



August 15, 2005

TO: Responsible and Trustee Agencies and Other Interested Parties

FROM: The City of Santa Clarita Planning and Economic Development Department

SUBJECT: Response to Comments on Draft Environmental Impact Report for the Downtown Newhall Specific Plan (SCH No. 2005021012)

Thank you very much for showing interest in the Downtown Newhall Specific Plan Draft Environmental Impact Report. All comments have been submitted and reviewed. A listing of all comments received is included with this letter.

Section 15204 of the California Environmental Quality Act (CEQA) requires that only those comments raising environmental concerns be addressed, not those relating to the plan itself. If you have additional comments or question that you would like answered, please address them at the next public meeting or contact Jason Smisko at (661) 255-4330. The next Planning Commission meeting will be held on August 30, 2005 at 7:00 p.m. Meetings are held in the City Council Chambers, 1st floor of City Hall, 23920 Valencia Blvd., Santa Clarita, CA.

Enclosed, please find a listing of all commenters along with a copy of your comment and its response. Thank you once again for addressing your comments, and we encourage you to attend all future public meetings relating to this project.

Sincerely,

Nicole S. Carter, Consultant, for Jason Smisko

To: Nicole
Carter
FYI

DOWNTOWN NEWHALL SPECIFIC PLAN COMMENTS
7-19-05

2 pages

PROPERTY OWNER NOTIFICATION

Prior to the draft of the specific plan in Feb. 2005 no property owners on this block were specifically notified of the proposed Mercado which would significantly impact their property. Flyers and ads in the Newhall Signal advertising meetings do not insure that people, who own property that is specifically selected for a major change, will be aware of those changes. The city has the names of all the property owners at its disposal and could have chosen to properly notify selected affected individuals if they so desired. The property owners were not able to provide their input into the planning of the revitalization. No matter how greatly the city has improved the notification process, it was substandard at the most important point of the process.

1-1

CHARETTES

The people in attendance at the charettes were not shown a plan of a proposed Mercado to be located on their block. They were asked general questions, they were asked if they agreed with certain general goals but were not afforded the opportunity to comment on the plan itself before it was issued. It would seem most appropriate to ask questions, make a draft then hold more charettes to get the feedback from townspeople.

1-2

SPECIFIC PLAN

The Plan was issued in February, 2005 as a draft. Upon learning of the plan and reviewing it, numerous property owners, at various town meetings, made their lack of agreement known. It is our opinion that property owners had no idea what the city would come up with before the draft was issued. The city presented this plan and it appears that there was never any intent to make any changes based on public reaction. As a matter of fact at a meeting between property owners and Moule and Polyzoides, Tony Perez stated that his company was hired to come up with a plan and it would not be revised (which made the meeting he called a sham). At another town meeting, Moule and Polyzoides was asked how they proposed building a plaza for \$500,000 as stated in the specific plan. Tony Perez said that figure was only the cost of the construction and property costs would be borne by the owners of the property. As Tony must have known when he made his cavalier remark, it makes no sense for a property owner to tear down their income producing building and make a park. This seems as a lack of planning or a disregard to the question.

1-3

REVITALIZATION GOALS

City representatives have stated on local TV that the city was not satisfied with the tax revenue from the downtown Newhall area. We find that to be an unsatisfactory reason for the city to select specific downtown buildings (all occupied and marketable) to be torn down and replaced. The city states that the open market will drive the development. If so, why is the city dictating that a plaza and Mercado will be located on our specific block? The owners I am speaking for believe that revitalization of downtown should be done for the preservation of Old Newhall, should benefit all and not be to line the coffers of the city.

1-4

government or benefit developers that are clamoring to make deals with the city (which city representatives have also stated on local TV).

IMPLEMENTATION

It has been stated by the planning department that the construction of parking structures is a priority for this project to succeed. A member of the city planning department was asked what plans were made to insure that property was available to build the proposed parking structures. The reply was that no plans have been made as yet. It is hard to believe that your consultant would develop a plan for revitalization without addressing this issue. How would you know if it is even feasible? The question comes to mind that the city and/or its consultants have always planned to acquire the property by any means available. Why else, except for lack of planning, would you not check with the property owners to see who was receptive to developing or selling their property to make way for parking structures and a Mercado?

1-5

CIVIC PRIDE AND COOPERATION

Everyone I am speaking for agrees that Downtown Newhall is in need of revitalization and will make every effort to cooperate and even take initiative to achieve those goals. That cooperation does not include allowing the loss of their property to the city or a developer. We believe that we should be allowed to develop our property the same as the rest of the property owners in our zoning district. However, we are in the process of putting together a plan for review by the city which will preserve our heritage yet provide a plaza in the downtown area.

1-6

QUESTIONS

On page 3.13, item CIV 3 and 4 the specific plan indicates that even without private funds or property owner approval the city should proceed with soliciting proposals and construction of a Mercado. It has been stated that property owners should not be concerned with eminent domain however this statement does nothing to ease those fears.

1-7

SUMMARY

The designation of our block as a plaza and Mercado or Mercantile Building is unacceptable to us. The further designation as a civic site (which it is not) as indicated on page 4.2 is also unacceptable. Those designations are an invitation for eminent domain for the benefit of others. We would like to have those designations removed and a provision made to allow the Mercado to be constructed in any location that a developer can acquire on his own (as long as the city approves it).

Adriana Baumgart
Adriana
254-1472

Letter 1
Adriana Gammert

July 19, 2005

1-1 The commenter states that property owners were not made aware of this project.

Response: The EIR was properly noticed as outlined in Chapter 1.0-5. The Notice of Availability of a Draft EIR was filed with the clerk, was sent to those formally requesting notice, and was published in the local paper. This is considered sufficient notice pursuant to Section 15087 of CEQA. The EIR was also a topic of discussion at two public hearings which were properly noticed. Comments regarding specific notice of the proposed Mercado do not relate to the EIR or raise an environmental issue, and therefore are not addressed herein.

1-2 The commenter states that participants of the charette were not shown a plan of the Mercado.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

1-3 The commenter states that comments made by the public were not considered during public meetings.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

1-4 The commenter suggests the City has chosen financially stable buildings to be torn down and replaced as a way to increase tax revenue.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

1-5 The commenter states that the City has not addressed the issue of availability of land for the construction of proposed parking structures.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

1-6 The commenter states that there is a need for revitalization, but that the proposed plan restricts the right to develop land.

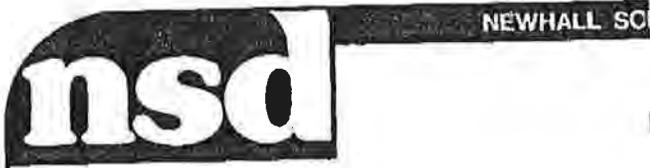
Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

1-7 The commenter suggests that the City may use eminent domain despite stating otherwise.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

Letter 2

To Nicole Carter
5 pages



June 24, 2005

Mr. Jason Smisko, Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Re: Draft Downtown Newhall Specific Plan Master Case 05-029
Specific Plan 05-001
General Plan Amendment 05-001
Zone Change 05-001
Unified Development Code Amendment 05-001
Environmental Impact Report SCH#2005021012

Dear Jason:

I am sending you two letters regarding the above referenced project. This letter contains notes for specific edits to the Draft Environmental Impact Report (DEIR). I request that the draft be revised to include these clarifications and updates before final publication. Another letter summarizes the concerns I expressed about the Downtown Newhall Specific Plan and the DEIR at the Planning Commission meeting on June 21, 2005.

DEIR Page 5.11-4

First paragraph:

NSD currently operates nine schools. Only seven are cited in the DEIR. We operate pre-K to sixth grade (Pre-K-6th). Only K-6th is noted.

2-1

Fourth paragraph:

The text references the renovation at Old Orchard School as a potential resource for housing students from new residential development (a comment attributed to Michael Clear, asst. supt.). We have since decided to house Special Education units at Old Orchard School, using the available classroom space. I suggest a more generic statement in this paragraph that states that the district has some available seats for students from new development scattered at sites across the district, but not at those sites proximal to the study project.

2-2

Seventh paragraph:

The estimated number of currently bussed students in the DEIR is 300-500. The actual current number is approximately 575, including 300 from the Arch/Race/Pine area and 275 from the area bordered by 15th/16th Streets and Newhall Ave./San Fernando Road.

2-3

Mr. Jason Smisko, Senior Planner
June 24, 2005

Page Two

Eighth paragraph:

There is a reference attributed to a statement from my assistant Mamie Patin that is confusing. All sites in the district are on a single track "blended" calendar which stretches the school year out and provides longer vacation times during the year and a shorter summer. Capacity numbers for some of our sites are higher than those provided for the DEIR, but the available capacity at those sites is substantially used by special education unit placement.

2-4

Table 5.11-1 Current enrollment and design capacities:

The notes should state that these are Regular Education student-only numbers.

Note 1: Our current projection on enrollment for Oak Hills School's opening is 36%

2-5

DEIR Page 5.11-5

Table 5.11-3 Developer Fees:

Note 2: Marc, not Mark

2-6

DEIR Page 5.11-8

Table 5.11-6 Student Generation:

We may be using different abbreviations on the housing types.

If SFA means single family attached condos, the NSD generation rate is .184

If MFA is apartments, the NSD generation rate is .032

This may have some effect on calculating student generation later in the report.

2-7

DEIR Page 5.11-9 and 10

PUB-3:

This paragraph says, "Increasing the number of residents in the Downtown Newhall area may increase pressures on....," and, "The number of students that are bussed out of the area to attend other schools in the district may increase..." (emphasis added). I believe these "mays" should be "wills" since there is little prospect of building an additional school in the area.

2-8

I also believe an additional paragraph is warranted here (or in conclusions on 5.11-11), explaining that while fees technically meet CEQA requirements for mitigation, and therefore the DEIR indicates "less than significant impact," the reality is that NSD will have a difficult time using those fees to expand existing sites due to land constraints and excessive size of schools. Schools will therefore be impacted significantly and we will be searching for ways to house project students adequately, which may involve significant operational costs that are not mitigated by developer fees.

2-9

Mr. Jason Smisko, Senior Planner
June 24, 2005

Page Three

Thank you for your attention to these details. Please call me for any necessary clarifications.

Sincerely,



Marc Winger, Ed.D.
Superintendent

MW:mw
Enclosures

Letter 2
Marc Winger
Newhall School District

June 24, 2005

2-1 The commenter states that the Newhall School District (NSD) operates nine schools, while the plan only states seven. NSD operates pre-Kindergarten to sixth grade. This is in reference to page 5.11-4, first paragraph.

Response: The sentence in question is hereby amended as follows: "The NSD operates nine schools providing pre-Kindergarten through sixth grade (pre-K-6) instruction."

2-2 The commenter suggests that references to using Old Orchard School as a potential site for housing new students be made more general to state that these students will be housed throughout the district. This is in reference to page 5.11-4, fourth paragraph of the EIR.

Response: The sentence in question is hereby revised as follows: "A renovation project has recently been completed at the Old Orchard campus to house additional students. Students from new residential developments that do not include schools are being housed throughout the district."

2-3 The commenter states that the bussing data in the DEIR is incorrect. The actual data is approximately 575 students, including 300 from the Arch/Race/Pine area and 275 from the area bounded by 15th/16th Streets and Newhall Avenue/San Fernando Road. This is in reference to page 5.11-4, seventh paragraph of the EIR.

Response: The sentence in question is hereby revised as follows: "Both of these schools are currently enrolled beyond capacity. The district has been bussing approximately 575 students to other schools in the district, including 300 students from the Arch/Race/Pine area and 275 students from the area bound by 15th/16th Streets and Newhall Avenue/San Fernando Road."

2-4 The commenter states that the NSD operates on a track "bended" calendar, which shortens the summer break while extending the other vacations throughout the year. The numbers on capacity for some schools are therefore too low on the DEIR. This is in reference to page 5.11-4, eighth paragraph.

Response: The commenter provides no specific new data for student capacities. The third paragraph on page 5.11-4 which references Table 5.11-1, and Table 5.11-1 itself, are hereby amended to note that particulars of NSD's operating calendar, including the implementation of a track bended calendar, may result in higher actual capacities at district schools.

2-5 The commenter explains that the notes in Table 5.11-1 should state that these are for Regular Education student-only numbers, and that the current enrollment projection for Oak Hills School is 36_ (last digit unreadable).

Response: Table 5.11-1 is hereby amended as suggested by the commenter.

2-6 The commenter states that in Table 5.11-3, Note 2 should be corrected to change "Mark" to "Marc".

Response: Table 2.11-3 is hereby amended as suggested by the commenter.

2-7 The commenter is concerned that abbreviations used by NSD and those used in the DEIR are inconsistent, and that student generation factors should be changed to: single family attached condos (SFA) with a 0.184 factor and apartments (MFA) with a 0.032 factor.

Response: Table 5.11-6 in the EIR is hereby amended as follows:

School Level	SFD	SFA	MFA
<i>Elementary School,</i> Newhall School District		<u>0.184</u>	<u>0.032</u>
<i>Junior High,</i> William S. Hart District	0.1713	0.0571	0.0345
High School, William S. Hart District	0.2466	0.0770	0.0745

Applying the revised rates yields the following elementary school generation for the project:

Land Use	Units	Elementar y
Residential	712	23-131

The resulting yields are lower than those originally reported in the EIR.

2-8 The commenter suggests that on pages 5.11-9 and 10 two instances with the word "may" should be changed to "will," because of the unlikely chance of building a new school.

Response: The suggested changes are hereby incorporated.

2-9 The commenter suggests an additional paragraph stating that although the DEIR is in compliance with CEQA and a "less than significant" impact results due to fee payment, in reality the fees will not sufficiently offset the cost of increasing capacity and would therefore have a significant impact.

Response: The EIR makes the correct finding that the imposition of statutory mitigation fees is legally sufficient to reduce impacts to schools to a less than significant level, as the commenter correctly notes. The comment regarding the sufficiency of fees is noted for the decision makers information.



NEWHALL SCHOOL DISTRICT

Letter 3

June 24, 2005

Mr. Jason Smisko, Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Re: Draft Downtown Newhall Specific Plan Master Case 05-029
Specific Plan 05-001
General Plan Amendment 05-001
Zone Change 05-001
Unified Development Code Amendment 05-001
Environmental Impact Report SCH#2005021012

Dear Mr. Smisko:

This letter summarizes and expands on the comments I made before the City of Santa Clarita Planning Commission at their hearing on June 21, 2005. Please incorporate it as part of the public record on this matter.

The Draft Environmental Impact Report (DEIR) on the Downtown Newhall Specific Plan Project indicates that there is "less than significant impact" on schools as a result of the project. This is technically accurate and conforms to CEQA because the Newhall School District (NSD) will enter into development agreements. We will receive developer fees for residential and commercial/industrial construction. These fees are considered adequate mitigation in terms of the CEQA and EIR process.

My comments are based on our current enrollment situation and I am well aware of the long term nature of the Downtown Newhall proposal. However, I believe the school enrollment dynamics that exist in NSD today will remain relatively the same over the long term, and therefore the housing students generated from this project remains a concern as it comes to fruition. The comments below are based on the situation as we know it today and assume a similar scenario in the future.

As stated above, CEQA views fees as mitigation. However, in this case fees to construct school facilities will not truly mitigate the impact of the project on NSD. The two schools in the area (Newhall and Dr. J. Michael McGrath Elementary Schools) are filled to capacity with existing students. One has no room to expand on campus and the other has little additional space. Even if we could expand facilities using developer fees, we would be creating schools that edge up to or over 1,000 students. Elementary Schools should have enrollments of around 750 students. In addition we currently bus approximately 300 students out of the Arch/Race/Pine area to

Mr. Jason Smisko, Senior Planner
June 24, 2005

Page Two

Old Orchard and Peachland Schools and 275 students go from the area between 15th and 16th Streets and Newhall Avenue and San Fernando Road to Wiley Canyon School. This level of bussing is necessary even after opening McGrath Elementary School in East Newhall which is currently at capacity, serving 700 students.

Given site constraints it is likely that students from additional housing units created by the project would not be housed at existing east side school sites (Newhall Elementary and McGrath Elementary Schools). With the existing number of students who are already bussed, and a potential number of new students generated by new housing, it appears that a new elementary school in the area would be justified. However, finding 10 acres for this school on the east side of Newhall would be problematic and fees from the project's residential development would not be adequate to build the school, even if the land could be acquired. Bussing additional students out of the area to sites in the middle or western side of our district puts a significant burden on both our facilities in other areas and on our operational budget. Developer fees are one-time payments and cannot be used for operational uses.

In conclusion, even though the DEIR states (and ultimately the final EIR will state) that the impact on schools is "less than significant," it is only a technical finding. The reality is that this project, based on what we know today about enrollment in NSD, will have significant impact on the east Newhall elementary schools and the Newhall School District.

In the past City staff and the Commissioners have been very helpful and supportive of our efforts to adequately house our students. The problems described in this letter will require creative thought from all parties and may even require increased City support of the school district's effort to accommodate students generated from a project that is very important to the City. While I have no specific solutions to offer at this time, I look forward to working with the City to find solutions so that we too can unconditionally support what appears to be a very worthwhile project.

Sincerely,



Marc Winger, Ed.D.
Superintendent

MW:mw

47

**Letter 3
Marc Winger**

June 24, 2005

3-1 The commenter notes, as in Letter 2 herein, that although the EIR makes the correct, less than significant finding, impacts to the school district resulting from the project may be significant.

Response: The EIR makes the correct finding that the imposition of statutory mitigation fees is legally sufficient to reduce impacts to schools to a less than significant level, as the commenter correctly notes. The comment regarding the sufficiency of fees is noted for the decision makers information.

To print this page, select the Print option from the File menu.

Close

Letter 4

From: "Jason Smisko" <JSMISKO@santa-clarita.com>
To: <lauramorefield2000@yahoo.com>
Cc: <belinda-scvfoodpantry@earthlink.net>
Subject: Re: EIR Report
Date: 07/05/2005
Time: 1:25 PM EDT

Attachments: Attachment (no name)

Hi Laura,

Thank you for your inquiry. I will look into this and get back to you.
This will also be addressed in the Response to Comments in the Final EIR.

Sincerely,

Jason Smisko
City of Santa Clarita
Senior Planner
jsmisko@santa-clarita.com
wk: 661-255-4330
cel: 661-510-1310
fax: 661-259-8125

>>> "lauramorefield2000" <lauramorefield2000@yahoo.com> 07/01 4:54 PM >>>

Hi Jason, Not sure to whom I should direct this question. In reviewing the draft of the EIR, I noticed on page 21 that there is no change indicated to the number of parking spots on Railroad Avenue. How is this possible if the plan calls for a "no parking" strategy on the north east side of the road? Please pass the question along to whomever can best answer it! Have a good fourth of July. --Laura MorefieldSanta Clarita Valley Food Pantry

4-1

To print this page, select the Print option from the File menu.

Close

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Letter 4
Laura Morefield

July 01, 2005

4-1 The commenter indicates that on page 21 no change to the number of parking spaces along Railroad Avenue is proposed. The commenter questions how this by stating that the plan calls for the area to have a "no parking" strategy.

