

II. Executive Summary



II. EXECUTIVE SUMMARY

A. INTRODUCTION

This Executive Summary is intended to provide the reader with a clear and simple description of the Project and its potential environmental impacts. State CEQA Guidelines Section 15123 requires that the summary identify: “1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.” This summary focuses on the major areas of the Project that are important to decision makers.

B. PROJECT SUMMARY

Golden Oak Ranch (Ranch) comprises approximately 890 acres in the unincorporated Santa Clarita Valley area of the County.¹ The Ranch is located immediately east of State Route 14 (SR-14). Placerita Canyon Road, a secondary highway, runs through the southern portion of the Ranch in an east-west direction.

The Project would provide for the development of a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch, referred to as the Development Area. The Development Area is comprised of approximately 58 acres, a substantial portion of which is located on two large, mostly barren fill pads next to SR-14. Additional Project elements are proposed within areas referred to herein as the Water Tank Area, the Trail Area, the Potential Mobile Home Relocation Areas, and the Conditional

¹ *The western portion of the 890-acre Ranch includes an approximately 30-acre, 330-foot strip of land that traverses the Ranch in a generally northwest to southeast direction and is owned by the City of Los Angeles Department of Water and Power (referred to as the LADWP transmission corridor). The southwest corner of the Ranch also includes two smaller LADWP transmission corridors totaling approximately four acres and used for transmission purposes. The Applicant holds an easement from LADWP to access and use the land within the LADWP transmission corridor.*

Parking Areas, all located within the Ranch, and the Off-Site Infrastructure Improvement Areas. The Off-Site Infrastructure Improvement Areas include areas outside the Ranch where water and sewer infrastructure, the replacement of several existing power poles, and reconfiguration of several roadway intersections are proposed. Collectively, the Development Area and these other areas comprise the Project site.²

Specifically, the Project would develop up to 12 soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary, an administration building, a central utility plant, and an electrical substation within the Development Area.³ This development scenario is referred to herein as the Soundstage Option. The Project also includes an option to develop studio office uses in lieu of four soundstages, two mills, and production offices within the northern portion of the Development Area. This alternative scenario is referred to as the Studio Office Option. With implementation of the Project, approximately 195 acres of the Ranch would continue to be used for outdoor filming/movie ranch uses with some intermittent agricultural uses. Approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses. The proposed studio uses and continued filming activities could operate 24 hours per day, as under existing conditions. The number of employees associated with the Project would vary based on filming schedules and demand, with up to 1,240 persons associated with Development Area activities potentially present each day, for a total of up to 1,840 persons potentially present on the Ranch on a daily basis.

Under the Soundstage Option, the southern portion of the Development Area (south of Placerita Creek and west of the transmission line corridor) would contain eight soundstages, four mills, and four production offices in the center of the development; writers/producers bungalows and a commissary/amenity building to the north of the soundstages; and a warehouse and a central utility plant along the southern boundary of the Development Area near Placerita Canyon Road. Four additional soundstages, two mills, two production offices, and an electrical substation would be developed in the northern portion of the Development Area, located north of Placerita Creek. These areas would be connected via a 220-foot long bridge that would span Placerita Creek, and an

² Refer to Figures IV-4 and IV-5 in Section IV, Project Description, for a depiction of each of the Project site areas within the Ranch and outside of the Ranch, respectively.

³ The 58-acre Development Area includes approximately 12 acres that are owned by LADWP and traverse the easternmost portion of the Development Area. This area would be graded and used for surface parking as part of the Project.

access road at the westernmost portion of the Development Area adjacent to SR-14. Buildout of the Soundstage Option would result in a total of approximately 555,950 gross square feet of building area, plus approximately 66,300 square feet of ancillary facilities.

Under the Studio Office Option, development in the southern portion of the Development Area would involve the same uses, floor area, and layout as under the Soundstage Option. Also similar to the Soundstage Option, the Studio Office Option would include an electrical substation in the northernmost portion of the Development Area. However, in lieu of four soundstages, two mills, and associated production offices in the northern portion of the Development Area, the Studio Office Option would involve the development of studio office uses in one office building north of Placerita Creek. Buildout of the Studio Office Option would result in a total of approximately 510,000 gross square feet of building area, plus approximately 66,300 square feet of ancillary facilities.

The proposed buildings within the Development Area would be designed to reflect the existing agrarian and rustic character of the Ranch. Building heights would range from approximately 20 to 60 feet in height, with the soundstages being the tallest features.⁴ The buildings located within the western portion of the Development Area would be screened from Placerita Canyon Road and SR-14 by a vegetation barrier heavily planted with trees and shrubs. Along Placerita Canyon Road, much of the existing landscaped area that includes mature native trees, including mature oak trees, would provide additional screening of the Project buildings. The Project would require an Oak Tree Permit for the removal of 158 oak trees, including 16 heritage oak trees, and encroachment on 82 other oak trees, including 3 heritage oak trees. The Project includes a comprehensive oak tree and woodland mitigation program that would involve the planting of at least 1,600 oak trees (with the guaranteed survival of 1,144 oak trees through the seven-year monitoring period) of a variety of sizes within areas of the Ranch east of the Development Area.

Primary access to the Ranch is along Placerita Canyon Road. Unpaved private roads provide internal circulation within the Ranch. To improve access to the Ranch and the Development Area, the Applicant proposes to reconfigure and signalize the SR-14 northbound off-ramp at Placerita Canyon Road. The reconfiguration would allow for northbound vehicles exiting SR-14 to cross Placerita Canyon Road and directly enter the Development Area via the Ranch's new main entry driveway. Although the current Ranch

⁴ *Per Los Angeles County Code Section 22.08.080 H, building height is defined as the plumb line distance from the point being measured to the grade.*

main entrance (i.e., the existing driveway further to the east) would continue to be used, primary ingress to the Development Area would be provided via the new entry across from the SR-14 northbound off-ramp. If the proposed off-ramp improvements are not approved by Caltrans, the Project traffic ingress would be restricted to the current Ranch main entrance on Placerita Canyon Road. In addition, the Ranch's existing gated entrance on Placerita Canyon Road, located west of the current Ranch main entrance, would continue to be restricted for emergency access. The Project would also include roadway improvements at the following intersections: Sierra Highway/SR-14 Southbound Ramps; Sierra Highway/Placerita Canyon Road; and the current Ranch main entrance/Placerita Canyon Road. As part of improvements at the latter intersection, a retaining wall ranging in height from 4 to 18 feet would be located along the south side of Placerita Canyon Road across from the current Ranch main entrance to shore up an existing steep hill.

Also as part of the Project, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest.⁵ The trail would extend from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line. Short segments of the trail would remain unimproved in order to avoid grading beneath any oak tree canopies, and a segment would follow a portion of the water tank access road. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the existing access road to the Water Tank Area, which would consist of an approximately 19,000 square foot dirt or gravel surface with un-striped parking for up to four vehicles and horse trailers, a kiosk for way-finding, regulatory and directional signage, horse ties, an entry gate, and potentially lodge pole fencing where needed. As the trail would be for daytime use, no lighting would be provided at the trailhead or along the trail. Additionally, no waste bins would be provided as all trail users would be expected to pack out any trash.

The Project would provide at least 1,228 parking spaces within the Development Area (with up to 260 spaces in the northern pad area including 88 tandem spaces, up to 507 spaces in the southern pad area, and up to 569 spaces within the parking lots located in the City of Los Angeles Department of Water and Power [LADWP] transmission corridor) under the Soundstage Option, and at least 1,162 parking spaces within the Development

⁵ *The trail would replace a County proposed Placerita Creek Connector Trail, which is designated within the Santa Clarita Valley Area Plan's Trails Plan as well as the new draft Conservation and Open Space Element and aligned along Placerita Creek.*

Area (with up to 460 spaces in the northern pad area, up to 507 spaces in the southern pad area, and up to 569 spaces within the parking lots located in the LADWP transmission corridor) under the Studio Office Option. If LADWP were to revoke the parking license agreement for the parking lots within the LADWP transmission corridor, one or two conditional surface lots located on the Ranch east of the Development Area would be constructed and used. The northern Conditional Parking Area could provide 295 parking spaces, and the southern Conditional Parking Area could provide 482 parking spaces.

New water infrastructure would be constructed to connect the Development Area with the nearest Newhall County Water District (NCWD) delivery system. Sanitary sewer service for the Development Area would be provided by connecting a proposed on-site wastewater system to the City of Santa Clarita's existing local wastewater collection system through the construction of a new sewer main. Other off-site improvements include the replacement of an estimated nine existing overhead distribution poles along public road rights-of-way on Sierra Highway and possibly Placerita Canyon Road by Southern California Edison (SCE) in order to connect to the proposed electrical substation. The Project's storm drain system would be designed to flow to Placerita Creek, as under existing conditions, and sized to ensure post-development peak flow rates would not exceed pre-development peak flow rates so as to prevent off-site downstream flooding caused by the Project. Following disturbance of portions of Placerita Creek during Project construction, the reconstructed creek slopes would be stabilized with soil cement which would be buried to allow surface revegetation, and a permanent, paved 15-foot-wide access road to be used by the County for maintenance purposes would be introduced at the top of the slope stabilization, with the slopes vegetated with native vegetation.

To accommodate Project construction, the uninhabited structure located within the Development Area would be removed, and the Ranch foreman's mobile home would be relocated to one of two potential sites on the Ranch east of the Development Area. The existing private septic system that serves the mobile home would be removed and a new septic system would be installed near the new mobile home location.

To accommodate the Project, the entire Development Area would be cleared and mass graded at one time. The Project is anticipated to involve approximately 700,000 cubic yards of cut and 350,000 cubic yards of fill within the Ranch, with approximately 350,000 cubic yards of soil export.⁶ Development of the Off-Site

⁶ *However, to be conservative, soil export of up to 500,000 cubic yards has been evaluated in relevant sections of the Draft EIR.*

Infrastructure Improvements would involve an estimated 15,000 to 20,000 cubic yards of cut, approximately 10,000 to 12,000 cubic yards of fill, and as much as 5,000 to 8,000 cubic yards of export. In addition, the traffic infrastructure improvements within the Caltrans right-of-way around the SR-14/Placerita Canyon Road on-ramps and off-ramps would require an estimated 11,500 to 14,000 cubic yards of cut, approximately 1,500 to 2,000 cubic yards of fill, and as much as 10,000 to 12,000 cubic yards of export. The disposal site(s) for the excess soil would depend on which sites are accepting fill dirt at the time of export. Landfills in Lancaster or Sun Valley would be used, thus requiring travel from the Development Area along Placerita Canyon Road to SR-14 north or south, respectively.

C. AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency including issues raised by agencies and the public. This EIR has taken into consideration the comments received from the public and various agencies in response to the Notice of Preparation (NOP) and during the public scoping meeting held on January 21, 2010. Written comments received during the NOP and scoping period are provided in Appendix A. Based on the scoping process, potential areas of controversy known to the County included special status species, biological resources, law enforcement, water resources, fire protection, cultural resources, geology, traffic, access, and lighting/safety.

D. ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the Project, the key issues to be resolved include whether the Project would have significant impacts, and, if so, how to mitigate potentially significant environmental impacts from the Project, and whether one of the alternatives should be approved rather than the Project.

E. SUMMARY OF PROJECT ALTERNATIVES

In accordance with Section 15126.6 of the CEQA Guidelines, Section VI, Project Alternatives, of this Draft EIR includes an alternatives discussion which evaluates the comparative merits of the Project alternatives. This Draft EIR includes an evaluation of the following alternatives of the Project:

Alternative 1: No Project/No Build

Alternative 1, the No Project/No Build Alternative, assumes no new development would occur on the Development Area. Thus, the physical conditions of the Development Area would remain as they are today. No new buildings would be constructed and no existing buildings would be removed. The existing uses within the Development Area and the remainder of the Ranch would continue to function as they do currently.

Alternative 2: Development in Accordance with Existing Plans

Alternative 2, the Development in Accordance with Existing Plans Alternative, would develop uses consistent with existing land use designations and zoning of the Development Area. Under this scenario, Alternative 2 would include approximately 34 single-family dwelling units spread throughout approximately 34 acres of the approximately 58-acre Development Area. As part of this Alternative, the existing vacant structure within the Development Area would be removed, and the Ranch foreman's mobile home would be relocated within the Ranch, similar to the Project. On- and off-site infrastructure improvements, including a water tank, would also be required.

Alternative 3: Reduced Program

The Reduced Program Alternative includes the Project's proposed uses, but reduces the quantity and footprint of development that would occur to approximately 23.6 acres of the Development Area. Alternative 3 would accommodate only six soundstages or approximately half the number of soundstages and associated production facilities that would be accommodated by the Project. The existing vacant structure within the Development Area would not need to be removed, as it is located in the area to remain undeveloped; however, the Ranch foreman's mobile home would be relocated within the Ranch, similar to the Project. In addition, a new electrical substation would be developed within an approximate two-acre area north of the fill pads, and on- and off-site infrastructure improvements would be required, similar to the Project, including a water tank on the Ranch south of Placerita Canyon Road.

Alternative 4: Alternative Design With Reduced Program

Alternative 4 was developed to reduce the number of oak trees removed within the Development Area. Specifically, this Alternative would expand the Project beyond the Development Area to include additional areas of the Ranch to the east to accommodate most of the proposed program uses, while reducing the number of oak trees removed. Approximately six soundstages and associated production facilities would be accommodated within the existing fill pad areas under this Alternative, and four additional

soundstages and associated production facilities could be accommodated within new development pads elsewhere on the Ranch in areas that do not contain a substantial number of oak trees and do not consist of steep slopes. On- and off-site infrastructure improvements would be required, similar to the Project.

Section VI, Project Alternatives, of this Draft EIR provides descriptions and analyses of each Project alternative to allow the decision makers to determine whether an alternative should be adopted in lieu of the Project. In addition, this section identifies the environmentally superior alternative as required by CEQA. An Alternative Site Alternative and other Project configurations were considered but eliminated from further consideration, as discussed further in Section VI.

F. SUMMARY OF ENVIRONMENTAL IMPACTS, PROJECT DESIGN FEATURES, AND MITIGATION MEASURES

Table II-1 on page II-9 summarizes the potential environmental effects of the Project, the proposed Project Design Features (PDFs) and recommended mitigation measures (MMs), and the level of significance after mitigation. Implementation of the PDFs and MMs, as detailed in each environmental analysis section presented in this EIR, would reduce most of the potentially significant impacts to a less than significant level. However, even with implementation of the PDFs and MMs, the Project would result in the following significant and unavoidable impacts:

- **Noise:** Construction activities associated with the Off-Site Infrastructure Improvement Areas would result in significant and unavoidable impacts. Short-term cumulative construction noise impacts associated with construction of the Off-Site Infrastructure Improvement Areas would also remain significant and unavoidable. Cumulative off-site operational traffic noise would also result in a significant and unavoidable impact for the existing residential homes along Placerita Canyon Road (west of Sierra Highway).
- **Air Resources–Air Quality:** Construction activities would result in significant and unavoidable impacts related to the exceedance of regional emissions thresholds for nitrogen oxides (NO_x) and volatile organic compounds (VOCs). Cumulative construction activities would also result in significant and unavoidable impacts related to the exceedance of NO_x and VOC regional emissions thresholds.
- **Traffic, Access, and Parking:** Cumulative construction traffic impacts would be significant and unavoidable to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3).

**Table II-1
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance**

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
A. GEOTECHNICAL HAZARDS		
<i>Surface Fault Rupture</i>		
<p>No lineaments suggestive of surficial faulting were identified as passing through the Project site. The Whitney fault, which crosses through the Development Area, and the San Gabriel fault, which is located approximately 0.75 mile north of the Project site, are regarded as potentially active faults. The presence of the Whitney fault represents some potential for surface fault rupture, which could result in a potentially significant impact. With implementation of MM A-1 through MM A-3, potential impacts regarding fault rupture would be reduced to a less than significant level.</p>	<p>MM A-1: Prior to the issuance of a grading permit(s), the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval a final Geotechnical Investigation Report based on final Project designs prepared by a registered civil engineer and certified engineering geologist, in compliance with the County's codes and policies, including GS051.0 and GS063.0 of the County of Los Angeles Department of Public Works Manual for Preparation of Geotechnical Reports, and consistent with the Preliminary Geotechnical Investigation Reports contained in Appendices B.1 and B.2 of the Draft EIR.</p> <p>MM A-2: Project design and construction shall comply with all applicable building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117;" the Uniform Building Code as adopted by the County of Los Angeles; State and County laws, ordinances and Code requirements; and the recommendations set forth in the final Geotechnical Investigation Report.</p> <p>MM A-3: Prior to issuance of a grading permit, the Applicant shall submit a grading plan to the Soils Section of the County of Los Angeles Department of Public Works for verification of</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	compliance with County codes and policies.	
<i>Seismic Groundshaking</i>		
<p>The strongest groundshaking in the Project site would likely result from an earthquake on the nearby San Gabriel fault. Thus, potential impacts associated with seismic groundshaking could be significant. Off-site impacts with respect to seismic groundshaking would generally be the same as on-site impacts. With implementation of MM A-1 through MM A-3, potential impacts associated with seismic groundshaking would be reduced to a less than significant level.</p>	Refer to MM A-1 through MM A-3 above.	Less Than Significant with Mitigation
<i>Liquefaction</i>		
<p>Much of the Project site falls within a potential liquefaction hazard zone. Thus, the potential exists for liquefaction to occur in the Project site and could represent a potentially significant impact. However, the majority of the proposed structures would be supported on pile foundations or reinforced with seismic-tolerant connections in order to reduce impacts for potential seismic-settlement hazards due to liquefaction. Design features, such as soil improvement through overexcavation and recompaction of susceptible soils, would also be implemented as part of the Project. Off-site impacts with respect to liquefaction would generally be the same as on-site impacts. With implementation of MM A-1 through MM A-3, impacts would be reduced to a less than significant level.</p>	Refer to MM A-1 through MM A-3 above.	Less Than Significant with Mitigation
<i>Landslides</i>		
<p>With the exception of relatively steep slopes within the northern portion of the Development Area, Water Tank Area, and the Trail Area, the natural slopes within much of the area proposed for new development within the Project site are relatively flat, and no evidence of pre-existing slope instability was encountered. Furthermore, the Seismic Hazards Zone Maps indicate the Project site does not lie within an area designated as prone to future earthquake-induced landslides or in an area of previous landslide occurrence. Off-site impacts with respect to landslides would</p>	Refer to MM A-1 through MM A-3 above.	Less Than Significant with Mitigation

