 771.129)	Check reason for consultation: <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only)
DESCRIPTION OF CHANGED CONDITIONS	Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable.

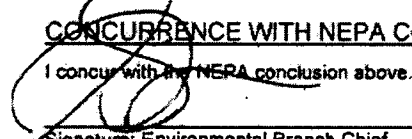
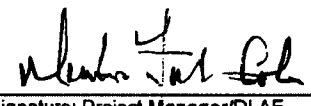
NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remain s valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and is included on the continuation sheet(s) or is attached.
 Yes Additional public review is warranted (23 CFR 771.111(h)(3))
- The original document or CE is no longer valid.
 Yes Additional public review is warranted (23 CFR 771.111(h)(3))
 Yes Supplemental environmental document is needed.
 Yes New environmental document is needed. (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.


 Signature: Environmental Branch Chief
 5/29/10
 
 Signature: Project Manager/DLAE
 6/1/10
 Date

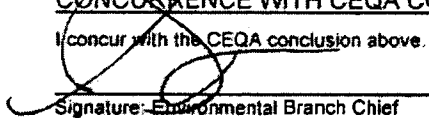

CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the four statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be prepared and is included on the continuation sheets or will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR: _____)

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.


 Signature: Environmental Branch Chief
 5/29/10
 
 Signature: Project Manager
 6/1/10
 Date

**NEPA/CEQA RE-VALIDATION FORM
CONTINUATION SHEET(S)**

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

Project will use borrow from a location in Chiquito Canyon that was identified in the Landmark Village Recirculated Draft EIR as a grading site with the spoils to be stockpiled. Borrow for the interchange was not previously identified and Chiquito Canyon was outside the project area for the interchange project. Necessary data collection in Chiquito Canyon, including field data for biota, wetlands, and cultural resources, was part of the Landmark Village EIR (January 2010) and the Draft Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIS/EIR (April 2009).

Changes in environmental setting, e.g., new development affecting traffic or air quality;

Borrow excavated at Chiquito Canyon will need to be transported to the SR 126/Commerce Center Drive Interchange, a one-way distance of about three miles.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

Not applicable

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

No measurable change. The proposed borrow site was previously a grading site. All necessary environmental data, including field data, is available in the Landmark Village Recirculated Draft EIR (January 2010) or the Draft Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIS/EIR (April 2009).

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

Not applicable

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Not applicable

Appendix A Project Description

For the construction of the State Route (SR) 126/Commerce Center Drive Interchange Project (Project), a proposed revision to the project is to provide borrow area to supply fill for construction. The highway improvements and developments on or adjacent to Newhall Ranch, including Landmark Village, have previously been reviewed and approved. The current proposal involves removal of material from a location in Chiquito Canyon that was previously identified as a grading site (Figure 1). The grading will be within approximately 6.2 hectares (15.3 acres), with a volume of approx. 483,000 cubic meters. This material would then be hauled to the Project site. The borrow site is inside the larger area for improvements to Newhall Ranch and the Landmark Village, which is the first phase of implementing the approved Specific Plan for development of Newhall Ranch. The specific location for the proposed borrow area is the northeast corner of the intersection of SR 126 and Chiquito Canyon Road. The objective of this environmental revalidation is to analyze the inclusion of this borrow site and haul route into the Project.

For purposes of the Landmark Village Environmental Impact Report (EIR), the “tract map site” refers to the proposed location of the Landmark Village development site itself, and the “project site” generally includes the tract map site, the Adobe Canyon borrow site, the Chiquito Canyon grading site with debris basins, the utility corridor, the water tank site, the Long Canyon Road Bridge, bank stabilization, drainage improvements, and related haul routes. The entire project site comprises approximately 1,063.4 gross acres (Landmark Village Recirculated Draft EIR, pg 1.0-4)