Response: Table 3-4 is hereby revised as follows:

Location	Existing	Proposed
On-street		
San Fernando Road (Main Street)	115	161
Side Streets	110	238
Total Street Parking: Main Street	225	399
Railroad Avenue	180	90
Total On-Street Parking	405	489
Off-Street		
East side of San Fernando Road	115 (est)	0
West side of San Fernando Road	158 (est)	0
Total Off-Street Parking	273 (est)	0
William S. Hart Park (along Newhall Avenue edge)	0	140
Park-Once Garages	0	800
Total Off-Street Parking	273	940
Total On- and Off-Street Parking	678	1429
Net Increase in Total Parking		751



Letter 5

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

July 6, 2005

File No: 32-00.04-00

Mr. Jason Smisko, Senior Planner
Planning and Economic Development Department
City of Santa Clarita
23920 Valencia Street
Santa Clarita, CA 91355

RECEIVED
PLANNING DIVISION
JUL 07 2005
PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

Dear Mr. Smisko:

Downtown Newhall Specific Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on June 20, 2005. We offer the following comments regarding sewerage service:

1. County Sanitation District No. 32 of Los Angeles County has changed its name to the Santa Clarita Valley Sanitation District of Los Angeles County (SCVSD) after the recent consolidation of District No. 26 into District No. 32. This change should be made throughout the DEIR. 5-1
2. Portions of the City of Santa Clarita and portions of the Specific Plan area are outside the jurisdictional boundaries of the Districts and will require annexation into the SCVSD before sewerage service can be provided to proposed development. 5-2
3. Wastewater generated within portions of the SCVSD (specifically, within the Specific Plan area) is conveyed through local sewer lines to the Newhall Trunk Sewer, which conveyed a peak flow of 1.7 million gallons per day (mgd) when last measured in 2003. 5-3
4. The Santa Clarita Valley Joint Sewerage System (SCVJSS) currently processes an average flow of 19.3 mgd. 5-4
5. The 2015 SCVJSS Facilities Plan and approved Final EIR proposed a treatment capacity expansion of 6 mgd at the Valencia Water Reclamation Plant, which could increase the SCVJSS treatment capacity to 34.1 mgd. 5-5

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2117.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

To Nicole
Carter.

**Letter 5
Ruth Frazen
County Sanitation Districts of Los Angeles County**

July 6, 2005

5-1 The commenter notes that the County Sanitation District No. 32 of Los Angeles County has changed its name to Santa Clarita Valley Sanitation District of Los Angeles County (SCVSD).

Response: See response to 5.3 below; this reference, and all other references to the County Sanitation District in the DEIR are hereby revised to the correct name given above.

5-2 The commenter states that portions of the City of Santa Clarita and portions of the plan area are outside the jurisdictional boundaries of the District, and will need to be annexed in order for sewerage service to start.

Response: The consultant contacted Ms. Ruth Frazen on August 8, 2005 to obtain further information on the portions of the planning area purportedly outside the District's service area. The locations identified in the conversation included the following:

- The southwest corner of Pine Street and San Fernando Road along the railroad tracks.
- From 6th street to San Fernando Road in between Pine and Railroad Avenue.
- A triangular piece at the southwest corner of Walnut and Market
- A triangular piece towards the southwest corner of the planning area on the east side of Market, near the terminus of Parkview Drive.

Local sewer is located near all of these areas, and, based on the 8/8/05 conversation, there are no moratoria or other known impediments to annexation of these properties into the sewer district. However, the record is hereby amended to state that annexation may be required in these areas for sewerage service to start. Annexation requests must be approved by the District board before connections can be made; this process may take from 3-6 months.

Based on the information above, Figure 5.9-1, showing the District boundaries, must be incorrect. A detailed service area map which showed the subject properties or other local boundaries was not available from the District at the time of this writing. Figure 5.9-1 is therefore to be retitled as "Location of Treatment Plants and General District Boundaries."

5-3 The commenter notes that wastewater is conveyed from local sewer lines to the Newhall Trunk Sewer, which conveyed 1.7 million gallons per day (mgd) in 2003.

Response: Page 5.9-1 of the EIR addressing "Collection Infrastructure" is hereby amended to reflect the above information. The paragraph in question will now read: "Sewage generated within District 32 is conveyed from local sewer lines to the Newhall Trunk Sewer, located in Walnut Street at its intersection with 16th Street. This 21-inch diameter trunk sewer has a design capacity of 4.3 million gallons per day (mgd) and conveyed 1.7 million gallons per day (mgd) in 2003. The trunks are the jurisdiction of the Santa Clarita Valley Sanitation District of Los Angeles County (SCVSD);..."

5-4 The commenter states the Santa Clarita Valley Joint Sewerage System (SCVJSS) presently averages 19.3 mgd in flow.

Response: Page 5.9-1 of the EIR addressing "Treatment" is hereby revised to reflect the above information. 19.3 mgd represents approximately 69% of the current capacity, as opposed to the 65% reported in the DEIR.

5-5 The commenter states that the 2015 SCVJSS Facilities Plan and approved Final EIR proposed treatment capacity expansion of 6 mgd at the Valencia Water Reclamation Plant, potentially increasing future capacity to 34.1 mgd.

Response: Page 5.9-1 of the EIR addressing "Treatment" and Table 5.9-3 are hereby revised to reflect the above information.



NEWHALL COUNTY WATER DISTRICT
 23780 North Pine Street • P.O. Box 220970 • Santa Clarita, CA 91322-0970
 (661) 259-3610 Phone • (661) 259-9673 Fax • email: mail@ncwd.org

Letter 6

Directors: MARIA GUTZEIT, *President* JOAN DUNN, *Vice President* BARBARA DORE RANDALL D. PRIESTER LYNNE A. PLAMBECK

July 11, 2005

RECEIVED
 PLANNING DIVISION

JUL 13 2005

City of Santa Clarita
 Planning and Economic Development Department
 23920 Valencia Boulevard, Suite 300
 Santa Clarita, California 91355

PLANNING & ECONOMIC DEVELOPMENT
 CITY OF SANTA CLARITA

c/o: Mr. Jason Smisko
 Senior Planner

Re: Notice of Availability of Draft Environmental Impact Report for the Downtown Newhall Specific Plan (SCH No. 2005021012)

Dear Mr. Smisko:

This letter is in response to the June 15, 2005 "Notice of Availability of Draft Environmental Impact Report for the Downtown Newhall Specific Plan (SCH No. 2005021012)". Please note the following corrections to section 5.10-6 under the heading NCWD Actions:

1. The original resolution that stated that the NCWD no longer had confidence in the water supply and availability numbers was Resolution 2004-03 (attached).
2. After the completion of the Stetson Report, NCWD adopted Resolution 2005-13 (attached) rescinding Resolution 2004-03.

6-1
6-2

If you have any questions regarding this information, please contact me at (661) 259-3610.

Very truly yours,

Stephen L. Cole
 Acting General Manager

Attachments:

CC: File

Rev. 2-

Updated July 8, 2004

RECEIVED
PLANNING DIVISION

JUL 13 2005

PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

RESOLUTION NO. 2004-3
RESOLUTION OF THE BOARD OF DIRECTORS OF
NEWHALL COUNTY WATER DISTRICT
REGARDING WATER SUPPLY AND DEMAND

PREAMBLE

This resolution provides notice to the public that the District intends to protect the rights of its current customers to safe, dependable and adequate domestic water supplies on an ongoing basis and in all water supply assessments and verifications, to utilize the best available knowledge concerning supplies, the current information on which is summarized in the following resolution. After much deliberation, the Board is proposing to adopt the following resolution to send the strongest message possible to the public:

- 1) That, at least as far as the District is concerned, there is not sufficient current supply of water to meet all current and future demands, especially in times of drought or other emergency;
- 2) That, as stated in *SCOPE v. County of Los Angeles and Newhall Land and Farming Company* (2003) 106 Cal. App. 4th 715,131 Cal. Rptr 2d 186, the State Water Project (SWP) "entitlements are based on a state water system that has not been completed. There is a vast difference between entitlements and the amount of water that SWP can actually deliver;"
- 3) That the Urban Water Management Plan 2000 being relied upon in granting entitlements to develop and build is inaccurate in its assessment of current supply; and
- 4) That in its actions regarding water service, the District will be guided by its decisions as to the available supply based upon the facts set forth in the accompanying resolution.

By adopting this resolution the District is not purporting to amend or change the current regional Urban Water Management Plan 2000 ("UWMP 2000"). By this resolution, however, the District does intend to put members of public and planning agencies with jurisdiction over the Santa Clarita Valley on notice that the continued granting of rights to develop property without proof of adequate water supplies and infrastructure is irresponsible. This resolution also is intended to make the District customers aware of the fact that any loss or damage resulting from city and county planning agencies ignoring the true facts regarding water supply and intentionally allowing additional growth, not supported by adequate supply, will be the responsibility of those planning agencies.

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WHEREAS, State Water Project (SWP) water presently constitutes the majority of water served to NCWD customers, and in some areas is the exclusive water available; and

WHEREAS, the remaining water supplies of the District are primarily derived from the extraction of groundwater by wells overlying the Alluvial Aquifer and Saugus Formation; and

WHEREAS, the UWMP 2000 Table 1-4 "Total Existing and Planned Supplies" of water (Exhibit A to this Resolution) is among the factors used by planners to determine whether adequate water supplies exist to meet specific project demands; and

Alluvial Aquifer

WHEREAS, according to the December 10, 2003 CH2M Hill presentation titled "Groundwater Modeling Analysis, Upper Santa Clara River Basin" stated that 700-1000 acre-feet per year of water in the Alluvial Aquifer are currently not available due to Perchlorate pollution; and

WHEREAS, one Santa Clarita Water Company (SCWC) well in the Alluvial Aquifer has been taken out of service due to Perchlorate contamination; and

WHEREAS, the area impacted by the Perchlorate pollution in the Alluvial Aquifer has not been characterized as of the date of this resolution; and

WHEREAS, a Remedial Action Plan for local groundwater affected by Perchlorate pollution is not projected to be complete until August 2005 and certification of final cleanup is not expected until August 2010, according to the November 2003 schedule from the Department of Toxic Substances Control; and

WHEREAS, the December 1986 "Hydrogeologic Investigation: Perennial Yield and Artificial Recharge Potential of the Alluvial Sediments in the Santa Clarita River Valley of Los Angeles County, California" by Richard C. Slade ("Slade") studied 30 wells over a 28-year base period and found a practical perennial yield of 31,600 to 32,600 acre-feet per year from the Alluvial Aquifer before the Perchlorate contamination was found; and

WHEREAS, the 1990 Kennedy/Jenks/Chilton report "Conjunctive Use of the Saugus Aquifer: Castaic Lake Water Agency" stated "from the alluvial aquifer the safe yield is anticipated to be 32,500 acre-feet/year;" and

WHEREAS, many additional public agency reports during the period of 1993-1999 incorporated and referenced the 31,600-32,600 acre-feet per year safe perennial yield figure; and

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WHEREAS, the July 2002 Slade report entitled "2001 Update Report: Hydrogeologic Conditions in the Alluvial and Saugus Formation Aquifer Systems" reiterated that perennial yield "represents a long-term average value for annual yield" and introduced the concept of "operational yield" which was defined as "a fluctuating value of pumpage that may be above or below the perennial yield in any given year, and that varies as a function of the availability of other water supplies. The basic intent of the operational yield value is that it should not exceed the perennial yield of the groundwater basin over multi-year wet and dry cycles;" and

WHEREAS, the 2002 Slade report did not quantify in detail a safe yield or a perennial yield, which is defined in the 1986 report as "the quantity of groundwater" that "can be pumped annually without any change in groundwater levels or net change in groundwater in storage over the Base Period" (28 years), and

WHEREAS, the 2002 Slade report did state that the Alluvial Aquifer "on a long-term average basis can be operated at an average pumping volume on the order of 10 percent higher than was reported as a 'practical or perennial yield' in 1986," but the report based that conclusion on "the combination of historical observations and current planning;" and

WHEREAS, the 2002 Slade report referred to "current planning" that included the UWMP 2000 and the future commitment via a MOU between the "Santa Clarita Valley Water Purveyors and the downstream United Water Conservation District to develop a numerical groundwater flow model in order to analyze in greater detail how this aquifer system can be operated;" and

WHEREAS, the numerical flow model is not complete as of the date of this resolution; and

WHEREAS, the 2002 Slade report cited increased recharge from Water Reclamation Plants as a reason for higher potential yields, but the Water Reclamation Plants are not located in areas that would recharge the eastern part of the Alluvial Aquifer system; and

WHEREAS, the 2002 Slade report did not address other factors such as loss of recharge areas due to development and increased flood control channeling; and

WHEREAS, the December 1986 Slade report (referenced above) stated "... urbanization has had a rather startling impact on the availability of areas for recharge.... All recharge to the aquifer system does not occur in the low-flow channels of the river and its tributaries, but infiltrates over much of the alluviated areas which are not within the flood channels of the Santa Clara River system. Paving of these areas has, and will continue to reduce the net effective area for natural recharge to the underlying groundwater system;" and

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WHEREAS, the Alluvial Aquifer has been pumped above the safe perennial yield since 1994; and

WHEREAS, the alluvial groundwater level in the eastern basin has been dropping, which may be caused by weather patterns, increased development, increased pumping, or a combination of the foregoing and possibly other factors; and

Saugus Formation

WHEREAS, the December 2003 CH2M Hill presentation (referenced above) stated that 4,000 acre-feet/year of water in the Saugus Formation are currently not available due to Perchlorate pollution; and

WHEREAS, NCWD Well #11, two SCWC wells, and one Valencia Water Company well in the Saugus Formation have been taken out of service due to Perchlorate pollution; and

WHEREAS, the Winter 2003 "Water Currents" newsletter published by Castaic Lake Water Agency states that the four closed Saugus Formation wells have a combined maximum production of 14,500 acre-feet per year; and

WHEREAS, the area impacted by the Perchlorate pollution in the Saugus Formation has not been characterized as of the date of this resolution; and

WHEREAS, a Remedial Action plan for cleanup of Perchlorate in local groundwater is not projected to be complete until August 2005 and certification of final cleanup is not expected until August 2010, according to the November 2003 schedule from the Department of Toxic Substances Control; and

Recycled Water

WHEREAS, Table 1-4 (Exhibit A attached) references recycled water supply amounts up to 17,000 acre-feet per year, but existing facilities only supply 1700 acre-feet per year and new facilities are not planned or budgeted in the NCWD area; and

WHEREAS, the UWMP 2000 states that the Saugus Water Reclamation Plant (WRP) cannot be expanded and both the Valencia WRP and the proposed Newhall Ranch WRP exist on the western edge of the CLWA service area, limiting the areas to which recycled water could be practically provided; and

WHEREAS, to serve the eastern portion of the Valley with reclaimed water, a new WRP would be required; and

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WHEREAS, the technical and economic feasibility determination for the potential recycled water use in the CLWA service area has not yet been finalized; and

SWP Water

WHEREAS, the current maximum CLWA "Table A" entitlement to State Water Project (SWP) water is 95,200 acre-feet per year; and

WHEREAS, according to Figure B-3 the 2002 State Water Delivery Reliability Report, 90% of the time deliveries can be at or above approximately 30% of the full Table A amount, and 80% of the time deliveries can be at or above approximately 60% of the Table A amount; and

WHEREAS, the reliability criteria established in Chapter 4.0 of UWMP 2000 states that "this criterion requires water supply to be sufficient to meet projected demands 90 percent of the time;" and

WHEREAS, that, as stated in *SCOPE v. County of Los Angeles and Newhall Land and Farming Company* (2003) 106 Cal. App. 4th 715,131 Cal. Rptr 2d 186, the State Water Project (SWP) "entitlements are based on a state water system that has not been completed" and "there is a vast difference between entitlements and the amount of water that SWP can actually deliver;" and

WHEREAS, SWP water deliveries could be interrupted in an emergency; and

WHEREAS, the current maximum CLWA "Table A" amount of State Water Project (SWP) water is 95,200 acre-feet per year, but that amount includes 41,000 acre-feet per year from a water transfer; and

WHEREAS, in the case *Planning and Conservation League, et al. v. Department of Water Resources*, 83 Cal. App.4th 892 (2000), a writ of mandate was issued vacating the certification of the 1995 EIR upon which the transfer of the 41,000 acre-feet of water was based; and

WHEREAS, under Section II of the settlement agreement in that case, dated May 5, 2003, signed by all parties including Castaic Lake Water Agency, and approved by the court, the transfer is allowed to continue on an interim basis pending completion of new environmental reviews; and

WHEREAS, the new environmental reviews for the final approval of the 41,000 acre-feet transfer are not yet complete; and

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WHEREAS, the settlement agreement states in Section VII (A) that SWP Contractors shall not "approve any new project or activity in reliance on the 1995 EIR, that was not approved, initiated, or implemented prior to March 26, 2001, and the approval, initiation, or implementation of which would require a separate environmental impact report or negative declaration under CEQA" and

Un-Finalized Water Sources

WHEREAS, Table 1-4 (Exhibit A attached) includes supply numbers for new wells in the Saugus Formation, water banking/conjunctive-use, water transfers, and desalination, yet no finalized, approved plans or budgets for these items exist in the CLWA or NCWD area; and

WHEREAS, many of these supplemental supply projects would require extensive infrastructure improvements; and

WHEREAS, California Water Code Division 6 Part 2.6 Chapter 1 (the Urban Water Management Planning Act) Section 10631(c) states that the preparer of an UWMP shall "for any water source that may not be available at a consistent level of use, given specific legal, environmental, water quality, or climactic factors, describe plans to supplement or replace that source with alternative sources or water demand management measures, to the extent practicable" and the UWMP 2000 does not contain detailed information to that end for the projected, but not implemented, new Saugus wells, water banking/conjunctive-use, water transfers, desalination, and recycled water sources; and

WHEREAS, without specific perennial yield figures for the Saugus aquifer, new wells in the Saugus aquifer can not be assumed to provide additional water, but rather only additional pumping points for the same total bank of water from which the current Saugus wells draw.

NOW, THEREFORE, BE IT RESOLVED that, based on the foregoing recitals, the NCWD Board of Directors resolves and makes the following determinations, reserving to itself the right to make changes as new facts, data or studies justify in the opinion of NCWD Board of Directors; for planning purposes, NCWD no longer has confidence in the water supply and availability numbers in Table 1-4 (and identical tables) in the UWMP 2000;

FURTHER RESOLVED, that in response to any inquiry from cities, county, developers or the public generally NCWD will provide the water supply and availability statistics as presented in Exhibit B attached to this resolution.

FURTHER RESOLVED, that the supply from the alluvial aquifer will be based on the perennial yield of 31,600-32,600 acre feet/year as established in the 1986 Slade report. Because the perennial yield is a long-term average based on wet and dry years, no

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differentiation will be made between wet and dry year. Pending characterization, containment and/or remediation, the current supply will be reduced by the amount of Perchlorate contaminated water (700-1000 acre feet/year at current estimate.) The contaminated water will be counted as "unfinalized supply," with restoration of water supply counted incrementally as remediation to drinking water standards occurs and individual well production is restored with DHS and DTSC approval.

FURTHER RESOLVED, that any increase in pumping not offset by imported supplies or other factors will be supported only for short terms, unless future comprehensive groundwater studies clarify that longer term pumping that pushes averages above the perennial yield will not harm the aquifer.

FURTHER RESOLVED that the numbers over the perennial yield values for the Alluvial Aquifer will not be used for any planning purposes other than emergency planning or when necessary to meet short term demands of existing customers.

FURTHER RESOLVED, pending characterization, containment and/or remediation; that the current supply (7,500-15,000) from the Saugus Formation will be reduced by the amount of Perchlorate-contaminated water, which is currently estimated at between 4,000-14,500 acre-ft. The contaminated water will be counted as "unfinalized supply," with restoration of water supply counted incrementally as remediation to drinking water standards occurs and individual well production is restored with DHS and DTSC approval.

FURTHER RESOLVED, that NCWD acknowledges that 41,000 acre-feet/year, a portion of the total 95,200 acre-feet/year SWP Table A amount, is approved for potential delivery on an interim basis only, is subject to further environmental reviews and approvals, and is not to be relied on for new project approvals.

FURTHER RESOLVED, that new columns for "unfinalized additional supply" were added to the planning table in Exhibit B to differentiate between water that is available and water that is only in the conceptual planning stages. Unfinalized additional supply means that conceptual plans have been made, but no budget, approved capital project, or contractual construction or purchase deadline exists. These supplies may be constrained, limited, or voided by economic or legal issues. Water from the UWMP 2000 categories of "Saugus formation new wells," "recycled water," "water banking/conjunctive use," "water transfers" and "desalination" have been moved to the unfinalized supply columns until they are finalized.