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
generally be the same as on-site impacts. With implementation of MM A-1 through MM A-3, impacts would be reduced to a less than significant level.		
<i>Lateral Spreading</i>		
Portions of the Development Area have slopes associated with the fill pads and Placerita Creek, which may be underlain by liquefiable soils and, as such, the potential for lateral spreading exists, resulting in a potentially significant impact. Off-site impacts with respect to lateral spreading would generally be the same as on-site impacts. With implementation of MM A-1 through MM A-3, impacts would be reduced to a less than significant level.	Refer to MM A-1 through MM A-3 above.	Less Than Significant with Mitigation
<i>Subsidence</i>		
Significant quantities of water or petroleum are not being and have not been historically extracted beneath the Development Area and the remainder of the Ranch. With compliance with regulatory requirements and recommendations set forth in the Geotechnical Reports, subsidence is not anticipated to pose a significant hazard to the Project, and impacts due to subsidence would be less than significant. Off-site impacts with respect to subsidence would generally be the same as on-site impacts.	No mitigation is proposed or required; refer to MM A-1 through MM A-3 above.	Less Than Significant
<i>Sedimentation and Erosion</i>		
Potentially significant impacts related to sedimentation and erosion could occur as a result of exposed soils during Project construction and from vegetated areas during Project operations. However, construction activities would occur in accordance with erosion control requirements imposed by the County pursuant to grading permit regulations and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements, including implementation of a Storm Water Pollution Prevention Plan (SWPPP), and the Project would have a Standard Urban Stormwater Mitigation Plan (SUSMP) in place during the operational life of the Project. Off-site impacts with respect to erosion and sedimentation would be generally the same as the on-site impacts. Construction-related and operational impacts would be less than	PDF A-1: During construction and operation of the Project, appropriate erosion control and drainage devices shall be implemented as specified in the Project's Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan. PDF A-2: Excavation and grading activities shall be scheduled during dry weather periods to the extent feasible. If grading occurs during the rainy season (October 15 through April 1), diversion dikes and channels shall be	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>significant.</p> <p>In addition, the Project's increases in streambed elevation from hydromodification to Placerita Creek would not impact the creek's capacity, as all runoff would be contained within the natural channel. Accordingly, Project operations would not have a significant impact with respect to downstream sedimentation.</p>	<p>constructed to channel runoff around the site. Channels shall be lined with grass, jute mesh or berms to reduce runoff velocity.</p> <p>PDF A-3: Stockpiled soil shall be covered with secured tarps or plastic sheeting or sprayed with a soil stabilizer when not in active use.</p> <p>No mitigation is proposed or required.</p>	
<i>Expansive Soils and Differential Seismic-Settlement</i>		
<p>There is some possibility that expansive clayey soils are located within Placerita Creek and its floodplain. However, where detrimental expansive clayey soils are encountered within the Project site, overexcavation to a level below the bottom of the proposed building footings and recompaction as engineered fill would be performed. Off-site impacts with respect to expansive soils and differential settlement would be generally the same as the on-site impacts. With implementation of MM A-1 through MM A-3, impacts would be reduced to a less than significant level.</p>	<p>Refer to MM A-1 through MM A-3 above.</p>	<p>Less Than Significant with Mitigation</p>
<i>Soils and On-Site Wastewater Treatment Systems</i>		
<p>The Project would remove the existing septic tank that services the Ranch foreman's mobile home and relocate the mobile home and install a new septic tank at one of two potential sites (i.e., one of the Potential Mobile Home Relocation Areas). Upon compliance with Los Angeles County Department of Public Health Environmental Protection Bureau conditions, as required by MMs D-1 and D-2 provided in Section V.D, Water Quality, the new septic system would be installed in accordance with conditions that ensure the system would be adequately supported by soils. The off-site wastewater improvements would not include septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.</p>	<p>Refer to MM D-1 and MM D-2 below.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Hillside Management and Slope Alteration</i>		
<p>Some of the Project's earthwork activities would occur within areas designated as Hillside Management (HM) that have slopes of 25 percent or greater. All earthwork activities associated with the grading and export of soil would occur in accordance with County requirements. The majority of the Off-Site Infrastructure Improvement Areas is located in the City of Santa Clarita, and therefore are not subject to the County's Hillside Management Area ordinance. Any off-site improvements occurring within the County's jurisdiction (e.g., potential replacement power poles and roadway intersection improvements along Placerita Canyon Road) would comply with the Hillside Management Area Ordinance, as applicable. Construction-related impacts would be less than significant.</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>
B. FLOOD HAZARDS		
<i>Hydrology and Drainage</i>		
Construction		
<p>Project grading activities would alter the topography of the on-site areas and may have the potential to cause short-term erosion. Construction of the Off-Site Infrastructure Improvement Areas would occur on mostly flat, previously disturbed areas and activities would progress quickly, thus the topography of these areas would not be altered nor would short-term erosion result. Nonetheless, a Storm Water Pollution Prevention Plan (SWPPP) would be implemented, along with various best management practices (BMPs) some of which are detailed in PDF B-3, to provide for temporary storm water management. Additionally, steps would be taken during construction to stabilize the slopes within Placerita Creek. Further, the proposed drainage system would be designed so as to maintain historic drainage patterns and peak flow rates. The LACDPW has reviewed and approved the initial Drainage Concept/LID Plan/SUSMP Plan for the Project and will review the final Hydrology and Hydraulic Study based on the final Project design in compliance with County codes and</p>	<p>PDF B-3: In compliance with County of Los Angeles Department of Public Works requirements, a variety of construction and operational best management practices shall be specified in the Project's Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan and implemented to allow infiltration and treat stormwater runoff, including the following:</p> <ul style="list-style-type: none"> • Cut and fill slopes shall be constructed no steeper than 1:2 (vertical:horizontal) unless steeper slopes are approved at specific locations by the County of Los Angeles Department of Public Works. All slopes shall be stabilized in accordance with Los Angeles 	<p>Less Than Significant</p>

Table II-1 (Continued)
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<p>LACDPW policies. Therefore, construction-related impacts would be less than significant. Nonetheless, MM B-1 and MM B-2 are proposed to ensure that impacts remain less than significant.</p>	<p>County Standard Erosion Control Policy.</p> <ul style="list-style-type: none"> • Design pollution prevention best management practices, such as concentrated flow conveyance systems, protection/velocity dissipation devices, and slope surface protection, shall be employed. • New slopes shall be treated with erosion control materials such as native grasses, jute mesh, and soil stabilizers upon completion of grading. • Retaining walls shall be incorporated into the Project's design to reduce the steepness of slopes and/or to shorten slopes. • Existing slopes shall be disturbed only when necessary. • Cut and fill areas shall be minimized to reduce slope lengths. • Benches or terraces shall be provided on high cut and fill slopes to reduce the concentration of flows. • Slopes shall be rounded and shaped to reduce concentrated flows. • Hard surfaces (slope paving) shall be constructed beneath the proposed permanent single-span bridge as a slope stabilization feature; buried soil cement shall be used along the creek banks to allow revegetation of the stabilized slopes. The bridge shall be designed to limit work within flowing streams and minimize construction impacts to surface waters. The proposed bridge shall span 	

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	<p>Placerita Creek, with no bridge footings or other permanent impermeable surfaces within areas of the creek subject to the jurisdiction of the U.S. Army Corps of Engineers.</p> <ul style="list-style-type: none"> • The Project shall contain two drainage line outlets with headwalls or flared-end sections with rock slope protection, as required by the County of Los Angeles Department of Public Works. These devices generally shall be located along the Placerita Creek embankments to maintain historic drainage patterns. The final number of outlets and proposed improvements (e.g., headwalls or flared-end sections with rock slope protection) shall be determined in the final Hydrology and Hydraulics Study approved by the County of Los Angeles Department of Public Works for the final Project design. • Downspout Connection—The proposed building downspouts shall direct stormwater to the streets and storm drain system, which shall discharge into the on-site detention basins that would have infiltration capacity (thus reducing stormwater loads during precipitation events). • Vegetated Swales—These engineered densely vegetated depressions shall be implemented where appropriate to retain and filter the first flush of runoff from impervious surfaces such as parking lots or streets. • Riparian Buffers—The existing riparian buffer adjacent to Placerita Creek shall be expanded 	

Table II-1 (Continued)
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	<p>as part of the Project after stabilization of the fill pad slopes.</p> <ul style="list-style-type: none"> • Concentrated flow conveyance systems— Other new conveyance systems shall include curb and gutter, a storm drain system, catch basins, manholes, asphalt-lined dikes, detention basin surface ponds, underground detention/infiltration chamber devices, and debris basins. • Routine non-structural source control best management practices shall include the following: <ul style="list-style-type: none"> – Educational materials for Property Owners, Tenants and Occupants regarding stormwater protection and pollution prevention; – Activity Restrictions; – Spill Contingency Plans; – Employee Training Programs regarding stormwater protection and pollution prevention; – Road Sweeping; and – Catch Basin Inspections. • Routine structural source control best management practices shall include the following: <ul style="list-style-type: none"> – Landscape Planning and Design; – Roof Runoff Controls; – Efficient Irrigation; – Protection of Slopes and Channels; 	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<ul style="list-style-type: none"> - Storm Drain Signage; - Inlet Trash Racks; - Energy Dissipators; and - Trash Storage Areas and Litter Control. <ul style="list-style-type: none"> • Erosion Control—Measures shall be employed to prevent the movement of soil by wind or water during construction and might include watering and erecting physical barriers to the movement of soil particles. <p>Also refer to PDFs D-1 through D-4 in Section V.D, Water Quality.</p> <p>MM B-1: Prior to the issuance of a grading permit, the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval the final Hydrology and Hydraulic Study based on final Project designs in compliance with the County’s codes and policies, including the County of Los Angeles Department of Public Works Hydraulic Design Manual, Sedimentation Manual, Low Impact Development Standards Manual, and consistent with the approved Drainage Concept/LID Plan/SUSMP Plan contained in Appendix C of the Draft EIR. The final Hydrology and Hydraulic Study shall demonstrate that relevant Project impacts remain less than significant.</p> <p>MM B-2: Project design and construction shall comply with applicable County codes and policies and the final Hydrology and Hydraulic Study.</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Operation</i>		
<p>The volume and rate of storm water runoff generated from the Project would be expected to increase due to the increase in imperviousness. However, the proposed on-site drainage system would be designed and sized to ensure that post-development peak flow rates would not exceed pre-development peak flow rates, while maintaining existing drainage patterns, as indicated in PDF B-1 and PDF B-2. Therefore, no significant impacts would result. There would be no change in drainage patterns associated with the Off-Site Infrastructure Improvement Areas since the improvements would be located primarily on previously disturbed areas and would not affect stormwater flows or infiltration of stormwater to groundwater. Therefore, no impacts would result in the Off-Site Infrastructure Improvement Areas. Nonetheless, PDFs are proposed to ensure that impacts remain less than significant.</p>	<p>PDF B-1: The Project's storm drain system shall be designed and sized to ensure that post-development peak flow rates will not exceed pre-development peak flow rates to prevent off-site downstream flooding caused by the Project.</p> <p>PDF B-2: Flows from on- and off-site drainage systems shall be routed to the same creek outlets so as to minimize the number of outlets and disturbance to the Placerita Creek banks.</p> <p>No mitigation is proposed or required; refer to MM B-1 and MM B-2 above.</p>	Less Than Significant
<i>Flooding</i>		
<i>Construction</i>		
<p>Project grading within the Development Area would alter the floodplain boundary to ensure all new buildings would be located outside of the 100-year flood zone. The Applicant would obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) for the proposed change to Zone A (the 100-year flood zone), which would be provided to the satisfaction of LACDPW pursuant to a CUP condition of approval and condition of the vesting tentative tract map. Following Project grading, the portion of the floodplain located within the Development Area would be generally contained within Placerita Creek. A portion of the northern Conditional Parking Area would be within the 100-year flood zone, while all but the northernmost tip of the southern Conditional Parking Area would be outside the proposed 100-year flood zone; both lots would be located outside the County floodway, in accordance with LACDPW requirements. A floodway map revision would also be required for proposed alteration to the County adopted floodplain</p>	<p>No mitigation is proposed or required; refer to MM B-1 and MM B-2 above.</p>	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>and floodway. The Potential Mobile Home Relocation Areas, Water Tank Area, and Trail Area would not be located within the current or proposed 100-year flood zone. A portion of the Off-Site Infrastructure Improvement Areas, generally corresponding to Placerita Creek, falls within Flood Zone A. However, due to the temporary nature and timing of the off-site construction activities, it is not anticipated the Project would create a significant flood hazard due to off-site construction activities. Further, Project construction would not subject any adjacent properties to flooding since all floodplain changes would occur within the Ranch, with no effect on downstream floodplain contours. New on-site storm drain facilities would be constructed to support the development and would be in place and functioning as development progresses to serve their respective drainages. Therefore, no significant flood impacts would result during Project construction.</p>		
<p>Operation</p>		
<p>Following Project grading, no structures would be placed within the 100-year floodplain. Therefore, no significant on-site impacts associated with flooding would result from buildout of the Project.</p> <p>With respect to downstream flooding, impacts would be less than significant since the Project's drainage systems for the conveyance of both on- and off-site (i.e., from the Water Tank Area and Trail Area) generated flows would ensure post-development peak flow rates would not exceed pre-development peak flow rates. Additionally, increases in streambed elevation associated with hydromodification to Placerita Creek would not impact the creek's capacity. Therefore, no significant impacts associated with hydromodification or associated downstream flooding would result.</p> <p>There would be no change in drainage patterns associated with the Off-Site Infrastructure Improvement Areas. In the event Alternative B for the off-site water line alignment is implemented, the associated water booster pump would either be placed in a location outside of the limits of FEMA Zone A and the County adopted floodplain, or the finished grade of</p>	<p>No mitigation is proposed or required; refer to MM B-1 and MM B-2 above.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
that location would be raised to elevate the structure outside of the floodplain. Therefore, no impacts associated with flooding would occur.		
<i>Levee or Dam Failure, Seiche, Tsunami, and Mudflows</i>		
<p>There are no major levees or dams near the Ranch that could expose people or structures to a significant risk of loss associated with flooding due to structure failure. Similarly, the Ranch is not located near any body of water large enough to potentially create seiches during seismic activity, nor is the Pacific Ocean close enough to pose a tsunami risk.</p> <p>With regard to the potential for mudflows, the Project vicinity may be subject to inundation by mudflows due to the existing topography. However, the two debris basins proposed in the southern portion of the Development Area would be designed and sized to accommodate both surface water and debris flows generated on the hillsides immediately south of Placerita Canyon Road. The basin capacities would be more than sufficient for the projected volume of debris. Additionally, a debris desilting inlet may be required on the southern side of Placerita Canyon Road to intercept the tributary debris flows. As a result, impacts related to mudflows would be less than significant.</p>	No mitigation is proposed or required; refer to MM B-1 and MM B-2 above.	Less Than Significant
C. NOISE		
<i>On-Site Impacts</i>		
Construction		
The construction-related noise levels at all off-site sensitive receptors would be below the significance threshold and existing ambient noise levels. The short-term intermittent maximum noise levels from pile driving at receptor R2, the closest receptor to the proposed construction activities on the Ranch, would also be less than the 60 dBA threshold and would be similar to existing daytime ambient noise levels at receptor R2. Noise impacts associated with on-site construction activities would be less than significant. Additionally, noise associated with construction of the trail	<p>PDF C-1: The majority of Project construction-related truck trips shall be scheduled outside of the A.M. peak (7:00 A.M. to 9:00 A.M.) and P.M. peak (4:00 P.M. to 6:00 P.M.) traffic hours.</p> <p>PDF C-2: To expedite soil export activities, a second work shift from approximately 7:00 or 8:00 P.M. to approximately 2:00 or 3:00 A.M. may occur. Activities scheduled during this night shift</p>	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>(which would occur during a different timeframe than the Project's earthwork within the other areas of the Ranch) would be below the significance threshold, and impacts would be less than significant.</p> <p>Delivery/haul trucks and construction workers would require access to the Development Area during various construction stages. Construction trucks would generally enter/leave the site via Placerita Canyon Road to access SR-14. The nearest noise sensitive receptor to the Ranch portions of the Project site is receptor R2, which is approximately 2,000 feet from the haul route. The haul trucks noise at receptor R2 would be approximately 37 dBA (hourly L_{eq}), which would be well below the existing daytime ambient noise level of 55 dBA (hourly L_{eq}) at this receptor location. Thus, potential impacts associated with construction traffic noise at off-site receptors in the Ranch vicinity would be less than significant.</p> <p>Residential uses located outside of the Project vicinity along SR-14 have the potential to be exposed to noise from Project-related haul trucks traveling on the freeway. When accounting for the existing traffic volumes on SR-14, the Project-related haul trucks along SR-14 would result in an increase of less than 1 dBA (hourly L_{eq}) at the residential uses along SR-14. Therefore, daytime noise impacts associated with Project-related off-site construction traffic outside of the Project vicinity would be less than significant.</p> <p>Construction of the Project may include nighttime hauling for soil export activities, which would reduce the overall duration of the earthwork phase by up to two months. The haul truck noise contribution at receptor R2 would be approximately 38 dBA (hourly L_{eq}), which would be well below the lowest nighttime ambient noise level of 49 dBA (hourly L_{eq}), as measured between 2:00 and 3:00 A.M. at this location. Based on the resulting noise increase of less than 0.5 dBA at Receptor R2, the haul truck traffic noise activities would comply with the Noise ordinance and impacts would be less than significant. Nighttime impacts to residential uses located outside of the Project vicinity due to haul truck travel along SR-14 would be the same as daytime impacts and would be less than</p>	<p>shall be limited to loading trucks with soil and hauling and shall ensure no noise disturbance at any residential property line due to these hauling activities. The Applicant shall obtain an exemption from the County Engineer, as applicable, before any soil export activities can occur for the second work shift.</p> <p>No mitigation is required; nonetheless, the following measures are proposed.</p> <p>MM C-1: With the exception of short-term nighttime hauling activities during the grading phase (if an exemption is obtained from the County Engineer, as applicable) and work by Caltrans and Southern California Edison, exterior noise-generating construction activities shall be limited to Monday through Friday from 7:00 A.M. to 7:00 P.M., and from 8:00 A.M. to 6:00 P.M. on Saturdays. No construction activities shall occur on Sundays or any legal holidays.</p> <p>MM C-2: Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained in accordance with manufacturers' specifications to assure that no additional noise, due to worn or improperly maintained parts is generated.</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>significant. As such, noise impacts from potential nighttime hauling activities would be less than significant.</p>		
<p align="center">Operation</p>		
<p>Operational noise levels from each of the noise-generating uses within the Ranch portions of the Project site, including the electrical substation, the soundstages and mills, parking uses, loading dock facilities and trash compactors, would be below existing ambient noise levels at the nearest sensitive receptor (R2), due to the provision of appropriate PDFs and/or sound attenuation due to distance. In compliance with Code requirements, implementation of MM C-4 would ensure that the central utility plant would be designed and constructed such that exterior noise levels would not exceed 82 dBA at a distance of 50 feet in order to meet the existing nighttime ambient noise level of 49 dBA at receptor R2. With implementation of the PDFs and MM C-4, impacts associated with the operation of on-site facilities would be less than significant. Additionally, the composite noise level (all Project-related noise sources) at the nearest sensitive receptor (R2) would meet the County's noise standard. As such, composite noise impacts associated with operation of the Project would be less than significant.</p>	<p>PDF C-3: Building mechanical/electrical equipment shall be designed to meet the noise limit requirements of Los Angeles County Code, Chapter 12.08—Noise Control and the City of Santa Clarita Municipal Code Section 11.44.040, as applicable.</p> <p>PDF C-4: Mechanical equipment buildings (e.g., the central plant) shall be designed to meet the noise limit requirements of Los Angeles County Code, Chapter 12.08—Noise Control.</p> <p>MM C-4: The central utility plant shall be designed and constructed such that exterior noise levels do not exceed 82 dBA at a distance of 50 feet from the utility plant in compliance with County noise standards.</p>	<p>Less Than Significant with Mitigation</p>
<p align="center">Off-Site Traffic Noise Associated with On-Site Operations</p>		
<p>Project-related traffic would increase the traffic volumes along the analyzed roadway segments when compared with future conditions without the Project. The incremental change in Project-related traffic noise level would be below both the 3 dBA (CNEL) and 5 dBA (CNEL) "substantial noise increase" significance thresholds. Therefore, off-site traffic noise impacts due to the Project would be less than significant.</p> <p>Cumulative traffic volumes would result in a maximum increase of 8.5 dBA (CNEL) along Placerita Canyon Road (west of Sierra Highway). While significant cumulative noise impacts would result along this segment of</p>	<p>No feasible mitigation is available.</p>	<p>Significant and Unavoidable (cumulative impact)</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>Placerita Canyon Road, the Project's contribution to the cumulative impacts along this roadway segment would be less than 1.0 dBA. Noise mitigation such as sound walls would not be feasible along Placerita Canyon Road, as the homes front the street and the addition of a sound wall would interfere with access to the properties.</p>		
<i>Off-Site Impacts</i>		
Construction		
<p>Construction of the proposed sewer line (Oak Orchard Alignment) would expose residential uses that are approximately 25 feet from the construction zone to noise levels up to 86 dBA during peak construction periods when the construction activities take place directly in front of these residential properties. Thus, the estimated construction noise levels for the sewer improvements would exceed the County's significance threshold of 75 dBA (for activities less than 10 days, since construction of the utility line would last fewer than 10 days along any given roadway segment). Therefore, short-term significant noise impacts on residential receptors are expected from construction of the sewer improvements.</p> <p>Under the two water alignment options, construction of the water lines would generate noise levels of up to 76 dBA and 62 dBA, respectively, when the construction activities take place near adjacent residential properties. Thus, the County's significant threshold of 75 dBA would be exceeded under the first water alignment option, but not the second option. Construction of the associated water booster pump under either option would result in noise levels that exceed the County's significance threshold of 60 dBA (for construction activities lasting more than 10 days, since construction of the booster pump would likely last longer than 10 days) and would result in a significant impact.</p> <p>Despite proposed mitigation, such impacts would remain significant and unavoidable, although temporary in nature.</p> <p>Maximum construction noise levels associated with replacement of the</p>	<p>MM C-3: At least 72 hours prior to the construction of the off-site water and sewer improvements, the Applicant shall provide written notification to residences within a 100-foot radius of the construction zone of these improvements.</p> <p>MM C-6: For construction of segments of the proposed off-site utility lines located within the jurisdiction of the County of Los Angeles or the City of Santa Clarita, construction shall be permitted from 7:00 A.M. to 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday. For segments under Caltrans' jurisdiction, construction hours shall be from 11:00 P.M. to 5:00 A.M. Monday through Friday.</p> <p>Also refer to MM C-1 and MM C-2 above.</p>	<p>Significant and Unavoidable (including cumulative impacts)</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>SCE power poles are estimated to be 62 dBA (L_{eq}) at the nearest residential use located northeast of Sierra Highway and Golden Valley Road. This estimated construction noise level would exceed the significance threshold of 60 dBA (L_{eq}) for construction activities lasting more than 10 days; however, it would not exceed the significance threshold of 75 dBA (L_{eq}) for construction activities lasting less than 10 days. In addition, this noise level would be lower than the existing daytime ambient noise level at nearby receptor R5. Therefore, noise impacts associated with replacement of the off-site SCE power poles during daytime hours would be less than significant. Should the power pole replacements occur during nighttime hours, the resulting noise levels would exceed the nighttime noise thresholds and the nighttime ambient, thus significant noise impacts would be expected. However, these noise impacts would be temporary, as replacement of the power poles would require a maximum of a few weeks (and could be as short as several days at any given location). Despite proposed mitigation, such impacts would remain significant and unavoidable, although temporary in nature.</p> <p>Construction noise levels associated with the roadway improvements are estimated to be a maximum of 48 dBA (L_{eq}) at the nearest receptor R2, and less at more distant receptors. This estimated noise level would be below the significance threshold of 60 dBA (for construction activities lasting more than 10 days) and below the lowest measured daytime ambient noise level at R2 of 55 dBA (L_{eq}). When added to the existing ambient noise level of 55 dBA, the estimated construction noise would result in a maximum increase of 0.8 dBA. Therefore, noise impacts associated with construction of the proposed roadway infrastructure improvements would be less than significant during daytime hours. Based on nighttime construction (since three of the four intersections are located within Caltrans' jurisdiction), the resulting estimated construction noise level of 48 dBA (L_{eq}) at receptor R2 generated by the construction activities would be below the County's nighttime noise standard for stationary equipment (i.e., for activities lasting more than 10 days) of 50 dBA. In addition, when added to the existing nighttime ambient noise level, the</p>		

