

**INITIAL STUDY
CITY OF SANTA CLARITA**



Project Title/Master Case Number: McBean Regional Transit Center (MRTC) Expansion

Lead Agency name and address: City of Santa Clarita
Public Works Department
23920 Valencia Blvd., Suite 304
Santa Clarita, CA 91355

Contact person and phone number: James K. Tong, RCE , Associate Engineer

Project location: The proposed McBean Regional Transit Center Park-and-ride site is a vacant, 5.7-acre lot (4.9 acres to be improved) located along the north side Valencia Boulevard, approximately 640 feet west of the Valencia Boulevard/McBean Parkway intersection, in the City of Santa Clarita, Los Angeles County, California. The site is located immediately west of the existing MRTC located at 24375 Valencia Boulevard, Santa Clarita, CA 91355. The proposed site includes three assessed parcels: 2861-066-003, 2861-062-160, and 2861-62-900 and is located on the Newhall, CA topographic quadrangle¹ (Township 4N, Range 16W). *See Figures 1 and 2.*

Applicant's name and address: City of Santa Clarita
Public Works Department
23920 Valencia Blvd., Suite 304
Santa Clarita, CA 91355

General Plan designation: CR (Regional Commercial)

Zoning: 2861-066-003 = RM (Residential Moderate)
2861-062-160 = RM (Residential Moderate)
2861-62-900 = CTC (Commercial Town Center)

Description of Project and Setting:

A. Project Description

The proposed project consists of constructing an at-grade parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). *See Figure 3, McBean Transit Center Park-and-ride Preliminary Site Plan.* Additional proposed amenities include bike lockers, passenger drop off area (i.e., "kiss and ride"), five bus layover pads, commuter passenger loading area, signage and various landscaping amenities including lighting. Vehicular access to the proposed parking lot would be provided via (1) the existing Town Center Drive extension from McBean Parkway (a.k.a. South Mall Entrance) and (2) a new driveway (right in/right out only) along Valencia Boulevard. Bus access to the facility would also be enhanced by widening and converting the two existing one-way north-south bus aisles to two-way bus aisles. In addition, the proposed Park-and-Ride facility will include 5 new bus canopies for commuter buses with seating benches, landscape enhancements, low impact site lighting, public art exhibits, and transit operation service features.

¹ United States Geological Survey. Newhall, CA 7.5-minute Topographic Quadrangle. 1995.

The facility will also include transit center amenities such as kiosks, changeable information signs, parking signage, handicapped accessible ramps, bike lockers, and a plasma screen TV for bus arrival information. *See Figures 4-7, below.*

B. Purpose and Need

The existing MRTC cannot accommodate commuter buses or passengers due to the lack of parking spaces and bus bays. There are no passenger pick-up or drop-off areas. The facility primarily serves riders who arrive and depart by bus (i.e., bus-to-bus transfers) and the facility is not equipped to handle passengers who use multimodal travel. Currently, private automobiles accessing the MRTC either stop in dedicated bus lanes or use private property to pick up and drop off passengers. This creates serious pedestrian safety concerns and also causes landscape damage to public and private property from people trampling flowerbeds and irrigation fixtures. A permanent park-and-ride lot will eliminate these issues and, by increasing the convenience of passenger loading areas and commuter parking, attract more bus riders and carpool and vanpool riders. The nearest public commuter parking lot is three miles away at the Santa Clarita Metrolink Station and does not adequately serve the communities of Valencia, Stevenson Ranch, Castaic, Val Verde, Westridge, portions of North Saugus, and the future Newhall Ranch Community. The proposed MRTC park-and-ride would serve these markets as well as regional employment and government centers located within one half-mile radius of the site.

C. General Plan and Zoning

The City's recently adopted General Plan (the "One Valley One Vision" plan) designates the entire site as CR (Regional Commercial). The City's Zoning Map, which to date has not been updated to reflect the new General Plan, designates the site for CTC (Commercial Town Center) and RM (Residential Moderate) uses. (Parcel 2861-62-900 is zoned CTC, while parcels 2861-066-003 and 2861-062-160 are zoned RM.)

The CR General Plan designation and the CTC zoning designation correspond to central and regional commercial districts and are applied to the site due to its proximity to the Valencia Town Center. The RM zoning designation corresponds to small groupings of attached dwellings such as duplexes, triplexes, and fourplexes with a density of up to eleven (11.0) dwelling units per acre.

The City's Municipal Code (Section 17.13.040) permits park-and-ride lots in the RM zone with the approval of a Conditional Use Permit (CUP). Thus, a CUP is required for this project. In addition to the CUP, the project requires an Oak Tree Permit for the proposed removal of three oaks.

D. Surrounding Land Uses

The project site is surrounded by a variety of land uses, including vacant property, residential uses of various densities, recreational open space (private golf course/club), and regional commercial. The site includes the existing MRTC, which is a heavily used bus facility. No single land use dominates over another. There are 1,223 attached and 150 detached dwelling units in residential communities in the project vicinity, with a total estimated population of 3,300 residents. All of these residents are within walking distance of the proposed bus transfer facility. The Westfield Valencia Town Center, located across McBean Parkway from the project site, has more than 5,000 jobs. Photos of the project site are provided below. (See *Photographs 1 through 6.*)

E. Land Use Compatibility

The project site is well suited for parking and transportation use. The site is surrounded on three sides by a golf course, regional employment and commerce centers, and an eight-lane arterial highway. The proposed park-and-ride facility itself is located in the City's CTC and RM Zones which are respectively intended, generally, for regional serving commercial uses and small groupings of attached residential units with a density of up to eleven (11.0) dwelling units per acre. The Municipal Code's requirement that a Conditional Use Permit be approved for the project will ensure public input on the project and the addition of conditions placed on the construction and operation of the facility that will protect surrounding properties and uses from any negative effects.

The project will also be buffered from homes to the west of the property by trees, landscaped slopes, and open space. *See Figure 8 – Conceptual Photo View Simulations.* The landscaping area within the park-and-ride

improvements is 14% (exceeding the City's requirement of 5%); the overall landscaping/vegetative/natural area is 26% of the entire site. The goal, consistent with Circulation Element goals and policies, is to provide a public amenity that complements the surrounding community and which provides more transportation options to both local and regional commuters.

F. Operations

The proposed project is a Regional Transit Center Park & Ride facility consisting of a parking lot with bus bays and a "kiss and ride" drop-off zone (see the project site plan in *Figure 3*). The project is located on the north side of Valencia Boulevard west of McBean Parkway in the City of Santa Clarita. The proposed project is adjacent to an existing transit transfer station and would have access to both Valencia Boulevard and to McBean Parkway. The purpose of the project is to reduce regional traffic overall by encouraging the use of transit, particularly for commuters going to various destinations in the City of Los Angeles.

Buses currently using the existing transit transfer station not only go to destinations in the City of Los Angeles, but also connect commuters with Los Angeles County's Metro rail system. The result would be an overall reduction of vehicle trips in the City of Santa Clarita, on the major arteries linking the Santa Clarita Valley to the greater Los Angeles area, and in Los Angeles County in general. In addition to the park & ride lot and the "kiss and ride" drop-off area, the new facility would provide new bus bays for commuter buses. One of the commuter bus routes already utilizes the existing bus bays. The other four other commuter routes, however, currently stop at bus stops near the McBean Transit Center, with Routes 796, 797 and 799 stopping at bus stops on McBean Parkway at Del Monte Drive and at Arroyo Park Drive, and Route 757 stopping at a bus stop on Valencia Boulevard west of McBean Parkway. These four commuter lines would be re-routed through the McBean RTC when it is completed and would no longer stop at the nearby external bus stops.

Commuter bus patrons of the existing Valencia Boulevard bus stop currently park or are dropped off in the overflow lot adjacent to the east side of the McBean RTC. When the proposed project is completed, all of the transit-related parking and drop-off activities would be moved to the new park and ride lot. These patrons currently access the overflow lot using the McBean RTC driveway onto McBean Parkway at the South Mall Entrance. Some of these patrons would, however, access the park and ride lot from the new project driveway from Valencia Boulevard.

Access

Access to the project would be provided at three locations:

- An existing driveway on McBean Parkway;
- An existing driveway on Valencia Boulevard that serves the buses; and
- A new driveway on Valencia Boulevard for the park and ride lot, located west of the existing bus driveway.

The existing driveway on McBean Parkway is opposite the South Mall Entrance and currently serves the existing bus transfer station as well as the Hyatt Hotel, a car wash and the overflow parking lot for the existing bus transfer station. The McBean Parkway access is signalized and would provide full access to the project site. The bus access on Valencia Boulevard is composed of two one-way driveways, one inbound and the other outbound. With the expansion of the bus facility, the two driveways may both become two-way. Like the existing bus driveways, the new project access on Valencia Boulevard for the new park and ride lot and the "kiss and ride" drop-off area will be restricted to right turns in and out only due to the raised median on Valencia Boulevard.

Internal Circulation

It is anticipated that most project passenger vehicle and bus traffic would access the park and ride lot, "kiss and ride" lane, and the bus bays using the McBean Parkway entrance. The extended driveway to the McBean Parkway entrance would separate the passenger vehicles from the buses and take them north of the bus bays to the park and ride lot. Widened access aisles would provide two-way traffic for the buses to better circulate around the bus bays for ingress and egress to the site. The bus patrons currently using the overflow lot would be relocated to the new park and ride lot and the "kiss and ride" drop off area.

G. Other Public Agencies Whose Approval is Required:

No discretionary approvals from state or local agencies other than the City of Santa Clarita are known or expected to be required for the project.

