

**FINAL**

**ENVIRONMENTAL  
IMPACT REPORT  
FOR  
CASTAIC HIGH  
SCHOOL**

**SCH NO. 2004031110**



*prepared for:*

**WILLIAM S. HART  
UNION HIGH SCHOOL  
DISTRICT**

Contact:  
Tomas B. Cole  
Chief Operations Officer

*prepared by:*

**THE PLANNING  
CENTER|DC&E**

Contact:  
Dwayne Mears, AICP  
Principal, School  
Facilities Planning

**OCTOBER 2012**

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**WSH-02.OE**

**OCTOBER 2012**



## Table of Contents

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<b>Section</b>	<b>Page</b>
<b>1. INTRODUCTION.....</b>	<b>1-1</b>
1.1 INTRODUCTION .....	1-1
1.2 FORMAT OF THE FEIR.....	1-1
1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES .....	1-2
<b>2. RESPONSES TO RECURRING COMMENTS .....</b>	<b>2-1</b>
2.1 INTRODUCTION .....	2-1
2.2 ACCESS ROUTES .....	2-1
2.3 PROJECT ALTERNATIVES .....	2-7
<b>3. RESPONSE TO COMMENTS FROM AGENCIES AND ORGANIZATIONS .....</b>	<b>3-1</b>
<b>4. RESPONSE TO COMMENTS FROM RESIDENTS AND INDIVIDUALS .....</b>	<b>4-1</b>
<b>5. REVISIONS TO THE DRAFT EIR .....</b>	<b>5-1</b>

### APPENDICES

K Response to Comments Exhibits



# *Table of Contents*

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## ***List of Tables***

<b>Table</b>	<b>Page</b>
Table 2-1      Access Roads Scenarios Summary .....	2-1

# ***1. Introduction***

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## **1.1 INTRODUCTION**

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

In accordance with these requirements, the Castaic High School EIR is comprised of the following:

- 1) Circulated DEIR for Castaic High School, State Clearinghouse No. 22004031110, July 2012.
- 2) This Final EIR document, October 2012, that incorporates requirements (b)–(e) as listed above.

This document contains responses to comments received on the DEIR for the Castaic High School during the public review period, from July 24, 2012 to September 6, 2012. This document has been prepared in accordance with CEQA Statute and the CEQA Guidelines and represents the independent judgment of the William S. Hart Union High School District (District) as lead agency. The circulated DEIR and this document combined are identified as the FEIR, in accordance with CEQA Guidelines, Section 15132.

## **1.2 FORMAT OF THE FEIR**

This document is organized as follows:

**Section 1, Introduction.** This section describes CEQA requirements and content of this FEIR.

**Section 2, Response to Recurring Comments.** This section provides responses to reoccurring comments raised by responding agencies and the public.

**Section 3, Response to Comments from Agencies and Organizations.** This section provides a list of agencies and organizations commenting on the DEIR; copies of comment letters received during the 45-day public review period; and individual responses to written comments. To facilitate review of



# 1. Introduction

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the responses, each comment letter has been reproduced and assigned a number (A-1 through A-7 for letters received from public agencies and O-1 and O-2 for letters received from organizations). Individual comments have been numbered in comment letter and responses follow with references to the corresponding comment number.

**Section 4, Response to Comments from Residents and Individuals.** This section provides a list of residents and interested persons commenting on the DEIR; copies of comment letters received during the 45-day public review period; and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (R-1 through R-225). Individual comments have been numbered in comment letter and responses follow with references to the corresponding comment number.

**Section 5. Revisions to the Draft EIR.** This section contains revisions to the DEIR text and figures as a result of the comments received, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The District has determined that none of the EIR revisions constitute the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. The EIR revisions would not result in significant new environmental impact not previously disclosed in the DEIR. Additionally, the EIR revisions would not result in a substantial increase in the severity of previously identified environmental impacts that would not be mitigated, or would result in any of the other circumstances requiring recirculation described in Section 15088.5.

## 1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

## *1. Introduction*

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In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.



## *1. Introduction*

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## 2. Responses to Recurring Comments

### 2.1 INTRODUCTION

Several common issues were raised in the comment letters received during the public review period for the DEIR. This section provides a summary of responses to the recurring comments raised by responding agencies and the public. The summary of responses provides a comprehensive explanation and response to these common issues raised during the public review period.

### 2.2 ACCESS ROUTES

Proposed access route scenarios and options are summarized below in Table 2-1 and are shown in DEIR figure 4-2.

<b>Table 2-1</b>				
<b>Access Roads Scenarios Summary</b>				
<b>Scenario</b>	<b>Option</b>	<b>Eastern Access Route (public roads)</b>	<b>Southern Access Route (public roads)</b>	<b>Southern gated Emergency Access</b>
1	A	Sloan Canyon Road-Mandolin Canyon Road-Harp Canyon Road-North Romero Canyon Road-Valley Creek Road	None	Romero Canyon Road
	B	Sloan Canyon Road-Canyon Hill Road	None	Romero Canyon Road
2	A	Sloan Canyon Road-Mandolin Canyon Road-Harp Canyon Road-North Romero Canyon Road-Valley Creek Road	Sloan Canyon Road-Baringer Road-Romero Canyon Road/Valley Creek Road	Romero Canyon Road
	B	Sloan Canyon Road-Canyon Hill Road	Sloan Canyon Road-Baringer Road-Romero Canyon Road/Valley Creek Road	Romero Canyon Road



#### **Congestion due to with-project traffic volumes exceeding roadway capacities**

Comments: Traffic generated under the with-project conditions with one access route (Scenario 1) would exceed roadway capacities.

Response: The comment is correct. Project traffic impacts are discussed in Section 5.14, *Transportation and Traffic*, of the DEIR, and minor revisions are in Chapter 3 of this FEIR. Access

## *2. Response to Recurring Comments*

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Scenario 1 would have significant and unavoidable traffic impact in 2014 at one intersection with 1,600 students and four intersections with 2,600 students; and at full buildout, at one intersection with 2,600 students and long-range highway improvements completed. Access Scenario 2 would not have significant and unavoidable traffic impacts in any of those three conditions.

### ***Congestion on one access road due to school dropoffs***

Comments: One access road with heavy traffic in both directions would create severe congestion during school drop-offs. Examples cited were existing congestion at West Ranch High School and Rancho Pico Middle School with one access road, Valencia Boulevard.

Response: School drop-off traffic is included in forecasts of project-related traffic generation. The District acknowledges that Scenario 1 would have greater traffic impacts than Scenario 2.

### ***Congestion during I-5 closures***

Comments: During I-5 closures (due to snow, ice, or fire hazard conditions) traffic is detoured onto The Old Road in the Castaic area. The Old Road off ramps become extremely congested and school trips via The Old Road would be impossible or would face extreme delays.

Response: The District agrees that local traffic conditions worsen when the I-5 freeway is shut down due to extreme weather or fire events. The freeway closures typically cause northbound traffic to be detoured at the Parker Road interchange, resulting in congestion on the off-ramp. Under Scenario 1, school traffic from the south would need to use The Old Road as the alternative to the freeway, leading to increased congestion at the intersection of The Old Road and Parker Road. Under Scenario 2, school traffic from the south could use the Hillcrest Parkway connection as an alternative to taking the I-5 freeway to Parker Road. Scenario 2 is acknowledged as superior to Scenario 1 under I-5 closure conditions.

### ***Disproportionate congestion burden along eastern route in Scenario 1***

Comments: Scenario 1 would result in a disproportionate burden of traffic and/or congestion on Sloan Canyon Road along the eastern access route.

Response: The comment is correct. As identified in the DEIR, Scenario 1 would result in significantly higher traffic volumes on the eastern access route under Scenario 1, compared to Scenario 2 with two access routes.

### ***Safety***

Comment: Scenario 1 would have inadequate access to the school for police and fire responses and/or emergency evacuation from the school.

Response: The DEIR concluded that, while Scenario 1 and Scenario 2 would each provide adequate emergency access to the site, Scenario 2 would provide superior access to the site and is preferred. Scenario 1 has been approved in concept by the Los Angeles County Fire Department (LACoFD); the design of the emergency-access gate would need to be approved by the Los Angeles County Public Works Department as well.



## 2. Response to Recurring Comments

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### **Project Trip Distribution**

Comments: Most school trips would be much longer if Scenario 1 chosen, as 58 percent of students would use Hillcrest Parkway for school trips.

Response: The travel distance to the proposed high school site is approximately 3.6 miles from the intersection of The Old Road at Hillcrest Parkway via the southerly access route (Scenario 2). Via the northerly access route, the distance is also approximately 3.6 miles from this same point, resulting in effectively equivalent trip lengths regardless of the route chosen. For the residents of the Hillcrest community, the southerly access route results in a trip length of approximately 2.6 miles from the center of the community. Without the southerly access route, residents of the Hillcrest community would first travel north via The Old Road for a total trip length of approximately 4.6 miles. In summary, for residents of the Hillcrest community (27 percent of the school trips) the southerly access route (Scenario 2) results in an average trip length reduction of approximately 2 miles. For residents of communities further south of the Hillcrest community (31 percent of the school trips) the southerly access route does not have an effect on their average trip length.

### **Pedestrian and bicycle access to school**

Comments: In Scenario 1 most students would live outside of pedestrian and bicycle travel distances to school. Under Scenario 2, the average resident of the Hillcrest Community would be approximately 2.6 miles (+/- 1 mile) from the high school. Under Scenario 1, in which only the northern access route is provided, the practicality of walking or biking to from the high school would be limited to the community along Sloan Canyon Road and Parker Road, some of which is up to two miles from the school site. Residents of the Hillcrest Community would not have a practical walking or biking route to from the high school under Scenario 1 as the distance to the high school would be approximately 4.6 miles (+/- 1 mile).

Response: The District concurs that in Scenario 1 students in the Hillcrest community would live outside of walking distance from the school, and, for some students, outside of bicycling distance.

Comment: The long routes to school for some students in Scenario 1 would be inconsistent with California's Safe Routes to School policy. The California Safe Routes to School (SR2S) program has the primary goal of increasing the number of children walking or biking to school by making it safer for them to do so. Safe routes are achieved by providing separation between pedestrians, bicycles, parent vehicles, and buses.

Response: The proposed access roadway cross sections include sidewalks for pedestrians and allocate space for shared use trails for bicyclists as the adjacent areas are developed (see DEIR Figure 4-3 and Appendix J-1, and FEIR Appendix K). Land for a Class I off road trail will be dedicated to the County along the school. The need for traffic signals has been identified at major intersections as well as the high school's primary access driveway, and these signals will include pedestrian crosswalks and pedestrian phasing in accordance with the Los Angeles County Department of Public Works standards. In these ways, the proposed access routes meet the primary goal of the Safe Routes to School program.

### **Access between Castaic Middle School and proposed high school**

Comment: Scenario 2 is better in part because it would provide more convenient access between Castaic Middle School and the proposed high school for families who would have students in both



## 2. Response to Recurring Comments

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schools. [Castaic Middle School is at 28900 Hillcrest Parkway in Castaic, about 3,000 feet east of the intersection of Hillcrest Parkway and Sloan Canyon Road].

Response: The District concurs that Scenario 2 would provide superior access between the proposed high school and Castaic Middle School for families needing to drop off students at both schools. However, the proportion of households in the community that would have students at both schools at the same time is rather small. The District uses a student generation rate of 0.2603 for detached single-family dwellings. Middle school education for the Community of Castaic is provided by the Castaic Union School District (CUSD). Middle school student generation factors for CUSD are estimated here using statewide student generation factors from the California Department of Education (CDE 2010). Elementary (K-8) school districts are estimated to generate 0.5 students per unit. Pro-rating 0.5 by 3 years (grades 6-8) out of 9 (grades K-8) gives a generation factor of 0.167 for middle school. The estimated proportion of households that would have students at the proposed high school and at Castaic Middle School simultaneously, therefore, is  $0.2603 \times 0.167$ , or about 4.3 percent.

### **Construction of southern access route by school opening rather than waiting till school enrollment reaches 1,600**

Comment: If the District waits till enrollment reaches 1,600 to build the southern access route, building that access will be more difficult, more expensive, and would be unlikely to be built.

Response: None of the cumulative projects identified in Chapter 3 of the Draft EIR are along the proposed southern access route. Thus, there are no known development projects that would complicate construction of the southern access route to open when the proposed school reached 1,600 student enrollment rather than to open upon initial opening of the school. Road rights-of-way from Hillcrest Parkways to the southern boundary of the high school site all exist except for additional right-of-way to be obtained just north of Hillcrest Parkway and alternate alignments in the vicinity of Baringer Road and Sloan Canyon Road. Easement acquisition would be pursued for the alignment in the vicinity of Baringer Road and Valley Creek Road, if the project is approved the school district board.

The District acknowledges that the costs of land, labor, and construction materials may increase by the time enrollment of the proposed school reached 1,600. Current enrollment projections for the school are 320 students in 9th grade in 2015; adding one grade per year for the following three school years until enrollment reached 1,316 in 2018.

### **Preferred Access Scenario**

If the District selects Access Scenario 2 and Option B, the following approval language is suggested:

*The District hereby selects and approves Access Scenario 2-Option B, which provides two public access routes to the high school. The eastern route follows Sloan Canyon Road and Canyon Hill Road (from east to west) and the southern route follows Sloan Canyon Road- Baringer Road-Romero Canyon Road/Valley Creek Road (from south to north). Option A (Sloan Canyon Road-Mandolin Canyon Road-Harp Canyon Road-North Romero Canyon Road-Valley Creek Road) may be substituted for Option B if obstacles in obtaining rights-of-way or other issues would delay the road's completion (approvals are already in place for Option A). Because of the complexities in obtaining all approvals for and in completing the southern route, the school may open prior to its completion, subject to the provision of a second emergency route.*

## 2. Response to Recurring Comments

### **Hazards of high school access routed via Hillcrest Parkway**

Comment: Placing novice high school drivers on Hillcrest Parkway would be dangerous.

Response: There are two existing schools located on Hillcrest Parkway: Castaic Elementary School and Castaic Middle School. Castaic Elementary School is accessed via the signalized intersection of Park Vista Drive at Hillcrest parkway. Castaic Middle School is accessed via an unsignalized driveway just east of Barcelona Road. Hillcrest Parkway is already used for high school trips by drivers to and from Valencia High School; 27 percent of the forecast enrollment of the proposed school is from the Hillcrest community. Project trip distribution assumes that the 31 percent of high school trips coming from south of the Hillcrest community would use the southern access route in Scenario 2; that is, slightly more than a doubling of high school trips using Hillcrest Parkway, from 27 percent at present to 58 percent in with-project (Scenario 2) conditions. However, under Scenario 2 the maximum volume of high school trips on Hillcrest Parkway (58 percent) occurs at the westerly end of Hillcrest Parkway while the easterly end at The Old Road will increase only slightly from 27 percent to 31 percent.

### **Steep grades on Hillcrest Parkway**

Comment: Routing novice high school drivers on Hillcrest Parkway would create hazards due to grades on the roadway.

Response: The California 2012 Manual of Uniform Traffic Control Devices (California MUTCD; Caltrans 2012) recommends hill warning signs for downgrades of grades 5 percent that are 3,000 feet or longer, and downgrades of 6 percent that are 2,000 feet or longer. The average grade on the segment of Hillcrest Parkway between Castaic Middle School and The Old Road is 5.6 percent, a grade at which the California MUTCD recommends placement of hill warning signs. Thus, the County of Los Angeles may install grade warning signs in accordance with the California MUTCD recommendations. Currently on the downhill portion of Hillcrest Parkway at each of the schools, special school area 25 mile per hour speed limit signs with flashing warning lights notify drivers of the reduced speed limits while children are present. Average grades on Hillcrest Parkway are shown below.



<b>AVERAGE GRADES ON HILLCREST PARKWAY</b>			
<b>Segment</b>	<b>Vertical rise</b>	<b>Distance</b>	<b>Percent Grade</b>
From Intersection Hillcrest Parkway/Sloan Canyon Road (elevation 1,477 feet) to top of Hillcrest Parkway about 170 feet east of intersection of Hillcrest Parkway/Cannes Place (elevation 1,532 feet)	55 feet	2,225 feet	2.5 percent
From top of Hillcrest Parkway (elevation 1,532 feet) to Hillcrest Parkway at east end of Castaic Middle School (elevation 1,435 feet)	97 feet	2,260 feet	4.3 percent
From Hillcrest Parkway at east end of Castaic Middle School (elevation 1,435 feet) to intersection of Hillcrest Parkway/The Old Road (elevation 1,087 feet)	348 feet	6,245 feet	5.6 percent

## *2. Response to Recurring Comments*

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### ***High school student drivers on road with existing middle school and elementary school pedestrian and bicycle traffic.***

Comment: Novice high school drivers would use Hillcrest Parkway, which is also used by students walking and bicycling to and from Castaic Middle School and Castaic Elementary School; this would be a safety hazard.

Response: There are sidewalks on both sides of Hillcrest Parkway from The Old Road to about 400 feet east of the intersection of Hillcrest Parkway and Sloan Canyon Road, thus providing access for pedestrians. The right-hand lanes in each direction are currently about 14 feet wide, which are narrower than what is needed to stripe a bike lane for a 50 mile-per-hour roadway. The current roadway would generally not be considered acceptable for all but the most experienced of bicyclists. The entrance to Castaic Elementary School is signal-controlled. There are school zone warning signs for both Castaic Middle School and Castaic Elementary School. Hillcrest parkway is already used by high school trips between the Hillcrest Community and Valencia High School. Also, as noted above, school area 25 mile per hour speed limit signs with flashing warning lights notify drivers of the reduced speed limits while children are present. The entrance to Castaic Elementary School is signal-controlled. There are school zone warning signs for both Castaic Middle School and Castaic Elementary School. Hillcrest parkway is already used by high school trips between the Hillcrest Community and Valencia High School. Also, school area 25 mile-per-hour speed limit signs with flashing warning lights notify drivers of the reduced speed limits while children are present.

### ***Congestion impact of adding project school traffic to a road with traffic to two existing schools on Hillcrest Parkway***

Comment: Adding project trips to Hillcrest Parkway, which is already used to access Castaic Middle School and Castaic Elementary School, would result in excessive congestion on Hillcrest Parkway.

Response: Castaic Elementary has a start time of 8:00 AM and a dismissal time of 2:30 PM. Castaic Middle School has a start time at 8:35 AM and a dismissal time of 3:18 PM. The start time utilized by the proposed Castaic High School, which has yet to be decided, will determine how much of an effect the high school traffic will have on the access to the Elementary and the middle schools. The school district may establish the high school start and dismissal times such that it minimizes the amount of high school traffic near the Elementary and the Middle Schools during their start and dismissal times.

### ***Impact to rural and rural-residential nature of Sloan Canyon Road north of Hillcrest Parkway.***

Comment: Impacts of project traffic on existing rural and rural-residential conditions along Sloan Canyon Road between Hillcrest Parkway and Baringer Road.

Response: The District acknowledges that Sloan Canyon Road in Scenario 2 would be paved, with a concrete sidewalk on one side of the road. The District acknowledges that traffic volumes on the referenced segment of Sloan Canyon Road in Scenario 2 – 58 percent of total project-generated traffic - would be much greater than existing corresponding traffic volumes; the segment of Sloan Canyon Road is currently a one-lane dirt road.

## 2. Response to Recurring Comments

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### 2.3 PROJECT ALTERNATIVES

#### ***Adequacy of alternatives analysis and alternatives not analyzed in DEIR***

Comments: District should consider other sites for the project; alternative sites should be re-analyzed; the analysis of alternative sites in the DEIR is inadequate.

Response: The CEQA Guidelines Section 15126.6 requires that an EIR describe and comparatively evaluate a reasonable range of alternatives. An EIR is required to evaluate a “No Project” alternative and alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. An EIR does not need to consider every conceivable alternative to the project.

**Sterling Residential Site:** The Sterling Residential property was one of six high school sites considered by the District in 2008. The District then chose to proceed with the Sterling Residential property; it was later found that restrictions on that property prohibited development of a school.

**Palmer Site:** The Palmer Site was considered and rejected in the EIR certified in 2005 because it had significantly greater environmental impacts than three alternatives the District chose to proceed with in the EIR: (1) NorthLake (“the project”), (2) Hasley/Sloan, and (3) Hasley/Del Valle. The Palmer site was also considered in the 2008 EIR and rejected.

**Hasley/Del Valle Site:** The Hasley/Del Valle site comprises 77 acres west of the Commerce Center between Hasley Canyon Road and Witherspoon Parkway, east of Del Valle Road, and west of the I-5 and the City of Santa Clarita. The Hasley/Del Valle site was found to have greater geology and hazards impacts than the NorthLake site in the 2005 EIR due to a nearby fault and oil wells. Several landslides are mapped within the Del Valle site in the Seismic Hazard Zones Report for the Val Verde Quadrangle issued by the California Geological Survey in 2002 (CGS 2002). In addition, the Del Valle site has a buildable area of 43 acres due to steep terrain on the site, less than the 50 acres needed for a comprehensive high school.

**Grasshopper Canyon/NorthLake:** The Grasshopper Canyon site was the NorthLake site analyzed in the 2005 EIR. Development of a high school campus at NorthLake was dependent on development of the NorthLake community, which was not developed.

**Hasley-Sloan Site:** (analyzed in Section 7.8 of the DEIR for the proposed project): Development of the school on the Hasley-Sloan site would reduce one significant and unavoidable impact of the proposed project, transportation and traffic, to less than significant after implementation of mitigation. Of the other significant and unavoidable impacts of the proposed project—to aesthetics, air quality, and noise—the impact to air quality would be reduced, but the impacts to aesthetics and noise would be increased. Also, this alternative would likely create a new significant and unavoidable impact on hydrology and water quality related to the adjacency of the creek. The conclusion of a likely significant and unavoidable impact to hydrology is supported in Section 7.8.8 of the DEIR. Parts of the western and southern portions of this alternate site are in 100-year flood hazard zones mapped by the Federal Emergency Management Agency (FEMA). The proposed project site is not in 100-year flood hazard zones. In addition, development of the school on the Hasley-Sloan site would require construction of a new bridge over the Hasley Creek; it is assumed that parts of the bridge structure would be in the streambed. The Hasley-Sloan alternative was not found to be environmentally superior to the proposed project.



## *2. Response to Recurring Comments*

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**Lombardi-Romero Site:** The Lombardi-Romero Site was parcels 2 and 3 of Tract 47807. The first school site analyzed by the District in Tract 47807 was parcels 1 and 4 of the Tract, analyzed as the Romero Canyon Alternative Site in Section 7.7 of the DEIR. Parcels 2 and 3, the Lombardi-Romero Site, became available for purchase in October 2011. The proposed project site is the entire 198-acre Tract 47807, including both the Romero Canyon Alternative Site (parcels 1 and 4) and the Lombardi-Romero Site (parcels 2 and 3). This project background is described further in Section 4.2, Project Overview and Background, of the DEIR.

Alternative sites recommended in comments have been previously assessed by the District. The District has rejected all of those sites due to several factors: environmental impacts of development of a high school on those sites, or inadequate size for a comprehensive high school (Hasley/Del Valle), or property restrictions prohibiting development of a school (Sterling Residential), or failure of the NorthLake community project (NorthLake). The Lombardi-Romero Site has been incorporated into the proposed project site. The history of consideration of various sites for the proposed project is summarized in Section 7.1 of the DEIR and is described in slightly greater detail above. The analysis of alternatives in the DEIR fully complies with the CEQA requirements.

### ***The Proposed Project in Relation to Newhall Ranch***

Comments: Is the project intended for students from Newhall Ranch, a set of developments planned southwest and west of the I-5/SR-126 junction?

Response: It is estimated that 31 percent of project students would come from developments south of the Hillcrest community, including planned developments in Newhall Ranch. Two planned developments in Newhall Ranch are Landmark Village and Mission Village. It is projected by Davis Demographics & Planning, the District's consultant for enrollment projections, that students from Landmark Village will attend West Ranch High School and students from Mission Village would attend Castaic High School; however, which schools will serve specific developments will be determined by the District.

### *3. Response to Comments from Agencies and Organizations*

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Section 15088 of the CEQA Guidelines requires the Lead Agency (District) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses. This section includes DEIR comments sent by agencies and organizations and the District's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Except as noted, changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of public agencies and organizations that submitted comments on the DEIR during the public review period.

<i><b>Reference Number</b></i>	<i><b>Agencies and Organizations</b></i>	<i><b>Date of Comment</b></i>	<i><b>Page No.</b></i>
<b>Agencies</b>			
A1	Native American Heritage Commission	August 3, 2012	3-3
A2	County of Los Angeles Fire Department	August 14, 2012	3-8
A3	County of Los Angeles Department of Parks and Recreation	August 30, 2012	3-11
A4	County Sanitation Districts of Los Angeles County	September 5, 2012	3-15
A5	California Department of Fish and Game	September 5, 2012	3-18
A6	Local Agency Formation Commission	September 17, 2012	3-34
A7	County of Los Angeles Department of Public Works	September 18, 2012	3-36
<b>Organizations</b>			
O1	Castaic Area Town Council	August 25, 2012	3-50
O2	Chatten-Brown & Carstens	September 6, 2012	3-52



### *3. Response to Comments from Agencies and Organizations*

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### 3. Response to Comments from Agencies and Organizations

#### LETTER A1 – Native American Heritage Commission (4 pages)

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

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August 3, 2012

Mr. Thomas Cole, Chief Operating Officer

**Castaic High School**

21515 Centre Point Parkway  
Santa Clarita, CA 91350

Re: SCH#2004031110 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "Castaic High School Project;" located in the Santa Clarita area; Los Angeles County, California.

Dear Mr. Cole:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project. This area is known to the NAHC to be very culturally sensitive.

The NAHC 'Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural

A1-1

A1-2

A1-3

A1-4



### 3. Response to Comments from Agencies and Organizations

significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

A1-4  
cont'd

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*, 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254( r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

A1-5

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

A1-6

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

A1-7

### *3. Response to Comments from Agencies and Organizations*

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If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-8251.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List



### 3. Response to Comments from Agencies and Organizations

Native American Contact Los Angeles County August 3, 2012			
Beverly Salazar Folkes 1931 Shadybrook Drive Thousand Oaks, CA 91362 folkes@msn.com 805 492-7255 (805) 558-1154 - cell	Chumash Tataviam Fernandeño	Kitanemuk & Yowlumne Tejon Indians Delia Dominguez, Chairperson 115 Radio Street Bakersfield, CA 93305 deedominguez@juno.com (626) 339-6785	
Fernandeno Tataviam Band of Mission Indians Ronnie Salas, Cultural Preservation Department 1019 - 2nd Street, Suite #1 San Fernando CA 91340 rsalas@tataviam-nsn.gov (818) 837-0794 Office  (818) 837-0796 Fax	Fernandeno Tataviam	San Fernando Band of Mission Indians John Valenzuela, Chairperson P.O. Box 221838 Newhall, CA 91322 tsen2u@hotmail.com (661) 753-9833 Office (760) 885-0955 Cell (760) 949-1604 Fax	Fernandeño Tataviam Serrano Vanyume Kitanemuk
LA City/County Native American Indian Comm Ron Andrade, Director 3175 West 6th St, Rm. 403 Los Angeles, CA 90020 randrade@css.lacounty.gov (213) 351-5324 (213) 386-3995 FAX		Randy Guzman - Folkes 6471 Cornell Circle Moorpark, CA 93021 ndnRandy@yahoo.com (805) 905-1675 - cell	Chumash Fernandeño Tataviam Shoshone Paiute Yaqui
Tongva Ancestral Territorial Tribal Nation John Tommy Rosas, Tribal Admin. Private Address  tattnlaw@gmail.com 310-570-6567	Gabrielino Tongva		
This list is current only as of the date of this document.			
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.			
This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2004031110; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Castic High School Project; located in the Santa Clarita area; Los Angeles County, California.			

A1-8

### *3. Response to Comments from Agencies and Organizations*

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**A1. Response to Comments from Native American Heritage Commission, dated August 3, 2012.**

- A1-1 The District acknowledges the NAHC's status as trustee agency for Native American cultural resources.
- A1-2 The comment sets forth CEQA requirements and does not require a response.
- A1-3 The comment recommends that the District ask the NAHC to conduct a Sacred Lands File search for the project site. The NAHC conducted such a search for the site, as stated in the NAHC's Notice of Preparation comment letter dated February 3, 2012; no Native American cultural resources were identified onsite in that search. No additional Sacred Lands File search is needed.
- A1-4 The comment consists of suggestions regarding Native American consultation. Native American consultation letters were sent as part of cultural resources investigations conducted by Gwen R. Romani in April 2010, and Jeanette McKenna et al. in August 2011 and January 2012.
- No responses were received from consultation letters sent by McKenna; John Valenzuela, Chairperson of the San Fernando Band of Mission Indians, responded by phone to the letter from Romani asking if cultural resources were found during the Romani survey or had been recorded in the survey area. The District has complied with NAHC recommendations for Native American consultation.
- A1-5 The comment sets forth legal requirements regarding confidentiality respecting cultural resources, and accidental discovery of human remains. No response is needed.
- A1-6 The comment is a suggestion regarding Native American consultation; no response is needed.
- A1-7 The comment recommends that sites containing a prevalence of Native American cultural sites or burial sites be avoided. The project site does not contain a prevalence of such sites, as substantiated in Section 5.4, Cultural Resources, of the DEIR.
- A1-8 This is a contact list. Native American tribes have been contacted.



### 3. Response to Comments from Agencies and Organizations

LETTER A2 – County of Los Angeles Fire Department (2 pages)

	<b>COUNTY OF LOS ANGELES</b> FIRE DEPARTMENT 1320 NORTH EASTERN AVENUE LOS ANGELES, CALIFORNIA 90063-3294 (323) 881-2401
DARYL L. OSBY FIRE CHIEF FORESTER & FIRE WARDEN	
August 14, 2012	
Tom Cole, Chief Operations Officer William S. Hart Union High School District 21515 Centre Pointe Parkway Santa Clarita, CA 91350	
Dear Mr. Cole:	
<b>DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2004031110, CASTAIC HIGH SCHOOL, TO DEVELOP A COMPREHENSIVE HIGH SCHOOL FOR 2,600 STUDENTS, LOCATED AT TWO MILES WEST OF PARKER ROAD AND SLOAN CANYON ROAD AND TWO MILES NORTH OF HASLEY CANYON ROAD AND ROMERO CANYON ROAD, CASTAIC (FFER #201200108)</b>	
The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:	
<b><u>PLANNING DIVISION:</u></b>	
<b>5. Environmental Analysis</b>	
<b>5.12 Public Services</b>	
<b>5.12.1.6 Mitigation Measures</b>	
The Draft Environmental Impact Report erred in stating "No mitigation measures are necessary"; it is the provision for a helipad that mitigates any impact this project would have on Fire Department Services.	A2-1
<b><u>LAND DEVELOPMENT UNIT:</u></b>	
1. The Fire Prevention Division, Land Development Unit, has no additional comments regarding this project. The conditions that were addressed in EIR 201200022, dated February 27, 2012, have not been changed at this time.	A2-2
SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:	
AGOURA HILLS ARTESIA AZUSA BALDWIN PARK BELL BELL GARDENS BELLFLOWER BRADBURY	CALABASAS CARSON CERRITOS CLAREMONT COMMERCE COVINA CUDAHY
DIAMOND BAR DUARTE EL MONTE GARDENA GLENDALE HAWAIIAN GARDENS HAWTHORNE	HIDDEN HILLS HUNTINGTON PARK INDUSTRY INGLEWOOD IRVINDALE LA CANADA FLINTRIDGE LA HABRA
LA MIRADA LA PUENTE LAKEWOOD LANCASTER LAWDALE LOMITA LYNWOOD	MALIBU MAYWOOD NORWALK PALMDALE PALOS VERDES ESTATES PARAMOUNT PICO RIVERA
POMONA RANCHO PALOS VERDES ROLLING HILLS ROLLING HILLS ESTATES ROSEMEAD SAN DIMAS SANTA CLARITA	SIGNAL HILL SOUTH EL MONTE SOUTH GATE TEMPLE CITY WALNUT WEST HOLLYWOOD WESTLAKE VILLAGE WHITTIER

### 3. Response to Comments from Agencies and Organizations

Tom Cole, Chief Operations Officer  
August 14, 2012  
Page 2

2. There are no additional comments regarding this project. The applicant's reply acknowledging our comments is acceptable at this time. | A2-2  
cont'd

#### **FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

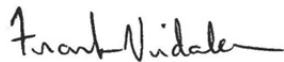
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed. | A2-3
2. As indicated on page 5.3-10 of this document, 24 coast live oaks were removed from parcels 1 and 4 of the site in 2010 as allowed by Oak Tree Permit 89-213. Conditions of Approval for OTP 89-213 require the planting of 48 fifteen gallon oak trees as mitigation for the 24 removals. As of this date, these mitigation trees have not been planted. The Final Environmental Impact Report should include a detailed mitigation planting plan for these mitigation trees. | A2-4

#### **HEALTH HAZARDOUS MATERIALS DIVISION:**

1. The Health Hazardous Materials Division has no comments. The State Department of Toxic Substance Control is the jurisdictional agency to oversee environmental assessment and investigations at this site. | A2-5

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

FV:ij



### *3. Response to Comments from Agencies and Organizations*

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#### **A2. Response to Comments from County of Los Angeles Fire Department, dated August 14, 2012.**

- A2-1 The comment states that inclusion of the helipad in the project should be identified as mitigation in the DEIR. All access scenarios under consideration for the project have two access routes for emergency ingress and egress and additional mitigation is not required. A pad for a future helipad was included as part of the project at the request of the Fire Department and as such, a mitigation measure to provide the pad is not necessary. The helipad represents a benefit for the entire community.
- A2-2 The District acknowledges that the Fire Prevention Division, Land Development Unit has no comments.
- A2-3 The comment enumerates statutory responsibilities of the LACoFD Forestry Division. Each of the topics mentioned are analyzed in the DEIR: erosion control in Sections 5.5, *Geology and Soils*, and 5.8, *Hydrology and Water Quality*; watershed management in Section 5.8, *Hydrology and Water Quality*; rare and endangered species, vegetation, and the County Oak Tree Ordinance in Section 5.3, *Biological Resources*; fuel modification for Fire Hazard Severity Zones in Section 5.7, *Hazards and Hazardous Materials*; and archaeological and cultural resources in Section 5.4, *Cultural Resources*.
- A2-4 The removal of the 24 coast live oaks was not done as part of this high school project. Oak Tree Permit 89-213 was issued to property owner, not the school district. The existing condition on the project site when the District started its environmental review for the high school project did not have the 24 oaks; therefore, the responsibility for mitigation compliance and replacement of the oaks lies with the property owner/permit holder. The proposed project would require the removal of additional oak trees and would be mitigated as outlined in Mitigation Measure BIO-3 in the Draft EIR.
- A2-5 The District acknowledges that the Health Hazardous Materials Division has no comments on the project. The Department of Toxic Substances Control, which has jurisdiction over assessments of school sites for hazardous materials, approved the Preliminary Environmental Assessment for the site on September 19, 2011.