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>estimated construction noise would result in a maximum increase of 2.5 dBA during nighttime hours, which would not constitute a substantial permanent increase (i.e., 3 dBA). As such, noise impacts associated with nighttime construction of the proposed roadway infrastructure improvements would also be less than significant.</p> <p>In addition, construction of the off-site improvements in conjunction with the Related Projects would result in cumulative construction noise impacts that would be significant and unavoidable.</p>		
<i>Operation</i>		
<p>The majority of the Off-Site Infrastructure Improvements would not result in operational noise as the improvements are not associated with any noise-producing uses. In addition, the off-site roadway intersection improvements would not represent a change in use from existing conditions. With implementation of MM C-5, the booster pump station would be designed so as to not exceed 55 dBA at a distance of 50 feet (assuming that the booster pump station is located approximately 150 from the nearest residence). Implementation of MM C-5 would ensure that potential impacts associated with operation of the booster pump station would be less than significant.</p>	<p>MM C-5: The booster pump station associated with the water infrastructure improvements shall be designed and constructed such that noise levels at the nearest residential receptor do not exceed the City of Santa Clarita’s ambient noise limits of 55 dBA during nighttime hours (between 10:00 P.M. and 7:00 A.M) and 65 dBA during daytime hours (between the 7:00 A.M. and 10:00 P.M.) or the lowest measured ambient noise level.</p>	<p>Less Than Significant with Mitigation</p>
<i>Vibration</i>		
<i>Construction</i>		
<p>The nearest off-site structure, the SR-14 overpass, would be exposed to a maximum vibration level of 0.067 inch per second peak particle velocity (PPV) during the Project’s pile driving activities. The nearest off-site residential receptors would be exposed to a maximum vibration level of 0.002 inch per second (PPV). These vibration values are below the 0.2 and 0.5 inch per second (PPV) significance thresholds. Therefore, vibration impacts associated with the Project’s on-site construction would be less than significant.</p> <p>With respect to the off-site utility improvements, there are residential</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
buildings located approximately 25 feet from proposed construction activities. Construction of these improvements would generate vibration levels of up to 0.089 inch per second (PPV) at a 25-foot distance. The estimated vibration levels would be below the 0.2 inch per second (PPV) significance threshold. Thus, such impacts would be less than significant.		
Operation		
<p>Project operations would include typical commercial-grade stationary mechanical and electrical equipment which would produce vibration, in addition to transient vibration from passenger vehicular circulation. Since the nearest off-site residential uses (R2) is approximately 2,400 from the Development Area, the potential vibration impacts from all Project sources would be below the significance threshold of 0.01 inches per second root-mean-square (RMS) velocity for perceptibility. As such, vibration impacts associated with operation of the Project would be below the significance threshold and vibration impacts during operation would be less than significant.</p> <p>Implementation of the Off-Site Infrastructure Improvements Areas would not result in noticeable vibration levels. Therefore, no impacts would result.</p>	No mitigation is proposed or required.	Less Than Significant
D. WATER QUALITY		
<i>Construction</i>		
<p>Construction activities could potentially contribute to pollutant loading in stormwater runoff. However, the Project would be required to obtain coverage under the Construction General Permit and would prepare and implement a site-specific SWPPP, which would specify BMPs to be used during construction. Additionally, the County would monitor compliance with these requirements as part of the project approval process. As such, impacts to surface water quality associated with Project construction would be less than significant.</p> <p>The Off-Site Infrastructure Improvements would involve temporary</p>	<p>PDF D-1: The Applicant shall prepare and implement a Stormwater Pollution Prevention Plan in compliance with the National Pollutant Discharge Elimination System Construction General Permit prior to and during construction activities.</p> <p>Also refer to PDFs B-1 through B-3 in Section V.B, Flood Hazards.</p>	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>trenching within roadways and minimal excavation, as well as grading associated with the proposed roadway improvements, which could generate stormwater pollutants. However, with compliance with NPDES and County requirements, impacts to surface water quality associated with construction in the Off-Site Infrastructure Improvement Areas would be less than significant.</p>	<p>No mitigation is proposed or required.</p>	
<i>Operation</i>		
<p>Stormwater runoff from the Project site would have the potential to contribute oil and grease, suspended solids, metals, gasoline, pesticides, and pathogens to the stormwater conveyance system. The addition of impervious surface area and the associated increase in peak runoff volumes could also contribute to a potentially adverse impact on surface water quality. Implementation of the SUSMP measures would ensure the quality of stormwater runoff leaving the on-site areas would meet all regulatory standards and would maintain the beneficial uses of Placerita Creek and its downstream waters. The County, as part of its project approval and construction practice, would monitor compliance with these requirements. As such, no significant impact on water quality is anticipated due to long-term operation of the Project.</p> <p>With respect to the Off-Site Infrastructure Improvements, the water and sewer improvements would not affect long-term water quality after construction of the Project, and operation of the new power poles and improved intersections would not represent a change in use from existing conditions . Therefore, no impacts to water quality would result.</p>	<p>PDF D-2: The Applicant shall prepare and implement a Standard Urban Stormwater Mitigation Plan to address water quality issues during ongoing operation of the Project, consistent with the approved Drainage Concept/LID Plan/SUSMP Plan contained in Appendix C of the Draft EIR.</p> <p>PDF D-4: The following best management practices shall also be implemented as part of the Project's Standard Urban Stormwater Mitigation Plan:</p> <ul style="list-style-type: none"> • Treatment Control best management practices—In accordance with National Pollutant Discharge Elimination System requirements, the following treatment control best management practices shall be implemented to infiltrate or treat the first 0.75-inch of stormwater runoff from the first flush storm event: <ul style="list-style-type: none"> – Vegetated swales—Vegetated swales shall be used to remove pollutants, reduce stormwater volumes and flow velocity, and convey stormwater runoff. 	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<ul style="list-style-type: none"> - Detention basins—Detention basins shall serve as the main treatment control best management practice for the Project. They shall be designed to manage the increase in stormwater runoff and to detain and slowly release the design volume of urban runoff, allowing particles and associated pollutants to settle and be removed. These detention basins shall be composed of a vegetated aboveground portion and an underground detention system. The vegetated portions shall allow infiltration, and turf management in the basin shall ensure that pesticides would not contribute to water pollution. The surface detention system overflow outlet shall drain to Placerita Creek, while the underground detention systems shall capture and detain stormwater flows and provide first flush mitigation before either infiltrating back into the local groundwater basin or draining via outlets to Placerita Creek. Energy dissipaters shall be required to minimize erosion. Cleanup shall be conducted semiannually, especially during and after major rainfall events. The Applicant and/or its successor or assignee shall be responsible for cleanup and documenting maintenance. • Operation and maintenance requirements for best management practices—In order to minimize the potential for pollutants to enter receiving waters in stormwater runoff 	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>following Project construction, the following best management practices shall be implemented to separate stormwater from potential pollutants:</p> <ul style="list-style-type: none"> - Parking lot and roadway cleaning—Parking lots and internal roadways shall be routinely maintained to effectively minimize nuisances and to keep internal roads and parking lots in safe condition. Cleaning shall include vacuuming or sweeping of all parking lots, and internal roadways. - Parking lot runoff—Parking lot drainage points shall be equipped with oil/water separators which would be maintained according to manufacturers' specifications. - Landscape planning—Landscaping, buffers, and other vegetated areas shall require weekly maintenance to control optimum height and prevent drain blockage. Pesticide and fertilizer use shall occur in accordance with product instructions and be applied by a certified applicator. - Irrigation system—Maintenance of the irrigation system(s) within the Project site shall comply with County requirements regarding water conservation. Systems shall be periodically inspected to address overspray, broken sprinklers, or other system failures. - Trash storage areas—Trash areas shall be paved with impervious surfaces and designed to prevent runoff from percolating. 	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>Trash storage areas shall be maintained routinely to effectively minimize nuisances.</p> <ul style="list-style-type: none"> - Roof runoff control—Roof drain downspouts shall drain to concrete gutters or shall be directly connected to the proposed on-site underground drain pipe system. - Storm drain inspection—All storm drain facilities, including catch basins, pipes, drain inlets, and channels, shall be inspected and cleaned just prior to the rainy season. - Detention basins—Cleanup and inspection shall occur before, during, and after major rainfall events. Basins shall be serviced semiannually or following an extreme storm. Service shall include cleaning the basins and maintaining the outlet structures. • Other reasonable Best management practices—The Applicant shall implement other good housekeeping and storage measures, as needed, to keep pollutants out of stormwater, as outlined in the Standard Urban Stormwater Mitigation Plan. <p>Also refer to PDFs B-1 through B-3 in Section V.B, Flood Hazards.</p> <p>No mitigation is proposed or required.</p>	
<i>Los Angeles County Low Impact Development Ordinance</i>		
In accordance with the County's Low Impact Development (LID) Manual,	PDF D-3: In accordance with the County's Low	No Impact

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>the Project would implement LID BMPs on-site to promote infiltration and complement, or be a part of, the SUSMP BMPs. As such, the Project would not conflict with the County’s LID ordinance and would result in no impacts.</p> <p>The majority of the Off-Site Infrastructure Improvement Areas is located in the City of Santa Clarita. Therefore, the County’s LID ordinance would not apply for most of the improvements, while LID BMPs would be implemented for those improvements located within the County. As such, the Project would not conflict with the County’s LID ordinance, and there would be no impacts.</p>	<p>Impact Development Manual, low impact development best management practices shall be implemented to promote infiltration and to complement, or be a part of, the Standard Urban Stormwater Mitigation Plan best management practices.</p> <p>No mitigation is proposed or required.</p>	
<i>On-Site Wastewater Treatment Systems</i>		
<p>The new structures within the Development Area would be connected to the Santa Clarita Valley Sanitation District of Los Angeles County public sewer system. The existing Ranch foreman’s mobile home would be relocated from the Development Area to one of the Potential Mobile Home Relocation Areas and would require installation of a new septic tank. The Potential Mobile Home Relocation Areas are not located in close proximity to Placerita Creek and are outside of the creek floodway and floodplain. In addition, the Applicant would submit a feasibility report in conformance with the requirements outlined in the “Onsite Wastewater Treatment System (OWTS) Guidelines” of the County Department of Public Health. Impacts would be less than significant; nonetheless, mitigation is proposed.</p> <p>No septic tanks or other private sewage disposal system would be used as part of the Off-Site Infrastructure Improvements. As such, no impacts would result.</p>	<p>MM D-1: Prior to the issuance of any building permit/installation of any on-site wastewater treatment system, the Applicant shall submit a feasibility report in conformance with the requirements outlined in the County of Los Angeles Department of Public Health’s guidelines “Onsite Wastewater Treatment System (OWTS) Guidelines” to the Environmental Health section of the County of Los Angeles Department of Public Health for review and approval and demonstrate that the Potential Mobile Home Relocation Areas are capable of supporting the installation of an on-site wastewater treatment system.</p> <p>MM D-2: The design and installation of the on-site wastewater treatment system shall conform to the rules, regulations and requirements of the County of Los Angeles Department of Public Health and other applicable regulatory agencies, including the</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	Regional Water Quality Control Board, as applicable.	
E.1 AIR RESOURCES—AIR QUALITY		
<i>Sensitive Receptors</i>		
Although the proposed on-site development and the Off-Site Infrastructure Improvements are located adjacent to or in close proximity to SR-14, the Project does not involve school, hospital, or park uses and would not introduce new sensitive uses. Therefore, there would be no impact regarding the exposure of sensitive receptors to substantial pollutant concentrations due to location near a freeway or heavy industrial use.	No mitigation is proposed or required.	No Impact
<i>Construction</i>		
Regional Emissions		
<p>Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, vehicle trips generated from construction workers, and fugitive dust emissions. Construction-related daily maximum regional construction emissions would exceed the SCAQMD daily significance thresholds for VOC and NO_x. Therefore, regional construction emissions resulting from the Project would result in a significant short-term impact.</p> <p>Construction-related daily maximum regional construction emissions associated with the Off-Site Infrastructure Improvements would not exceed the SCAQMD daily significance thresholds. Therefore, impacts from regional construction emissions resulting from the Off-Site Infrastructure Improvements would be less than significant.</p> <p>Construction-related daily maximum regional construction emissions associated with combined on- and off-site construction activities would exceed the SCAQMD daily significance thresholds for VOC and NO_x. Therefore, regional construction emissions resulting from the Project would result in a significant short-term impact even with implementation of</p>	<p>PDF E.1-1: During construction, the Project shall comply with the South Coast Air Quality Management District’s Rule 403 regarding fugitive dust control. The following control measures shall be implemented to control fugitive dust:</p> <ul style="list-style-type: none"> • Watering active construction areas twice daily unless visibly moist to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. • Covering stockpiled soil with secured tarps or plastic sheeting or spraying with a soil stabilizer when not in active use. • Securing loads by trimming, watering or other appropriate means to prevent spillage and 	Significant and Unavoidable (including cumulative impacts)