Figure 2: Project Location

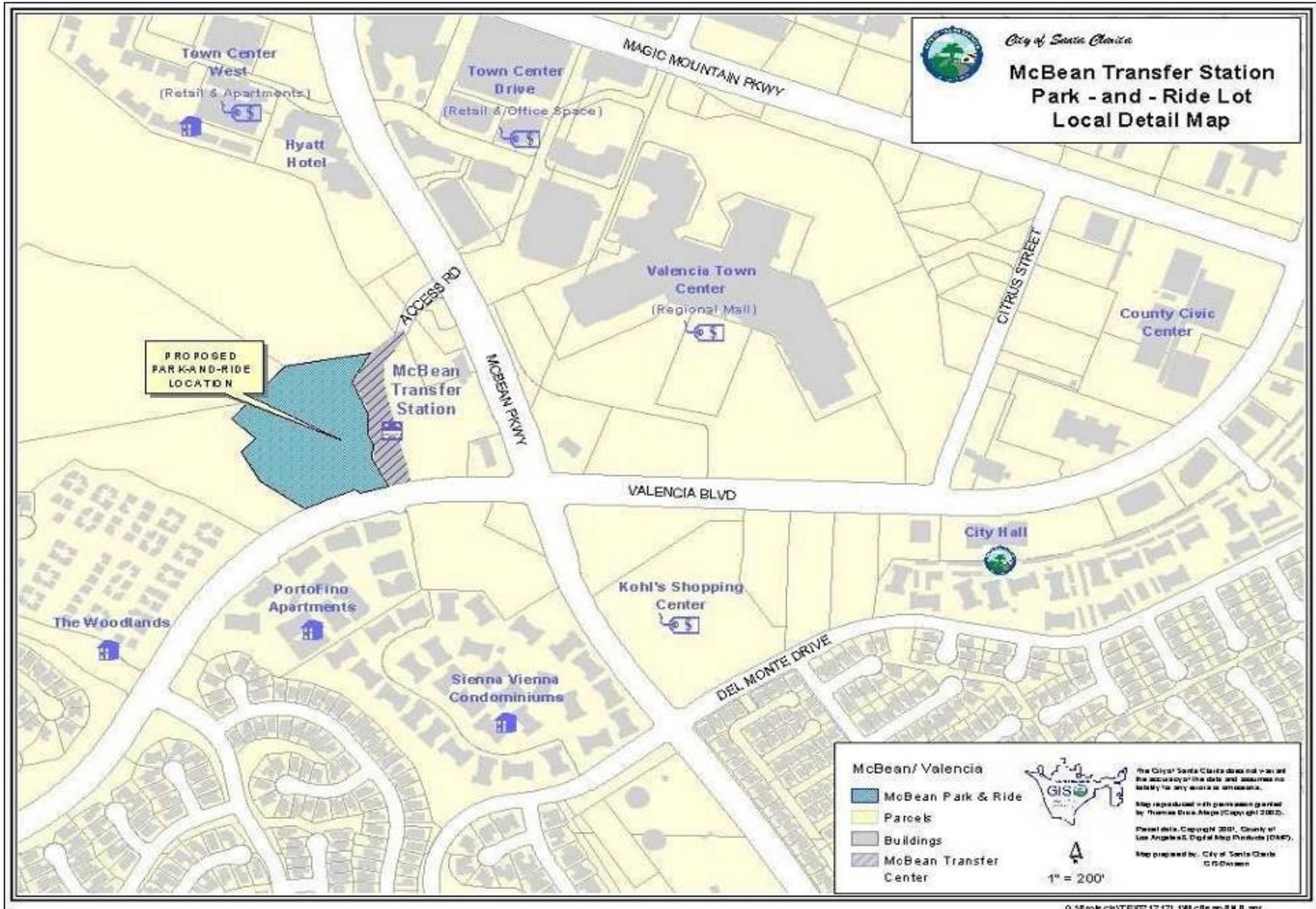


Figure 3—Preliminary Engineering Site Plan

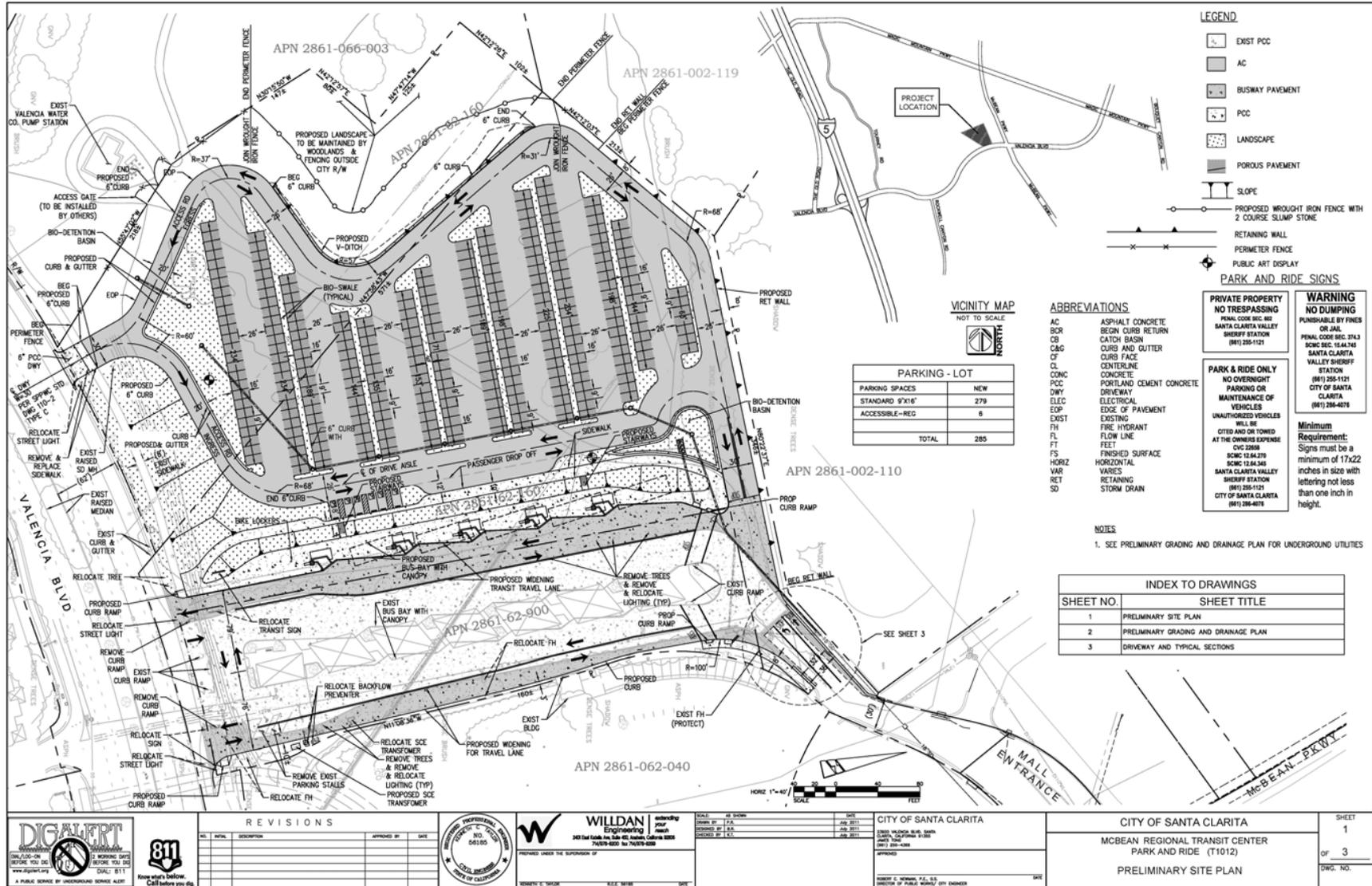


Figure 5 – Conceptual Cross Section & Proposed Planting Palette

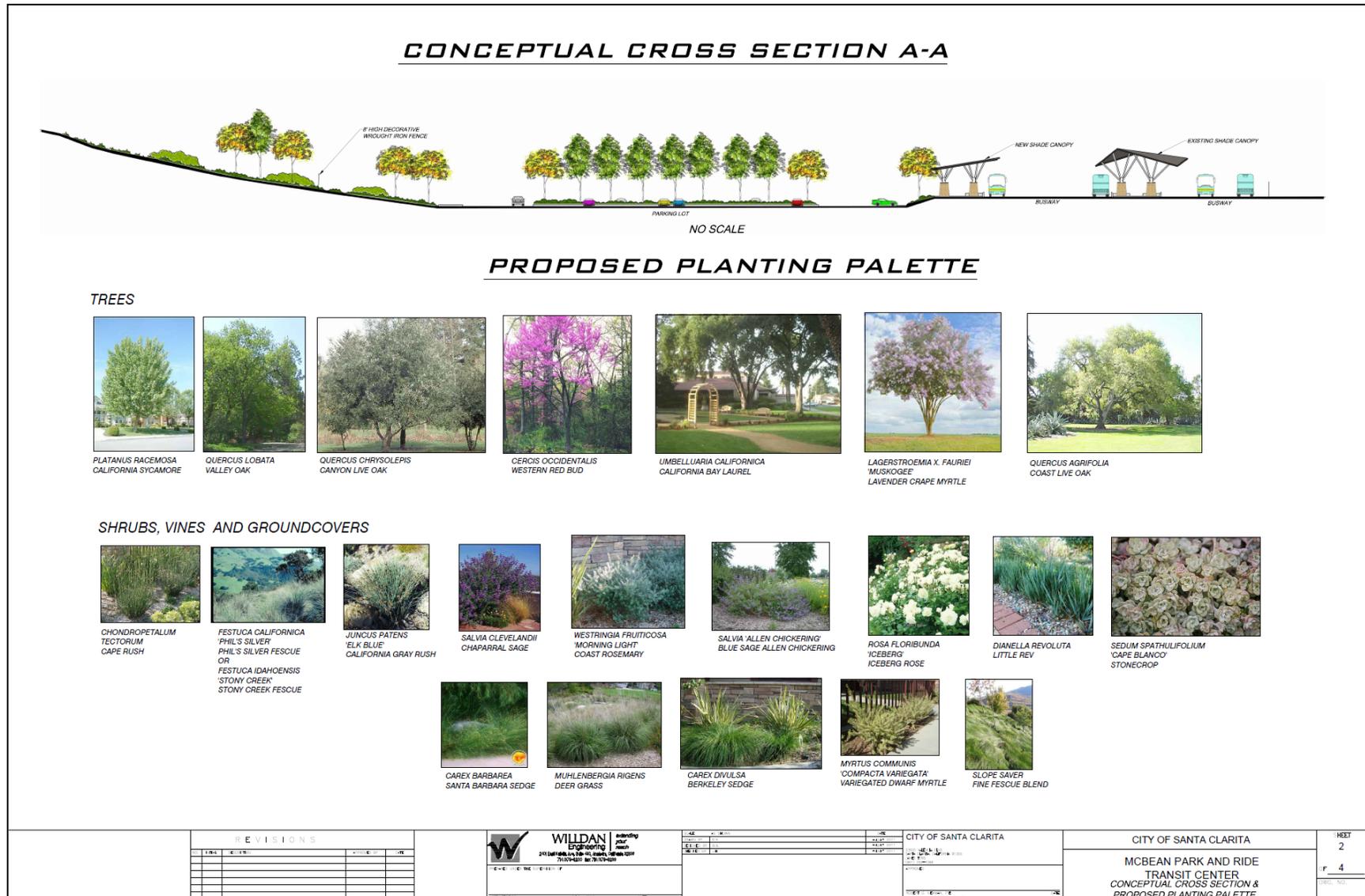


Figure 6 – Conceptual Lighting/Fencing/Canopy Plan

PROPOSED ORNAMENTAL LIGHTING



PROPOSED MOUNTING HEIGHT 10 FEET TO 15 FEET. THE EXACT MOUNTING HEIGHT WILL BE DETERMINED AFTER THE PHOTOMETRIC CALCULATIONS STUDY.

PROPOSED ORNAMENTAL WROUGHT IRON FENCING

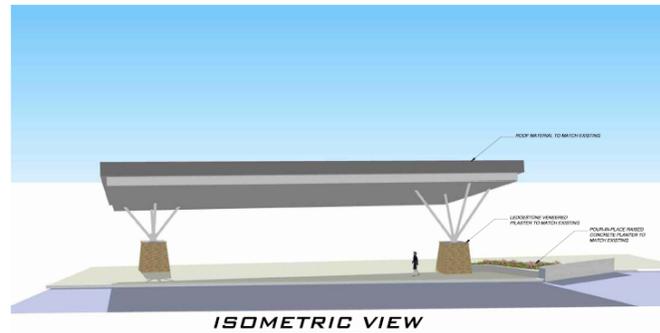
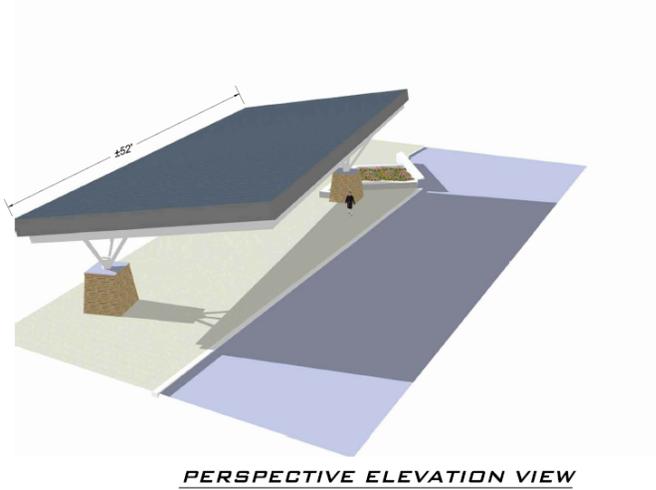
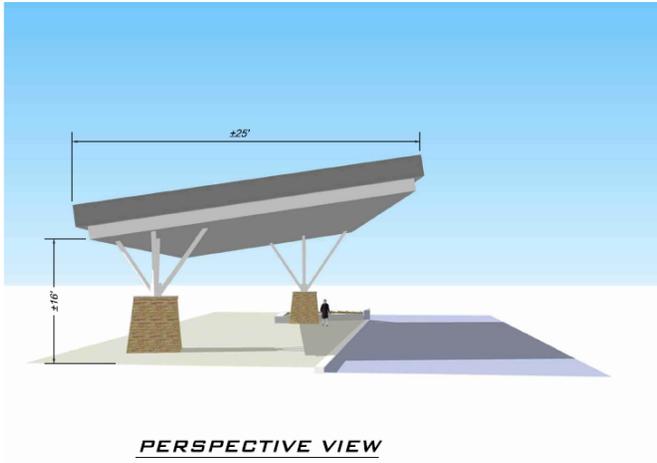


8 FOOT HIGH FENCE

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Figure 7 – Proposed Bus Shelter Canopy Conceptual Design

PROPOSED BUS SHELTER CANOPY



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**Figure 8a – Conceptual Photo View Simulation
Looking North from Main Driveway Entrance**



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

**Figure 8b – Conceptual Photo View Simulation
Looking East from Woodlands Property**



EXISTING CONDITIONS



*PROPOSED LANDSCAPED
PARKING LOT WITH
MATURED CANOPY TREES*

PROPOSED DEVELOPMENTS

Photograph 1: Existing View of Site from the Woodlands Neighborhood



Photograph 2: View of Site from Valencia Boulevard



Photograph 3: View of Interior of Site #1.



Photograph 4: View of Interior of Site #2



Photograph 5: View of Interior of Site #3



Photograph 6: Entry Point to Existing MRTC



A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant with Mitigation" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

B. DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Name, Title

Date

Signature

Name,

Date

C. EVALUATION OF ENVIRONMENTAL IMPACTS: *Only check “Less Than Significant with Mitigation” if this is a Mitigated Negative Declaration. Check one box for each question. Make sure your impact judgment discussions in D and the boxes you check here in C, are consistent.*

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, primary/secondary ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Oak trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V. CULTURAL RESOURCES - Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy or impact a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial wind or water soil erosion or the loss of topsoil, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Earth movement (cut and/or fill) of 10,000 cubic yards or more?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Development and/or grading on a slope greater than 10% natural grade?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) The destruction, covering or modification of any unique geologic or physical feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving explosion or the release of hazardous materials into the environment (including, but not limited to oil, pesticides, chemicals, fuels, or radiation)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Exposure of people to existing sources of potential health hazards (e.g. electrical transmission lines, gas lines, oil pipelines)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
k) Changes in the rate of flow, currents, or the course and direction of surface water and/or groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Other modification of a wash, channel creek or river?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Impact Stormwater Management in any of the following ways:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Potential impact of project construction and project post-construction activity on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Significant environmentally harmful increase in the flow velocity or volume of storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Significant and environmentally harmful increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Storm water discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetlands, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vi) Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vii) Does the proposed project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
X. LAND USE AND PLANNING - Would the project:				
a) Disrupt or physically divide an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XI. MINERAL AND ENERGY RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Use nonrenewable resources in a wasteful and inefficient manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XII. NOISE - Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. POPULATION AND HOUSING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES - Would the project result in:

a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION - Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC - Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|-----|-----|-----|-----|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | [] | [] | [X] | [] |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | [] | [] | [X] | [] |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | [] | [] | [] | [X] |

D. DISCUSSION OF ENVIRONMENTAL IMPACTS AND/OR EARLIER ANALYSIS:

Section and Subsections	Evaluation of Impacts
<p>I. AESTHETICS</p>	<p>a) Less Than Significant Impact: The City of Santa Clarita lies within Southern California’s Santa Clarita Valley, which is bounded by the San Gabriel Mountains to the south and east, the Santa Susanna Mountains to the southwest, and the mountains of the Los Padres and Angeles National Forests to the north. The surrounding natural mountains and ridgelines, some of which extend into the City, provide a visual backdrop for the City. Other scenic resources within or visible from the City include the Santa Clara River corridor, forested/vegetated land, and a variety of canyons and natural drainages in portions of the City.</p> <p>The proposed project would not damage any scenic resources but would interrupt existing scenic views of scenic resources (vacant grassy open space areas) currently enjoyed by residents in the nearby Woodlands community and other surrounding residential areas. However, the proposed park-and ride facility would sit at an elevation that is approximately 10-feet below the existing grade of Valencia Boulevard which borders the site on the southwest. The tallest structures associated with the development of the site would be the new bus canopies and parking lot lighting fixtures. The concept plan for the new bus canopies indicates a structural height of ±28-feet (<i>Figure 7</i>). The concept lighting plan for the project indicates light fixtures with a height of 15 –feet (<i>see Appendix A</i>). The current zoning of the site (CTC and RM allows building heights up to 35-feet. Given the fact that the site is slightly depressed in elevation and is surrounded by properties that have either taller structures on them or have been developed with at much higher elevations (The Woodlands, for example) and that the tallest structures on the park-and ride lot are well within the height allowances established for the CTC and RM zones, the proposed project would not substantially obstruct any scenic view.</p> <p>In addition, the project would be buffered from homes on the west of the property by trees, landscaped slopes, and open space. The landscaping area within the park-and-ride improvements is 14% (exceeding the City’s requirement of 5%); the overall landscaping/vegetative/natural area is 26% of the entire site. The project would, in addition, be subject to strict aesthetic requirements that govern development in the Valencia Town Center area. Extensive landscaping proposed within the park-and-ride facility (<i>see Figures 4 and 5</i>) that includes large ornamental trees (i.e. Western Red Bud, Crape Myrtle, Oaks), would ameliorate the view of the park-and-ride lot for Woodlands residents (<i>see Figure 8 – Conceptual Photo View Simulations</i>). Given the project’s adherence to the strict aesthetic requirements that govern development of the site, the provision of extensive landscaping throughout the site, and the site’s depressed position in the landscape, the project’s impacts on scenic vistas and views are considered a less than significant impact.</p> <p>b) No Impact: The only roadway within the City of Santa Clarita that is identified in the California Department of Transportation’s State Scenic Highway program is the Interstate 5 (I-5) freeway, which is designated as an “Eligible State Scenic Highway”. This designated eligible segment of the I-5 Freeway extends from the I-210 Freeway interchange to the SR126/Newhall Ranch Road interchange. Just outside of the City of Santa Clarita, SR 126 from the City’s boundary at the I-5 west to SR 150 in Ventura County is also designated an “Eligible State Scenic Highway.” The proposed project is not visible from either the I-5 freeway or SR 126. Therefore, the proposed project would have no impacts on scenic resources</p>