### 3. Response to Comments from Agencies and Organizations

LETTER A3- County of Los Angeles Department of Parks and Recreation (3 pages)



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

August 30, 2012

Sent via email: [tc@hartdistrict.org](mailto:tc@hartdistrict.org)

Mr. Tom Cole  
Chief Operations Officer  
William S. Hart Union High School District  
21515 Centre Pointe Parkway  
Santa Clarita, CA 91350

Dear Mr. Cole:

**NOTICE OF AVAILABILITY (NOA)  
OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)  
FOR CASTAIC HIGH SCHOOL**

The Draft EIR for Castaic High School has been reviewed for potential impact on the facilities of this Department (DPR) for which we offer the following comment:

- As mentioned in the previous comment letter dated February 28, 2012, the proposed project may have an impact on recreation via DPR's proposed trail system. There is a proposed adopted County trail alignment (see attached) which traverses the project site (APNs 3247-068-001, 3247-068-002, and 3247-068-003). The Department requests the dedication of a twelve foot (12') wide trail easement and trail construction outside of the public road right-of-way. In addition, the Department advises the developer to contact DPR to discuss various components of the proposed trail alignment.

A3-1

Thank you for including this Department in the review of this notice. Should you have any questions regarding trails, please contact Ms. Lorrie Bradley at (213) 738-2812 or [lbradley@parks.lacounty.gov](mailto:lbradley@parks.lacounty.gov). For any other inquiries, please contact me at (213) 351-5127 or [jyom@parks.lacounty.gov](mailto:jyom@parks.lacounty.gov).

Sincerely,

Julie Yem  
Park Planner  
Environmental & Regulatory Permitting Section

JY: OL/ Response to Hart School District- NOA of DEIR Castaic High School

Enclosure: Comment letter dated 2/28/12

c: Parks and Recreation (N. E. Garcia, K. King, J. Rupert, L. Bradley, O. Ruano)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198



### 3. Response to Comments from Agencies and Organizations



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

*"Parks Make Life Better!"*

Russ Guiney, Director

John Wicker, Chief Deputy Director

February 28, 2012

Sent via email: [tc@hartdistrict.org](mailto:tc@hartdistrict.org)

Mr. Tom Cole  
Chief Operations Officer  
William S. Hart Union High School District  
21515 Centre Pointe Parkway  
Santa Clarita, CA 91350

Dear Mr. Cole:

**REVISED RECIRCULATED NOTICE OF PREPARATION (NOP) OF  
A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)  
FOR CASTAIC HIGH SCHOOL**

The Revised Recirculated NOP for Castaic High School has been reviewed for potential impact on the facilities of this Department (DPR). As stated in the previous comment letter for the NOP, construction of the proposed school site as well as the new proposed pavement improvements may impact facilities under the jurisdiction of DPR for which we offer the following comment:

- The project may have an impact on recreation via DPR's proposed trail system, indicated in red in the attached map.

A3-1  
cont'd

Thank you for including this Department in the review of this notice. Should you have any questions regarding trails, please contact Ms. Lorrie Bradley at (213) 738-2812 or [lbradley@parks.lacounty.gov](mailto:lbradley@parks.lacounty.gov). For any other inquiries, please contact Ms. Julie Yom at (213) 351-5127 or [jyom@parks.lacounty.gov](mailto:jyom@parks.lacounty.gov).

Sincerely,

Joan Rupert  
Section Head  
Environmental & Regulatory Permitting Section

JR: JY/ Response to Hart School District- Revised Recirculated NOP Castaic High School

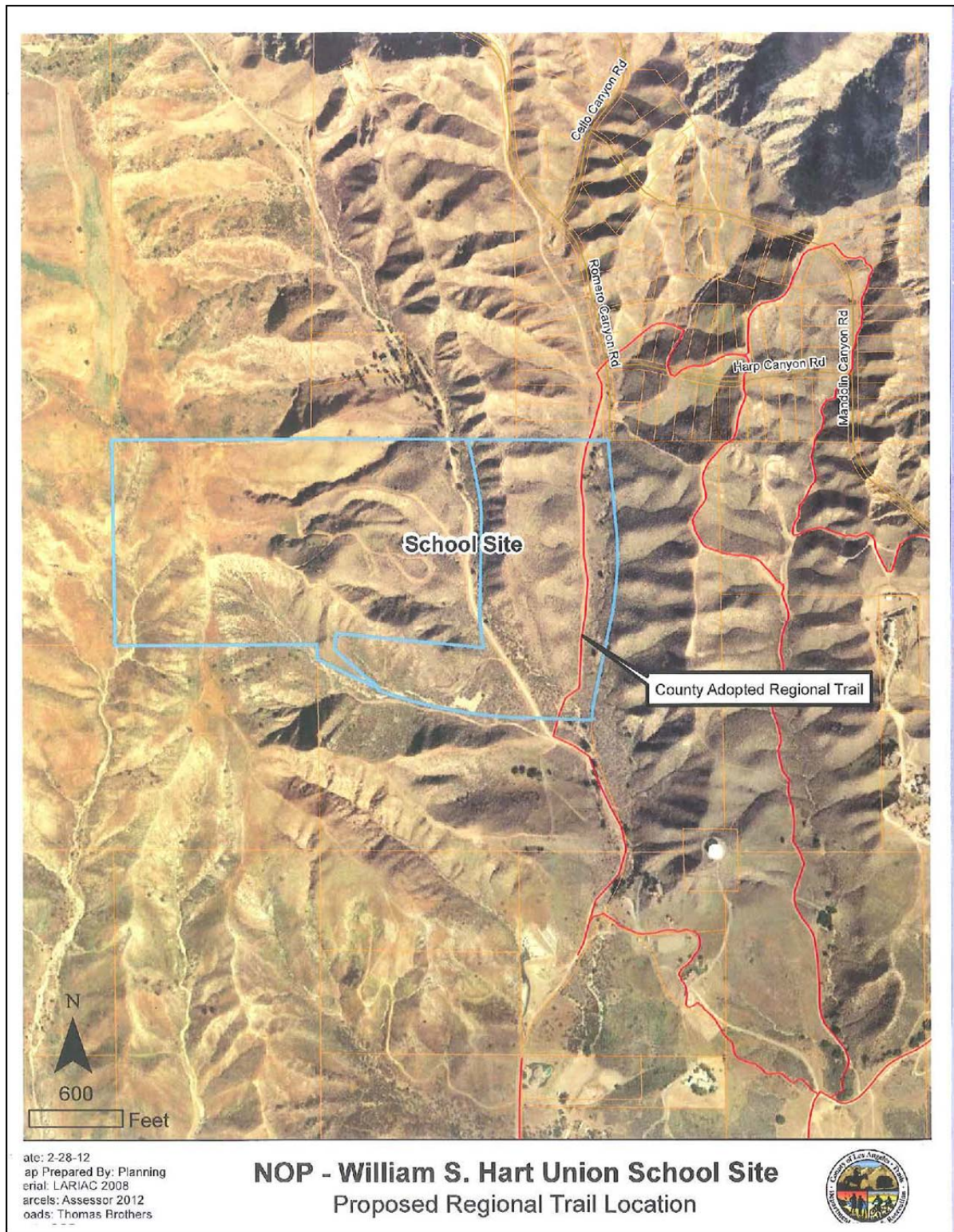
Enclosure: Map for NOP Castaic High School

c: Parks and Recreation (N. E. Garcia, L. Hensley, S. Copley, L. Bradley, J. Bok, J. Yom)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198



### 3. Response to Comments from Agencies and Organizations



### *3. Response to Comments from Agencies and Organizations*

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**A3. Response to Comments from County of Los Angeles Parks and Recreation, dated August 30, 2012.**

- A3-1 As discussed in Chapter 4 of the Draft EIR, as residential development comes into the area, a multi-purpose off-road trail would be constructed along the along the opposite side of the road. The multi-purpose trail would not be constructed as part of the school project, except on the project site as part of the drainage facility service roads. The District will work with the County to determine responsibility for other on- and off-site trails.

### 3. Response to Comments from Agencies and Organizations

#### LETTER A4 – County Sanitation Districts of Los Angeles County (2 pages)



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](http://www.lacsd.org)

## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

GRACE ROBINSON CHAN  
Chief Engineer and General Manager

September 5, 2012

Ref. File No: 2308750

Mr. Tom Cole, Chief Operations Officer  
William S. Hart Union High School District  
21515 Centre Point Parkway  
Santa Clarita, CA 91350

Dear Mr. Cole:

#### Castaic High School

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on July 24, 2012. We offer the following comments and updates:

1. Previous comments submitted by the Districts in correspondence dated March 21, 2011 (copy enclosed) still apply to the subject project with the following updated information. A4-1
2. Based on the sewer path of the Utility Plan shown in Figure 4-6 in the DEIR, the flow originating from the proposed project would have to be transported to the Districts' trunk sewer by local sewer(s) that are not maintained by the Districts. If no local sewer lines currently exist, it is the responsibility of the developer to convey any wastewater generated by the project to the nearest local sewer and/or Districts' trunk sewer. The nearest Districts' trunk sewer is the Castaic Trunk Sewer, located in Castaic Road at Neely Street. This 15-inch diameter trunk sewer has a design capacity of 6.2 million gallons per day (mgd) and conveyed a peak flow of 1.9 mgd when last measured in 2012. A4-2
3. The Santa Clarita Valley Joint Sewerage System currently processes an average flow of 19.7 mgd. A4-3
4. Using the Private School generation factor, equivalent for a public school, the expected average wastewater flow from the project site is 50,000 gallons per day. For a copy of the Districts' average wastewater generation factors, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. A4-4
5. For a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, Will Serve Program, and click on the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727. A4-5
6. The DEIR states twice, "The project also includes an application to the Santa Clarita Valley Sanitation District, part of the Sanitation Districts of Los Angeles County (LACSD), to annex the A4-6

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### 3. Response to Comments from Agencies and Organizations

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Mr. Tom Cole

-2-

September 5, 2012

project site from Los Angeles County to Santa Clarita Valley.” The project area is currently outside the jurisdictional boundaries of the Districts (see comment no. 1 on the attached March 21, 2011 letter). Sewerage service cannot be provided to the proposed development until the annexation application is submitted and accepted.

A4-6  
cont'd

7. All other information concerning Districts’ facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan



Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR: ar

Enclosure

c: D. Kitt  
M. Tremblay  
J. Ganz

Doc #: 2349199.SCV99

### *3. Response to Comments from Agencies and Organizations*

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#### **A4. Response to Comments from County Sanitation Districts of Los Angeles County, dated September 5, 2012.**

A4-1 The District acknowledges that previous Los Angeles County Sanitation Districts (LACSD) comments dated March 21, 2011 still apply to the project.

A4-2 Proposed new and upgraded sewers are detailed in Section 5.15, *Utilities and Service Systems*, of the DEIR. The District acknowledges that wastewater would need to be conveyed to the nearest LACSD trunk sewer by local sewers, currently at Castaic Road and Neely Street.

A4-3 Page 5.15-6 in Section 5.15, *Utilities and Service Systems*, of the DEIR is hereby revised.

These facilities form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System, which has a design capacity of 28.1 mgd and, in 2010, had an average daily flow of ~~20.4~~ 19.7 mgd (LACSD 2010).

A4-4 Page 5.15-7 is hereby revised.

The proposed project operating at full capacity is estimated to generate about ~~31,200~~ 50,000 gallons of wastewater per day. The rate is based on the wastewater generation rate for high private schools of 12 gallons per day (equivalent for a public school) at 200 gallons per day per 1,000 square feet of building space (City of Los Angeles 2006 LACSD 2012 DEIR comment letter: generation rates at lacsd.org). Some of the students who would attend the proposed high school would transfer from existing high schools to relieve overcrowding; thus, the net increase in wastewater generation in the region would be less than ~~31,00~~ 50,000 gallons per day. Regarding sewer main capacity, wastewater generation by the proposed school is estimated as 0.151 cubic feet per second (cfs). The project site is outside the service area of the Santa Clarita Valley Sanitation District (SCVSD), part of LACSD. The proposed project includes an application to the SCVSD to annex the project site. LACSD would coordinate with the District to treat wastewater generated at the project site. There is adequate wastewater treatment capacity in the region for estimated wastewater generation by the proposed project, and the project would not require the building of new or expanded wastewater treatment facilities.



A4-5 The comment is a direction to information about LACSD connection fees, and does not address the adequacy of the EIR.

A4-6 The District acknowledges that the project site is currently outside of LACSD jurisdiction and that therefore LACSD cannot provide sewerage service to the project until LACSD accepts annexation of the site into LACSD service area.



### 3. Response to Comments from Agencies and Organizations

LETTER A5 – California Department of Fish and Game (9 pages)

	<p>State of California - The Natural Resources Agency DEPARTMENT OF FISH AND GAME South Coast Region 3883 Ruffin Road San Diego, CA 92123 (858) 467-4201 <a href="http://www.dfg.ca.gov">http://www.dfg.ca.gov</a></p>	<p>EDMUND G. BROWN JR., Governor CHARLTON H. BONHAM, Director</p> <p>9.6.12 clear</p> 
<p>September 5, 2012</p> <p>Mr. Thomas Cole William S. Hart Union High School District 21515 Centre Point Parkway Santa Clarita, CA 91350 Fax #: (661) 254-8653</p>		<div>RECEIVED SEP 05 2012 STATE CLEARING HOUSE</div>
<p><b>Subject: Draft Environmental Impact Report for Castaic High School, SCH # 2004031110, Los Angeles County</b></p>		
<p>Dear Mr. Cole:</p> <p>The Department of Fish and Game (Department) has reviewed the Draft Environmental Impact Report (DEIR) for the construction and operation of the Castaic High School campus and associated access routes (project). According to project descriptions in the DEIR, the 71.4 acre project would be built within a larger four parcel area referred to as the 198 acre project site and would consist of a comprehensive high school with approximately 250,000 square feet of building area and supporting infrastructure including, water storage tanks, six storm water basins, parking and access roads. Athletic facilities would include a 5,000-seat football/soccer stadium with a running track, tennis courts, basketball courts, baseball and softball fields, and other play fields. The stadium and other fields would have nighttime lighting for evening sports events. Landslide remediation will also take place on the project site. The project will require 4,850,000 cubic yards of cut and 5,100,000 cubic yards of fill material plus additional cut and fill will result from access road construction portions of the project.</p> <p>The project is currently needed to relieve overcrowding at existing high schools and to serve the local community; therefore, the school district would be required to extend existing roadways to the school site. A supporting road network is not anticipated until approved residential development starts construction. Considering the poor economy, residential construction projects may not happen for years. There are two access scenarios and various suboptions under consideration that are analyzed within the DEIR.</p> <p>The project site is located in the community of Castaic, an unincorporated area of Los Angeles County. The nearest city is Santa Clarita about five miles south; the Los Padres National Forest is to the north, and Castaic Lake is northeast of the project and east of the I-5. The project site will encompass land east and west of Romero Canyon Road. The project site supports natural terrain vegetated with chaparral, California sagebrush (<i>Artemisia californica</i>) associations, coast live oak (<i>Quercus agrifolia</i>), and annual grassland species.</p> <p>Five drainages delineated as waters of the state, totaling 1.2 acres occur on the project site which are predominately unvegetated except for annual grasses and other herbaceous growth. Three ephemeral drainages totaling 1.759 acres occur within the roadway alignment alternatives and support various plant communities including chaparral, sage scrub and oak trees growing in various densities.</p>		
<p><i>Conserving California's Wildlife Since 1870</i></p>		

A5-1

A5-2



### 3. Response to Comments from Agencies and Organizations

Mr. Thomas Cole  
September 5, 2012  
Page 2 of 9

The proposed project site is in an approved residential tract that has yet to be developed. This residential development was the subject of a previously adopted Mitigated Negative Declaration (MND) in 1985. In 1992 the land owner/project applicant obtained other various agency approvals, such as Vesting Tentative Tract No. 47807 and associated Conditional Use Permit 89-213, Oak Tree Permit No. 89-213, and grading plan for a 79-lot residential tract. The land owner also obtained a Section 404 permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the Department. A two-lane access road was previously approved which would have provided access for 96 single-family lots on 193.25 acres. These approvals and permits along with a mitigation plan and impact fees for biological impacts, would allow the owner to proceed with the residential development.

A5-3

The proposed high school project has been in the planning stages since 2005. At that time the high school was planned on parcels referred to as 1 and 4 within the project site (referenced as Romero Canyon Alternative Site). In 2011, two additional parcels referred to as parcel 2 and 3 in the project site had become available for purchase. The William S. Hart Union High School District (lead agency) decided that utilizing these parcels would shift the school campus to the east and would therefore be located on portions of all four parcels within the project site. This modification would potentially reduce costs and environmental impacts. The project on this second site was refined and a Notice of Preparation (NOP) and Initial Study were circulated from January 30, 2012, to February 28, 2012 for which the Department provided comments.

The DEIR analysis includes 6 alternatives:

1. No Project/No Development Alternative - The project is not developed and no other development occurs onsite. Conditions onsite remain as they are.
2. No Project/Approved Development Alternative - The proposed high school is not developed and the site would be developed with a 79-unit development of detached single-family homes that was approved by Los Angeles County in 1992.
3. Reduced Intensity Alternative - Changes to the conceptual site plan in this alternative would include reducing the number of classroom and other buildings; reducing the numbers of playfields; and reduction in parking from 868 spaces to about 535 spaces. The size of the campus, including detention/evaporation basins, would be reduced in this alternative from 71.4 acres to about 45 acres.
4. Romero Canyon Alternative Site - The new high school would have the same capacity as the proposed project. The site is 114 acres (in Parcels 1 and 4 of the project site) with a net 55 usable acres. The Alternative 4 site partially overlaps the current project site but is centered farther west.
5. Hasley-Sloan Alternative Site - This is a 70-acre site at the northeast corner of Hasley Canyon Road and Sloan Canyon Road, about 1.5 miles south of the proposed project site. The Hasley-Sloan site is rugged terrain with hilly topography and steep canyons on the eastern portion. A north-south trending ridgeline is in the central portion of the site and Hasley Canyon Creek passes east-west through the southwest corner of the site. The site is undeveloped and used for grazing cattle and horses. The remnants of building pads for planned mobile homes are at the southern and northwest portions of the site. This

A5-4



### 3. Response to Comments from Agencies and Organizations

Mr. Thomas Cole  
September 5, 2012  
Page 3 of 9

alternative would involve improvement of Sloan Canyon Road to a two lane paved road for about 0.9 mile from Hasley Canyon Road to Hillcrest Parkway.

6. Sterling Gateway Alternative Site - This alternative site is in the Valencia Gateway area, in an area also referred to as the Valencia Commerce Center. The potential high school site is a portion of the approved vesting tentative parcel map (VTPM) 060030 (Sterling Industrial project). The site is at the end of Witherspoon Parkway. Commerce Center Drive and Hasley Canyon Road are the nearest arterial roadways and provide access to State Route 126 (SR-126) and Interstate 5 (I-5), respectively. When this site was being considered, it was anticipated that the Valencia Commerce Center would experience additional growth as the area builds out.

A5-4  
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The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the Lead Agency to minimize impacts to fish and wildlife resources with a focus on these stressors. Please let Department staff know if you would like a copy of the plan to review.

A5-5

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA). (See generally Pub. Resources Code, §§ 21070; 21080.4.) Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA. (*Id.*, § 21069.)

A5-6

#### Impacts to Biological Resources

1. Special Status Wildlife – The DEIR states that “the project would clear about 250 acres, most of which is native habitat. No federal- or state-listed endangered or threatened wildlife species were observed during the survey of the property, and none are expected to occur based on the lack of suitable habitat.” The DEIR states that “biological reconnaissance field surveys of the site were conducted on January 29, 2007 and June 25, 2010” and that no state or federal listed species were observed. The DEIR further states “that it is possible that several species considered California Species of Special Concern (CSSC) including western spadefoot (*Spea hammondi*), San Diego desert woodrat (*Neotoma lepida intermedia*), coast horned lizard (*Phrynosoma blainvillii*), and white-tailed kite (*Elanus leucurus*) may occur on site, but focused surveys would be needed to detect these species. Due to their relatively low levels of sensitivity, such focused surveys are not needed or recommended.” Other than for western burrowing owl, for which the Department’s recommended 2012 Staff Report on Burrowing Owl will be adhered to, the DEIR does not propose mitigation measures for CSSC species that may occur on the project site.

A5-7

- a. The executive summary of the DEIR states that the project site totals 198 acres. Please clarify this difference in the document.

A5-8

- b. The Department does not consider survey greater than one year old for wildlife species as adequate representation of project site conditions for the purposes of CEQA review.

A5-9

### 3. Response to Comments from Agencies and Organizations

Mr. Thomas Cole  
September 5, 2012  
Page 4 of 9

Current focused surveys should be conducted to assess areas of potential impact for special status species within appropriate habitat.

A5-9  
cont'd

- c. Adverse project impacts to State and Federally Threatened or Endangered and/or Candidate species and state fully protected species are considered significant under CEQA (CEQA Guidelines Sections 15380(b)(c)). CEQA provides protection not only for state and federally-listed species, but for any species including but not limited to California Species of Special Concern which can be shown to meet the criteria for State listing including Lists 1A, 1B and 2 of the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California which consist of plants that, in a majority of cases, would qualify for listing (CEQA Guidelines Sections 15380 (d), 15065 (a)).

A5-10

- d. The project site, including access road alignment alternatives, supports approximately 20.5 acres of California sage scrub (CSS) habitat which may support California gnatcatcher (*Poliophtila californica californica* or CAGN). The Department considers California sage scrub a threatened community that not only supports potential breeding habitat for CAGN, but important refugia for this species during habitat losses resulting from catastrophic stochastic events such as wild fire. The DEIR should more carefully discuss impacts to, avoidance of and mitigation measures for CAGN following a focused survey for this species. Consultation with the U.S. Fish and Wildlife is recommended for this project to get any further recommendations in regards to gnatcatcher considerations under the federal endangered species act.

A5-11

The Department recommends avoidance of CSS habitat. If avoidance is not feasible, habitat should be protected at a no less than 2:1 ratio for loss of CSS within project impact areas. Protection of CSS may take place in the form of on site preservation and protection of CSS or off site acquisition and preservation. CSS preservation areas should be in perpetuity and placed under a conservation easement.

A5-12

- e. Focused surveys for western spadefoot should be conducted during an average or above average rainy season within natural and man-made areas that have the potential to support pooling water. This is warranted because the DEIR explains that these areas occur along each of the project access routes, usually in the form of man-made features including detention basins. If occupied, western spadefoot pools and adjacent uplands will be adversely impacted for this species, the Department recommends avoidance of this habitat. If avoidance is not feasible, creation and protection of artificial breeding ponds and the associated adjacent upland habitat should be provided. The Department recommends consultation to assure persistence of this species in the project area and reduce impacts to less than significant under CEQA.

A5-13

- f. White-tailed kite is considered a fully protected species and therefore the Department cannot authorize take of this species. Survey methods employed for raptors should take place no later than January 1. Survey data should be utilized to avoid take, including occupied nests containing eggs or young.

A5-14

- g. As a general measure to reduce impacts to special status species to less than significant under CEQA, the Department recommends avoidance of impacts to special status biological resources within the project impact footprints. If adverse impacts cannot be avoided, onsite preservation or off site acquisition and preservation of habitat of equal or greater value should be accomplished to mitigate for direct, indirect and cumulative

A5-15



### 3. Response to Comments from Agencies and Organizations

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Mr. Thomas Cole  
September 5, 2012  
Page 5 of 9

impacts to special status species. Mitigation areas should be placed under a conservation easement and deeded to a natural land management conservancy with the necessary long-term endowment funding.

A5-15  
cont'd

2. Impacts to Native Birds - The DEIR explains that because nesting bird habitat exists in trees and shrubs within the approximately 250 acres to be cleared on the project site, measures to avoid active bird nests will be deployed including mitigation measure BIO-9 which states "Prior to any construction during the raptor nesting season, January 31 to September 1, a qualified biologist shall conduct a site survey for active nests two weeks prior to any scheduled clearing, grading, or construction activities. If an active nest is located, then no construction work shall be conducted within a 500-foot radius from the nest until the young have fledged and are independent of the adults."

A5-16

- a. The Department generally concurs with the measures in the DEIR to assist in the avoidance of take of native birds and their active nests containing eggs or young.
- b. Some early nesting raptors may nest as early as January 1. This should be considered the beginning of the raptor nesting season when scheduling nest surveys on the project site for raptors.
- c. Surveys for active nests should also take place at any man made structures that may be demolished on the project site.

3. Impacts to Bats - The DEIR did not discuss measures to reduce mortality of bat species that may reside on the project site. The project may result in injury or death to bats including special status bats, which may reside within trees or man made structures that would be cut down or demolished on the project site.

- a. To avoid the direct loss of bats that could result from removal of trees and/or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark), the following steps would be taken:

- To the extent feasible, tree removal or relocation would be scheduled between October 1 and February 28, outside of the maternity roosting season.
- If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist should conduct a pre-construction survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.
- Each tree and/or structure identified as potentially supporting an active maternity roost should be closely inspected by the bat specialist a maximum of 7 days prior to tree disturbance to more precisely determine the presence or absence of roosting bats.
- If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, it is preferable to push any tree down using heavy machinery rather than felling it with a chainsaw. In order to ensure the optimum warning for any roosting bats that may still be present, the tree should be pushed lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. The tree should then be pushed to the ground slowly and should remain in place until it is inspected by a bat specialist. Trees that

A5-17

### 3. Response to Comments from Agencies and Organizations

Mr. Thomas Cole  
September 5, 2012  
Page 6 of 9

are known to be bat roosts should not be sawn up or mulched immediately. A period of at least 24 hours, and preferably 48 hours, should elapse prior to such operations to allow bats to escape. Bats should be allowed to escape prior to demolition of buildings. This may be accomplished by placing one way exclusionary devices into areas where bats are entering a building that allow bats to exit but not enter the building.

A5-17  
cont'd

- Maternity season lasts from March 1 to September 30. Trees and/or structures determined to be maternity roosts should be left in place until the end of the maternity season or the bats have left the structure.
- The bat specialist should document all demolition monitoring activities, and prepare a summary report upon completion of tree disturbance activities.

4. Salvage of Wildlife During Project Disturbances - The project will result in the clearing of approximately 250 acres of natural habitat that may support many species of wildlife indigenous to the area.

A biological monitor should be on site prior to and during initial ground disturbance activities to locate and salvage special status species and other species of low mobility that will be killed or injured by grubbing and grading activities. Salvaged wildlife should be relocated to adjacent appropriate habitat out of harms way. Salvage of state and federal listed species will require additional incidental take authorization from the Department and U.S. Fish and Wildlife Service. Salvage of species of special concern will require possession of a scientific collecting permit issued by the Department that lists those specific species to be covered under a salvage operation.

A5-18

5. Impacts from Night Lighting – The DEIR states “The stadium and other fields would have nighttime lighting for evening sports events.”

The DEIR did not discuss potential adverse impacts to wildlife from night lighting of sports field, the outdoor school campus and access roads. Night lighting can be disruptive to the normal behavior of nocturnal wildlife in adjacent habitat. The Department recommends a discussion on impacts and measures to avoid or reduce light spilling over into adjacent habitats used by wildlife. Light shielding devices should be employed on all outdoor lighting to direct light to the intended area of focus and prevent spill over. Athletic field lighting should be limited in use and designed to the extent feasible to avoid spillover outside the fields.

A5-19

6. Impacts to Special Status Plant Species - The DEIR explains that a literature search found several special status plant species potentially occurring in the project area and concluded that habitat is present in and around the project site for five additional sensitive plant species including San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), slender-horned spineflower (*Dodecahema leptoceras*), slender mariposa lily (*Calochortus clavatus* var. *gracilis*), short-joint beavertail cactus (*Opuntia basilaris* var. *brachyclada*), and Peirson's morning glory (*Calystegia peirsonii*). The DEIR states that “a focused rare plant survey of the site was conducted on June 25, 2010” and that the rare plant species surveys for seven species did not identify any of those species on the project site, and those species are not expected to occur on site.

A5-20



### 3. Response to Comments from Agencies and Organizations

Mr. Thomas Cole  
September 5, 2012  
Page 7 of 9

Based upon the focused plant survey, Impact 5.3-1 explains that development of the proposed project would impact slender mariposa lily and Peirson's morning glory. The DEIR explains that although five plants of the slender mariposa lily were found to be present on site, it is likely that more undocumented occurrences exist within the study area due to the late season timing of the survey.

A5-20  
cont'd

Mitigation measure BIO-1 describes that if the lead agency chooses to develop areas supporting slender mariposa lily and Peirson's morning glory the District shall have a qualified biologist collect bulbs from slender mariposa lily. The bulbs shall be planted in coastal sage scrub habitat preserved and restored or enhanced on site.

- a. As confirmed in the DEIR, the late season timing of the focused botanical surveys would not have maximized detection of special status plant species within the project impact footprint. The results of these surveys may not be fully representative of the botanical resources on site and should be repeated following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities. (See Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities at: <http://www.dfg.ca.gov/habcon/plant/>).
  - b. Translocation of special status plant species is not supported by the Department as an effective mitigation measure because these measures often fail and are experimental in nature. Mitigation for special status plant species can be more effectively accomplished by avoiding the impacts. If avoidance is not feasible, selecting and protecting occupied habitat on site or, as a last resort, off site occupied habitat of equal or greater quality is preferred. The enhancement of protected occupied habitat by controlling invasive weedy species or other disturbances that compete with special status plants would be a better option for successful mitigation in the long term. These measures are more effective rather than creating habitat for special status plants where these plants do not already occur.
  - c. Salvaged bulbs or seeds from special status plant that cannot be avoided on the project site should be deposited with the Rancho Santa Ana Botanical Garden to preserve genetic diversity of these species.
  - d. Detection of state listed endangered or threatened plant species on the project site may require further consultation with the Department regarding permitting under the state endangered species act.
7. Impacts to Oak Trees – DEIR impact 5.3.2-5.3.3 describes that at least thirty coast live oak trees occur on the project site proposed for the high school campus and are all within the project grading footprint. There are an additional 140 oak trees within the several roadway alignment alternatives. The final design of the roadways has not yet been completed; therefore, the number of oak trees that would be removed by the project cannot be determined currently however as a conservative analysis, it is assumed that 121 oak trees in the selected alignments would be removed by the project. Mitigation measure BIO-3 states "The District's school facilities project manager or their designee and the project landscape contractor, under the supervision of the project biologist, shall replace oak trees removed by the project at a minimum of 2 to 1 ratio. All coast live oaks removed shall be replaced with oak trees of the same species."

A5-21

A5-22



### 3. Response to Comments from Agencies and Organizations

Mr. Thomas Cole  
September 5, 2012  
Page 8 of 9

The Department recommends that any oaks which must be removed as a part of the project should be replaced in kind by species. The replacement ratios for plants which are to be removed should be as follows: plants less than 5 inches diameter at breast height (DBH) should be replaced at 3:1; plants from 5 to 12 inches shall be replaced at 5:1; trees from 12 to 24 inches should be replaced at 10:1; trees from 24 to 36 inches should be replaced at 15:1; all oaks greater than 36 inches should be replanted at a ratio of 20:1. The replacement ratio for damaged trees should be 2:1 for plants with a DBH less than 12 inches. The replacement ratio for damaged trees should be 5:1 for plants with DBH greater than 12 inches. The Department recommends using rooted plants in liners, acorns, or one gallon containers for restoration to increase the likelihood of survival of plantings. Oak trees that are slated for removal from the project site should be planted on site within areas that will be left undeveloped and natural to supply habitat for cavity dwelling species regardless of the expectation of survival of each transplanted oak.