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>mitigation measures.</p> <p>In addition, the Project would have a cumulative impact due to construction-related regional NO_x and VOC emissions.</p>	<p>dust.</p> <ul style="list-style-type: none"> • Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation. • Suspending earthmoving operations or applying additional watering to meet Rule 403 criteria if wind gusts exceed 25 miles per hour; • Covering all haul trucks or maintaining at least 6 inches of freeboard; • Minimizing track-out emissions using the methods provided for in Rule 403; and • Limiting vehicle speeds to 15 miles per hour or less in staging areas and on haul roads. <p>MM E.1-1: All equipment shall be properly tuned and maintained in accordance with manufacturer’s specifications. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days.</p> <p>MM E.1-2: During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions.</p> <p>MM E.1-3: Outdoor construction activities shall be discontinued during second-stage smog alerts.</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>MM E.1-4: After mass grading of the Project site is completed, construction activity shall utilize electricity from power poles on or adjacent to the Ranch rather than temporary diesel power generators and/or gasoline power generators when electricity with adequate circuit capacity is available from power poles in proximity to construction areas.</p> <p>MM E.1-5: The selected contractor shall use a mix of equipment that includes Tier 3 or Tier 4 equipment for off-road construction equipment, as defined by the United States Environmental Protection Agency, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days.</p> <p>MM E.1-6: Project buildings shall be designed to minimize the need for the application of architectural coatings. Where the application of architectural coatings is necessary on-site, the Applicant shall comply with the South Coast Air Quality Management District’s Rule 1113 regarding the use of low and zero volatile organic compound coatings.</p> <p>MM E.1-7: Mass grading shall be limited to 10 acres per day.</p> <p>MM E.1-8: Construction of the proposed Placerita Canyon Connector Trail shall be</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	scheduled so as not to occur concurrently with Project-related grading activities within the Ranch.	
Local Emissions		
<p>Maximum construction emissions would not exceed SCAQMD recommended localized significance thresholds for PM₁₀, PM_{2.5}, CO, and NO₂ concentrations. As such, localized air quality impacts during construction would be less than significant.</p> <p>Construction-related daily maximum localized construction emissions from the off-site infrastructure improvements would not exceed the SCAQMD localized significance thresholds. Therefore, these localized construction emissions would result in a less than significant impact.</p> <p>Maximum construction pollutant concentrations associated with combined on- and off-site construction activities would not exceed SCAQMD recommended localized significance thresholds for PM₁₀, PM_{2.5}, CO, and NO₂ concentrations. As such, localized air quality impacts during construction of on-site development concurrent with the off-site infrastructure improvements would be less than significant. Cumulative impacts associated with localized emissions would likewise be less than significant.</p>	No mitigation is proposed or required.	Less Than Significant
Toxic Air Contaminants		
<p>Neither construction of the Project within the Ranch nor in the Off-Site Infrastructure Improvement Areas would result in a long-term (i.e., 70 years) substantial source of toxic air contaminants (TAC) emissions. In addition, there would be no residual emissions after construction and no corresponding individual cancer risk. As such, Project-related toxic emission impacts during construction would be less than significant. Construction of the combined on- and off-site development also would not result in a long-term substantial source of TAC emissions. As such,</p>	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
potential TAC impacts during construction would be less than significant.		
<i>Odors</i>		
Although odors from architectural coatings and solvents could be a source of nuisance to adjacent uses, they would be temporary and intermittent in nature. As construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. This is particularly true since the Development Area is located more than 500 feet away from off-site sensitive uses. Therefore, impacts associated with objectionable odors during Project construction would be less than significant.	No mitigation is proposed or required.	Less Than Significant
<i>Operation</i>		
<i>Regional Emissions</i>		
Regional air pollutant emissions associated with Project operations would be generated by the consumption of electricity and natural gas and by the operation of on-road vehicles. Regional emissions resulting from operation of the Project are not expected to exceed the SCAQMD daily thresholds. Air quality impacts from Project operational emissions would therefore be less than significant. Operation of the off-site infrastructure improvements would not result in a long-term source of emissions. As such, regional operational emissions resulting from the Off-Site Infrastructure Improvements Areas would be less than significant. Regional emissions resulting from operation of the combined on- and off-site development are not expected to exceed the SCAQMD daily thresholds. The regional air quality impact from Project operational emissions would be less than significant.	No mitigation is proposed or required.	Less Than Significant
<i>Local Emissions</i>		
Project-generated traffic volumes are forecasted to result in less than a 0.1 ppm increase in the projected 1-hour and 8-hour CO concentrations at	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>each of the two intersection locations analyzed. Since no significant impacts would occur at the intersections operating at the highest LOS and V/C ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of Project-generated traffic volumes. Thus, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.</p> <p>The Project would include the installation and operation of diesel-fired generators for emergency power generation within the Development Area and installation of a central utility plant. Compliance with SCAQMD Rules and Regulations regarding stationary-source combustion equipment would ensure contributions to localized PM₁₀ and PM_{2.5} concentrations remain below the 2.5 µg/m³ operational significance threshold. As such, potential impacts would be less than significant.</p> <p>The Off-Site Infrastructure Improvements would not result in any vehicular trip generation. Thus, for the same reasons discussed above for on-site impacts, the Off-Site Infrastructure Improvements would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant. Pollutant concentrations for localized CO hotspot impacts accounted for both on- and off-site improvements (i.e., traffic volumes associated with development within the Ranch and intersection changes related to the Off-Site Infrastructure Improvements). Thus, impacts related to localized mobile-source CO emissions would be less than significant.</p>		
Toxic Air Contaminants		
<p>The Project is not considered to be a substantial source of diesel particular matter warranting a refined Health Risk Assessment or quantification of mobile source diesel emissions. Additionally, operation of the off-site utility and roadway improvements would not result in a new long-term source of TACs. Therefore, the potential TAC impacts associated with on-site development would be indicative of potential impacts associated with</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
combined on- and off-site activities. Potential air toxic impacts to on- and off-site receptors from Project TAC emissions would be less than significant.		
Odors		
The Project does not include any uses identified by the SCAQMD as being associated with odors. Garbage collection areas within the Development Area would be covered and situated away from the Ranch property line and sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. Therefore, potential odor impacts associated with Project operations would be less than significant.	No mitigation is proposed or required.	Less Than Significant
E.2 AIR RESOURCES—GLOBAL CLIMATE CHANGE		
<i>Construction</i>		
Construction emissions associated with combined on- and off-site development would generate a total of 6,958 metric tons of CO ₂ e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project and incorporated into the operational analysis, summarized below.	No mitigation is proposed or required.	Less Than Significant
<i>Operation</i>		
The net increase in GHG emissions associated with the Project is approximately 0.0015 and 0.0016 percent of the 2006 emission level for the Soundstage Option and the Studio Office Option, respectively. Off-site improvements would only generate GHG emissions during construction. The Project, with incorporation of PDFs and State mandates, would achieve a 17 percent reduction from “business-as-usual” for each option. Therefore, the Project’s global climate change impacts with regard to GHG emissions would be less than significant.	PDF E.2-1: The Project shall comply with the County’s Green Building ordinance, Low Impact Development ordinance, and Drought-Tolerant Landscaping ordinance. PDF E.2-2: The Project shall comply with the 2010 California Green Building Standards Code, which contains requirements for construction site selection, stormwater control during construction, construction solid waste reduction, indoor water use reduction, material selection, natural resource conservation, and site irrigation	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	conservation. No mitigation is proposed or required.	
F. BIOLOGICAL RESOURCES		
<i>Wildlife Species</i>		
On-Site Impacts		
<p>The Project's primary potential impacts on wildlife resources involve the removal and disruption of habitat and the loss and displacement of wildlife, resulting in a less diverse and less abundant local faunal population. However, these impacts by themselves would not be expected to reduce general wildlife populations below self-sustaining levels within the region, and as such, impacts to common wildlife species would be less than significant.</p> <p>The northern portion of the Development Area clips designated critical habitat for the coastal California gnatcatcher, and the Water Tank Area and Trail Area are within designated critical habitat for the coastal California gnatcatcher. However, no coastal California gnatcatchers were observed or otherwise detected during the focused surveys in these areas. The Project grading footprint within the Development Area would not occur within critical habitat. In addition, the limited marginally suitable habitat that exists in the Water Tank Area and Trail Area is considered to be of low quality and is not expected to support the coastal California gnatcatcher. The Conditional Parking Areas and the Potential Mobile Home Relocation Areas are not within designated critical habitat.</p> <p>Several other sensitive wildlife species have the potential to occur within the Development Area, Water Tank Area, and Trail Area. None of these species were detected during the surveys conducted on-site. The Potential Mobile Home Relocation Areas and Conditional Parking Areas do not support habitat for special-status wildlife species. Given the limited scale at which habitat impacts would occur as compared to available</p>	<p>MM F-2: Project construction-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from February 1 through August 31, unless a biological monitor acceptable to the Director of the County of Los Angeles Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of active nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes and/or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as noise exceeding 90dB from equipment, or direct artificial night lighting. Surveys shall be conducted on the subject property within 500 feet of disturbance areas no earlier than three days prior to the commencement of disturbance. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than three days will have elapsed between the survey and ground disturbance activities. The Applicant or the Project's Construction Manager shall provide</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>habitat elsewhere within the Ranch, the marginal suitability of the disturbed/developed areas that make up much of the Project areas, total population sizes and regional range of the species, etc., and the fact that the Project would restore and expand riparian areas and coast live oak woodland within the Ranch, Project impacts would not be expected to reduce wildlife populations below self-sustaining levels within the region. Therefore, the Project would not have a potentially significant impact.</p> <p>In addition, although the golden eagle is protected, it was not observed at the Ranch during the surveys and is not expected to use the Development Area or other areas of the Project site for nesting activities. Project implementation would not threaten the regional population since only potential foraging habitat would be affected; therefore, the Project would not have a potentially significant impact on this species.</p> <p>Indirect or secondary impacts to sensitive wildlife are potentially associated with construction noise and lighting in the short-term, as well as operational noise and lighting in the long-term. In general, at distances of 100 to 200 feet from construction noise sources, noise levels would be comparable to those that currently occur on-site (including during potential nighttime hauling). Similarly, operational noise would be comparable to existing noise levels at distances of 300 feet or less. Given the short range of increased noise from construction activities, the opportunity for wildlife to move into adjacent undeveloped areas, and the range of existing ambient noise levels of up to 72 dBA, both construction and operational impacts to wildlife species, including special-status species, located within, adjacent to, and off-site from the Ranch would be less than significant. In addition, Project mitigation regarding nesting birds, detailed in MM F-2, would involve the use of designated buffers around bird nests, as necessary, in accordance with the federal Migratory Bird Treaty Act (MBTA), thus reducing construction-related impacts.</p> <p>With respect to operational lighting, due to the minimal light encroachment that would occur, minimal light encroachment levels, and measures employed to minimize light pollution, the long-term impacts related to</p>	<p>the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort.</p> <p>If active nests are found, clearing and construction shall be postponed or halted within a buffer area established by the biological monitor that is suitable to the particular location of the nest (typically 300 feet for most birds and 500 feet for raptors) and acceptable to the Director of the County of Los Angeles Department of Regional Planning, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing, and construction personnel shall be instructed on the sensitivity of nest areas. Occupied nests within the buffer established by the biological monitor and adjacent to the construction site shall also be avoided to ensure nesting success. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the County of Los Angeles Department of Regional Planning and California Department of Fish and Game within 14 days of completion of the pre-</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>Project lighting would be less than significant.</p> <p>Similarly, night lighting would be required for nighttime hauling, if implemented during construction, and would be similar in nature to that currently used within the Ranch for filming activities. MM F-6 would ensure that night lighting, if needed, would be placed and directed away from sensitive habitat, including the creek and any retained oak woodlands.</p> <p>The Ranch portions of the Project site have the potential to support raptor and songbird nests due to the presence of trees, shrubs, and ground cover. Disturbing or destroying active nests is a violation of the MBTA. In addition, nests and eggs are protected under Fish and Game Code Section 3503. MM F-2 would be required during Project construction to limit vegetation removal during the nesting season and/or establish appropriate buffers around active nests. As such, impacts to nesting birds would be reduced to a less than significant level.</p>	<p>construction surveys or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.</p> <p>MM F-6: Nighttime construction lighting, if needed, shall be situated at least 50 feet away from Placerita Creek and any retained oak woodlands, shielded, and directed towards the interior of the Development Area, away from native habitat.</p> <p>MM F-7: Prior to issuance of a grading permit, a qualified biologist shall be retained by the Applicant as the biological monitor, subject to the approval of the County of Los Angeles Department of Regional Planning. The biological monitor shall ensure that impacts to biological resources (inclusive of special-status plants) are minimized and shall conduct pre-grading field surveys for special-status plant and animal species that may be affected and/or eliminated as a result of grading and/or site preparation activities. During earthmoving activities, the biological monitor shall be present to relocate any vertebrate species potentially impacted by Project construction to an appropriate off-site location of similar habitat. The biological monitor shall be authorized to stop specific grading activities if he or she suspects violations of Mitigation Measures MM F-1 through MM F-9 or any local, state, or federal laws regarding biological resources.</p> <p>MM F-8: Work areas shall be surveyed for</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>special-status reptile species prior to and during construction activities. Any special-status reptiles occurring within the work area prior to the start of work shall be collected and relocated to areas outside of the designated work zones. If ongoing biological monitoring of construction activities reveals the presence of any special-status reptiles within an active work area, then work shall be temporarily halted within that area until the animals can be collected and relocated to areas outside of the designated work zone(s).</p>	
<p>Off-Site Impacts</p>		
<p>Off-site impacts to wildlife resources would not be expected to reduce general wildlife populations below self-sustaining levels within the region, and as such, impacts to common wildlife species would be less than significant.</p> <p>Sensitive species are not expected to occur within the Off-Site Infrastructure Improvement Areas due to lack of suitable habitat. Additionally, the Off-Site Infrastructure Improvement Areas are not within designated critical habitat for the coastal California gnatcatcher or any other species. Therefore, the Project would have a less than significant impact on sensitive wildlife species.</p> <p>Indirect or secondary impacts to sensitive wildlife may potentially be associated with short-term construction noise and lighting within the Off-Site Infrastructure Improvement Areas. Like on-site impacts, construction noise levels would dissipate with distance from the source and be comparable to existing noise levels in the area. Further, construction noise would be temporary as construction of the water and sewer lines would move quickly along each alignment at approximately 75 to 100 linear feet per day, with construction in any given location along the pipeline route lasting only a few days. Similarly, replacement of the power</p>	<p>Refer to MM F-2 and MM C-5 above.</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>poles is expected to last a maximum of several weeks. With regard to the SR-14 interchange improvements, construction activities would be located more than 300 feet away from the culvert that is used for local-scale wildlife movement by urban-tolerant species and noise levels would be comparable to those that currently exist. Given the low sensitivity and limited presence of the special-status wildlife receptors and the temporary and intermittent nature of anticipated maximum noise levels associated with construction equipment, the Project's potential indirect construction noise impacts on wildlife in the area surrounding the construction zone within the Off-Site Infrastructure Improvement Areas would be less than significant.</p> <p>The effects of night lighting during construction are also expected to be less than significant due to the limited use of lighting, the temporary use of lighting during construction, and existing night light levels from street lights and automobile headlights. Further, the construction zones are located almost entirely within paved rights-of-way, which offer little if any habitat for sensitive wildlife species. Impacts on wildlife would be less than significant. In addition, Project mitigation regarding nesting birds, detailed in MM F-2, would reduce construction-related impacts.</p> <p>Implementation of the Off-Site Infrastructure Improvements would not result in long-term increases in noise as the majority of the improvements are not associated with any noise-producing uses. With implementation of with MM C-5, noise levels associated with the booster pump station would be comparable to existing noise levels in the area. The Off-Site Infrastructure Improvement Areas would not include new signs, lights (other than limited emergency lighting), or other light-generating facilities. Therefore, there would also be no impacts related to lighting from the off-site Project components.</p>		
<i>Natural Communities</i>		
<p>During construction, the Project would temporarily impact a total of 20.29 acres of coastal sage scrub, disturbed coastal sage scrub, coastal sage</p>	<p>PDF F-1: In accordance with the County's Drought-Tolerant Landscaping ordinance, at</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>scrub/chamise chaparral, disturbed coastal sage scrub/chamise chaparral, buckwheat scrub/chamise chaparral, disturbed buckwheat scrub, chamise chaparral, non-native grassland, and disturbed/developed areas, which occur within the Ranch and the Off-Site Infrastructure Improvement Areas. The Project would result in permanent impacts totaling 58.44 acres of the following plant communities within the Project site: coastal sage scrub, coastal sage scrub/chamise chaparral, disturbed coastal sage scrub/chamise chaparral, buckwheat scrub/chamise chaparral, disturbed buckwheat scrub/chamise chaparral, chamise chaparral, disturbed buckwheat scrub, non-native grassland, agricultural land, and ornamental areas, plus disturbed/developed areas which make up over half of the permanently impacted areas. These communities/areas are not CNDDDB sensitive plant communities; therefore, impacts to these plant communities/areas are considered less than significant.</p> <p>With respect to sensitive plant communities, the Project would temporarily impact 2.03 acres of mixed willow riparian woodland, 0.02 acre of coast live oak woodland, and 0.33 acre of disturbed coast live oak woodland. The Project would permanently impact 0.75 acre of southern willow scrub and 0.08 acre of mixed willow riparian woodland within Placerita Creek, as well as 4.39 acres of coast live oak woodland and 0.05 acre of disturbed coast live oak woodland. These impacts would occur within the Ranch and a portion of the Off-Site Infrastructure Improvement Areas and are considered potentially significant. With implementation of MM F-1, MM F-3, and MM F-9, impacts to sensitive plant communities would be less than significant.</p> <p>While several sensitive plant species have the potential to occur within the general Ranch vicinity, only one has a low potential to occur on-site. As there are no special-status plants with a moderate or greater potential to occur within the Ranch portions of the Project site, impacts on sensitive plant species would be less than significant.</p>	<p>least 75 percent of the Project's landscaped area shall contain plants from the Los Angeles County Drought-Tolerant Plant List.</p> <p>MM F-1: The Project shall implement the requirements of the final approved Habitat Mitigation and Monitoring Program, consistent with the preliminary Habitat Mitigation and Monitoring Program contained in Appendix F.11 of the Draft EIR, to mitigate impacts to U.S. Army Corps of Engineers/Regional Water Quality Control Board "waters of the U.S./waters of the State" and California Department of Fish and Game jurisdictional streambeds. As part of the Habitat Mitigation and Monitoring Program, which shall restore and expand the riparian habitat along Placerita Creek following temporary impacts to stabilize the fill pad slopes, the Project shall mitigate for the impact to the southern willow scrub community and the mixed willow riparian woodland in the Development Area at a minimum of a 1:1 mitigation-to-impact ratio.</p> <p>The Habitat Mitigation and Monitoring Program restoration efforts shall include the grading and recontouring of the existing fill pad slopes along Placerita Creek within the Development Area and the revegetation with native riparian species by planting and seeding. The Habitat Mitigation and Monitoring Program shall identify appropriate mitigation objectives, performance standards, planting and monitoring/reporting requirements to ensure successful restoration</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>and enhancement of the mitigation area. The Habitat Mitigation and Monitoring Program shall also contain contingency measures identifying corrective actions required in the event that the performance standards are not met. A minimum of 4.04 acres of riparian habitat shall be established, restored, enhanced, and/or preserved, resulting in a net gain in California Department of Fish and Game jurisdictional area. Maintenance (i.e., weeding, pest control, irrigation system maintenance, trash removal, etc.) and monitoring of the mitigation area shall be conducted for five years or until such time as the Habitat Mitigation and Monitoring Program performance standards are achieved to ensure success of the plan. The final Habitat Mitigation and Monitoring Program shall be submitted to and approved by the County of Los Angeles Department of Regional Planning, the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Game, in compliance with Clean Water Act Sections 401 and 404 and California Fish and Game Code 1602 and supporting regulations, prior to issuance of a grading permit.</p> <p>MM F-3: The Project shall implement the requirements of the approved Oak Tree and Woodland Mitigation and Monitoring Program to mitigate impacts to oak trees protected under the Los Angeles County Oak Tree Ordinance and impacts to oak woodlands protected under California Public Resources Code 21083.4. As</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>part of the Oak Tree and Woodland Mitigation and Monitoring Program, which shall restore and expand existing oak woodlands on the project site, the Project shall mitigate for the impact to oak woodlands with at least a 2.4 acre to 1 acre mitigation-to-impact ratio.</p> <p>The Project's Oak Tree and Woodland Mitigation and Monitoring Program shall include the following components:</p> <ul style="list-style-type: none"> • Planting of at least 1,600 oak trees within or adjacent to existing oak woodlands on the Ranch shall be completed prior to the issuance of a building permit; • Minimization of impacts by avoiding approximately 95 percent of the oak trees and oak woodlands on the Ranch; • Restoration of fire-damaged oak woodlands through oak tree seedling planting; • Enhancement of oak woodland regeneration through oak seedling planting in areas with limited natural recruitment; • Increased habitat connectivity through oak tree planting in areas between existing woodlands and along Placerita Creek; • Planting of native understory species within oak woodland restoration areas in order to provide a more complete suite of oak woodland values apart from those provided by trees alone; and • Implementation of a seven-year monitoring, 	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>documentation, and reporting program.</p> <p>In addition, prior to the issuance of a building permit, the Applicant shall record a use restriction which shall run with the land in perpetuity over the planted mitigation areas in which oak woodland planting, restoration, and enhancement occurs to protect these areas for purposes of oak woodland conservation, restoration and enhancement. The use restriction shall recognize the Applicant's ability to allow filming within these areas, provided the oaks are protected. The use restriction language shall be submitted to the County of Los Angeles Department of Regional Planning for review and approval prior to recordation with the Los Angeles County Registrar-Recorder/County Clerk.</p> <p>MM F-9: The Applicant shall submit the Project landscape plan to the County of Los Angeles Department of Regional Planning for review and approval prior to issuance of a building permit. The landscape plan shall show the size, type and location of all plants and watering facilities, consistent with the County's established codes and procedures. Where feasible, native plants shall be used for landscaping. The landscape plan shall also specify the type and location of eight-foot high decorative fencing to be installed along those portions of the Project site perimeter visible to the public along SR-14 and Placerita Canyon Road.</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Jurisdictional Drainage Courses</i>		
<p>Construction activities would temporarily impact 0.13 acre of ACOE/RWQCB jurisdictional “waters of the U.S./waters of the State” and 1.96 acres of CDFG jurisdictional streambed within the Development Area and the Off-Site Infrastructure Improvement Areas. The Project would permanently impact 0.08 acre of ACOE/RWQCB jurisdictional area and 0.63 acre of CDFG jurisdictional streambed and associated riparian habitat within the Development Area and Water Tank Area. Such impacts are considered potentially significant. However, implementation of MM F-1 and F-5 would reduce on- and off-site jurisdictional impacts to a less than significant level. No ephemeral tributaries to Placerita Creek have been delineated within the Potential Mobile Home Relocation Areas or the Conditional Parking Areas.</p>	<p>MM F-5: Prior to issuance of a grading permit, the Project Applicant shall prepare and submit to the U.S. Army Corps of Engineers for verification a “Preliminary Delineation Report for Waters of the U.S.” and a Streambed Alteration Notification package to the California Department of Fish and Game for alterations to Placerita Creek and its on-site jurisdictional tributaries. A Clean Water Act Section 404 permit shall be obtained from the U.S. Army Corps of Engineers, and the Applicant shall comply with the permit conditions. A Streambed Alteration Agreement shall be entered into with the California Department of Fish and Game under Section 1602 of the California Fish and Game Code, and the Applicant shall comply with the associated conditions. A Clean Water Act Section 401 Water Quality Certification shall be obtained from the Regional Water Quality Control Board, and the Applicant shall comply with the certification conditions. Mitigation for unavoidable impacts shall be provided through conservation or restoration of U.S. Army Corps of Engineers and California Department of Fish and Game jurisdictional features (on- and off-site) at a minimum of a 1:1 mitigation-to-impact ratio.</p> <p>Also refer to MM F-1 above.</p>	<p>Less Than Significant with Mitigation</p>
<i>Wildlife Movement</i>		
<p>Although the Project site may provide an area of local-level wildlife</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>movement and live-in habitat for a variety of species, including habitat that may contribute to widespread regional movement, it does not function as a main wildlife corridor for the region. Since SR-14 acts as a barrier to wildlife movement in the area, linkages are closely associated with undercrossings under the freeway. Placerita Creek would continue to provide opportunities for foraging/watering and local wildlife movement upon Project implementation. Improvements within the creek, including slope stabilization and establishment of native vegetation along the slopes (thus increasing the total area of native vegetation), would ultimately improve the functions of the creek for local wildlife. Further, while the existing oak woodland at the southern end of the Development Area may provide cover for wildlife to move from the undeveloped areas to the south into Placerita Creek for foraging/watering, portions of the Ranch east of the Development Area have a higher permeability ranking and would continue to provide opportunities for local wildlife movement.. In this context, on-site and off-site impacts to local and regional movement would be less than significant.</p>		
<i>Regulated Trees</i>		
<p>The Project would require the removal of 158 County ordinance-protected oak trees, including 16 heritage oaks, and encroachment upon an additional 82 oak trees, including 3 heritage trees. The 158 trees to be removed provide an estimated 184,260 square feet (4.33 acres) of canopy coverage, much of which is located within oak woodlands. As such, the Project would result in a potentially significant impact to both oak trees and coast live oak woodlands. Accordingly, the Applicant would be required to plant 444 new oak trees (284 for the 142 jurisdictional trees and 160 for the 16 heritage trees) that must reach minimum size requirements and survive for a seven-year monitoring period. Additionally, the replacement trees over a 20-year growth period would ultimately replace the habitat and environmental benefits of the impacted oak woodland. An Oak Tree and Woodland Mitigation and Monitoring Plan (OTWMMP) is proposed under MM F-3. (Refer to Section V.F, Biological Resources, for discussion of</p>	<p>MM F-4: During project construction, the Applicant shall implement all measures to protect the oak trees that are encroached upon, as indicated in the approved Oak Tree and Woodland Mitigation and Monitoring Program.</p> <p>Also refer to MM F-3 above.</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>oak tree plantings that have already occurred on-site to proactively initiate mitigation efforts.) With implementation of MM F-3, impacts to jurisdictional oak trees and coast live oak woodlands would be less than significant. In addition, MM F-4 would be implemented to protect the retained trees that would be encroached upon by Project construction activities.</p> <p>Trenching for the Oak Orchard sewer alignment would require temporary encroachment into the protected zones of 86 oak trees, including 31 heritage oak trees, all of which are protected under the City's Oak Tree ordinance. As such, the Project could result in a potentially significant impact to regulated oak trees within the Off-Site Infrastructure Improvement Areas. Implementation of appropriate protective measures, as determined and implemented by the City based on the City Oak Tree Report (Appendix F.5), would reduce impacts to oak trees within the Off-Site Infrastructure Improvement Areas to a less than significant level.</p>		
<i>Significant Ecological Area</i>		
<p>The existing Significant Ecological Area (SEA) overlay maps, which are a part of the County's General Plan, do not overlap with the Project site. As such, existing County policies regarding SEAs do not currently apply to the Project. However, the County is in the process of updating the SEA overlay maps for the Santa Clarita Valley, which are part of the Draft 2012 Santa Clarita Valley Area Plan. In the updated maps, portions of the Development Area (the hillside above the northern fill pad), Placerita Creek, the Water Tank Area, and the Trail Area have been proposed for designation within the Santa Clara River SEA (SEA 20). As currently drafted, the Draft 2012 Area Plan allows complete project applications filed prior to the effective date of the Draft 2012 Area Plan to be reviewed for consistency under the current 1990 Area Plan. The County deemed complete the entitlement applications for the Project on May 4, 2010. Accordingly, the Project is not anticipated to be subject to the Draft 2012 Area Plan and the associated SEA regulations. Furthermore, the Project would enhance the proposed SEA area around the Development Area by</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant Impact</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
improving Placerita Creek and planting native vegetation. Therefore, the Project would not have a significant impact on the proposed SEA 20.		
G. CULTURAL AND PALEONTOLOGICAL RESOURCES		
<i>Historic Resources</i>		
There are no historic resources within or adjacent to the Project site. Therefore, the Project would result in no impact to historical resources and no mitigation measures are required.	No mitigation is proposed or required.	No Impact
<i>Archaeological Resources</i>		
No archaeological resources were identified during the pedestrian surveys of the Project site. Given the composition of the fill pads, the negative results of the survey, and the disturbance from previous development that likely would have displaced any resources, the potential to encounter buried archaeological resources within the fill pad areas of the Development Area is considered low and no archaeological monitoring is recommended in these areas. However, archaeological monitoring during grading is recommended within native soils along the Placerita Creek floodplain within the Development Area, at the selected of the two Potential Mobile Home Relocation Areas, and within the two Conditional Parking Areas, if developed, as provided for in Mitigation Measures (MM) G-1 through MM G-3. Given the known prehistoric and historic occupation of the Project site and based on recent correspondence with local Native American tribes, the potential to find archaeological resources exists. With implementation of MM G-1 through MM G-5, potential impacts on archaeological resources would be reduced to a less than significant level.	<p>MM G-1: A qualified archaeologist shall monitor all stripping and other earthmoving activities within native soils along the Placerita Creek floodplain within the Development Area. If an archaeological site is discovered during monitoring, construction activity in that part of the Development Area shall cease until the site can be studied by a qualified archaeologist.</p> <p>MM G-2: A qualified archaeologist shall monitor the grading and excavations for light poles and electrical conduits at the two Conditional Parking Areas, if developed.</p> <p>MM G-3: A qualified archaeologist shall monitor the grading and septic tank excavation at the selected of the two Potential Mobile Home Relocation Areas.</p> <p>MM G-4: In the event archaeological resources are encountered during Project construction, all ground-disturbing activities within the vicinity of the find shall cease and a qualified archaeologist shall be notified of the find. The</p>	Less Than Significant with Mitigation