FURTHER RESOLVED, that potential water from new Saugus Formation wells will not be considered new "finalized supply" until it can be shown that the formation has a perennial yield above the total supply specified in Exhibit B for the existing Saugus wells (7,500-15,000 acre-ft/year.)

lel

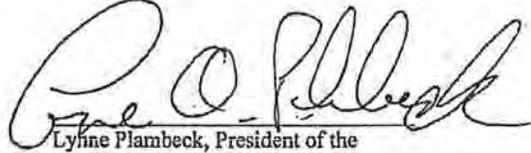
Rev. 2-

Updated July 8, 2004

FURTHER RESOLVED, that until adequate assurances exist, water in the "unfinalized additional supply" column of Exhibit B will not be considered as available.

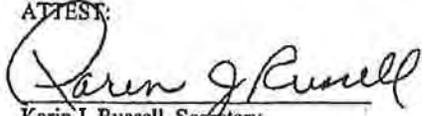
PASSED AND ADOPTED this 29th day of January, 2004, by the Board of Directors of the Newhall County Water District.

Updated by Resolution 2004-13, July 8, 2004.



Lynne Plambeck, President of the
Board of Directors of the
NEWHALL COUNTY WATER DISTRICT

ATTEST:



Karin J. Russell, Secretary
NEWHALL COUNTY WATER DISTRICT

Attach: Exhibit A
Exhibit B

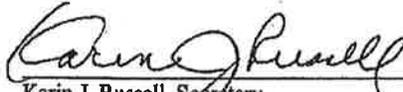
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Updated July 8, 2004

STATE OF CALIFORNIA)
)
COUNTY OF LOS ANGELES) ss.

I, KARIN J. RUSSELL, Secretary of the Newhall County Water District, DO
HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No.
2004-3 of the Board of Directors of Newhall County Water District adopted at a Special
Meeting held on January 29, 2004, and updated July 8, 2004, and that the same has not
been further amended or repealed.



Karin J. Russell, Secretary,
NEWHALL COUNTY WATER DISTRICT

DATED:

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 Updated July 8, 2004

Exhibit A

Table 1-4
Total Existing and Planned Supplies
(acre-feet per year)

Source	Average/Normal Year	Dry-year
Local Supplies		
Groundwater		
Alluvial Aquifer	30,000-40,000	30,000-35,000
Saugus Formation	7,500-15,000	11,000-15,000
Saugus Formation (new wells)*	--	10,000-20,000
Stormwater*	--	--
Recycled Water*	1,700-17,000	1,700-17,000
Imported Supplies		
SWF Supplies	56,800-95,200	37,900-75,800
Water Banking/conjunctive-use*	--	105,000
Water Transfers*	5,200-8,700	3,500-6,900
Desalination*	2,000-5,000	2,000-5,000
Total Supplies	103,200-180,900	201,100-279,700

*Planned programs for future implementation.

Source: UWMP 2000

Exhibit A to NCWD Resolution 2004-3

Initial: *[Signature]*

Dated: January 31, 2004

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REV. 2
Updated July 8, 04

NCWD Resolution No. 2004-3
EXHIBIT B

Source	Current and Finalized Future Supply			Existing Backup Dry Year Supply ⁶	Source	Unfinalized Additional Supply ¹		
	Average/Normal Year Range ⁴	Average	Dry Year ⁷ Range ⁸			Average/Normal Year Range ⁴	Average	Dry Year ⁷ Range ⁸
Local Supply					Local Supply			
Groundwater					Groundwater			
Alluvial Aquifer	30,760-31,760 ³	31,260	30,750-31,750 ³	31,250	Alluvial Aquifer	700-1000 ⁷	850	700-1000 ⁷
Sauquas Formation (near wells)	0-5,750 ⁴	2,875	0-5,750 ⁴	2,875	Sauquas Formation (near wells)	4,000-14,500 ⁴	9,250	4,000-14,500 ⁴
Sauquas Formation (near wells)					Sauquas Formation (near wells)	10,000-20,000 ⁴	15,000	10,000-20,000 ⁴
Stormwater					Stormwater			
Recycled Water (not potable)	1,700	1,700	1,700	1,700	Recycled Water (not potable)	15,300	15,300	15,300
Imported Supply					Imported Supply			
SMP	28,660-57,120 ⁵	42,840	28,660-57,120 ⁵	42,840	SMP	0-53,340	26,180	0-53,360
Water Bank/Conjunctive Use					Water Bank/Conjunctive Use	5,200-4,700	6,950	3,600-4,900
Water Transfers					Water Transfers	2,000-4,000	3,500	2,000-5,000
Desalination					Desalination			
Total Supply		76,985		76,985	Total Additional Supply not Potable 60% of Future Projected Demand and State Water Bank/Conjunctive Use (not, not approved and built)		77,000	102,245
Total Potable Supply		76,985		76,985			61,730	87,045

Note: All numbers are from UWMP 2000 unless otherwise noted below.

¹ Unfinalized additional supply means that conceptual plans have been made, but no budget, approved capital project, or contractual construction or purchase deadline exists. These supplies may be constrained or limited by economic or legal issues.

² Dry Year means a short term period during drought. Supplies listed in these columns should be viewed as contingency planning only and are not considered sustainable on a long-term basis.

³ Perennial yield (31,600-32,600 afyr per Slade, 1988) less average of range of loss (850 afyr) due to perchlorate contamination.

⁴ Estimated amount currently lost to perchlorate contamination per 12/2003 CH2M Hill presentation and Winter 2003 CLWA "Water Currents."

⁵ UWMP 2000-stated supply (7,500-15,000 afyr based on operational yield) less average of range of loss (9,250 afyr) from perchlorate contamination.

⁶ New Sauquas wells will not yield additional water supply beyond the perennial yield of the formation, which has not been quantified.

⁷ Per 2002 DWR Reliability Report, 80% of the time deliveries can be made at or above approximately 30% of the full Table A amount, and 80% of the time deliveries can be at or above approximately 50% of the Table A amount. The range in the current supply column reflects 80-50% reliability and in some cases water deliveries will be lower than what is shown. Our current full Table A amount is 95,200 afyr, of which 41,000 afyr is being supplied on an interim basis only. The 41,000 afyr is subject to further environmental review and is not to be relied on for new project approvals. 95,200 afyr minus the average of the "current supply" range (42,840) is shown as unfinalized additional supply. SWP deliveries vary annually.

⁸ An additional 50,870 acre-ft. currently exists in a water bank (21,800af from 2002 and 29,270af from 2003 per the "SCV Water Report 2003") for dry year supply. This non-recurring amount is not to be counted when planning for future projects. This amount may not recur in the future, and is required by court settlements to be provided to current users only. The UWMP 2000 estimated a total of 105,000 acre-feet potential exists for water banking. The remainder (105,000 minus 50,870) is listed in the unfinalized supply column on this table.

⁹ Where ranges exist, the midpoint of the range was used for calculating totals.

Initial:  Revised Date 7/8/04
Passed Adopted on Jan. 31, 04

R E C E I V E D
PLANNING DIVISION

JUL 13 2005

RESOLUTION NO. 2005-13

PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

**RESOLUTION OF THE BOARD OF DIRECTORS OF
NEWHALL COUNTY WATER DISTRICT
RESCINDING RESOLUTION 2004-3**

WHEREAS, the Board of Directors of Newhall County Water District adopted Resolution 2004-3 on January 29, 2004, and updated it on July 8, 2004;

WHEREAS, Resolution 2004-3 stated, among other things, that for planning purposes, the District no longer had confidence in the water supply and availability numbers in the District's 2000 Urban Water Management Plan, and that as far as the District was concerned, there was not sufficient current supply of water to meet all current and future demands, especially in times of drought or other emergency;

WHEREAS, Resolution 2004-3 further stated that it was based on then-current information, and that the Board of Directors reserved to itself the right to make changes as new facts, data or studies justified, in the opinion of the District Board of Directors;

WHEREAS, after the adoption of Resolution 2004-3, the District hired Stetson Engineers, Inc., to prepare a water supply assessment for the District, pursuant to Water Code sections 10910 – 10912;

WHEREAS, the water supply assessment, dated November 29, 2004, concluded that under all of the hydrologic conditions considered (normal, single dry, and multiple dry years), the projected available water supplies (including development of new water supplies) are adequate to meet and exceed future demands for the next twenty years.

WHEREAS, the water supply assessment cautioned that meeting water demands during single and multiple dry years, starting in approximately the year 2010, and during normal years, starting in approximately the year 2020, will require that the proposed additional water supplies be actually available to provide sufficient reliability, and therefore recommended that the District should monitor progress in obtaining these supplies in advance of increases in water demand;

WHEREAS, the District formally accepted the water supply assessment on December 7, 2004, and since then has used the water supply assessment as its principal basis for planning;

WHEREAS, on January 24, 2005, in response to a court order invalidating its 2000 Urban Water Management Plan, the District adopted an amended 2000 Urban Water Management Plan, which corrects the deficiency found by the court, by providing additional information regarding the effect of perchlorate contamination on the District's water supply, which was one of the concerns expressed in Resolution 2004-3;

WHEREAS, the District is participating in the preparation of a regional 2005 Urban Water Management Plan, which is expected to address other concerns expressed in Resolution 2004-3;

WHEREAS, this new information and these subsequent events have effectively superseded Resolution 2004-3;

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WHEREAS, to avoid confusion, it is in the best interest of the District to formally rescind Resolution 2004-3;

WHEREAS, the Board of Directors of the Newhall County Water District confirms its intention, as stated in Resolution No. 2004-3, to protect the rights of its current customers to safe, dependable and adequate domestic water supplies on an ongoing basis and in all water supply assessments and verifications, and in doing so to make use of the best available knowledge concerning supplies;

RESOLVED, Resolution 2004-3 is hereby rescinded.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Board of Directors of Newhall County Water District held on April 14, 2005. Resolution No. 2005-13 was adopted by the following vote:

AYES:	Directors	Dore, Gutzeit, & Pfister
NOES:	Directors	Dunn, Plambeck
ABSTAIN:	Directors	



**Maria Gutzeit, President
Board of Directors of the
Newhall County Water District**

ATTEST:


**Karin J. Russell
Secretary of the Board of Directors**

STATE OF CALIFORNIA)
)
COUNTY OF LOS ANGELES) ss.

I, Karin J. Russell, Secretary of the Newhall County Water District, DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 2005-13 of the Board of Directors of Newhall County Water District adopted at a Regular Meeting held on April 14, 2005, and that the same has not been amended or repealed.


Karin J. Russell, Secretary
Newhall County Water District

DATED: 4-14-05

(S E A L)

WFB

Letter 6
Stephen Cole
NCWD

July 11, 2005

6-1 The commenter notes that the original resolution stating that the Newhall County Water District (NCWD) no longer had confidence in supply and availability numbers was Resolution 2004-03.

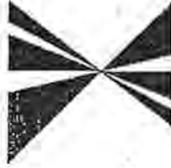
Response: The Section of the EIR under NCWD Actions is hereby revised to reflect this information.

6-2 The commenter states that the NCWD adopted Resolution 2005-13 after completion of the Stetson Report. This resolution rescinds Resolution 2004-03.

Response: The Section of the EIR under NCWD Actions is hereby revised to reflect this information.

To Nicole Carter FYI

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

T (213) 236-1800
F (213) 236-1825

www.sicag.ca.gov

Office: President Tom Young, Port Huene...
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Orange County: Cliff Nobby, Orange County - Christine Barnes, La Palma - John Reardon, Brea - Lou Reme, Tustin - Art Brown, Diamond Park - Richard Chavez, Anaheim - Debbie Cook, Huntington Beach - Cathryn DeYoung, Laguna Niguel - Richard Olson, Lake Forest - Marilyn Poy, Los Alamitos - Ted Ridgeway, Newport Beach
Riverside County: Jill Smith, Riverside County - Thomas Buckley, Lake Diamond - Dennis Flickinger, Murano Valley - Ron Lowridge, Riverside - Greg Potts, Cathedral City - Ron Roberts, Temecula
San Bernardino County: Gary O'Neil, San Bernardino County - Lawrence Pate, Blythe - Paul Eaton, Montclair - Lee Ann Carish, Grand Terrace - Tim Lopez, Town of Apple Valley - Larry McCallan, Highland - Deborah Roderstein, Blythe - Alex Wilson, Ontario
Ventura County: Judy Miller, Ventura County - Glen Becker, Santa Valles - Cal Murelhouse, San Buenaventura - Lori Young, Port Huene
Orange County Transportation Authority: Lou Corrae, County of Orange
Riverside County Transportation Commission: Robin Love, Hemet
Ventura County Transportation Commission: Keith Murelhouse, Moorpark

1 August 2005

Mr. Jason Smisko
Senior Planner
Planning and Economic Development Department
23920 Valencia Boulevard, Ste 300
Santa Clarita, CA 91355

RE: SCAG Comments on the Environmental Impact Report (EIR) for the Downtown Newhall Specific Plan
SCAG No. 120050405

Dear Mr. Smisko:

Thank you for submitting the Environmental Impact Report for the Downtown Newhall Specific Plan to the Southern California Association of Governments (SCAG) for review and comment. SCAG's responsibility as the region's clearinghouse per Executive Order 12372 includes the implementation of California Environmental Quality Act (CEQA) §15125 (d). This legislation requires the review of local plans, projects and programs for consistency with regional plans.

Although your project was not deemed regionally significant to warrant our review, SCAG nonetheless offers the following comments. SCAG's Compass Growth Vision adopted in 2004, outlines a future for the region that includes the creation of sustainable communities, especially for 2% Strategy areas near existing and proposed transit. It appears that the Downtown Newhall Specific Plan will help achieve many of these goals, especially as it proposes a transit-oriented mixture of housing and commercial services in a pedestrian-oriented environment at a transit station. For a clearer understanding of the intent of and possibilities with Compass, please consult our website, www.socalcompass.org. We look forward to following the success of this project as it fulfills the intent of the Compass Growth Vision and the 2% Strategy.

Based on the information provided in the EIR, we have no further comments. We would appreciate notification of the Final EIR, especially should a change in project scope occur. A description of the proposed project was published in the June 15-30, 2005 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

[Handwritten signature of Brian Wallace]

Brian Wallace
Associate Regional Planner
Intergovernmental Review

DOCS # 112733V1

Letter 7

7-1



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Letter 7
Brian Wallace
SCAG

August 1, 2005

7-1 The commenter states that the proposed Specific Plan will help meet the goals of the SCAG's Compass Growth Vision.

Response: Comment noted. The following sentence is hereby added to the second paragraph of the SCAG discussion on page 4.0-31 of the EIR:

"Furthermore, SCAG has found that the proposed project will support many of the goals of SCAG's Compass Growth Vision for the region, which aims to promote the creation of sustainable communities."

To Nicole
Carter

Jason Smisko
Senior Planner
Planning and Economic Development Department
City of Santa Clarita
23920 Valencia Blvd
Santa Clarita, California 91355

Letter 8

Regarding the "Draft Impact Report:

THIS REPORT IS NOT ACCEPTABLE

The following is a partial list of objections and questions not answered

- 1) How many TOD units are planned for the now Metro parking lot?
- 2) Where will the ingress and egress be located for these new units?
- 3) The ridiculous notion that people will give up their cars to live next to the rail road tracks needs to be eliminated and the appropriate number of cars per unit factored in this report and addressed.
- 4) Is it legal for a city to "rent" out street parking in a residential area to the train commuters?
- 5) The added traffic on San Fernando and Railroad Ave from the Gate-King Industrial Park was never identified, discussed and/or factored into this report.
- 6) The added traffic from the "Creative Industry District" (CID), was not identified/addressed in this report.
- 7) The added traffic from the development of the 90+ acres at San Fernando and 13th Street is not identified/addressed in this report.
- 8) The traffic safety issue of all the added traffic on Railroad Ave and the fact that there is not adequate room to accommodate more than a couple of cars between the train tracks and the intersection of Market and Railroad Ave is not addressed.
- 9) The safety of the pedestrians is not adequately addressed in his report or in the "project plan". With your plan, the traffic on Railroad Ave is going to be a "nightmare" and the commuters will have to cross this extremely high volume traffic road to get back and forth between the train station and their cars. Not a good combination. When the people get home from work, they are not going to be flocking into "Downtown Newhall" to spend money. They are going to be in a hurry to pick up their children from "daycare" and get home. There is already a growing problem with pedestrians crossing/running across the middle of the block on Railroad Ave.
- 10) The fact that the use of "eminent domain" is stated as an option in this report is an obvious ploy to "bully" business, property, and home owners into giving up their business and property is not acceptable. It has caused so much anger and rage that getting the beneficial changes made will now be more difficult.
- 11) The zone change in East Newhall is not acceptable. It will only result in the same conditions as portions of Walnut Street. Big ugly (so yours are not ugly-still diminishes quality of life) multiple resident building smashed up against a small single family home with everyone hanging out in the streets at night. Here, it will

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be in the alleys, also. How would you like 50+ people hanging out behind your house?

- 12) Instead of stating, "Existing housing and populations will be only temporarily displaced as residential areas are developed", tell the truth. The population that is affected will be permanently displaced, because they will not be able to afford to live in the new units.
- 13) The people of Santa Clarita Valley voted to become a city on the one promise, that as a city, we would be able to stop the County of Los Angeles from over building and over populating our towns. For years we trusted that this promise was being kept, in so much as the City Council could control. This plan is a blatant violation of the citizens of this city's trust. It is obvious that we have put our trust in a bunch of money hungry investors who could care less about the quality of life or how many lives they destroy in their quest for more riches. The spirit of this whole plan is money. They have forgotten the foundation of which this great nation was built on. They have forgotten that a small humble house occupied by a less affluent family holds as much love as a large flashy one occupied by a more affluent family. They have forgotten the history of our country. You will see and hear us when it is time for the next City Council elections.

8-12

8-13

Jesus P. Lopez 24219 Race St
 Juan Lopez 22302 6th St
 Belin Pulido 24222 Race St
 Gil Solorio 22306 6th Street
 Rigoberto Heredia 24107 Race St
 Juan Solorio 24223 Race St
 Jesus P. Solorio 27008 6th St
 Richard Lara 24109 Race St
 Humberto Lara 24006 Race St

**Letter 8
Various Citizens**

August 3, 2005

8-1 The commenter questions how many TOD units are planned for the present Metro parking lot.

Response: Up to 100 transit-oriented dwellings are planned in place of the 4.3 acre parking lot.

8-2 The commenter questions where the ingress/egress locations will be located for these units.

Response: All ingress and egress for the TOD development will be located at Market and Pine St.

8-3 The commenter states that comments that people will not give up their automobiles while living near the railroad tracks.

Response: Downtown Newhall will consist of denser and more mixed-use development with appropriate pedestrian and street-friendly patterns to promote Transit Oriented Development (TOD). The need for and desirability of this type of housing is on the rise. According to the AARP, 71% of older households want to live within walking distance of transit. Further, national demand for housing near transit is expected to be at least 14.6 million households by 2025 (Reconnect America, 2004). For the Los Angeles metropolitan area, which expects 40 new transit stations between today and 2025, the potential for Newhall is profound.

There is ample evidence that TOD significantly reduces per capita motor vehicle travel. Reconnecting America (2004) studied various "transit zones," defined as areas within a half-mile of existing transit stations in U.S. cities. Households in these transit zones own an average of 0.9 cars, compared to an average of 1.6 cars in the metro regions as a whole. These lower rates of car ownership near transit may be by choice rather than poverty: for example, studies of transit oriented developments near Metro stations in Arlington County, VA, find car ownership rates are much lower than in the region as a whole, while average household income is higher than the regional average. Another example comes from a study of neighborhoods around SkyTrain rail transit stations in Vancouver, BC. This study found that households located within 1,000 ft. of a station owned about 31% fewer vehicles on average than households at suburban locations a few miles away (Bunt and Joyce, 1998).