	<p>within a state scenic highway.</p> <p>c) Less than Significant Impact: See response to I a), above. The proposed project consists of the development of a park-and-ride lot that will have a total of 285 spaces. The height of the tallest structures on the site (bus bay canopies and light poles) would not exceed the height requirements of the RM or CTC zones. Furthermore, the proposed improvements would complement the existing MRTC facilities in their design and function and would be in character with the existing adjacent MRTC facilities/structures. Extensive landscaping would also be provided throughout the parking lot area as well as along the perimeter of the site to screen the use from adjoining properties, including The Woodlands subdivision which is located to the west of the project site. Therefore, the proposed project would not significantly impact the visual character or quality of the site and surroundings.</p> <p>d) Less than Significant Impact: The project proposes both outdoor lighting for the park-and-ride parking lot area as well as security lighting for the facility itself. Proposed lighting fixtures for the project (conceptual) are depicted in Figure 6. In addition, a Preliminary Electrical Lighting Plan and Site Lighting Photometric Plan have been prepared for the proposed project (see Appendix A). According to these plans, there would be two types of light assemblies: Type “P1” or “P1A” which is a one-lamp fixture and type “P2” which would be a two-lamp fixture. A total of 37 P1 & P1A lamp poles are proposed along with 22 P2 lamp poles. According to these plans, the maximum permitted height of the light assemblies will be 15-feet. Average lumens at the periphery of the site would range from 0.0 to 0.2 fc (foot candles).</p> <p>In accordance with the City’s Community Character and Design Guidelines, the proposed outdoor light sources will incorporate LED lighting technology in order to minimize creation of glare and ambient light sources. In addition, lighting of the park-and-ride lot will be reduced during non-use hours to the minimum level of lighting needed for security purposes. The light that would be generated by the proposed project and resulting increased human activity of the site, therefore, would not detract from daytime or nighttime views. It should also be noted that the light generated by nearby uses along Valencia Boulevard and from the existing MRTC facility, would mask the light generated by the proposed development. Therefore, the project would not cause significant lighting or glare impacts.</p>
<p>II. AGRICULTURE RESOURCES</p>	<p>a) No Impact: There are currently no agricultural operations being conducted on the project site, and the City of Santa Clarita General Plan does not identify any important farmlands or any lands for farmland use. In addition, the site is not within an area of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance as identified by the California Department of Conservation, Division of Land Resource Protection on the Los Angeles County Important Farmland 2002 map (California Department of Conservation, Division of Land Resource Protection, 2004). Therefore, the proposed project would have no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.</p> <p>b) No Impact: The site is not zoned for agricultural use, nor does the City’s General Plan designate the site for agricultural use. Further, there is no Williamson Act contract land in the City. Therefore, the proposed project would not conflict with zoning for agricultural use or Williamson Act contracts, and would have no related impacts.</p> <p>c-d) No Impact: The project site contains no forest land or timber resources. The</p>

	<p>project site currently is a vacant urban lot. Therefore, the proposed project would not conflict with existing zoning of forest/timber land, would not cause the rezoning of forest/timber land, and would not result in the loss or conversion of forest land.</p> <p>e) No Impact: The project site is not currently used for agricultural purposes. Additionally, the development of the project site would not, in any way, hinder the operations of any existing agricultural practices. Therefore, the project will not have an impact that could result in conversion of farmland to non-agricultural use.</p>
<p>III. AIR QUALITY</p>	<p>a) No Impact: The City of Santa Clarita is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).</p> <p>The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements. The most recently adopted plan is the 2007 AQMP. This plan is the South Coast Air Basin’s portion of the State Implementation Plan (SIP).</p> <p>The SCAQMD’s CEQA Handbook states "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the plan if it furthers one or more policies and does not obstruct other policies. The SCAQMD’s CEQA Handbook identifies two key indicators of consistency with the AQMP:</p> <ol style="list-style-type: none"> (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (except as provided for CO in Section 9.4 for relocating CO hot spots). (2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase. <p>In regards to criterion 1, the consistency criterion pertains to long-term local air quality impacts, rather than regional emissions, as defined by the SCAQMD. The SCAQMD has identified carbon monoxide (CO) as the best indicator pollutant for determining whether air quality violations would occur, as CO hot-spot is most directly related to increase in traffic. Nevertheless, the air basin is now in attainment for the CO standards and exceedances of the CO standards are not expected. Consequently, local air quality impact modeling is no longer performed. Local air pollutant concentrations would not be expected to exceed the ambient air</p>

	<p>quality concentration standards due to local traffic, with or without the project. Because the project is not projected to impact the local air quality, the project is found to be consistent with the AQMP for the first criterion.</p> <p>In regards to criterion #2, the assumptions used to develop the AQMP are based upon projections from local general plans. Consequently, conformity with the AQMP of land development projects is measured by the project's consistency with adopted land use plans, growth forecasts, and programs relative to population, housing, employment, and land use. The project proposes a park-and-ride facility on an CR designated lot. While the project does not strictly conform to CR designation, it would not conflict with this land use designation in a manner that would affect regional air quality planning. Conversely, the project is expected to result in an overall reduction of air pollutants in the region, since the project would reduce the total amount of vehicle miles traveled by promoting and encouraging the use of transit. As a result, the project would not exceed the assumptions in the AQMP.</p> <p>Finally, in addition to the consistency analysis above, SCAG's Transportation Conformity Working Group (TCWG), which is the interagency body that determines if transportation projects conform to the Federal Clean Air Act, considered the proposed project at their meeting of December 1, 2009. The TCWG found that the project is not a Project of Air Quality Concern (see Appendix B for the Minutes of the TCWG Meeting of December 4, 2009). Given this conformity determination and the consistency detailed above, the proposed project would have no impacts related to conflicts with or obstruction of an air quality plan.</p> <p>b-c) Less than Significant Impact: The City of Santa Clarita is within the South Coast Air Basin (SCAB), which is an airshed that regularly exceeds ambient air quality standards (AAQS) – i.e., a non-attainment area. The SCAB is designated a non-attainment area for respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and ozone (O₃). The SCAB is currently a designated attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NO_x), and sulfur dioxide (SO₂).</p> <p>The proposed project would generate air pollutants from both construction and operation activities. Construction of the proposed improvements would include a minor amount of demolition, site preparation, grading, construction of the canopies and other amenities, paving, and painting. These construction activities would generate air pollutants from equipment exhaust, earth disturbance, and off-gassing from asphalt and architectural coatings. During operation, the project would generate air pollutants from vehicles arriving and departing the site, landscape maintenance equipment exhaust, and other area sources.²</p> <p>Mestre Greve Associates (MGA) prepared an <i>Air Quality Assessment</i> for the proposed project in August 2011 (included in Appendix B of this Initial Study), which included quantifying the project's construction and operation emissions using the California Emissions Estimator Model (CalEEMod). Tables III-1 and III-2 respectively identify the estimated construction and operation emissions and compare the project's emissions to the SCAQMD's regional significance thresholds.</p>
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² In general, park and ride facilities reduce air pollutant emissions by encouraging and promoting the use of transit and thereby reducing the total number of vehicle miles traveled. Despite this air quality benefit, the emissions directly associated with the proposed facility are presented and evaluated in this document.

Table III.1 Estimated Construction Emissions (lbs/day on the worst day)						
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Construction Emissions	10.6	84.9	49.3	0.1	23.7	14.2
SCAQMD Regional Thresholds	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Table III.2 Estimated Operation Emissions (peak lbs/day)						
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Operation Emissions	7.0	3.4	39.3	0.1	7.6	0.3
SCAQMD Regional Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

As shown in Tables III-1 and III-2, neither construction nor operation of the proposed project would generate air pollutants in excess of the SCAQMD's regional significance thresholds. Therefore, the proposed project would not cause or substantially contribute to an existing or projected air quality violation, would not generate pollutants in excess of SCAQMD standards, and would not result in a cumulative considerable net increase of any criteria pollutant.

d) Less than Significant With Mitigation: Certain residents, such as the very young, the elderly and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered sensitive receptors. In addition, active park users, such as participants in sporting events, are sensitive air pollutant receptors due to increased breathing rates. Land uses where sensitive air pollutant receptors congregate include residential neighborhoods, schools, day care centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities.

The closest sensitive receptors to the project site are the residential uses to the west of the site, the closest of which is 326 feet (approximately 100 meters) away. As discussed above in part III(b-c), both the operational and construction emissions of the project were found to be below the SCAQMD's regional emission thresholds.

In addition to the regional significance thresholds, the SCAQMD identifies localized significance thresholds (LST), which are intended to evaluate a project's impact on nearby sensitive receptors. The SCAQMD identifies LST for stationary pollutant sources and construction sites. Since the proposed project would not be a stationary pollutant source, only the construction LSTs apply to this project. The appropriate LSTs vary on a project-by-project basis depending on the project's location, the acreage of the construction site, and the distance to the nearest sensitive receptor. For this project, the appropriate LSTs are those for a 5-acre site in the Santa Clarita Valley where sensitive receptors are 100 meters away, as identified in Appendix C of the SCAQMD's *Final LST Methodology Document*.

Table III-3 compares the peak-day onsite construction emissions to the relevant LSTs. (Offsite construction emissions are not relevant to the LST analysis since they do not affect the localized air quality conditions.) As shown in this table, before mitigation the proposed project would generate PM_{2.5} emissions during construction in excess of the LST standards.

Table III.3 Unmitigated Localized Significance Threshold Analysis (lbs/day on the worst day for onsite construction activities only)				
	NOx	CO	PM ₁₀	PM _{2.5}

	<table border="1"> <tr> <td>Unmitigated Construction Emissions</td> <td>84.7</td> <td>47.8</td> <td>23.4</td> <td>14.2</td> </tr> <tr> <td>SCAQMD LST</td> <td>251</td> <td>2,922</td> <td>52</td> <td>13</td> </tr> <tr> <td>Significant?</td> <td>No</td> <td>No</td> <td>No</td> <td>Yes</td> </tr> </table>	Unmitigated Construction Emissions	84.7	47.8	23.4	14.2	SCAQMD LST	251	2,922	52	13	Significant?	No	No	No	Yes
Unmitigated Construction Emissions	84.7	47.8	23.4	14.2												
SCAQMD LST	251	2,922	52	13												
Significant?	No	No	No	Yes												
<p>IV. BIOLOGICAL RESOURCES</p>	<p>Without mitigation, the proposed project would exceed the LST for PM_{2.5}. Therefore, Mitigation Measure AQ-1 requires that the site be watered three times a day during site preparation. This mitigation measure would reduce on-site PM_{2.5} emissions to 8.14 lbs/day, which is less than the respective LST of 13 lbs/day. Therefore, the proposed project's impact on local air quality is less than significant after mitigation.</p> <p style="text-align: center;">Mitigation Measure AQ-1: The site shall be watered three times a day during the site preparation.</p> <p>e) No Impact: The proposed use of the site and the surrounding uses are not shown on Figure 5-5 "Land Uses Associated with Odor Complaints" of the 1993 SCAQMD's CEQA Air Quality Handbook. No unique or offensive odors are expected to be generated onsite. Therefore, the proposed project would have no odor-related impacts. [<i>Uses shown on this figure include: agricultural, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.</i>]</p> <p>a) Less than Significant With Mitigation: The project site lies within an urbanized area in City of Santa Clarita. The project site currently consists of a vacant urban lot, with a transit center located immediately adjacent to the south.</p> <p>Compliance Biology, Inc. prepared a <i>Biological Resources Assessment</i> for the proposed project dated November 20, 2009 and a follow-up <i>Survey for Special Status Plants</i> dated September 9, 2010 (both reports contained in Appendix C). As discussed in the project's <i>Biological Resources Assessment</i>, vegetative cover on the project site consists of:</p> <ul style="list-style-type: none"> • Ruderal: The majority of the project site is covered with highly disturbed vegetation consisting of weedy native and non-native plants. • Annual Grassland with Scattered Native Shrubs: The less frequently disturbed portions of the site, including the sloping areas, are covered with annual grasses and small stands of native shrubs. • Ornamental Landscaping: The site's existing frontage on Valencia Boulevard is landscaped with ornamental plants. <p>According to the Biological Resources Assessment, none of the vegetative communities described above constitute sensitive habitat and the project site itself does not contain any ecologically sensitive areas. As shown on Exhibit CO-5 of the City of Santa Clarita General Plan, the closest mapped Significant Ecological Area is the Santa Clara River corridor, which lies approximately one mile north of the project site.</p> <p>Additionally, the proposed project would not result in the taking of any federally listed threatened or endangered species. Table IV-1, below, lists the federal candidate, threatened, and endangered species with potential to occur in the project region and identifies the potential for such species to exist on the project site. As shown in this table, the project site does not contain suitable habitat to support any federal candidate, threatened, and endangered plant or animal species and no</p>															

	<p>special status plants were found onsite during the special status plant survey. Therefore, the proposed project would not conflict with the Endangered Species Act of 1973 nor with plans, policies, regulations by the California Department of Fish and Game and US Fish and Wildlife Service.</p> <p>Native bird species occurring in the project region, including most of those observed on the project site, are protected by the Migratory Bird Treaty Act and the Fish and Game Code when actively nesting. As a result, even those bird species otherwise considered ‘common’ with no specific protection status, become special-status when actively nesting. Project-related impacts to actively nesting birds would be in violation of both federal and state law and would, therefore, be considered a potentially significant impact without mitigation.</p> <p>With the incorporation of Mitigation Measures BIO-1 to prevent impacts to nesting birds, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Impacts are considered less than significant after mitigation.</p> <p>Mitigation Measure BIO-1: Clearing, grubbing, and/or removal of vegetation – particularly removal of mature trees from the site – shall be conducted outside the nesting bird season, which typically occurs from February 16 to August 31. Any grubbing and/or removal of vegetation during the nesting bird season (February 16 to August 31) will require a nesting survey performed by a qualified biologist at least one (1) week prior to the activity and weekly thereafter. If discovered, all active nests shall be avoided and provided with an adequate buffer zone to protect nest/individuals as determined by the biologist (typically a minimum buffer of 300 feet for most species and 500 feet for raptors). Once buffer zones are established, work shall not commence/resume within the buffer until a qualified biologist confirms that all fledglings have left the nest, which would likely not occur until the end of the nesting season.</p>
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Table IV-1		
Federal Candidate, Threatened, and Endangered Species with Potential to Occur in the Project Vicinity		
Species/Status	Habitat and Distribution	Probability of Occurrence
Plants		
Nevin’s barberry (<i>Berberis nevinii</i>) Federal endangered species	Chaparral, cismontane woodlands, coastal scrub, and riparian scrub; associated with sandy or gravelly soils.	Not Expected. This distinctive perennial evergreen shrub is detectable in all seasons and was not observed during survey; no known populations in immediate vicinity.
San Fernando Valley spineflower (<i>Chorizanthe parryi</i> ssp. <i>Fernandia</i>) Federal candidate species	Coastal scrub; valley and foothill grassland; associated with open sandy soil habitats.	Low Potential. Site does not support typical habitat.
Slender-horned spineflower (<i>Dodecahema leptoceras</i>) Federal endangered species	Chaparral, coastal scrub, alluvial scrub vegetation; associated with older succession phases in open, sandy, flood deposited rivers and washes.	Not Expected. Suitable late-successional alluvial terraces not present.
Moran’s navarretia (<i>Nolina cismontana</i>) Federal threatened species	Chenopod scrub, marshes and swamps, playas, vernal pools.	Not Expected. No suitable habitat onsite.
California Orcutt grass (<i>Orcuttia californica</i>) Federal endangered species	Vernal pools.	Not Expected. Vernal pool habitat not present onsite.