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center, evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the U.S. Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the California Historical Resources Information System–South Central Coastal Information Center, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the find.</p> <p>MM G-5: In the event human remains are encountered during construction activities, all ground-disturbing activities within the area of the human remains shall cease and the County coroner shall be notified. In the event the</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>remains are determined to be of Native American descent, the coroner shall notify the California Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who shall have 48 hours from notification by the Native American Heritage Commission to inspect the site of the discovery of Native American remains and to recommend to the Applicant or landowner means for the treatment and disposition of the human remains and any associated grave goods. The Applicant or landowner shall reinter the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance. In the event Native American remains are found, Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the remains.</p>	
<i>Paleontological Resources</i>		
<p>No paleontological resources were identified on the surface during the pedestrian survey of the Project site. Based on extensive prior disturbance, the potential to encounter buried paleontological resources is considered low in the pad area portions of the Development Area, as well as the Potential Mobile Home Relocation Areas and Conditional Parking Areas. However, shallow grading activities are planned for the undisturbed northern portion of the Development Area, the Water Tank Area, and the Trail Area, which are underlain with the fossiliferous older Quaternary deposits and the Saugus Formation. Surface exposure of the</p>	<p>MM G-6: A qualified paleontologist shall be retained by the Applicant prior to the implementation of the Project to develop and execute a paleontological monitoring plan for the grading activities planned for the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>Saugus Formation also occurs near the eastern Potential Mobile Home Relocation Area, and could possibly be affected by the limited grading that may occur there. As a result, the Project has the potential to result in significant impacts associated with buried intact paleontological resources in these areas. With implementation of MM G-6 through MM G-12, potential impacts would be reduced to less than significant levels.</p>	<p>Improvement Areas within the Saugus Formation. The qualified paleontologist shall meet the qualifications established by the Society of Vertebrate Paleontologists.</p> <p>MM G-7: The paleontologist shall attend a pre-grade meeting in order to become familiar with the proposed depths and patterns of grading for grading activities planned for the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation to provide a basis to the development of a monitoring program.</p> <p>MM G-8: The paleontologist shall establish a curation agreement with an accredited facility prior to the initiation of ground-disturbing activities.</p> <p>MM G-9: A paleontological monitor, supervised by the paleontologist, shall monitor all ground-disturbing activities associated with grading activities in the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation. If fossils are found during ground-disturbing activities, the paleontological monitor shall be authorized to halt the ground-disturbing activities within 25 feet of the find in order to allow evaluation of the</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>find and determination of appropriate treatment in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate.</p> <p>MM G-10: The paleontological monitor and/or the paleontologist shall collect all significant fossils encountered. All significant fossils shall be stabilized and prepared to a point of identification and permanent preservation.</p> <p>MM G-11: Some fossils from the Saugus Formation are very small specimens that can typically be missed in monitoring for large construction projects. Therefore, the paleontological monitor shall collect sediment samples and process them to determine the potential for small fossils in these deposits obtained during grading activities in the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation.</p> <p>MM G-12: The paleontologist shall prepare a final report on the monitoring. If fossils are identified, the report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the Applicant, County of Los Angeles Department of Regional Planning, and the Natural History Museum of Los Angeles, and</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	shall accompany any curated fossils.	
H. AGRICULTURAL AND FORESTRY RESOURCES		
<i>Farmland and Forest Land Conversion</i>		
Construction		
<p>Project construction would not have a direct impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance since no such lands are designated within the Project site. However, construction activities would generate fugitive dust emissions that may cause indirect impacts to agricultural uses elsewhere within the Ranch or at off-site locations. The PDF to control fugitive dust emissions provided in Section V.E.1, Air Resources—Air Quality, would minimize any potential impact to nearby agricultural resources or uses. As such, construction impacts are considered to be less than significant.</p> <p>Although Project construction would result in the continued use of designated forest land for non-forest uses, it would not convert land used for forest uses to a non-forest use and would have a negligible effect on any forest activities in Angeles National Forest. Therefore, construction impacts would be less than significant.</p> <p>Construction within the Off-Site Infrastructure Improvement Areas would not have a direct impact on agricultural land or forest land since construction activities would not occur on land designated as Farmland or forest land. As discussed above, mitigation measures to control fugitive dust emissions would minimize any potential impact to nearby agricultural resources or uses associated with off-site improvements. As such, construction impacts would be less than significant.</p>	<p>No mitigation is proposed or required; refer to PDF E.1-1.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Operation</i>		
Given that the Project site does not include any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, Project operations would not have an impact on such lands, including conversion to non-agricultural use. Although Project implementation would result in the continued use of designated of forest land for non-forest uses, it would not convert land used for forest uses to a non-forest use and would have a negligible effect on any forest activities. The Potential Mobile Home Relocation Areas and the southern Conditional Parking Area would continue to be designated Open Space/National Forest. Impacts to forest land would therefore be less than significant.	No mitigation is proposed or required.	Less Than Significant
<i>Zoning for Agricultural Use</i>		
With approval of the proposed zone change and plan amendment for a portion of the Development Area, discussed in greater detail in Section V.N, Land Use, of this Draft EIR, the Project would be entirely consistent with the zoning and land use designations of the tract map area, the Development Area, and the remainder of the Ranch, and no conflicts with zoning for agricultural uses would occur. As such, on-site agricultural impacts related to zoning conflicts would be less than significant. The Off-Site Infrastructure Improvements Areas are not zoned for agricultural use. Therefore, no off-site impacts to areas zoned for agriculture would result. The Project would not conflict with Williamson Act contracted land since there are no existing Williamson Act contracts covering the Ranch, the Off-Site Infrastructure Improvement Areas, or adjacent lands. Thus, no impact to Williamson Act contracts would occur on- or off-site.	No mitigation is proposed or required.	Less Than Significant
<i>Zoning for Forest Use</i>		
The Project site areas within the Ranch that fall within Angeles National Forest are zoned A-2-2 (Heavy Agricultural—Two Acres Minimum Required Area) and would remain zoned A-2-2, and the uses proposed	No mitigation is proposed or required.	No Impact

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>within those areas would be consistent with that designation. None of the forest land within the Ranch is zoned as forest land, no timberland exists on-site, and the Off-Site Infrastructure Improvement Areas are not zoned as forest land or timberland. Therefore, no impacts would occur.</p>		
I. VISUAL QUALITIES		
<i>Scenic Views</i>		
<p>The Project would not block views of the surrounding hillsides, and perimeter landscaping along SR-14 and portions of Placerita Canyon Road would largely obscure views of the new structures from the adjacent roadways. Project implementation also would not affect views along a designated scenic highway as none exist in the vicinity. Public views, including views from public trails, would continue to feature a largely rural environment with a background of rolling hills, pockets of trees and landscaping, and from some vantages large-scale infrastructure such as LADWP's electrical transmission towers, water storage tanks, and oil pumps. Therefore, impacts would be less than significant.</p> <p>Development of the improvements proposed within the Off-Site Infrastructure Improvement Areas would not substantially affect views nor specifically views of nearby ridgelines, as the improvements would occur primarily within existing roadways. Therefore, off-site impacts on a scenic vista or from regional trails would be less than significant.</p>	<p>PDF I-1: Project buildings shall have a maximum building height of 60 feet.</p> <p>PDF I-2: A vegetation barrier heavily planted with trees and shrubs shall be introduced along portions of Placerita Canyon Road and State Route 14 adjacent to the Development Area.</p> <p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>
<i>Aesthetics/Visual Quality</i>		
<i>Construction</i>		
<p>Construction activities can disrupt the general order and aesthetic character of an area. However, temporary green screen construction fencing would be placed around the periphery of the Development Area to screen much of the construction activity from view at the street level. While the removal of some existing trees and vegetation along Placerita Canyon Road would reduce the visual quality along the roadway during</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>Project construction, such impacts would be temporary given that a cohesive landscape plan would be implemented. Therefore, the Project's construction activities would not substantially degrade the existing visual character of the Project site or the surrounding area, and visual quality impacts would be less than significant.</p> <p>Construction activities associated with the Off-site Infrastructure Improvement Areas would be short-term and would occur on already disturbed areas. In addition, Off-Site Infrastructure Improvements would be limited both in scale and geographic extent, and would be nearly entirely underground after installation. Therefore, impacts would be less than significant.</p>		
Operation		
<p>Adherence to the conceptual Design Guidelines would ensure the Project would provide for a visually appealing, high quality environment. The Project would not substantially and irreversibly damage existing scenic resources or substantially degrade the existing visual character or quality of the Development Area and its surroundings, and impacts would therefore be less than significant.</p> <p>With regard to the Off-Site Infrastructure Improvement Areas, these improvements would be limited both in scale and geographic extent, and would be almost entirely underground after installation. Therefore, these Project components also would not change the visual character of the off-site areas, and impacts would be less than significant.</p>	<p>PDF I-3: The proposed water tank shall be painted a neutral color that is predominant in the surrounding area so as to blend with the surrounding landscape. The water tank color shall be submitted to the County of Los Angeles Department of Regional Planning for approval prior to issuance of a building permit. In addition, the area disturbed during construction immediately surrounding the water tank's ring road and fencing shall be revegetated with native plants, upon approval of plant selection(s) from the County of Los Angeles Department of Regional Planning, Los Angeles County Fire Department, Newhall County Water District, and California Department of Fish and Game.</p> <p>Also refer to PDF I-1 and PDF I-2 above.</p> <p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Light and Glare</i>		
Construction		
<p>Substantial lighting is not anticipated during construction within the Project site areas located within the Ranch, as construction activities would typically occur during daylight hours. If needed for potential nighttime hauling for soil export activities, night lighting would be similar in nature to that currently used within the Ranch for filming activities. Any required security lighting would focus on construction equipment or materials and not on surrounding light-sensitive areas. Additionally, temporary green screen construction fencing would be placed around the periphery of the Development Area to screen much of the construction activity from view at the street level. As such, the Project's potential on-site short-term lighting impacts during construction would be less than significant. Any glare from reflective construction materials would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of specific construction activities. The potential for nighttime glare associated with construction activities is unlikely as most construction activities would occur during the day, and any nighttime construction work would be temporary. Further, the placement of green screen construction fencing around the Development Area would reduce any glare effects. As such, the Project would not result in a significant impact related to construction glare.</p> <p>Construction associated with roadway improvements and the off-site utilities located within Caltrans' jurisdiction would require lighting due to nighttime construction hours; however, those areas currently experience lighting from street lights and passing vehicles and would, therefore, not be expected to introduce substantial glare, and such activities would be temporary. Therefore, there would be less than significant impacts related to light and glare from off-site Project components during construction.</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
Operation		
<p>Project lighting would have little impact beyond the limits of the Development Area and therefore would not be expected to affect off-site light-sensitive areas or uses, including motorists on Placerita Canyon Road and SR-14. Almost no light (i.e., less than 0.1 foot candle) would fall within Placerita Creek, and very little light would spill over into the remaining stands of oak trees in the southern portion of the Development Area. Therefore, impacts related to Project lighting would be less than significant. Nonetheless, mitigation measures are proposed to ensure that impacts remain less than significant.</p> <p>The Project would not create substantial glare effects. All exterior windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. Reflective glare would not be expected due to the respective positions of the sun. While surface parking within the Development Area, and potentially within the Conditional Parking Areas, if developed, could present the potential for sunlight to reflect off of automobiles, these areas are sometimes used for vehicle parking under existing conditions, in addition to nighttime filming that occasionally uses bright light sources. Surface parking areas would be largely shielded from off-site sensitive uses and would include perimeter landscaping. Therefore, glare impacts would be less than significant.</p> <p>Development within the Off-Site Infrastructure Improvement Areas would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and both lighting and glare impacts would be less than significant.</p>	<p>MM I-1: Prior to issuance of a building permit, the Applicant shall submit the Project's final design drawings, including a lighting plan to the County of Los Angeles Department of Regional Planning for review and approval, consistent with the County's established codes and procedures.</p> <p>MM I-2: The Applicant shall submit detailed lighting plans including fixture types and locations to the County of Los Angeles Department of Regional Planning for review and approval consistent with the County's established codes and procedures prior to issuance of a building permit.</p> <p>MM I-3: To ensure minimal light trespass on sensitive habitat within Placerita Creek, bridges shall be lit by low focused light located on the side walls or railings and aimed at the road. The lighting along the creek-side of Project buildings shall be located primarily on outdoor decks and consist of surface-mounted fixtures facing down with full light cutoff to confine light to the balconies and prevent spillover of light onto habitat areas. Lighting in these areas shall be consistent with the approved lighting plan.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
J. TRAFFIC, ACCESS, AND PARKING		
<i>Traffic</i>		
Construction		
<p>Construction of the Project would generate traffic from construction worker trips as well as truck trips, including haul trucks for soil export, construction materials, and equipment. The arrival and departure of all construction workers is not expected to occur simultaneously and these trips would generally occur outside of the A.M. and P.M. peak traffic periods based on the Project's typical construction hours of 7:00 A.M. to 3:30 P.M. During site preparation, the demolition of existing uses within the Development Area would result in limited trips, which would have a negligible effect on local roadways. Even if all construction worker trips were assumed to occur during peak hours, impacts related to construction worker traffic would be less than significant, as would demolition trips.</p> <p>The projected level of truck traffic associated with soil export is conservatively assumed to result in a temporary, short-term adverse impact. However, with implementation of the proposed mitigation measures, haul truck traffic is not expected to result in a significant impact. Similarly, the projected level of truck traffic associated with construction delivery trucks, with implementation of MM J-1, is not expected to result in a significant traffic impact on the street system.</p> <p>The Project includes off-site utility improvements that would involve construction activities and lane closures on several segments of local roadways. With implementation of MM J-1, Construction Traffic Management Plans would be implemented during construction of the off-site infrastructure improvements to provide for temporary traffic controls to improve traffic flow on public roadways. Thus, any potential traffic impacts from Project-related off-site construction would be reduced to a less than significant level.</p> <p>The Project would include off-site roadway improvements as part of the</p>	<p>MM J-1: Prior to any construction activities and/or issuance of required encroachment permits from Los Angeles County, the City of Santa Clarita and Caltrans, detailed Construction Traffic Management Plans shall be submitted to the relevant agency or agencies for review and approval, consistent with each agency's established codes and procedures. The Construction Traffic Management Plans shall include the following, as required by the applicable public agency or agencies:</p> <ul style="list-style-type: none"> • Provisions to configure construction parking to minimize traffic interference; • Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person); • Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the utility construction activities during all phases of construction activities; • Scheduling construction activities to reduce the effect on traffic flow on arterial streets; • With the exception of travel on Placerita Canyon Road, rerouting construction trucks along parallel routes with less congestion, to 	<p>Less Than Significant with Mitigation (Project impacts)</p> <p>Significant and Unavoidable (cumulative impacts)</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>Project and as mitigation. Such activities would be expected to involve a limited number of construction workers and haul truck trips. Based on the construction hours permitted with Caltrans' jurisdiction, as well as the Project's typical construction hours, construction worker trips would occur outside the peak commuter periods and therefore would be expected to result in limited impacts on area roadways. Additionally, all roadway construction activity would require the implementation of construction management plans in accordance with County, City, and/or Caltrans standards to ensure appropriate traffic controls are implemented to maintain traffic flows, freeway access, and emergency access. Thus, any potential traffic impacts from the construction of Project-related off-site roadway improvements would be less than significant.</p> <p>Cumulative construction traffic impacts would be significant and unavoidable to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3).</p>	<p>reduce travel on congested streets;</p> <ul style="list-style-type: none"> • Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site in accordance with the Construction Traffic Management Plans approved by the County of Los Angeles Department of Public Works and/or other public agency; • With the exception of off-site infrastructure improvements, prohibition against parking of construction-related vehicles on streets in predominantly residentially-zoned areas; • Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers on streets impacted by Project construction; • Requirement that contractors participate in a common carpool registry during all periods of contract performance, with the registry monitored and maintained by the general contractor; • Scheduling of the majority of construction-related deliveries, other than concrete and earthwork-related deliveries, during off-peak travel periods; • The Applicant shall submit the detailed Construction Traffic Management Plans to the public agency or agencies having jurisdiction, including the County of Los Angeles Department of Public Works, Caltrans, and 	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>the City of Santa Clarita, including the Sheriff and Fire Departments of the County of Los Angeles, the Police and Fire Departments of the City of Santa Clarita, and/or the California Highway Patrol, at least 14 days in advance of any construction activities that may affect emergency response in the areas over which the public agency has or public agencies have jurisdiction.</p> <ul style="list-style-type: none"> • All measures identified in the detailed Construction Traffic Management Plans, as approved by the public agency or agencies, shall be implemented during construction to ensure that adequate and safe access remains available on-site and within the Off-Site Infrastructure Improvement Areas. <p>MM J-2: The Applicant shall obtain the required permits for truck haul routes from the County of Los Angeles Department of Public Works and/or any other public agency prior to the issuance of a grading permit for the Project.</p> <p>MM J-3: The Applicant shall obtain a Caltrans transportation permit prior to the use of oversized transport vehicles on Caltrans facilities.</p> <p>MM J-4: Prior to issuance of a grading permit, Applicant shall document and submit all required information and/or material pertaining to the pavement of County roadways along the Project haul route, including the formula for calculating the Project's fair share of any repair and/or</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	reconstruction of County roadways along the Project haul route, to the satisfaction of the County of Los Angeles Department of Public Works. The Applicant shall reimburse the County of Los Angeles for the cost of any repairs and/or reconstruction of County roadways along the Project haul route attributable to the Project as agreed to by the County of Los Angeles Department of Public Works. A bond (amount to be reasonably determined by the County of Los Angeles Department of Public Works once a specific haul route is designated) shall also be put in place to cover any structural impacts to the roadways along the haul route attributable to the Project's truck trips during hauling. The timing of any necessary repairs and/or reconstruction of County Roadways by the Applicant shall be determined by the County of Los Angeles Department of Public Works.	
Operation	<p>PDF J-1: To encourage the use of alternative modes of transportation, the Project shall incorporate the following features:</p> <ul style="list-style-type: none"> • The provision of information on transportation alternatives (transit schedules, maps, etc.); • A carpool matching program; • Preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles; • Preferred parking for carpool/vanpool vehicles; 	Less Than Significant with Mitigation (both Project and cumulative impacts)
<p>The Project would create significant impacts at the Sierra Highway and SR-14 Southbound Ramps intersection during both peak hours and at the Sierra Highway and Placerita Canyon Road intersection during the P.M. peak hour. However, MM J-5 and MM J-6 would be implemented to reduce potential impacts to these two study intersections to a less than significant level.</p> <p>Implementation of the off-site infrastructure improvements would not result in uses that would generate traffic on a regular basis. Additionally, the roadway improvements would serve to enhance local circulation and access. Therefore, no impacts would occur.</p>		