8-4 The commenter questions if it is legal for a city to "rent" out street parking to train commuters in a residential areas.

Response: Yes. Many cities deal with spillover parking by establishing Residential Parking Permits that reserve all curb spaces in a neighborhood for residents and their guests. The Parking Benefit District is a variation on this common practice, wherein the city charges nonresidents for parking on the neighborhood streets, with all revenue invested in the neighborhood. Neighborhood residents can still park free in the curb spaces, but the spaces are made available to others when the residents do not use them. Examples of existing Parking Benefit Districts include Santa Cruz, California, Boulder, Colorado, and Aspen, Colorado.

8-5 The commenter states that added traffic on San Fernando and Railroad Ave from the Gate-King Industrial Park was never identified, discussed and/or factored into this report.

Response: The Gate-King Industrial Park is accounted for in the Santa Clarita Valley Consolidated travel demand model, which is based upon Santa Clarita's General Plan. As discussed in Section 5.5 of the DEIR (Transportation and Circulation), vehicle-trips estimated to be generated by the Specific Plan's actions were added to those produced under the No Build scenario. Since the No Build scenario assumes a level of growth and associated trip generation in Downtown Newhall consistent with the General Plan, the projected volumes used in the DEIR are conservative since they account for both General Plan growth in Downtown Newhall and throughout San Clarita (which includes the Gate-King Industrial Park) as well as Specific Plan action.

8-6 The commenter states that added traffic from the "Creative Industry District" (H) was not identified or address in the EIR.

Response: The "Creative Industry District" is identified in the Draft Specific Plan (page 22) as area "H", located southwest of San Fernando Road and Pine Street. This area is also shown as Traffic Analysis Zone "6" in Figure 5.5-11 of the DEIR. Existing and expected vehicle-trip generation for this area is shown in Tables 5.5-10, 5.5-11 and 5.5-12 of the DEIR. Vehicle-trips estimated to be generated from this area were assigned to the study area roadway network and included in the traffic operations analysis.

8-7 The commenter states that added traffic from development at San Fernando Road and 13th Street is not identified or addressed in the EIR.

Response: The build-out of this land is accounted for in the Santa Clarita Valley Consolidated travel demand model, which is based upon Santa Clarita's General Plan. As discussed in Section 5.5 of the DEIR (Transportation and Circulation), vehicle-trips estimated to be generated by the Specific Plan's actions were added to those produced under the No Build scenario. Since the No Build scenario assumes a level of growth and associated trip generation in Downtown Newhall consistent with the General Plan, the projected volumes used in the DEIR are conservative since they account for both General Plan

growth in downtown Newhall and throughout San Clarita (which includes the San Fernando/13th area) as well as Specific Plan action.

8-8 The commenter states that the safety issue of added traffic along Railroad Avenue, along with the limited width available between the tracks and the intersection of Market Street and Railroad Avenue, were not discussed in the EIR.

Response: The traffic analysis conducted for the DEIR accounted for the vehicle queuing storage available at all 11 study intersections, including the Railroad Avenue/Market Street intersection. As shown in Figures 5.5-12 and 5.5-13 of the DEIR, the largest traffic increases at this intersection would be along Railroad Avenue, not Market Street, when comparing the 2025 Build condition against the No Build scenario. Railroad Avenue through movements will not be affected by train movements across Market Street.

8-9 The commenter states that pedestrian safety is not adequately addressed in the EIR or Specific Plan.

Response: The traffic analysis was focused on 11 study intersections, most of which included pedestrian crosswalks. Under the Build scenario, which assumed implementation of the proposed Specific Plan's actions, extra pedestrian crossing time was assumed at several of the intersections, including the Railroad Avenue/Market Street intersection, to account for the assumed increased level of pedestrian activity. Most of the Specific Plan's actions should improve pedestrian safety since the plan proposes the provision of pedestrian-friendly treatments, such as curb extensions to shorten crosswalk distances, and roadway narrowing along San Fernando/Main Street, which should reduce vehicular travel speeds.

8-10 The commenter is concerned about the use of eminent domain.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

8-11 The commenter states that the zone change in East Newhall may result in situations where multi-family units abut single-family units. The commenter also states that gatherings may occur in alleys and in front of single-family units.

Response: The Specific Plan has been designed to incorporate a number of different unit types which may be applied in the subject area. The type selected for any project must consider compatibility with surrounding land uses. That gatherings may occur in alleys and in front of single-family units is noted; this is a possibility in existing development patterns in the area.

8-12 The commenter states that existing housing and populations may be permanently displaced.

Response: The commenter makes that argument that populations may be permanently displaced due to inability to afford the new units. The Plan specifically provides a range of housing types, with affordability as one of the considerations.

8-13 The commenter states that the proposed plan does not follow the promise set when the City was incorporated.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

Santa Clarita Valley Food Pantry
24133 Railroad Avenue
Newhall, CA 91321

(661) 255-9078 Fax (661) 255-2331

www.scvnet.net/foodpantry scvfoodpantry@pacbell.net

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AUG 03 2005

PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

Letter 9

August 1, 2005

City of Santa Clarita
Planning Commission, Suite 302
23920 Valencia Boulevard
Santa Clarita, CA 91355

Post-It® Fax Note	7671	Date	8/3/05	# of pages	2
To	Nicole	From	Jason Smith		
Co./Dept.		Co.	City of SC		
Phone #		Phone #	255-4302		
Fax #	805/941-7912	Fax #			

Dear Commissioners:

This letter is in regard to the Draft Environmental Impact Report (DEIR) for the Downtown Newhall Specific Plan (DNSP). At the first public hearing on this subject, we addressed our concerns to the Commission about parking and relocation issues affecting the Santa Clarita Valley Food Pantry (property owners in the area covered by the DNSP).

At that meeting, Commissioner Trautman charged staff with investigating the impacts to parking along Railroad Avenue. We were disconcerted when the presentation at the July 19th public hearing glossed over the parking issue with the statement, "parking will not be significantly impacted by the plan." We have two specific concerns about parking along the Railroad Avenue corridor once the DNSP is put into action.

Interim Parking

An integral part of the DNSP calls for transforming Railroad Avenue into the main thoroughfare through Newhall to points South. As part of this transformation, parking on the East side of Railroad will be eliminated. Currently, there are 180 parking spaces along Railroad Avenue (table 5.5-8 DEIR). Once Railroad is converted, the number of on-street parking spaces will be reduced to 90 (table 5.5-9 DEIR).

Logic dictates that the re-striping and removal of on-street parking will occur prior to the building of 'Garage South,' which is designated to partially relieve the loss of on-street parking. During the interim period, we believe parking along Railroad Avenue will be inadequate. We recommend that the City provide free parking and adequate, stoplight controlled pedestrian crossing at the south junction of Railroad Avenue and San Fernando Road. We also recommend that the City convert all on-street parking on Railroad Avenue to 2-hour maximum parking. Finally, we ask that the City actively ensure that vehicles left parked along San Fernando Road in excess of the limit be promptly towed if left overnight. Many businesses currently use Railroad Avenue as additional vehicle storage space, a situation that will greatly exacerbate the scarcity of parking during the transitional period.

Paid Parking

The statement in the DEIR, reiterated at the public hearing, that parking will not be significantly impacted is true only in the sense that the absolute number of parking spaces in Downtown Newhall at 10-year buildout would be greater than the number of spaces currently available. As stated in the DEIR, "the loss in parking supply will be replaced by increased parking along San Fernando Road/Main Street as well as the proposed 'Garage South'."

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Executive Director

9-1



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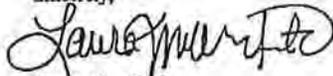
Santa Clarita Valley Food Pantry
 24133 Railroad Avenue
 Newhall, CA 91321
 (661) 255-9078 Fax (661) 255-2331
 www.scvnet.net/foodpantry scvfoodpantry@pacbell.net

These statements ignore the issues raised by parking in Garage South being paid parking. All of our clients are at or below 150% of the poverty level. Since we are a volunteer-run organization, our hours of operation are limited to 9:00 a.m. to 12:00 noon, Monday through Thursday and on the 3rd Friday of each month for our senior citizen clients. During this compressed time frame, parking spaces are currently extremely difficult for our clients to come by with 190 parking spaces available along Railroad Avenue. Once these on street parking spaces are reduced by half, many of our clients will be unable to find parking on street and will be shunted to Garage South. In addition, many of our 60 volunteers are retirees on fixed incomes. They will also find paying for parking to be difficult.

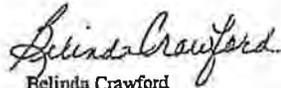
As a nonprofit organization, we cannot afford to subsidize parking for our 60 volunteers or our 3,400 active clients. We request that the City require owners of paid parking garages in the DNSP area to provide vouchers for short-term (under 1-hour) parking for our clients and for customers of neighboring businesses at no charge to the business.

We appreciate your attention to these issues. While these parking issues impact us in a somewhat different manner than our neighbors, we believe they share our concerns about the reduction in on-street parking along the Railroad Avenue corridor and the implementation of paid parking as a substitute for free parking.

Sincerely,



Laura Morefield
 President, Board of Directors



Belinda Crawford
 Executive Director

cc: Jason Smisko
 Cameron Smyth, Mayor
 Laurene Weste, Mayor Pro-Tem
 Frank Ferry, Councilmember
 Marsha McLean, Councilmember
 Bob Kellar, Councilmember

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Letter 9
Laura Morefield
Santa Clarita Valley Food Pantry

August 1, 2005

9-1 The commenter states that on-street parking will be inadequate during construction of "Garage South." The commenter suggests that the City provide free and adequate parking during this time, along with a signal-controlled pedestrian crossing at the southern junction of Railroad Avenue and San Fernando Road. The commenter recommends that the City should limit all on-street parking to a 2-hour maximum. The commenter suggests that the City should have vehicles parked outside designated spaces all night promptly towed.

The commenter states the parking for the volunteers and clients will be greatly impacted because of the reduced number of on street, and increased number of paid parking. The commenter states that all of the clients are at or below 150% of the poverty level. The commenter suggests that the clients and volunteers should get vouchers for short-term parking.

Response: As stated on page 2:32 in the Downtown Newhall Specific Plan (Draft, June 21, 2005), always available, convenient, and on-street customer parking are of primary importance for ground level retail to succeed. This includes the businesses along Railroad Avenue. The Plan specifically calls for 2-hour time limits for on-street parking and strict enforcement to encourage turnover.

Parking to be removed is located on the east side of Railroad Avenue, where there are no fronting businesses. Multiple occupancy counts have shown these parking spaces to be largely unused in the blocks between Market Street and San Fernando Street. Parking on the west side of the street will remain. In addition, restriping of Main Street and side streets will take place concurrently with the restriping of Railroad Avenue. As shown in the table on page 2:31 of the Specific Plan (Draft, June 21, 2005), the number of parking spaces in these areas will increase from 225 to 399 parking spaces, an addition of 174 parking stalls. There will therefore be an overall increase in on street parking in the immediate vicinity.

Although the Tables in Chapter 5.5 correctly represent the future parking supply, Table 3-4 in the Project Description requires updating as follows:

Location	Existing	Proposed
On-street		
San Fernando Road (Main Street)	115	161
Side Streets	110	238

Total Street Parking: Main Street	225	399
Railroad Avenue	180	90
Total On-Street Parking	405	489
Off-Street		
East side of San Fernando Road	115 (est)	0
West side of San Fernando Road	158 (est)	0
Total Off-Street Parking	273 (est)	0
William S. Hart Park (along Newhall Avenue edge)	0	140
Park-Once Garages	0	800
Total Off-Street Parking	273	940
Total On- and Off-Street Parking	678	1429
Net Increase in Total Parking		751

The Transportation Improvement District recommended in the Specific Plan on page 2:31 will have the authority to determine parking rates, collect parking revenue, and to allocate parking revenues. If the District chooses, it will be able to exempt certain categories of visitors, such as customers and/or non-profit clients and parking fees. In addition, the District will set the operating hours for parking meters, and may wish to leave parking unmetered before 11:00 a.m., when parking demand is low.

Letter 10

RECEIVED
PLANNING DIVISION

AUG 03 2005

August 3, 2005

Mr. Jason Smisko, Senior Planner
City of Santa Clarita
Planning and Economic Development Department
23920 Valencia Blvd., Suite 300
Los Angeles, CA 90012

PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

Dear Mr. Smisko:

The Castaic Lake Water Agency (CLWA) has reviewed the Draft Downtown Newhall Specific Plan Environmental Impact Report and generally concurs with the information presented. By this letter, CLWA is providing the following clarifying comments regarding the document, specifically Section 5.10, Water Supply:



- 1) The formal names of the aquifers of the Santa Clarita Valley are the "Alluvial Aquifer" and the "Saugus Formation" (not the "Saugus Aquifer" as it currently appears in the EIR). The names as they currently appear in the EIR should be corrected.
- 2) Page 5.10-4, column 1 paragraph 2: references to the "yield" of the Alluvial Aquifer should be provided. We assume that the EIR is utilizing data from "R. C. Slade and Associates, 2001 Update Report, Hydrogeologic Conditions in the Alluvial and Saugus Formation Aquifer Systems, July 2002." This is the appropriate source document for information and data on the two local aquifers. Footnote 4 from this paragraph is outdated and no longer correct (it is also not referenced). The most recent information on the operational (not "perennial") yield of the Santa Clarita Valley's groundwater basin can be found in the Groundwater Perchlorate Contamination Amendment and other Amendments to the 2000 Urban Water Management Plan, January 2005. The text and tables in Section 5.10 should be updated with this information.
- 3) Column 2 paragraph 2: The Department of Toxic Substances Control Remedial Action Plan also includes wellhead treatment and removal of perchlorate, which is scheduled to come on line in 2008. The EIR should include this date in addition to the date for soil remediation activities.
- 4) Column 2 paragraph 3: the State Water Project was "initiated" in 1960 (not "began").
- 5) Column 2 paragraph 4: the paragraph in its entirety should be corrected to read as follows: "CLWA's original contract with the State Water Project in 1966 was for a water entitlement (now referred to as "Table A Amount") of 41,500 acre-feet per year (AFY). In the 1980s, CLWA purchased 12,700 AFY of State Water Project Table A Amount from the Devils' Den Water District in Kern County. In 1999 CLWA purchased 41,000 AFY of Table A Amount from the Wheeler Ridge-Maricopa Water Storage District in Kern County as part of the Monterey Amendments to the State Water Contracts. However, the Monterey Amendment EIR and CLWA's EIR for the 41,000 AFY transfer were challenged in court. This challenge to the Monterey Amendment EIR was settled by the parties to that litigation and a new EIR is being prepared by the California Department of Water Resources (DWR). CLWA's revised EIR on the 41,000 AFY transfer was certified in December 2004. Litigation has been filed against the revised EIR by California Water Impact Network and the Planning and Conservation League.

Postpaid Fax Note	7671	Date	8/3/05	Pages	2
To	Nicole	From	Jason Smisko		
Co/Dept	City of SC	To	City of SC		
Phone #	279-4300	Phone #	279-4300		
Fax #	279-4300	Fax #	279-4300		

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SECRETARY
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10-5

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- 6) Column 2 paragraph 5: State Water Project supplies are not currently subject to or limited by "legal battles." The availability of SWP supplies, according to the DWR State Water Project Delivery Reliability Report (2002), "depends on how much rain and snow there will be in any given year and what the level of development (that is, the use of water) will be in the source areas." DWR's determinations of water availability on an annual basis are also subject to various regulatory requirements for fish and wildlife purposes, which are appropriately factored into the determinations.
- 7) Page 5.10-5, column 1 paragraph 1: the correct name is "Los Angeles County Waterworks District No. 36."
- 8) Column 1 paragraph 3: the paragraph should be augmented to show that CLWA initiated recycled water supplies in 2003. Approximately 1,700 AFY is available from the CLWA recycled water system. Approximately 700 AFY of demand exists at this time (August 2005). Also, the source of recycled water is not "saved" (i.e., conserved) water; recycled water is produced from the treatment and diversion of wastewater from the two local WRPs, as described in the paragraph.
- 9) Column 1 paragraph 4 and Table 5.10-1: the table describes the water supply of the entire Santa Clarita Valley, not just NCWD.
- 10) Column 2 paragraph 3: in January 2005 CLWA and the retail purveyors, including NCWD, adopted an amended 2000 Urban Water Management Plan ("Groundwater Perchlorate Contamination Amendment and Other Amendments"). It is this current UWMP that should be referred to in all other parts of the EIR.
- 11) Page 5.10-6, footnote 9: This footnote is incorrect. "Pumpback" is the use of groundwater wells to "recover" or "extract" previously banked surface water supplies from a groundwater basin (usually in a groundwater banking program). It does not involve the use of dams or surface storage reservoirs.
- 12) Column 2 paragraph 1: CLWA suggests that this entire paragraph be deleted from the EIR. The resolution referred to has been rescinded, and superseded by the Amended 2000 UWMP, which is currently in effect.
- 13) Page 5.10-7, column 1 paragraph 1: "the agency's" should be changed to "CLWA's" as it is used throughout Chapter 5.10.

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If you have any questions regarding these comments, please call Mary Lou Colton, Water Resources Manager, or me at 661/297-1600.

Sincerely,

Dan Masnada
General Manager

cc:

Steve Cole, Newhall County Water District
CLWA Board of Directors

MARYLOUC 12630_1

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Letter 10
Dan Masnada
CLWA

August 3, 2005

10-1 The commenter states that the formal names for the Santa Clarita Valley aquifers are the "Alluvial Aquifer" and the "Saugus Formation." The commenter suggests correcting these names in the EIR.

Response: The terminology throughout this Section is hereby corrected as suggested.

10-2 The commenter states that the footnote 4 (page 5.10-4, column 1, paragraph 2) is outdated. The commenter suggests referencing the Groundwater Perchlorate Contamination Amendment and other Amendments to the 2000 Urban Water Management Plan (January 2005) for more recent information on operational (not "perennial") yield of the Santa Clarita Valley groundwater basin.

Response: The paragraph which discusses yield is hereby revised as follows: "The Alluvial Aquifer stores over 200,000 acre feet (AF) of water (Footnote 3, One acre foot equals 325,851 gallons, *Footnote 4, SOURCE*). In the spring of 2000, the total volume of groundwater storage in the Alluvial Aquifer was approximately 161,000 AF (*Footnote 4a, SOURCE*). Historically, there has not appeared to be a long-term or permanent decline in water levels in the Alluvial Aquifer. The aquifer has been managed within its operational yield, which is 30,000 to 40,000 AFY in average/normal and wet years, with a reduction to 30,000 to 35,000 AFY in dry years. Pumping has occurred at an average of about 30,500 AFY (31,300 AF in years with less-than-average precipitation, and 29,400 AF in years with greater-than-average precipitation).

Groundwater pumping from the Saugus Formation has historically averaged approximately 6,700 AFY. However, the Stetson Report states that perchlorate contamination currently limits groundwater pumping to a minimum of 4,560 AFY (Footnote 5). If groundwater treatment facilities were installed to remove perchlorate contamination, the production during normal and dry years could return to the operational yield of between 7,500 and 15,000 AF in average years, with an increase to up to 35,000 AF in multiple dry-year periods. (Footnote 5a, Source: Groundwater Perchlorate Contamination Amendment and Other Amendments: 2000 Urban Water Management Plan (January 2005)).

The commenter also suggests that all tables in Section 5.10 be revised to reflect this information. Based on our review, Table 5.10-1 already includes the above figures.

10-3 The commenter notes that in column 2, paragraph 2, the Department of Toxic Substances Control Remedial Action Plan also includes wellhead treatment and perchlorate removal, and is scheduled for 2006.

Response: The sentences are hereby revised as follows: "Additionally, the California Department of Toxic Substances Control is completing its Remedial Action Plan that is anticipated to provide approved remedial activities for the contaminated areas by 2010. The Remedial Action Plan also includes wellhead treatment and perchlorate removal, slated to begin by 2006."