The proposed use of what had been called the Chiquito Canyon grading site has shifted to become a borrow area primarily to provide fill for the construction of an interchange at SR 126 and Commerce Center Drive to replace the existing intersection. The Landmark Village Recirculated Draft EIR (pg 1.0-82-4) describes plans for the Chiquito Canyon grading site as follows:

[The] proposed project requires off-site grading in Chiquito Canyon for improvements to SR 126, construction of debris basins, off-site water tank and wastewater treatment facilities that would be connected to the tract map site by utility lines in the utility corridor that will also require grading...Figure 1.0-33, Off-Site Improvements, depicts the off-site grading locations, the haul routes, the location of the proposed river

crossing, the utility corridor, and the water tank locations. Earthwork associated with these off-site improvements is described below. (Landmark Village Recirculated Draft EIR, pg 1.0-82)

The... Chiquito Canyon grading site is located just north of SR-126 and east of the intersection with Chiquito Canyon Road. The Chiquito Canyon grading site is proposed on the ridgeline of a northeast-southwest trending hillside. The terrain on the southwesterly portion of the ridgeline gently slopes toward the intersection in a "finger" shape where elevations reach approximately 950 feet above msl at its low point (slightly elevated above the roadbed). The terrain becomes progressively steeper and more rugged toward the northwest portion of the ridge, with the peak elevation reaching 1,160 feet above msl. The grading would lower the "finger" of land extending toward the intersection of Chiquito Canyon Road with SR-126 by approximately 60 feet when compared to the existing elevation. Rather than a gradual incline that extends upward at increasingly greater grade, the reshaped slope would approximate the grade of SR-126 for about 1,500 feet west of the intersection with Chiquito Canyon Road. At this point, the grading would create a manufactured slope that extends upward at a uniform 3:1 grade reaching a high of 1,160 feet above msl. A series of benches, swales and debris basins would also be constructed to collect, convey and release runoff in a controlled manner. Approximately 1.2 million cubic yards of earth would be excavated from this area and placed as fill in the adjacent canyons or transported to stockpiled for the project and/or tract map sites. (Landmark Village Recirculated Draft EIR pg 1.0-83)

A comparable description for use of the Chiquito Canyon site as a borrow area, including specific data such as the acreage, volume of material to be removed, depth of excavation, and rehabilitation plans, is not currently available. Insofar as location and acreage are the same, most site-specific impacts for the borrow area would be virtually the same as those included in the Landmark Village Recirculated Draft EIR.