Table IV-1		
Federal Candidate, Threatened, and Endangered Species with Potential to Occur in the Project Vicinity		
Species/Status	Habitat and Distribution	Probability of Occurrence
Lyon's penachaeta (<i>Pentachaeta lyonii</i>) Federal endangered species	Chaparral (openings), coastal scrub, valley and foothill grassland	Low potential. Site does not support typical habitat.
Invertebrates		
Riverside fairy shrimp (<i>Streptocephalus woottoni</i>) Federal endangered species	Vernal pools.	Low potential. No suitable vernal pools or rainpools observed during site surveys. Below average rainfall in the past two years did not form them in some known areas. Soils likely not conducive to pooling water.
Fish		
Santa Ana sucker (<i>Catostomus santaanae</i>) Federal threatened species	Slow-moving or backwater sections of warm to cool streams with mud or sand substrates.	Not Expected. No suitable aquatic habitat onsite.
Unarmored threespine stickleback (<i>Gasterosteus aculeatus williamsoni</i>) Federal endangered species	Slow-moving and backwater areas.	Not Expected. No suitable aquatic habitat onsite.
Amphibians		
Arroyo toad (<i>Bufo californicus</i>) Federal endangered species	Rivers that have shallow pools adjacent to sandy terraces; little to no emergent vegetation, and a sand or pea gravel substrate.	Not Expected. No suitable aquatic or upland over-wintering habitat onsite.
California red-legged frog (<i>Rana aurora draytonii</i>) Federal threatened species	Permanent water sources such as ponds, lakes, reservoirs, streams, and adjacent riparian woodlands.	Not Expected. No suitable aquatic breeding habitat and site is likely too far and isolated from such suitable breeding habitat for non-breeding residents.
Birds		
California condor (<i>Gymnogyps californianus</i>) Federal endangered species	Require vast expanses of open savanna, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.	Not Expected. While site occurs within foraging range of condor preserve, species not documented in immediate vicinity and it would likely only occur temporarily (if at all) if fresh carrion were present onsite.
Western yellow-billed cuckoo (nesting) (<i>Coccyzus americanus occidentalis</i>) Federal candidate species	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with understory of blackberry, nettles, or wild grape.	Not Expected. No suitable riparian habitat onsite.
Southwestern willow flycatcher (nesting) (<i>Empidonax traillii eximius</i>) Federal endangered species	Riparian woodlands that contain water and low willow thickets.	Not Expected. No suitable habitat onsite.
California gnatcatcher (<i>Poliopitila californica californica</i>) Federal threatened species	Coastal sage scrub in areas of flat or gently sloping terrain.	Not Expected. No suitable habitat onsite.
Least Bell's vireo (nesting) (<i>Bireo bellii pusillus</i>) Federal endangered species	Riparian scrub and willow habitats.	Not Expected. No suitable habitat onsite.
Source: Compliance Biology, Inc. <i>Biological Resource Assessment, City of Santa Clarita Park-and-ride Project</i> . November 20, 2009.		

b) No Impact: The proposed project site does not contain any riparian habitat or other sensitive natural community. As discussed in Section IV (a), above, the vegetation onsite is limited to ruderal areas, areas of annual grassland with scattered native shrubs, and ornamental landscaping. Therefore, the proposed project would have no impact on riparian habitat or other sensitive natural community.

c) No Impact: The proposed project site does not contain any federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). The site is devoid of natural hydrology, hydrophytic vegetation, and hydric soils. Therefore, the proposed project would not have adverse effects on protected wetlands.

d) No Impact: The site lies within a developed area. This portion of the City does not support the dispersal of wildlife and the project site does not contribute to a wildlife corridor. Therefore, the proposed project would have no impact on the movement of fish or wildlife, wildlife corridors, or the use of wildlife nursery sites.

e) Less Than Significant Impact With Mitigation: The City of Santa Clarita’s Oak Tree Ordinance (Ordinance 88-34) is the only local policy or ordinance that protects biological resources. This ordinance establishes regulatory measures that mandate the manner in which oak trees may be removed, pruned, cut or encroached upon. Oak trees include any tree of the oak genus *Quercus*, which includes valley oaks, California live oaks, canyon oaks, interior live oaks and scrub oaks regardless of size.

The project proposes the removal of approximately 30 trees along the northern edge of the existing MRTC that were planted as landscape materials. The majority of these trees are unprotected sycamores and pines. However, three of the trees to be removed are coast live oak (*Quercus agrifolia*) trees.

An Oak Tree Impact Report (dated August 22, 2011) was prepared for the project by Frank A. Madero, Certified Arborist, and is contained in Appendix C of this Initial Study. Based on this report, the following table describes the three onsite oaks:

Table IV-II: Oak Trees					
	Species	Diameter at Breast Height (inches)	Height (feet)	Letter Grade of Condition	Recommendation
1	<i>Quercus agrifolia</i> Coast live oak	9	35	B (Good)	Remove and replace due to the structure of the tree’s major branches, which the arborist views as becoming an impending hazard as the tree matures.
2	<i>Quercus agrifolia</i> Coast live oak	4.5	14	D (Poor)	Remove and replace due to poor tree structure and health.
3	<i>Quercus agrifolia</i> Coast live oak	7.5	19	C (Fair)	Remove and replace due to poor tree structure and health.
Note: None of the trees were rated by the arborist as meeting the standards for classification as a ‘Heritage’ oak.					

As noted above in Table IV-II, only one of the oaks proposed for removal is in good condition and all three of the oaks exhibit poor tree structure. In regards to oak #1, the oak in good condition, the project arborist notes: “Although this tree

presently has a high letter grade of health [B], the structure of the tree's major branches will become potential defects as the tree matures, rendering this tree as an impending hazard." Given the poor structure of oak #1 and the poor health and structure of oaks #2 and #3, the project arborist recommends removal of all three oaks and one-to-one replacement with 48-inch or 60-inch box specimens of the same species.

The project's conceptual landscape plan identifies that numerous oaks are proposed onsite including:

- 3, 60-inch box coast live oaks (*Quercus agrifolia*)
- 13, 48-inch box coast live oaks (*Quercus agrifolia*)
- 6, 48-inch box valley oaks (*Quercus lobata*)
- 65, 24-inch box canyon live oaks (*Quercus chrysolepis*)

In addition to the tree replacement noted above and to ensure compliance with the City's Oak Tree Ordinance, the recommendations of the City's Urban Forestry staff are incorporated here as Mitigation Measures BIO-2 through BIO-7. With the incorporation of these measures and the issuance of an Oak Tree Permit as required for the proposed tree removal, the proposed project would not result in significant impacts related to conflicts with any local policies or ordinance protecting biological resources.

Mitigation Measure BIO-2: The applicant shall be required to mitigate for the removal of the three oak trees by replacing them with three new trees similar in size, same species and approved by the City of Santa Clarita Oak Tree Specialist. Replacement oak trees shall be planted in close proximity to the original location of the three trees that were removed.

Mitigation Measure BIO-3: The applicant and their contractor's shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the project.

Mitigation Measure BIO-4: Landscaping near the oak trees shall consist of plant material that is compatible with native oak trees. All plant material shall be kept a minimum distance of six (6') feet from the edge of the trunk in all directions. A 3-4 inch layer of natural woodchips and / or mulch shall be applied in within this protected area of the oaks.

Mitigation Measure BIO-5: Irrigation to and around the oak trees shall consist of drip or bubbler type systems. Overhead irrigation shall not be permitted near the oak trees.

Mitigation Measure BIO-6: Protective fencing shall be required around any oak tree that is planted on site if any form of construction is still taking place. Protective fence may consist of the standard 4' foot high safety orange vinyl fencing. Fencing shall remain around the oaks until all construction has been completed.

Mitigation Measure BIO-7: Woodchips generated from the removal of the three oak trees shall be recycled and used as mulch for the new replacement oak trees.

	<p>f) No Impact: The project site is not within a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any adopted habitat conservation plans, and the project would have no related impacts.</p> <p>g) No Impact: The project site is not within a Significant Ecological Area identified on either the Exhibit CO-5 of the City’s General Plan or the Los Angeles County Significant Ecological Area mapping. The project site is also not within a Significant Natural Area identified by the CDFG. Therefore, the proposed project would not affect Significant Ecological Area or Significant Natural Area.</p>
<p>V. CULTURAL RESOURCES</p>	<p>a), b) Less Than Significant With Mitigation: In order to comply with federal (federal funding is being used for the project) as well as State requirements, a Class II/Section 106 and Phase I CEQA Cultural Resources Investigation was conducted for the project.³ A copy of this study is included in Appendix D. The study methodology undertaken for analysis included: (A) Archeological Records Check; (B) Native American Consultation; (C) Supplemental Research; (D) Paleontological Overview; (E) Field Survey; (F) Analysis of Data Compiled, and (G) Report Preparation.</p> <p>As indicated in the Class II/Section 106 and Phase I CEQA Cultural Resources Investigation (hereafter referred to as “Cultural Resources Study”) the project site does not include any listed historic sites and the proposed project does not involve the demolition of structures.</p> <p>The Cultural Resources Study also determined that there are no known prehistoric archaeological sites within one-half mile of the project area and no prehistoric isolates have been recorded within one-half mile of the project area. Likewise, no historic archaeological sites have been identified within one-half mile of the project area and no historic period isolated artifacts have been identified within one-half mile of the project area. As such, the Study concluded that there is a relatively low level of sensitivity for archaeological resources within the project area.</p> <p>With respect to the built environment, as previously indicated, there are no standing structures located within the project area (with the exception of the existing bus transfer station) and no historic period structures or building are present within one-half mile of the project area. A review of historic maps (Santa Susana 1903, 1908, 1903 - reprinted 1948, and 1941) showed no evidence of improvements within the project area. All improvements identified on the current USGS Newhall Quadrangle (rev. 1995) are post-1952 improvements.</p> <p>According to the analysis prepared by McKenna et al., there are no National Register of Historic Places properties, no California Historical Landmarks, no California Register of Historic Places, and no California Points of Historical Interest within a one-half mile radius of the project area. The Cultural Resource Study concluded that, overall, the potential for identifying such resources within the project area is low to non-existent.</p> <p>The survey conducted for the Cultural Resources Study did not identify any evidence of prehistoric or historic use of the area. The project area was disturbed (dumping, some grading, and overgrown with intrusive grasses). Other areas were overgrown and surface areas were obscured. The results of the field survey</p>

³ A Class II/Section 106 and Phase I CEQA Cultural Resources Investigation of the Proposed McBean Regional Transit center Park-and-ride Project (Project No. T1012), Santa Clarita, Los Angeles County California, McKENNA et al. November 24, 2009

	<p>indicated that the project area is not conducive to yielding evidence of paleontological resources. Also, there was no evidence of prehistoric or historic archaeological resources. Likewise, there were no potentially significant standing structures. The improvements within or adjacent to the property are limited to the landscaping along the Valencia Boulevard frontage and the existing Bus Transfer Station. The Cultural Resources Study concluded the lack of evidence for resources from earlier studies and the current negative findings reported in the Study rendered the project area clear of any potentially significant cultural resources and no further studies were warranted.</p> <p>McKENNA et al. also conducted Native American consultation that included communications with the Native American Heritage Commission, Sacramento, and correspondence with those Native American representatives identified by the Commission.</p> <p>The Native American Heritage Commission (see Appendix D) reported their files had no information on significant or sacred sites in or near the current project area. Letters were sent to Native American representatives identified by the Commission and phone calls were made to follow-up on the letters. Only three individuals associated with Native American tribes were reached by phone and responded. Additionally, a review of previous research filed with the South Central Coastal Information Center at CSU Fullerton and intensive field survey were conducted.</p> <p>With no evidence of archaeological resources identified and Native American representatives having no specific information about the project area, the report concludes that the project area is clear of any such resources and concludes archaeological monitoring is not warranted. However, because of the importance of historic and prehistoric artifacts, the City has adopted a precautionary strategy and will implement mitigation measures.</p> <p>To ensure currently unknown cultural resources are not negatively impacted by construction of the project, the following mitigation measures are incorporated:</p> <p>Mitigation Measure CULT-1: Prior to any ground-disturbing activities construction personnel shall undergo awareness training for historic and prehistoric artifacts. This shall include object-recognition, the need to stop all work around a suspected or questionable occurrence, notification of their supervisor and project manager, protect in-place activities, penalties for souvenir collecting or salvage which includes termination and the regulatory requirements.</p> <p>Mitigation Measure CULT-2: If archaeological resources are discovered during project grading or construction, development of the project shall halt until a qualified professional archaeologist assesses the findings, determines the importance of the site, and recommends a corresponding course of action. If halted by the discovery of archaeological resources, development of the project shall not resume until a new determination has been made by the California State Office of Historic Preservation.</p> <p>c) No Impact: See response to V a), b), above. No paleontological resources or unique geologic features are known to exist on-site. Furthermore, the project does not involve excavation for subterranean levels or other extensive grading. The grading proposed is for site preparation and utility installation. This minor grading would occur in surface earth materials and would not extend into deep, older earth</p>
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	<p>materials or bedrock where paleontological resources may be found. Therefore, it is not anticipated that the proposed project would encounter any paleontological resources, and the project would have no impacts.</p> <p>d) No Impact: There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not impact human remains.</p>
<p>VI. GEOLOGY AND SOILS</p>	<p>a)i. Less Than Significant Impact: The project site is not located within an Alquist-Priolo Earthquake Fault Zone, however, the site is bisected by the Kew Fault Zone and related fault traces which are present from exposures on the Woodlands residential area (<i>See Figure 9</i>). In addition the project site has been designated as a “Restricted Use Area” caused by its exposure to seismic dangers. Therefore, the proposed project could expose people or structures to potential adverse effects from the rupture of a known earthquake fault. However, no large structures or habitable structures are proposed to be developed on the project site with the only significant structures being the proposed bus bay canopies. These canopies would be designed and constructed to withstand earthquake forces and would otherwise comply with all State seismic requirements. As such, impacts related to rupture of a known earthquake fault are less than significant.</p> <p>a)ii. Less than Significant Impact: The City of Santa Clarita is within a seismically active region of Southern California. Consequently, the proposed development will likely be subject to strong seismic ground shaking. However, the risks of earthquake damage can be minimized through proper engineering, design, and construction. The proposed structures (bus bay canopies) are required to be built according to the Uniform Building Code and other applicable codes, and are subject to building inspection during and after construction. Conforming to these required standards will ensure the proposed project would not result in significant impacts due to strong seismic ground shaking.</p> <p>a)iii. Less than Significant Impact: The project site is within a liquefaction investigation area shown, as shown on both Exhibit S-3 of the City’s General Plan and the State of California Seismic Zone Hazards Map – Oat Mountain Quadrangle (Official Map Released: February 1, 1998). Geologic reports prepared which analyze liquefaction (Seward, May 2008)⁴ in the project vicinity characterize liquefaction potential as follows:</p> <ul style="list-style-type: none"> • Potentially liquefiable soil layers of variable thickness and lateral extent are present at depths beneath the site ranging from about 25 to 88 ft. The sum of the thicknesses of the potentially liquefiable soil layers at individual locations at the site ranges from about 4 to 22 ft. • There is no laterally continuous, potentially liquefiable layer with a relative density that corresponds to $N_{160} \leq 15$ blows/foot. Therefore, the risk of lateral spreading in the area is low.

⁴ Preliminary Geologic/Geotechnical Report, Proposed Seven-Story Building (aka “The Greens”), Allan e. Seward Engineering Geology, Inc., May 2008.

- The thickness of in-situ non-liquefiable soils above the top of the shallowest identified potentially liquefiable layer is sufficient to mitigate potential surface manifestations of liquefaction at the site.
- Potential earthquake-induced surface settlement in the area is estimated to range up to about 0.4 to 3.0 inches. Potential earthquake-induced differential settlement is estimated to range up to about 2 inches could occur over a horizontal distance of 30 ft. or between support locations of minor structures that rest on the ground surface.