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>In addition, impacts at Sierra Highway and SR-14 Southbound Ramps would be cumulatively significant during both peak hours, and impacts at Sierra Highway and Placerita Canyon Road would be cumulatively significant during the P.M. peak hour prior to cumulative mitigation.</p>	<ul style="list-style-type: none"> • Video conferencing facilities within the Project; • On-site secure, bicycle storage areas; and • Non-dedicated walkways, bicycle access, and paved surfaces throughout the Development Area to minimize use of automobiles and trucks traveling throughout the Development Area. <p>MM J-5: <u>Sierra Highway/SR-14 Southbound Ramps:</u> Prior to issuance of the first certificate of occupancy, the Project Applicant shall install a traffic signal at this intersection with protected left-turn phasing for southbound Sierra Highway. Northbound Sierra Highway shall be widened to provide a separate right-turn only lane onto the SR-14 southbound on-ramp. These improvements shall be the sole responsibility of the Project. Detailed striping/signing and traffic signal plans shall be submitted to the County of Los Angeles Department of Public Works for review and approval prior to implementation.</p> <p>MM J-6: <u>Sierra Highway/Placerita Canyon Road:</u> Prior to issuance of the first certificate of occupancy, the Project Applicant shall widen the Placerita Canyon Road westbound approach to provide a free-flow right-turn lane onto northbound Sierra Highway, facilitating traffic flow to the SR-14 southbound on-ramp. These improvements shall be the sole responsibility of the Project. A detailed striping/signing plan shall be submitted to the County of Los Angeles</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>Department of Public Works for review and approval prior to implementation.</p> <p>MM J-9: <u>Sierra Highway/SR-14 Southbound Ramps</u>: Prior to issuance of the first certificate of occupancy, the Project Applicant shall pay its pro rata share (20.9 percent) of the cost for the widening of southbound Sierra Highway to provide a second left-turn only lane onto the SR-14 southbound on-ramp.</p> <p>MM J-10: <u>Sierra Highway/Placerita Canyon Road</u>: Prior to issuance of the first certificate of occupancy, the Project Applicant shall pay its pro rata share (16.2 percent) of the cost for the widening of Sierra Highway northbound approach to provide a separate right-turn only lane onto eastbound Placerita Canyon Road.</p> <p>MM J-11: The Project shall pay its share of the applicable Eastside Bridge and Major Thoroughfare District fees in effect at the time of final map recordation.</p>	
<i>Traffic Hazards</i>		
Construction		
<p>The temporary crossing of Placerita Creek constructed during Project construction would be removed and this portion of the creek would be restored after the completion of grading and slope stabilization. Installation of the water and sewer lines and construction of the roadway improvements would require temporary lane closures along segments of certain roadways. All lane closures would be conducted per the Construction Traffic Management Plans described above in MM J-1. Where necessary, temporary traffic control in the form of a flag person</p>	<p>Refer to MM J-1 above.</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
would be provided during construction activities to ensure safe traffic operations. Implementation of the proposed improvements would meet all required design and safety standards and would not increase hazards due to a design feature. Additionally, Project construction activities would not introduce incompatible uses. Therefore, impacts associated with traffic hazards would be less than significant		
Operation		
To improve access to the Development Area and the Ranch as a whole, the Applicant proposes to reconfigure and signalize the SR-14 northbound off-ramp at Placerita Canyon Road. Additional improvements along Placerita Canyon Road at the Project site driveways would also be implemented. These improvements would meet all required design and safety standards and would not increase hazards due to a design feature. Therefore, impacts would be less than significant.	Refer to MM J-7 and MM J-8.	Less Than Significant
Access		
Construction		
As outlined in MM J-1, Construction Traffic Management Plans would be implemented during construction to provide for temporary traffic controls to ensure adequate emergency access to all residences and businesses adjacent to the roadways impacted by utility construction activities. Thus, any potential access impacts from Project-related construction would be reduced to a less than significant level.	Refer to MM J-1 above.	Less Than Significant with Mitigation
Operation		
The Project would not exceed the vehicular capacity at either proposed entrance and therefore would not result in a significant access impact associated with queuing. MM J-7, combined with the proposed improvements at the intersection of SR-14 Northbound Ramp/Placerita Canyon Road (MM J-8), would improve traffic operations within the Project area as well as ingress/egress to the Development Area.	MM J-7: <u>Current Ranch main entrance/Placerita Canyon Road (Easterly Driveway):</u> Prior to issuance of the first certificate of occupancy, the Project Applicant shall install a traffic signal at this intersection. The eastbound approach of Placerita Canyon Road at the intersection shall be striped to provide for a	Less Than Significant with Mitigation