FIGURE 1. PROJECT BORROW AREA AND HAUL ROUTE

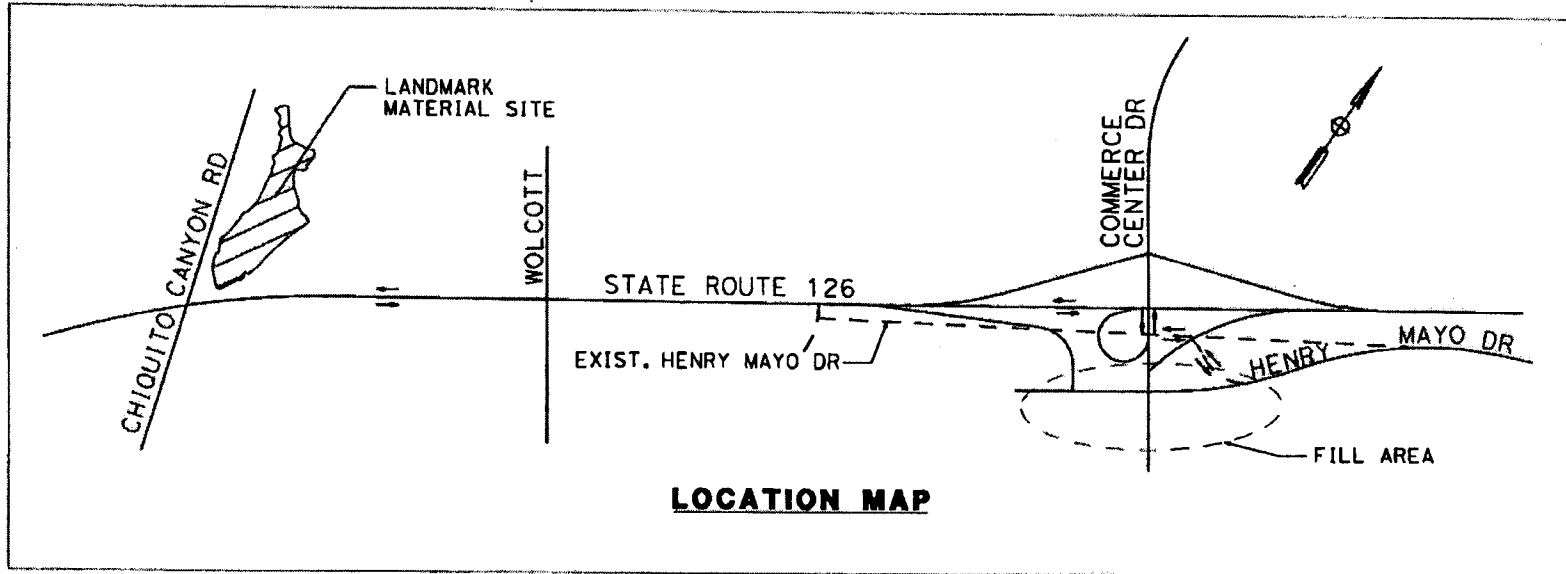
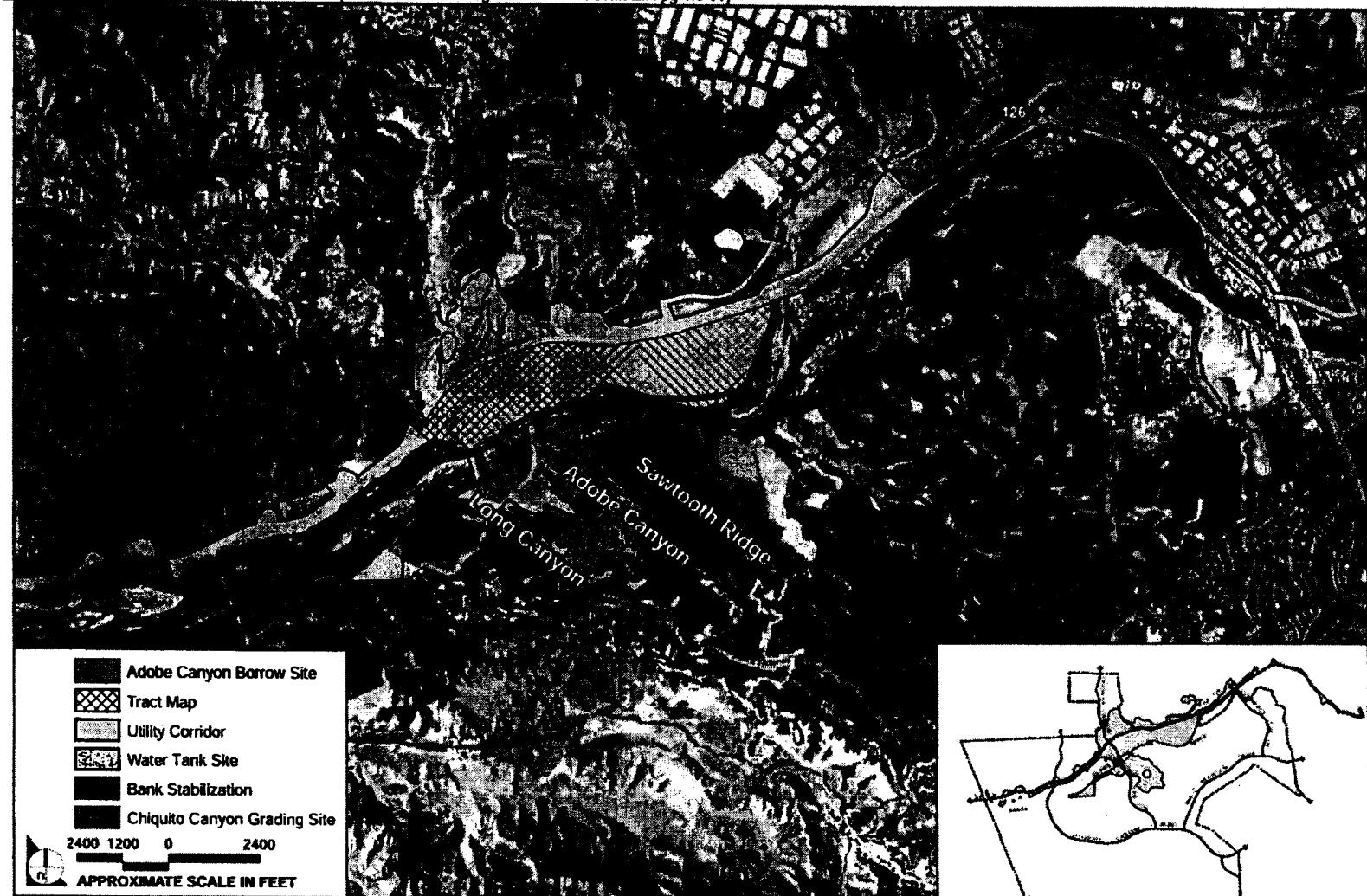