10-4 The commenter notes that in column 2, paragraph 3, the State Water Project was "initiated" (not "began") in 1960.

Response: The suggested change is hereby incorporated.

10-5 The commenter suggests revision in whole of column 2, paragraph 4.

Response: The paragraph is hereby corrected to read: "CLWA's original contract with the State Water Project in 1966 was for a water entitlement (now referred to as "Table A Amount") of 41,500 acre-feet per year (AFY). In the 1980's, CLWA purchased 12,700 AFY of State Water Project Table A Amount from the Devils' Den Water District in Kern County. In 1999 CLWA purchased 41,000 AFY of Table A Amount from the Wheeler Ridge-Maricopa Water Storage District in Kern County as part of the Monterey Amendments to the State Water Contracts. However, the Monterey Amendment EIR and CLWA's EIR for the 41,000 AFY transfer were challenged in court. The challenge to the Monterey Amendment EIR was settled by the parties to that litigation and a new EIR is being prepared by the California Department of Water Resources (DWR). CLWA's revised EIR on the 41,000 AFY transfer was certified in December 2004. Litigation has been filed against the revised EIR by California Water Impact Network and the Planning and Conservation League."

10-6 The commenter states that State Water Project (SWP) supplies are not subject to or limited by "legal battles" (column 2 paragraph 5).

Response: So noted. The paragraph has been revised to read: "The amount of State Water Project water available in any given year can be limited by a number of factors, including precipitation, snowpack, development in source areas, and instream flow requirements for fish and wildlife."

10-7 The commenter notes a correction on page 5.10-5, column 1 paragraph 1. The commenter suggests changing the name to: "Los Angeles County Waterworks District No. 36."

Response: The paragraph is hereby amended as suggested.

10-8 The commenter requests changes to column 1 paragraph 3 regarding recycled water.

Response: The final sentence of the subject paragraph is hereby amended to read: "However, it is available. According to CLWA (DEIR Comment Letter, 2005) CLWA initiated recycled water supplies in 2003. Approximately 1,700 AFY is available from the CLWA recycled water system. Approximately 700 AFY of demand exists at this time (August 2005)."

The reference to saved water in the EIR relates to the ability to conserve, or save, existing supplies from the State Water Project and groundwater sources, due to the use of recycled water, not to the recycled water itself.

10-9 The commenter notes that column 1 paragraph 4 should state that Table 5.10-1 describes the water supply of the entire Santa Clarita Valley, not just the NCWD.

Response: The table is hereby retitled: "Table 5.10-1 Santa Clarita Valley Water Supplies, 2005."

10-10 The commenter notes that the reference in column 2 paragraph 3 should be changed to the 2000 Urban Water Management Plan.

Response: The reference is hereby amended as suggested.

10-11 The commenter states that footnote 9 on page 5.10-6 is incorrect. The commenter states that "pumpback" does not involve use of dams or surface storage reservoirs.

Response: The footnote is hereby revised as follows: Pumpback refers to the use of groundwater wells to "recover" or "extract" previously banked surface water supplies from a groundwater basin (usually as part of a groundwater banking program) (Source, CLWA DEIR Comment Letter, 2005)."

10-12 The commenter suggests that column 2 paragraph 1 be deleted.

Response: The paragraph is hereby deleted because it is outdated.

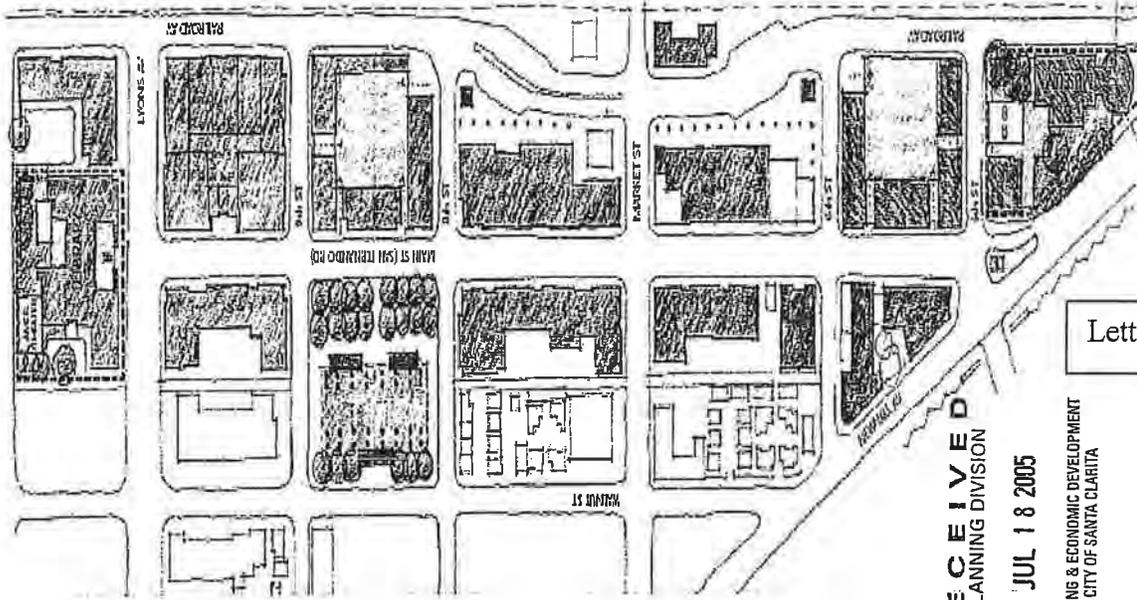
10-13 The commenter suggests changing "agency's" to "CLWA's" on page 5.10-7, column 1 paragraph 1.

Response: The correction is hereby made.

Downtown Newhall Specific Plan

Issues, Problems Agreements and Oppositions

Alan Amitin, Officer & Director
Bill Boden, Chief Operations Officer
Billy's Ski & Surf Shop
Newhall, California



Letter 11

R E C E I V E D
PLANNING DIVISION
JUL 18 2005
PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

87

Specifically Prepared For:

- Santa Clarita Planning Commission
 - Diane Trautman, Chair
 - Dennis Ostrom, Vice-Chair
 - Rick Winsman
 - Mike Berger
 - Tim Burkhart
- Planning Departments
 - Paul D. Brotzman, Planning & Economic Development
 - Jason Smisko, Senior Planner

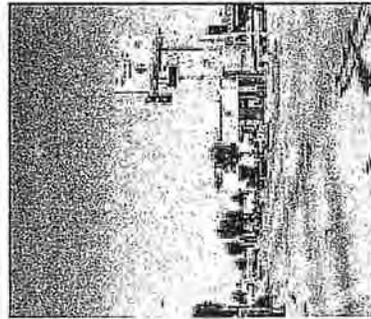
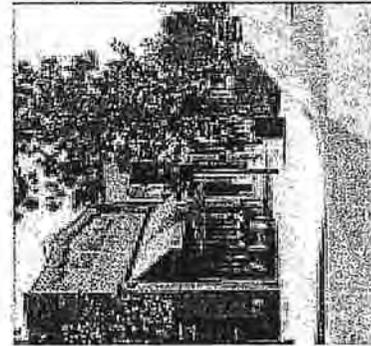
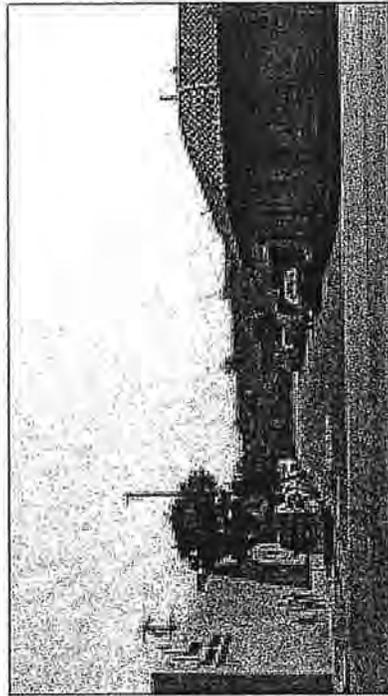


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 - (2) Time to stroll and shop
 - B. History of parking issues – Case studies
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 - D. Displacement
- 3. Traffic Re-routing
 - A. The numbers
 - B. Loss of Advertising
 - C. Loss of Customer Traffic
 - D. Constructive Condemnation
- 4. Other Mixed Use Shopping Venues
 - A. Monrovia
 - B. Montrose Shopping Park
 - C. Old Town Pasadena
- 5. Putting the cart before the horse – Where to start

Preface

- There is no question that there is blight in the Downtown Newhall Corridor. There is a need for revitalization in the area.
- The general community as well as the existing business community would benefit from revitalization
- The central questions of this revitalization concern the scope, goals of the community, financing, the partnership of the public and private domain and using experiences from other communities to insure the success of the project.
- The focal point of this presentation involves traffic redirection, parking and the overall marketing concept of such a planned commercial center, based on other community's experiences.



TRAFFIC DIVERSION and RE-DIRECTION

Issue: Re-directing traffic – making T Intersection at corner of Main Street and Lyons Avenue

There is no opposition to renaming San Fernando Road to Main Street. There is no opposition to renaming the off-ramp presently named San Fernando Road to Newhall Avenue. These changes make sense and have no direct financial consequences to the City or its constituents.

We oppose the redirection of traffic to Railroad Avenue and Newhall Avenue. The traffic charts provided in the current draft of the “Specific Plan” clearly show the diminution in traffic passing by the corner of Lyons and San Fernando Road.

Metrolink runs seven rail lines that are primarily oriented towards peak-only commuter service on Mondays through Fridays. The Newhall Jct. Heien station is on the Antelope Valley line, which is served by 24 trains each weekday. Trains depart Lancaster for Los Angeles between 4:05 AM to 5:55 PM and depart Los Angeles for Lancaster beginning at 6:35 AM and as late as 9:00 PM. Weekday frequencies on the Antelope Valley line are one- to two-hour headways during the day, with 30-minute to one-hour headways during peak periods. Saturday frequencies are generally every three hours.

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
San Fernando/13th	0.72	C	0.82	E
Railroad/Lyons	0.65	B	0.54	A
Railroad/Market	0.56	A	0.71	C
San Fernando/Railroad	0.55	A	0.75	C
San Fernando/Can	0.58	A	0.77	C
San Fernando/Valle Del Oro	0.67	B	0.80	C
San Fernando/Lyons	0.67	B	0.68	B
San Fernando/Market	0.74	C	0.80	C
San Fernando/Newhall	0.71	C	0.97	E
D. Newhall/Lyons	0.64	B	0.59	A
1. Newhall/Market	0.44	A	0.75	C

Chart #1 shows the current Intersection Capacity Utilities (ICU) and Level of Service (LOS) at this corner during peak morning and evening hours. Chart #2 right side shows the anticipated ICU and LOS in the event of “build” in 2010. The left side illustrates the anticipated ICU and LOS in the event there is no “build” in 2010.

The indisputable conclusion is that the number of cars passing by the store at 22600 Lyons Avenue is significantly fewer and diminishes the value of the retail space presently occupying the premises.

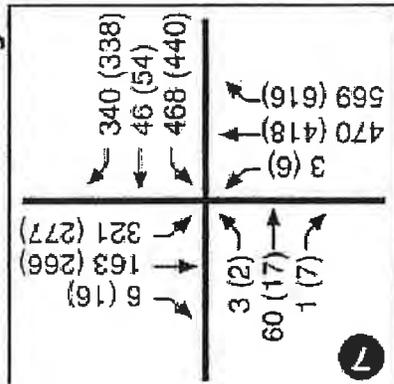
Table 5.5-7 Year 2010 AM Peak Hour No Build vs. Build Intersection Capacity Utilization

Intersection	No Build		Build		ICU	DIR	Mitigated Build	
	ICU	LOS	ICU	LOS			ICU	LOS
1. San Fernando/13th	0.67	B	0.69	B	±0.00		--	--
2. Railroad/Lyons	0.50	A	0.77	C	±0.27		--	--
3. Railroad/Market	0.65	B	0.65	B	-0.03		--	--
4. San Fernando/Railroad	0.67	B	0.70	B	±0.03		--	--
5. San Fernando/Can	0.59	A	0.59	A	±0.00		--	--
6. San Fernando/Valle Del Oro	0.65	B	0.65	B	±0.00		--	--
7. San Fernando/Lyons	0.76	C	0.54	A	-0.22		--	--
8. San Fernando/Market	0.74	C	0.45	A	-0.26		--	--
9. San Fernando/Newhall	0.70	B	0.49	A	-0.21		--	--
10. Newhall/Lyons	0.69	B	0.69	B	±0.00		--	--
11. Newhall/Market	0.43	A	0.49	A	±0.00		--	--

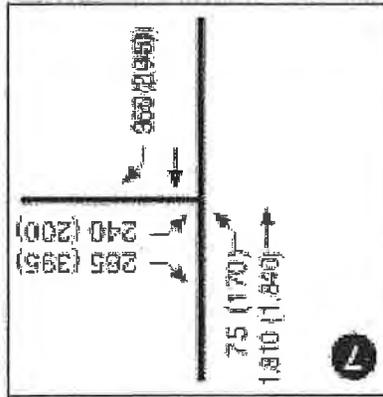
Source: Fausch Associates

Traffic Volume –

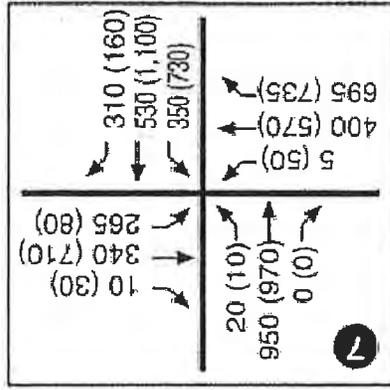
Lyons and San Fernando Road



YEAR 2005



YEAR 2025
"Build"



YEAR 2025
"No Build"

123 (456) = AM (PM)
Key

Table 5.5-14 Year 2025 AM Peak Hour No Build vs. Build Intersection Capacity Utilization

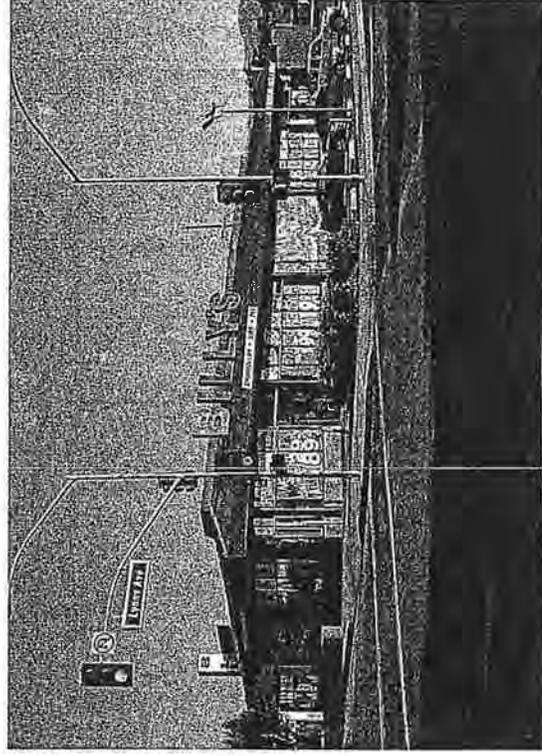
Intersection	No Build		Build		Mitigated Build	
	ICU	LOS	ICU	LOS	ICU	LOS
San Fernando/13th	0.69	B	0.71	C	+0.02	-
Lyons	0.65	B	0.70	B	+0.05	-
Market	0.72	C	0.57	A	-0.14	-
Railroad	0.56	A	0.75	C	+0.19	-
Carl	0.56	A	0.56	A	+0.02	-
Del Oro	0.57	B	0.69	B	+0.02	-
Lyons	0.87	D	0.55	A	-0.32	-
Market	0.75	C	0.53	A	-0.22	-
Newhall	0.59	A	0.50	A	-0.09	-
Lyons	0.70	B	0.74	C	+0.04	-

The key exposure Billy's enjoys comes from vehicles traveling southbound on San Fernando Road (toward the 14 freeway). The "build" plan calls for complete elimination of this critical advertising tool by the creation of the "T" intersection and diverting southbound traffic to Railroad Avenue. The charts contained on this page also clearly show a diminution in value from lessened traffic utility at this intersection

Traffic Exposure at San Fernando Road and Lyons Avenue

In 1979 Billy Amitin was looking for an ideal location to move his burgeoning business. With his father, Cy, and his brother, Alan, the three searched the entire Santa Clarita community for a spot with the best exposure (location, location, location). When presented with an opportunity to buy an out-of-business muffler shop at the corner of Lyons Avenue and San Fernando Road, the trio sat on the west side of San Fernando Road looking south at this south-west corner lot. They were astounded by the number of cars traveling south on San Fernando Road. The traffic either turned right onto Lyons or continued straight on San Fernando.

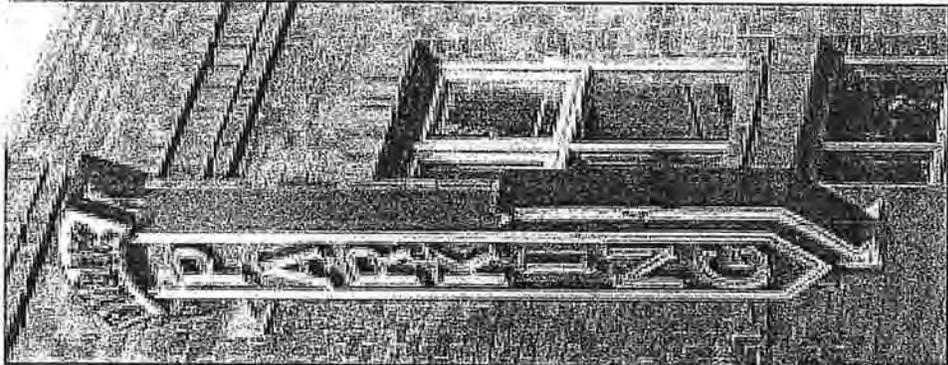
The sheer traffic volume spoke to the exposure a potential retail structure could enjoy at this corner. The property was for sale and the Amitins bought it within 24 hours of seeing it. They built the building at 22600 Lyons on this corner, and Billy's Ski & Surf has been a fixture of the Newhall business community since it opened there in 1980.



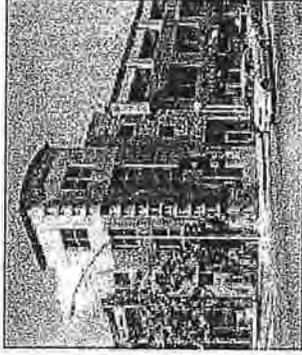
Billy's Ski & Surf Shop
22600 Lyons Avenue
Newhall, California
(661) 254-0727

PARKING

- Proximity to store – result on revenue
- History of parking issues – case studies
- Population density
- Displacement
- Parking Garages
- Diagonal Parking



» Parking Garages



- » (“Park Once – shared public parking”)
- » **PRESUMPTIONS**
 - Customers are not destination shoppers;
 - Shoppers are willing to carry items as much as ten minutes to their cars .

11-2

PARKING - CASE STUDY

Montrose Shopping Park

In 1967 the City of Glendale, California established a three block district in north Glendale on Honolulu Avenue called the Montrose Shopping Park. The purpose was to transform a commercial retail and mixed service area into a retail shopping district with landscaping, lighting, pedestrian friendlier walkways and parking transformations. The project was modeled after what appeared to be a similar business district which had undergone a like transformation in Grand Junction, Colorado. Prior to this revitalization project, the stores and service businesses were thriving beyond their owners' expectations.

The pre-transformation parking had been partially on street vertical parking spaces and partially parking lots behind the stores. The MSP specific plan called for a significant reduction of on-street parking spaces, a serpentine feel to the street and additional off-street parking in the rear of the stores. There is no question that when the project was completed there were two conclusions: The street-scapes was gorgeous and the non-merchant populace was enthralled with a wonderful walking friendly village. Street events such as the Oktoberfest, the Arts and Crafts festival and Farmers' Market were employed to enhance the community village feel.