Given the scientific evidence that the depth of potentially liquefiable soils are a minimum of 25 feet below ground surface (i.e., below any proposed improvements), along with the project's required compliance with the California Building Code and the nature of the project as a surface parking lot, the project would not result in significant impacts related to liquefaction or other seismic-related ground failure.

a)iv. No Impact: The project site is not within a landslide hazard zone identified on City or State mapping. Furthermore, there are no unstable slopes on the project site. Therefore, the proposed project would not expose people or structures to potential adverse effects from landslides and would have no associated impacts.

b) Less than Significant Impact: During construction of the proposed project, the soils on-site may become exposed, and thus subject to erosion. However, the project is required to comply with existing regulations that reduce erosion potential. The proposed project is required to comply with SCAQMD Rule 403 would reduce the potential for wind erosion. Similarly, water erosion during construction would be substantially reduced by complying with the National Pollutant Discharge Elimination System (NPDES). As further detailed in Section VIII of this report, NPDES requires the construction of the project to incorporate Best Management Practices (BMPs) to reduce erosion and prevent eroded soils from washing offsite. Thus, the potential to increase erosion during any construction activity would be effectively mitigated through the required compliance activities. Operation of the proposed park and ride facility would not cause wind or water erosion or the loss of topsoil.

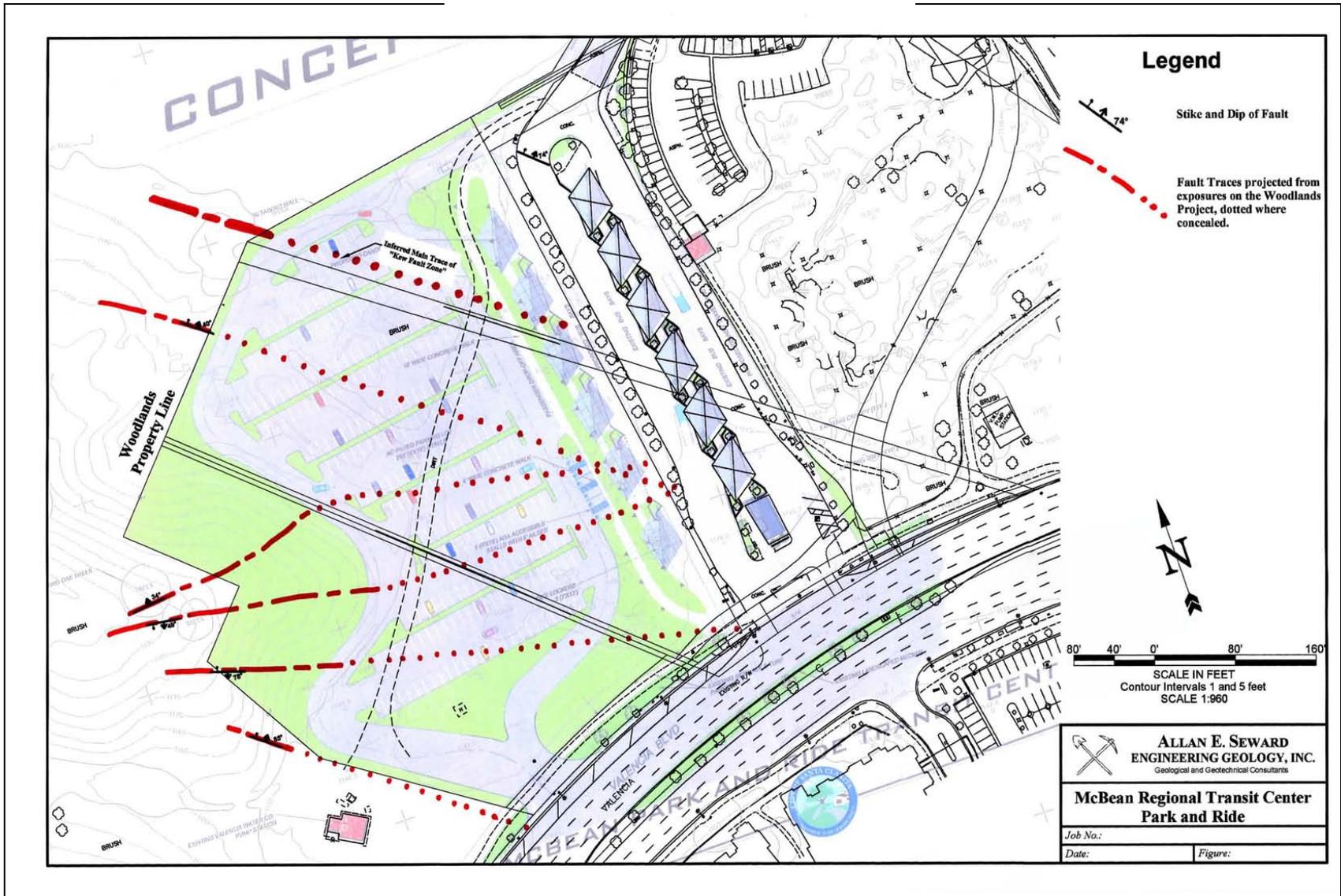
c) Less than Significant Impact: The project site is a relatively flat parcel that is not located on a cliff, mountainside, bluff, or other major geographic feature with stability concerns. The site and vicinity are not susceptible to landslide, subsidence, or collapse. See section VI.a)iii) for a discussion of potential liquefaction hazards, which were concluded to be less than significant for the project. Therefore, the proposed project would not result in significant impacts related to unstable geologic units or soils.

d) No Impact: The project site is underlain by large-grained sand and gravel. This type of surface material has a low expansion potential. Therefore, the proposed project would not result in impacts related to expansive soils.

e) No Impact: The project would not add additional restrooms, therefore it will not required to connect to the existing public sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts.

	<p>f) No Impact: The project site is relatively flat and the only proposed grading is for site preparation and utility installation. The proposed project would not result in noticeable changes in topography or ground surface relief features.</p> <p>g) Less than Significant Impact: The project is estimated to require 8,826 cubic yards (yds³) of cut and 12,513 yds³ of fill, with a net import of 3,687 yds³. In the City of Santa Clarita, projects that involve greater than 10,000 yds³ of earth transport require a Minor Use Permit (MUP) and projects that involve greater than 100,000 yds³ of earth transport require a Conditional Use Permit (CUP). The project would not meet either of these thresholds, as it involves only 3,687 yds³ of earth transport (import). Furthermore, no notable topographic features on the site would be eliminated or substantially modified. Therefore, the proposed project would not result in any significant environmental impacts related to earth movement of greater than 10,000 yds³.</p> <p>h) No Impact: As discussed, the project site is relatively flat. There are no natural slopes greater than 10 percent natural grade existing on-site. Therefore, the proposed project would not cause any impacts from development or grading slopes greater than 10% natural grade.</p> <p>i) No Impact: As discussed, the topography of the project site, as existing, is relatively flat. The site does not contain any ridgelines or other notable topographic features. Therefore, the proposed project would not result in the destruction, covering, or modification of any unique geologic or physical feature, and the project would have no related impact.</p>
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Figure 9 – MRTC Fault Map



VII. GREENHOUSE GAS EMISSIONS	<p>a-b) Less than Significant Impact: “Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) include carbon dioxide (CO₂), methane, and nitrous oxide. Collectively GHGs are measured as carbon dioxide equivalent (CO₂e).</p> <p>Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.</p> <p>California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include Assembly Bill (AB) 32, Senate Bill (SB) 1368, Executive Order (EO) S-03-05, EO S-20-06 and EO S-01-07. AB 32, the California Global Warming Solutions Act of 2006, is one of the most significant pieces of environmental legislation that California has adopted. Most notably AB 32 mandates California’s GHG emissions be reduced to 1990 levels by 2020.</p> <p>The SCQAMD has published a “Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold”. This document establishes a draft GHG Significance Threshold for projects where the SCAQMD is the lead agency. While the SCAQMD is not the lead agency for the proposed project, the SCAQMD’s threshold is utilized in this CEQA document as a reference for comparative purposes. The SCAQMD’s draft GHG Significance Threshold establishes a 5-tier threshold flowchart, with Tier 3 identifying screening thresholds of 10,000 metric tons per year (MT/yr) of CO₂e for stationary source industrial projects and 3,000 MT/yr of CO₂e for commercial and residential projects. The SCAQMD Board has adopted the 10,000 MT/yr screening threshold for industrial projects, but to date has not adopted the recommended screening threshold of 3,000 MT/yr for commercial and residential projects. Although the 3,000 MT/yr CO₂e is a preliminary recommendation, it will be used for this analysis as the significance threshold.</p> <p>The proposed project would generate GHG emissions during construction from the operation of construction equipment and other vehicles, and during operation from the vehicles and buses accessing the site, plus maintenance of the park-and ride facility. Mestre Greve Associates (MGA) prepared a Greenhouse Gas Assessment for the proposed project in August 2011, which is included as Appendix E to this Initial Study. MGA utilized the emissions factors from the CalEEMod (California Emissions Estimator Model), which was released by the SCAQMD in 2011 to estimate the GHG emissions attributable to the proposed project, which are depicted in Table VII.1, with construction emissions amortized over a 30 year period per SCAQMD’s guidelines.</p> <p>As shown in Table VII.1, the proposed project would be about 700.19 MTCO₂e per year. The project emissions are well below even the strictest SCAQMD threshold of 3,000 MTCO₂e per year, therefore, the project’s generation of GHG emissions is considered a less than significant impact.</p>
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	<p style="text-align: center;">Table VII.1 Annual Project GHG Emissions</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Construction CO₂ Emissions (Metric Tons Per Year)</th> <th style="text-align: center;">CO₂e</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Total Construction Emissions (Metric Tons)</td> <td style="text-align: center;">265.74</td> </tr> <tr> <td style="text-align: center;">Averaged Over 30 Years (Metric Tons Per Year)</td> <td style="text-align: center;">8.86</td> </tr> <tr> <th colspan="2" style="text-align: center;">Annual Project Emissions (Metric Tons)</th> </tr> <tr> <td style="text-align: center;">Annual Operational Emissions</td> <td style="text-align: center;">691.33</td> </tr> <tr> <td style="text-align: center;">Annualized Construction Emissions</td> <td style="text-align: center;">8.86</td> </tr> <tr> <td style="text-align: center;">Total Annual Emissions</td> <td style="text-align: center;">700.19</td> </tr> </tbody> </table> <p>MTCO₂e = metric tons equivalent carbon dioxide (CO₂)</p>	Construction CO ₂ Emissions (Metric Tons Per Year)	CO ₂ e	Total Construction Emissions (Metric Tons)	265.74	Averaged Over 30 Years (Metric Tons Per Year)	8.86	Annual Project Emissions (Metric Tons)		Annual Operational Emissions	691.33	Annualized Construction Emissions	8.86	Total Annual Emissions	700.19
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<p>VIII. HAZARDS AND HAZARDOUS MATERIALS</p>	<p>a) No Impact: The project does not involve the use or storage of hazardous substances other than the use of small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the park-and-ride facilities (parking lot) and landscaping. The project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances.</p> <p>b), d), i) Less Than Significant With Mitigation: A Phase I Environmental Site Assessment was prepared for the proposed McBean Park-and-ride facility.⁵ This study is included in Attachment F. The Phase I Environmental Site Assessment (hereafter referred to as “Assessment”) included a review of historical topographic maps, aerial photographs, regulatory environmental databases, and a walk-through reconnaissance of the site and surrounding area. According to the Assessment, there are minimal improvements on the project site such as a water pumping station located at the eastern end of the property, a manhole, a drain, and groundwater monitoring wells. Historically, the project site has been undeveloped since at least 1968 and, prior to 1968, it was under cultivation with row crops.</p> <p>The search of governmental records undertaken for the site, and included in the Assessment, identified one recognized environmental condition (REC), consisting of the release of crude oil from a former and/or existing oil pipeline that transect the site, and the nearby Shell gas station which may have contributed to subsurface contamination of the project site from a former leaking underground storage tank (LUST).</p> <p>The subject site is not listed on any of the federal, state, or tribal databases searched for preparation of the Assessment, with the exception of a leaking crude oil pipeline case, noted above, which belongs to Exxon Mobil.⁶ An EDR (Environmental Data Resources, Inc.) report identified three ENVIROSTOR sites and two LUST sites within one-half mile of the subject site. One of the LUST sites, the east-adjacent Shell station, is also listed as a registered UST (underground storage tank) site and a RCRA (Resource Conservation and Recovery Act) small-quantity generator with no violations. With the exception of the Shell Station, none of the listed nearby sites are considered likely to have had an adverse environmental impact on the site.⁷</p>														

⁵ Phase I Environmental Site Assessment, Proposed McBean Park-and-ride Site, Los Angeles County Assessor’s Parcel Nos. 2861-062-160 and 2861-066-003, Santa Clarita, California, R.T. Frankian & Associates, November 10, 2009.

⁶ Ibid, Page 18

⁷ Ibid, Page 18

	<p><u>REC Evaluation</u></p> <p>As indicated previously, there are monitoring wells on the project site (owned by Exxon Mobil) and wells located along the western edge of the Shell station property, both of which exhibit elevated concentrations of petroleum hydrocarbons, methyl tertiary butyl ether (MTBE) and tert-butyl alcohol (TBA). The records for the on-site Exxon Mobil wells indicate that there has been contamination from a leaking crude oil pipeline (that pass beneath the site) as well as probable migration of subsurface gasoline compounds onto the subject site from the east-adjacent Shell gasoline station.</p> <p>According to the Assessment, Exxon-Mobil has been identified as the responsible party in regards to the crude oil pipeline spill and they are conducting soil and groundwater assessments in an effort to achieve site closure. The concentrations of crude oil from the Exxon-Mobile pipeline, according to the Assessment, appear to be minimal and likely will not require any cleanup. Some contamination from the adjacent Shell gas station may have encroached onto the site resulting in a co-mingled plume. Further treatment of the gasoline-related compounds will be a responsibility of Shell. The Assessment concludes with the statement, “either way, if additional cleanup is required, it can be accomplished using chemical oxidation or other in-situ methods.” This subsurface cleanup mitigation/remediation activity is widely used for underground fuel tank leaks which have caused subsurface contamination and it lends itself well to in-place treatment. As such, both the crude oil pipeline spill and the gasoline plume from the Shell station spill, will be remediated over-time and in place below grade. The Shell station completed its initial cleanup when it removed the leaking tank and excavated the contaminated soil adjacent to it. No further excavation was deemed required by the oversight agency as of this time⁸</p> <p>No cleanup will be required prior to the development of the parking lot. The potential contamination that exist onsite is, approximately 20 to 30 feet below the existing surface, and does not pose any constraints for use of the site as a park-and-ride facility. Subsurface cleanup activities may occur in the future, but are not in conflict with the park-and-ride facility.</p> <p><u>Avoidance of Hazardous Materials During Site Construction</u></p> <p>There will be no demolition of temporary or permanent structures as a part of the project. Consequently, disturbance of the project site from construction activities would be minimal, consisting of base stabilization and rough grading to accommodate the proposed paved parking areas and associated improvements. The only construction activities requiring a deeper excavation are at the locations of the proposed light standards and drainage facilities. In addition, the existing monitoring wells would be converted to at-grade wellheads with traffic-rated covers to remain accessible. If needed, additional wells could be installed in the future and not adversely affect the use of the parking lot.</p> <p>Despite the low levels of contamination associated with the project site, there always exists the possibility that construction workers could be exposed to hazardous materials during construction, particularly during grading and excavation activities. The public would not be exposed to any hazardous materials</p>
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⁸ Ibid, Page 16

during construction or operation. Application of the following mitigation measure would protect the public and construction workers during earthmoving activities:

Mitigation Measure HAZ-1: During construction, workers will be instructed to be cognizant of stained soils and odors, which are indicative of a change in materials, and to notify on-site geotechnical personnel of such conditions. Geotechnical personnel shall evaluate the material with field instruments such as a photo ionization detector or PID for compounds and concentrations. If concentrations exceed regulatory thresholds additional protective measures shall be implemented, in accordance with applicable state and federal regulations and to the satisfaction of the City of Santa Clarita.