FIGURE 1.0-33 – OFF SITE IMPROVEMENTS (from Landmark Village Recirculated Draft EIR pg 1.0-86)



NEPA/CEQA RE-VALIDATION
MAY 2010

SR 126/COMMERCE CENTER
DRIVE INTERCHANGE
PROJECT

Appendix B Environmental Evaluation

Table 1 includes a summary of the environmental evaluation that was developed for each subject area

TABLE 1. SUMMARY OF ENVIRONMENTAL EVALUATION

Resource	Reference Comments
Hydrology, Water Quality, Stormwater Runoff	<p>Use of the land as either a borrow area or a grading site would increase the area susceptible to erosion from ground clearing to the same degree. There would be no increase in impervious area or in runoff.</p> <p>While initial plans included grading in Chiquito Canyon, the current proposal is to use the same area as borrow. There should be no meaningful difference so far as erosion and siltation are concerned, and no increase in runoff is anticipated. Impacts on the river are less than significant so long as Storm Water P3 and BMPs are implemented.¹</p> <p>There should also be no meaningful difference so far as effects on floodplains, wetlands, streams, and water quality are concerned.²</p>
Hazardous Waste/Materials	<p>No hazardous materials were noted on the parcel during previous studies,^{3,4} and no hazardous materials are proposed for use on the site following construction. The borrow use would have essentially the same effect as the previously planned grading.</p>
Air Quality	<p>The borrow use would have essentially the same effect as the previously planned use as a grading site.</p> <p>Cleared area for borrow is essentially the same area as previously planned for a grading site. Any cleared area would be susceptible to erosion and dust.</p> <p>Additional trucks hauling fill material would have diesel engines, but PM_{2.5} is not an issue, given that construction of the interchange would take less than five years.</p> <p>Construction Emissions are well below SCAQMD significance</p>

¹ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010.

² Ibid.

³ U.S. Army Corps of Engineers and California Department of Fish and Game, *Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan Draft Joint EIS/EIR*, April 2009

⁴ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010.