The resulting effect on mercantile was dramatic. Over a 15 year span all but seven of the 72 very successful stores had moved to different locations, including J.C. Penny's, Hales Mens Store, Knott's Mens Store, Meldon's Shoes, Stride Rite Shoes, Ebemeyer's Bakery. The successor businesses were mainly nail salons, travel agencies and arts and crafts shops.

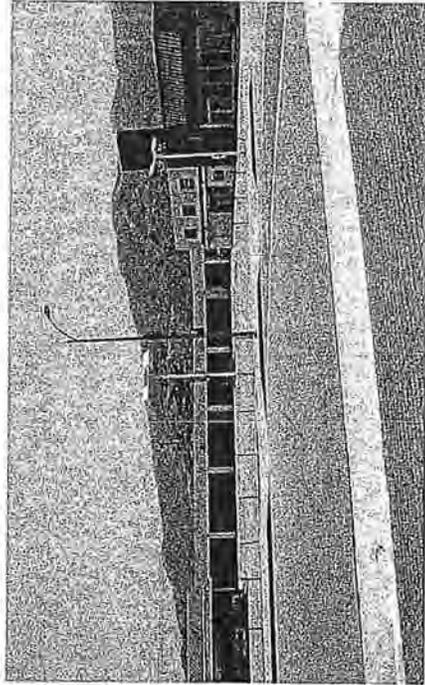
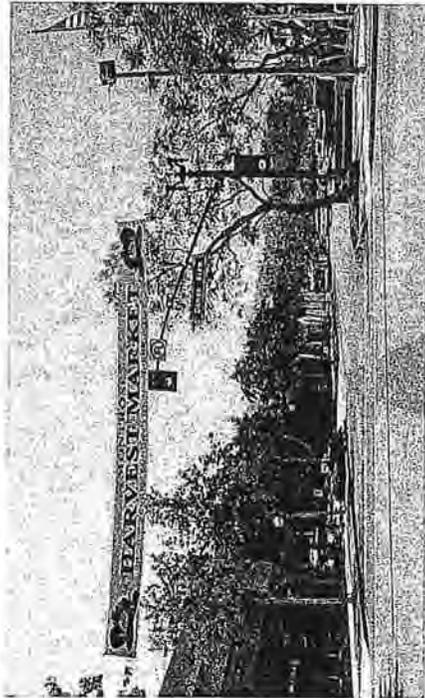
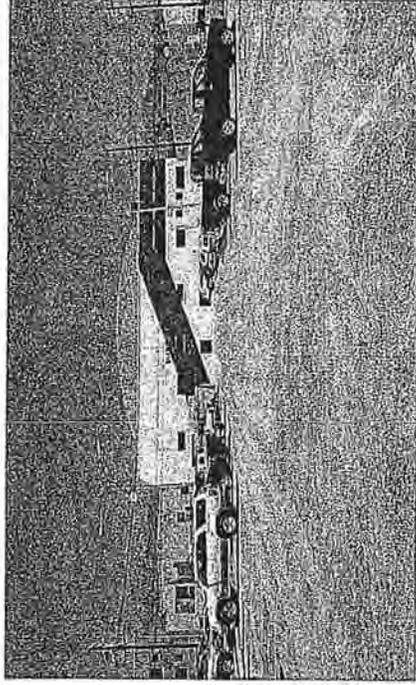
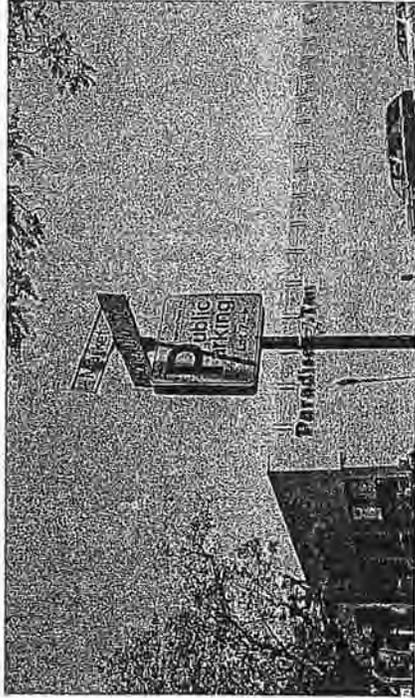
Billy's Ski & Sport stayed in the MSP until 1998. Despite three multi-million dollar allocations for parking improvements, the city of Glendale was never able to spend the allocated money to ameliorate the parking problem. In April, 1998, after nearly five decades on Honolulu Avenue, Billy's moved to a 256 parking space shopping center with parking directly in front of the new store. The result was an immediate, first year 20% increase in sales. Customers, old and new, repeatedly commented on the convenience of the new parking situation.

The Montrose Shopping Park parking has been a conundrum. There is more than ample FREE off-street parking lots behind the stores. There are far fewer money-metered, diagonal spaces on Honolulu Avenue in front of the stores. The MSP voted to have the front spaces metered to eliminate all day parkers and encourage turnover. Shoppers in their cars will wait and often-times circle around the block to get the coveted metered spaces. The reason is simple. In today's socio-economic environment, the two working parent households make time saving and convenience the priority.

The newest entry into the shopping lexicon is the **destination store mall**. Like the Burbank Empire Center near Burbank Airport, the national chain stores have banded together in an outdoor mall setting with huge amounts of free parking directly in front of their stores. These stores' market research indicate a need for convenient destination parking to maximize their customer base.

The caveat here is that when trying to attract national chains or major merchants to a centre, these stores need parking that is convenient to their location. Restaurants and theatres seem to be an exception to the rule here. Majors, not presently situated in Santa Clarita like Virgin Records, Nordstrom, R.E.I., Burlington Coat Factory, Harley Davidson, IKEA or Comm USA would hardly be attracted to a revitalized downtown Newhall in its present "SPECIFIC PLAN" format.

Montrose Shopping Park Montrose, California



MONROVIA – Myrtle Avenue Downtown

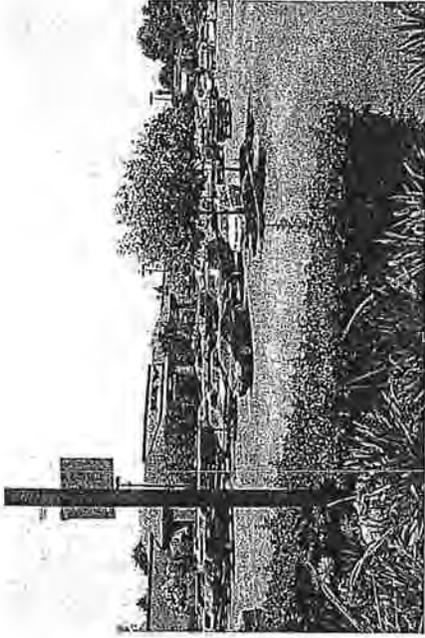
- An interesting mix of retail, service, food and entertainment
- The city of Monrovia has maintained Myrtle Avenue as a two-way traffic shopping center with on street horizontal, diagonal and off-street parking alternatives. (See Picture Top left next page)

The shops are varied with a predominance of nail and hair salons, jewelry stores, food and dining options and knick-knack shops. There are some chains like Quiznos, Sprint and Coffee Bean. (see picture next page - bottom right for typical store fronts)

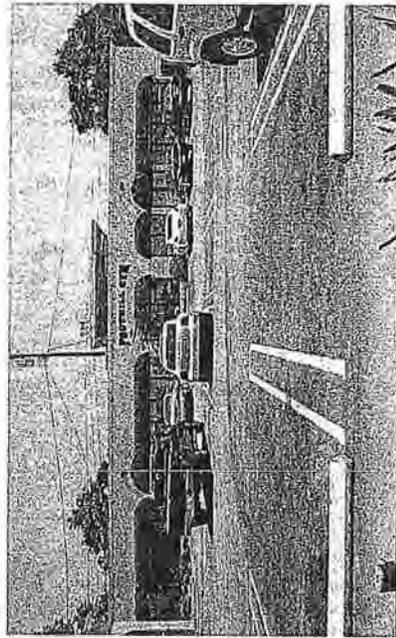
- There appear to be offices and some dwellings on second story buildings (see picture – next page bottom left)

Kirkorian Theatre has a presence in the center of town with a parking structure near its entrance. (see picture next page - top right)

This downtown revitalized area is on Myrtle Avenue approximately three blocks north of the 210 freeway. There are on and off ramps to 210 east and west on Myrtle Avenue



Many businesses maintain their own parking lots Pavilions (top) Foothill Gym (Bottom)



MONROVIA – Myrtle Avenue Downtown

- An interesting mix of retail, service, food and entertainment

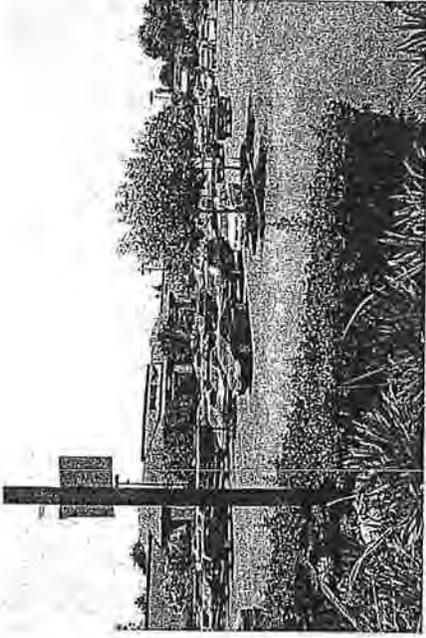
The city of Monrovia has maintained Myrtle Avenue as a two-way traffic shopping center with on street horizontal, diagonal and off-street parking alternatives. (See Picture Top left next page)

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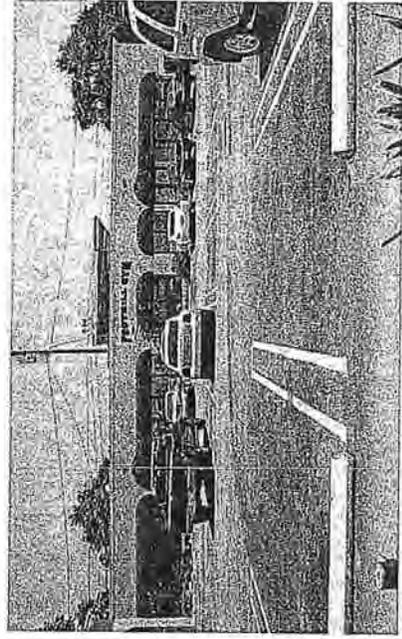
There appear to be offices and some dwellings on second story buildings (see picture – next page bottom left)

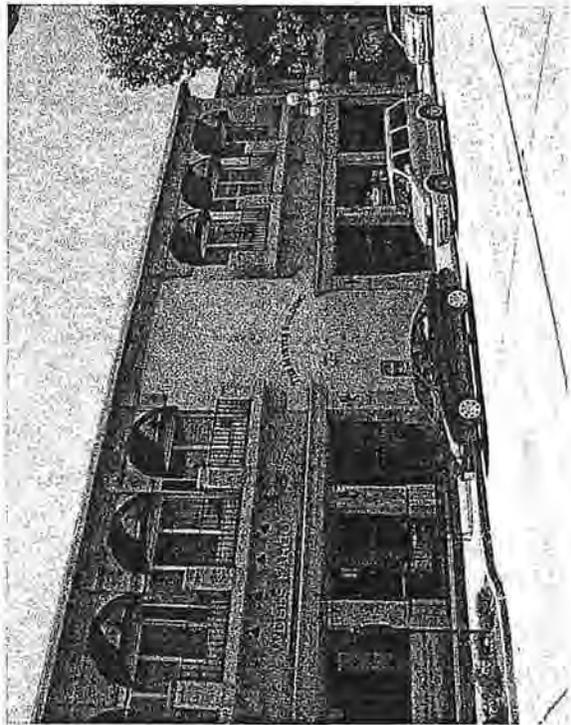
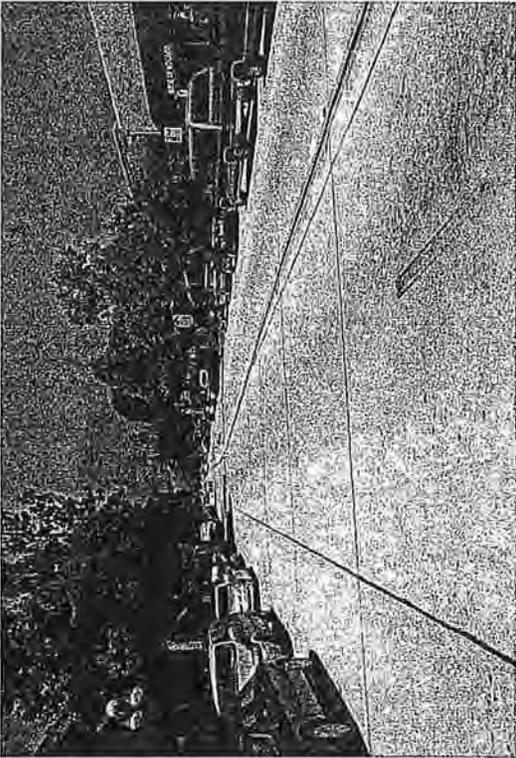
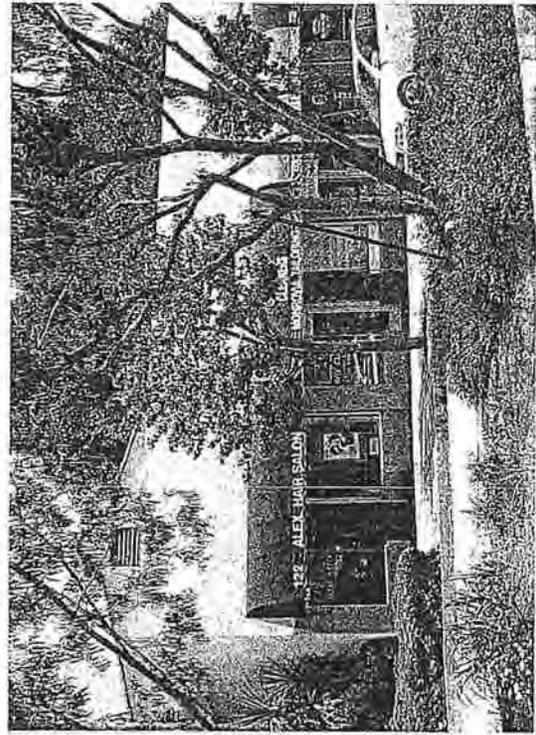
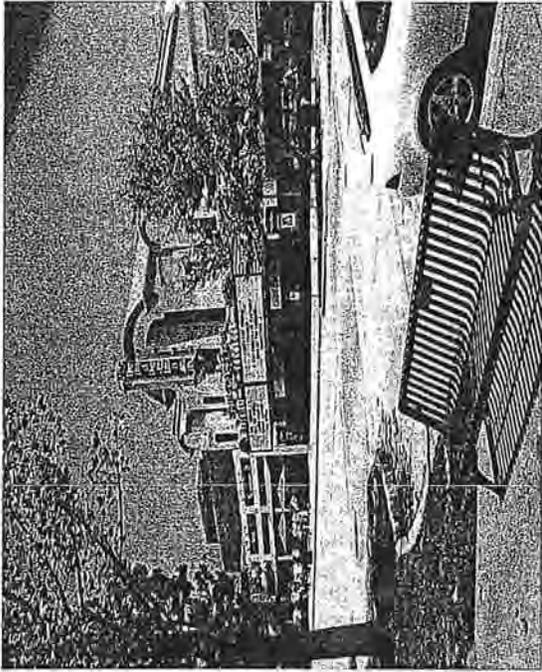
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Many businesses maintain their own parking lots Pavilions (top) Foothill Gym (Bottom)





CONCLUSION

- There is no question that the San Fernando Road business district would benefit from revitalization. The opportunities to bring new businesses, other uses and increased customer traffic into the area are significant based on the studies provided in the Newhall Specific Plan.
- The two critical issues are traffic redirection and parking. It is the conclusion of this presentation that creating parking is the first priority in the revitalization process. If the goal of the project is to increase population density, parking will be critical to the success of the venture. It seems the most successful mixed use centers encourage parking lots within the confines of business properties within the center.
- More importantly by redirecting traffic to Railroad Avenue and Newhall Avenue at the expense of San Fernando Road (Main Street) would be a fatal flaw in the development of the program.
- Developers and potential retailers are going to balk at the notion of a one-way traffic pattern on Main Street. There has been no evidence that such a traffic plan is necessary or desirable. Any limitation on egress and ingress into the revitalized area would have a deleterious effect on development.

Letter 11
Alan Amitin

July 18, 2005

11-1 The commenter states problems with redirecting traffic and a potential loss of sales and advertising.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

11-2 The commenter states problems with the "park once" method and advocates for ample and visible parking.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

Supplemental Arguments Downtown Newhall Specific Plan

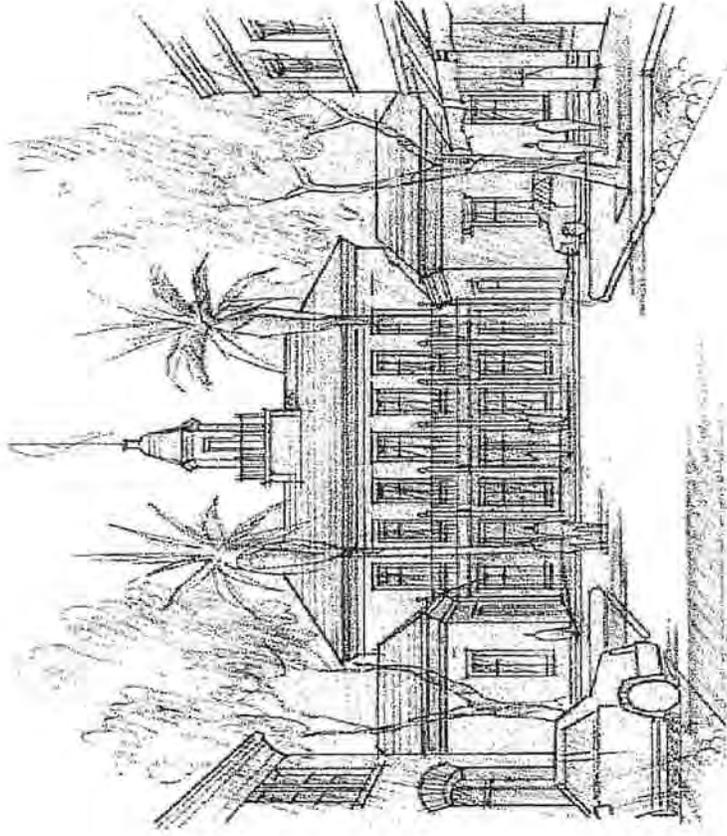
Follow-up from Meeting of July 19, 2005
Alan Amitin, Billy's Ski & Surf

1. **Over-emphasis on pedestrian friendly streets**

- A. Destination Shopping versus foot traffic
- B. Advertising (negative impact of fewer vehicular pass-bys)

2. **Putting the cart before the horse**

- A. Re-stripping Railroad Avenue and San Fernando Road
- B. Parking development

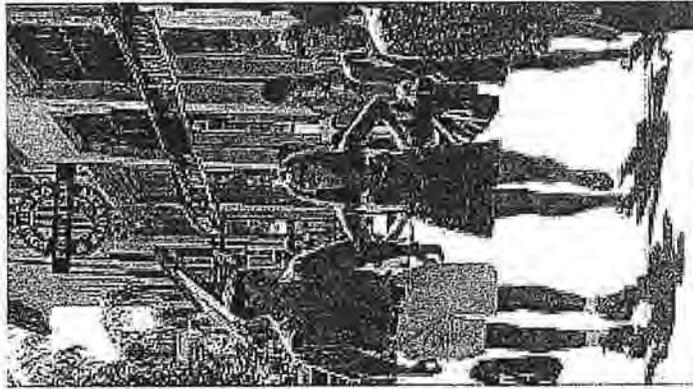


Main Street (at 9th) looking north toward proposed intersection at Lyons Avenue

Letter 12

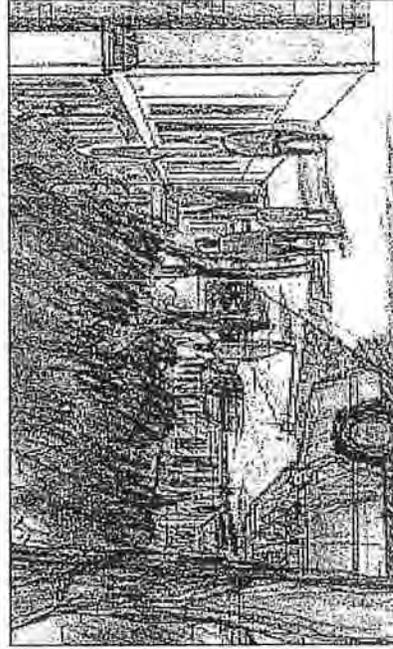
12-1

Pedestrian shoppers in a shopping district



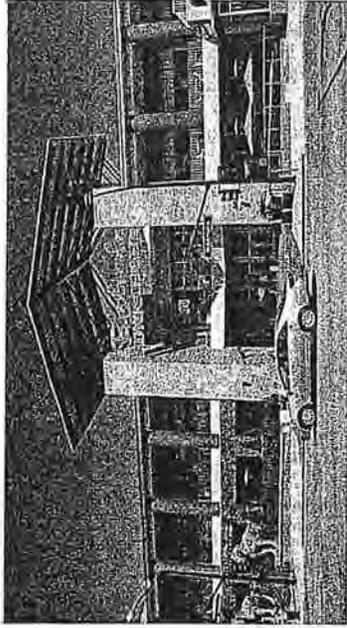
Pedestrian friendly sidewalks

- By altering Main Street to one lane in each direction, the project achieves its goal of reducing vehicular traffic and producing pedestrian friendly sidewalks (e.g. Monrovia)
- By creating a T intersection at Lyons Avenue the vehicular artery is so restrictive as to discourage shoppers from visiting the center.