The project site falls under the jurisdiction of the South Coast Air Quality Management District or SCAQMD. SCAQMD Rule 1166, Volatile Organic Compound Emissions From Decontamination Of Soil, applies to the excavating, grading, handling and treating of VOC-contaminated soils resulting from the leakage from storage and transfer operations. Rule 1166 specifically requires the monitoring of potentially contaminated soils by a qualified individual using an organic vapor analyzer (OVA) no greater than three inches from the material every 15 minutes. Readings above 50PPM are considered contaminated and require specific mitigation measures such as wetting and covering with plastic. Soils exceeding 1,000 PPM are required to be loaded into vapor tight containers or to be wetted, placed in covered trucks and transported for treatment or disposal immediately. The details of Rule 1166 include an application for permit and an approved Contaminated Soil Mitigation Plan. The City is required to have a qualified personnel present during all grading and excavations activities when the project is disturbing areas not previously disturbed to monitor the soil for potential contamination. The implementation of Rule 1166 will minimize VOC emissions on site and keep them from the surrounding community.

Underground Gas Pipeline

The site is traversed by an abandoned Southern California Gas Company (SCGC) gas pipeline. When the original McBean Transfer Station was constructed on the site, this pipeline was active and, thus, was rerouted around the Transfer Station to Valencia Boulevard. However, since the Transfer Station was constructed, SCGC constructed a new gas pipeline in the Magic Mountain Parkway right-of-way that rendered the pipeline that traverses the project site unnecessary. SCGC subsequently decommissioned the pipeline onsite. Since it is abandoned, the gas pipeline that traverses the site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. The proposed project would result in no significant impacts related to the onsite abandoned gas pipeline.

c) No Impact: The project site is not located within one-quarter mile of an existing or proposed school. Furthermore, as discussed in Section VII.a) of this report, the proposed uses are not anticipated to store, use, or generate substantial amounts of hazardous materials, and are not anticipated to utilize any acutely hazardous materials. Therefore, the project would have no related impacts.

e) No Impact: There are no airports located within two miles of the project site; and the project site is not within an airport land use plan. Therefore, the project would not result in a safety hazard for people residing or working in proximity to

	<p>an airport, and the proposed project would have no associated impacts.</p> <p>f) No Impact: The project site is not within the vicinity of a private airstrip. There are no airplane transportation facilities, public or private, within two miles of the project site. Therefore, the project would not result in a safety hazard for people residing or working in proximity to a private airstrip, and the proposed project would have no associated impacts.</p> <p>g) No Impact: The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. Furthermore, the project site is not utilized by any emergency response agencies, and no emergency response facilities exist in the immediate project vicinity. Therefore, the proposed project would have no impact on emergency response planning.</p> <p>h) No Impact: As identified on the City’s Potential Wildland Fire Hazards Areas map (Exhibit S-6 of the City’s General Plan), the project site is not located within a fire hazard area. Therefore, there would be no exposure of people or structures resulting from wildlands fires.</p>
<p>IX. HYDROLOGY AND WATER QUALITY</p>	<p>a) Less than Significant Impact: Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California’s Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.</p> <p>The proposed MRTC Park-and-ride site is approximately 5.7-acres in size; the proposed park-and-ride improvements including parking lot, commuter passenger loading, bus layover pads and passenger drop-off areas, is approximately 4.9-acres. The 0.8-acre balance will be maintained as existing hillside and native vegetation. The 4.9-acre site will consist of 3.3-acres of impermeable paving (a combination of asphalt concrete and Portland Cement Concrete paving), 0.9-acres of permeable paving and 0.7-acres of landscaping. The landscaping area within the park-and-ride improvements is 14% (exceeding the City’s requirement of 5%); the overall landscaping/vegetative/natural area is 26% of the entire site. The proposed pervious area of the site is approximately 2.4-acres, or 42%, of the project site.</p> <p>The project consists of constructing an at-grade parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). Additional proposed amenities include bike racks, passenger drop off area, five bus layover pads, commuter passenger loading area, signage and various landscaping amenities including lighting. None of the proposed uses are point source generators of water pollutants, and thus, no quantifiable water quality standards apply to the project. As an urban development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff, such as trash, sediment, metals, and nutrients. However, source control activities would be conducted which include parking lot sweeping, cleaning of spills, and the availability of trash receptacles and stabilization of soil with landscaping treatments.</p> <p>Vegetative bio-swales are proposed within the parking lot area adjacent to the parking stalls. The bio-swales will intercept surface run-off and provide filtration benefits as the water infiltrates through the swale soil into the subdrainage system. Permeable pavement is proposed in the passenger car parking stall area; the</p>

	<p>permeable pavement has both storage and filtration properties as run-off seeps through the pavement, towards the bio-swales and into the subdrainage system. A small settlement pond is proposed at the northeast corner of the property adjacent to an existing storm drain inlet pipe. Low flows will accumulate at this location and infiltrate into the ground. Larger flows following the first flush will enter the storm drain inlet. Natural BMPs (best management practices) are preferred to provide water quality measures; however a storm drain bio-filtration unit may be used to provide additional benefits and meet the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements.</p> <p>In addition, off-site run-on will be diverted around the project and conveyed to existing storm drain systems. Treatment controls are being incorporated into the project by directing run-off to vegetated areas, this would allow sediment to settle out, litter to be captured and pollutants to be reduced through biological processes. These strategies address all facets of storm water quality and would reduce impacts to storm water by the project and its operations to less than significant levels.</p> <p>b) Less than Significant Impact: The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.</p> <p>The Santa Clara River and its tributaries are the primary groundwater recharge areas for the Santa Clarita Valley (City of Santa Clarita General Plan). The existing McBean transfer facility site's runoff currently flows into an engineered storm drain system, and is not part of the natural drainage system that is largely responsible for recharging groundwater. The proposed project would alter the drainage of the site by adding impermeable surfaces; however, the proposed project would maintain the site's outflow into the supporting storm drain system. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and the project would have no related significant impacts.</p> <p>c) Less than Significant Impact. See response to IX. a), above. The proposed project does not include the channelization of any drainage courses and would not focus surface water flows onto areas of exposed soil. In addition, the on-site drainage system, in accordance with National Pollutant Discharge Elimination System (NPDES) requirements, would include Best Management Practices (BMPs) to reduce erosion and siltation to the maximum extent practicable. Therefore, with the application of standard engineering practices, NPDES requirements, and City standards, the project would not result in substantial erosion or siltation on- or off-site, and the project would have no related significant impacts.</p> <p>d) Less than Significant Impact: As discussed in section IX.a) of this report, the proposed project's stormwater runoff would be diverted around the project and conveyed to existing storm drain systems. A drainage report was prepared for the project.⁹ (see Appendix G) As described in this report, treatment controls are being incorporated into the project that would direct run-off to vegetated areas. For example, the permeable pavement in the parking areas has both storage and filtration properties. Run-off would seep through the pavement, towards the bio-swales and into a subdrainage system. Two settlement ponds (detention basins) are</p>
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⁹ Drainage Report for the McBean Regional Transit Center, Willdan Engineering, August 2011.

also proposed (one at the northeast corner of the property adjacent to an existing storm drain inlet pipe and one at southwest portion of the property adjacent to the newly-proposed ingress/egress driveway) . Low flows would accumulate at these locations and infiltrate into the ground. Larger flows following the first flush would enter into storm drain inlets and then into an 18-inch sub-surface drainage reinforced concrete pipe (RCP) that connects to an existing the storm drain on McBean Parkway. The proposed drainage system would adequately accommodate storm water flows on the project site. Therefore, the project would not result in flooding on- or off-site, and the project would have no related significant impacts.

e) Less than Significant Impact: See response to IX. a), above. The project is required to comply with the City’s engineering standards for volume of water discharged in the storm drain system and is required to comply with the City’s SUSMP ordinance to ensure that stormwater flows are properly treated before entering the storm drain system. The project includes a drainage system that incorporates drainage swales and detention basins that are designed to both reduce water contaminate levels through natural biological processes and to then conduct this water to a subsurface drainage system that would connect to existing drainage facilities in McBean Parkway. Therefore, the proposed project would not affect the capacity of the stormwater drainage system and would not create any source of polluted runoff.

f) Less than Significant Impact: The proposed project would not measurably degrade water quality. As described above, the facility will include a system of reducing contaminants in runoff through bioswales and detention basins. The proposed development will not be a point-source generator of water pollutants. Compliance with the City’s SUSMP ordinance will ensure that the proposed project would not generate stormwater pollutants that would substantially degrade water quality.

The project does have the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The Countywide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminates from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:

1. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;
2. Construction-related materials, wastes, spills or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
3. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

In addition, since the project is greater than one acre in size, construction of the project is subject to additional stormwater pollution requirements. The State Water

	<p>Resources Control Board (SWRCB) maintains a statewide NPDES permit for all construction activities within California that result in one (1) or more acres of land disturbance. This permit is known as the State's General Construction Activity Storm Water Permit or the State's General NPDES Permit. Since the proposed project involves greater than one (1) acre of land disturbance, the project is required to submit to the SWRCB a Notice of Intent (NOI) to comply with the State's General Construction Activity Storm Water Permit. This NOI must include a Storm Water Pollution Prevention Plan (SWPPP) that outlines the BMPs that would be incorporated during construction. These BMPs would minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-storm water management procedures.</p> <p>Complying with both the MS4's construction site requirements and the State's General Construction Permit, as well as implementing a SWPPP ensures that future construction activity on the project site would not significantly impact water quality.</p> <p>g) No Impact: The project site is not within a floodplain as shown on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (FIRM) for the project area. As shown on FIRMs 06037C0815F and 06037C0820F, the project site lies within Zone D, and is not within the a 100-yr flood zone. Therefore, the proposed project would not place future housing in flood hazard areas and would have no related impacts.</p> <p>h) No Impact: See response to VIII.g). The project site is not within the 100-year flood zone depicted on FEMA and City flood hazard mapping. Therefore, the proposed project would not place future structures in a flood hazard area and would have no related impacts.</p> <p>i) No Impact: The project site is not within a flood hazard area and there are no levees, dams, or other water detention facilities in the vicinity of the project site. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving flooding, and the project would have no related impacts.</p> <p>j) No Impact: There are no bodies of water in the vicinity of the project site that are capable of producing seiche or tsunamis. Similarly, the project site is not in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impact from seiche, tsunami, or mudflow.</p> <p>k) Less than Significant Impact: The project would not noticeably alter the site's drainage patterns. As discussed above in Sections IX.c) and IX.d), compliance with City engineering requirements, implementation of the proposed on-site drainage and detention facilities, and the City's SUSMP ordinance ensures that the proposed development's drainage plan is properly designed and implemented. In addition, since only surface-level grading is required for the project, the project does not involve grading or excavation into the groundwater table, and would not place any subterranean structures or foundations that would encroach into a groundwater aquifer. Consequently, groundwater flows would not be affected. Therefore, the proposed project would not result in significant impacts from changes in the rate of flow, currents, or the course and direction of surface water and groundwater.</p> <p>l) No Impact: The project would not cause any other impacts due to the</p>
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	<p>modification of a wash, channel, creek, or river.</p> <p>m) i-vii Less than Significant Impact: As discussed above in Sections IX.a), IX.c), XI.d), and XI.e) of this report, the project is required to comply with the City’s SUSMP ordinance, the Countywide MS4 permit, the State’ NPDES General Construction Permit, and required to implement a SUSMP compliance plan and SWPPP. Compliance with these requirements of the Clean Water Act and the NPDES will ensure the proposed project would not significantly impact stormwater management.</p>
<p>X. LAND USE AND PLANNING</p>	<p>a) No Impact: The project would not physically divide an existing community, as the site is surrounded by urbanized land uses on all sides, and the project would not result in barriers or obstruction for pedestrians. No adverse impact will result.</p> <p>b) Less Than Significant Impact: The City’s recently adopted General Plan (the “One Valley One Vision” plan) designates the entire site as CR (Regional Commercial). The City’s Zoning Map, which to date has not been updated to reflect the new General Plan, designates the site for CTC (Commercial Town Center) and RM (Residential Moderate) uses. (Parcel 2861-62-900 is zoned CTC, while parcels 2861-066-003 and 2861-062-160 are zoned RM.)</p> <p>The CR General Plan designation and the CTC zoning designation correspond to central and regional commercial districts and are applied to the site due to its proximity to the Valencia Town Center. The RM zoning designation corresponds to small groupings of attached dwellings such as duplexes, triplexes, and fourplexes with a density of up to eleven (11.0) dwelling units per acre.</p> <p>The City’s Municipal Code (Section 17.13.040) permits park-and-ride lots in the RM zone with the approval of a Conditional Use Permit (CUP). Therefore, a CUP is required for the project. The project meets all other applicable zoning requirements (e.g., development standards, etc.) of the current zoning on the property. No significant impacts related to conflicts with land use plans, policies, or regulations would result from the project.</p> <p>In addition to the CUP discussed above, the project requires an Oak Tree Permit for the proposed removal of three oaks. See section III (e) above for a discussion of the project’s compliance with the City’s Oak Tree Ordinance.</p> <p>c) No Impact: As discussed in Section IV.f) of this report, the project site is not within a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved environmental resource conservation plan. Therefore, the project would not conflict with any adopted environmental conservation plans, and the project would have no related impacts.</p>
<p>XI. MINERAL AND ENERGY RESOURCES</p>	<p>a-b) Less than Significant Impact: The project site lies within Zone 2 (Aggregate), as identified on Exhibit CO-2 of the City’s General Plan and is not in or near a mineral extraction area. The site’s current zoning would prohibit extraction of mineral resources at this location. Given the current zoning of the site which prohibits mineral extraction and the fact there are other areas in Santa Clarita where mineral resources are available for extraction, the proposed project would not result in the loss of availability of a known mineral resource, and the project would have no related significant impacts.</p> <p>c) Less than Significant Impact: The project would utilize building materials and human resources for construction of the project. Many of the resources utilized for</p>

	<p>construction are nonrenewable, including manpower, sand, gravel, earth, steel, and hardscape and landscape materials. Other construction resources, such as lumber, are slowly renewable. In addition, the project would commit energy and water resources as a result of the construction, operation, and maintenance of the proposed park-and ride facility. Much of the energy that will be utilized on-site will be low-level (such as energy used to illuminate the parking and security lighting) and generated through combustion of fossil fuels, which are nonrenewable resources.</p> <p>It should be noted that market-rate conditions encourage the efficient use of materials and manpower during construction. Similarly, the energy and water resources that would be utilized by the proposed development would be supplied by the regional utility purveyors, which participate in various conservation programs. Furthermore, there are no unique conditions that would require excessive use of nonrenewable resources on-site, and the project is expected to utilize energy and water resources in the same manner as typical modern parking facility. Therefore, the proposed project would not use nonrenewable resources in a wasteful and inefficient manner, and the project would have no related significant impacts.</p>
<p>XII. NOISE</p>	<p>a, c, d) Less than Significant Impact: Guidelines in the Noise Element of the City’s General Plan indicate that the proposed project is conditionally acceptable in a 50 to 70 Community Noise Equivalent Level (CNEL) zone for residential uses, and 60 to 75 CNEL for commercial uses. The Noise Element further states that an interior noise limit of 45 CNEL for residences are considered acceptable with residential outdoor uses with a 60 CNEL noise environment being required to have an acoustical analysis indicating the methods in which the allowable 45 CNEL will be maintained for indoor noise levels.</p> <p>A Noise Assessment was prepared for the project by Mestre Greve Associates and is included as Appendix H of this Initial Study. The Noise Assessment studied both short term (construction related) and long-term (operations related) noise impacts resulting from the project. Long term noise impacts were expected to result from addition of project vehicles to area roadways (i.e., traffic noise) and from noises generated from use of the proposed facility (e.g., car starts, horn honks, tire squeals, human voices, etc.). The subsections below summarize the results of the project’s Noise Assessment.</p> <p><u>Construction Noise</u></p> <p>Noise generated by construction equipment can reach high levels. Typical equipment that might be employed for this type of project includes graders, scrapers, front loaders, trucks, concrete mixers and concrete pumps. The peak noise level for most of the equipment that will be used during the construction is 70 to 95 dBA (A-weighted decibels) at a distance of 50 feet. Noise levels at further distances would be less than this. For example, at 200 feet, the peak construction noise levels range from 58 to 83 dBA.</p> <p>The nearest sensitive land uses are the existing residential land uses immediately west. Potential construction operations could occur as close as 300 feet from the nearest residential buildings with most of the construction occurring at distances greater than 500 feet. Based on a distance of 300 feet, the worst-case unmitigated peak (Lmax) construction noise levels could be 55 to 80 dBA at the nearest homes. However, as the construction is moved towards the center of the project site (i.e., 500 feet from homes), the Lmax noise levels would be about 50 to 75 dBA. The</p>

average noise levels (L_{50}) are typically 5 to 15 dB lower than the peak noise levels. Average noise levels (L_{50}) at the nearest existing residential buildings could be in the range of 45 to 70 dBA (L_{50}).