TABLE 1. SUMMARY OF ENVIRONMENTAL EVALUATION

Resource	Reference Comments
	<p>thresholds for NO_x, PM₁₀, CO, ROG, or SO₂. NO_x would be closest to the threshold at 88 percent.⁵ Duration of construction of the interchange is two years, much less than the five years when PM_{2.5} could be a concern.⁶</p> <p>Construction emissions would not be sufficient to exceed SCAQMD significance thresholds.</p>
Noise	<p>Potential for additional construction equipment to remove material and additional truck traffic to haul material to the interchange.</p> <p>There are limited receptors present in the area. Noise would be construction phase only, as long-term noise emissions are unchanged from earlier analyses. Construction noise levels associated with equipment use for a borrow area are the same as those used in the proposed site grading, so there would be no difference in noise levels.</p> <p>The Los Angeles County Noise Ordinance restricts noise levels and hours of operation from construction activities affecting residential uses. There are no residential uses at Chiquito Canyon, and those elsewhere are covered by previous analyses.</p>
Energy	<p>While the use of energy by construction equipment is covered by previous analysis of use of the site as a grading site, additional fuels may be required for the approximately three-mile (one way) trip between the borrow area and the construction site.</p> <p>Under the grading site proposal, earth would have been excavated from this area and placed as fill in the adjacent canyons or transported to be stockpiled for the project and/or tract map sites.⁷ The distances involved are unknown but could be more or less than the three miles currently proposed.</p>
Wetlands and Other Waters of the United States	<p>No wetlands or streams are on the proposed borrow parcel; thus there would be no impacts.⁸</p>
Fish & Wildlife	<p>Chiquito Canyon site would be impacted about the same in either the grading site or the borrow area scenario.</p> <p>In previous plans, the Chiquito Canyon location was described as</p>

⁵ CH2M HILL, *Draft Initial Study/Environmental Assessment State Route 126 and Commerce Center Drive*, May 2005

⁶ CH2M HILL, *Technical Report Final Air Quality Analysis*, August 2004

⁷ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010.

⁸ Ibid

TABLE 1. SUMMARY OF ENVIRONMENTAL EVALUATION

Resource	Reference Comments
	a grading site. ⁹ All field surveys, impact analyses, and documentation for Chiquito Canyon included it as such.
Vegetation	The Chiquito Canyon grading site is characterized by California annual grassland, coastal scrub, and agricultural/disturbed areas, with smaller amounts of California sagebrush-California buckwheat scrub and California sagebrush-purple sage scrub. Elevations at this off-site grading site range from approximately 970 feet near SR 126 to 1,190 feet amsl farther north. ¹⁰
Special Status Species	<p>Based on a review of the CNDDDB¹¹ and the biological documentation prepared for the Landmark Village project site¹² and the greater Newhall Ranch Specific Plan¹³ area, 81 special-status wildlife species were identified that are known to occur in the project region. Of these:</p> <ul style="list-style-type: none"> - 35 were observed on or bordering the project site. - 26 have the potential to occur on the site, despite not being observed during surveys of the project site. <p>Impacts would be the same whether the site is used as a grading site or a borrow area. Application of mitigation measures would reduce impacts to all species of concern.</p> <p>Spineflower is a federal candidate and a state-listed endangered plant species found in the project vicinity, although it was not discovered on the grading site. The Spineflower Conservation Plan is the applicant's conservation and management plan to permanently protect and manage a system of preserves designed to maximize the long-term persistence of Spineflower.¹⁴</p>
Floodplains	SR 126 is adjacent to the Federal Emergency Management Agency (FEMA) 100-year Floodplain. The potential for encroachment would be the same with a grading site or borrow area.

⁹ Ibid

¹⁰ Ibid

¹¹ California Natural Diversity Database

¹² Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010.