A5-22  
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8. Impacts to Riparian Resources – The DEIR states that "California Fish and Game Code, Section 1600 Section 1600 of the California Fish and Game Code requires that a project proponent notify the California Department of Fish and Game of any proposed alteration of streambeds, rivers, and lakes. The Department's jurisdiction covers streambeds, lakebeds, and riparian habitat next to streambeds. The intent is to protect habitats that are important to fish and wildlife. The Department may review a project and place conditions on the project as part of a Streambed Alteration Agreement (SAA). The conditions are intended to address potentially substantial adverse impacts within CDFG's jurisdictional limits."

Impact 5.3.4 describes that project site development would alter 0.831 acre of Waters of the State on site and 0.054 acre of Waters of the State off site, for a total of 0.885 acre of impact area. No wetlands were identified on the site. Roadway Alignments Jurisdictional areas identified in the roadway alignments are 1.759 acres of Waters of the State. Access road design has not been finalized and is subject to county approval, and thus the jurisdictional areas that would be impacted by access road development cannot be specified precisely at this time. Impact areas would be less than 1.759 acres of Waters of the State. Implementation of mitigation measure BIC-5 as described in the DEIR shall enhance a created drainage channel and swale to be built near the northeast and east site boundaries with 1.0 acre of soft unvegetated bottom channel and 1.0 acre of oak/elderberry/coastal sage scrub habitat.

A5-23

- a. The Department concurs that a Lake or Streambed Alteration (LSA) Agreement may be required for the project as stated in the DEIR.
- b. The Department concurs with the mitigation concept of on site creation and specific mitigation measures, including ratios, plant palette and best management practices during streambed alteration. Construction and mitigation proposal methods may be subject to modifications based upon further evaluation following the review of information submitted to the Department within the LSA notification application for the project.
- c. Any previous LSA Agreement issued to the applicant for the project or any of the proposed alternatives including the no project/approved development alternative will require further consultation with the Department regarding current status, validity and applicability to the proposed project.



### *3. Response to Comments from Agencies and Organizations*

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Mr. Thomas Cole  
September 5, 2012  
Page 9 of 9

Thank you for this opportunity to provide comments. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,

*Betty G. Courtney*

*for* Leslie S. MacNair  
Environmental Program Manager  
South Coast Region

cc: Ms. Leslie MacNair, CDFG, Laguna Hills  
Ms. Terri Dickerson, CDFG, Laguna Niguel  
Ms. Kelly Schmoker, CDFG, Pasadena  
Mr. Scott Harris, CDFG, Pasadena  
Mr. Dan Blankenship, CDFG, Newhall  
U.S. Fish and Wildlife Service, Ventura  
State Clearinghouse, Sacramento



### *3. Response to Comments from Agencies and Organizations*

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#### **A5. Response to Comments from California Department of Fish and Game, dated September 5, 2012.**

- A5-1 The comment is an accurate summary of the project description.
- A5-2 The comment summarizes waters of the state within the site, and drainages within roadway alignments, identified in the DEIR.
- A5-3 The comment summarizes approvals and permits for the residential tract approved on TTM 47807 but not developed.
- A5-4 The comment summarizes alternatives analyzed in Chapter 7, *Alternatives*, of the DEIR.
- A5-5 The comment identifies stressors affecting wildlife and habitats in the project region identified in the California Wildlife Action Plan (Plan); the District has accessed the Plan via CDFG's website.
- A5-6 The District acknowledges CDFG's role as a Responsible Agency, and as trustee agency for fish and wildlife resources.
- A5-7 Mitigation is not being proposed for CSC species, for the most part, with the sole exception of the burrowing owl. CSC species are considered to be a species that is:
- extirpated from the State or, in the case of birds, in its primary seasonal or breeding role;
  - listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed;
  - experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status;
  - naturally small in population size exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status

The species discussed include: western spadefoot (*Spea hammondi*), San Diego desert woodrat (*Neotoma lepida intermedia*), coast horned lizard (*Phrynosoma blainvillii*) and white-tailed kite (*Elanus leucurus*). These species are all extant within the state and none of these species are formally listed at the federal level, nor do they meet the definition of threatened or endangered at the state level. It is unlikely that they would qualify for state threatened or endangered species status.

According to the CDFG website, "Species of Special Concern" is an administrative designation and carries no formal legal status. The intent of designating SSCs is to:

- focus attention on animals at conservation risk by the Department, other State, local and Federal governmental entities, regulators, land managers, planners, consulting biologists, and others;
- stimulate research on poorly known species;
- achieve conservation and recovery of these animals before they meet California Endangered Species Act criteria for listing as threatened or endangered.



### *3. Response to Comments from Agencies and Organizations*

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The western spadefoot is a species that is poorly understood, but is generally known to occur in relatively small populations, though it does seem to be widespread. The San Diego desert woodrat is similarly less understood, especially in terms of its range and abundance. Both of these species could use more study before making educated management decisions about them. Both of the species are known to be within several larger preserve areas and are considered to be adequately conserved in most southern California multiple-species planning efforts.

The coast horned lizard is restricted in its overall range, but is still considered quite common among biologists. The project site is at the northern limits of the species range, and so populations in this area are likely to be sparse. The species is known to be within several preserve areas and is considered to be adequately conserved in most southern California multiple-species planning efforts.

The white-tailed kite is considered a species that has been increasing in populations statewide since the 1980s. The species thrives in the urban/wildlands interface and is especially found in grasslands and agricultural areas. As these habitats have increased within the state, the kite has likewise increased in its populations. The species is also known to be within several preserve areas and is considered to be adequately conserved in most southern California multiple-species planning efforts.

- A5-8 The 250 acres includes offsite roadways described in Chapter 4, *Project Description*. The project site is consistently described in the DEIR as the 198-acre Tract 48707; the school site is consistently described as 71.4 acres within the project site.
- A5-9 Pre-construction surveys for sensitive species are being proposed for the burrowing owl, nesting birds, and rare plants. Surveys for other CSC species are not deemed necessary due to their lower levels of sensitivity or relative lack of suitable habitat on site. In addition, focused surveys of the site would be conducted as part of pre-construction survey efforts for Tract 47807, should that project move forward, in accordance with permit requirements.
- A5-10 There are several CSC species that could potentially occur on site that would not likely meet the criteria for state listing.
- A5-11 The coastal sage scrub that is located on the project site and in the surrounding hills is largely unsuitable for coastal California gnatcatcher use. The habitat is a mixture of coastal sage scrub and chaparral species, and is marginal habitat for the gnatcatcher. The species is considered to be very sparsely distributed in this portion of its historic range. It is therefore considered unlikely that gnatcatchers could occur on site. Further, the site is located outside of mapped Final Critical Habitat for the gnatcatcher. As such, the area is not recognized as an important habitat area for the species.
- A5-12 Coastal sage scrub is one of the common shrub communities of California, ranging from as far north as San Francisco south to the Mexican border. The habitat has been in decline due to urban development and other types of development throughout its range. Several sensitive plant and animal species are associated with coastal sage scrub, including the coastal California gnatcatcher. However, not all coastal sage scrub areas within the state have the potential to support the same suite of plant and wildlife species. The range of distribution of coastal sage scrub is quite large with respect to the range of

### *3. Response to Comments from Agencies and Organizations*

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many sensitive species, such as the coastal California gnatcatcher, which is only known from San Diego, Orange, San Bernardino and Los Angeles Counties, and (formerly) from Ventura County.

Therefore, although coastal sage scrub is a recognized sensitive habitat community, the impacts to the community proposed by the project are not considered substantial or adverse due to the lack of highly sensitive species present within the habitat. No mitigation is recommended.

- A5-13 The District does not concur that impacts to western spadefoot would be considered significant under CEQA.

The western spadefoot is a “Species of Special Concern” at the state level. It has no federal status. And the spadefoot is poorly understood due to several factors. First, the species is secretive and spends most of its time underground waiting for spring rains. When the species does emerge, it is only for a short time during the spring to breed. It enters breeding ponds during and shortly after rainy periods. Second, the species has not been the subject of many focused studies and so little is known of its distribution other than anecdotal information. This means that the species could be very common, but just is not seen much because the opportunities to see it are uncommon. ECORP conducted a focused habitat assessment for the spadefoot in 2010, and found that the High School site contains no suitable pools that could support the species. No focused habitat assessment has been conducted for the species for the access roads portion of the project. However there were no temporary pools observed in this area and the access road portions have little in the way of suitable habitat area for the species, restricted to possible temporary pooling along dirt road surfaces that may or may not be adequate for the species to use. There are also detention basins on private properties along Romero Canyon road that could support spadefoot toads. The species, if present in the surrounding areas of the site that were not surveyed, could potentially use portions of the site as dispersal habitat.

Due to the relative low level of sensitivity of the species and lack of suitable habitat within the project area, we do not find it likely that impacts to the species would be considered significant. No mitigation is recommended.

- A5-14 The District does not concur that impacts to the white-tailed kite would be considered significant under CEQA.

The white-tailed kite is currently a “Fully Protected” species at the state level. This status protects the species from being taken or possessed, except in cases of legitimate research or specific relocation efforts. The kite is still a relatively common species in the state and its population numbers have been increasing over the past two decades. Further, its nesting areas would be protected by nesting bird survey requirements detailed within the plan.

Based on the low level of sensitivity of the species and protective measures already in place that would cover the species, we do not find it likely that the project would adversely impact the white-tailed kite. No mitigation is required.



### *3. Response to Comments from Agencies and Organizations*

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A5-15 The District does not concur that impacts to special status species would be considered significant under CEQA, with the exception of the burrowing owl and, potentially, rare plant species. Without a significant impact, mitigation for impacts to special status species would not be required. Mitigation for these species would be incidentally accomplished by the mitigation for various habitats on site, such as oak woodlands and riparian plant communities, and this would be considered sufficient to offset impacts to lower sensitivity species.

A5-16 Mitigation Measure BIO-9 on page 5.3-23 is hereby renumbered BIO-10 and revised as follows.

BIO-10 Prior to any construction during the raptor nesting season, January ~~31~~ to September 1, a qualified biologist shall conduct a site survey for active nests ~~two weeks~~ 30 days prior to any scheduled clearing, grading, or construction activities. The survey shall be conducted within all trees, man-made structures and any other potential raptor nesting habitat.

Mitigation Measure BIO-10 on Page 5.3-23 is hereby renumbered as BIO-11 and revised as follows.

BIO-11 Prior to any vegetation disturbance between March 1 and September 15, a qualified biologist shall conduct a survey for nesting birds in all breeding/nesting habitat within the project site and adjacent to the project site within 300 feet of disturbance areas. The surveys will be conducted within trees and structures, wherever nesting bird species may be located. Nesting bird surveys shall be conducted no earlier than 30 days prior to initiation of ground or vegetation disturbance by the project. If no breeding/nesting birds are observed and concurrence has been received from CDFG, site preparation and construction activities may begin. If breeding activities and/or an active bird nest is located and concurrence has been received from CDFG, the breeding habitat/nest site shall be fenced by the biological monitor a minimum of 300 feet (500 feet for raptors) in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project. If the qualified biologist determines that narrower buffer between the construction activities and the observed active nests is warranted, the biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; and terrain, vegetation, and birds' lines of sight between the construction activities and the nest and foraging areas) to the District and, upon request, CDFG. Based on the submitted information, the District, acting as the lead agency (and CDFG, if CDFG requests) will determine whether to allow a narrower buffer.

If any threatened or endangered avian species are observed on the project site, no work shall occur during the breeding season (March 1 and September 15) to avoid direct or indirect (noise) take of listed species. If any formally state or federal listed animal or plant species are observed on the property, then State and/or Federal threatened/endangered species permits may be required prior to commencing project activities.

### *3. Response to Comments from Agencies and Organizations*

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- A5-17 We acknowledge the need to protect bat nursery sites during construction of the project. The following text is added to Impact Statement 5.3-5 on Page 5.3-19.

#### **Bat Species**

Trees and shrubs onsite, in addition to buildings and other structures that would be affected by the project site and in the roadway alignments could be used by bat species as nursery sites. The project would clear about 250 acres, most of which are currently vegetated, and including 71.4 acres on the school site, 86.6 acres of graded slopes and landslide removals, and 92 acres of roadways. Site clearance would remove trees and shrubs in the 250 acres to be cleared, in addition to some number of man-made structures, and thus could remove areas used by bat species.

The following mitigation measure is added on Page 5.3-24 and to the Executive Summary Table 1-4.

BIO-12 During the year prior to construction, a survey shall be conducted by a qualified biologist for bat habitat areas within the project site and the roadway alignments between March 1 and September 30. The areas shall be characterized as to their potential for supporting a bat maternal colony or nursery site. The survey shall include all trees and any man-made structures, or other bat habitat areas, that could be affected. If bat maternal colony or nursery sites are identified, then these areas shall be avoided by construction during the bat breeding season, from March 1 through September 30. Each tree or structure supporting an active maternity roost shall be inspected a week prior to disturbance to determine the presence or absence of roosting bats.



- A5-18 Mitigation Measure BIO-9 pertaining to Impact 5.3-4 is hereby added to Page 5.3-23 and to the Executive Summary Table 1-4.

BIO-9 During site clearing, vegetation removal, and grading, the District shall have a qualified biological monitor present onsite to ensure that all measures required under the Lake or Streambed Alteration Agreement (LSA) to be issued by the California Department of Fish and Game are followed. The biological monitor shall also observe and protect wildlife species to the extent practicable.

- A5-19 Mitigation Measure AES-8 requires that night lighting be directed away from sensitive areas and meet the standard of 0.5 fc at the property boundary.

- A5-20 A survey for rare plant species was conducted for both the site and the roadway alignments. The survey was adequate for the detection of most species, but the slender mariposa lily population located on Option A may have been underestimated or overestimated since the plants were dried out at the time of the survey. The late season timing of the botanic surveys only affected the results for the slender mariposa lily, not for the Pierson's morning glory. Pierson's morning glory plants that were present on the site and roadway alignments would have been identified if present. The mariposa lily that were present were identified only within the alignments of Mandolin Canyon Road and Harp Canyon Road. The late season timing resulted in the plants being dried out and not completely identifiable to species. The extent of the plants was, however, mapped.

### *3. Response to Comments from Agencies and Organizations*

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- A5-21 Per CDFG comments, the biological resource mitigation measure will be modified to not include translocation as a mitigation measure. Instead, there will be an effort to protect plant populations (slender mariposa lily) in place to the maximum extent practicable and to collect voucher specimens of plants that are unavoidable. No Pierson's morning glory is expected to be impacted by the project.

The late season timing of the botanic surveys only affected the results for the slender mariposa lily, not for the Pierson's morning glory. Pierson's morning glory plants that were present on the site and roadway alignments would have been identified if present. The mariposa lily that were present were identified only within the alignments of Mandolin Canyon Road and Harp Canyon Road. The late season timing resulted in the plants being dried out and not completely identifiable to species. The extent of the plants was, however, mapped.

Mitigation Measure BIO-1 on Page 5.3-20 and the Executive Summary Table 1-4 is hereby revised as follows.

- BIO-1 If the District chooses to develop the access roads under Option A, before the beginning of clearing operations on the alignments of Mandolin Canyon Road or Harp Canyon Road, the District shall ~~have a qualified biologist collect bulbs from slender mariposa lily. The bulbs shall be planted in coastal sage scrub habitat preserved and restored or enhanced pursuant to Mitigation Measure BIO-7.~~ retain a qualified biologist to ensure that individuals of slender mariposa lily that cannot be avoided by project construction are collected prior to site development and deposited with the Rancho Santa Ana Botanical Garden or a similar entity for preservation of the genetic material of this species.

- A5-22 The EIR oak mitigation measures are consider adequate according to the Los Angeles County Oak Ordinance. The mitigation ratio suggested is a minimum of 2:1 replacement and may be modified by the project biologist as needed, in addition to the project manager and landscape contractor.

- A5-23 Page 5.3-18 in Section 5.3, Biological Resources, is hereby revised as follows.

#### **Project Site**

Project development would destroy 0.212 acre of Waters of the US onsite and ~~0.019~~ 0.086 acre of Waters of the US offsite, for a total of ~~0.231~~ 0.298 acre of impact area. The project would destroy 0.831 acre of Waters of the State onsite and ~~0.054~~ 0.230 acre of Waters of the State offsite, for a total of ~~0.885~~ 1.061 acre of impact area. No wetlands were identified on the project site.

#### **Roadway Alignments**

Jurisdictional areas identified in the roadway alignments are ~~0.729~~ 0.772 acre of Waters of the US and ~~1.759~~ 2.262 acres of Waters of the State. The roadway alignments surveyed for the Biology Report were 300 feet wide. The impact areas for road construction would be 80-foot-wide rights-of-way plus scattered areas to be graded for landslide removals. Access road design has not been finalized and is subject to county

### *3. Response to Comments from Agencies and Organizations*

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approval, and thus the jurisdictional areas that would be impacted by access road development cannot be specified precisely at this time. Impact areas would be less than ~~0.729~~ 0.772 acre of Waters of the US and ~~1.759~~ 2.262 acres of Waters of the State.



### 3. Response to Comments from Agencies and Organizations

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LETTER A6 – Local Agency Formation Commission (1 page[s])

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**Subject:** FW: RE: Castaic High School - DEIR (Expiration of CommentPeriod)  
**Attachments:** Tom Cole.vcf

>>> Paul Novak <[pnovak@lalafco.org](mailto:pnovak@lalafco.org)> 9/17/2012 9:22 AM >>>

Tom:

Thank you for the inquiry. For whatever reason, the Local Agency Formation Commission for the County of Los Angeles (LAFCO) did not receive a copy of the EIR during the comment period. I am grateful, however, that you realized that you had not heard from LAFCO. A6-1

The DEIR makes reference to "an application to annex the project site into the NCWD." The DEIR should identify LAFCO as a responsible agency, as LAFCO is the agency which oversees boundary changes for special districts. Further, the DEIR should reference that the application to LAFCO would involve both the annexation into NCWD and the concurrent detachment from WWD36 and other wise provide the information and analysis necessary for LAFCO's determinations. A6-2

Thank you for contacting me on the Hart District's proposed high school in Castaic.

- Paul Novak, Executive Officer, LAFCO

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### *3. Response to Comments from Agencies and Organizations*

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#### **Response to Comments from Local Agency Formation Commission dated September 17, 2012.**

- A6-1      LAFCO was included on the distribution list for the DEIR; the certified mail receipt was signed by Patricia Ward at LAFCO on August 6, 2012. The District regrets that the DEIR apparently did not reach addressee Paul Novak, General Manager. A second copy of the DEIR was shipped to LAFCO on September 24 2012 and was received at LAFCO on September 26.
- A6-2      The Local Agency Formation Commission (LAFCO) of Los Angeles County is specified as a Responsible Agency on Page 4-16 of the DEIR.



### 3. Response to Comments from Agencies and Organizations

LETTER A7 – County of Los Angeles Department of Public Works (9 page[s])



GAIL FARBER, Director

## COUNTY OF LOS ANGELES

### DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

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

September 18, 2012

IN REPLY PLEASE  
REFER TO FILE LD-0

Mr. Tom Cole  
William S. Hart Union High School District  
21515 Centre Pointe Parkway  
Santa Clarita, CA 91350

Dear Mr. Cole:

#### **DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) CASTAIC HIGH SCHOOL**

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for Castaic High School project. The project involves the construction of a new high school with a maximum capacity of 2,600 students and up to 175 staff members. The project area is located in the community of Castaic, an unincorporated area of Los Angeles County.

A7-1

The following comments are for your consideration and relate to the environmental document only:

#### **Services-Traffic/Access**

##### **Road**

1. The document may not adequately address/disclose acceptable roadway infrastructure improvements along the access routes for Scenarios 1 and 2, which are depicted in Figure 4-2 and described in many sections throughout the document including Section 4.5.3. Typical sections within the EIR should be provided for each individual roadway along the access routes and clearly be labeled. In addition, each segment of roadway within a given scenario should contain both an interim and an ultimate (build out) typical section. In order to effectively evaluate the interim and ultimate typical sections, a Traffic Study must be approved by the County of Los Angeles Department of Public Works' Traffic and Lighting Division. A conceptual striping plan showing the proposed improvements should also be submitted to Public Works for review and approval

A7-2

A7-3

### 3. Response to Comments from Agencies and Organizations

Mr. Tom Cole  
September 18, 2012  
Page 2

concurrently with the Traffic Study. Where additional right of way may be required (such as along Barringer Road) to support the ultimate roadway section, provide further discussions on potential impacts to adjoining properties and the mechanism for securing any additional right of way.

A7-4

2. It is recommended that the typical sections shown in Figure 4-3 and the discussions throughout the EIR take into account on-street parking as well bike lanes where appropriate. Discussions regarding the applicability of these features should be included in the EIR and reference should be made to the County of Los Angeles' Bikeway Master Plan, which can be obtained from the following link: <http://dpw.lacounty.gov/pdd/bikepath/bikeplan/>. While the EIR currently indicates that the new access roads will be designated as Class 3 bike routes, it is our opinion that since the Bikeway Master Plan shows existing/proposed bike lane classifications along roadways within the vicinity of, and at the main connection points to, Sloan Canyon and Hillcrest Parkway, implementation of dedicated, on-street bike lanes from the connection points to the school would be beneficial to preserve connectivity.

A7-5

3. Discussion regarding the evaluation of the need for on-street parking and sidewalk connectivity should also be included in the EIR. Currently, the typical sections shown in Figure 4-3 show a proposal for a 5.5-foot-wide sidewalk. The EIR, and perhaps the Traffic Study, should evaluate the basis for the proposed width of sidewalk taking into account connectivity to existing sidewalks within the vicinity as well as the projected pedestrian traffic originating from the existing/proposed developed residential areas.

A7-6

4. The EIR should address the impact of projected traffic along Parker Road, specifically the impacts to the homes directly fronting Parker Road, and recommend mitigations that would more appropriately apportion traffic between Parker and Sloan Canyon Roads. The EIR should also address the need for additional lanes or other improvements along Parker Road and Sloan Canyon Road easterly of the intersection of Parker and Sloan Roads.

A7-7

5. Section 5.14.3 (page 5.14-6) of the DEIR indicates that the roadways would provide for one travel lane in each direction and an optional middle turn-lane. The same section of the DEIR goes on to state that Figure 4-3 in Section 4 shows the road section that will accommodate this. The Road Section shown in Figure 4-3, which only shows 28 feet of paved surface (curb to curb), will not accommodate a middle-turn lane. This needs to be reconciled.

A7-8



### 3. Response to Comments from Agencies and Organizations

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Mr. Tom Cole  
September 18, 2012  
Page 3

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| 6. | There are incorrect references to the Traffic Study within the DEIR. The traffic Studies are found in Appendix J; however, the Executive Summary (page 1-7) and Section 4.5.3 (Page 4-6) of the document indicate that the traffic studies are presented in Appendix I.  | A7-9  |
| 7. | In order to effectively evaluate the location of the proposed driveways to the school site, the circulation within the site, and the sight distance from the driveways, a full-size, scaled site plan should be submitted to Public Works for review and approval.   | A7-10 |
| 8. | We generally agree with the DEIR that the intersection listed below will be significantly impacted by the proposed project under Scenario 1. The project shall be solely responsible for implementing the recommended mitigation measures prior to the opening of the school. A detailed signing and striping plan and traffic signal plan for these improvements shall be submitted to Public Works for review and approval.  | A7-11 |
|    | <u>Sloan Canyon Road at Quail Valley Road</u><br>East approach: Provide second through lane.<br>West approach: Provide second through lane.<br>Install traffic signal.   |       |
| 9. | We generally agree with the DEIR that the intersections listed below will be significantly impacted by the proposed project under Scenario 1. However, we do not agree with the DEIR that the recommended improvements will sufficiently mitigate the project's significant impact to these County intersections. In accordance with the County's Traffic Impact Analysis guidelines, these intersections will still be significantly impacted by the project upon implementation of the mitigation measures recommended in the DEIR. The DEIR shall be revised to include improvements which mitigate the project's significant impact to these intersections in accordance with the County's Traffic Impact Analysis guidelines. | A7-12 |
|    | Parker Road at Southbound I-5 Ramp   |       |
|    | Ridge Route Road at Northbound I-5 Ramp  |       |
|    | The Old Road at Parker Road  |       |
|    | Sloan Canyon Road at Parker Road   |       |

### 3. Response to Comments from Agencies and Organizations

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Mr. Tom Cole  
September 18, 2012  
Page 4

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| 10.                                     | We generally agree with the DEIR that the intersection listed below will be significantly impacted by the proposed project under Scenario 2. However, we do not agree with the DEIR that the recommended improvements will sufficiently mitigate the project's significant impact to this County intersection. In accordance with the County's Traffic Impact Analysis guidelines, the intersection will still be significantly impacted by the project upon implementation of the mitigation measures recommended in the DEIR. The DEIR shall be revised to include improvements which mitigate the project's significant impact to this intersection in accordance with the County's Traffic Impact Analysis guidelines. | A7-13 |
| <u>Sloan Canyon Road at Parker Road</u> |  |       |
| 11.                                     | We generally agree with the DEIR that student enrollment at the campus shall not exceed the interim student capacity of 1,600 students unless the school implements staggered start times and completes one of the following improvements:   | A7-14 |
| a.                                      | Widen the pavement and restripe the northern public access route under both Option A and Option B to provide four lanes of travel (build-out condition for Scenario 1); or   |       |
| b.                                      | Complete the southern public access route, which includes Barringer Road and Sloan Canyon Road (Scenario 2).   |       |
| 12.                                     | Prior to receiving approval to increase student enrollment, the project shall submit a revised traffic study to Public Works for review and approval, which analyzes the impact to County intersections in the area as a result of the increased enrollment.   | A7-15 |
| 13.                                     | For all mitigation measures recommended for Scenarios 1 and 2, the project shall submit conceptual signing and striping plans and traffic signal plans to Public Works for review and approval. The conceptual plans shall demonstrate that the proposed improvements will be accommodated within the available public right of way and identify any required road and/or bridge widening.   | A7-16 |
| 14.                                     | The project shall submit conceptual signing and striping plans and traffic signal plans for all new proposed roadways to Public Works for review and approval. The conceptual plans shall depict all proposed travel lanes including bikeway facilities, lane widths, turn-lane storage lengths, striping transitions, and school area signs and markings.   | A7-17 |



### 3. Response to Comments from Agencies and Organizations

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Mr. Tom Cole  
September 18, 2012  
Page 5

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| 15. The final location of all proposed school area warning signs and markings shall be determined during the review and approval of the detailed signing and striping plan. All proposed school area signs and markings shall be designed in accordance with the latest edition of the California Manual on Uniform Traffic Control Devices.  | A7-18 |
| 16. The final evaluation of the adequacy of roadway cross sections and sight distance shall be determined by Public Works' Land Development Division.   | A7-19 |
| 17. The project shall submit a Traffic and Parking Management Plan for planned events hosted at the stadium, during the morning and evening peak hours (6-8 a.m. and 4-6 p.m., respectively), to Public Works for review and approval. The Traffic and Parking Management Plan shall identify the public roadways used to access the site and address the need for additional traffic control along the route. The plan shall also include a parking analysis for onsite parking. Access routes and traffic control devices to accommodate any proposed offsite parking shall be analyzed as part of the Traffic and Parking Management Plan. | A7-20 |
| 18. The proposed bikeway facility for Sloan Canyon Road shall be designed to be consistent with adjacent planned bikeway facilities. Please contact Public Works' Programs Development Division for more information.   | A7-21 |
| 19. The Transportation and Traffic Section of the DEIR shall include level of service and traffic signal warrants analyses for the new access route intersections listed below.<br><br><u>Option A</u><br><br>Mandolin Canyon Road at Harp Canyon Road<br>Romero Canyon Road at Harp Canyon Road<br>Romero Canyon Road at Valley Creek Road<br>Valley Creek Road at High School Driveways 1 through 4<br><br><u>Option B</u><br><br>Sloan Canyon Road/Canyon Hill Road at Mandolin Canyon Road<br>Canyon Hill Road/High School Driveway 3 at Valley Creek Road<br>Valley Creek Road at High School Driveways 1, 2, and 4                      | A7-22 |

### 3. Response to Comments from Agencies and Organizations

Mr. Tom Cole  
September 18, 2012  
Page 6

#### Grading

20. There are discrepancies within the DEIR relating to the estimated project grading (onsite and offsite). Table 4-7 of the DEIR (page 4-13) shows an estimated project site grading (for onsite and offsite access roads) of 6,310,000 cy of fill and 6,310,000 cy of cut (Maximum—which includes 4,850,000 cy of cut and 5,100,000 cy of fill onsite and the worst case scenario for the access roads). In addition, below Table on 4-7 there is a paragraph that indicates the gated emergency access road would involve an additional 3,000 cy of cut and fill. Page 5.5-11 of the DEIR (Impact 5.5-5) states, however, the following: "site grading would include about 4,890,000 cy of cut and 4,890,000 cy of fill. Grading for project access roads would involve an additional 1,630,000 cy of cut and 348,000 cy of fill." These discrepancies would need to be reconciled. The grading figures presented in the EIR should disclose an estimate of both cut and fill for the total project. This includes onsite and all offsite grading necessary (including all access roads and emergency access roads). Please note that the grading quantities disclosed will need to be adjusted based on the Road comments above.
21. In addition, after the discrepancy above is reconciled and there is more than 10,000 cy of imported or exported material the EIR should disclose a designated haul route. The structural integrity of the roadways along the haul route must be evaluated in the environmental document along with any mitigations (e.g., reconstruction of the roadway) to bring the structural section to an acceptable level. As an alternative, the environmental document must indicate the procedures that the applicant will take to evaluate the pre- and post-structural integrity of the roadways along the haul route. Furthermore, a disclosure must be made that the project will be responsible for reconstructing the haul route roadways to bring the structural section to an acceptable level should it be found that damage occurred during offsite hauling.
22. The third paragraph on page 5.5-11 (Impact 5.5-5) discusses the need for SWPPP's and Best Management Practices (BMPs) and goes on to state in the last sentence the following: "Within unincorporated Los Angeles County, compliance with BMPs are administered by the Los Angeles County Department of Public Works." This is inaccurate and should be modified to state that the owner/owner's representatives (engineers, contractors, agents, etc.) are responsible for administering, implementing, and ensuring compliance with all appropriate BMPs to address soil erosion.

A7-23

A7-24

A7-25



### 3. Response to Comments from Agencies and Organizations

---

Mr. Tom Cole  
September 18, 2012  
Page 7

If you have any questions regarding the traffic/access comments 1 through 7 and 20 through 22, please contact Matthew Dubiel at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

If you have any questions regarding the traffic/access comments 8 through 19, please contact Gerald Ley at (626) 300-4822 or [gley@dpw.lacounty.gov](mailto:gley@dpw.lacounty.gov).

#### Hazards-Flood/Water Quality

- |    |  |       |
|----|--|-------|
| 1. | The DEIR does not adequately discuss the potential impacts to downstream property owners from the effects of hydromodification. The hydrology prepared for the project only analyzes the 50 year storm event and does not take into account potential impacts from the other more frequent storm events such as the 2 years, 5 years, and 10 years events.   | A7-26 |
| 2. | The DEIR does not address the potential impacts to the natural drainage courses from the proposed bridges and culverts. Any restriction of flow created by a bridge or culvert will change the flow characteristics of the stream and has the potential to create downstream impacts. The impacts of the proposed bridges and culverts should be further analyzed in the hydrology report and discussed in the DEIR. | A7-27 |
| 3. | The project is located in a County Adopted Floodway per Adopted ML Map 388-ML8 for Romero Canyon. Impacts to the adopted floodway and impacts to the proposed infrastructure created by the existing floodway should be discussed in the DEIR.   | A7-28 |
| 4. | The project is not exempt from County of Los Angeles' Low-Impact Development (LID) ordinance. The DEIR should discuss how the project will comply with the LID ordinance. The hydrology study for the project should provide analysis based on the County's LID Standard Manual.   | A7-29 |
| 5. | The EIR does not adequately describe the scope of publicly maintained versus privately maintained drainage structures. The DEIR should discuss which alternatives call for large scale publicly maintained infrastructure and which alternatives propose privately maintained drainage system.   | A7-30 |



### 3. Response to Comments from Agencies and Organizations

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Mr. Tom Cole  
September 18, 2012  
Page 8

6. The DEIR mentions that 18,000 cy of debris will be routed around the site in a swale and drainage channel. It is not feasible to transport that amount of debris in a swale or channel. Debris retention facilities will most likely be required for this project and should be discussed as an alternative in the DEIR. A7-31

7. A hydrology study should be submitted to Public Works for review and approval. The analysis should address increases in runoff, any change in drainage patterns, debris producing areas, and the capacity of existing storm drain facilities. Provide line identification of all proposed drainage facilities. Preliminary soils and geology reports related to debris, retention, and detention basins may be required based on geographic and adverse geotechnical conditions. Provide engineering calculations to support sizing of debris, retention, and detention basins. Provide approximate flood hazard and bank erosion setbacks and lot identifications (as needed). Show slopes for existing and proposed streets. Provide a drainage/grading covenant for any offsite work. A7-32

If you have any questions regarding the flood/water quality comments, please contact Christopher Sheppard at (626) 458-4921 or [csheppard@dpw.lacounty.gov](mailto:csheppard@dpw.lacounty.gov).