Loud construction activities could generate noise levels in excess of limits defined in the Noise Ordinance. The Noise Ordinance prohibits construction activities within 300 feet of residential zone to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, 8:00 a.m. and 8:00 p.m. on Saturday. Construction is not be allowed at anytime on Sundays or on public holidays. With required compliance with the City's Noise Ordinance, construction of the proposed project would not cause any significant noise impacts:

Traffic Noise

Increased traffic caused by the project would result in increased traffic noise levels along the roadways in the vicinity of the project. Table XII-1 shows the expected incremental traffic noise level increases on adjacent roadways for the project. The noise level increases were calculated by MGA using traffic volumes presented in the project's Traffic Report (see Section XVII and Appendix I of this Initial Study).

Table XII-1 indicates that the project itself would result in a very minor change in Community Noise Equivalent Levels (CNEL) along all roadways in the area, except the South Mall Entrance west of McBean Parkway. Except for the South Mall Entrance, all roadway noise increases are less than 0.2 dBA and this change would not be discernable to residences or other receptors. For comparison, noise changes less than 1 dB are typically not audible to the average adult and an increase of 3 dB is often used as a significance threshold. The only use along South Mall Entrance is a car wash. Car washes are usually considered to be a generator of noise and are not sensitive to noise. Therefore, the project's contribution to traffic noise levels would not be significant.

Table XII-1 Traffic Noise CNEL Increases (dB)		
Roadway	Link	Increase
Magic Mountain Pkwy	West of McBean Parkway	0.01
	East of McBean Parkway	0.00
	West of Valencia Parkway	0.00
	East of Valencia Parkway	0.04
South Mall Entrance	West of McBean Parkway	3.08
	East of McBean Parkway	0.00
Valencia Boulevard	West of Goldcrest Drive to Goldcrest Drive to Portofino Apt. Dwy.	0.02
	Portofino Apt. Dwy. to McBean Parkway	0.02
	Portofino Apt. Dwy. to McBean Parkway	0.06
	East of McBean Parkway	0.06

	West of Magic Mountain Pkwy.	0.06
	East of Magic Mountain Pkwy.	0.04
McBean Parkway	North of Magic Mountain Pkwy.	0.03
	Magic Mountain Parkway to S. Mall Ent.	0.04
	S. Mall Entrance to Valencia Boulevard	0.07
	South of Valencia Boulevard	0.03
	North of Orchard Village Road	0.04
	South of Orchard Village Road	0.01
	Portofino Apt. Dwy.	East of Valencia Parkway
Goldcrest Drive	West of Valencia Parkway	0.00
	East of Valencia Parkway	0.00
Orchard Village Road	South of McBean Parkway	0.05

Onsite Operational Noise

The proposed parking area would be a source of noise. Sensitive land uses near the project site include residential uses to the west as near as 300 feet to the parking area. Residences are also located south of the project across Valencia Boulevard. These residences are as close as 250 feet to the parking area.

Traffic associated with parking lots is not usually of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by car door slamming, engine start-up, alarm activation and car passbys can still be annoying to nearby residents. Tire squeal may also be a problem depending on the type of parking surface. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table XII-2. These levels are based on measurements conducted by Mestre Greve Associates. The noise levels presented are for a distance of 50 feet from the source, and are the maximum noise level generated. A range is given to reflect the variability of noise generated by various automobile types and driving styles.

Table XII-2 Maximum Noise Levels Generated by Parking Lots (dBA at 50 feet)	
Event	Lmax
Door Slam	60 to 70
Car Alarm Activation	65 to 70
Engine Start-up	60 to 70
Car pass-by	55 to 70

	<p>The nearest residences (south of project) to the project is as close as 250 feet from the proposed parking spaces, and may experience a maximum noise level of approximately 56 dBA. This noise level is below the City’s noise criteria of 80 dBA Lmax for residential zones. As a result, significant noise impact is not expected as a result of the parking lot activities. It should also be noted that the existing Lmax noise levels from Valencia Boulevard are substantially higher than projected for the parking lot. Residences to the west may be as close as 300 feet to parking areas. The Lmax noise level could be as high as 54 dBA at these residences due to the parking area. Therefore, operations of the proposed facility would not cause a significant noise impact.</p> <p>b) Less Than Significant Impact: There are no established vibration standards in the City of Santa Clarita. Regardless, the proposed MRTC would neither generate, nor expose people to excessive groundborne vibrations or groundborne noise levels. Construction of the project may temporarily generate vibrations. However, the proposed project does not involve construction practices that are typically associated with vibrations, such as pile driving and large-scale demolition. Therefore, the proposed project would not cause significant vibration impacts.</p> <p>e) No Impact: The proposed project is not located within an airport land use plan of within two miles of a public airport.</p> <p>f) No Impact: The proposed project is not located within the vicinity of a private airstrip.</p>
<p>XIII. POPULATION AND HOUSING</p>	<p>a) Less Than Significant Impact. The proposed project consists of the development of a 285-space park-and ride lot for the McBean Regional Transit Center. This action does not involve the development of any new homes or businesses, and thus would not directly induce growth. Although the project proposes the expansion of a public service (park-and-ride lot to accommodate increased numbers of riders utilizing the transit center), it is intended to serve the needs of existing commuters and to eliminate current access and parking issues by increasing the convenience of passenger loading areas and commuter parking. Consequently, the proposed project would not induce any secondary growth. The project would have less than significant impacts to the local or regional population and would not exceed official regional or local population projections.</p> <p>b) No Impact. The project site does not include any existing residences. In addition, the proposed project would not cause any residences to be vacated, condemned, or demolished. Therefore, the proposed project would not displace any existing housing and would have no associated impacts</p> <p>c) No Impact: See response to XIII b), above. Currently there is no housing on the project site that would be displaced as a result of the development of the expanded park-and-ride facilities. Consequently, there would be no housing displacement or the need to construct replacement housing elsewhere.</p>
<p>XIV. PUBLIC SERVICES</p>	<p>a) i. Less than Significant Impact: The proposed project would not result in the need for additional new or altered fire protection services and would not alter acceptable service ratios or response times. The project includes the construction of an at-grade park-and-ride parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). The project site itself is within an area that is already served by existing fire stations. The locations of the existing MRTC transit facility and the future park-and-ride lot can receive emergency medical services from the</p>

	<p>Los Angeles County Fire Department. Response times would be unchanged and acceptable should the need arise for such services by users of the park-and-ride lot. Therefore, the project would not significantly impact fire protection services.</p> <p>a) ii. Less than Significant Impact: The proposed project would not result in the need for additional new or altered police protection services and would not alter acceptable service ratios or response times. The project includes the construction of an at-grade park-and-ride parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). Dedicated site lights would also be installed and security cameras would be installed pending funding. There is a security officer at the existing transfer station and this security service would be expanded to the proposed site during the construction phase and also during the operation of the park-and-ride lot. In addition, the City of Santa Clarita’s Code Enforcement staff would enforce the City’s parking restrictions, noise ordinance, and other municipal codes. The Los Angeles County Sheriff’s Department would also serve the proposed facility. There would be no increase in the total number of structures or population served by the either City’s Code Enforcement staff or Sheriff’s Department and the project itself is not large enough to require the development of additional police facilities. Therefore, the proposed project would not significantly impact police protection services.</p> <p>a) iii. No Impact: The proposed project does not involve the addition of residents and would not induce residential growth. Consequently, the proposed project would not increase the number of students attending schools. Therefore, the proposed project would have no impact on schools.</p> <p>a) iv. No Impact: The project includes the construction of an at-grade park-and-ride parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). The City’s General Plan establishes Park Standards to ensure adequate Community and Neighborhood Parks are provided for its residents. Since the project does not include housing or induce residential growth, it would have not impact on existing parks.</p>
<p>XV. RECREATION</p>	<p>a) No Impact: As discussed in Section XIII. a) iv. of this report, the proposed project contains no residential housing and would, therefore, not increase the use of or need for neighborhood and regional parks.</p> <p>b). No Impact: The project includes the construction of an at-grade park-and-ride parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). The proposed project does not involve, and would not require, the construction or expansion of off-site recreational facilities. Therefore, the proposed project does not involve the development of recreational facilities that would have an adverse effect on the environment, and the project would have no associated impacts.</p>
<p>XVI. TRANSPORTATION / TRAFFIC</p>	<p>a) Less than Significant Impact with Mitigation: Willdan prepared a <i>Traffic Impact Analysis</i> (dated August 31, 2011) for the proposed project (Traffic Report), which is included in this Initial Study as Appendix I. This Traffic Report evaluated the proposed project pursuant to CEQA, the City’s Traffic Impact Report Guidelines, and the 2010 Los Angeles County Congestion Management Plan’s (CMP’s) guidelines (<i>Guidelines for CMP Transportation Impact Analysis</i>).</p> <p>The project’s Traffic Report estimates the peak hour (AM and PM) and average</p>

daily vehicle trips that would result from the proposed project, based on the trip generation rates identified by the Institute of Transportation Engineers (ITE), estimates based on the anticipated usage of the facility, and empirical data related to the planned re-routing of existing bus lines to the proposed facility. As shown in the following table, the proposed project would generate 213 trips during the AM peak hour, 154 trips during the PM peak hour, and 1,230 daily trips.

Land Use/Activity	AM			PM			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Park & Ride Parking Lot Trips ²	165	40	205	40	137	177	641	641	1282
Re-routed Existing Bus Patron Trips	-32	-5	-37	-2	-46	-48	-143	-143	-286
<i>Net New Parking Lot Trips</i>	<i>133</i>	<i>35</i>	<i>168</i>	<i>38</i>	<i>91</i>	<i>129</i>	<i>498</i>	<i>498</i>	<i>996</i>
"Kiss & Ride" Trips ³	30	30	60	30	30	60	201	201	402
Re-routed Existing "Kiss & Ride" Trips	-4	-11	-15	-15	-20	-35	-84	-84	-168
<i>Net New "Kiss & Ride" Trips</i>	<i>26</i>	<i>19</i>	<i>45</i>	<i>15</i>	<i>10</i>	<i>25</i>	<i>117</i>	<i>117</i>	<i>234</i>
Net Total New Trips	159	54	213	53	101	154	615	615	1230

¹ Re-routed existing bus patron trips and "Kiss & Ride" trips from Table 3 of the project's Traffic Impact Analysis that would use the transit center and offset the new project trips are subtracted from the project trips for net new project trips. No new bus lines are anticipated to use the proposed transit center, however, four existing Commuter lines (Routes 757, 796, 797 & 799) would be re-routed through it. These re-routed bus trips are accounted for and do not affect the project's trip generation since they are bus trips and not parking lot trips.
² Source: ITE *Trip Generation*, 8th Edition, Park & Ride Parking Lot trips based on 285 spaces
³ Source: City of Santa Clarita's Transit Coordinator

The project's trips were then distributed on the surrounding roadway network and the resulting Level of Service (LOS) and Intersection Capacity Utilization (ICU) delay was determined at nine intersections in the project vicinity for two scenarios – Existing Plus Project and Interim Year Plus Project (i.e., the cumulative scenario). Tables XVI-2 and XVI-3 identify the LOS and ICU delays that are expected to occur in the two scenarios at nine study intersections. These tables further compare the with-project LOS and ICU delay conditions to the without-project conditions and identify the change caused by the project. Changes meeting the following thresholds are considered a significant impact by the City of Santa Clarita:

- For LOS D, a change in ICU value greater than or equal to 0.02 when project traffic is added
- For LOS E or F, a change in ICU greater than or equal to 0.01 when project traffic is added

As shown in tables XVI-2 and XVI-3, the project would not cause a significant impact in the Existing Plus Project scenario, but would cause a significant impact at two intersections in the Interim Year Plus Project scenario. Mitigation Measures TRAF-1 and TRAF-2 are included to reduce the project's impacts on the two significantly impacted intersections – McBean Parkway/South Mall Entrance and Valencia Boulevard/Magic Mountain Parkway. Table XVI-4 shows that the changes in ICU and LOS that would occur after mitigation would not exceed the City's significance thresholds. Therefore, after mitigation the proposed project would not exceed, either individually or cumulatively, an established level of service standard or any other circulation system performance measures established by the City, and the project would cause no related significant impacts.