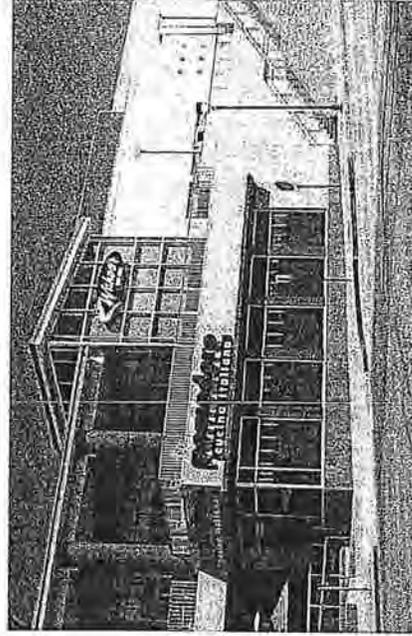
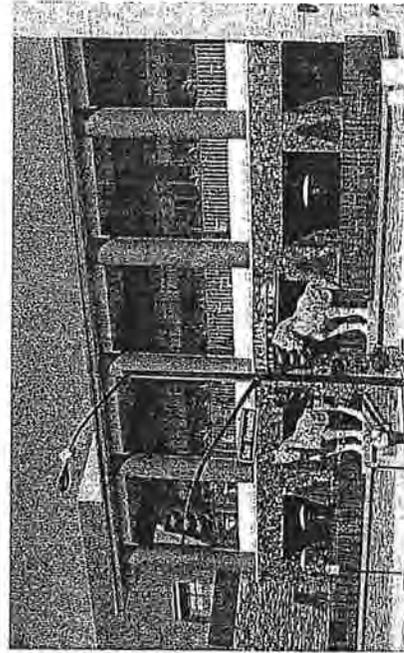


Chapter 2: Form and Character

The Mall -The Burbank Town Center

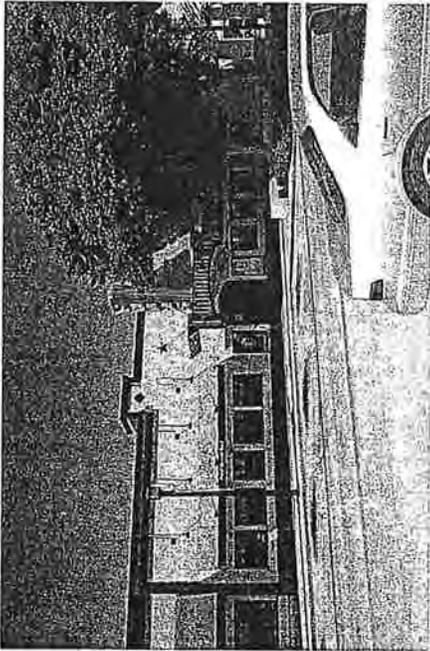
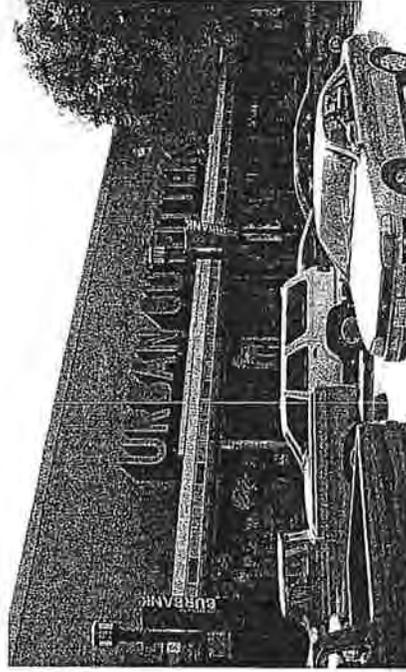
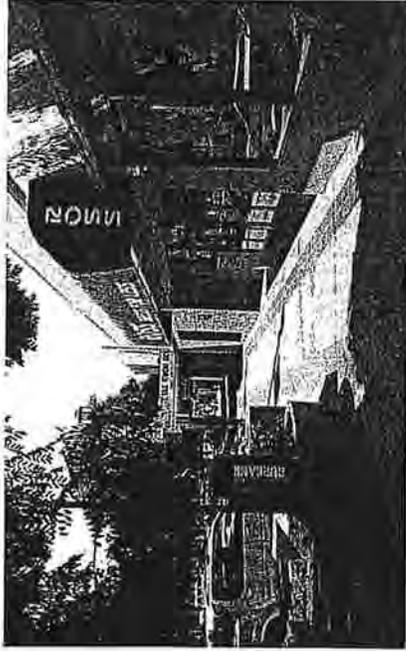


- The T intersection at the northern-most end of the Burbank Town Center is a regional shopping mall..
- The mall is comprised of major department stores (Mervyns and Macy's) several well-known restaurants (PF Changs, Wahoo Tacos and Pomodoro) and other lively retailers.
- This mall at the T intersection creates lots of foot traffic feeding into the northern-most part of the street-scape development.



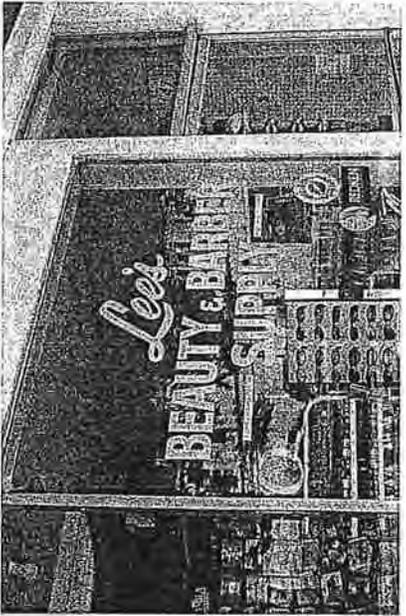
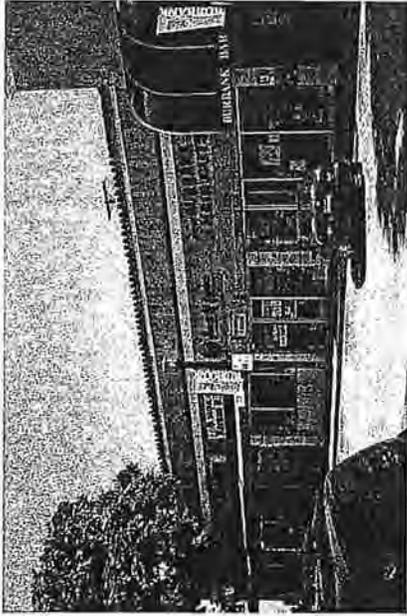
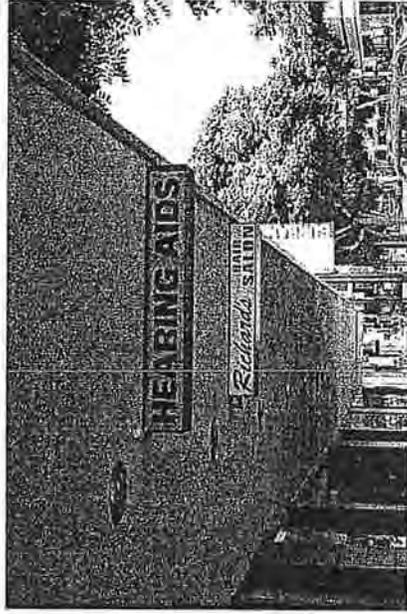
105

Major Retailers – Burbank Town Center

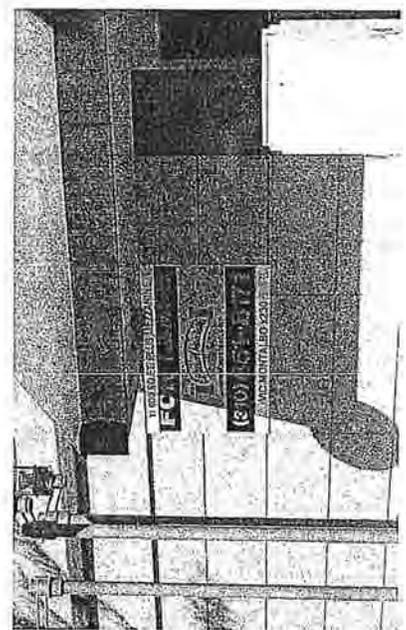
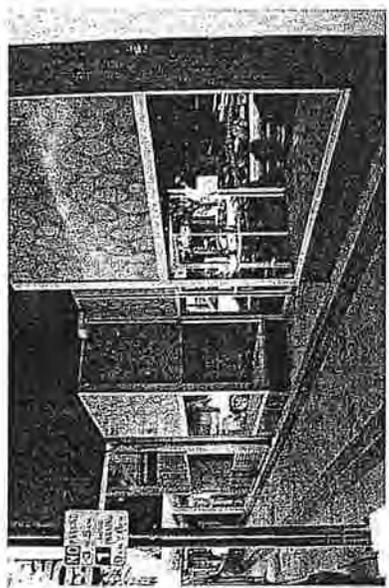
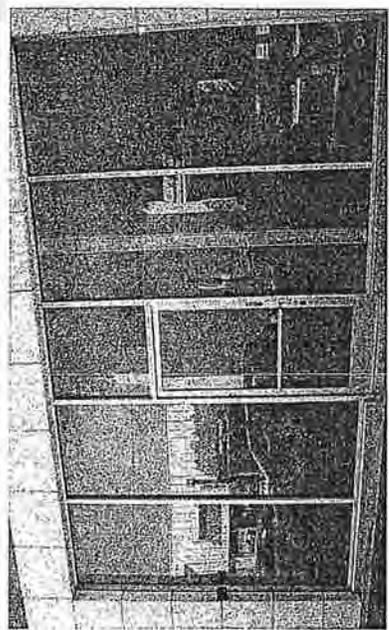


- The block contiguous with the mall contains several major retailers like Ross, Coffee Bean, Urban Outfitters, Fuddruggers, Starbucks and some lesser known shops that appear to have healthy inventories and significant customer traffic.
- The two blocks south of this block are populated with more service oriented businesses and some significant vacancies. (see next two pages)

Service Oriented Businesses
The natural result of less convenient parking



Vacancy Factor – What is the cause?



Common Threads and Conclusions

1. The Cart Before the Horse

By re-directing vehicular traffic and developing the T intersection at the northern boundary of the Specific Project, existing businesses will suffer a huge blow to their sales.

The theory is: By creating significant foot traffic with the new street-scape development comprised of revitalized retail opportunities, existing businesses, now relying on vehicular pass-bys for advertising and sales traffic, will experience an off-set benefit from increased shopping pedestrian traffic.

How are existing businesses going to survive during the development of this Specific Project which is projected to take five years?

By re-directing traffic to Railroad Avenue (primarily) and Newhall Avenue (secondarily), the project reduces traffic flow on San Fernando (Main Street) substantially. By shutting off the entrance to the revitalized downtown center, by creating the T intersection at Lyons and San Fernando, the traffic artery is shut off.

2. The Critical Advertising Benefit of Vehicular Pass-bys

Any successful retailer acknowledges that exposure is the number one component of drawing shoppers to their store.

While pedestrian traffic can off-set vehicular advertising in an optimum mall or mall-like environment, there has to be a draw to the shopping venue that is correlatively compelling

3. Street-scape Shopping Venues Have Inherent Weaknesses

Like Burbank's San Fernando Road, Monrovia's Myrtle Avenue and Montrose's Honolulu Avenue, mot street-scape retail environments rely on foot traffic generated by shoppers parking in off-street parking garages.

The resulting common thread is that these shopping districts are heavily populated by service oriented nail and hair salons, jewelry stores, restaurants and knick-knack shops



Letter 12
Alan Amitin

July 19, 2005

12-1 The commenter states that there are potential problems with the proposed T-intersection and redirecting of traffic.

Response: The comment does not relate to the EIR or raise an environmental issue, therefore no response is required.

Nicole Carter

From: Jason Smisko [JSMISKO@santa-clarita.com]
Sent: Tuesday, August 02, 2005 3:25 PM
To: nicole@cmcaplans.com
Subject: Fwd: Bike Update?

Hi Nicole,

See bottom of below. Does this count as an EIR comment?

- Jason

>>> Ian Parl 07/22 1:12 PM >>>
From a representative of the bike community - See last paragraph.

>>> "Maria Gutzeit-Fahrenholz" <mgutzeit@comcast.net> 07/22 10:42 AM >>>
Hi Gus: 'Hope your staying cool as possible this week!

Quick question: Do you want to come to our Monday August 15th 6:30 pm LACBC meeting to give an update on the Bike/Ped Master Plan process? Or, if not, can you give me an update over the phone before then? I hope it's going ok!

FYI - I know there's been a few negative biker letters in the Signal, and apparently some comments about the Newhall Downtown plan. Overall I think the City is doing really good - way better than the County - and I wish the concerned people would come to our meetings and work with us because I think you really try to listen to our suggestions. The bypass under the Cross Valley Connector is great - and we didn't even ask for that - and that CLWA pipeline work is moving along pretty well....we rode the trail out to Sierra Highway this morning.

RE the downtown Newhall stuff - I saw the initial plans and am personally ok with not having formal bike facilities on a 2-lane 25-30 mph road. I received an updated CD-Rom in the mail and haven't looked at it yet to see if anything changed. If I have any questions/comments I'll send them in to Jason Smisko I guess. From a safety and access standpoint, I think the big worry was the restriping of San Fernando - and I'm so happy that worked out well. If we ultimately get a trail connection near there....going both north to the South Fork Trail and south to the Whitney Canyon and Gates' project....that will be alternative-transportation heaven then. I'm not sure who raised comments at the Planning Commission meeting this week - but I wanted you to know it wasn't something we had a concern with as a group at this point.

Let me know about the meeting and/or status on Master Plan. Have a great weekend!

Maria Gutzeit

08/02/05

13-1
13-2

Letter 13
Maria Gutzheit

July 22, 2005

12-1 The commenter states that not having formal bicycle facilities on a 2-lane 25-30 mph road is acceptable.

Response: Comment noted.

12-2 The commenter states a desire for trail connections to the north and south.

Response: The Regional Watershed and Trails map contained in the Specific Plan shows the trail context of the planning area. Paths proposed in the plan are designed to connect to future City trails pursuant to this map.



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Letter 14

To Nicole Carter

July 26, 2005

Mr. Jason Smisko
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355
jsmisko@santa-clarita.com

Member agencies:
Los Angeles County
Metropolitan Transportation Authority
Orange County Transportation Authority
Riverside County Transportation Commission
San Bernardino Associated Governments
Ventura County Transportation Commission
San Office Southern California Association of Governments
San Diego Association of Governments
State of California

Subject: Southern California Regional Rail Authority (SCRRA) Comments on the Downtown Newhall Specific Plan Draft Environmental Impact Report (DEIR) (SCH #2005021012)

Dear Mr. Smisko:

The SCRRA was directly notified of the comment period and appreciated receiving a copy of the material to review. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system, known as Metrolink, on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

SCRRA supports the concepts in the Downtown Newhall Specific Plan DEIR for station-adjacent development, although parking needs to be convenient and affordable for Metrolink passengers who do not live within walking distance of the Metrolink station. Our agency believes that a well-planned project will take full advantage of the proximity of the Newhall Metrolink station, resulting in improved mobility for residents, offer an environmentally friendly commuting option and create a thriving neighborhood. Nationwide consumer trends indicate a growing interest in housing within a half-mile of rail systems. SCRRA supports smart growth principles allowing increased rail use, such as convenient, direct, pedestrian access for station area residents.

14-1

The following recommendations are being conveyed by SCRRA for inclusion in the Final Environmental Impact Report for the Downtown Newhall Specific Plan:

- 1. The draft plan proposes "Park Once" in structures, which will be available to commuters currently parking at the Metrolink station along Railroad Ave. The DEIR does not state the

14-2

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July 2005
Downtown Newhall Specific Plan DEIR

monthly cost for parking in such facilities. The cost should not be so high as to discourage use of Metrolink service.

2. The DEIR calls for the Metrolink station parking to be converted into a Transit Oriented Development (TOD). The city must ensure that sufficient and convenient parking is available for an affordable cost for residents using the Metrolink station, but who do not live within walking distance. The number of needed parking spaces should take into account the future expected increase in ridership.

14-3

3. The draft plan suggests a program of Transportation Demand Management (TDM) to reduce the need for parking in downtown, which includes establishing a residential permit program with limited commuter availability, which the city proposes should ensure that sufficient and convenient parking is available for those using the Metrolink station. SCRRA is in support of the following additional TDM techniques: free transit pass for each employee and resident of the downtown district, offer guaranteed rides home and provide centralized bicycle parking. SCRRA offers assistance to the city during implementation of these TDM techniques.

14-4

4. In order to allow continuing increased rail use, please ensure convenient, direct, pedestrian access for station users and station area residents.

14-5

5. A component of the Transportation Plan includes installation of an 8' paved bike/pedestrian path along the east side of the rail right of way, switching to the west side north of 13th Street (relocate existing fence) in order to connect Newhall to the existing City of Santa Clarita trail network. The plan states that an "effective barrier would be provided from the tracks". The design and construction of the bike/pedestrian path should meet SCRRA's Rail-with-Trail Design Guidelines. The Guidelines are available on our website at: www.metrolinktrains.com (click on "About Metrolink", "Public Projects" and "Guidelines"). SCRRA should be included during the design and construction if the bike/pedestrian path will be adjacent to the rail corridor, and must be included if it will be within the rail right of way and/or includes changes to existing at grade railroad crossings. SCRRA is available to offer design comments throughout the design stage, and is required to provide field coordination/safety services during the construction stage. The California Public Utilities Commission (CPUC) also must review any proposed changes to existing at grade railroad crossings resulting from the addition of the bike/pedestrian path. For this reason, SCRRA and CPUC should be listed as responsible agencies in the FEIR.