#### Hazards-Geotechnical/Geology/Soils

1. Complete copies of the soils reports (including logs and borings, geological maps, cross sections, slope stability analyses, liquefaction analyses, etc.) should be included in Appendix F of the EIR. A7-33

If you have any questions regarding the geotechnical/geology/soils comments, please contact Jeremy Wan at (626) 458-4923 or [jwan@dpw.lacounty.gov](mailto:jwan@dpw.lacounty.gov).

#### Services-Sewer/Water

##### Sewer

1. We cannot substantiate the DEIR finding for the sewer portion at this time. The impacts of proposed project on the existing sewer systems cannot be verified until a sewer area study is submitted for review and approved with no mitigations. Sewer mitigations and impacts found in the sewer area study, if any, should be reflected on the EIR. A7-34



### 3. Response to Comments from Agencies and Organizations

---

Mr. Tom Cole  
September 18, 2012  
Page 9

#### Water

1. A water will serve letter from the water purveyor is required.

A7-35

If you have any questions regarding the sewer/water comments, please contact Tony Khalkhali at (626) 458-4921 or [tkhalkh@dpw.lacounty.gov](mailto:tkhalkh@dpw.lacounty.gov).

If you have any other questions or require additional information, please contact Ruben Cruz at (626) 458-4910 or [rcruz@dpw.lacounty.gov](mailto:rcruz@dpw.lacounty.gov).

Very truly yours,

GAIL FARBER  
Director of Public Works



ANTHONY E. NYIVIH  
Assistant Deputy Director  
Land Development Division

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P:\dpub\ADMIN\STEVE B\Hart Union HS District-Castaic HS-DEIR (2).doc

### *3. Response to Comments from Agencies and Organizations*

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#### **A7. Response to Comments from County of Los Angeles Public Works dated September 17, 2012.**

A7-1 and -2 A preliminary conceptual striping plan is included in Appendix K (A7-1 *Cross Sections*) of this FEIR. Since the final alignment of the streets is subject to adjustment in some areas, the scale (normally 1"=40') was reduced and details provided at each intersection and major driveway (such as the elementary school) with several typical interim/ultimate plan views and typical cross sections for each major roadway. On-street parking is not provided but Class 3 bike routes and sidewalk on one side with provisions for a variable width multi-purpose trail on the opposite side are included. The offsite access streets are in an existing residential area that has two-acre minimum lot size, which should provide adequate parking in each lot. Where additional R/W may be required (such as along Baringer Road) there are existing facilities that the District will attempt to avoid. There also appears to be old previous grading near Romero Canyon Road and the District will attempt to reduce roadway crossing limits of the existing flood plain and reduce or balance the roadway earthwork.

A7-3 The traffic studies supporting the EIR were submitted to the Department of Public Works with the DEIR Distribution; the DEIR public review period began July 24, 2012. The preliminary conceptual striping plan is included as Appendix A of this FEIR.

A7-4 Where additional right-of-way may be required (such as along Baringer Road) there are existing facilities that the District will attempt to avoid. The project team is currently working to secure the additional right-of-way.



A7-5 and A7-6 A sidewalk width of five feet is typical for low pedestrian volume areas and is consistent with standard County requirements. The proposed roadways are within a rural area and, as such, pedestrian volumes are expected to be minor. Typically for a rural roadway, the County would not include sidewalks; however due to the proposed roadways functioning as a route to a school, a sidewalk is recommended. On-street parking is not proposed nor anticipated along the roadway due to the negligible amount of development along the proposed roadway alignment. Should future development proposals show the need for on-street parking or wider sidewalks, those developments can propose modified sections consistent with their development plan. Final roadway cross-sections are subject to County approval and may include provisions for wider sidewalks or on-street parking if determined as necessary during the plan review and approval process.

A7-7 The EIR addresses the impacts of forecast traffic along Parker Road and identifies significant impacts that vary based on Scenario. In a developed area such as along Parker Road, roadway capacity needs are primarily defined by the lane requirements at intersections since intersections represent the limiting constraint in the system. Parker Road is also identified on the County Master Plan of Highways (MPH) as a limited secondary highway and, as such, has a functional classification that is expected to accommodate higher volumes of traffic than other classifications such as residential or collector streets. Properties that obtain access directly from a County highway can be expected to

### 3. Response to Comments from Agencies and Organizations

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experience greater delays in access than would a property that obtains access from a residential or a collector street.

Under Scenario 1, significant impacts are shown to occur along Parker Road at Sloan Canyon Road, at The Old Road, at the Southbound I-5 Ramp, and at the Northbound I-5 Ramp. Under Scenario 2, significant impacts are shown to occur along Parker Road at Sloan Canyon Road only (see DEIR Table 5.14-27). Mitigation has been identified to the extent feasible, which results in significant and unavoidable impacts under Scenario 1 along Parker Road at The Old Road and at the I-5 Southbound Ramps (see DEIR Table 5.14-36). Under Scenario 2, the identified feasible mitigation fully mitigates the project's impacts. The traffic study area extends easterly of the intersection of Parker and Sloan Roads, and the analysis determined that the project would not result in significant impacts with the exception of along Parker Road at the locations listed above.

A7-8 The middle turn lane is proposed on the main access road from Quail Valley Road (on Sloan Canyon Road and Canyon Hill Road) to Valley Creek Road. This road section has 40 feet of paved surface (curb to curb) which will accommodate a middle turn lane.

A7-9 One of the 6 studies referenced in the original table was omitted in the circulated DEIR because it was later updated. The appendices were also re-numbered as shown below in Revised Table 5.14-1. This table is revised as shown in Chapter 4, *Revisions to the Draft EIR*, of this FEIR.

**Table 5.14-1 Topics Analyzed in Traffic Studies**

<b>Time Horizon</b>	<b>School Capacity</b>	<b>Access Road Scenario</b>	<b>Traffic Studies</b>
Existing Plus Project	1,600 and 2,600	1 and 2	J-2
Short-Term (2014) Plus Project	1,600 and 2,600	1	J-1, J-5
	1,600 and 2,600	2	J-4
Buildout Plus Project	2,600	1	J-1, J-5
	2,600	2	J-4
Proposed Access Road Intersections, Northern Route	2,600	and 2	J-1

A7-10 The proposed driveways to the high school site are shown on the preliminary conceptual site plan. A full size scaled site plan will be submitted for DPW review and approval.

A7-11 All of the recommended mitigation measures for impacts to the intersection of Sloan Canyon Road and Quail Valley Road are included in Mitigation Measure T-1 in Section 5.14, *Transportation and Traffic*, of the DEIR. The District would be responsible for the cost of all of the improvements in Mitigation Measure T-1, as stated in that Mitigation Measure. The District would submit a detailed signing and striping plan and a traffic signal plan to the Department of Public Works for approval at least six months before opening of the school.

### *3. Response to Comments from Agencies and Organizations*

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- A7-12 The DEIR identifies the locations where project impacts remain significant and unavoidable (see DEIR Table 5.14-36), which includes the locations listed in the comment above. Under Scenario 1, additional mitigation to fully mitigate project impacts at those locations is not feasible. Under Scenario 2, all locations are fully mitigated with the identified feasible mitigation.
- A7-13 As shown in DEIR Tables 5.14-33 and 5.14-35, the intersection of Sloan Canyon Road at Parker Road is fully mitigated by the identified mitigation under Scenario 2. Levels of service (LOS) with the mitigation are LOS A, and the maximum intersection capacity utilization (ICU) level is 0.60. As such, the recommended improvements will fully mitigate the project's significant impact.
- A7-14 The comment accurately describes the mitigation identified in the DEIR.
- A7-15 Full buildout of the project was analyzed in the DEIR. The school would increase enrollment each year as new class levels are added until buildout.
- A7-16 Conceptual signing and striping plans and traffic signal plans will be submitted to Public Works for review and approval. All off-site roadway improvements would comply with the County roadway standards and the latest edition of the California Manual on Uniform Traffic Control Devices, and would be reviewed and approved by the County Department of Public Works prior to construction.
- A7-17 See response to A7-16, above.
- A7-18 The locations of all school area warning signs would be specified on the conceptual signing and striping plans to be submitted the County Department of Public Works for review and approval prior to construction.
- A7-19 See response to A7-16, above.
- A7-20 The District will prepare Traffic and Parking Management Plans for Public Works review and approval for special events expected to exceed typical levels of attendance.
- A7-21 The proposed bikeway facility for Sloan Canyon Road would be consistent with adjacent planned bikeway facilities provided the existing right-of-way width is not increased on the interim. Parkway widths for a Class 2 and Class 3 bikeway will be shown on the preliminary conceptual striping (see Appendix K, *A7-1\_Cross Sections*).
- A7-22 The traffic studies that are provided as technical appendices to the EIR contain the level of service and traffic signal analysis for the intersections listed above. Since each of the locations listed above are future intersections that would be constructed to serve future development in the area, traffic signals are only required if the cross streets are constructed as assumed for the purpose of this cumulative conditions analysis. With the exception of the high school driveways, the project trips will not experience cross-traffic at these intersections until such time that the surrounding area is developed, thus the need for a traffic signal will be determined by the level of future development that occurs in these areas. As



### *3. Response to Comments from Agencies and Organizations*

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shown in the Supplemental Traffic Analysis (May 2012), under Option A each of the three roadway intersections listed above will require a traffic signal if the surrounding area is developed. Under Option B, the Sloan Canyon Road/Canyon Hill Road/Mandolin Canyon Road intersection will require a traffic signal if the surrounding area is developed. Under either Option, of the four proposed high school driveways, only the main high school driveway intersection (Driveway 3) is anticipated to require a traffic signal.

- A7-23 Impact 5.5-5 in DEIR Section 5.5, *Geology and Soils*, is hereby modified in FEIR Chapter 5 as follows:

site grading would include about 4.89 million cubic yards (mcy) of cut and ~~4.89 mcy~~ 5.1 mcy of fill. Grading for project access roads would involve an additional 1.63 mcy of cut and ~~348,000 cu yd~~ 1.21 mcy of fill.

There is no import or export as the excess cut in the access roads is used to balance the site.

- A7-24 There is no import or export as the excess cut in the access roads is used to balance the project.

- A7-25 Page 5.5-11 in DEIR Section 5.5, *Geology and Soils*, is revised in FEIR Chapter 5 as follows.

The District's construction contractor and civil engineer would be responsible for administering, implementing, and ensuring compliance with BMPs addressing soil erosion and specified in the project SWPPP. Within unincorporated Los Angeles County, compliance with BMPs is ~~administered~~ enforced by the Los Angeles County Department of Public Works.

- A7-26 Since the final improvement plans require a final hydrology study in addition to the preliminary hydrology study which shows that the 50 year event has no impact to downstream waters, it was concluded that 2, 5, and 10 year events would be included in the hydrology study for the final improvement plans.

- A7-27 For Scenario #1, modified by Detail IV, shows that crossing of the natural drainage courses is being designed to span the floodway limits and will not create a restriction. For Scenario #2 there are no restrictions as the drainage facility outlets at Baringer Road. Detailed drainage concepts are included in Appendix K, *A7\_Drainage Concepts*.

- A7-28 Within the high school site, the upstream portion of the Adopted Floodway per Adopted ML Map 388-ML8 would be adjusted by processing an LA County modification request concurrent with preparation and processing of the final improvement plans and standard manual.

- A7-29 The project will comply with the LA County Low-Impact Development (LID) ordinance by providing retention basins to retain any excess run-off volume. The improvement plan submittal will include the final hydrology study for the

### *3. Response to Comments from Agencies and Organizations*

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project which will provide the final calculations for compliance with the County's LID Standard Manual.

- A7-30 In general, privately maintained drainage facilities will be all facilities west and south of Valley Creek Road. Publicly maintained drainage facilities would be in Valley Creek Road and the adjacent drainage facilities along the east and north side of Valley Creek Road. As an option, subject to LA County approval, the District may decide to maintain the adjacent drainage facilities. Detailed drainage concepts are included in Appendix K, *A7\_Drainage Concepts*.
- A7-31-33 The County has recently indicated that debris retention facilities may be required. Debris facilities would include locations at the northeasterly side of the of Valley Creek Road and in a portion of TTM No. 46443 cul-de-sac area. The final hydrology study would include hydrologic calculations for increases in run-off, any change in drainage patterns, debris producing areas, and the capacity of any existing storm drain facilities. Final soils and geology reports will be submitted. Engineering calculations to support sizing of debris, retention and detention basins will be provided.
- A7-34 A flow test will be required on the existing sewer mains prior to preparation of sewer plans to confirm the findings of the sewer study.
- A7-35 Obtaining utility will-serve letters is not a requirement to obtain CEQA clearance prior to project approval. Utility responses to service questionnaires are not the same as a will-serve letter and do not create a contractual obligation to provide service. A water service will-serve letter will be requested after project approval.



### 3. Response to Comments from Agencies and Organizations

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LETTER O1 – Castaic Area Town Council (1 page)



Castaic Area Town Council  
Post Office Box 325, Castaic, California 91310 (661) 295-1156 www.castaic.org

August 25, 2012

William S. Hart School District  
Attn: Tom Cole, Chief Operations Officer  
21515 Centre Pointe Parkway  
Santa Clarita, CA 91350

Re: Castaic High School Draft Environmental Impact Report

Dear Mr. Cole,

At the August 22<sup>nd</sup> regular meeting of the Castaic Area Town Council, the Town Council discussed and evaluated the Draft Environmental Impact Report (DEIR) for Castaic High School. As a result of that discussion, a motion was passed to send a letter to Hart School District requesting the following items be considered as well included in the comments submitted to the DEIR.

1. The Castaic Area Town Council requests the high school site be constructed with dual access for the community at the initial opening of Castaic High School and not be phased in at a later date or when the school reaches a specific student population. | 01-1
2. The Castaic Area Town Council requests that the high school's dual access be consistent with the access routes depicted in the DEIR (figures 4-4 & 4-5) to provide access from both Parker Road and from Hillcrest Parkway. | 01-2

Additionally, the Town Council requests that Romero Canyon Road shall not be used for construction vehicles or traffic related to building the high school or related access roads. | 01-3

Thank you for your efforts on moving this process along and we look forward to continued progress on this item.

Respectfully,

Scott A. Wardle  
President  
Castaic Area Town Council



### *3. Response to Comments from Agencies and Organizations*

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#### **O1. Response to Comments from Castaic Area Town Council, dated August 25, 2012.**

- O1-1 The District acknowledges the Town Council's support for Access Scenario 2, and for both access roads to be completed by project opening. Responses to comments on project access are in Section 2.1, *Project Access*, of this FEIR.
- O1-2 Responses to comments on project access are in Section 2.1, *Project Access*, of this FEIR.
- O1-3 Romero Canyon Road will not be used for construction traffic.



### 3. Response to Comments from Agencies and Organizations

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LETTER O2 – Chatten-Brown & Carstens (1 page)

**CHATTEN-BROWN & CARSTENS**

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September 6, 2012

*Via Email*

Tom Cole  
Chief Operations Officer  
William S. Hart Union High School District  
21515 Centre Pointe Parkway  
Santa Clarita, California 91350

Re: Comments on DEIR for the Castaic High School Project; SCH No.  
2004031110

Dear Mr. Cole:

On behalf of Citizens for Castaic, we provide the following comments on the draft environmental impact report (DEIR) for the Castaic High School Project ("Project"). The William S. Hart Union High School District ("School District") proposes to construct the Project in a remote rural canyon, in a geotechnically unstable and high fire hazard area, potentially with only one way in and out for the 2,600 high school students. O2-1

The DEIR fails to adequately analyze or mitigate the Project's traffic, greenhouse gas emissions, air quality, geotechnical, biological, aesthetic, land use, noise, safety, recreational, hydrological, and growth inducing impacts. The analysis of these impacts is further hindered by the DEIR's failure to provide a stable project description and use of an improper baseline. The School District cannot approve the Project as proposed because mitigation measures, such as the inclusion of dual access from the high school's opening day, would substantially reduce the acknowledged significant impacts. Further, the DEIR discloses that there is a less costly and less impactful alternative that could be constructed more quickly than the proposed Project. Citizens for Castaic request that the School District not overlook the requirements of the California Environmental Quality Act (CEQA), the safety of high school students, and fiscal prudence when considering the Castaic High School Project. O2-2  
O2-3  
O2-4  
O2-5

**I. PROCEDURAL INADEQUACIES.**

Citizens for Castaic believes the public's ability to fully participate in the environmental review process has been hindered by several factors. First, it is our understanding that the August 15, 2012 School Board meeting is the only meeting at O2-6

### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 2 of 26

which the DEIR will be discussed. There was inadequate time between the DEIR becoming available to the public and this meeting to allow members of the public to review and understand the lengthy and complicated document prior to presenting comments to the School Board. Additionally, this meeting was held at 5 p.m. on a week night, making it very difficult for affected members of the public to attend.

O2-6  
cont'd

We also believe that members of the public have been misled regarding the proposed Project, in part by statements made by School Board members to the media. In an April 2012 Signal article, Board member Challinor voiced his support for the Project as proposed, stating “we are closer today to having a high school in Castaic than we ever have been before.” This statement is not accurate. The School District previously prepared and finalized an environmental impact report to construct the Castaic High School at the Northlake site. The construction of the high school at Northlake was approved by the School Board in 2005 and a notice of determination was filed. Thus, the Northlake site was much further along in the process than the proposed site is now. The high school was never built at the Northlake site due to economic infeasibility. The Northlake site should also serve as a lesson to the School District to fully and carefully review all of the expenses associated with the Project *before* approval so that it does not need to once again start from scratch.

O2-7

Citizens for Castaic also notes that several figures contained in the DEIR are illegible or incorrect and make it impossible for the public and reviewing agencies to assess the true impacts of the Project and the adequacy of environmental review. The following DEIR figures are illegible: Ex-3; 4-1; 4-11; 5.14-2; and 5.14-3. Additionally, figure 5.1-4 incorrectly shows Romero Canyon Road to be located in East Canyon.

O2-8

Further, as stated in previous letters by Citizens for Castaic, we are concerned that the School Board will not give this Project the time and consideration it warrants because they are precommitted to approve the Project as proposed. The DEIR amplifies this concern because, as discussed below, it fails to adequately and accurately consider the impacts of the Project at the proposed site and also because it fails to provide a reasoned consideration of alternatives. The statements of support for the proposed Project made by School District representatives in newspaper articles over the past two years and the School District’s existing financial commitment to developing the high school at the proposed site also demonstrate that approval of the Project at the proposed site is a foregone conclusion as far as the School District is concerned. The School District has spent more than \$1,000,000 on down payment for the purchase agreement and studies and consultants for the proposed site, has entered into a purchase agreement with the owners of the proposed site, and has contracted the owners of the proposed Project site for the engineering analysis relied upon in the DEIR.

O2-9



### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 3 of 26

#### II. THE DEIR FAILS TO COMPREHENSIVELY ADDRESS ALL OF THE PROJECT'S SIGNIFICANT ENVIRONMENTAL EFFECTS.

To be legally adequate, an EIR must comprehensively identify and address all of the “significant environmental effects” of a proposed project. (Public Resources Code § 21100(b)(1); CEQA Guidelines § 15126.2.) “All phases of a project,” including “planning, acquisition, development, and operation,” must be addressed. (CEQA Guidelines § 15126.) And both “[d]irect and indirect significant environmental effects” must be analyzed, “giving due consideration to both the short-term and long-term effects.” (CEQA Guidelines § 15126.2(a).)

##### A. The EIR Fails to Include an Adequate, Stable, and Finite Project Description.

“[A]n accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.” (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 199.) However, “[a] curtailed, enigmatic or unstable project description draws a red herring across the path of public input.” (*Id.* at p. 197–198.)

The DEIR fails to provide a stable project description, in particular with regard to the access for the proposed Project. The DEIR includes a confusing array of options for access to the site with differing dates of implementation, setting two different access scenarios, each of which include several sub-options. This makes it unclear what is actually being proposed and difficult for the public to comment on what is being proposed. It is also unclear whether all of the impacts of each different access scenario and option have been analyzed in the DEIR.

O2-10

The DEIR description of access confuses the reader further by referring to Romero Canyon Road as the secondary southern access in some sections and as emergency only access in other sections. (see i.e. DEIR pp. 5.10-33, 4-6.) Does the School District intend for Romero Canyon Road to provide any access other than emergency access to the site when the high school opens? Is use of Romero Canyon Road planned for any other future uses in the surrounding area or on the Project site?

O2-11

Additionally, are easements or dedications in place for all of the access scenarios and options presented in the DEIR? This information must be disclosed to the public so that the likelihood of each access route can be assessed. It is further necessary to disclose the land use and fiscal impacts of the Project.

O2-12

The DEIR should also include a clear statement regarding how many acres will be used for the high school. The California Department of Education (CDE) requires at least

O2-13

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 4 of 26

60.3 usable acres for high schools with up to 2,600 students. (See CDE School Site requirements for very large schools, 2000 edition at [www.cde.ca.gov/ls/fa/sf/guideschoolsite.asp#Appendix](http://www.cde.ca.gov/ls/fa/sf/guideschoolsite.asp#Appendix), incorporated by reference.) Does the Project meet this requirement? Does the calculation of acreage for the high school include the detention basins? If so, does CDE allow detention basins to be included in the calculation of useable space? Also, are other uses contemplated on the remainder of the Project site? The DEIR includes a 38 residential unit development for tentative tract map (TTM) 47807 as a future project in the area. TTM 47807 is the tract map that covered the site where the Project is now proposed. Does the School District plan to sell off a portion of this site to allow development of residential units or any other non-high school use, such as use by the College of the Canyons? If so, this plan should be included in the Project description and its impacts analyzed now. The DEIR must analyze the whole of the project; it cannot segment environmental review of later phases of development.

O2-13  
cont'd

The DEIR contains conflicting statements regarding whether a conditional use permit (CUP) would be required for the Castaic High School project. In one section, the DEIR states the "The school district would need to request a conditional use permit from the City." (DEIR p. 3-3.) Elsewhere, the DEIR states the School District would exempt the Project from County requirements. (DEIR p. 4-15.) Would the School District actually be seeking a CUP from the County? Have they applied for the CUP yet? Have they met with the County to discuss terms of the CUP? There are specific findings that must be made by the County in the approval of a CUP. (Los Angeles County Code section 22.56.040.) For example, the County must be able to find that "the proposed site is adequately served...[b]y highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate." (*Ibid.*) The DEIR should assess whether this and other CUP findings can be made. It appears they may not be able to as the Project would have significant traffic impacts, meaning the site is not sufficiently served by streets.

O2-14

The DEIR should also provide additional information regarding the proposed broadcast facilities. If these facilities would require aircraft avoidance beacons due to the helipad on the Project site or other aircraft, the aesthetic impacts must be analyzed. The DEIR should also include more detailed information on the design of the Project. It states the school buildings would be between one and three stories, but fails to disclose why there is such a large variation in potential heights of these buildings. The number of stories will greatly impact the aesthetic and safety impacts of the high school and should be disclosed in the environmental review process to allow the public the opportunity to comment. The DEIR should also disclose whether solar panels would be installed on top of the high school buildings, which would add to the height and visual impacts of the Project.

O2-15

O2-16

O2-17



### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 5 of 26

Citizens for Castaic has the following additional questions regarding the Project description:

- |  |       |
|--|-------|
| • Why is the site being annexed into a different water district? If it is to facilitate future growth in the area, this fact must be disclosed to adequately analyze the Project's growth inducing impacts.  | 02-18 |
| • What demolition activities would the Project include? The DEIR states demolition activities would take 2 months, but does not disclose what those demolition activities would include. (DEIR p. 4-10.) There are no existing structures on the Project site, so it is unclear what demolition would be required.   | 02-19 |
| • The DEIR states demolition activity would take place as parcels are acquired. (DEIR p. 4-10.) What other parcels does the school district need to acquire?   | 02-20 |
| • How would construction equipment access the site? Would access roads be constructed before work on the Project site begins to provide access for construction vehicles? Disclosure of the construction access and haul routes are particularly important due to the large amount of fill and materials that will be received by and removed from the site.   | 02-21 |
| • Has the School District included the students from the Newhall Ranch development when assessing the number of students that would attend Castaic High School? It is our understanding that a portion of the high school students that would be residing in units built during phases 1 and 2 of this development would attend Castaic High School since the Newhall Ranch project would not construct its own high school until phase 3. | 02-22 |

#### **B. The DEIR Fails to Use the Proper Baseline.**

Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined. (CEQA Guidelines §§ 15125, 15126.2, subd. (a).)

The DEIR contains conflicting descriptions of the areas surrounding the Project site. In some sections it refers to residential development, in other sections it describes the area as rural. It is the opinion of Citizens for Castaic, a group made up of many residents in the areas surrounding the proposed Project site as well as residents and businesses throughout the Castaic area, that the area along Romero Canyon Road must be consistently considered a rural residential community as it was previously defined in the final Notice of Preparation (NOP) for the Project. This area includes two- to fifteen-acre	02-23
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### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 6 of 26

residential parcels with livestock. The DEIR must acknowledge these existing conditions to ensure the impacts associated with the proposed Project can be adequately assessed.

O2-23  
cont'd

The DEIR also fails to set the baseline for the Project as the existing conditions prior to any work done in furtherance of the Project. This is necessary to ensure the EIR analyzes all of the Project's impacts. The DEIR describes the environmental setting for the Project site to include the removal of 28 oak trees and other vegetation, as well as the grading of portions of the site despite the fact this work was all improperly done in furtherance of the Castaic High School Project before environmental review for this Project. The baseline for environmental review should be the condition of the Project site prior to the bulldozer grading and any vegetation or oak tree removal, so that the EIR analyzes and mitigates all of the impacts of the Project.

O2-24

#### **C. The Project's Ability to Meet Project Objectives Should be Analyzed.**

The DEIR includes meeting the CDE's design standards and policies as an objective of this Project. The DEIR should analyze whether the proposed Project would meet these standards and policies and whether the project would maximize the use of state funds.

O2-25

The Project objectives should also identify the need to provide high school facilities for Newhall Ranch residents. The number of students from Newhall Ranch that are predicted to attend the high school should be considered as it will impact much of the analysis, including traffic, air quality, greenhouse gas emissions.

#### **D. Analysis of Traffic Related Impacts Is Inadequate and Inaccurate.**

##### *1. Dual Access is Required from Day One.*

The DEIR includes two access scenarios, with sub-options for Scenario 1. Scenario 1 only provides a north access to the high school (Option 1A via Sloan Canyon Road/Mandolin Canyon Road /Harp Canyon Road/North Romero Canyon Road/Valley Creek Road or Option 1B via Sloan Canyon Road/Canyon Hill Road straight into the school site). Scenario 2 adds a southern access roadway via Valley Creek Road/ Baringer Road/Sloan Canyon Road to connect to Hillcrest Parkway, in addition to either Option 1A or Option 1B.

O2-26

Citizens for Castaic have contracted with traffic expert Tom Brohard to review the DEIR's analysis of traffic impacts. Mr. Brohard has over 40 years of experience and has worked as a traffic engineer for several California cities. His expert report is attached as Attachment 1. As set forth in Mr. Brohard's analysis, under Scenario 1 the Project would



### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 7 of 26

result in significant and unavoidable traffic impacts at all times: with 1,600 students in existing and 2014 conditions; with 2,600 students in existing and 2014 conditions; and at buildout of the area. In contrast, if the secondary access from Scenario 2 is put in, the Project will have no significant traffic impacts. CEQA prohibits the approval of a project with significant impacts if mitigation measures or alternatives would reduce those impacts to a less than significant level. (Pub. Res. Code § 21081.) As the inclusion of secondary access would reduce the Project's traffic impacts to a less than significant level, the School District cannot legally approve the Project with only northern access. As the Project would have significant traffic impacts with only northern access at the 1,600 student level, and inclusion of the secondary access from day one would reduce these impacts to a less than significant level, the Project cannot legally be approved with only northern access for up to 1,600 students.

O2-26  
cont'd

The DEIR claims secondary access would be included when student levels exceed 1,600, but there is far too much uncertainty whether the secondary access in Scenario 2 would ever be constructed. The DEIR allows School District to make a finding at a future date, *after* project approval, that "sufficient other roads in the area have been constructed by others and that these roads will provide adequate access and... capacity." (DEIR p. 5.14-36.) If these undefined roadways are constructed by others, secondary access would not be required. The DEIR cannot improperly defer analysis regarding other roadways that could provide access to the site. Moreover, what other roads are the EIR referring to? Does this mean the School District may only have one access for over 1,600 students?

O2-27

The School District could also evade the need for construction of the secondary access if it widens the northern public access route to provide four lanes. This is inadequate. As the DEIR itself shows, the majority of trips to the high school would be coming from the south side of Castaic and would access the site via the southern access route. The DEIR shows 58% of the trips to the high school would be arriving from the south. How did the DEIR arrive at that percentage? Citizens for Castaic believes it may be based on the north-south delineation used for census counts, but that would underestimate the number of trips from the south because a portion of Hillcrest Parkway is considered north Castaic by the census. Thus, the percentage of trips arriving from the south may be even higher. The southern route connects to majority of the population and would reduce trip distance for a large segment of the population. As discussed below, it would provide better pedestrian and bike access to the high school. It would also provide a needed connection between the high school to the junior high located on Hillcrest, allowing for carpooling between these two schools for families with students at each. Further, new development to the south of the high school is certain, whereas the development to the north is uncertain. Thus, if the School District is set on including only one access route until the student population exceeds 1,600, the southern access roadway via Valley Creek Road/ Baringer Road/Sloan Canyon Road to connect to Hillcrest

O2-28



### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 8 of 26

Parkway should be the single access route instead of the proposed northern routes.

O2-28  
cont'd

By providing only the northern access to the Castaic High School, along a steep, narrow, and winding roadway, the Project would result in traffic backups and potential traffic hazards. The main access road to the proposed Project site, Sloan Canyon Road, connects to the Old Road exit to the I-5. When the I-5 is shut down north of the Old Road exit several times a year due to snow and/or fire, Sloan Canyon Road & Parker Road at the I-5/Old Road intersection become extremely congested.

O2-29

The DEIR also provides that the School District shall not exceed 1,600 students unless it implements a system of staggered start times, with three start times that are at least 30 minutes apart. The DEIR must consider the impacts associated with staggered start times on parents and others that would otherwise carpool with elementary, middle school, and high school students. If the high school's start time is different than the other schools, it could make carpooling less likely, adding to traffic impacts.

O2-30

#### 2. No Right to Use Private Street-Romero Canyon Road.

The DEIR includes use of the private south Romero Canyon Road as a gated emergency access route for the Project under both Scenarios 1 and 2. In the second revised NOP for the Project, the use of Romero Canyon Road was only included in Scenario 1, limiting the public's ability to submit scoping comments on this proposal. (Second Revised NOP Figure 5.) Why is it now included even when there would be dual public access? Additionally, throughout the DEIR, there are conflicting statements regarding how Romero Canyon Road would be used. The DEIR must disclose now if there are future plans to use this private street by either the School District or the County.

O2-31

Moreover, the DEIR must explain what authority the School District believes it has to use this private street. Citizens for Castaic maintains that the School District has no legal right to use this private street for any access, including emergency or construction access. The District does not have the entitlements required to alter the partially gravel and narrow Romero Canyon Road into a width and quality that would be adequate for emergency and/or construction vehicles. Romero Canyon Road residents have never agreed to allow any developer to provide access via this road; thus, there is no existing right to use this private street for gated emergency access. Many of the residents holding title to this private road have no intention of selling property rights to the School District. Residents would contest the removal of fences, retaining walls, and numerous mature trees from private property that would be required to widen and improve Romero Canyon Road for use as an emergency access route to the proposed Castaic High School. Additionally, in many locations, the path of Romero Canyon Road meanders off of any conferred easements by as much as 100 percent and onto private property. Romero

O2-32



### 3. Response to Comments from Agencies and Organizations

---

Tom Cole  
September 6, 2012  
Page 9 of 26

Canyon Road residents would oppose an attempt to acquire or modify the meandering portions of the road.

O2-32  
cont'd

The DEIR incorrectly claims that TTM 47807 is conditioned to provide access via Romero Canyon Road. TTM 47807 is instead conditioned to provide southern access via Baringer Road to Sloan Canyon Road. The residents of Romero Canyon Road never agreed to allow access to TTM 47807, or any other residential development, via this private roadway.

O2-33

Romero Canyon Road residents are responsible for maintenance and liability associated with use of this road and will not agree to be liable for increased road maintenance costs that would be caused by increased usage by additional traffic, construction vehicles, emergency traffic, and likely parents dropping off students at the gated emergency access point. Residents are not willing to shoulder the burden of increased civil liability for the likely increase in accidents resulting from the increased use of this road, as well as any liability associated with the need to clear brush along the roadway. The narrow width and limited visibility nearly resulted in a serious accident when the developer for the proposed Project site improperly accessed the site via Romero Canyon Road for unpermitted grading work in the summer of 2010. The developer's use of Romero Canyon Road by a semi-truck with a bulldozer created a hazardous condition, causing a resident to run off the road to avoid a collision.