	<p>MM TRAF-1: To mitigate the project’s impact on the McBean Parkway/South Mall Entrance intersection to a less than significant level during the Interim Year scenario, the City of Santa Clarita shall:</p> <ul style="list-style-type: none"> • Convert protected/permissive left turn phasing to protected left turn phasing for both northbound and southbound left turns; and • Convert the eastbound through lane to a combined through/right turn lane to provide two right turn lanes. <p>MM TRAF-2: To mitigate the project’s impact on the Valencia Boulevard / Magic Mountain Parkway intersection to a less than significant level during the Interim Year scenario, the City of Santa Clarita shall:</p> <ul style="list-style-type: none"> • Construct a second westbound left turn lane. • Convert the westbound right turn lane to a combined through/right turn lane to maintain the same roadway width.
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Table XVI-2 Level of Service Summary – Existing Plus Project											
Intersection		Existing Without Project				Existing With Project				Change in ICU/Delay	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	AM PK	PM PK
1	McBean Pkwy/Magic Mnt Pkwy	0.566	A	0.877	D	0.568	A	0.881	D	0.002	0.006
2	McBean Pkwy/S Mall Entrance	0.296	A	0.546	A	0.347	A	0.593	A	0.051	0.047
3	McBean Pkwy/Valencia Blvd	0.492	A	0.660	B	0.521	A	0.686	B	0.029	0.026
4	McBean Pkwy/Orchard Village Rd	0.425	A	0.655	B	0.429	A	0.663	B	0.004	0.008
5	Valencia Blvd/Goldcrest Dr	0.377	A	0.460	A	0.378	A	0.461	A	0.000	0.000
6	Valencia Blvd/Portofino Apt Dwy	23.0	C	19.7	C	24.0	C	20.2	C	1.0	0.5
7	Valencia Blvd/Project Dwy	--	--	--	--	11.3	B	11.1	B	N/A	N/A
8	Valencia Blvd/Magic Mnt Pkwy	0.508	A	0.664	B	0.526	A	0.673	B	0.018	0.009
9	Valencia Blvd/MRTC Bus Dwy	10.8	B	10.7	B	11.1	B	10.7	B	0.3	0.0

ICU = Intersection Capacity Utilization; LOS = Level of Service

Table XVI-3 Level of Service Summary – Interim Year Conditions											
Intersection		Interim Without Project				Interim With Project				Change in ICU/Delay	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	AM PK	PM PK
1	McBean Pkwy/Magic Mnt Pkwy	1.074	F	1.131	F	1.076	F	1.136	F	0.002	0.005
2	McBean Pkwy/S Mall Entrance	0.582	A	0.932	E	0.590	A	0.979	E	0.008	0.047
3	McBean Pkwy/Valencia Blvd	0.896	D	0.887	D	0.914	E	0.893	D	0.018	0.008
4	McBean Pkwy/Orchard Village Rd	0.938	E	1.233	F	0.941	E	1.241	F	0.003	0.008
5	Valencia Blvd/Goldcrest Dr	0.667	B	0.722	C	0.678	B	0.723	C	0.00	0.00
6	Valencia Blvd/Portofino Apt Dwy	36.5	E	367.8	F	38.6	E	437.1	F	2.1	69.3
7	Valencia Blvd/Project Dwy	--	--	--	--	17.7	C	14.9	B	N/A	N/A
8	Valencia Blvd/Magic Mnt Pkwy	1.171	F	1.531	F	1.189	F	1.541	F	0.018	0.010

Table XVI-3 Level of Service Summary – Interim Year Conditions											
Intersection		Interim Without Project				Interim With Project				Change in ICU/Delay	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	AM PK	PM PK
9	Valencia Blvd/MRTC Bus Dwy	16.4	C	14.0	B	16.9	C	14.1	B	0.5	0.1

ICU = Intersection Capacity Utilization; LOS = Level of Service

Table XVI-4 Level of Service Summary – Interim Year Conditions With Mitigation											
Intersection		Interim Without Project				Interim With Project With Mitigation				Change in ICU/Delay	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	ICU or Delay (sec)	LOS	AM PK	PM PK
2	McBean Pkwy/S Mall Entrance	0.582	A	0.932	E	0.590	A	0.928	E	0.008	-0.004
8	Valencia Blvd/Magic Mnt Pkwy	1.171	F	1.531	F	0.922	E	1.442	F	-0.249	-0.089

ICU = Intersection Capacity Utilization; LOS = Level of Service

	<p>b) No Impact: The Los Angeles County Congestion Management Program (CMP) does not require traffic impact analyses for projects that contribute less than 50 trips to CMP arterial monitoring intersections during either the AM or PM weekday peak hours. None of the evaluated intersections are CMP arterial monitoring intersections and the project would not contribute 50 or more peak hour trips to any such intersections. Therefore, the proposed project would conflict with the Los Angeles County CMP, and the project would cause no related impacts.</p> <p>c) No Impact: The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns.</p> <p>d) No Impact: The project has been evaluated by the City’s Traffic Division and its circulation design has been found to not contain any hazardous conditions. In addition, the project’s circulation design meets the City’s engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use, and would have no associated impacts.</p> <p>e) No Impact: The proposed project would not place any permanent or temporary barriers on any roadways and would not cause any closures of any roadways. As a transit center, the project includes multiple accesses, including bus- and vehicle-accessible driveways from both Valencia Boulevard and McBean Parkway. Therefore, the proposed project would have no impact related to emergency access.</p> <p>f-g) No Impact: The proposed project is a regional transit center that is intended to assist the City in achieving its policies, plans, and programs regarding public transit. Similarly, the project is intended to promote and enhance bicycle and pedestrian circulation by providing amenities for bicyclists and pedestrians, including bike lockers, sidewalks, and other improvements. The proposed project would not create hazards or barriers for pedestrians or bicyclists. Therefore, the proposed project would cause no adverse impacts related to public transit or bicycle or pedestrian circulation.</p>
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<p>XVII. UTILITIES AND SERVICE SYSTEMS</p>	<p>a) No Impact: The project includes the construction of an at-grade park-and-ride parking lot that will provide up to 285 parking spaces (including 6 disabled parking spaces) for patrons of the existing McBean Regional Transit Center (MRTC). No restrooms are proposed as a part of the facility. The proposed facility would not generate atypical wastewater such as industrial or agricultural effluent. Therefore, there would be no wastewater that would exceed wastewater treatment requirements, and the project would have no associated impacts.</p> <p>b) No Impact: See response to XVI a), above. The proposed development would minimally increase the demand for water and wastewater service. Current water and wastewater facilities maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are related to the irrigation facilities that would be needed for the landscaped areas on the project site. Landscape irrigation water demand would be reduced through the use of native, drought tolerant plants and efficient irrigation techniques. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts.</p> <p>c) Less than Significant Impact: As discussed in sections IX. a) and IX. d) of this report, the proposed project would implement an engineered bioswale drainage and drainage detention system that would connect via subsurface pipe to an existing storm drain that empties into a Los Angeles County storm drain in the McBean Parkway right-of-way. As required by the City of Santa Clarita and the Countywide MS4 Permit, the final design of the facility’s drainage system will be engineered so that post-development peak runoff discharge rates are equal to or less than pre-development peak runoff rates. Therefore, the proposed project would not require or result in the construction of new offsite stormwater drainage facilities or the expansion of existing facilities off-site, and the project would have no related significant impacts.</p> <p>d) Less than Significant Impact: Valencia Water Company (VWC) provides water services to the project site. The VWC’s water sources are derived from the State Water Project and local groundwater resources generated primarily from the Santa Clara River. These existing water supplies are sufficient to serve the proposed development. Therefore, the proposed project would not require new or expanded water entitlements, and the project would have no related significant impacts.</p> <p>e) Less than Significant Impact: See responses to XVI a) and b). The Los Angeles County Sanitation District provides wastewater services to the project site. The Sanitation District’s existing facilities are sufficient to accommodate the proposed development. Therefore, the proposed project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the proposed development, and the project would have no related significant impacts.</p> <p>f) No Impact: The project’s generation of solid waste would be minimal in nature. The project would be served by a landfill a landfill (Chiquita Canyon) with sufficient permitted capacity to accommodate the project’s solid waste disposal needs. Chiquita Canyon Landfill is not expected to reach capacity for approximately 14-16 years.</p> <p>g) No Impact: See response to XVI f), above. The California Integrated Waste Management Act requires that jurisdictions maintain a 50% or better diversion rate</p>
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	<p>for solid waste. The City implements this requirement through the City's franchised Solid Waste Management Services. Per the agreements between the City and the franchised trash disposal companies, each franchisee is responsible for meeting the minimum recycling diversion rate of 50% on a quarterly basis. Franchisees are further encouraged to meet the City's overall diversion rate goal of 75%. The proposed project is required to comply with the applicable solid waste franchise's recycling system and, thus, will meet the City's and California's solid waste diversion regulations. Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.</p>
<p>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</p>	<p>a) Less than Significant Impact: Based on the analysis in Sections IV and V of this document, the proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, the proposed project does not result in a Mandatory Finding of Significance due to impacts to biological or cultural resources.</p> <p>b) Less than Significant Impact: The proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, aesthetics, hydrology/water quality, noise, traffic/transportation, public services, and utility impacts. However, based on the analysis contained in this document, none of these cumulative impacts are substantial, and the project would not cause any cumulative impacts to become substantial. Therefore, with the incorporation of mitigation measures the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts.</p> <p>c) No Impact: As discussed in Sections VIII and XV of this document, the proposed project would not expose persons to flooding or transportation hazards. Section VI of this document explains that users of the expanded park-and-ride facility could be exposed to strong seismic earth shaking due to the potential for earthquakes in Southern California and fault zones in the immediate vicinity of the project site. The earth and geology conditions of the site, however, would be alleviated by the required compliance with the California Building Code and, thus, the proposed project would not result in adverse effects on human beings from geotechnical considerations. Therefore, the project would not create environmental effects that would cause substantial adverse effects on humans.</p>

MITIGATION MONITORING PROGRAM

Identification of Mitigation Measures and Monitoring Activities
I. AESTHETICS
None Required
II. AGRICULTURAL RESOURCES
None Required
III. AIR QUALITY
<p>Mitigation Measure AQ-1: The site shall be watered three times a day during the site preparation. Party Responsible for Mitigation: Contractor Monitoring Action/Timing: During the site preparation phase of construction. Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p>
IV. BIOLOGICAL RESOURCES
<p>Mitigation Measure BIO-1: Clearing, grubbing, and/or removal of vegetation – particularly removal of mature trees from the site – shall be conducted outside the nesting bird season, which typically occurs from February 16 to August 31. Any grubbing and/or removal of vegetation during the nesting bird season (February 16 to August 31) will require a nesting survey performed by a qualified biologist at least one (1) week prior to the activity and weekly thereafter. If discovered, all active nests shall be avoided and provided with an adequate buffer zone to protect nest/individuals as determined by the biologist (typically a minimum buffer of 300 feet for most species and 500 feet for raptors). Once buffer zones are established, work shall not commence/resume within the buffer until a qualified biologist confirms that all fledglings have left the nest, which would likely not occur until the end of the nesting season. Party Responsible for Mitigation: City of Santa Clarita CIP Division Monitoring Action/Timing: During the clearing, grubbing, and/or removal of vegetation phases of construction. Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure BIO-2: The applicant shall be required to mitigate for the removal of the three oak trees by replacing them with three new trees similar in size, same species and approved by the City of Santa Clarita Oak Tree Specialist. Replacement oak trees shall be planted in close proximity to the original location of the three trees that were removed. Party Responsible for Mitigation: City of Santa Clarita CIP Division Monitoring Action/Timing: Ensure replacement trees are planted prior to opening of facility Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure BIO-3: The applicant and their contractor’s shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the project. Party Responsible for Mitigation: City of Santa Clarita CIP Division/Contractor Monitoring Action/Timing: Ensure compliance with Oak Tree Ordinance during construction Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure BIO-4: Landscaping near the oak trees shall consist of plant material that is compatible with native oak trees. All plant material shall be kept a minimum distance of six (6’) feet from the edge of the trunk in all directions. A 3-4 inch layer of natural woodchips and / or mulch shall be applied in within this protected area of the oaks. Party Responsible for Mitigation: City of Santa Clarita CIP Division Monitoring Action/Timing: Ensure landscaping complies with this measure by reviewing landscape plans and inspecting the site prior to opening of the facility</p>

Identification of Mitigation Measures and Monitoring Activities
<p style="text-align: center;">Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure BIO-5: Irrigation to and around the oak trees shall consist of drip or bubbler type systems. Overhead irrigation shall not be permitted near the oak trees. Party Responsible for Mitigation: City of Santa Clarita CIP Division Monitoring Action/Timing: Ensure irrigation complies with this measure by reviewing landscape plans and inspecting the site prior to opening of the facility Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure BIO-6: Protective fencing shall be required around any oak tree that is planted on site if any form of construction is still taking place. Protective fence may consist of the standard 4' foot high safety orange vinyl fencing. Fencing shall remain around the oaks until all construction has been completed. Party Responsible for Mitigation: City of Santa Clarita CIP Division/Contractor Monitoring Action/Timing: Ensure appropriate protective fencing is installed and maintained during construction Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure BIO-7: Woodchips generated from the removal of the three oak trees shall be recycled and used as mulch for the new replacement oak trees. Party Responsible for Mitigation: City of Santa Clarita CIP Division/Contractor Monitoring Action/Timing: Ensure landscaping complies with this measure by reviewing landscape plans and coordinating with the contractor during construction Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p>
<p>V. CULTURAL RESOURCES</p>
<p>Mitigation Measure CULT-1: Prior to any ground-disturbing activities construction personnel shall undergo awareness training for historic and prehistoric artifacts. This shall include object-recognition, the need to stop all work around a suspected or questionable occurrence, notification of their supervisor and project manager, protect in-place activities, penalties for souvenir collecting or salvage which includes termination and the regulatory requirements. Party Responsible for Mitigation: City of Santa Clarita CIP Division/Contractor Monitoring Action/Timing: Prior to construction ensure awareness training is conducted Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p> <p>Mitigation Measure CULT-2: If archaeological resources are discovered during project grading or construction, development of the project shall halt until a qualified professional archaeologist assesses the findings, determines the importance of the site, and recommends a corresponding course of action. If halted by the discovery of archaeological resources, development of the project shall not resume until a new determination has been made by the California State Office of Historic Preservation. Party Responsible for Mitigation: City of Santa Clarita CIP Division/Contractor Monitoring Action/Timing: Periodically coordinate with the contractor during construction to ensure compliance with this measure Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p>
<p>VI. GEOLOGY AND SOILS</p>
<p>None Required</p>
<p>VII. GREENHOUSE GAS EMISSIONS</p>
<p>None Required</p>

Identification of Mitigation Measures and Monitoring Activities
VIII. HAZARDS AND HAZARDOUS MATERIALS
<p>Mitigation Measure HAZ-1: During construction, workers will be instructed to be cognizant of stained soils and odors, which are indicative of a change in materials, and to notify on-site geotechnical personnel of such conditions. Geotechnical personnel shall evaluate the material with field instruments such as a photo ionization detector or PID for compounds and concentrations. If concentrations exceed regulatory thresholds additional protective measures shall be implemented, in accordance with applicable state and federal regulations and to the satisfaction of the City of Santa Clarita.</p> <p>Party Responsible for Mitigation: City of Santa Clarita CIP Division/Contractor</p> <p>Monitoring Action/Timing: Periodically coordinate with the contractor during construction to ensure compliance with this measure</p> <p>Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p>
IX. HYDROLOGY AND WATER QUALITY
None Required
X. LAND USE AND PLANNING
None Required
XI. MINERAL AND ENERGY RESOURCES
None Required
XII. NOISE
None Required
XIII. POPULATION AND HOUSING
None Required
XIV. PUBLIC SERVICES
None Required
XV. RECREATION
None Required
XVI. TRANSPORTATION/TRAFFIC
<p>MM TRAF-1: To mitigate the project’s impact on the McBean Parkway/South Mall Entrance intersection to a less than significant level during the Interim Year scenario, the City of Santa Clarita shall:</p> <ul style="list-style-type: none"> • Convert protected/permissive left turn phasing to protected left turn phasing for both northbound and southbound left turns; and • Convert the eastbound through lane to a combined through/right turn lane to provide two right turn lanes. <p>Party Responsible for Mitigation: City of Santa Clarita CIP Division</p> <p>Monitoring Action/Timing: Ensure improvements are adequately implemented prior to opening of the facility</p> <p>Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p>
MM TRAF-2: To mitigate the project’s impact on the Valencia Boulevard / Magic Mountain Parkway

Identification of Mitigation Measures and Monitoring Activities
<p>intersection to a less than significant level during the Interim Year scenario, the City of Santa Clarita shall:</p> <ul style="list-style-type: none">• Construct a second westbound left turn lane.• Convert the westbound right turn lane to a combined through/right turn lane to maintain the same roadway width. <p>Party Responsible for Mitigation: City of Santa Clarita CIP Division Monitoring Action/Timing: Ensure improvements are adequately implemented prior to opening of the facility Enforcing, Monitoring Agency: City of Santa Clarita Planning Division</p>
XVII. UTILITIES AND SERVICES SYSTEMS
None Required