14-6

6. The proposed bike/pedestrian path needs to allow SCRRA continued access to the rail right of way for maintenance as well as emergencies. Designing the path to handle vehicle loads and/or providing a roadway inside of the "substantial barrier" will need to be considered.

14-7

7. Since this plan involves proposed development adjacent to the railroad right-of-way owned by MTA and maintained by SCRRA, it will be necessary for the developers or their contractors to enter the right-of-way for clearing, grubbing, grading, shoring, drainage and other improvements. The developers or contractors will be required to enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) for the construction of the project.

14-8

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July 2005
Downtown Newhall Specific Plan DEIR

If you have any questions regarding these comments please contact Deadra Knox, Strategic Development Planner, at (213) 452-0359 or by e-mail at knoxd@scrta.net.

Sincerely,



David Solow
Chief Executive Officer

cc: Patricia Chen, Metro
Susan Chapman, Metro
Freddy Cheung, UPRR
SCRRA Central Files

Letter 14
David Solow
Metrolink

July 26, 2005

14-1 The commenter states support for development near the area, but suggests convenient and affordable parking for Metrolink commuters not located within walking distance.

Response: The project includes two park-once garages intended in part to serve commuters who drive to the station.

14-2 The commenter recommends that the cost of parking structures not be restrictive for users.

Response: The Transportation Improvement District recommended in the Specific Plan on page 2:31 will have the authority to determine parking rates, collect parking revenue, and to allocate parking revenues. If the District chooses, it will be able to exempt certain categories of visitors, such as customers and/or non-profit clients and parking fees. In addition, the District will set the operating hours for parking meters, and may wish to leave parking unmetered before 11:00 a.m., when parking demand is low.

14-3 The commenter suggests that if development takes over existing parking lots, then the City should ensure ample and affordable parking nearby for commuters.

Response: Please see 14-1.

14-4 The commenter notes its support for specific Transportation Demand Management (TDM) measures proposed in the Specific Plan.

Response: Comment noted.

14-5 The commenter suggests convenient and direct pedestrian access to and from the station.

Response: The project is designed to enhance pedestrian safety and accessibility throughout the planning area, and proposes specific improvements for the area surrounding the transit station.

14-6 The commenter suggests that any trails crossing the tracks should comply with the Rail-with-Trail Design Guidelines.

Response: Any activity proposed within the railroad right-of-way, including crossings, are subject to the review and approval of the SCRRA.

14-7 The commenter states that proposed bike/pedestrian paths should allow for SCRRRA to access the rail right of way for maintenance and emergencies.

Response: Any activity proposed within the railroad right-of-way, including paths, are subject to the review and approval of the SCRRRA.

14-8 The commenter states developers and contractors must enter into the SCRRRA's Right-of-Entry agreement (SCRRRA Form No. 6) for construction of the project.

Response: Comment noted. Any activity proposed within the railroad right-of-way is subject to the review and approval of the SCRRRA.



October 12, 2005

TO: Responsible and Trustee Agencies and Other Interested Parties

FROM: The City of Santa Clarita Planning and Economic Development
Department

**SUBJECT: Response to Comments on Draft Environmental Impact Report for the
Downtown Newhall Specific Plan (SCH No. 2005021012)**

Thank you very much for showing interest in the Downtown Newhall Specific Plan Draft Environmental Impact Report. All comments have been submitted and reviewed. A listing of all comments received is included with this letter.

Section 15204 of the California Environmental Quality Act (CEQA) requires that only those comments raising environmental concerns be addressed, not those relating to the plan itself. If you have additional comments or question that you would like answered, please address them at the next public meeting or contact Jason Smisko at (661) 255-4330. The City Council is planning to read the resolution adopting the plan and certifying the EIR at their October 25, 2005 meeting at 7:00 p.m. Meetings are held in the City Council Chambers, 1st floor of City Hall, 23920 Valencia Blvd., Santa Clarita, CA.

Enclosed, please find a listing of all commenters along with a copy of your comment and its response. Thank you once again for your comments.

Sincerely,

Nicole S. Carter, Consultant, for Jason Smisko

**Comments Received on Draft EIR
Downtown Newhall Specific Plan**

The following table is a listing of all commenters whose statements are to be included in the Final EIR (FEIR). Each letter commenting on the Draft EIR has been assigned a number, from 1 to 16. Within each letter, comments have been numbered in ascending order. A unique designation that consists of the number assigned to the comment letter, followed by the comment number, identifies comments and responses. For example, the comment and responses identified as 1-1 represents the first comment in the first letter. Subsequent comments from that letter would be identified as 1-2, 1-3, etc. The second comment letter would commence with 2-1, 2-2, etc. The person making the comment is the "commenter," and is identified before the response. Some comments do not pertain to physical environmental issues, and therefore responses may not be provided.

List of Persons Commenting on the DEIR for the Downtown Newhall Specific Plan

Letter	Commenter(s)	Agency	Date
1	Adriana Gammert		7/19/05
2	Marc Winger	Newhall School District	6/24/05
3	Marc Winger	Newhall School District	6/24/05
4	Laura Morefield	Santa Clarita Valley Food Pantry	7/1/05
5	Ruth Frazen	County Sanitation Districts of Los Angeles	7/6/05
6	Stephen Cole	Newhall County Water District	7/11/05
7	Brian Wallace	Southern California Association of Governments	8/1/05
8	Various Citizens		8/3/05
9	Laura Morefield	Santa Clarita Valley Food Pantry	8/1/05
10	Dan Masnada	Castaic Lake Water Agency	8/3/05
11	Alan Amitin	Billy's Ski & Surf Shop	7/18/05
12	Alan Amitin	Billy's Ski & Surf Shop	7/19/05
13	Maria Gutzeit		7/22/05
14	David Solow	Metrolink	7/26/05
15	Cheryl Powell	Caltrans	8/1/05
16	Terry Roberts	State Clearinghouse	8/4/05
17	David R. Leininger	Los Angeles County Fire Department	9/2/05

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZBAUM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC TRANSPORTATION
AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012

To Nicole
Carter 3
pages



Use your power!
Be energy efficient!

RECEIVED
PLANNING DIVISION

August 1, 2005

AUG 05 2005

Letter 15

Mr. Jason Smisko
City of Santa Clarita
23920 Valencia Street
Santa Clarita, CA 91355

PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

Re: *Downtown Newhall Specific Plan*
Draft EIR

IGR/CEQA No. 050643/EA, SCH 2005021012
Vic. LA-05-PM R50.33, LA-14-PM R27.05

Dear Mr. Smisko:

The California Department of Transportation acknowledges receipt of the Environmental Impact Report (EIR) prepared for the proposed specific plan development of Downtown Newhall. We understand proposed developments include mixed-use residential developments, infrastructural improvements, pedestrian and transit components, retail and service stores, public sector building, as well as open space. We have reviewed the information submitted and offer the following comments:

We note the transportation and circulation section did not evaluate the plan's impacts on the State highway system. We reiterate our request that the traffic impact study include an evaluation of potential impacts to the nearby State highway system, mainly State Route 14 and I-5. During the Notice of Preparation of a Draft EIR, we requested the traffic study include analysis of the I-5/Lyons Avenue and SR 14/San Fernando Road Boulevard interchanges, especially off ramps. Please refer to the State's guide for the preparation of Traffic Impacts Studies for guidance in preparing acceptable transportation analysis located online at:

15-1

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

If transportation impacts are found to be significant in a cumulative sense, according to the California Environmental Quality Act, they need to be disclosed in the EIR. If no feasible mitigation measures are identified, these impacts would be significant and unavoidable.

If you have any questions regarding our comments, you may call me at (213) 897 - 3747 and refer to our internal record number 050643/EA.

Sincerely,

Cheryl J. Powell
CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

**Letter 15
Cheryl Powell
Caltrans**

August 1, 2005

15-1 The commenter states that the transportation and circulation section did not evaluate the proposed plan's impact on State Route 14 and I-5.

Response: An evaluation was conducted on the Specific Plan's potential impact on the ramp terminal intersections at the I-5/Lyons Avenue and SR 14/San Fernando Boulevard interchanges. The evaluation compared the operation of the ramp terminal intersections under year 2025 No Build conditions with 2025 Build conditions. Year 2025 No Build conditions assume build-out consistent with the Santa Clarita General Plan. Year 2025 Build conditions assume build-out consistent with the Downtown Newhall Specific Plan.

The evaluation shows that all four ramp terminal intersections would operate at level-of-service "D" or better conditions under both year 2025 No Build and Build scenarios. Only one of the intersections, the Southbound I-5 Ramp/Lyons Avenue intersection, would be significantly impacted as its Intersection Capacity Utilization (ICU) would increase by about 0.04 (See calculations below).

This impact, while considered significant, would be mitigable. While the future geometry of the intersection will be determined by Caltrans, the following measure would mitigate the City's portion of the impact to the intersection:

Participate in an appropriate shared fee arrangement to modify/improve the operation of the Southbound I-5 Ramp/Lyons Avenue intersection sufficient to address the ICU increase (or other appropriate indicator of intersection operation) and maintain or improve level of service. This will entail future coordination with Caltrans and other participating agencies.

INTERCHANGE LOS	AM GP		AM GP+Newhall		ICU	Santa Clarita Significant Threshold
	ICU	ICU LOS	ICU	ICU LOS	DELTA	
	NB I-5 Ramps @ Lyons	78.2%	D	78.2%	D	
SB I-5 Ramps @ Lyons	74.8%	C	77.7%	C	2.9%	No
NB SR-14 Ramps @ San Fernando	23.7%	A	23.9%	A	0.2%	No
SB SR-14 Ramps @ San Fernando	70.9%	B	73.2%	C	2.2%	No
	PM GP		PM GP+Newhall		ICU	
	ICU	ICU LOS	ICU	ICU LOS	DELTA	
	NB I-5 Ramps @ Lyons	88.2%	D	88.2%	D	
SB I-5 Ramps @ Lyons	82.2%	D	86.0%	D	3.7%	Yes
NB SR-14 Ramps @ San Fernando	46.8%	B	47.8%	B	1.0%	No
SB SR-14 Ramps @ San Fernando	61.1%	C	62.9%	C	1.8%	No

0.00	0.34	A
0.34	0.54	B
0.54	0.77	C
0.77	0.93	D
0.93	1.00	E
1.00	1.25	F

				AM		PM	
				Volume Gen Plan	V/C	Volume Gen Plan	V/C
Approach	Lanes	Capacity					
NBL	1	1750	1750	10	0.01	10	0.01
NBT		1750	0				
NBR	1	1750	1750	180	0.10	180	0.10
SBL	1.5		0	877		992	
SBT	0.5	1750	3500	80	0.27	100	0.31
SBR	1	1750	1750	233	0.13	422	0.24
EBL		1750	0				
EBT	3	1750	5250	1360	0.26	1539	0.29
EBR		1750	0	40		50	
WBL	1	1750	1750	140	0.08	160	0.09
WBT	3	1750	5250	803	0.15	1545	0.29
WBR	f	1750	0	894		351	
Right Turn Adjustment				NBR	0.03	NBR	0.02
Clearance Interval					0.10		0.10
				N-S	0.28	N-S	0.32
				E-W	0.34	E-W	0.38
Total Capacity Utilization					0.75		0.82

				AM		PM	
				Volume Gen Plan	V/C	Volume Gen Plan	V/C
Approach	Lanes	Capacity					
NBL	1.5	1750	2625	537	0.20	936	0.36
NBT	0.5	1750	875				0.00
NBR	1	1750	1750	600	0.34	629	0.36
SBL		1750	0				
SBT		1750	0				
SBR		1750	0				
EBL	1	1750	1750	283	0.16	263	0.15
EBT	3	1750	5250	1538	0.29	2229	0.42
EBR		1750	0				
WBL		1750	0				
WBT	3	1750	5250	1660	0.32	1447	0.28
WBR	f	1750	0	982		956	
Clearance Interval					0.10		0.10
				N-S	0.20	N-S	0.36
				E-W	0.48	E-W	0.43
Total Capacity Utilization					0.78		0.88

<u>I-5 SB Ramps @ Lyons</u>				AM			PM		
Approach	Lanes	Capacity	Volume			Volume			
			Gen Plan	Newhall	V/C	Gen Plan	Newhall	V/C	
NBL	1	1750	1750	10	0.01	10		0.01	
NBT		1750	0		0.00			0.00	
NBR	1	1750	1750	180	0.10	180		0.10	
SBL	1.5		0	877		992	102		
SBT	0.5	1750	3500	80	0.30	100		0.34	
SBR	1	1750	1750	233	0.13	422		0.24	
EBL		1750	0		0.00			0.00	
EBT	3	1750	5250	1360	0.27	1539	43	0.30	
EBR		1750	0	40	0.00	50		0.00	
WBL	1	1750	1750	140	0.08	160		0.09	
WBT	3	1750	5250	803	0.15	1545		0.29	
WBR	f	1750	0	894	0.00	351		0.00	
Right Turn Adjustment				NBR		NBR		0.02	
Clearance Interval								0.10	
				N-S		N-S		0.35	
				E-W		E-W		0.39	
Total Capacity Utilization					0.78			0.86	

<u>I-5 NB Ramps @ Lyons</u>				AM			PM		
Approach	Lanes	Capacity	Volume			Volume			
			Gen Plan	Newhall	V/C	Gen Plan	Newhall	V/C	
NBL	1.5	1750	2625	537	0.20	936		0.36	
NBT	0.5	1750	875		0.00			0.00	
NBR	1	1750	1750	600	0.34	629		0.36	
SBL		1750	0		0.00			0.00	
SBT		1750	0		0.00			0.00	
SBR		1750	0		0.00			0.00	
EBL	1	1750	1750	283	0.16	263		0.15	
EBT	3	1750	5250	1538	0.29	2229		0.42	
EBR		1750	0		0.00			0.00	
WBL		1750	0		0.00			0.00	
WBT	3	1750	5250	1660	0.32	1447		0.28	
WBR	f	1750	0	982	0.00	956	120	0.00	
Clearance Interval								0.10	
				N-S		N-S		0.36	
				E-W		E-W		0.43	
Total Capacity Utilization					0.78			0.88	

SR-14 NB Ramps @ San Fernando				AM		PM	
Approach	Lanes	Capacity	Volume		Volume		
			Gen Plan	V/C	Gen Plan	V/C	
NBL	0	1750	0	0.00	0	0.00	
NBT	0	1750	0	0.00	0	0.00	
NBR	1	1750	1750	5	0.00	25	0.01
SBL	0	0	0	0.00	0	0.00	
SBT	0	1750	0	0.00	0	0.00	
SBR	f	1750	0	1845	0.00	2330	0.00
EBL	2	1750	3500	443	0.13	1258	0.36
EBT	1	1750	1750	5	0.00	5	0.00
EBR	0	1750	0	0	0.00	0	0.00
WBL	0	1750	0	0	0.00	0	0.00
WBT	1	1750	1750	18	0.01	15	0.01
WBR	0	1750	0	5	0.00	20	0.00
Clearance Interval					0.10		0.10
				N-S	0.00	N-S	0.00
				E-W	0.14	E-W	0.37
Total Capacity Utilization					0.24		0.47

SR-14 SB Ramps @ San Fernando				AM		PM	
Approach	Lanes	Capacity	Volume		Volume		
			Gen Plan	V/C	Gen Plan	V/C	
NBL	0	1750	0	0.00	0	0.00	
NBT	0	1750	0	0.00	0	0.00	
NBR	0	1750	0	5	0.00	25	0.00
SBL	0.5	0	0	5	0.00	5	0.00
SBT	0	1750	3500	0	0.26	0	0.07
SBR	1.5	0	0	896	0.00	231	0.00
EBL	0	1750	0	0	0.00	0	0.00
EBT	3	1750	5250	443	0.08	1258	0.24
EBR	f	1750	0	1739	0.00	1753	0.00
WBL	1	1750	1750	18	0.01	15	0.01
WBT	3	1750	5250	1846	0.35	2329	0.44
WBR	0	1750	0	0	0.00	0	0.00
Clearance Interval					0.10		0.10
				N-S	0.26	N-S	0.07
				E-W	0.35	E-W	0.44
Total Capacity Utilization					0.71		0.61

SR-14 NB Ramps @ San Fernando				AM			PM		
Approach	Lanes	Capacity	Volume			Volume			
			Gen Plan	Newhall	V/C	Gen Plan	Newhall	V/C	
NBL	0	1750	0	0	0.00	0		0.00	
NBT	0	1750	0	0	0.00	0		0.00	
NBR	1	1750	1750	5	0.00	25		0.01	
SBL	0		0	0	0.00	0		0.00	
SBT	0	1750	0	0	0.00	0		0.00	
SBR	f	1750	0	1845	0.00	2330	84	0.00	
EBL	2	1750	3500	443	0.13	1258	16	0.36	
EBT	1	1750	1750	5	0.00	5		0.00	
EBR	0	1750	0	0	0.00	0		0.00	
WBL	0	1750	0	0	0.00	0		0.00	
WBT	1	1750	1750	18	0.01	15	9	0.01	
WBR	0	1750	0	5	0.00	20		0.00	
Clearance Interval								0.10	
					N-S			0.00	
					E-W			0.14	
Total Capacity Utilization								0.24	

SR-14 SB Ramps @ San Fernando				AM			PM		
Approach	Lanes	Capacity	Volume			Volume			
			Gen Plan	Newhall	V/C	Gen Plan	Newhall	V/C	
NBL	0	1750	0	0	0.00	0		0.00	
NBT	0	1750	0	0	0.00	0		0.00	
NBR	0	1750	0	5	0.00	25		0.00	
SBL	0.5		0	5	0.00	5		0.00	
SBT	0	1750	3500	0	0.26	0		0.07	
SBR	1.5		0	896	0.00	231		0.00	
EBL	0	1750	0	0	0.00	0		0.00	
EBT	3	1750	5250	443	0.08	1258	16	0.24	
EBR	f	1750	0	1739	0.00	1753	134	0.00	
WBL	1	1750	1750	18	0.01	15		0.01	
WBT	3	1750	5250	1846	0.37	2329	92	0.46	
WBR	0	1750	0	0	0.00	0		0.00	
Clearance Interval								0.10	
					N-S			0.26	
					E-W			0.37	
Total Capacity Utilization								0.73	



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Letter 16

August 4, 2005

Jason Smisko
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Subject: Downtown Newhall Specific Plan
SCH#: 2005021012

Dear Jason Smisko:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 3, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

16-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Terry Roberts
Director, State Clearinghouse

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PLANNING & ECONOMIC DEVELOPMENT
CITY OF SANTA CLARITA

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 328-8018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005021012
Project Title Downtown Newhall Specific Plan
Lead Agency Santa Clarita, City of

Type EIR Draft EIR
Description Redevelopment of 50 blocks in Downtown Newhall. Potential for over 700 du, 270,000 sq ft commercial, along with circulation infrastructure changes to promote pedestrian-orientation and transit orientation.

Lead Agency Contact

Name Jason Smisko
Agency City of Santa Clarita
Phone (661) 255-4330 **Fax**
email
Address 23920 Valencia Boulevard
City Santa Clarita **State** CA **Zip** 91355

Project Location

County Los Angeles
City Santa Clarita
Region
Cross Streets Lyons and San Fernando Road
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways 14
Airports None
Railways Metrolink, UPRR
Waterways Newhall Creek
Schools William S. Hart HS
Land Use BP, CC, IC, RL, RM, RS, RMH, OS

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board; Region 4; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Integrated Waste Management Board; Department of Health Services; Office of Historic Preservation; Department of Forestry and Fire Protection; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; State Lands Commission

Date Received 06/20/2005 **Start of Review** 06/20/2005 **End of Review** 08/03/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

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Letter 16
Terry Roberts

August 4, 2005

16-1 The commenter states that the public comment period has closed and is in compliance with State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA.

Response: No response necessary.