O2-34

The School District would need to obtain easements from the Romero Canyon Road residents in order to use to use this road for fire or any other emergency access or take the necessary right of way by eminent domain. Because neither of these actions can be guaranteed, the School District cannot rely on secondary emergency access from Romero Canyon Road. Thus, use of Romero Canyon Road should be eliminated from consideration as part of the proposed Project.

O2-35

In addition to not having the right to use Romero Canyon Road, the analysis of the proposed use in the DEIR is woefully inadequate. There is no traffic analysis of Romero Canyon Road of impacts associated with reconstructing the sections of Romero Canyon Road that are not on the County's easement. There are also existing flooding problems on Romero Canyon Road and additional use would exacerbate these problems. The DEIR also fails to consider whether parking would be eliminated on Romero Canyon Road to allow adequate width, which would result in a significant impact to area residents by eliminating parking. The DEIR claims Fire Department approval of the gated access is required, but fails to disclose that the approval by the Department of Public Works would be required and that the Fire Department provides only a recommendation. Has the School District received any approval or direction from the Department of Public Works regarding the use of this private roadway?

O2-36

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 10 of 26

#### 3. *The DEIR Fails Analyze Construction Traffic Impacts.*

The DEIR fails to analyze the proposed haul routes and routes construction vehicles and construction workers would use to access the Project site. A new access road must be constructed to provide construction traffic access to the site before on-site construction can begin. The haul route would be used heavily given the large amount of fill that would need to be removed from and brought to the Project site as part of the work done on the landslide.

O2-37

#### 4. *The Project Would Provide Inadequate Alternative Transportation.*

The DEIR states the Project would include Class III bike lanes, but fails to address the safety impacts that may be associated with students riding on these unstriped lanes. These are inadequate; Class II bike lanes must be included for the safety of students. The Project must also include a bike lane on each side of all of the streets, not just a bike lane on one side of the roadways. Otherwise, students would only be able to bike to school in one direction.

O2-38

The DEIR must analyze the impacts if only the northern access is provided for the Project. The northern route would be a very steep, winding roadway, located more than three miles from all but a few residents, making it very difficult for students to walk or bike to site from the northern access road. Thus, it would be too far and too steep. The southern access would provide a more tenable route for students to walk or bike. The DEIR should analyze whether the Project would provide access that is consistent with Safe Routes to School plan.

O2-39

The DEIR mentions bus routes in the Castaic area, but fails to disclose that no buses access this site due to its remote location. The DEIR should analyze the impacts of constructing a high school in location where bus service would not be available. Would this inequitably impact lower income families that are unable to drop their kids off at the high school?

O2-40

#### 5. *The DEIR Fails to Analyze Impacts of Traffic Hazards.*

The area surrounding the Project site is rural, with many residents riding horses on the quiet roads. The EIR fails to analyze the hazardous conditions that would be created by the traffic and noise, and impacts to equestrians that would result from bringing such a large project to this remote and equestrian friendly location.

O2-41

The single public access scenario could result in traffic hazards. Newly licensed



### 3. Response to Comments from Agencies and Organizations

---

Tom Cole  
September 6, 2012  
Page 11 of 26

high school students would be required to drive on the steep and winding roads, which could be hazardous for even experienced drivers. The DEIR fails to analyze these potential safety impacts and whether there are mitigation measures, such as the installation of guard rails, that could reduce the impacts.

O2-41  
cont'd

To relieve traffic congestion to the high school, the DEIR should consider making the intersection of Baringer Road, Romero Canyon Road and Valley Creek Road a curve instead of a 90-degree knuckle intersection, eliminating the need for a stop sign at this intersection. The DEIR should also consider renaming this roadway leading into the Project site Baringer Road instead of Valley Creek Road.

O2-42

#### *6. The DEIR Should Analyze the Safest Intersection for a Limited Secondary Highway.*

The County has recently proposed a change to the existing limited highway designations near the proposed high school site. The change would extend the limited secondary highway designation on the northern portion of Sloan Canyon Road into the roadway providing northern access to the high school. The County has also proposed to remove the limited secondary highway designation for the middle portion of Sloan Canyon Road that would provide southern access to the proposed Project site. The Board of Supervisors stated at a public meeting regarding this 50 year established limited secondary highway designation that the County would be able to reinstate the designation on the middle section of Sloan Canyon Road if it was found to be necessary in the future. When determining what type of intersection should be designed for the intersection of Sloan Canyon Road and Baringer Road, the DEIR should take into consideration the potential for the reinstatement of the limited secondary highway designation on this portion of Sloan Canyon Road. This intersection should be designed in such a way that the County would be able to reinstate the designation if necessitated by the large volumes of traffic that would be generated by the high school.

O2-43

#### **E. The DEIR Underestimates Greenhouse Gas Impacts.**

The DEIR underestimates the Project's greenhouse gas (GHG) impacts by inexplicably dividing the Project's total GHG emissions by the maximum number of high school students. The Project's total GHG emissions are 7,235 metric tons per year, which far exceeds the South Coast Air Quality Management District's (SCAQMD's) proposed significance threshold of 3,000 metric tons per year. Instead of acknowledging the Project's significant GHG impacts, the DEIR divides the Project's GHG emissions by 2,600 students, which it refers to as the "service population," before comparing the Project's emissions with the threshold of significance. This is not how SCAQMD contemplated the use of service populations. What SCAQMD service population is

O2-44

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 12 of 26

intended to address is the total GHG emissions of a population. Attending high school is only one facet of the high school student's GHG emissions; they would also produce GHG emissions while at home or engaging in other activities in non-school hours. Thus, it is inappropriate to divide the Project's GHG emissions by the student population. The School District should consult with the SCAQMD regarding the Project's GHG emissions and revise the GHG analysis accordingly.

O2-44  
cont'd

The DEIR fails to analyze the difference in GHG impacts for each of the access scenarios and options. The amount of GHG produced by the Project will vary based on the number of vehicle miles traveled to the site. A much larger percentage of the population lives to the south of the Project site; the DEIR elsewhere acknowledges 58 percent of the population would arrive from the southern access route if it is included. In the Project iterations that only include access from the north, the vehicle miles traveled by the majority of the residents living to the south would be significantly increased. The DEIR must analyze whether providing southern access to the Project from the Baringer-Sloan Canyon Road connection would reduce GHG impacts by reducing vehicle miles traveled.

O2-45

The Project is also designed in a way that provides limited alternative transportation access. The access to the Project site, in particular when only northern access is provided, makes it very difficult for bicyclists and pedestrians to access the site given the steep terrain and distance from existing residences. The Project also fails to provide bus access. The DEIR should consider the greenhouse gas emissions that would be generated due to the Project's lack of access for alternative transportation. Further, according to the School District's contract with the architect for the Project, the School District would not seek LEED certification of the Castaic High School. The DEIR should include an analysis of the greenhouse gas emissions reductions that could be achieved by a LEED certified project.

O2-46

#### **F. The DEIR Fails to Adequately Analyze Air Quality Impacts.**

The number of vehicle miles traveled affects not only the GHG analysis, but also the analysis of other air pollutants generated by vehicles. As set forth in the GHG section above, the DEIR fails to consider the differing vehicle miles traveled under each of the access scenarios. The DEIR must analyze impacts of students traveling from Newhall Ranch and other developments to the south with only northern access to the Project site. Additionally, the DEIR improperly relies on a reduction in vehicle miles traveled for the residents of the highly speculative development of areas near the Project site to support its claim that the proposed Project site would have fewer air quality impacts from mobile sources than alternative project sites. The air emissions from the speculative development of projects that have not been developed in the many years since they were approved

O2-47



### 3. Response to Comments from Agencies and Organizations

---

Tom Cole  
September 6, 2012  
Page 13 of 26

should not be given more weight than the air emissions from students currently residing to the south of the Project site and that will reside in projects for which development has already begun. (See Section O below regarding cumulative impacts.)

O2-47  
cont'd

Additionally, the DEIR must analyze the impacts that would be generated by the unpaved detention basins if they are used as an auxiliary parking lot. Allowing cars to drive on this unpaved surface would result in particulate matter emissions not analyzed by the DEIR.

O2-48

#### **G. The DEIR Lacks Necessary Geotechnical Analysis.**

The School District had originally proposed development of the Castaic High School on only a portion of what is now considered to be the Project site. The portion previously planned for development is referred as parcels 1 and 4 of TTM 47807. The School District prepared a geotechnical analysis for west parcels 1 and 4 in 2010, which disclosed that these parcels have very large and very deep landslides that may make development of the Project on these parcels impossible. In 2011, the School District revised the Project site to include parcels 2 and 3 of the TTM 47807, in addition to parcels 1 and 4. Now, a majority of the high school would be developed on parcels 2 and 3. However, the DEIR relies solely on the 2010 geotechnical analysis to support its conclusion that geotechnical impacts of the Project would be less than significant. The DEIR does not contain an expert geotechnical report for parcels 2 and 3 and/or the Project site as a whole. Without this analysis, the geotechnical impacts of the Project, such as whether there are landslides or areas of liquefaction under the area proposed for development of school facilities, remain unknown.

O2-49

Instead of preparing the required analysis as part of the environmental review process, the DEIR improperly defers analysis and mitigation. Soil testing would be done after project approval. This testing may disclose that there are large unbuildable portions of the site. This information must be made available to the public, agencies, and decision makers prior to project approval.

O2-50

The DEIR also discloses that the large landslides on parcel 4 would need to be removed, new fill would need to be imported, and the area would need to settle for at least a year before it could be built upon or students would be allowed on the Project site. The DEIR must set forth how the settling of the imported fill material on the landslide would be monitored and what would be done if it is still unstable after settling.

O2-51

#### **H. The DEIR's Analysis and Mitigation of Biological Impacts Is Inadequate.**

The DEIR fails to adequately analyze and mitigate impacts from the removal of

O2-52

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 14 of 26

protected oak trees on the Project site. The Project includes the removal of oak trees on portions of the Project site that would not be used as part of the school campus without the issuance of an oak tree permit from the County of Los Angeles. The School District should not be allowed to clear trees from the portion of the site to the benefit of a proposed future residential development, especially without the findings required for an oak tree permit.

The mitigation for the loss of these oak trees is also inadequate. The Project would remove 3.98 acres of coast live oak woodland, but would replace it with only one acre of replacement habitat. This less than 1:1 replacement is inadequate and may not comply with Public Resources Code section 21083.4 regarding conversion of oak woodlands. The DEIR also claims that the oak woodlands on the site are highly disturbed. What evidence is there to support that claim? The most recent biological report for the Project site, the 2012 Biological Report does not find the oak woodlands to be highly disturbed.

The DEIR further fails to define the size of replacement oak trees. The oak trees found on the Project site and in the roadway alignments are large, mature oak trees. Replacing them with much smaller trees is inadequate. The DEIR should also specify where replacement oak trees would be planted.

The 2012 Biological Report finds that there are several heritage oak trees on the Project site and roadway alignments, which are large oak trees that contribute a significant cultural or historical importance to the local community. The 2012 Biological Report acknowledges that all oak trees must be replaced at a minimum 2:1 ratio and that “[h]eritage oaks usually require higher mitigation ratios or, in some cases, avoidance.” (2012 Biological Report p. 42.) The DEIR fails to acknowledge the presence of heritage oak trees. Mitigation measure BIO-3 states that all oak trees will be replaced at a minimum 2:1 ratio, but fails to provide a higher ratio of mitigation for the heritage oak trees.

The DEIR also fails to provide mitigation for the previous removal of 28 oak trees on the Project site in 2010 in furtherance of this Project, many of which were heritage oaks. Replacement trees must be provided for these oak trees as well. Additionally, the Oak Tree Permit under which the oak trees on the Project site were removed requires the current owner of the site to replace these trees at a two to one ratio. The owner of the Project site must plant more than 50 oak trees on the site before he can sell it. This mitigation measure has been placed on the removal of oak trees and cannot be ignored. (*Lincoln Place Tenants Ass'n v. City of Los Angeles* (2005) 130 Cal. App. 4th 1491, 1508.) The DEIR must include these on-site replacement trees as a mitigation measure, and must analyze any impacts to the replacement trees.

O2-52  
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### 3. Response to Comments from Agencies and Organizations

---

Tom Cole  
September 6, 2012  
Page 15 of 26

The School District will need to enter a streambed alteration agreement (SAA) with the California Department of Fish and Game because the proposed Project would impact two blueline streams and riparian habitat. Citizens for Castaic urges the School District to consult with the Department of Fish and Game now so that conditions required for SAA can be disclosed to the public before project approval. The Department of Fish and Game may also disagree with the District's conclusions regarding the amount of jurisdictional waters are located on the Project site. This should be determined now with the Department of Fish and Game so that true mitigation can be included.

02-53

Citizens for Castaic also urges the School District to consult with the Army Corps of Engineers and Department of Fish and Game prior to project approval regarding the amount of waters of the U.S. and waters of the State that would be impacted by the Project. Both agencies regularly identify more waters on development sites than considered by the project proponent. The School District should consult with these agencies now to reach a conclusion all parties can agree to regarding the amount of jurisdictional waters on the site and access routes.

02-54

The DEIR fails to include surveys or mitigation measures for the several California species of special concern that were previously spotted on the site or found to be likely to occur, claiming they would not occur on the site due to its disturbed nature. The only disturbance to the Project site was work done in furtherance of the Project before project approval, including the improper removal of wetlands from the site in 2010. This work cannot be used as a reason to discount the importance of the biological resources on the site.

02-55

#### **I. Aesthetic Impacts Must Be Thoroughly Analyzed.**

##### *1. Nighttime Lighting Impacts*

The DEIR does not adequately analyze the impacts of nighttime lighting, in part because it does not clearly acknowledge the dark, rural nature of the area surrounding the Project site. The DEIR does not analyze the impacts of street lights from the Project or even disclose where street lights would be required. The School District should consult with the Department of Public Works now to determine if and where the County will require street lights so the impacts of those lights can be disclosed to the public and mitigated.

02-56

The DEIR also contains conflicting statements regarding the height of lighting for the sports fields. In one section, it states the lighting would be up to 90 feet. (DEIR p. 4-2.) However, when considering the impacts, the DEIR only analyzes lighting of up to 75 feet in height. (DEIR p. 5.1-9.)

02-57



### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 16 of 26

The DEIR does not analyze vehicular light impacts, claiming instead that this lighting would be screened by topography. There is no evidence to support this claim. The DEIR must analyze the impact of vehicular lights so that mitigation such as screening can be incorporated into the Project. 02-58

Contrary to the DEIR's claims, there are nearby homes that would be impacted by nighttime lighting at the school and on the access routes to the school. Additionally, nightlighting would create a glow that eliminates area residents' ability to view stars in the nighttime sky. This impact was not considered. 02-59

Mitigation for lighting impacts is improperly deferred until after project approval. The DEIR states the School District would develop a lighting plan at a later date, but that plan should be developed now and made available for public review prior to project approval. 02-60

The mitigation for nighttime lighting impacts is also inadequate. The DEIR provides little certainty regarding mitigation for nightlighting impacts, as it states "Outdoor lighting shall be turned off between the hours of 10 PM and sunrise. Where uses operate past 10 PM, lighting shall either be turned off within one hour after the close of business or dimmers shall be used." (DEIR, p. 5.1-8.) Thus, the mitigation is not concrete and fully enforceable as required by CEQA.

#### 2. Impacts to Scenic Vistas and Visual Character

The DEIR relies on an overly narrow definition of scenic vista in assessing aesthetic impacts. Areas need not be officially "designated, signed, and accessible to the public for the express purposes of viewing and sightseeing" to necessitate consideration under CEQA, as the DEIR implies. (DEIR, p. 5.1-9.) The CEQA Guidelines put no such restriction on the scenic vistas that should be considered for impacts and neither should the School District. 02-61

The DEIR's analysis of aesthetic impacts is also hindered by its failure to disclose the height of the school buildings. There is a significant difference in the visual impacts of one story versus three story buildings. 02-62

The DEIR has also failed to consider the visual impacts to equestrians that frequently ride the in area surrounding the Project site on public trails or paths. 02-63

#### 3. Impacts to Significant Ridgelines

Construction of Valley Creek Road would require the grading of an area deemed to be a significant ridgeline by the Castaic Area Community Standards District (CSD). 02-64



### 3. Response to Comments from Agencies and Organizations

---

Tom Cole  
September 6, 2012  
Page 17 of 26

The purpose of the CSD is to “protect the rural character, unique appearance, and natural resources of the Castaic Area communities.” (County Code 22.44.137(A).) While the School District can exempt itself from the requirements of the CSD onsite, it should not be allowed to violate this important roadmap for development in the Castaic area on off-site locations. As proposed, the Project would cut 90 feet off the existing significant ridgeline in order to construct the Canyon Hill Road access. (DEIR p. 5.1-12.)

O2-64  
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The DEIR also needs to consider the aesthetic impacts of the retaining wall required for Valley Creek Road. The DEIR claims this wall would be one of four types: concrete; shotcrete; welded wire and rock revetment; or soil cement. (DEIR p. 1-10.) The project should include a wall that better fits with the existing rural setting, such as brick or stone.

O2-65

#### **J. The Project’s Land Use Impacts Must Be Fully Disclosed.**

The DEIR should analyze whether this Project would be consistent with the goals and policies set forth in the One Valley One Vision plan for the Santa Clarita Valley. Two of the most overarching goals of the OVOV are to reduce urban sprawl and to reduce GHG emissions by reducing vehicle miles traveled. Policy LU 1.1.3 states: “Discourage urban sprawl into rural areas by limiting noncontiguous, ‘leap-frog’ development outside of areas designated for urban use.” As proposed, this Project would include a leapfrog development in an area surrounded by mainly undeveloped rural areas. This is exactly the type of development the OVOV seeks to avoid. Further, the OVOV and existing land use designations for the area demonstrate that the County is seeking to maintain this area as low density rural uses. The DEIR must disclose that the Project would be inconsistent with those goals directly and indirectly through the more intensive residential development it would induce in this area.

O2-66

The DEIR should also disclose whether the required entitlements are in place for the different access plans. The public should be informed if the Project would require the School District or County to acquire additional land or easements.

O2-67

#### **K. The DEIR Fails to Analyze Public Safety and Hazard Impacts.**

The DEIR fails to analyze several safety hazards that may result from the Project. The Project would install water tanks, presumably with high pressure water lines, above the high school on land that may be underlain with landslides. The Office of Public School Construction prohibits the construction of schools near above-ground water storage tanks that could cause a hazard. The DEIR concludes these water tanks would not result in a significant hazard to the high school, but fails to consider the off-site impacts of water tank collapse. It is likely that in the event of an earthquake induced rupture, the

O2-68

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 18 of 26

750,000 gallons (or 1.5 million gallons once the second tank is installed) would flow down Romero Canyon Road. (DEIR p. 5.7-7 states the flow would be down Sloan Canyon, but provides no support for this conclusion.) The existing District 36 tank near the top of Romero Canyon previously failed during the Northridge earthquake in 1994, causing serious flooding down Romero Canyon Road. The impacts of a similar failure to residents along this private roadway have not been analyzed, but must be.

O2-68  
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The DEIR should analyze whether fencing is required for the detention basins. The detention basins could result in a safety hazard for students when they contain water if they are not fenced.

O2-69

Safety impacts of the helipad should also be analyzed. Take-offs and landings are the times when crash landings or other accidents are most likely. How would the high school and the students be protected? The School District must consult with the California Department of Transportation's Aeronautics Program regarding the safety of locating the helipad adjacent to the high school. (Cal. Educ. Code § 17215; see also CDE Safe School Guide <http://www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp>, incorporated by reference.) The Office of Public Schools can provide funds for the high school unless the Aeronautics Program finds the site to be unacceptable.

O2-70

Additional analysis of fire hazard impacts must also be included. The development of the high school in this remote canyon would increase fire hazards by opening up this high fire hazard zone to more visitors, including high school students. The increased potential for brush fires must be analyzed and hazards mitigated.

O2-71

Citizens for Castaic also questions whether the Project would include the storage of fuel tanks on the Project site for generators. This must be disclosed in the DEIR.

O2-72

#### **L. Noise Impacts on Romero Canyon Road Must Be Analyzed.**

The baseline for consideration of impacts on Romero Canyon Road is the existing quiet rural setting, with very little traffic. Noise impacts from increased use of Romero Canyon Road for emergency, construction, and potentially other traffic have not been analyzed.

O2-73

The DEIR must also disclose the route waste collection trucks would use to access the high school. As these trucks would likely access the high school between 10 p.m. and 6 a.m., the noise generated by these large loud vehicles on the quiet setting would be significant.

O2-74



### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 19 of 26

#### **M. Additional Information Regarding Recreational Trails Must Be Included.**

The DEIR states that a future equestrian trail is planned for Romero Canyon Road. The School District must also acknowledge that the County's Master Trails plan also includes development of equestrian trails on the sections of Sloan Canyon Road that would be developed. (See Figure 5.13-2.)

O2-75

The DEIR also defers installation of a trail system until future developments are implemented in the area. This deferral will result in an inadequate trail system. Several of the roadways being constructed for the proposed Project would not have future developments along them, thus there would be no future opportunity to build the trails. On other segments, development would be spotty, resulting in a trail system with significant gaps. The trail system, including designated horse crossings, should be added now, when the roadways are being put in. This is the most cost-effective time to put in trails and will also ensure that a connected trail system is implemented. The failure to include trails now as part of the Project would require analysis of these safety and recreation impacts.

O2-76

#### **N. Downstream Hydrological Impacts Must Be Fully Analyzed.**

The downstream flooding impacts of the Project must be fully analyzed in the DEIR. There are existing flooding problems on Romero Canyon Road that would be exacerbated by the significant increase in impermeable surfaces on the Project site. The DEIR fails to adequately analyze flooding risks to downstream residents in Romero Canyon by considering only the impacts of a 24 hour, 50 year flood. The DEIR should also analyze the impacts that would result during a 100 year flood in both clear and burned conditions. Climate change is increasing the frequency of extreme weather, including such large storms. The downstream flooding impacts of a 100 year storm during construction and once the high school is operating must be analyzed. The Project's detention basins must be designed to be able to handle the water and debris flows from a 100-year flood. This analysis is also required to ensure culverts under the new roadways are of adequate size.

O2-77

The DEIR should also address the potential for off-site mudflow impacts. It claims only that the high school would not be impacted by mudflow because the flows would be routed around the school. (DEIR p. 5.8-22.) Where would mudflows end up if directed around the high school? Would they flow down Romero Canyon?

O2-78

Citizens for Castaic is particularly concerned about the flooding and mudflow impacts for the Project because the developer for the Project previously failed to implement a necessary storm water pollution prevention plan (SWPPP) on the site. In

O2-79

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 20 of 26

2010, the County issued a stop work order for grading activities in furtherance of the Project because they were done without a permit and failed to implement a required SWPPP. There must be no new runoff from the Project during 100 year flood events and the District (and its construction team) must implement and comply with a SWPPP throughout the construction process.

O2-79  
cont'd

#### **O. The Cumulative Impact Analysis is Misleading.**

The DEIR's analysis of cumulative impacts for all of the Project's impacts is flawed due to an overestimation of future development to the north and a failure to consider foreseeable projects to the south. The DEIR includes in its list of cumulative projects several developments on the north side of Castaic that have gone undeveloped for over a decade and the viability of these tract maps is questionable. The DEIR must analyze and disclose whether the tract maps have expired for any of the listed cumulative projects. It is Citizens for Castaic's understanding that the maps for TTM 42537 has expired, the project for 222 homes has been abandoned, and the site is now proposed for open space designation. The DEIR must include a status report from the County for area projects as of the date of release of the DEIR.

O2-80

TTM 47807 would no longer be valid if the high school is approved for the proposed site. A new approval would be required for any development on this site. Further, as stated above, if residential development is contemplated for a portion of the school site, it must be analyzed now so that all impacts of the Project will be disclosed to the public and decision makers.

O2-81

The cumulative analysis also includes units for projects that have yet to be proposed. For 619 units designated as related development by the DEIR, the unit counts are based solely on General Plan designations. (DEIR p. 3-6.) No applications have been submitted for projects on these sites, thus, these are not reasonably foreseeable future projects. These sites are located in rural residential areas and it is highly unlikely they would be developed at densities anywhere near what the DEIR contemplates.

O2-82

The cumulative analysis is further flawed by the failure to consider potential development on the south side of Castaic. For example, the Palmer project with 209 units has already been graded with pads and roadways.

O2-83

The effect of the overstatement of projects to the north and failure to consider projects to the south is to skew the cumulative traffic, air quality, and GHG analysis by claiming the Project site is located near all of the cumulative projects and those projects would access the school from the north.

O2-84



### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 21 of 26

#### **P. The DEIR Must Analyze the Project's Growth Inducing Impacts.**

The DEIR fails to support its claim that the School District would not induce growth, despite the fact the Project would extend roadways and utilities to a previously inaccessible area. Previously approved developments near the Project site have gone undeveloped in the 10 to 20 years since their approval. Many of these developments are not currently accessible by roadways or utility connections. The fact these areas were not developed, even in the residential housing boom of the mid 2000s, was likely caused by the expense that would have been associated with extending roadway and utilities to this isolated area. The Project would thus remove a significant barrier to development of these languishing projects by developing several miles of roadways and bringing those roadways and the utilities to the doorstep of these developments at the public and state expense.

O2-85

The Project would also not only extend sewer lines to the Project site, but also expand the size of existing sewer lines. The additional sewer capacity that would be provided by the increased size in the sewer lines is not needed for the school, so it must be for the benefit of other development despite the sole use of public and state funds for its construction.

The Project would further spur the construction of these old development plans by working to annex the Project site, and the water tanks that would be located on it, into the Newhall water district. There is no benefit to the high school to change water districts. However, it is a condition of the TTM 46443 to use water from the Newhall water district. The Project would thus be removing another barrier to development of the TTM 46443 project.

O2-86

#### **Q. Analysis of Alternatives is Inadequate.**

##### *1. The Project Cannot Be Approved As Proposed.*

CEQA prohibits approval of projects with adverse environmental impacts if there are feasible alternatives or mitigation measures that would substantially reduce a project's significant impacts. (Pub. Res. Code § 21002; CEQA Guidelines § 15021(a)(2).) The CEQA Guidelines require an agency to "Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved." In order to implement this policy, the CEQA Guidelines specify that:

O2-87

A public agency may approve a project even though the project would cause a significant effect on the environment if the agency makes a fully

### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 22 of 26

informed and publicly disclosed decision that:

(a) There is no feasible way to lessen or avoid the significant effect...”

(CEQA Guidelines § 15043, emphasis added.)

As proposed, the Project would have significant aesthetic, air quality, noise, and traffic impacts, as well as the significant impacts discussed above that the DEIR has failed to acknowledge. The DEIR is required to describe feasible mitigation measures and alternatives that would lessen significant impacts, including those proposed by other agencies and the public. (CEQA Guidelines § 15126.4.) If feasible mitigation measures or alternatives exist that would substantially lessen the significant impacts, the School District must reject the Project as proposed. CEQA places the burden on a public agency to affirmatively show that a project with significant adverse impacts is approved only after all feasible mitigation measures and alternatives are found to be infeasible and only if the project's benefits outweigh its adverse impacts.

O2-87  
cont'd

In order to approve the Project, the School District must make findings, based on substantial evidence, that it has eliminated or substantially lessened all significant effects on the environment to the extent feasible, and has determined that any remaining significant effects are acceptable because of the Project's overriding benefits. (Pub. Res. Code § 21081; CEQA Guidelines §§ 15092(b), 15093(b).) As there are feasible mitigation measures that would substantially reduce or eliminate the Project's significant impacts, including but not limited to the inclusion of secondary access via Baringer Road to Sloan Canyon Road from the first day the school is open, the School District cannot approve the Project as proposed. Additionally, the DEIR discloses there is an alternative location for the Project that would reduce the Project's significant impacts.

#### 2. Further Investigation of the Hasley-Sloan Alternative Site is Required.

The DEIR includes a 70 acre parcel of land located at the corner of Hasley Canyon Road and Sloan Canyon Road, and already owned by the School District, as an acknowledged alternative site for the Castaic High School. The DEIR discloses that the Hasley-Sloan Alternative could be developed more quickly than the proposed Project site because less off-site roadway construction, which would also result in cost savings. The Hasley-Sloan alternative would also eliminate the need for hauling of massive amounts of fill to and from the construction site, reducing the construction time and expense. Additionally, the Hasley-Sloan Alternative would include significantly less grading and would not need to allow the site to settle after grading, thus reducing costs and construction time. The School District already owns this site, again shortening the timeline for development.

O2-88





### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 23 of 26

Due to the cost and time savings that would be associated with developing the Castaic High School at this alternative site, Citizens for Castaic requests the School District carefully analyze this alternative. The Hasley-Sloan Alternative would meet all of the project objectives and would eliminate traffic impacts and substantially reduce construction air quality impacts. The reduction in impacts is due in large part to the more central location of the Hasley-Sloan site, along existing roadways, with fewer geotechnical hurdles to overcome. The Hasley-Sloan site is adjacent to existing development, not a leapfrog development in an isolated canyon. This alternative would also include substantially less grading than the proposed Project site, which reduces air quality impacts.

O2-88  
cont'd

CEQA requires the discussion of alternatives to include “sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” (CEQA Guidelines § 15126.6.) The DEIR fails to provide sufficient information about the Hasley-Sloan Alternative to allow for a legitimate comparison of this site with the proposed Project site. For example, the DEIR contains biased and inaccurate descriptions of the site, referring to the Hasley-Sloan site with a mere 180 feet of elevation difference as having “rugged terrain with hilly topography and steep canyons”, whereas the DEIR downplays the significance of the much larger 650 feet of elevation difference on the proposed Project site. Moreover, there are no canyons on the Hasley-Sloan site. This inaccurate and misleading description leads to a biased comparison of the alternative with the proposed Project.

O2-89

The DEIR provides mainly unsupported conclusions regarding the potential impacts of the Hasley-Sloan Alternative. The DEIR claims the Hasley-Sloan Alternative would create a new significant and unavoidable impact on hydrology and water quality “related to the adjacency of the creek.” (DEIR p. 7-28.) The DEIR fails to explain how the alternative site being adjacent to a creek would result in a significant and unavoidable hydrology or water quality impact. The Hasley-Sloan Alternative would not require the development in the streambed or any direct impacts to the stream by including a bridge fully spanning the creek. In contrast, the DEIR claims the proposed Project would not have any significant or unavoidable hydrology or water quality impacts despite the fact there are two blue line streams on the proposed site that would be directly impacted by the Project. The DEIR lacks evidence to support claims regarding the Hasley-Sloan Alternative’s hydrological impacts and lacks sufficient information for the decision makers and public to compare this alternative with the proposed Project.

O2-90

The DEIR also lacks sufficient information regarding the claimed increase in noise and aesthetic impacts for the Hasley-Sloan Alternative. This alternative site is in a more suburban location, thus the aesthetic impacts associated with developing a school would

O2-91



### 3. Response to Comments from Agencies and Organizations

Tom Cole  
September 6, 2012  
Page 24 of 26

be more expected and less visually out of character than in the proposed very rural Romero Canyon location. “[A]n activity which may not be significant in an urban area may be significant in a rural area.” CEQA Guidelines § 15064.) The DEIR fails to identify how many stories the school buildings would be on the Hasley-Sloan site, but it is assumed based on previous discussions of this site that the buildings would only be one story. This would result in lesser impacts than the potentially three story buildings that would be included in the proposed Project.

O2-91  
cont'd

The DEIR claims that noise impacts would be greater at the Hasley-Sloan Alternative, but fails to identify what would be the source of the increased noise impacts: traffic noise; noise from school operation; or other noise sources. Additionally, the more suburban setting of the Hasley-Sloan site, which includes existing traffic noise and noise associated with residential development, demonstrates that the noise that would result from the Castaic High School would be less impactful than it would in a quiet rural area. The DEIR also fails to consider whether the aesthetic and noise impacts could be mitigated to a less than significant level. Comparing the unmitigated Hasley-Sloan Alternative to the mitigated proposed Project fails to provide the necessary meaningful comparison of this alternative.

O2-92

The School District must prepare additional analysis of the feasible Hasley-Sloan Alternative. The inadequate analysis contained in the DEIR fails to provide the necessary information to allow the public and decisionmakers to compare this less impactful, less expensive, and quicker to construct alternative to the proposed Project. Additionally, the School District should prepare a full line item cost analysis comparison of development of the Hasley-Sloan site with development of the proposed Project site. The Hasley-Sloan site would be significantly less expensive to develop for the following reasons: the School District already owns the site; there are existing utilities to serve the site; only .9 miles of roadways would need to be constructed as compared to several miles for the proposed Project; it would require 1/7 the amount of grading the proposed Project site requires; funding for the bridge required for this site is included in the existing County Bridge and Thoroughfare budget; and there is no need to construct more expensive two to three story buildings. Such a detailed comparison is required to provide the School District with the necessary information to make a decision regarding the appropriate site for the Castaic High School that meets the objective of maximizing the value of the high school. The School District also needs this information to ensure they are meeting their fiduciary duties and acting in the most fiscally responsible manner. In 2008, the School Board’s Growth Committee and CDE rated the Hasley-Sloan site as a more favorable location for the high school than the proposed Project site. (Attachment 2.) In the intervening years, there have been no changes that would alter the conclusion.