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>A sight distance analysis was also conducted for the proposed access locations and the emergency access driveway along Placerita Canyon Road. The access locations would be designed to provide the required sight distances. Therefore, impacts would be less than significant.</p>	<p>left-turn only lane to improve access to the Ranch. This intersection's southbound approach exiting the Development Area shall be striped to provide one left-turn lane and one right-turn lane. These improvements shall be the sole responsibility of the Project. Detailed striping/signing and traffic signal plans shall be submitted to the County of Los Angeles Department of Public Works for review and approval prior to implementation.</p> <p>MM J-8: <u>Placerita Canyon Road (new Ranch main entrance)/SR-14 Northbound Off-Ramp:</u> The Project shall provide a direct entrance, if approved by Caltrans, to the Development Area from the SR-14 northbound off-ramp to allow immediate access to the Project. This intersection shall be signalized and the off-ramp widened to provide three lanes (one left-turn lane, one optional through and left-turn lane, and one right-turn lane). Eastbound to northbound left-turns shall be prohibited, and southbound movement out of the Development Area shall be limited to right-turns only. These improvements shall be the sole responsibility of the Project.</p>	
<p><i>CMP Intersections and Freeways</i></p>		
<p>The Congestion Management Plan (CMP) arterial monitoring stations closest to the Ranch are the intersections of Sierra Highway/Placerita Canyon Road, Sierra Highway/Soledad Canyon Road and Sierra Highway/Newhall Avenue. The Project is not expected to add 50 or more trips through these latter two stations during either the A.M. or P.M. weekday peak hours. A potentially significant CMP impact would occur at</p>	<p>Refer to MM J-6 above.</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>the intersection of Sierra Highway and Placerita Canyon Road during the P.M. peak hour. This impact would be reduced to a less than significant level with implementation of MM J-6, discussed above.</p> <p>Regarding freeway operating conditions, none of the impacted freeway segments is projected to operate at LOS F in the impacted direction and peak hour, and, therefore, the Project would not create a significant impact. Thus, the Project would not create a significant impact at any of the CMP freeway monitoring locations during the A.M. or P.M. peak hours.</p> <p>Regarding regulatory consistency, based on the lack of impacts to the nearest CMP freeway monitoring locations and mitigation of the one significantly impacted CMP intersection, impacts with respect to consistency with the CMP would be less than significant.</p> <p>Implementation of the off-site infrastructure improvements would not result in uses that generate traffic on a regular basis. Therefore, negligible, if any, impacts would occur.</p>		
<i>Alternative Transportation Policies, Plans, Programs, and Facilities</i>		
<p>The Project, by virtue of its construction and operational characteristics as well as its PDFs and roadway improvements (proposed as part of the Project and as mitigation), would support many of the transportation goals and policies contained within the General Plan as well as the 1990 Area Plan. The Project would also encourage the use of alternative transportation through the implementation of various programs including a carpool matching program, preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles as well as carpool/vanpool vehicles; on-site secure, bicycle storage areas; etc. Thus, the Project would be consistent with the intent of the County General Plan Circulation Element, and impacts related to alternative transportation policies would be less than significant.</p>	<p>No mitigation is proposed or required.</p>	<p>Less than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Parking</i>		
Construction		
During Project construction, an adequate number of parking spaces for construction workers would be available at all times within or immediately adjacent to the Development Area on the Ranch. Construction of the off-site infrastructure improvements would involve limited parking needs that would typically occur within the work zone. Therefore, Project construction would result in a less than significant impact with regard to the availability of parking spaces for construction workers, and traffic conditions would not be adversely affected.	No mitigation is proposed or required.	Less than Significant
Operation		
The majority of the Project's parking supply would be provided within surface lots adjacent to the soundstages and buildings on both the northern and southern pads, with additional parking provided in two surface lots located within the LADWP transmission corridor. Two Conditional Parking Areas located east of the Development Area have also been proposed for use if LADWP were to revoke the parking license agreement for parking within the transmission corridor. Thus, all Code-required parking could be supplied on the Ranch. The additional parking beneath the utility lines of the LADWP transmission corridor would provide surplus parking to meet worst-case demand requirements and give the Project flexibility regarding parking around the soundstages and office buildings. Furthermore, a limited number of parking spaces would be provided at the trailhead/staging area for the Placerita Canyon Connector Trail, as required by the County Department of Parks and Recreation. As a sufficient number of parking spaces would be provided within the Ranch, impacts would be less than significant. Operation of off-site infrastructure improvements would not result in uses that require parking, nor would any existing parking be removed. Therefore, no impacts would occur.	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
K.1 PUBLIC SERVICES—LAW ENFORCEMENT		
<i>Construction</i>		
<p>Temporary lane closures, utility line and roadway construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access on-site and off-site. However, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Project site and surrounding vicinity is maintained. As such, impacts with respect to emergency access would be less than significant.</p> <p>During construction, equipment and building materials could be temporarily stored on-site, which could lead to theft. This could require Sheriff Department involvement unless adequate safety and security measures are implemented to secure the Development Area. With implementation of the PDFs such as perimeter fencing, construction-related impacts on law enforcement services would be less than significant.</p>	<p>PDF K.1-1: During construction, fencing shall be placed around the Development Area to prevent public entry and theft, and periodic and random private security patrols shall be conducted on the Development Area and the Ranch.</p> <p>PDF K.1-2: The Applicant shall notify the County of Los Angeles Sheriff’s Department and California Highway Patrol a minimum of five business days prior to any Project-related lane closures or other road construction and ensure that emergency access remains clear and unobstructed.</p> <p>No mitigation is proposed or required; refer to MM J-1 above.</p>	Less Than Significant
<i>Operation</i>		
<p>The Sheriff’s Department has indicated that since the Project consists of non-residential uses, increased staffing or equipment at the Santa Clarita Valley Station would not be necessary to provide service to the Development Area, and impacts would be less than significant. With respect to emergency access during Project operations, the analysis provided in Section V.J, Traffic, Access, and Parking, of this Draft EIR demonstrates that Project development would result in a less than significant impact on access and local traffic conditions following mitigation. As such, impacts to CHP services are also expected to be less than significant.</p>	<p>PDF K.1-3: The Project’s design shall incorporate state-of-the-art security features to provide for the safety of on-site employees and visitors including the provision of 24-hours per day, 7 days per week on-site private security guards with a guard kiosk positioned at the main vehicular entrance, closed circuit television cameras to monitor the Development Area and the Ranch, fencing around portions of the Development Area bordering SR-14 and Placerita Canyon Road, and alarm systems for all Project buildings with motion sensors and</p>	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>video surveillance.</p> <p>PDF K.1-4: Upon Project completion and prior to issuance of the first certificate of occupancy, the Applicant shall provide the County of Los Angeles Sheriff's Department Santa Clarita Valley Station Commander with a diagram of each portion of the Development Area, including access routes.</p> <p>PDF K.1-5: The Project's design shall incorporate a Knox Box entry system and lighted building address numbers to facilitate emergency response.</p> <p>No mitigation is proposed or required</p>	
<i>Special Law Enforcement Problems</i>		
<p>The Project site is not located within an area of special law enforcement problems. Therefore, the Project would have no impacts associated with special law enforcement problems.</p>	<p>No mitigation is proposed or required.</p>	<p>No Impact</p>
K.2 PUBLIC SERVICES—FIRE PROTECTION		
<i>Construction</i>		
<p>The demand for fire protection and emergency medical services may be increased during Project construction. However, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, as mandated by OSHA and Fire and Building Code requirements. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.</p> <p>Temporary lane closures, utility line construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access within and</p>	<p>PDF K.2-1: The Applicant shall notify the County of Los Angeles Fire Department a minimum of five business days prior to any Project-related lane closures or other road construction and ensure that emergency access remains clear and unobstructed.</p> <p>PDF K.2-2: In accordance with County of Los Angeles Fire Department requirements, all required fire hydrants shall be installed, tested,</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>around the Project site. However, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Project site and the surrounding vicinity is maintained, consistent with County Fire Department requirements. As such, impacts with respect to emergency access would be less than significant.</p>	<p>and accepted prior to combustible building construction, and vehicular access to such hydrants shall be maintained during construction.</p> <p>PDF K.2-3: The Applicant shall submit a fire exhibit that depicts detailed design requirements to the County of Los Angeles Fire Department for review and approval prior to the recordation of the final map or the approval of a building permit.</p> <p>PDF K.2-6: All Project construction managers and supervisory personnel shall be trained in emergency response and fire safety operations and a log documenting such training shall be made available for inspection within five business days upon request by the County of Los Angeles Fire Department and County of Los Angeles Department of Regional Planning.</p> <p>PDF K.2-7: Fire suppression equipment specific to Project construction activities shall be maintained on the construction site in accordance with Occupational Safety and Health Administration and County of Los Angeles Fire Code requirements.</p> <p>No mitigation is proposed or required; refer to MM J-1 above.</p>	
<i>Operation</i>		
<p>The Project's daytime population would increase the demand for County Fire Department protection and emergency medical services. However, the Project would not, in and of itself, be expected to require new or</p>	<p>PDF K.2-4: Following construction and prior to the issuance of the first certificate of occupancy, the Applicant shall submit an emergency</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>physically altered facilities. The proposed water storage and distribution system would be designed to meet the fire flow requirements established by the County Fire Department, and the existing 500,000 gallon water tank located within the eastern portion of the Ranch would remain operational. Regarding emergency access, Section V.J, Traffic, Access, and Parking, of this Draft EIR, demonstrates Project development would result in a less than significant impact with mitigation on access. Further, the Project would include an array of fire safety design features and through the fire exhibit approval process, additional design features would be specified and incorporated into the Project, as necessary, to ensure adequate fire protection. As such, impacts related to fire protection would be less than significant.</p> <p>Implementation of the off-site utility and roadway improvements would not include habitable structures or introduce a new population and as such would not contribute to the demand for fire protection services. Therefore, the Project would have no operational impacts on fire protection services associated with the Off-Site Infrastructure Improvement Areas.</p>	<p>response plan for approval by the County of Los Angeles Fire Department. The emergency response plan shall include, but not be limited to, the following: mapping of site access and emergency exits, evacuation routes for vehicles and pedestrians, and locations of the nearest hospitals and fire stations.</p> <p>PDF K.2-8: The Project shall incorporate building design features that comply with applicable Los Angeles County Code fire safety requirements. Fire safety design features shall include, but shall not be limited to, the following: use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems throughout most buildings, automatic sprinkler systems where necessary, portable fire extinguishers, and emergency exit signage in all buildings.</p> <p>PDF K.2-9: The Project shall provide approved street signs, building access numbers, and all-weather emergency access to and within the Development Area. Secondary emergency access shall be provided via a gated driveway on Placerita Canyon Road, between the new main entrance and the current Ranch main entrance. With the exception of the access drive to the proposed electrical substation and the proposed water tank, none of the Project's driveways shall be of a single access design.</p> <p>No mitigation is proposed or required.</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Special Fire Protection</i>		
<p>Given the Development Area's location within a Very High Fire Hazard Severity (VHFHS) Zone, the Project would comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. The final fuel modification plan would provide for appropriate setbacks, landscaping, irrigation, and vegetation thinning to create adequate defensible space around all potentially combustible structures and to ensure safe ingress/egress for Fire Department vehicles and personnel. Through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of the fuel modification plan, impacts with respect to wildfire risk would be less than significant.</p>	<p>PDF K.2-5: The Applicant shall submit a final fuel modification plan, consistent with the approved Preliminary Fuel Modification Plan contained in Appendix F.8 of the Draft EIR, to be reviewed and approved by the County of Los Angeles Fire Department in accordance with its Fuel Modification Plan Guidelines prior to the issuance of building permits.</p> <p>No mitigation is proposed or required.</p>	Less Than Significant
L.1 UTILITIES AND SERVICE SYSTEMS—WATER SUPPLY		
<i>Water System Capacity</i>		
Construction		
<p>The Project would require the installation of an on-site water distribution system that would connect to off-site improvements. All improvements would be designed in accordance with the County Code, including the Fire Code, and would be constructed to the satisfaction of the LACDPW, NCWD, and/or the County Fire Department, as applicable. Therefore, the Project's construction impacts associated with installation of the proposed water improvements would be less than significant.</p> <p>The off-site water improvements would require trenching which would necessitate temporary lane closures. All improvements would be designed in accordance with the County Code and the City of Santa Clarita Municipal Code, as applicable, including their respective Fire Codes, and would be constructed under the oversight of each jurisdiction's Department of Public Works, NCWD, and/or the County Fire Department, as applicable. All lane closures would be conducted per Construction Traffic</p>	<p>PDF L.1-1: The Project shall include the construction of a 2,000,000 gallon water tank and associated water line to be located on the Ranch south of Placerita Canyon Road (i.e., within the Water Tank Area).</p> <p>No mitigation is proposed or required.</p>	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
Management Plans detailed in MM J-1. Vehicle access impacts would be temporary and would cease once the water lines were completed and connected. Therefore, the Project's construction impacts would be less than significant.		
Operation		
The Project would increase the overall demand for domestic and fire water within the Development Area. However, the Applicant would construct the necessary infrastructure improvements to accommodate Project demand, including a two million gallon water tank that would provide 1.3 million gallons of supplemental capacity for NCWD, and water system capacity problems would not occur. Therefore, the Project's operational impacts on the existing water system would be less than significant. Implementation of the off-site infrastructure improvements would not include uses that generate a demand for water. Therefore, impacts would be less than significant.	No mitigation is proposed or required.	Less Than Significant
Water Supply		
Construction		
A short-term demand for water would occur during Project construction. These activities would occur incrementally through Project buildout and would be temporary in nature. The amount of water used during construction is not expected to be substantial, and an adequate supply of water would be available for construction purposes from the on-site well. Construction dewatering would not be required and construction impacts to groundwater would not occur. Therefore, potential construction-related impacts related to water supply would be less than significant. A short-term demand for water would also occur during construction of the off-site infrastructure improvements. The amount of water used during construction would vary but is not expected to be substantial. Potential construction-related off-site impacts related to water supply would also be	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
less than significant.		
<i>Operation</i>		
<p>NCWD's total projected water supplies available during the next 20 years will meet the projected water demands associated with the Project and existing and other planned uses within NCWD's service area. Therefore, water supply impacts would be less than significant. In addition, impacts with respect to the existing private well water system would be less than significant.</p> <p>Operation of the off-site infrastructure improvements is not anticipated to generate water demand. As such, water supply impacts associated with the off-site infrastructure improvements would be less than significant.</p>	<p>PDF L.1-2: The Project shall incorporate water conservation features pursuant to Title 20 Section 1605 of the California Code, which shall reduce the Project's water demand by at least 20 percent.</p> <p>PDF L.1-3: The Project shall incorporate water conservation features that shall reduce the Project's landscaping water demand by at least 50 percent.</p> <p>No mitigation is proposed or required.</p>	Less Than Significant
<i>Fire Flow and Fire Water Supply</i>		
<p>The Project's on- and off-site water infrastructure would be designed to meet or exceed fire flow requirements established by the County Fire Department. Therefore, impacts associated with fire water supply and fire flow would be less than significant.</p>	No mitigation is proposed or required.	Less Than Significant
L.2 UTILITIES AND SERVICE SYSTEMS—WASTEWATER/SEWAGE DISPOSAL		
<i>Wastewater Treatment Requirements</i>		
<p>The Project is not anticipated to generate sewage flows containing constituents that would jeopardize the ability of the Santa Clarita Valley Joint Sewerage System (SCVJSS) to operate within its established wastewater treatment requirements. Further, wastewater from the Project would be treated according to the treatment requirements enforced by the NPDES permit authorized by the LARWQCB. Implementation of the off-site infrastructure improvements would not include uses that generate wastewater. Therefore, the Project would not exceed any wastewater</p>	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
treatment requirements, and impacts would be less than significant.		
<i>Wastewater System Capacity</i>		
Construction		
<p>Wastewater generated from Project construction is not anticipated to enter the local conveyance system and therefore would not affect existing sewer line capacities in the area. As such, Project construction impacts to the wastewater system would be less than significant.</p> <p>The Project's proposed on- and off-site wastewater improvements would be designed in accordance with applicable standards and constructed to the satisfaction of the County Sanitation Districts, LACDPW, and the City of Santa Clarita Department of Public Works, as appropriate. Temporary lane closures would be necessary along segments of certain roadways and would be conducted per the Construction Traffic Management Plans (see MM J-1). Vehicle access impacts would be temporary and would cease once the improvements were completed and connected. Therefore, the Project's construction impacts would be less than significant.</p> <p>Upon compliance with Los Angeles County Department of Public Health Environmental Protection Bureau conditions, the Project would not result in any adverse impact with respect to replacement of the existing septic tank. The existing private septic sewer systems that serve the other residential and office buildings on the Ranch would not be affected by the Project.</p>	<p>PDF L.2-2: The sewer line proposed as part of the Project within the City of Santa Clarita shall be encased where it crosses the City of Los Angeles Department of Water and Power aqueduct (constructed above ground) and Placerita Creek (two crossings below ground).</p> <p>No mitigation is proposed or required.</p>	Less Than Significant
Operation		
<p>Development of the Project would result in an increase in wastewater flows during Project operations. The Project's proposed wastewater collection system would be sized to account for Project wastewater as well as potential wastewater flows generated by future downstream development. Additionally, based on the approved Sewer Area Study, the Project would not require any upgrades to the City's existing downstream system. As such, Project operations would not cause any wastewater system capacity problems or result in a significant impact associated with new or expanded</p>	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>wastewater facilities. Therefore, impacts would be less than significant.</p> <p>Implementation of the off-site infrastructure improvements would not include uses that would generate wastewater. As such, impacts would be less than significant.</p>		
<i>Wastewater Treatment Facilities</i>		
Construction		
<p>Wastewater generated from Project construction activities would not enter the local conveyance system and therefore would not require treatment. Therefore, Project construction impacts on wastewater treatment facilities would be less than significant.</p>	No mitigation is proposed or required.	Less Than Significant
Operation		
<p>Wastewater generated by the Project would not require additional treatment beyond that typically provided for domestic wastewater flows from restrooms and kitchens. Wastewater generated within the Development Area would ultimately be conveyed for treatment at one of the water reclamation plants within the SCVJSS, which has adequate capacity to accommodate Project flows. The Off-Site Infrastructure Improvement Areas would not include uses that would generate wastewater. Therefore, operational impacts on wastewater treatment facilities would be less than significant.</p>	<p>PDF L.2-1: In compliance with the requirements of the County Sanitation Districts of Los Angeles County, kitchen drains shall be provided with oil separators to treat wastewater prior to discharge to the on-site sewer system.</p> <p>No mitigation is proposed or required.</p>	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
L.3 UTILITIES AND SERVICE SYSTEMS—SOLID WASTE		
<i>Construction</i>		
<p>Construction of the Project would require earthwork, the demolition of an existing building, and the construction of new buildings in the Development Area. Project construction would therefore generate construction and demolition waste, approximately 75 percent of which would be recycled, resulting in approximately 305.5 tons for disposal, in addition to approximately 350,000 cubic yards of soil export.⁷ As indicated in the 2009 CoIWMP, unclassified landfills have adequate capacity and generally do not face capacity shortages. Thus, the County's unclassified landfills would have adequate capacity to accommodate Project-generated construction and debris waste, and construction-related impacts regarding solid waste would be less than significant.</p> <p>Construction of the off-site infrastructure improvements would require earthwork, which would generate soil for export that would be sent to the County's unclassified landfills. Impacts from the off-site infrastructure improvements related to landfill capacity in the region would be less than significant.</p>	<p>PDF L.3-2: The Project shall establish a Solid Waste Diversion Program of 75 percent for Project construction.</p> <p>PDF L.3-3: The Applicant shall ensure that the construction contractor shall only contract for solid waste disposal services with a company that recycles demolition and construction-related wastes, as required per the Los Angeles County Code and demonstrated to the County of Los Angeles Department of Public Works prior to issuance of demolition or construction permits.</p> <p>No mitigation is proposed or required.</p>	Less Than Significant
<i>Operation</i>		
<p>The Project would dispose approximately 1,364 tons of solid waste per year at County's Class III landfills, which would represent approximately 0.0009 percent of the 2009 estimated remaining capacity at the County's</p>	<p>PDF L.3-1: The Project shall establish a Solid Waste Diversion Program of 50 percent for Project operations.</p>	Less Than Significant

⁷ However, to be conservative, soil export of up to 500,000 cubic yards has been evaluated herein.

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
Class III landfills and 0.02 percent of the solid waste disposed at Class III landfills in the County of Los Angeles in 2009. At least 50 percent of the solid waste generated by the Project would be diverted through implementation of the PDFs. The off-site improvements do not include habitable structures that would generate solid waste. Thus, the available capacity of the existing and/or planned landfills would not be exceeded, and impacts on solid waste generation from operation of the Project and off-site infrastructure improvements would be less than significant.	PDF L.3-4: The Applicant shall provide readily accessible areas around the Project site for the deposit, storage, and collection of non-hazardous materials for recycling. No mitigation is proposed or required.	
<i>Compliance with Solid Waste Regulations</i>		
As discussed above, 75 percent of Project construction waste would be recycled, and at least 50 percent of the Project operational waste would be diverted through implementation of the PDFs. In addition, the Project would comply with County requirements related to recycling. The off-site infrastructure improvements do not include habitable structures that would generate solid waste. Therefore, construction and operational activities would comply with solid waste regulations, and the Project would result in less than significant impacts.	No mitigation is proposed or required.	Less Than Significant
L.4 UTILITIES AND SERVICE SYSTEMS—ENERGY		
<i>Compliance with Los Angeles County Green Building and Drought-Tolerant Landscaping Ordinances</i>		
The Project would incorporate relevant sustainability features set forth in the County’s Green Building ordinance and would comply with the County’s Green Building Standards, including achievement of various levels of LEED™ Certification, as applicable, as detailed in PDF L.4-2. PDF F-1 would ensure that at least 75 percent of the Project’s landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List, in accordance with the Drought-Tolerant Landscaping ordinance. As such, impacts related to the Project’s compliance with Los Angeles County Green Building and Drought-Tolerant Landscaping ordinances would be less than significant.	PDF L.4-2: As part of the Project, the proposed soundstages, production offices, and the administration building shall comply with the County’s Green Building ordinance and achieve Leadership in Energy and Environmental Design (LEED™) Silver Certification. The commissary shall comply with the County’s Green Building ordinance and achieve LEED™ Certification. The writers/producers bungalows shall comply with the County’s Green Building ordinance. While the mills and the warehouse are exempt	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>The off-site infrastructure improvements do not include habitable structures requiring building permits and would not be subject to the County's Green Building or Drought-Tolerant Landscaping ordinances. No impact relative to compliance would occur.</p>	<p>from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they shall comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.</p> <p>No mitigation is proposed or required.</p>	
<p align="center"><i>Inefficient use of Energy Resources</i></p>		
<p>The Project would, in conjunction with LEED™ design elements, include a variety of conservation features intended to reduce energy usage by at least 15 percent below the equivalent of Title 24 (2008) standards. The off-site infrastructure improvements do not include habitable structures that would require the use of energy resources. Therefore, the Project would not involve the inefficient use of energy resources, and impacts would be less than significant.</p>	<p>PDF L.4-1: The Project shall incorporate energy conservation features to reduce energy usage by at least 15 percent below the equivalent of Title 24 (2008) standards.</p> <p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>
<p align="center"><i>Electricity</i></p>		
<p align="center">Construction</p>		
<p>Overall, construction activities would require limited electricity consumption not expected to have an adverse impact on available electricity supplies or infrastructure. With the exception of an estimated nine SCE power poles to be replaced off-site, construction of the improvements related to the Project's power needs would occur within Ranch property and are not anticipated to affect surrounding uses or existing electricity infrastructure. The Project's on-site construction activities would not create electrical system capacity problems, create problems with the provision of electrical service, or result in a significant impact associated with the construction of</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>new or expanded electricity facilities. As such, impacts would be less than significant.</p> <p>Overall, off-site construction activities would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies or infrastructure. The replacement of the estimated nine existing overhead distribution poles would be scheduled so as to minimize disruption of service to other users in the area. Therefore, impacts would be less than significant.</p>		
Operation		
<p>The Project would account for approximately 0.01 percent of future electricity usage throughout SCE's planning area. While the availability of electricity depends upon adequate generating capacity and fuel supplies, SCE has indicated it can supply the Project's estimated power requirement. The incorporation of a variety of energy conservation measures beyond those required under Title 24 also would ensure considerable reductions in energy usage. The off-site infrastructure improvements do not include habitable structures that would require the use of electricity. The booster pump needed for the proposed off-site water line would have limited energy needs of approximately 200 to 300 amperes (roughly equivalent to that of a single-family residence), similar to other water infrastructure that already exists in the area (e.g., near Deputy Jake Drive where multiple water tanks exist). As such, operational impacts associated with electricity supplies, infrastructure, and energy conservation requirements would be less than significant.</p>	No mitigation is proposed or required.	Less Than Significant
<i>Natural Gas</i>		
Construction		
<p>The construction of new buildings and infrastructure typically does not involve the consumption of natural gas. Therefore, natural gas would not be supplied to support Project construction activities and there would be no demand generated by the construction of new on-site facilities or the</p>	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>off-site utility improvements. Construction of the central utility plant and an on-site natural gas distribution system would occur within Ranch property and is not anticipated to affect surrounding uses or existing gas infrastructure. In addition, The Gas Company would be notified in advance of proposed ground disturbance activities to ensure avoidance of natural gas lines and disruption of gas service. Therefore, Project impacts on natural gas associated with on-site and off-site short-term construction activities would be less than significant.</p>		
<p>Operation</p>		
<p>The Project's natural gas consumption would represent approximately 0.001 percent of The Gas Company's total 2008 natural gas deliveries and roughly 0.001 percent of total demand in the service area in 2020. The Gas Company has concluded existing and planned natural gas supplies would be sufficient to support the Project's natural gas consumption. The Gas Company has also indicated that it has the necessary facilities to serve the Project without impacting existing service in the area. The off-site infrastructure improvements do not include habitable structures that would require the use of natural gas. As such, operational impacts associated with natural gas supplies, infrastructure, and energy conservation requirements would be less than significant..</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>
<p>M. ENVIRONMENTAL SAFETY/FIRE HAZARDS</p>		
<p><i>Hazardous Materials Use, Storage, and Management</i></p>		
<p>Construction</p>		
<p>During grading and building construction, common construction-related hazardous materials could be used, handled, and/or stored on-site, which could increase the potential for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. However, implementation of PDF M-1 would ensure all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance</p>	<p>PDF M-1: All hazardous materials within the Project site shall be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements.</p> <p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>with applicable standards and regulations, which would prevent or minimize the potential for accidental releases. Any associated risk would be adequately reduced to a less than significant level. As such, on-site construction would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks. In addition, on-site construction activities would not handle hazardous materials, substances, or waste within 0.25 mile of a sensitive land use or an existing or proposed school.</p> <p>For similar reasons, impacts from construction of the off-site infrastructure improvements would be reduced to a less than significant level through regulatory compliance. Further, none of the construction activities would pose a potentially dangerous fire hazard beyond that associated with the typical use of fuels and oils, and the construction activities within the Off-Site Infrastructure Improvement Areas would not be expected to emit hazardous emissions or utilize acutely hazardous materials. As such, despite the proximity of sensitive uses, construction within the Off-Site Infrastructure Improvement Areas would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks.</p>		
Operation		
<p>Through the development of new facilities, both the number of hazardous materials users and the quantity of hazardous materials being used would increase. With implementation of hazardous materials management on-site and implementation of PDF M-1, operational impacts associated with the on-site use, storage, transport, and management of hazardous materials would be less than significant. On-site operations would not involve the use or generation of hazardous materials, substances, or waste within 0.25 mile of a sensitive land use or an existing or proposed school.</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>In addition, it is anticipated that hazardous waste generating activities would also increase. However, implementation of source reduction measures required under the Hazardous Waste Source Reduction and Management Review Act (SB 14) are anticipated to reduce the generation of operational hazardous waste streams. Due to these required on-site waste reduction efforts and the fact that the majority of typical/operational hazardous waste would be conveyed to licensed treatment, disposal and resource recovery facilities, it is not anticipated that the Project would result in a significant increase in demand for hazardous waste landfill capacity. Compliance with applicable regulations related to the handling, storage and disposal of hazardous waste would be effective in reducing the potential for a release of hazardous substances from the proposed uses, including the proposed central utility plant. In the event of an accidental release of hazardous materials, the Applicant would follow appropriate emergency response procedures, as detailed in Section V.M, Environmental Safety/Fire Hazards. Thus, a less than significant impact would result.</p> <p>The Off-Site Infrastructure Improvement Areas would not include uses that would result in a corresponding increase in the acquisition, use, handling and storage of hazardous materials. With compliance with regulatory requirements, off-site operational impacts associated with the use, storage, transport, and management of hazardous materials and waste would be less than significant.</p>		
<i>Upset and Accident Conditions</i>		
Construction		
<p>Asbestos containing materials (ACMs) and lead-based paint (LBP) could be encountered during demolition activities, which could expose workers to hazardous materials and result in a potentially significant impact. However, implementation of PDF M-1, MM M-4 and MM M-5 would ensure that any potential ACMS or LBPs found during construction would be managed in accordance with all applicable laws and regulations. Thus, impacts would</p>	<p>MM M-1: If previously unidentified soil contamination is observed by sight or smell or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>be less than significant.</p> <p>Given the current and previous use of the Ranch portions of the Project site, it is not likely that Polychlorinated Biphenyls (PCBs) are present. Nonetheless, in the event that PCBs are found and may have contaminated soils, MM M-1 through MM M-3 would be implemented in accordance with SCAQMD's Rule 1166, to make the area suitable for grading activities to resume. Therefore, potential impacts would be reduced to less than significant levels.</p> <p>No USTs are known to exist on the Ranch. As such, Project construction would not be expected to uncover or disturb USTs. Construction within the Development Area would not occur near or otherwise disturb the existing ASTs located on the Project site. Implementation of MM M-1 through MM M-3 would address the potential discovery of contaminated soil during construction, excavation and grading activities. As such, Project construction would not result in a significant impact related to USTs or ASTs.</p> <p>Two plugged and abandoned oil wells have been mapped within the westernmost portion of the Development Area. The Applicant would coordinate with the County to ensure County and California Department of Conservation Division of Oil, Gas and Geothermal Resources (DOGGR) requirements regarding development in proximity to active and abandoned oil wells would be met, as ensured via implementation of MM M-6 and MM M-7. Therefore, impacts associated with development in proximity to abandoned wells or with any previously unidentified abandoned oil wells would be less than significant.</p> <p>Active oil production occurs at the southwest corner of the Ranch (near the Water Tank Area). With the exception of the proposed water tank, water line, associated infrastructure, and portions of the trail, no Project construction would occur in this area. The potential also exists for unknown abandoned wells to be located in the area. Thus, the Applicant would coordinate with the County to ensure County and DOGGR</p>	<p>area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.</p> <p>MM M-2: During grading for construction of the proposed water tank and associated water line in the southwest corner of the Ranch and construction in the westernmost portion of the Development Area containing abandoned oil wells, a qualified professional shall observe by sight or smell and test using a portable volatile organic compound analyzer the surrounding soil for the presence of potential contaminants. Any soil found to be contaminated shall be excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in full compliance with all applicable federal, State, and local laws and regulations, including the South Coast Air Quality Management District's Rule 1166.</p> <p>MM M-3: Prior to the issuance of any grading permit, a qualified professional shall conduct soil testing for pesticides, petroleum hydrocarbons, and vapors in the following areas where agricultural operations and oil production</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>requirements regarding development in proximity to active or abandoned oil wells would be met, as ensured via implementation of MM M-6 and MM M-7. Therefore, impacts associated with proximity to existing and abandoned oil wells and the potential uncovering of abandoned oil wells would be less than significant.</p> <p>Construction in the Off-Site Infrastructure Improvement Areas would not involve the demolition of any structures and therefore would not present any potential for the release of ACMs, LBP, or PCBs. Additionally, no USTs or ASTs are known to exist within the proposed improvement areas. However, oil production uses do occur throughout the vicinity and associated wells may exist on private properties near the Off-Site Infrastructure Improvement Areas, but do not exist within the public rights-of-way within which the vast majority of improvements would be located. Additionally, the Oak Orchard Alignment for the proposed sewer line would traverse The AES Corporation's property, which has been identified in the Envirofacts database as a small generator of hazardous waste. As such, construction of the Off-Site Infrastructure Improvements would comply with County and DOGGR requirements regarding development in proximity to active and abandoned oil wells, if any are found. Similarly, the Applicant (and the City of Santa Clarita, who would be responsible for construction of the City portions of the Oak Orchard Alignment) would coordinate with the County Fire Department and any other appropriate regulatory agency in the event USTs or ASTs are discovered within the construction zone. With implementation of these required procedures, rules and regulations, as well as mitigation if needed, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.</p>	<p>activities have occurred but testing has not been previously conducted: the portion of the Development Area located east of the southern fill pad, the Water Tank Area, and the Conditional Parking Areas, if developed. Any soil found to be contaminated shall be evaluated, managed, treated or disposed in full compliance with all applicable federal, State, and local laws and regulations prior to construction in the affected area.</p> <p>MM M-4: Prior to the issuance of any demolition permit for an existing building within the Project site with asbestos-containing materials, the Applicant shall provide a copy of the qualifications/license of the asbestos abatement contractor that will perform the abatement or removal of asbestos to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant shall submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.</p> <p>MM M-5: Prior to the issuance of any demolition permit for any existing building within the Project site containing lead-based paint, the Applicant shall provide a copy of the qualifications/license</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	<p>of the lead-based paint abatement contractor that will perform the abatement or removal of lead-based paint to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant shall submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.</p> <p>MM M-6: In accordance with Section 110.4 of the County of Los Angeles Building Code, the Project development plans shall comply with the required setbacks from oil and gas wells, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources and the County of Los Angeles Department of Public Works. As part of these requirements, buildings or structures to be located between 25 to 200 feet of active, abandoned or idle oil or gas wells shall be designed according to recommendations prepared by a licensed Civil Engineer and approved by the County Building Official.</p> <p>MM M-7: Prior to issuance of a grading permit, the Applicant shall submit documentation to the County of Los Angeles Fire Department to verify that all oil wells within 200 feet of Project</p>	