¹³ Impact Sciences, Inc, *Newhall Ranch Specific Plan Program EIR*, May 2003

¹⁴ U.S. Army Corps of Engineers and California Department of Fish and Game, *Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan Draft Joint EIS/EIR*, April 2009

TABLE 1. SUMMARY OF ENVIRONMENTAL EVALUATION

Resource	Reference Comments
Coastal Zone	The site is not within the county coastal jurisdiction and will not require a County Coastal Development Permit. It is also neither within state coastal jurisdiction nor within the state appealable jurisdiction.
Land Use, Planning, and Growth	<p>Chiquito Canyon is a small part of the much larger Newhall Ranch development project. Land use and planning compatibility issues are addressed in the Landmark Village Recirculated Draft EIR,¹⁵ the Specific Plan for Development of Newhall Ranch,¹⁶ and the Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIS/EIR.¹⁷</p> <p>The use of the Chiquito Canyon parcel as a borrow area would have essentially the same effect on localized land uses as the previously planned use as a grading site.</p>
Farmlands/Agricultural Lands	<p>The site in question is open space not in agricultural or farmland uses. The parcel is undergoing development as part of an approved plan. Issues of agriculture/farmland are incorporated in documentation for that conversion.</p> <p>The borrow use would have essentially the same effect as the previously planned grading.</p>
Community Impacts (Social, Economic) and Environmental Justice	A possible minor change in construction employment will have no impact. The potential for impacts on minority or low-income populations is the same whether the site is used as a borrow area or a grading site.
Utilities/Emergency Services	Use as a borrow area or use as a grading site should have an impact on utilities and service systems that is limited to relocation of a utility pole. There would be no effect on emergency services beyond a slight increase on traffic on SR 126 when earth is moved.
Traffic Transportation/Pedestrian and Bicycle Facilities	Borrow removed from Chiquito Canyon would be hauled to the SR 126/Commerce Center Drive Interchange highway improvements construction site on SR 126, a distance of approximately 3 miles. If Chiquito Canyon were used as a grading

¹⁵ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010.

¹⁶ Impact Sciences, Inc, *Newhall Ranch Specific Plan Program EIR*, May 2003

¹⁷ U.S. Army Corps of Engineers and California Department of Fish and Game, *Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan Draft Joint EIS/EIR*, April 2009

TABLE 1. SUMMARY OF ENVIRONMENTAL EVALUATION

Resource	Reference Comments
	<p>site, material removed would be stockpiled at an unidentified location.¹⁸ Transport routes and distances are not known.</p> <p>Dedicated pedestrian and bicycle facilities are not available in the project vicinity.</p> <p>The borrow use would have essentially the same effect as the previously planned grading on transportation and traffic.</p>
Visual/Aesthetics	<p>Construction activity will be readily visible from SR 126, but this is not a visually sensitive area or a designated scenic highway.</p> <p>In conjunction with other extensive construction activity and adjacent landfill operations, the incremental effect would be negligible.</p>
Historical Resources	<p>No historic sites are reported at the proposed borrow area.</p>
Archaeological Resources	<p>No archaeological sites reported at the proposed borrow area.</p> <p>No Native American attachment to the area has been identified.</p> <p>Phase I and II archaeological surveys of all cultural resources were undertaken within the Newhall Ranch Specific Plan¹⁹ and related efforts.²⁰</p> <p>No sites were reported at the proposed borrow area.</p> <p>The closest reported site (CA-LAN-2235) appears to be a small village site located north of SR 126 and west of the mouth of San Martinez Chiquito Canyon. Construction of a historic era house on the same site has resulted in considerable damage to the site integrity.</p> <p>The other site that could have been a concern, CA-LAN-2234, had no intact cultural resources when Phase II studies were performed.</p>

¹⁸ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010

¹⁹ Impact Sciences, Inc, *Newhall Ranch Specific Plan Program EIR*, May 2003

²⁰ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010

TABLE 1. SUMMARY OF ENVIRONMENTAL EVALUATION

Resource	Reference Comments
Paleontological Resources	The site is an area of geologic formations with high and moderate potential for the discovery of fossil remains. ²¹ Therefore, without mitigation, grading activities could have significant impacts on the region's paleontological resources. If the borrow excavation is more extensive (greater extent or depth) than the previously planned grading, which would have removed 60 feet of overburden, the potential for encountering paleontological resources increases. Mitigation remains the same as previously.

²¹ Impact Sciences, Inc, *Landmark Village Recirculated Draft EIR*, January 2010