O2-93



### 3. Response to Comments from Agencies and Organizations

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Tom Cole  
September 6, 2012  
Page 25 of 26

#### 3. *The Range of Alternatives is Impermissibly Narrow.*

The DEIR is required to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” (CEQA Guidelines § 15126.6.) When the majority of a project’s impacts are a result of the proposed location, the EIR must thoroughly analyze alternative sites.

The DEIR fails to analyze the required range of reasonable alternatives. The only reasonable alternative location analyzed by the DEIR is the Hasley-Sloan site. The DEIR also considers the Romero Canyon Alternative site and Sterling Gateway Alternative site. However, neither of these alternatives would avoid nor substantially lessen the proposed Project’s significant impacts. The deep landslides underlying the Romero Canyon Alternative site, which the School District was well aware of prior to drafting the DEIR, make development of this site infeasible. The Sterling Gateway Alternative site was considered by the School District as a potential location for the Castaic High School several years ago. The School District ultimately rejected the use of this site for the Castaic High School due to its proximity to the Chiquita Canyon Landfill and land use restrictions.

O2-94

The DEIR cannot stack the deck in favor of the proposed Project by filling the alternatives analysis with infeasible alternatives or previously rejected alternatives. The School District must consider additional alternative locations. Citizens for Castaic urges the School District to consider the Archdiocese property located along Sloan Canyon Road as an alternative site in the environmental review process. The Archdiocese site is centrally located, with feasible dual access. It is close to utilities and services and located close to high density development, reducing the impacts of developing in an isolated rural location. The DEIR should include this alternative in its analysis.

#### **Conclusion**

Thank you for your consideration in this matter. Pursuant to Public Resources Code section 21092.2, we request any notices regarding this Project.

Sincerely,



Amy Minter

### *3. Response to Comments from Agencies and Organizations*

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Tom Cole  
September 6, 2012  
Page 26 of 26

cc: Citizens for Castaic  
Los Angeles County Department of Public Works  
Susie Tae, Los Angeles Regional Planning  
California Department of Education, School Facilities Planning Division  
Valerie Castro, Project Manager, California Office of Public School Construction  
Jeff Brandt, California Department of Fish and Game  
U.S. Army Corps of Engineers



### *3. Response to Comments from Agencies and Organizations*

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ATTACHMENT 1

### 3. Response to Comments from Agencies and Organizations

## Tom Brohard and Associates

September 4, 2012

Amy Minter  
Chatten-Brown & Carstens  
2200 Pacific Coast Highway, Ste. 318  
Hermosa Beach, CA 90254

**SUBJECT: Review of the Draft Environmental Impact Report for Proposed Castaic High School Project in the County of Los Angeles – Traffic Issues**

Dear Ms. Minter:

Tom Brohard, P.E., has reviewed Section 4 (Project Description) and Section 5.14 (Transportation and Traffic) of the July 2012 Draft Environmental Impact Report (Draft EIR) for the proposed Castaic High School (Project) prepared by The Planning Center for the William S. Hart Union High School District in the County of Los Angeles. In addition, various traffic studies prepared by Austin-Foust Associates including the May 2012 Supplemental Traffic Study in Appendix J-1, the January 2012 Traffic Study in Appendix J-2, and three prior traffic studies have also been reviewed.

The Draft EIR contains many errors in Section 5.14 that conflict with the findings properly reported in the traffic studies in Appendix J. Without conducting detailed reviews, members of the public will be easily confused by the incorrect summary tables at the end of Section 5.14 regarding significant traffic impacts and the identification of "significant and unavoidable" impacts that remain following implementation of feasible mitigation measures. Each of these errors must be corrected to enable decision makers and members of the public to clearly identify the differences between the scenarios. From my review and as discussed in this letter, Scenario 2 with two access roadways serving the Castaic High School site is clearly superior to Scenario 1 with only one access to and from the north, regardless of school enrollment.

O2-95

#### Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 40 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii, and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the City of Big Bear Lake and City of San Fernando. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed many environmental documents and traffic studies, with only a few of these shown on the enclosed resume.

O2-96

81905 Mountain View Lane, La Quinta, California 92253-7611  
Phone (760) 398-8885 Fax (760) 398-8897  
Email [tbrohard@earthlink.net](mailto:tbrohard@earthlink.net)





### 3. Response to Comments from Agencies and Organizations

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**Ms. Amy Minter**  
**Castaic High School Project Draft EIR – Traffic Issues**  
**September 4, 2012**

#### Traffic Issues

Based on the information provided in the various documents that I have reviewed, what I have learned in discussions with you and your clients, Citizens for Castaic, and my many years of experience, my review indicates the following traffic issues and areas of concern:

- 1) Two Access Roadways (Scenario 2) Result in Fewer Significant Impacts - Two basic scenarios are evaluated in the Draft EIR. Scenario 1 provides a north access only (Option 1A via Sloan/Mandolin/Harp/Romero/Valley Creek or Option 1B via Sloan/Canyon Hill straight into the school site). Scenario 2 adds a southern access roadway via Valley Creek/Romero/Baringer/Sloan to connect to Hillcrest, in addition to either Option 1A or Option 1B.

O2-97

Two access roadways provided in Scenario 2 better serve the Project by spreading out the forecast peak hour trips. With the proposed attendance boundaries for the Project, 58 percent of the high school trips are forecast to use the south access and 42 percent of the high school trips forecast to use the north access. Scenario 2 results in fewer significant traffic impacts with each of these then mitigated to a level that is less than significant as follows:

O2-98

- Existing plus Project with 1,600 Students - Table 5.14-12 on Page 5.14-11 of the Draft EIR correctly indicates no significant traffic impacts for Existing plus Project with 1,600 students for Scenario 2 with two access roadways.

In contrast with Scenario 1, Table 5.14-10 on Page 5.14-10 of the Draft EIR shows three significant traffic impacts. Each of these three significant impacts can be mitigated as shown in Table 5.14-30 on Page 5.14-37. However the Impacts Summary, Table 5.14-27 on Page 5.14-25, is in error and must be changed to add Intersection 1, Sloan Canyon Road at Quail Valley Road, as this additional intersection is significantly impacted under Existing plus Project conditions with 1,600 students if there is no secondary access.

O2-99

- Existing plus Project with 2,600 Students - Table 5.14-13 on Page 5.14-12 of the Draft EIR correctly indicates no significant traffic impacts for Existing plus Project with 2,600 students for Scenario 2 with two access roadways. However, Intersection 6 in AM Peak in this table, The Old Road at Parker Road, must be reported as LOS A, not LOS F, so that it agrees with the values correctly shown in Table 7 on Page D-10 in the Traffic Study.

O2-100

In contrast with Scenario 1, Table 5.14-11 on Page 5.14-10 of the Draft EIR shows five significant traffic impacts with only one access provided. Of the five intersections significantly impacted, three will remain

### 3. Response to Comments from Agencies and Organizations

**Ms. Amy Minter**  
**Castaic High School Project Draft EIR – Traffic Issues**  
**September 4, 2012**

“significant and unavoidable” as shown in Table 5.14-30 on Page 5.14-37 as they will not be mitigated by the measures proposed in the Draft EIR.

O2-100  
cont'd

- Year 2014 plus Project with 1,600 Students - Table 5.14-18 on Page 5.14-16 of the Draft EIR identifies one significant traffic impact for Year 2014 plus Project with 1,600 students for Scenario 2 with two access roadways. The identified traffic impact at Intersection 9, Sloan Canyon Road at Parker Road, occurs with an increase to 0.75 LOS C in the AM peak hour, the minimum value to create a significant traffic impact with the increase of 0.04 at the LOS C level. This intersection will be fully mitigated with the measures proposed in the Draft EIR as shown in Table 5.14-33 on Page 5.14-40. Table 5.14-36 on Page 5.14-41 identifying “Significant and Unavoidable Impacts” is incorrect in showing the traffic impact at Sloan Canyon Road and Parker Road as remaining “significant and unavoidable” following mitigation. This table should show “None” in the far right column for Short Term 2014 for 1,600 students for Scenario 2.

O2-101

In contrast with Scenario 1, Table 5.14-17 on Page 5.14-15 shows four significant traffic impacts with one access. Of the four intersections significantly impacted, one will remain “significant and unavoidable” as it will not be fully mitigated with the measures that have been proposed in the Draft EIR. Table 5.14-31 on Page 5.14-38 must be corrected to bold the “0.86” and “LOS D” in the AM peak hour for Intersection 6, The Old Road and Parker Road. Table 5.14-36 on Page 5.14-41 identifying “Significant and Unavoidable Impacts” is incorrect in showing “None” in the far right column for Short Term 2014 with 1,600 students for Scenario 1. “None” must be replaced by The Old Road at Parker Road to properly identify the remaining significant and unavoidable impact after mitigation.

O2-102

- Year 2014 plus Project with 2,600 Students - Table 5.14-20 on Page 5.14-18 of the Draft EIR indicates one significant traffic impact for Year 2014 plus Project with 2,600 students for Scenario 2 with two access roadways. This intersection, Sloan Canyon and Parker Road, will be fully mitigated with measures proposed in the Draft EIR as correctly identified in Table 5.14-33 on Page 5.14-40.

O2-103

In contrast with Scenario 1, Table 5.14-19 on Page 5.14-17 shows five significant traffic impacts with one access. Of the five intersections significantly impacted, four will remain “significant and unavoidable” as they will not be fully mitigated with the measures that have been proposed in the Draft EIR as identified in Table 5.14-32 on Page 5.14-39. The identification of “Significant and Unavoidable Impacts” in Table 5.14-36 on Page 5.14-41 is incorrect. Intersection 6, The Old Road at Parker Road, must be added to the other three intersections shown in the far right

O2-104





### 3. Response to Comments from Agencies and Organizations

**Ms. Amy Minter**  
**Castaic High School Project Draft EIR – Traffic Issues**  
**September 4, 2012**

column that will remain "significant and unavoidable" to properly identify the four intersections experiencing these impacts following mitigation.

O2-104  
cont'd

- Buildout plus Project with 2,600 Students - Table 5.14-23 on Page 5.14-22 in the Draft EIR identifies one significant traffic impact at Buildout plus Project with 2,600 students for Scenario 2 with two access roadways. This intersection, Sloan Canyon Road at Parker Road, will be fully mitigated with measures proposed in the Draft EIR as correctly identified in Table 5.14-35 on Page 5.14-41.

O2-105

In contrast with Scenario 1, Table 5.14-22 on Page 5.14-21 shows two significant traffic impacts with one access. To properly identify these impacts, Intersection 6, The Old Road and Parker Road increases to 1.01 LOS F in the AM peak hour and must be bolded in the table to show a significant traffic impact. Intersection 9, Sloan Canyon Road and Parker Road, increases to 0.84 LOS D in the AM peak hour and must also be bolded in the table to show a significant traffic impact. Of the two intersections significantly impacted, The Old Road at Parker Road will remain "significant and unavoidable" as it will not be fully mitigated with the measures that have been proposed in the Draft EIR as identified in Table 5.14-34 on Page 5.14-40. The Impacts Summary, Table 5.14-27 on Page 5.14-25, must be corrected to add Intersection 9, Sloan Canyon Road at Parker Road, to the far right column of intersections that are significantly impacted.

O2-106

- 2) Assumed Improvements Are Not Funded or Programmed - "Long range improvements" at seven of the nine study intersections are listed on Pages 5.14-18 and 5.14-19. The Draft EIR states "Previous studies of the Castaic area have identified roadway and intersection improvements that are needed to serve the long-range requirements of the area."

No evidence has been provided in the Draft EIR that any of the improvements at the seven intersections are funded or included in any adopted plan. The various improvements listed have been included in the General Plan Buildout with Long Range Highway Improvements without Project calculations shown in Table 5.14-21 on Page 5.14-20. These results were then compared for "With Project" volumes for Scenario 1 in Table 5.14-22 on Page 5.14-21 and for Scenario 2 in Table 5.14-23 on Page 5.14-22. Without the improvements in place, conditions at the seven intersections will be significantly worse than reported in the Draft EIR. The traffic analysis must be expanded to delete the improvements that are not funded or programmed, and the LOS values must be recalculated.

O2-107

In addition to the improvements at seven of the nine study intersections, four other projects are listed on Page 5.14-19 with the comment that these

O2-108



### 3. Response to Comments from Agencies and Organizations

**Ms. Amy Minter**  
**Castaic High School Project Draft EIR – Traffic Issues**  
**September 4, 2012**

improvements "...have not been funded but are considered promising... that could be implemented if additional funding becomes available." These further improvements are even more speculative and the Draft EIR provides no evidence that these additional improvements are funded or programmed. The LOS values must also be recalculated to eliminate the intersection operational benefits that would result from these "promising" improvements.

O2-108  
cont'd

3) North Access Roadway Considerations – Page 5.14-7 of the Draft EIR indicates Scenario 1 with one travel lane in each direction is adequate to provide access for the high school with up to 1,600 students. Prior to exceeding this 1,600 student limit, the Draft EIR states the District must complete one of the following:

- Widen the pavement and restripe the northern access route to provide four lanes of travel; or
- Complete the southern public access route per Scenario 2; or
- Make a finding in the future that other roads in the area have been fully constructed by others and that these roads will provide adequate access to accommodate the ultimate school capacity of 2,600 students.

Table 5.14-8 on Page 5.14-8 in the Draft EIR provides a summary of access road alternatives for the different scenarios, with Figure 4-3 on Page 4-21 providing typical roadway cross-sections. For the north access roadway, Figure 4-3 shows a 28 foot wide curb to curb width with a single 14 foot wide travel lane in each direction in 60 feet of right of way. A 5.5 foot wide concrete sidewalk on one side and Class III bike route signing are also proposed.

O2-109

In regard to the first option when the school exceeds 1,600 students, future widening and restriping of the northern access roadway to provide four travel lanes would result in significant, unnecessary additional costs. With only 60 feet of right of way available as shown in Figure 4-3, an additional 10 feet of right of way would need to be acquired on both sides of the northern access roadway for its entire length. The curbs initially constructed on both sides of the 28 foot wide roadway, together with the sidewalk adjacent to the curb on one side, would all need to be demolished. The curbs on both sides and the sidewalk on one side would then be reconstructed and pavement added to provide a roadway 50 feet wide between the curbs to accommodate the four travel lanes. Future widening of the north access roadway should not be considered as a viable alternative and could not be constructed without a major disruption or possible inability to use this road during construction.

In regard to the second option when the school exceeds 1,600 students, delaying construction of the south access roadway will result in significant traffic impacts. According to the Draft EIR analysis of Existing plus Project with 1,600 students, Scenario 1 results in significant traffic impacts at three

O2-110



### 3. Response to Comments from Agencies and Organizations

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**Ms. Amy Minter**  
**Castaic High School Project Draft EIR – Traffic Issues**  
**September 4, 2012**

intersections that require mitigation whereas Scenario 2 with two access roadways does not create any significant traffic impacts. For the Year 2014 plus Project with 1,600 students, Scenario 1 results in significant traffic impacts at four intersections, three of which require mitigation and one deemed "significant and unavoidable". For the same condition, Scenario 2 with two access roadways creates one significant traffic impact that can be mitigated. As indicated in the Draft EIR, construction of mitigation measures required with the single access in Scenario 1 can nearly all be avoided by the initial construction of the second access to the south in Scenario 2.

Q2-110

In sum, the Draft EIR contains many errors and inconsistencies that lead to unnecessary confusion for decision makers and the public. The concerns raised throughout this letter must be fully addressed to clarify and properly portray the differences between Scenarios 1 and 2. Clearly from a traffic engineering standpoint, Scenario 2 is the better alternative. If you have questions regarding these comments, please call me at your convenience.

Q2-111

Respectfully submitted,

**Tom Brohard and Associates**

*Tom Brohard*

Tom Brohard, PE  
Principal

Enclosure



### 3. Response to Comments from Agencies and Organizations

#### Tom Brohard, PE

<b>Licenses:</b>	1975 / Professional Engineer / California – Civil, No. 24577 1977 / Professional Engineer / California – Traffic, No. 724 2006 / Professional Engineer / Hawaii – Civil, No. 12321
<b>Education:</b>	1969 / BSE / Civil Engineering / Duke University
<b>Experience:</b>	40+ Years
<b>Memberships:</b>	1977 / Institute of Transportation Engineers – Fellow, Life 1978 / Orange County Traffic Engineers Council - Chair 1982-1983 1981 / American Public Works Association – Life Member

Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California.

Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. Since May 2005, he has served as Consulting City Traffic Engineer for the City of Indio. He also currently provides "on call" Traffic and Transportation Engineer services to the Cities of Big Bear Lake, Mission Viejo, and San Fernando. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

o Bellflower.....	1997 - 1998
o Bell Gardens.....	1982 - 1995
o Huntington Beach.....	1998 - 2004
o Lawndale.....	1973 - 1978
o Los Alamitos.....	1981 - 1982
o Oceanside.....	1981 - 1982
o Paramount.....	1982 - 1988
o Rancho Palos Verdes.....	1973 - 1978
o Rolling Hills.....	1973 - 1978, 1985 - 1993
o Rolling Hills Estates.....	1973 - 1978, 1984 - 1991
o San Marcos.....	1981
o Santa Ana.....	1978 - 1981
o Westlake Village.....	1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$5 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

Tom Brohard and Associates





### *3. Response to Comments from Agencies and Organizations*

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#### **Tom Brohard, PE, Page 2**

In his service to the City of Indio since May 2005, Tom has accomplished the following:

- ❖ Oversaw preparation and adoption of the Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain constraints. Reviewed Riverside County's updated traffic model for consistency with the adopted City of Indio Circulation Plan.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installation in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of a \$1.5 million project to install traffic signals and widen three of four ramps at the I-10/Jackson Street Interchange under a Caltrans encroachment permit.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Monroe Street over I-10 as well as striping plans to install left turn lanes on Monroe Street at the I-10 Interchange under a Caltrans encroachment permit; reviewed plans to install traffic signals and widen three of four ramps at the I-10/Monroe Street Interchange.
- ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvement of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 40 traffic signal installations and modifications.
- ❖ Reviewed and approved over 600 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
- ❖ Oversaw preparation of a City wide traffic safety study of conditions at all schools.
- ❖ Prepared over 500 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 200 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 25 major developments.
- ❖ Developed the Golf Cart Transportation Program and administrative procedures; implemented routes forming the initial baseline system.

Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.

**Tom Brohard and Associates**

### *3. Response to Comments from Agencies and Organizations*

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ATTACHMENT 2

### 3. Response to Comments from Agencies and Organizations

#### ATTACHMENT A

##### I. Information

##### **Need for a High School in Castaic**

Overcrowding at District high schools and the desire to provide a high school in the Castaic area have created a need for a high school. The acquisition of a school site in Castaic would allow the District to begin planning for a high school. Current and projected enrollments at Valencia High and West Ranch High Schools are beyond design capacity as shown in the chart below. Students in Castaic attend both Valencia High and West Ranch High Schools. Without a high school in the Castaic area, both Valencia High and West Ranch High Schools will continue to have enrollments that far exceed design capacities.

Projected Combined Enrollments  
At VHS and WRHS 2009-2014

Year	2009	2010	2011	2012	2013	2014
Combined Design Capacity	5200	5200	5200	5200	5200	5200
Projected Enrollment	6051	6102	6170	6327	6774	7257
Students Over Design Capacity	851	902	970	1127	1574	2057
Percentage Over Design Capacity	16.3	17.3	18.7	21.7	30.3	39.5

O2-112

##### **History of Efforts to Secure a Castaic School Site**

The District began investigating potential high school sites in 2002. In August of 2002, the District identified nine potential high school sites that were under investigation. In November 2002, the Board narrowed the list of nine sites to three: Hasley/Sloan, Northlake, and Hasley/Del Valle, with Hasley/Sloan being designated as the top choice for a Castaic area high school. In the months that followed that decision, considerable community opposition surfaced. At the request of the County Supervisor's Office and in response to community concern about the Hasley/Sloan proposed school site, the District elected to re-direct efforts to the Northlake school site owned by SunCal. In January 2004, a mitigation agreement was reached with SunCal to provide a graded school site to the Hart District as mitigation for the Northlake residential development. Delivery of the site by SunCal was delayed as a result of water issues, grading plan changes by the developer, and the inability of SunCal to obtain approval from Los Angeles County Regional Planning for the Northlake residential development. Today, the project is still not approved and there is little effort to seek approvals. In August 2006, District staff began searching for alternate school sites in Castaic and assessing the feasibility of each. The Growth Committee, comprised of two Board members, the superintendent, and staff, was formed in 2007 at the Board's request and assigned the task of studying growth on the west side and potential school sites in Castaic.

### 3. Response to Comments from Agencies and Organizations

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#### Site Investigation Components

This site investigation and study has been conducted in accordance with the School Site Selection Standards and Procedures, Title 5 of the California Code of Regulations, as well as Education Code Section 17210. These two standards will guide the continued process of due diligence after a preferred site is identified by the Board.

District staff has conducted investigations and studies of each of the identified sites. The components that have been included in the investigation of each site are:

- a) Location – population density related to site location
- b) Access – primary and secondary
- c) Topography
- d) Availability
- e) Environmental – soil contaminants, chemical plants, land fills, fuel tanks, etc.
- f) Utilities – availability and feasibility of obtaining water, electricity, gas, and sewer
- g) Transportation operational costs
- h) Proximity to high voltage power lines
- i) Potential expansion for future needs
- j) Traffic hazards, including proximity to state highways
- k) Special study zones and designated geological hazardous areas
- l) Community support
- m) County Supervisor's Office support
- n) Site development costs

The investigation has included engineers, certified appraisers, architects, County Regional Planning, developers, and owners. District staff has presented summaries of compiled information to the Growth Committee and sought community input from the Castaic Union School District Board, the Castaic Town Council, the West Ranch Town Council, Los Angeles County Regional Planning, the County Supervisor's Office, and the community through a public meetings.

#### Site Evaluations

##### Mandoline Canyon

Located in the northern region of Castaic, this high school site is located within a residential development of approximately 200 acres. The owner reports no major environmental or soils issues. The topography is composed of hills and valleys and the school pad would be planned for a balanced cut/fill site. The site would yield at least a 50-acre school pad. Accessibility would be from a roadway to be constructed from the end of the paved portion of Parker Road, approximately one mile to the Mandoline Canyon site. Secondary access would be along Romero Canyon Road to Hasley Canyon. Utilities are available from Parker Road, one mile away from the site.

O2-112  
cont'd



### 3. Response to Comments from Agencies and Organizations

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#### Romero Canyon

The Romero Canyon school site is located in the northern region of Castaic adjacent to the Mandoline Canyon property on approximately 200 acres. The property owner reports no significant environmental or soils issues. The topography is hilly and the pad would require cut/fill to balance. The site would yield a minimum 50-acre school site.

Accessibility would be from a roadway to be constructed from the paved portion of Parker Road, one mile to the Mandoline Canyon development, through Mandoline to the Romero Canyon residential development. The developer believes access to the school site could be constructed from the extended Parker Road through a property adjacent to his that could be purchased. Secondary access would be along Romero Canyon Road to Hasley Canyon. Utilities are available from Hasley Canyon Road along Romero Canyon.

#### Hasley/Sloan

This school site was designated in 2002 by the District as the preferred site for a high school in Castaic and the property was purchased through the Santa Clarita Valley Facilities Foundation. After community members expressed concern over the site selection and after the County Supervisor's Office requested the District consider another site, the District re-focused their efforts on another site.

#### Hasley/Lombardi

The Hasley/Sloan property, owned by the Santa Clarita Valley Facilities Foundation, adjoins approximately 80 acres of which a portion could be developed, along with the Foundation property, as a school site. The owner reports no known environmental issues and no known soils contamination. The Hasley/Sloan property has been identified as having some liquefaction areas. The topography is sloping hills with a portion of the property in a flood plain. The site, when graded, would be balanced through cut/fill and yield at least 50 acres. The current primary access is Hasley Canyon Road or Sloan Canyon Road on the west. Another possible access has been proposed by the owner from Hillcrest Parkway along Barcelona. Utilities are available adjacent to the property.

O2-112  
cont'd

#### Sterling Gateway Commercial

The proposed site is located adjacent to the Commerce Center in the southern area of Castaic and would be located within a 1000-acre commercial development. No major environmental or soils issues exist. The site is comprised of sloping hills and flat areas. Accessibility to this site would be from Witherspoon or "A" Street off of Penn. Both access points are planned as major roadways and could serve as primary and secondary access to the school site. Utilities are located at Penn and Witherspoon Streets adjacent to the property.

#### Sterling/Residential

Sterling/Residential is located adjacent to and west of the Sterling Gateway Commercial property between the community of Val Verde and the Commerce Center. Made up of a combination of a proposed 29-home residential development, open space, and 6 commercial lots that are part of the Sterling Gateway Commercial development, the school site could be graded for a minimum of 50 acres. The topography of the site includes sloping hillsides and a valley. The owner is not aware of any major



### 3. Response to Comments from Agencies and Organizations

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environmental or soils issue, except for a small fault line that runs through the open space portion of the proposed site. Access to the site is from Witherspoon and “A” Street off Penn, both within 1000 feet of the proposed site. Secondary access to this site could be via Witherspoon, which could be extended through the commercial site to the school site.

#### California Department of Education Site Evaluations

Preliminary site evaluations have been completed by the California Department of Education (CDE) and written reports have been generated for the studied sites. CDE creates a relative ranking of sites based on criteria established by the Department of Education. The relative rankings of these sites are shown in the chart below:

Site	Mandoline	Romero	Hasley/Sloan	Sterling/Residential
CDE Ranking	2 or 3	3	1	1

A comparison of the sites being considered is attached.

O2-112  
cont'd



### 3. Response to Comments from Agencies and Organizations

Comparison of High School Sites in Castaic

Site: Mandoline Canyon

Location	Environmental	Soils	Topography	Shape and Size	Accessibility	Public Services	Utilities	Operational Cost	California Department of Education	Availability
Located west of the 5 Freeway approximately 1 mile west of the improved terminus of Parker Road.	Owner has done extensive environmental documentation for the site. The developer reports that no significant environmental barriers exist to develop this site.	A geotechnical analysis exists for the property. Owner states that the soils analysis has been approved by the County.	Existing site is composed of hills and canyons. Site would be planned for a balanced cut/fill site. Site may be stepped in order to reduce the amount of excavation on the site.	Property should yield a useable site of approximately 50 acres in a suitable configuration for a high school. Adjacent property would also yield residential lots.	Access is dependent on developers ability to provide a road from the site to the current terminus of Parker Road (approx 1 mile). Developer currently plans to only provide a two lane road to the property. Required expansion to a four lane road is anticipated. If a secondary access is required, it would be along Romero Canyon which likely would result in opposition from local residents.	The closest public services are approximately 2 miles away on Parker Road. It is unknown where future public services (ei: fire station) will be located in this area.	Improved roads and utilities are not currently available at or near the site.	Annual bus transportation costs at this site are estimated at approximately \$130,000.	Preliminary assessment indicates a relative ranking of 2 or 3 (on a scale of 1-3, a 1 being the highest).	Owner has title to the property.

02-113

10/9/08  
WSHUHSD Facilities

### 3. Response to Comments from Agencies and Organizations

Comparison of Castaic High School Sites										
Site: Romero Canyon										
Location	Environmental	Soils	Topography	Shape and Size	Accessibility	Public Services	Utilities	Operational Cost	California Department of Education	Availability
Located west of the 5 Freeway approximately 1 mile north of the improved terminus of Romero Canyon Road.	Owner has done a Phase 1 For the property. There is a recognized environmental condition at the site relating to an abandoned oil well that was not abandoned correctly. This well must be re-abandoned to current standards. The developer reports that no significant environmental barriers exist to develop this site.	Owner states that soils analysis has revealed no significant issues.	Existing site is composed of hills and canyons. Site would be planned for a balanced cut/fill site. Site may be stepped in order to reduce the amount of excavation on the site.	Property should yield a useable site of approximately 50 acres in a suitable configuration for a high school. Adjacent property would yield residential lots.	Access is dependent on improvements on Parker Road that are planned for the development to the north (Mandoline Canyon property). At this point, there are no plans to provide any more than a two lane road to the site. Developer has also suggested an access road be developed from Parker Road southwest through property proposed for purchase by owner of Romero Canyon Property. Secondary access is planned along Romero Canyon Road.	The closest public services are approximately 2 miles away on Parker Road. It is unknown where future public services (e.g. fire station) will be located in this area.	Improved roads and utilities are not currently available at or near the site.	Annual bus transportation costs at this site are estimated at approximately \$130,000.	Preliminary assessment indicates a relative ranking of 3 (on a scale of 1-3, a 1 being the highest).	Owner shares title to the property with a partner. Both parties will need to agree on a division of the parcels between a high school and adjacent residential.
										O2-113 cont'd
										10/9/08 WSHUHS District



### 3. Response to Comments from Agencies and Organizations

Comparison of Castaic High School Sites

Site: Hasley/Sloan

Location	Environmental	Soils	Topography	Shape and Size	Accessibility	Public Services	Utilities	Operational Cost	California Department of Education	Availability
Located at corner of Hasley Canyon and Sloan Canyon Road	Phase 1 Environmental Completed. DTSC has reviewed the document and has visited the site. DTSC has determined that a preliminary Environmental Assessment (PEA) is not required for this site. Since this work was done several years ago, this work may need updating.	Review of geological studies done for Greystone Homes shows the soil to be fairly stable. Some liquefaction areas in the lower portions of the site need to be over-excavated and re-compacted. Site would need substantial grading for use as a school site. Review of geology has been done by staff and ERI.	Site slopes up from front (south) to back (north). Southern portion (approx. 25% of the site) is located in a flood plain. Site would be planned for a balanced cutfill site. Site may be stepped in order to reduce the amount of excavation on the site.	Property should yield a useable site of approximately 50 acres in a suitable configuration for a high school.	Current primary access is by Hasley Canyon Road to the south and dirt access road on west (Sloan). Both roads would need to be improved with addition of a high school in this location. Access from Hasley Canyon Road would require a bridge.	New planned fire station is approximately 1 mile from site.	All utilities except water are in adjacent roadways.	Annual bus transportation costs at this site are estimated at approximately \$70,000.	Preliminary assessment indicates a relative ranking of 1 (on a scale of 1-3, a 1 being the highest).	Property is being held by SCVFF.

O2-113  
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10/9/08  
WSHUHS Facilities

### 3. Response to Comments from Agencies and Organizations

Comparison of Castaic High School Sites

Site: Hasley/Lombardi

Location	Environmental	Soils	Topography	Shape and Size	Accessibility	Public Services	Utilities	Operational Cost	California Department of Education	Availability
Located at corner of Hasley Canyon and Sloan Canyon Road. This site includes the Hasley/Sloan site (currently being held by the SCVFF) and some portion of the adjacent 80 acre property owned by a developer.	District has not had access to owner's Phase 1 reports done on this site. The owner reports that no significant environmental barriers exist to develop this site.	Owner states that soils analysis has revealed no significant issues.	Site slopes up from front (south) to back (north). Southern portion (approx. 25% of the site) is located in a flood plain. Site would be planned for a balanced cut/fill site. Site may be stepped in order to reduce the amount of excavation on the site.	Property should yield a useable site of approximately 50 acres in a suitable configuration for a high school. Site would also yield residential lots.	Current primary access is by Hasley Canyon Road to the south, dirt access road on west (Sloan), and possible new access from Barcelona Rd. New roads would need to be improved with addition of a high school in this location. Access from Hasley Canyon Road would require a bridge.	New planned fire station is approximately 1 mile from site.	All utilities except water are in adjacent roadways.	Annual bus transportation costs at this site are estimated at approximately \$70,000.	A preliminary assessment indicates a relative ranking of 1 (on a scale of 1-3, a 1 being the highest) on the adjacent Hasley/Sloan site.	Owner has title to 80 acre property to the east. Owner wants to obtain the Hasley/Sloan site from the SCVFF and develop both sites together.

O2-113  
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10/9/08  
WSHUHS District Facilities



### 3. Response to Comments from Agencies and Organizations

Comparison of Castaic High School Sites

Site: Sterling Commercial

Location	Environmental	Soils	Topography	Shape and Size	Accessibility	Public Services	Utilities	Operational Cost	California Department of Education	Availability
Located adjacent to the Commerce Center.	Owner has done extensive environmental documentation for the site. According to the owner, no significant environmental barriers exist to develop this site.	A geotechnical analysis exists for the property. Owner states that no significant soils issues exist.	Existing site is composed of hills and canyons. Site would be planned for a balanced cut/fill site. Site may be stepped in order to reduce the amount of excavation on the site.	Property should be able to yield a useable site of approximately 50 acres in a suitable configuration for a high school.	A 4 lane 84' wide roadway comes directly to the site. Owner has also purchased the right of way to add another 4 lane roadway directly into the site for secondary access.	Site is adjacent to the Commerce Center and an existing fire station is approx. 2 miles away on Henry Mayo Dr.	Utilities are available in adjacent roadways to the site.	Annual bus transportation costs at this site are estimated at approximately \$70,000.	A preliminary assessment indicates a relative ranking of 1 (on a scale of 1-3, a 1 being the highest) on the adjacent Sterling Residential site.	Owner has title to the property.