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
	buildings or structures have been properly abandoned according to required standards. If the wells were not abandoned properly, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources, the wells shall be re-abandoned in accordance with the requirements of the California Department of Conservation Division of Oil, Gas and Geothermal Resources. Also refer to PDF M-1 .	
Operation		
<p>Building materials would include commercially sold materials that are not anticipated to increase the occurrence of friable asbestos, ACMs, or LBPs at the Ranch. With compliance with existing laws and regulations, operation of the Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impacts associated with asbestos, ACMs, and LBPs are anticipated from operation of the Project.</p> <p>No known sources of PCBs are located within the Project site and modern electrical facilities and fixtures are no longer permitted to contain. As such, the development and maintenance of electrical systems associated with the Project would not expose persons to PCBs. All operations on the Ranch would continue to comply with applicable laws in the future. Therefore, no significant impacts associated with human exposure to PCBs are anticipated from Project operation.</p> <p>There are no known USTs within the Ranch, and Project development would not disturb the existing ASTs located on the Project site. No modifications to the existing ASTs or the development of new USTs or ASTs are proposed by the Project. In addition, compliance with applicable regulations related to the handling, storage and disposal of hazardous</p>	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>waste would be effective in reducing the potential for a release of hazardous substances from the proposed uses. Therefore, no impact associated with USTs or ASTs and hazardous waste would result.</p> <p>Oil production within the southwest corner of the Ranch would be unaffected by the Project. The Project also would not affect access to the known abandoned wells located within the westernmost portion of the Development Area adjacent to SR-14. Furthermore, the Project would comply with all regulatory requirements associated with proximity to active and abandoned wells (see MM M-6 and MM M-7 above). As a result, Project operations would have a less than significant impact on active or known abandoned wells and oil wells.</p> <p>Other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, which would be located on public property, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways. The off-site roadway intersection improvements would occur within or immediately adjacent to existing roadways (within existing right-of-way) and would not represent a change in use from existing conditions. The off-site infrastructure improvements would not include any habitable structures that could expose people to ACMs, LBPs, or PCBs, nor would they involve any USTs or ASTs. As such, no impacts relative to upset and accident conditions involving the release of hazardous materials would occur.</p>		
<i>Emergency Response Plan</i>		
<p>Construction Management Plans (MM J-1) would be implemented during construction to ensure adequate emergency access to and within the Ranch and in the surrounding vicinity is maintained. Therefore, construction of the Project is not anticipated to significantly affect emergency access nor impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts</p>	<p>Refer to MM J-1, MM J-5 through MM J-8, and PDF K.2-4 above.</p>	<p>Less Than Significant with Mitigation</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>would be less than significant.</p> <p>As part of the Project, an emergency response and/or evacuation plan for the proposed studio development would be submitted to the County Fire Department and the County Department of Public Works, as appropriate, as specified in PDF K.2-4. The Project's roadway impacts would be reduced to a less than significant level with the traffic mitigation measures specified in Section V.J, Traffic, Access, and Parking, of this Draft EIR. Adequate routes for emergency response and evacuation would be provided to and throughout the Project site. Therefore, the Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.</p>		
<i>Fire Hazards</i>		
<p>Given the Project site's location within a VHFHS Zone, the Project would comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. A final fuel modification plan would be submitted for review and approval to the Forestry Division of the County Fire Department before the issuance of building permits. In addition, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access, as previously discussed. Further, the Project's roadway impacts would be reduced with mitigation as outlined in Section V.J., Traffic, Access, and Parking, of this Draft EIR. Regarding fire flow, with the incorporation of the on- and off-site water improvements, adequate fire flow would be available for the Project. Additionally, the existing 500,000 gallon water tank located within the eastern portion of the Ranch would remain operational and would continue to be available to fight off-site fires. No known potentially dangerous fire hazard uses have been identified in close proximity to the Project site. With respect to the Off-Site Infrastructure Improvement Areas, while small generators of hazardous waste exist in close proximity, such uses do not represent dangerous fire hazards beyond those hazards already</p>	<p>No mitigation is proposed or required; refer to MM J-1 and PDF K.2-5 above.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
addressed above. Therefore, impacts with respect to fire hazards would be less than significant.		
<i>Soil Toxicity and Groundwater</i>		
<p>Subsurface soil contamination was found at the Project site at very low concentrations that are not anticipated to represent an environmental hazard to humans. Thus, the potential for grading activities to expose workers to unidentified subsurface soil contamination or result in the release of hazardous materials into the environment would be low. Nonetheless, in the unanticipated event that subsurface soil contamination was found during grading, implementation of MM M-1 and MM M-2 would ensure proper treatment. There are also numerous active and abandoned wells within the southwest corner of the Ranch. While no inhabited structures are proposed on this portion of the Ranch, the Project's proposed water delivery infrastructure would include construction within this area of the Ranch. Thus, there is the potential for unknown subsurface soil contamination to be present in this area and although not anticipated, the construction of the proposed water infrastructure has the potential to expose workers to subsurface soil contamination or result in the release of hazardous materials into the environment. Implementation of MM M-1 through MM M-3 would ensure potential impacts would be less than significant.</p> <p>These mitigation measures also would be used in the area of the abandoned wells within the westernmost portion of the Development Area adjacent to SR-14, as well as within the Off-Site Infrastructure Improvement Areas, as necessary, should any contaminated soils be discovered to ensure potential impacts would be less than significant.</p> <p>Groundwater contamination sources are not known to be located within two miles upstream of the Project site. Further, implementation of the Off-Site Infrastructure Improvements would not affect local groundwater resources. As such, impacts associated with groundwater contamination in the vicinity of the Project would be less than significant.</p>	Refer to MM M-1 through MM M-3 above.	Less Than Significant with Mitigation

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<i>Other Environmental Safety Factors</i>		
In accordance with LADWP requirements, all habitable Project structures would be located a minimum of 100 feet from the dripline of the transmission lines within the LADWP transmission corridor. No other environmental safety factors that may affect or be caused by the Project exist in the area. No impact would occur.	No mitigation is proposed or required.	Less Than Significant
N. LAND USE		
<i>Physical Division of an Established Community</i>		
<p>The Ranch is not part of an established community. The proposed facilities would not represent a departure from current uses within the Ranch and thus would not introduce new uses that may disrupt or divide any adjacent uses. Further, other than off-site utility and roadway improvements, all proposed development would be contained within the Ranch.</p> <p>With respect to the Project's general land use compatibility with nearby open space, national forest, and park lands, proposed development would be concentrated within a previously disturbed area in the westernmost portion of the Ranch, adjacent to SR-14. The vast majority of the Ranch would be maintained in its current, mostly undeveloped condition, with the exception of oak tree mitigation planting, which would further enhance the natural qualities and biotic value of the existing areas of the Ranch east of the Development Area. The Project would also be compatible with the natural resources and rural character of the area.</p> <p>With regard to the Project's physical operations, while operations could occur 24 hours per day, the majority of proposed studio and production uses would occur indoors, with little impact in terms of noise or light spillover onto off-site areas. Furthermore, the existing outdoor filming activities, which would continue under the Project, are currently permitted to occur 24 hours per day, and thus proposed operations would not change from current conditions. The Project would not substantially or</p>	No mitigation is proposed or required.	Less Than Significant

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>adversely change the existing relationships between the land uses or properties in surrounding neighborhoods or communities, nor would it have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Land use impacts on surrounding uses would therefore be less than significant.</p> <p>Development within the Off-Site Infrastructure Improvement Areas would occur primarily in existing road rights-of-way that pass through various residential areas, including the subdivisions to the west and southwest of the Ranch. While construction of the improvements may temporarily affect nearby residences, no permanent physical improvements that could disrupt or divide an established community would occur. Limited aboveground utility facilities (e.g., a booster pump station and an encased portion of the sewer line crossing the LADWP aqueduct) would be constructed and would not be of a size, nature, or in a location that would disrupt or divide an established community, particularly given the amount of industrial, utility and other infrastructure that presently exist throughout the area. In addition, the proposed roadway improvements would involve the reconfiguration of existing intersections where conditions are developed and disturbed, and operation of the improved intersections would not represent a change in use from existing conditions. Therefore, development within the Off-Site Infrastructure Improvement Areas would not divide an established community, and impacts would be less than significant.</p>		
<i>Land Use Consistency</i>		
<p>As discussed in further detail in Section V.N, Land Use, of this Draft EIR, the Project would be consistent with the land use designations established or proposed for the Project site. With approval of the requested local plan amendment, the Project would be consistent with the designation set forth in the current 1990 Area Plan and, even though the current 1990 Area Plan applies to the Project, the Project would be consistent with the proposed designation set forth in the new Draft 2012 Area Plan. Additionally, the Project would not conflict with applicable goals and</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>policies of the County’s General Plan, the Santa Clarita Valley Area Plan, or the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Compass Blueprint. As such, on-site impacts related to consistency with applicable plans and the plan designations would be less than significant.</p> <p>The Off-Site Infrastructure Improvement Areas are located almost entirely in existing paved roadways within the City of Santa Clarita. Once implemented, the off-site infrastructure improvements would be almost entirely underground, and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. Similarly, replacement of the SCE power poles would occur in approximately the same locations as the existing power poles as would the proposed roadway improvements, and those areas would be returned to their current condition. As such, the off-site improvements would not result in a change in existing land use patterns which would be inconsistent with land use policies. Therefore, off-site impacts related to consistency with applicable plan designations would be less than significant.</p>		
<i>Zoning Designation Consistency</i>		
<p>The Ranch, including the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas, is zoned the A-2-1 (Heavy Agricultural—One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural—Two Acres Minimum Required Area). Pursuant to Zoning Code Section 22.16.070, the Project would involve a zone change of the 44.28-acre tract map area from A-2-1 to C-M-DP (Commercial Manufacturing—Development Program). The zone change would allow the development of indoor studios on the westernmost portion of the Ranch. Further, the zone change would be consistent with the IO land use designation within the Draft 2012 Area Plan. The remaining approximately 846 acres of the Ranch would remain zoned A-2-1 and A-2-2. Within the Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas, the proposed uses would be permitted in the A-2-1 and A-2-2 zones based on County</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>review and/or permit, similar to the existing conditionally-permitted filming uses within the Ranch. In particular, construction and use of the proposed water tank and the electrical distribution station and relocation of the Ranch foreman’s mobile home would require a CUP.</p> <p>The Project would include a development program to provide specific development standards for the proposed soundstages and ancillary facilities within the 44.28-acre tract map area. The development program would ensure the re-zoned area of the Ranch is developed in harmony with the remaining areas of the Ranch and the surrounding area.</p> <p>The Project would comply with applicable Zoning Code requirements related to yards, walls, fences, loading facilities, landscaping, and other development features. With approval of the requested zone change and the associated conditional use permit, the Project would be consistent with the Los Angeles County Planning and Zoning Code.</p> <p>The Off-Site Infrastructure Improvement Areas are located primarily in existing paved roadways or right-of-way within the City of Santa Clarita. Once implemented, the off-site improvements would be almost entirely underground and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. As such, the off-site improvements would not result in inconsistency with existing zoning, and off-site impacts would be less than significant.</p>		
<i>Hillside Management Criteria, SEA Conformance Criteria, or Any Other Applicable Land Use Criteria Conflict</i>		
<p>The 1990 Area Plan designates the southern portion of the Development Area, the northern tip of the Development Area, and the entire Water Tank Area and Trail Area as Hillside Management (HM). The proposed studio and production uses are a natural extension of the existing filming uses within the Ranch and therefore would be considered appropriate to the site. As prescribed under the Hillside Management ordinance, a conditional use permit in the hillside management area would not be required because the Project would not include residential uses. As such, on-site impacts related to conflict with the Hillside Management ordinance</p>	<p>No mitigation is proposed or required.</p>	<p>Less Than Significant</p>

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>would be less than significant.</p> <p>The existing SEA overlay maps, which are a part of the County's General Plan, do not overlap with the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, or the Conditional Parking Areas. As such, existing County policies regarding SEAs do not currently apply to the Project. The County, however, is in the process of updating the SEA overlay maps for the Santa Clarita Valley as part of the One Valley One Vision Plan, which is the Draft 2012 Area Plan. In the updated SEA overlay maps, portions of the Development Area, in particular, the hillside above the northern fill pad, Placerita Creek, and the Water Tank Area and Trail Area have been proposed for designation within the Santa Clara River SEA (SEA 20). This proposed designation excludes most of the Ranch floor and the two large, mostly barren fill pads within the Development Area. Because the Project applications were deemed complete on May 4, 2010, the Project is not anticipated to be subject to the Draft 2012 Area Plan and associated SEA regulations. Nevertheless, the Project would enhance the SEA area around the Development Area by improving Placerita Creek and planting native vegetation throughout the Project site.</p> <p>As previously analyzed, the Project would comply with the County's Green Building Program, including the Green Building ordinance, Drought-Tolerant Landscaping ordinance, and Low Impact Development Standards ordinance.</p> <p>As part of the Project, the segment of Delden Road that traverses the Development Area would be vacated. As this road does not exist in physical form, no impact would result.</p> <p>Also as part of the Project, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest. The trail would</p>		

Table II-1 (Continued)
Summary of Environmental Impacts, Project Design Features, Mitigation Measures, and Resulting Levels of Significance

Environmental Impact Summary	Project Design Features and Mitigation Measures	Resulting Level of Significance
<p>replace a County proposed Placerita Creek Connector Trail, which is designated within the Santa Clarita Valley Area Plan's Trails Plan as well as the new draft Conservation and Open Space Element and aligned along Placerita Creek.</p> <p>As previously described, the Off-Site Infrastructure Improvement Areas are generally flat and do not include any hillside areas. Within the Off-Site Infrastructure Improvement Areas, portions of the areas adjacent to some of the roadways where the improvements would occur are also designated as a Mineral Oil Conservation Area (MOCA), which is used to designate areas that have significant mineral aggregate resource areas (SMARA) and/or oil fields. Development of the utility and roadway improvements proposed within the Off-Site Infrastructure Improvement Areas would not interfere with the continuation of mineral/oil uses since the improvements would occur primarily within existing roadways. In addition, the existing SEA overlay maps, which are a part of the County's General Plan, do not overlap with the Off-Site Infrastructure Improvement Areas. Off-site impacts related to conflicts with Hillside Management Criteria, SEA Conformance Criteria, or any other applicable land use criteria would be less than significant.</p>		
<p>Source: Matrix Environmental, 2012.</p>		