O2-113  
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10/9/08  
WSH/HSO Facilities

### 3. Response to Comments from Agencies and Organizations

Comparison of Castaic High School Sites

Site: Sterling/Residential/Open Space

Location	Environmental	Soils	Topography	Shape and Size	Accessibility	Public Services	Utilities	Operational Cost	California Department of Education	Availability
Located adjacent to and overlaps the Sterling Commercial property in the Commerce Center.	Owner has done extensive environmental documentation for the site. According to the owner, no significant environmental barriers exist to develop this site.	A geotechnical analysis exists for the property. Owner states that no significant soils issues exist.	Existing site is composed of hills and canyons. Site would be planned for a balanced cut/fill site. Site may be stepped in order to reduce the amount of excavation on the site.	Property should be able to yield a useable site of approximately 50 acres in a suitable configuration for a high school.	Access is dependent on developers ability to provide a 1,000' road from the site through the adjacent commercial property. This access is a 4 lane 84' wide roadway directly to the site. Secondary access could be developed just south of the commercial property.	Site is adject to the Commerce Center and an existing fire station is approx. 2 miles away on Henry Mayo Dr.	Utilities are available in adjacent roadways which are near the site (within 1000'). Water is provided by the County for this site.	Annual bus transportation costs at this site are estimated at approximately \$70,000.	This site has a relative ranking of 1 (on a scale of 1-3, a 1 being the highest).	Owner has title to the property.

O2-113  
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10/9/08  
WSHUSD Facilities



### *3. Response to Comments from Agencies and Organizations*

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#### **O2. Response to Comments from Chatten-Brown & Carstens, dated September 4, 2012.**

- O2-1 The comment regarding the project description is noted. Responses to specific assertions in this comment are provided in responses to subsequent comments in this letter.
- O2-2 Responses to the statement of inadequacy of the EIR in this comment are provided in responses to subsequent comments in this letter.
- O2-3 The baseline used in the DEIR is existing conditions on and surrounding the site when the notice of preparation is published, as provided in CEQA Guidelines Section 15125(a). The environmental setting in the DEIR satisfied that requirement. The baseline is discussed further below in Response O2-24. Responses to comments on the project description are contained in Responses O2-10 through O2-22 below.
- O2-4 The optional access routes are all analyzed in the EIR and are not mitigation measures.
- O2-5 This comment is a reference to the Hasley-Sloan Alternative Site analyzed in Section 7.8 of the DEIR. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- O2-6 The 45-day DEIR public review period began on July 24, 22 days before the public meeting. The meeting was scheduled to allow time for residents and other interested parties to submit written comments to the District after seeing the presentation on the project at the August 15 meeting. The public meeting is scheduled to allow interested parties time to review the DEIR before the meeting; and to write and submit comments after the meeting within the 45-day review period. There is no legal requirement that the District hold this public hearing, nor one that allows a specific timeframe after publication of the Draft EIR. Rather, the meeting was part of the District's efforts to inform the public and obtain public comments about the project.
- O2-7 The referenced statement by a Board member was not part of the CEQA process. This comment does not relate to the adequacy of the EIR and the accuracy of the newspaper quote is not relevant to the adequacy of the EIR.
- O2-8 Although the online versions were reduced in size to accommodate public downloads, higher resolution versions of all documents were available during the 45-day public review period at five locations as identified on the Notice of Availability. Figure 5.1-4 is correctly labeled. The figure shows a conceptual rendering of how the site would look in the future, and shows North Romero Canyon Road as a future road currently identified in existing tract maps.
- O2-9 The supporting arguments do not meet the legal definition of pre-commitment as defined under the California Environmental Quality Act (CEQA) because the actions taken can be reversed without substantial cost to the District. The District has not yet committed funds for grading, school construction, or road or utilities construction. District expenses on the proposed project site thus far include CEQA documentation, technical studies supporting CEQA documentation, and engineering work.



### *3. Response to Comments from Agencies and Organizations*

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- O2-10 The project description, especially regarding access roads, is consistently stated throughout the EIR, and in Chapter 4, *Project Description*, and in Section 5.14, *Transportation and Traffic*. This applies to both the names and locations of proposed roadways, and to the time of implementation. A summary table of access road scenarios and options is provided in Table 5.14-8. Analyzing multiple options for a project is common in CEQA documentation and does not render the EIR inadequate.
- O2-11 The District does not intend to utilize Romero Canyon Road south of the proposed emergency gate, for access to the new high school. Access to and from the project would be from the roads identified in Chapter 4 of the DEIR. Access Scenario 1 provides public access along a route that begins as an extension of Sloan Canyon Road to the high school campus. As shown on Figure 4-2, School Access Roadways, the District is considering two options for the extension of Sloan Canyon Road to the campus. These options are as follows:

#### **Access Scenario 1**

##### Option A

1. Sloan Canyon Road west to Mandolin Canyon Road
2. Mandolin Canyon Road north to Harp Canyon Road
3. Harp Canyon Road west to North Romero Canyon Road
4. North Romero Canyon Road south to Valley Creek Road
5. Valley Creek Road to the school access point

##### Option B

1. Sloan Canyon Road west to Canyon Hill Road
2. Canyon Hill Road west to Valley Creek Road at school access point

#### **Access Scenario 2**

Access Scenario 2 includes the same northern public access road options as Access Scenario 1, but is combined with a southern public access road connecting the campus to Hillcrest Parkway. This proposed route follows existing dirt roads.

1. Sloan Canyon Road north beginning at the western end of Hillcrest Parkway
2. Baringer Road west to Valley Creek Road
3. Romero Canyon Road/Valley Creek Road north to campus.

Romero Canyon Road would be utilized in emergency circumstances only, in the event other access points to the project are rendered unusable by an emergency, or not reasonably available due to an emergency.



### *3. Response to Comments from Agencies and Organizations*

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O2-12 Land use impacts of the project are assessed in Section 5.9, *Land Use and Planning*, of the Draft EIR. CEQA pertains to impacts to the physical environment; fiscal impacts are outside of the purview of CEQA.

1) See map in Appendix K (*O2-12\_ROW Maps*), which shows existing road rights-of-way from Quail Valley Road to the high school site for options A and B. Easement acquisition will be requested for Canyon Hill Road between the eastern boundary of the high school site and Mandolin Canyon Road and the realignment of Mandolin Canyon Road between Tract 46443 and Canyon Hill Road if the project is approved the school district board.

2) Road rights-of-way from Hillcrest Parkway to the southern boundary of the high school site all exist except for additional right-of-way to be obtained just north of Hillcrest Parkway and the alignment in the vicinity of Baringer Road and Sloan Canyon Road. Easement acquisition will be pursued for the alignment in the vicinity of Baringer Road and Valley Creek Road, if the project is approved the school district board.

A separate map in Appendix K shows existing road rights-of-way from the southern boundary of the high school site to Hasley Canyon Road.

CEQA does not require that fiscal impacts be analyzed in the EIR.

O2-13 The school site would be 71.4 acres, meeting CDE requirements for a comprehensive high school for the proposed buildout enrollment. The District has no plans to sell part of the proposed project site to College of the Canyons. If the school is built within Tentative Tract Map (TTM) 47807, then the remainder of the TTM and its units would not be built and the map would essentially “dissolve”. The District has no plans to sell part of the TTM for future residential development (see Appendix K, *O2-13\_Acerage Summary*).

O2-14 There is no statement on DEIR page 3-3 referencing a conditional use permit (CUP). The District plans to exempt the site from County zoning requirements, as stated on DEIR page 4-15; thus, the District would not need to obtain a CUP to develop the proposed school on the site.

O2-15 To the extent that a beacons or lights are needed on any county operated broadcast towers the county will be responsible. The District will not be constructing a helipad. The District has no plans to put lights on District-operated towers.

O2-16 The numbers of stories refer to different buildings on campus. The eight classroom buildings are labeled on the conceptual site plan as one story each. The gymnasium/shower/locker building is expected to be about 40 feet high – that height is needed for indoor basketball and volleyball play. The performing arts building would most likely be three stories high; the height is needed for the theater. All of the building heights used in the visual simulations in Section 5.1, *Aesthetics*, are currently planned heights as described above. Further detail in the project description is not required for an understanding of the project or for decision makers to understand the environmental impacts.

O2-17 The District has no plans to install solar panels on top of any buildings onsite. If solar panels are installed on site, they are likely to be within the parking areas, which are at

### *3. Response to Comments from Agencies and Organizations*

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the lower elevations and would not be highly visible from surrounding areas. The panels are dark to maximize solar collection and would not be reflective.

O2-18 The site is being annexed into a different water district to provide a reliable water supply for the project.

O2-19 The anticipated schedule for demolition would take longer than two months and would not require acquisition of any parcels. As stated in Section 3.2.3, *Site Environmental Setting*, of the DEIR, the site is in a natural undeveloped state except for a few dirt roads. Clearing the grading area of vegetation would require about two months.

Demolition activities include contractor move-in, setting up an equipment maintenance yard, providing a temporary source of construction water, providing SWPPP items, then doing clearing and grubbing, including brush and tree removal.

O2-20 No additional parcels are needed for the school site.

O2-21 Construction equipment and vehicles will access the site from Sloan Canyon Road to the east.

O2-22 It is estimated that 31 percent of project students would come from developments south of the Hillcrest community, including planned developments in Newhall Ranch such as Landmark Village and Mission Village. It is projected by Davis Demographics & Planning, the District's consultant for enrollment projections, that students from Landmark Village will attend West Ranch High School and students from Mission Village will attend Castaic High School; however, which schools will serve specific developments will be determined by the District.



O2-23 DEIR Page 3-2 states: "Various rural residences surround the site and more dense residential development is to the east....Small residential developments occur to the west and around the southern roads of the site."

Surrounding residential land uses are described in the Air Quality section (5.2); and surrounding land uses include "a few scattered homes" as stated in the Land Use section (5.9). The site surroundings include scattered rural residential land uses and no revision to the EIR is needed.

O2-24 The baseline is existing conditions on the ground when the NOP was published, January 30, 2012; not including previous actions purportedly in furtherance of the project. The removal of 24 oak trees from the site in 2010 was done pursuant to County Oak Tree Permit No. 89-213 granted in relation to development of a residential project onsite.

O2-25 See Response O2-22.

O2-26 The DEIR accurately discloses those locations that are not fully mitigated under Scenario 1. For example, under short-term 2014 conditions with 2,600 students, there is one intersection location that remains at LOS D with mitigation, two locations that remain at LOS E with mitigation, and one location that remains at LOS F with mitigation (see DEIR Table 5.14-32). With 1,600 students, the impacts of the project under Scenario 1 are fully

### *3. Response to Comments from Agencies and Organizations*

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mitigated with the identified mitigation measures with the exception of one location that remains at LOS D (see DEIR Table 5.14-31).

Under Scenario 2, one location is identified as significantly impacted (see DEIR Tables 5.14-18 and 5.14-20), but the identified mitigation measure fully mitigates the project's impacts (see DEIR Table 5.14-33).

O2-27 The DEIR identifies three mitigation measures, of which at least one must be met prior to the school exceeding 1,600 students with the one access route (Mitigation Measure T-2). One requires widening the northerly access route to a four-lane roadway, another requires completing the second (southerly) access route, and another requires the completion of other future roadways in the area that provide a sufficient amount of additional capacity to accommodate 2,600 students (see DEIR page 5.14-36). The DEIR also identifies an additional mitigation measure that must be met prior to the school exceeding 1,600 students, which requires the implementation of staggered start times (MM T-3). The purpose of the staggered start times, described as three start times with each of the times at least 30 minutes apart and with at least 25 percent of the student enrollment in each of the three start times, is to spread the peak traffic generation with full enrollment over a longer time period, thus lessening the impact at any given time. With the start times staggered as described, the effective impact of 2,600 students would not exceed the peak hourly traffic generation of 1,600 students.

O2-28 The widening of the northerly access route to four-lanes would provide sufficient capacity to accommodate 2,600 students; however, as noted in the comment, a single northerly access route would result in longer trip lengths for residents of the Hillcrest Parkway community in comparison to the two-access route scenario (Scenario 2).

The trip distribution percentages for the high school were derived from student population data provided by the District. The data, which identified future student locations for the anticipated Castaic attendance area, results in approximately 27 percent of the trips originating in the northerly Castaic area, approximately 27 percent of the trips originating in the Hillcrest Parkway community, and the remaining 46 percent of the trips originating further south (see DEIR Figure 5.14-5). As such, over 58 percent of the trips are estimated to be arriving from the south. These trip percentages include trips made by students as well as faculty and staff. Of the trips originating in the Hillcrest Parkway community and areas south, the majority are estimated to utilize the southerly access route via Hillcrest parkway and these trips represent approximately 58 percent of the total (see DEIR Figure 5.14-5). The remaining trips from the south are estimated to utilize the northerly access route via The Old Road or the I-5 freeway.

A single access route to the south via Hillcrest Parkway with 1,600 students was not specifically evaluated in the DEIR; however, it would generally be comparable to the conditions identified for the full 2,600 student enrollment in which 58% of the total trips (equivalent to approximately 1,500 students) is estimated to use the southerly access route.

O2-29 The northerly access road would be designed to the established specifications of the County Department of Public Works, which limits the grade and curvature to accepted standards.

### *3. Response to Comments from Agencies and Organizations*

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Local traffic conditions worsen when the I-5 freeway is shut down due to extreme weather or fire events. The freeway closure typically results in northbound traffic being removed at the Parker Road interchange, resulting in congestion on the northbound off-ramp. Under Scenario 1, school traffic from the south would need to utilize The Old Road as the alternative to the freeway, leading to increased congestion at the intersection of The Old Road and Parker Road. Under Scenario 2, school traffic from the south could utilize the Hillcrest Parkway connection as an alternative to taking the I-5 freeway to Parker Road.

O2-30 The use of staggered start times for the High School does not directly translate to incompatibility with carpooling. If the high school's start time is different than other schools in the area, carpooling between those schools becomes easier since it allows time for the parent to travel between the two locations. Staggered start times at the high school can also result in more opportunities for parents to coordinate a schedule that fits their particular carpooling needs. Nonetheless, staggered start times can be a challenge for parents when they have multiple students at the high school if each student has a different start time. For those circumstances, it is recommended that the school maintain flexibility when scheduling the classes of siblings in order to minimize inconvenience to the family.

O2-31 The segment of Romero Canyon Road from Baringer Road to Hasley Canyon Road ("South Romero Canyon Road") would be used as a gated emergency access in both Scenarios 1 and 2, as described in DEIR Chapter 4. As in Scenario 2 South Romero Canyon Road would be used as a gated emergency access until the southern public access route was built, use of South Romero Canyon Road as a gated emergency access would continue after construction of the southern access route.

See map of existing road rights-of-way (Appendix K, *O2-12\_ROW Maps*) for Romero Canyon Road with easement for references. There is an existing water line with fire hydrants in Romero Canyon Road for LA County Fire Department use. Title company review of existing documents may be necessary as it isn't clear about emergency use.

O2-32 The District does not intend to utilize Romero Canyon Road south of the proposed emergency gate, for access to the new high school. Access to and from the project would be from the roads identified in Chapter 4 of the DEIR under Scenario 1 and 2. Romero Canyon Road would be utilized in emergency circumstances only, in the event other access points to the project are rendered unusable by an emergency, or not reasonably available due to an emergency. The right to use private streets for emergency purposes is recognized under applicable law.

A Romero Canyon Road Right-of-Way Exhibit Map, included in Appendix K of this FEIR, shows existing Road right-of-way with recorded document references from Hasley Canyon Road to the High School site. The existing pavement is approximately 30 feet wide from Hasley Canyon Road to Anvik Street and then transitions to approximately 20 feet wide to approximately 1,500 feet from the southerly boundary of Parcel Map 67132, then it's some broken pavement and dirt the remaining 1,500 feet. There is an existing water main and fire hydrants for Los Angeles County use from Hasley Canyon Road to the southerly boundary of PM 67132. The High School District does not intend to widen the existing paved road, but would provide a 20-foot-minimum width pavement to an emergency gate south of Baringer Road.



### *3. Response to Comments from Agencies and Organizations*

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O2-33

to 36 See Appendix K, *O2-36\_TTM Conditions* for conditions of approval for TT 47807.

O2-37 See Response O2-21.

O2-38 As stated in the Supplemental Traffic Analysis (May, 2012), on-street Class III bike routes (signed but not striped) are appropriate for cyclists comfortable with riding in the roadway (see page 19, Supplemental Traffic Analysis, May, 2012). For high school students, who are generally less experienced riders and not as comfortable with riding in close proximity to vehicular traffic, a separate bike trail (Class I) is preferable. Delineated bike lanes (Class II), would be less desirable than a Class I trail for most high school students.

For the proposed access roadways, multiple cross sections have been proposed as shown in Appendix C of the Supplemental Traffic Analysis, May, 2012 (see DEIR, Appendix J-1). Additionally, cross sections are shown in Appendix K of this FEIR. Roadways could accommodate a Class II bike lane if required by the County Department of Public Works, which will decide the roadway configuration. More importantly, the proposed grading limits can also accommodate a Class I trail completely separate from the vehicle roadway. Land for a Class I off road trail will be dedicated to the County along the school. The Federal Highway Administration (FHWA) minimum recommended width of a shared use path is 10 feet. For a dedicated two-way cycle-track, the National Association of City Transportation Officials (NACTO) minimum recommended width is 8 feet. Either configuration could be accommodated within the proposed access roadway grading limits, and each allows for bicycle travel in both directions.

O2-39 Under Scenario 2, the average resident of the Hillcrest Community would be approximately 2.6 miles (+/- 1 mile) from the high school. Under Scenario 1, in which only the northern access route is provided, the practicality of walking or biking to the high school would be limited for the community along Sloan Canyon Road and Parker Road, some of which is up to two miles from the school site. Residents of the Hillcrest Community would not have a practical walking or biking route to from the high school under Scenario 1 as the distance to the high school would be approximately 4.6 miles (+/- 1 mile).

The California Safe Routes to School (SR2S) program has the primary goal of increasing the number of children walking or biking to school by making it safer for them to do so. Safe routes are achieved by providing separation between pedestrians, bicycles, parent vehicles, and buses. The proposed access roadway cross sections include sidewalks for pedestrians and allocate space for shared use trails for bicyclists as the adjacent areas are developed (see DEIR Figure 4-3 and Appendix J-1, and FEIR Appendix K, A7-1\_Cross Sections). The need for traffic signals has been identified at major intersections as well as the high school's primary access driveway, and these signals will include pedestrian crosswalks and pedestrian phasing in accordance with the Los Angeles County Department of Public Works standards. In these ways, the proposed access routes meet the primary goal of the Safe Routes to School program.

O2-40 Within the Santa Clarita Valley, high school bus service is provided by Santa Clarita Transit (SCT) with special routes (600 Series). Because student enrollment continues to

### *3. Response to Comments from Agencies and Organizations*

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grow and the school district regularly opens new schools, SCT school-oriented routes and schedules are adjusted annually. The proposed school will require additional school-oriented routes (Fajans & Associates 2006). To facilitate the use of transit, the District is coordinating with SCT about the location of bus stops at the proposed project site (see DEIR Page 5.14-26).

- O2-41 Access to the high school is proposed to consist of new roadways through areas that are primarily undeveloped. The access roadways would be designed to the established specifications of the Los Angeles County Department of Public Works, which places limits on the amount of curvature and steepness of the roadways, and which includes specific criteria in regard to the provision of safety enhancing measures such as guard rails. A determination regarding the use of guard rails, or other safety measures, will be made through consultation with County engineers as part of the roadway design process.
- O2-42 Since the Baringer Road/Romero Canyon Road/Valley Creek Road intersection is an off-site public intersection, the specific configuration will be determined by the Los Angeles County Department of Public Works. The school district, if it so chooses, can make a request of the County to consider the reconfiguration of the intersection as well as the naming of the roadways.
- O2-43 Until such time that additional development occurs in the vicinity of the high school site, traffic on the middle section of Sloan Canyon Road will primarily be related to the high school. As such, the initial configuration of the Sloan Canyon Road/Baringer Road connection is to facilitate trips to and from the school. When future development is proposed, the optimal configuration of the future Sloan Canyon Road/Baringer Road intersection will be based on the expected traffic patterns resulting from the new development in combination with the school traffic. The proposed configuration of Sloan Canyon Road would not preclude the reinstatement of the limited secondary highway designation at a future date if so desired by the County.
- O2-44 The South Coast Air Quality Management District's (SCAQMD) draft methodology for determining significant project-level GHG emissions impacts is a tiered approach.<sup>1</sup> The 3,000 metric tons per year cited by the commenter is not a significance threshold but screening criteria (Tier 3) under SCAQMD's draft methodology. Projects that exceed the "bright line" screening criteria move on to SCAQMD's Tier 4 efficiency metric to determine project-related GHG emissions impacts.

SCAQMD's draft per capita significance thresholds are based on the greenhouse gas (GHG) reduction targets of Assembly Bill 32 (AB 32). In general, the per capita "efficiency metric" is based on an expanded interpretation of the California Air Resources Board (CARB)'s statewide GHG reduction target as documented in the 2008 Scoping Plan. In the 2008 Scoping Plan, CARB identifies that on a per capita basis, annual emissions would need to be reduced to 14 tons of carbon dioxide-equivalent CO<sub>2</sub>e to "10 tons per person by 2020." CARB's per-capita analysis is based on residents only (not residents plus employees).

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<sup>1</sup> Tier 1 is a check to see if the project is exempt from CEQA, Tier 2 is if the project is consistent with a qualified GHG reduction plan, neither of which apply in this situation.



### *3. Response to Comments from Agencies and Organizations*

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On a state level this approach is applicable because if you work in California the chances are you also live in California. Dividing the total emissions inventory by the total population of the state as a statewide efficiency target more accurately identifies how efficient the state as a whole is in terms of GHG emissions and GHG emissions reductions. However, when chopping it down to a smaller scale (e.g., regional or General Plan level) when Air Districts were developing CEQA significance thresholds, it was quickly realized that people typically live in one City and may work in another. Because GHG emissions are dominated by the on-road vehicle trips, not accounting for people who work at the project site would drastically underestimate a project's GHG emissions efficiency. As a result, a different interpretation of "per capita" was developed when evaluating GHG emissions impacts for project-level analyses under CEQA.

The Bay Area Air Quality Management District (BAAQMD) was one of the first air districts to propose efficiency metrics for CEQA documents. The term "Service Population" (SP) was first coined by BAAQMD as part of their Draft CEQA Guidelines and it is based on their evaluation of CABR's statewide efficiency metric. This term is now used state-wide. In BAAQMD's guidelines, they developed a definition for Service Population to resolve the fact that emissions generated by the project are generated by both people who "live or work" in the project site but likely do not "live and work" in the project site. This is primarily because the predominant emission source is the vehicles driven by those people who "visit" the site.

However, a traditional definition of Service population that only includes residents and employees is not always applicable for projects that may have different "users" of the site. Therefore, for the purpose of evaluating GHG emissions from school projects, a definition of Service Population has been expanded to include students and staff. These two populations are the primary generators of GHG emissions from school projects (e.g., trips are primarily generated by the students who drive/are driven to the school).<sup>2</sup> Therefore, it is the lead agencies independent judgment that there is substantial evidence to support the definition of Service Population for the proposed school project, which is consistent with past methodology developed by Air Districts in California for evaluating CEQA impacts.

- O2-45 As described in Response to Comment O2-28, the trip distribution percentages were derived based on what the District anticipates as future student growth areas. The Draft EIR identifies that approximately 27 percent of the trips originating in the Hillcrest community while the majority (46 percent) originating further south. VMT is based on the CalEEMod program defaults and is consistent with the anticipated student boundary for the proposed school. A one-way trip estimated in the CalEEMod is between 7.3 to 9.5 miles one way (with the majority, 77.8 percent, of trips being 9.5 miles). The default trip lengths are consistent with the trip lengths for trips in Los Angeles County and were developed based on County-specific data that was integrated into CalEEMod. Access through the southern route would provide a shorter route for residents in the Hillcrest

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<sup>2</sup> For another example, a park project would include maybe one or two Department of Recreation/Public Works employees who visit the site. However, the park may have active use areas (e.g., baseball field, soccer fields) that generate enough daily trips to warrant a parking lot. In this example, emissions may or may not exceed 3,000 MTons/day (depending on the number of trips generated) under Tier 3. However, if a Tier 4 analysis was necessary, there would be no true way to evaluate the project's "efficiency" without considering an alternative definition that includes average daily park users.



### *3. Response to Comments from Agencies and Organizations*

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communities and communities further south compared to the northern route resulting in less GHG emissions for those residents driving to and from that community in Phase 1. However, in Scenario 2, by Phase 2 the southern access route would be constructed.<sup>3</sup> GHG emissions were identified as a less than significant impact of the proposed project.

The travel distance to the proposed high school site is approximately 3.6 miles from the intersection of The Old Road at Hillcrest Parkway via the southerly access route (Scenario 2). Via the northerly access route, the distance is also approximately 3.6 miles from this same point, resulting in effectively equivalent trip lengths regardless of the route chosen. For the residents of the Hillcrest community, the southerly access route results in a trip length of approximately 2.6 miles from the center of the community. Without the southerly access route, residents of the Hillcrest community would first travel north via The Old Road for a total trip length of approximately 4.6 miles. In summary, for residents of the Hillcrest community (27 percent of the school trips) the southerly access route (Scenario 2) results in an average trip length reduction of approximately 2 miles. For residents of communities further south of the Hillcrest community (31 percent of the school trips) the southerly access route does not have an effect on their average trip length.

- O2-46 See Response to Comment O2-39. It is true that if Scenario 1 is implemented some students may choose to walk along dirt roads to the school. Students in these areas are currently driven to school because of the distance to the nearest school. However, under Scenario 2, by Phase 2 the southern access route would be constructed. In addition, the proposed project would still implement a California Safe Routes to School (SR2S) program to increase the number of students walking or biking to school by making it safer for students to do so.



Access to the project site under each scenario would include a five foot sidewalk for pedestrians in accordance with County roadway standards. Due to the rural nature of the area, a sidewalk is proposed for one side of the roadway only, which would be based on the side most convenient for access. As residential development comes into the area, a multi-purpose trail would be constructed along the opposite side of the road. Busses would access the school by the main access routes constructed as part of the project.

- O2-47 VMT is based on the CalEEMod program defaults and is consistent with the anticipated student boundary for the proposed school. A one-way trip estimated in the CalEEMod is between 7.3 to 9.5 miles one way (with the majority, 77.8 percent, of trips being 9.5 miles) and overestimates trip length by under Scenario 2 access. Under Scenario 2 the southern access route would be constructed and would result in lower VMT for residents of the Hillcrest Community and those communities further south and even shorter distance for the future residential communities. No trip reductions from use of alternative transportation or VMT reductions were counted in the modeling from development of the future residential communities surrounding the site. A qualitative statement was included in the Draft EIR to describe the potential reduction in GHG emissions from those reported and used in the air quality analysis when properties surrounding the school are eventually developed. Therefore, the statement made by the commenter is incorrect.

The traffic forecasts for the proposed project for Existing plus Project conditions and for 2014 (Cumulative conditions) are based on a distribution pattern in which 100 percent of

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<sup>3</sup> It is 4.6 miles to the Hillcrest community for Phase 1 and approximately half the distance for Phase 2.

### *3. Response to Comments from Agencies and Organizations*

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the project trips are distributed to the south (see DEIR Figures 5.14-4 and 5.14-5). In other words, the traffic forecasts do not assume that the future development of areas near the Project site will reduce the vehicle miles traveled for the purpose of the traffic analysis. The project site is approximately 3.6 miles from the intersection of The Old Road at Hillcrest Parkway regardless of which access route is utilized. The traffic forecasts to the south of the Hillcrest Community, estimated as 46 percent of the total (see DEIR Figure 5.14-5), reflect the trips that could be made by students traveling from the Newhall Ranch or other future developments in the south.

- O2-48 The detention basins would only be used for parking in an “overflow” situation. An overflow situation is only expected to occur during a full capacity event, which is anticipated no more than two times per year. In addition, the detention basin, while unpaved, is not sand or gravel but would be covered by vegetation, such as turf grass. A substantial increase in particulate matter emissions from use of overflow parking on a landscaped detention basin is not anticipated and therefore not analyzed in the EIR.
- O2-49 The geotechnical study prepared by Fugro West (2010) covered all four parcels of the site. The Fugro West study relied on previous subsurface explorations and did not involve subsurface exploration; additional subsurface exploration in parcels 2 and 3 is needed to confirm Fugro West’s understanding of the site. The geotechnical study by Geolabs West (2010) included subsurface exploration in parcels 1 and 4.
- O2-50 The DEIR discussion is adequate and alleged deficiencies are not supported by law. Design-level geotechnical investigations for projects are often done after CEQA clearance is completed. The mitigation measures in Section 5.5, Geology and Soils, of the DEIR contain performance standards and are specific and enforceable.
- O2-51 The referenced landslide removal is outside of the school building pad.
- O2-52 The 30 oak trees onsite that would be removed by the project are all in areas that would be developed by the project as part of the school, or as evaporation basins, or as roadways. While the Los Angeles County Oak Tree Ordinance does not apply to the school district, the District is using the ordinance and CDFG permit requirements to determine impact significance and mitigation requirements.

Many of the oak woodlands that would be impacted along the roadway alignments occur along dirt roads and are impacted by foot traffic and vehicle traffic, as well as compaction around the root zone. The mitigation ratio of 2:1 minimum is considered adequate under the Los Angeles County Oak Ordinance, and can be modified to accommodate Heritage Oak Trees as determined by the project biologist.

- O2-53 The CDFG, in a DEIR comment letter dated September 5, 2012 concurred with the DEIR assessment that there are 1.209 acres of Waters of the State onsite.

A Streambed Alteration Agreement would be pursued for impacts to Waters of the State engendered by the project. Mitigation measures for these impacts to the satisfaction of the California Department of Fish and Game would be determined during that process.

- O2-54 The District appreciates the suggestion that it consult with the US Army Corps of Engineers (Corps) and the California Department of Fish and Game (CDFG) regarding

### *3. Response to Comments from Agencies and Organizations*

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the amounts of Waters of the US and Waters of the State onsite. A preliminary jurisdictional delineation (JD) was prepared for the proposed project by Ecorp in July 2012; a preliminary JD for parcels 1 and 4 was prepared by Ecorp in July 2010. The two JDs are included in the DEIR Appendices E-1 and E-3, respectively.

In addition to permitting and associated mitigation with the state, permitting and mitigation would also be pursued with the U.S. Army Corps of Engineers through the appropriate regulatory process.

O2-55 The disturbance to the site in 2010 was not done as part of this high school project.

Several species of concern could occur within the project site and roadway alignments; however most of these are species that are not highly sensitive or declining, as would be the case with species listed as endangered or threatened. The one exception is the burrowing owl, for which mitigation is being proposed. The other species would also benefit from mitigation measures being proposed for habitats.

O2-56 The dark, rural nature of the area surrounding the project site is described on page 5.1-7 of the DEIR under the heading Existing Light and Glare: "There are no existing sources of light or glare from lights on the site, and no street lights on the existing dirt roads on or near the site. Offsite light sources consist of safety and security lights at scattered rural residences."

O2-57 The reference to 75 feet on page 5.1-9 is an error and is corrected in Chapter 5, *Revisions to the Draft EIR*, of this FEIR. Field lighting poles to be installed on the project may be up to 90 feet high. Spill light impacts from field lights are reduced with 90-foot poles compared to 75-foot poles because light is focused more narrowly downward onto the playfield with the higher poles.

O2-58 Proposed campus parking lots would be screened from surrounding residences by existing topography and by proposed graded slopes, as shown on DEIR Figures 5.1-5a and 5.1-5b, *Visual Simulation*. The minimum distance from a proposed parking lot to the nearest residence would be about 920 feet. Even in winter, most students would leave campus before sunset. Nighttime events attracting many participants or spectators, such as open house, back-to-school night, football games, and school plays, would be occasional.

O2-59 Field lights and field light poles would be visible from a few existing residences south and east of the school site (see DEIR Figure 5.1-5b, *Visual Simulations*, showing buildings visible from observation points 6 and 8). However, considering the minimum distance from field lights to the nearest residences – 1,450 feet – spill light would be well below the 0.5-footcandle threshold at those residences. Spill light usually declines to under 0.5 footcandle within 200 horizontal feet of field lights. Overall night lighting impacts of the proposed project are identified as significant and unavoidable. The DEIR conclusions regarding spill light impacts from field lights to residences and overall lighting impacts remain valid and no revision is needed.

O2-60 The measures cited in the comment are regulations included in the proposed Los Angeles County Rural Outdoor Lighting District ordinance. They are not project mitigation measures. Mitigation measures for nighttime lighting impacts (AES-7 through



### *3. Response to Comments from Agencies and Organizations*

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AES-9) contain specific performance standards regarding prohibited levels of spill light (over 0.5 footcandle) and time lights must be extinguished (10 PM), or reduced to allow spectators to exit the campus safely. The performance standards are enforceable.

O2-61 There is no clear cut definition of what constitutes a scenic vista. What some may consider a scenic vista may not be considered that by others. The assessment of aesthetic impacts that would result from construction and operation of the proposed project was conducted in compliance with CEQA. Several resources were researched for specific guidance, including:

- Santa Clarita Valley Area Plan
- Castaic Area Community Standards District
- Rural Outdoor Lighting District
- FHWA *Visual Impact Assessment for Highway Projects*
- BLM *Visual Resource Management Manual*
- US Forest Service, Department of Agriculture *Landscape Aesthetics: A Handbook for Scenery Management*

The threshold of significance used for impacts to scenic vistas is not unique or unusual. This threshold used for scenic vistas is also used in other CEQA documents for projects in undeveloped rural areas throughout California. A few examples include: Fresno County General Plan, Open Space and Conservation Element; Beacon Solar project in Kern County, and Moody Flats Quarry Project in Shasta County.

This CEQA issue of concern about scenic vistas, addresses the degree to which project-related features interfere with a scenic vista, either by physically screening the vista from view, or by blocking access to a formerly available specific public viewing location. A broader interpretation would also include adverse effects on the visual resources within view, in addition to the obstruction of the view or access to it. This broader interpretation was thoroughly analyzed under Impact 5.1-3 in the DEIR.

Extensive photographic documentation of the project site's existing visual character was taken from public viewsheds surrounding the site. Computer simulations were created and extensive analysis of the impacts on aesthetics was conducted.

Because of the substantial alteration of the existing natural setting, grading of valleys and ridges, reduced topography of the site, the resultant views of graded slopes and school development, and the sensitivity of the residential viewers, impacts to the visual character of the site are considered significant. Additionally, impacts to two of the three designated Primary Significant Ridgelines would be significant. The EIR found that aesthetic impacts of the project would be significant and unavoidable even with implementation of mitigation measures.

O2-62 The heights of the eight classroom buildings (one story) and the science classroom/library/administration building (two stories) are indicated on the Conceptual Site Plan (DEIR Figures EX-3 and 4-1). The two buildings likely to be the highest buildings at the school are the performing arts building and the gymnasium/shower/locker building, at up to three stories each. Those were the building heights used in the visual simulations in Figures 5.1-5a and 5.1-5b.

### *3. Response to Comments from Agencies and Organizations*

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- O2-63 Public trails and paths surrounding the project site are at generally similar distances from the site as residences for which aesthetic impacts are analyzed in detail in Section 5.1, *Aesthetics*. Thus, the aesthetic impacts that would be experienced by residents are generally similar to what would be experienced by equestrians. Impacts to the visual character of the site and its surroundings would be significant and unavoidable.
- O2-64 The proposed ridgeline cut for Canyon Hill Road is onsite. The DEIR identifies impacts to significant ridgelines as significant and unavoidable. No inadequacy of the EIR is identified in this comment.
- O2-65 The roadway protection would be buried below ground surface (see DEIR Figure 5.8-6), and no aesthetic impact would occur.
- O2-66 The project site and surrounding land are zoned A-2-2, Heavy Agriculture, permitting single-family residences at up to two units per net acre. Public K-12 schools are permitted in the A-2-2 zone with a conditional use permit (CUP), as mentioned in Section 5.9, *Land Use and Planning*, of the DEIR. Considering that several residential projects have already been approved on the project site and nearby tracts; applications for several other residential projects have been submitted to the County; and schools are permitted uses in the A-2-2 Zone with a CUP, the District disagrees with the commenter's claim that the project would constitute leapfrog development.
- O2-67 Disclosure of information on easements and/or dedications is not required for CEQA compliance.
- O2-68 Water released from shearing of inlet-outlet pipes from each of the two 750,000-gallon tanks would be directed to, and then contained in, evaporation basins A1 and A2 (the two basins would have combined capacity of 10.65 acre-feet, or over 3.4 million gallons). Basin A2 would have an outflow pipe discharging into Romero Canyon. Basins A1 and A2 would have adequate capacity so that, in the event of failure of both tanks, water could be discharged into Romero Canyon at a rate not exceeding existing 50-year flood flows in Romero Canyon.
- O2-69 Fencing around each of the six basins would be required by the Los Angeles County Department of Public Works. Page 4-6 of the DEIR specifies that overflow parking use of Basins A<sub>1</sub> and A<sub>2</sub> would occur during the dry season; thus, there would be no conflict between the evaporation basin function and planned parking use of these two basins.
- O2-70 The District has agreed to provide a pad at the request of the LACoFD. The site was selected for its high elevation, so the school buildings would not represent an obstruction to the helipad approach. The helipad is a possible future project to be planned, built and operated by LACoFD. Therefore, the fire department will be responsible for reviewing and confirming its safe operation.
- O2-71 The project would comply with all of the requirements included in the LACoFD NOP comment letter dated February 27, 2012, and enumerated in Section 5.7, *Hazards and Hazardous Materials*, of the DEIR. All of the students that would attend the school either live in Castaic now or would live in developments that are already planned. Much of the Castaic area is designated as Very High Fire Hazard Severity Zones. Thus, the project



### *3. Response to Comments from Agencies and Organizations*

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would not increase the numbers of students or persons in Very High Fire Hazard Severity Zones in the Castaic area.

O2-72 The project does not propose installation of generators or fuel tanks for generators.

O2-73 Romero Canyon Road would be used by the project for gated emergency access only. Specific actions undertaken to prevent or mitigate an emergency are statutorily exempt from CEQA (Guidelines Section 15269.c). The District does not plan to use the segment of Romero Canyon Road between Baringer Road and Hasley Canyon Road for construction traffic. Construction traffic routes are specified in Response O2-21.

O2-74 Trash collection trucks do not operate at the hours suggested in this comment.

O2-75-76 The District has acknowledged the existence of the County trail that is designated through this property. The District has indicated its willingness to dedicate land for the trail along its eastern perimeter. Trails are not included in a road right-of-way, but can be subsequently constructed in a separate trail easement. The Romero Canyon Road trail (now called Valley Creek Road) will be constructed by the County within the High School Site. Other trails will be connected by adjacent development.

O2-77 The 50-year flood analyzed in the DEIR (Section 5.8, Hydrology and Water Quality) complies with County Public Works Department requirements.

O2-78 The Los Angeles County Department of Public Works has recently indicated that debris retention facilities may be required. Debris facilities would include locations at the northeasterly side of the north end of Valley Creek Road and in a portion of TR No. 46443 cul-de-sac area. The final hydrology study would again include increases in run-off, any change in drainage patterns, debris producing areas, and the capacity of any existing storm drain facilities. Final soils and geology reports will be submitted, if required. Engineering calculations to support sizing of debris, retention and detention basins will again be provided.

O2-79 The project would prepare and implement a SWPPP to obtain coverage under the General Construction Permit issued by the State Water Resources Control Board; water quality impacts are discussed in Section 5.9, *Hydrology and Water Quality*, of the DEIR. The 50-year flood analyzed in the DEIR (Section 5.8, Hydrology and Water Quality) conforms with County Public Works Department requirements.

O2-80 The traffic forecasts for the proposed project for Existing plus Project conditions and for 2014 (Cumulative conditions) are based on a distribution pattern in which 100 percent of the project trips are distributed to the south (see DEIR Figures 5.14-4 and 5.14-5). In other words, the traffic forecasts to not assume that the future development of areas near the Project site will reduce the vehicle miles traveled for the purpose of the traffic analysis. As noted in Response to Comment O2-45 above, the project site is approximately 3.6 miles from the intersection of The Old Road at Hillcrest Parkway regardless of which access route is utilized. The traffic forecasts to the south of the Hillcrest community, estimated as 46 percent of the total (see DEIR Figure 5.14-5), reflect the trips that could be made by students traveling from the Newhall Ranch or other future developments in the south, such as the Palmer project.

### *3. Response to Comments from Agencies and Organizations*

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- O2-81 If the school is built within TTM 47807, then the remainder of the map and its units would not be built and the map would essentially “dissolve”.
- O2-82 The estimate of 619 units is a conservative estimate using the maximum permitted residential density on those tracts.
- O2-83 See Response to Comment 02-47, above.
- O2-84 See Response to Comment 02-47, above.
- O2-85 Roadway extensions and utility services are already planned and approved and would follow Sloan Canyon Road. Approved utilities are already sized for the previous residential tract. The school project would not increase the size or capacity of the approved road. Under Scenario 1, the District would only build a two lane road of sufficient width for four lanes; however, if required the road could be restriped to provide four lanes. This option would be temporary until residential development occurs, then the road would be restriped back to two lanes. The road would not accommodate an increase capacity that would induce growth. The project site is located within an area that is planned for significant growth.

Los Angeles County requires that any project within the sewer service area has to consider and provide for an adequate size sewer to serve the total service area, which includes any existing sewer line expansion. No existing sewer expansion is required for either the High School site or TR 46443 but approximately 1900 feet of existing sewer will require expansion with subsequent full development of the service area.



- O2-86 The Newhall County Water District (NCWD) water system would provide the High School site a more reliable, efficient, and less costly system by use of an intermediate service zone. This system has an option for a possible connection to the existing Los Angeles County waterworks system at the south High School site boundary which would provide a local regional benefit. Projects like TR 46443 were starting their development but the sudden start of the current recession created an interim construction halt.
- O2-87 This comment refers to requirements that the lead agency make certain findings concerning the significant impacts of the project. These are findings are not part of the EIR and may be found under separate cover.
- O2-88 Responses to comments on the Hasley-Sloan Alternative Site are in Section 2.2, *Project Alternatives*, of this FEIR; the Hasley-Sloan Alternative Site is analyzed in Section 7.8 of the DEIR.
- O2-89 The description and analysis of the Hasley-Sloan Alternative Site do not compare the topography onsite to the topography on the proposed project site. The northeast part of the site is on the west slope of a canyon tributary to Hasley Canyon; the bottom of the tributary canyon passes through the northeast corner of the site.
- O2-90 The conclusion of a likely significant and unavoidable impact to hydrology is supported in Section 7.8.8 of the DEIR. Parts of the western and southern portions of this alternative site are in 100-year flood hazard zones mapped by the Federal Emergency Management Agency (FEMA). The proposed project site is not in 100-year flood hazard zones. In

### *3. Response to Comments from Agencies and Organizations*

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addition, development of the school on the Hasley-Sloan site would require construction of a new bridge over the Hasley Canyon drainage; it is assumed that parts of the bridge structure would be in the streambed.

- O2-91 More residents would be impacted by the school at this alternative site than at the proposed project site.
- O2-92 “At this alternative site, sound levels from stationary sources at the school facility ....have the potential to reach residential receptors in the surrounding community areas. Because of the shorter distances and the less-shielding topographical characteristics sound levels can be expected to be higher for this alternative than for the proposed project site. Therefore noise impacts are anticipated to be greater.”
- O2-93 CEQA deals with impacts to the physical environment; project cost and project funding are outside of the purview of CEQA (other than in the consideration of feasibility). Regardless, the District Governing Board will consider the comment on project cost, and all written comments, when considering whether to certify the FEIR. The DEIR acknowledges that grading would be reduced on this alternative site due to less topographic relief, or less rugged topography, on this site than on the proposed project site, in two places in Section 7.8: Section 7.8.4, *Cultural Resources*, and Section 7.8.10, *Noise*. The reduced amount of road construction in this alternative is also acknowledged in DEIR Section 7.8. The DEIR did not find the Hasley-Sloan Alternative Site to be environmentally superior to the proposed project site, for reasons described in DEIR Section 7.8.
- O2-94 Responses to comments on project alternatives are in Section 2.3, Project Alternatives, of this FEIR. The DEIR analyzed six alternatives including three alternative sites, and met CEQA requirements respecting analysis of alternatives.



### 3. Response to Comments from Agencies and Organizations

O2-95 Table 5.14-31 on Page 5.14-38 is hereby revised to show font change from regular to **bold** to show significant impacts.

**Table 5.14-31**  
**Scenario 1: Short-Term 2014 With-Project (1,600 Students)**  
**Intersection LOS with Mitigation**

Intersection		Short-Range Conditions without Project				Short-Range Conditions with 1,600 Student Project with Mitigation			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1	Sloan Canyon Road at Quail Valley Road	.41	A	.35	A	.52	A	.33	A
2	Lake Hughes Road at Northbound I-5 Ramp	.34	A	.51	A	.33	A	.51	A
3	Parker Road at Southbound I-5 Ramp	.71	C	.60	A	.74	C	.62	B
4	Ridge Route at Northbound I-5 Ramp	.52	A	.64	B	.74	C	.66	B
5	Sloan Canyon Road at The Old Road	.41	A	.46	A	.41	A	.45	A
6	The Old Road at Parker Road	.67	B	.66	B	<b>.86</b>	<b>D</b>	.58	A
7	Castaic Road at Lake Hughes Road	.36	A	.52	A	.37	A	.52	A
8	Castaic Road at Ridge Route	.38	A	.44	A	.38	A	.44	A
9	Sloan Canyon Road at Parker Road	.47	A	.48	A	.62	B	.31	A

**Bold:** Significant impact remaining after mitigation

O2-96 The commenter's credentials as a highly experienced traffic engineer are acknowledged.

O2-97 The comment accurately describes the proposed access scenarios, distribution percentages, and the findings from the traffic studies.

O2-98 The comment accurately summarizes the findings shown in DEIR Tables 5.14-10, 5.14-12, and 5.14-30 for Existing plus Project with 1,600 students conditions.



### 3. Response to Comments from Agencies and Organizations

O2-99 Table 5.14-27 on Page 5.14-25 is hereby revised (see Comment O2-106 for all revisions to Table 5.14-27).

O2-100 Table 5.14-13 on Page 5.14-12 is hereby revised as shown below.

<div>Table 5.14-13</div> <div>Intersection ICU and LOS, Existing plus 2,600-Student Project Conditions, Scenario 2</div>											
Intersection		Existing Conditions				Existing plus Project (2,600 Students)				Project Increment	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
1	Sloan Canyon Road at Quail Valley Road	0.26	A	0.23	A	0.61	B	0.30	A	0.35	0.06
2	Lake Hughes Road at Northbound I-5 Ramp	0.32	A	0.47	A	0.35	A	0.47	A	0.03	0.00
3	Parker Road at Southbound I-5 Ramp	0.59	A	0.48	A	0.62	B	0.52	A	0.03	0.00
4	Ridge Route at Northbound I-5 Ramp	0.46	A	0.55	A	0.52	A	0.56	A	0.06	0.00
5	Sloan Canyon Road at The Old Road	0.38	A	0.42	A	0.41	A	0.42	A	0.03	0.01
6	The Old Road at Parker Road	0.51	A	0.49	A	0.59	F A	0.52	A	0.08	0.01
7	Castaic Road at Lake Hughes Road	0.33	A	0.47	A	0.39	A	0.47	A	0.06	0.00
8	Castaic Road at Ridge Route	0.33	A	0.40	A	0.35	A	0.40	A	0.02	0.00
9	Sloan Canyon Road at Parker Road	0.28	A	0.25	A	0.73	C	0.44	A	0.45	0.07

O2-101 Table 5.14-36 on Page 5.14-41 is hereby revised as follows (see Comment O2-104 for all revisions to Table 5.14-36).

O2-102 Table 5.14-31 was corrected in Response OS2-95 to show as bold the "0.86" and "LOS D" in the AM peak hour for Intersection 6, The Old Road and Parker Road.

Table 5.14-36 is hereby revised to identify The Old Road at Parker Road as remaining a significant and unavoidable impact after mitigation for Short Term 2014 with 1,600 students for Scenario 1 (see Comment **O2-104** for all revisions to Table 5.14-36).

O2-103 The comment accurately summarizes the findings shown in DEIR Tables 5.14-20 and 5.14-33 for Year 2014 plus Project with 2,600-student conditions.

### 3. Response to Comments from Agencies and Organizations

O2-104 Table 5.14-36 was revised per Comment O2-102 (revision is shown below) to identify The Old Road at Parker Road as remaining a significant and unavoidable impact after mitigation for Short Term 2014 with 1,600 students for Scenario 1.

Table 5.14-36 is hereby revised to identify Sloan Canyon Road at Parker Road as remaining a significant and unavoidable impact after mitigation for Short Term 2014 with 2,600 students for Scenario 1, in addition to the three intersections shown.

**Table 5.14-36**  
**Significant and Unavoidable Impacts**

<b>Year</b>	<b>School Capacity, Students</b>	<b>Scenario</b>	<b>Option</b>	<b>Significant and Unavoidable Traffic Impacts</b>
<b>Existing plus Project</b>	1,600	1	Either option	None
		2	Either option	None
	2,600	1	Either option	<ul style="list-style-type: none"> <li>Parker Road at Southbound I-5 Ramp</li> <li>Ridge Route at Northbound I-5 Ramp</li> <li>The Old Road at Parker Road</li> </ul>
		2	Either option	None
<b>Short Term (2014)</b>	1,600	1	Either option	<ul style="list-style-type: none"> <li><del>None</del></li> <li><u>The Old Road at Parker Road</u></li> </ul>
		2	Either option	<ul style="list-style-type: none"> <li><del>Sloan Canyon Road at Parker Road</del></li> <li><u>None</u></li> </ul>
	2,600	1	Either option	<ul style="list-style-type: none"> <li>Parker Road at Southbound I-5 Ramp</li> <li>Ridge Route at Northbound I-5 Ramp</li> <li>The Old Road at Parker Road</li> <li><u>Sloan Canyon Road at Parker Road</u></li> </ul>
		2	Either option	None
<b>Buildout with Long-Range Highway Improvements</b>	2,600	1	Either option	<ul style="list-style-type: none"> <li>The Old Road at Parker Road</li> </ul>
		2	Either option	None



### 3. Response to Comments from Agencies and Organizations

O2-105 The comment accurately summarizes the findings shown in DEIR Tables 5.14-23 and 5.14-35 for Buildout plus Project with 2,600-student conditions.

O2-106 Table 5.14-22 on Page 5.14-21 is hereby revised to show font change from regular to **bold** to show significant impacts.

Table 5.14-22 Intersection ICU and LOS, Buildout Conditions with Long-Range Highway Improvements, 2,600 Students, Scenario 1											
Intersection		Without Project				With Project				Project Increment	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
1	Sloan Canyon Road at Quail Valley Road	.33	A	.29	A	.71	C	.35	A	.38	.06
2	Lake Hughes Road at Northbound I-5 Ramp	.47	A	.73	C	.49	A	.73	C	.02	.00
3	Parker Road at Southbound I-5 Ramp	.62	B	.48	A	.68	B	.48	A	.06	.00
4	Ridge Route at Northbound I-5 Ramp	.42	A	.57	A	.64	B	.57	A	.22	.00
5	Sloan Canyon Road at The Old Road	.52	A	.57	A	.50	A	.57	A	-.02	.00
6	The Old Road at Parker Road	.51	A	.57	A	<b>1.01</b>	<b>F</b>	.61	B	.50	.04
7	Castaic Road at Lake Hughes Road	.74	C	.74	C	.76	C	.74	C	.02	.00
8	Castaic Road at Ridge Route	.64	B	.58	A	.64	B	.58	A	.00	.00
9	Sloan Canyon Road at Parker Road	.34	A	.29	A	<b>.84</b>	<b>D</b>	.34	A	.50	.05
Note: <b>Bold</b> denotes significant impact.											

### 3. Response to Comments from Agencies and Organizations

Per comment O2-106, Table 5.14-27 on Page 5.14-25 is hereby revised as follows.

**Table 5.14-27  
Impacts Summary**

<i>Year</i>	<i>School Capacity</i>	<i>Scenario*</i>	<i>Intersections Significantly Impacted</i>
<b>Existing plus Project</b>	1,600	1	<ul style="list-style-type: none"> <li>• <u>Sloan Canyon Road at Quail Valley Road</u></li> <li>• The Old Road at Parker Road</li> <li>• Sloan Canyon Road at Parker Road</li> </ul>
		2	None
	2,600	1	<ul style="list-style-type: none"> <li>• Sloan Canyon Road at Quail Valley Road</li> <li>• Parker Road at Southbound I-5 Ramp</li> <li>• Ridge Route at Northbound I-5 Ramp</li> <li>• The Old Road at Parker Road</li> <li>• Sloan Canyon Road at Parker Road</li> </ul>
		2	None
<b>Short Term (2014)</b>	1,600	1	<ul style="list-style-type: none"> <li>• Sloan Canyon Road at Quail Valley Road</li> <li>• Parker Road at Southbound I-5 Ramp</li> <li>• The Old Road at Parker Road</li> <li>• Sloan Canyon Road at Parker Road</li> </ul>
		2	<ul style="list-style-type: none"> <li>• Sloan Canyon Road at Parker Road</li> </ul>
	2,600	1	<ul style="list-style-type: none"> <li>• Sloan Canyon Road at Quail Valley Road</li> <li>• Parker Road at Southbound I-5 Ramp</li> <li>• Parker Road at Northbound I-5 Ramp</li> <li>• The Old Road at Parker Road</li> <li>• Sloan Canyon Road at Parker Road</li> </ul>
		2	<ul style="list-style-type: none"> <li>• Sloan Canyon Road at Parker Road</li> </ul>



### 3. Response to Comments from Agencies and Organizations

**Table 5.14-27**  
**Impacts Summary**

<i>Year</i>	<i>School Capacity</i>	<i>Scenario*</i>	<i>Intersections Significantly Impacted</i>
<b>Buildout</b> with Long-Range Highway Improvements	2,600	1	<ul style="list-style-type: none"><li>• The Old Road at Parker Road</li><li>• <u>Sloan Canyon Road at Parker Road</u></li></ul>
		2	<ul style="list-style-type: none"><li>• Sloan Canyon Road at Parker Road</li></ul>

\*For either Option A or Option B

O2-107 A complete analysis without the non-funded improvements has been prepared for Existing plus Project conditions as well as a future year Cumulative Conditions setting in accordance with CEQA requirements. The Long-Range General Plan Buildout Conditions analysis is provided in the traffic study as additional information to aid the public's understanding of the project's impacts in a long-range context, which includes the projects effect on the planned long-range roadway improvements.

To accommodate the potentially significant amount of future growth allowed by the County Area Plan and the City of Santa Clarita General Plan, a well-documented set of infrastructure improvements is needed to accommodate the growth. The purpose of the long-range analysis provided in the study is to demonstrate the potential changes that would be needed to those previously identified long-range infrastructure improvements. That type of determination can only be prepared if those long-range infrastructure improvements are included in the analysis. In this case, the analysis shows that for Scenario 1, the intersection of The Old Road at Parker Road would have significant and unavoidable traffic impacts when taking into account the long-range infrastructure improvements that were previously considered adequate (see DEIR Table 5.14-36). Under Scenario 2, the previously identified long-range infrastructure improvements are shown as adequate for accommodating the project traffic (see DEIR Table 5.14-36).

O2-108 See Response to Comment O2-107 above.

O2-109 Future widening has not been proposed.

A 60-foot right-of-way will provide a six-foot parkway with a 5.5-foot walk next to a concrete curb with an initial 28-foot wide roadway having a temporary asphalt concrete berm on the other side which leaves room for an ultimate 22-foot wide expansion for a 50-foot-wide roadway with a concrete curb on the expansion side and a four-foot parkway with the potential for an adjacent six- to eight-foot multi-purpose trail next to the 60-foot right-of-way or its expansion with future development.

O2-110 The comment accurately summarizes the findings shown in DEIR for Existing plus Project with 1,600-student conditions and for Year 2014 plus Project with 1,600 students, for both Scenarios 1 and 2.

### *3. Response to Comments from Agencies and Organizations*

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O2-111 As stated in Comment 02-95, above, the DEIR includes traffic studies that properly report the findings of the technical analysis. Various errors in the DEIR noted in the comments above will be corrected for the Final EIR as noted in the responses, above. The statement regarding Scenario 2 being the better alternative from a traffic engineering standpoint is noted.

O2-112 The table on the first page of Comment 02-112 is revised as below by the District. The project background, including past evaluations of alternative sites, is described in DEIR Sections 4.1 and 7.1. Responses to comments on project alternatives are in Section 2.2, *Project Alternatives*, of this FEIR.

#### **Actual and Projected Combined Enrollments**

##### **At VHS and WRHS 2009-2014**

	<b><u>Actual</u></b> (from CBEDS reports)			<b><u>Projected</u></b> (from DDP Fall2011 Report)		
	<b><u>2009</u></b>	<b><u>2010</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>
Year						
Combined Design Capacity	5,200	5,200	5,200	5,200	5,200	5,200
Valencia Enrollment	3,025	3,018	2,994	3,402	3,606	3,824
West Ranch Enrollment	2,738	2,787	2,828	2,820	2,370	1,910
Total Combined Enrollment	5,763	5,805	5,822	6,222	5,976	5,734
Students Over Design Capacity	563	605	622	1,022	776	534
Percentage Over Design Capacity	10.8%	11.6%	12.0%	19.7%	14.9%	10.3%



### *3. Response to Comments from Agencies and Organizations*

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## ***4. Response to Comments from Residents and Individuals***

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Section 15088 of the CEQA Guidelines requires the Lead Agency (District) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses. This section includes DEIR comments sent by residents and individuals and the District's responses to each comment.

Specific comments are numbered to reference the specific responses to the comments. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Except as noted, changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of residents and individuals that submitted comments on the DEIR during the public review period.

<b><i>Reference Number</i></b>	<b><i>Residents and Individuals</i></b>	<b><i>Date of Comment</i></b>	<b><i>Page No.</i></b>
R1	Jo Arimoto	September 6, 2012	4-7
R2	Denise Sherwood	September 6, 2012	4-7
R3	Paula Reber	September 6, 2012	4-7
R4	Joan Ronia and Family	September 5, 2012	4-9
R5	Glen Martin	September 5, 2012	4-9
R6	Ben and Becky Sill	September 5, 2012	4-11
R7	Lisa Soares	September 5, 2012	4-11
R8	Steve Sansone	September 5, 2012	4-13
R9	Erick R. Solis	September 5, 2012	4-13
R10	Tom, Judy, Nick and Lisa Ferkel	September 5, 2012	4-13
R11	Kristen Mayberry	September 5, 2012	4-15
R12	Monica London	September 5, 2012	4-15
R13	Flo Lawrence	September 5, 2012	4-17
R14	Andrea Douglas	September 5, 2012	4-17
R15	Alexandra Ernst	September 5, 2012	4-19
R16	Armando and Estela Castellanos	September 5, 2012	4-19
R17	John Allen	September 5, 2012	4-19
R18	Richard Landy	September 5, 2012	4-21
R19	Georgina Hitchens	September 5, 2012	4-21
R20	Jean Cloyd	September 5, 2012	4-21
R21	Teresa Esteban	September 5, 2012	4-21
R22	Caryn Sanders	September 5, 2012	4-27
R23	Linda Dodson	September 5, 2012	4-27
R24	Steve Quale	September 5, 2012	4-27
R25	Roger Van Wert	September 4, 2012	4-29
R26	Mark, Velayn and John Barrett	September 5, 2012	4-33
R27	Bruce and Michele Edmonson	September 5, 2012	4-33
R28	Rob Cloyd	September 4, 2012	4-33



#### 4. Response to Comments from Residents and Individuals

<b>Reference Number</b>	<b>Residents and Individuals</b>	<b>Date of Comment</b>	<b>Page No.</b>
R29	Christine Waldron	September 4, 2012	4-33
R30	Robert W. Wright	September 4, 2012	4-35
R31	Bob Arimoto	September 4, 2012	4-35
R32	Marie McDonald	September 4, 2012	4-35
R33	Laura Sheriff	September 4, 2012	4-37
R34	Matthew Johnson	September 4, 2012	4-37
R35	Bill Maxon, R.P.A.	September 4, 2012	4-37
R36	Philip A. Scorza	September 4, 2012	4-37
R37	Carmelita Vidad	September 4, 2012	4-40
R39	Marvin and Manette Metcalf	September 4, 2012	4-41
R40	Renee Sabol	September 1, 2012	4-43
R41	Karen Douglas	September 4, 2012	4-43
R42	Alex Diksas	September 4, 2012	4-43
R43	Chris M. Ralles	September 4, 2012	4-43
R44	Teresa Boyle	September 4, 2012	4-45
R45	Jean and Gerald Page	September 4, 2012	4-45
R46	Terry Miller	September 4, 2012	4-45
R47	Roxanne Kamins	September 4, 2012	4-45
R48	Tom Caesar	September 4, 2012	4-45
R49	Cristina Gamboa	September 4, 2012	4-47
R50	Susan Ingold	September 4, 2012	4-47
R51	Natalie Berend	September 4, 2012	4-47
R52	Barbara and Dean Benforado	September 4, 2012	4-47
R53	Monica Davis	September 4, 2012	4-47
R54	Marianne Hoffarth	September 2, 2012	4-49
R55	Lyn Ferma	September 3, 2012	4-50
R56	Alan Wilcox	September 3, 2012	4-51
R57	Marina Martin	September 3, 2012	4-51
R58	Cliff Airhart	September 3, 2012	4-51
R59	Concerned Hillcrest Resident	September 3, 2012	4-53
R60	Edmond Mietzner	September 3, 2012	4-53
R61	Susan and Michael Rodgers	September 3, 2012	4-53
R62	Michelle and Rolando Rodriquez	September 3, 2012	4-55
R63	Sandra Picciotto	September 3, 2012	4-55
R64	Jodi Carter	September 3, 2012	4-55
R65	Robin Cook	September 3, 2012	4-57
R66	Christopher Cook	September 3, 2012	4-57
R67	Fernando Schiantarelli	September 3, 2012	4-57
R68	Andy H. MacNair	September 3, 2012	4-59
R69	James and Mickie Clifton	September 3, 2012	4-59
R70	Michael and Beth Hansen	September 3, 2012	4-61
R71	Tony Galls	September 3, 2012	4-61
R72	Raye Diaz	September 2, 2012	4-61
R73	Ron Kettle	September 2, 2012	4-63
R74	Mr. and Mrs. Michael Bosch	September 2, 2012	4-63
R75	Teresa Leon-Salmon	September 2, 2012	4-63

#### *4. Response to Comments from Residents and Individuals*

<b>Reference Number</b>	<b>Residents and Individuals</b>	<b>Date of Comment</b>	<b>Page No.</b>
R76	Jackie MacNair	September 2, 2012	4-65
R77	Madelein DeWier	September 2, 2012	4-65
R78	The Tyndall Family	September 2, 2012	4-65
R79	Jen Stevenson	September 2, 2012	4-65
R80	Jason Wise	September 2, 2012	4-68
R81	Janice Galla	September 2, 2012	4-68
R82	John Bracken	September 2, 2012	4-68
R83	Carol Walker	September 2, 2012	4-68
R84	Lee and Terri Gately	September 2, 2012	4-70
R85	Barry Wade	September 2, 2012	4-70
R86	Kenny Lee	September 2, 2012	4-70
R87	Mike Riggs	September 1, 2012	4-72
R88	The Marino Family of Saint Tropez Pl.	September 1, 2012	4-72
R89	Luisa Vaca	September 1, 2012	4-74
R90	Kristen Andrews	September 1, 2012	4-74
R91	Gina Bracci	September 1, 2012	4-74
R92	Amanda Whalen	September 1, 2012	4-76
R93	Ryan Goedike	September 1, 2012	4-76
R94	Robin Madden	September 1, 2012	4-76
R95	Phyllis Madden	September 1, 2012	4-76
R96	Jim Bracci	September 1, 2012	4-78
R97	Glen and Terri Esteban	September 1, 2012	4-78
R98	Mayreen Burk	September 1, 2012	4-78
R99	Kristin Hargrove	September 1, 2012	4-80
R100	Doug Eagle	September 1, 2012	4-80
R101	JoAnn Eagle	September 1, 2012	4-80
R102	Mark Craig	September 1, 2012	4-80
R103	Vanessa Woolley	August 31, 2012	4-82
R104	Dave Lange	August 31, 2012	4-82
R105	Alicia and Chris Balsman	August 31, 2012	4-82
R106	Debbie Lange	August 31, 2012	4-82
R107	Liliana Velasco	August 31, 2012	4-84
R108	Mike Dozier	August 31, 2012	4-84
R109	Gloria Mercado-Fortine	August 31, 2012	4-84
R110	Mike Jensen	August 31, 2012	4-86
R111	Kym Torres	August 31, 2012	4-86
R112	Irene Milner	August 31, 2012	4-88
R113	Tina Powers	August 31, 2012	4-88
R114	Keith Robison	August 31, 2012	4-88
R115	Hiromi Ahlgreen	August 31, 2012	4-88
R116	Dean Paradise	August 31, 2012	4-90
R117	Christine Mazzeo	August 31, 2012	4-93
R118	George and Voirrey Ricottone	August 31, 2012	4-93
R119	Shawn Norfolk	August 30, 2012	4-93
R120	Faviola Pizarro	August 30, 2012	4-95
R121	Kevin Bailey	August 30, 2012	4-95



#### 4. Response to Comments from Residents and Individuals

<b>Reference Number</b>	<b>Residents and Individuals</b>	<b>Date of Comment</b>	<b>Page No.</b>
R122	Drake Family	August 30, 2012	4-95
R123	Florence Lacore	August 30, 2012	4-97
R124	Jim and Chris Zeilenga	August 30, 2012	4-97
R125	Paul J. Fancett	August 30, 2012	4-99
R126	David and Natalie Alcaras	August 30, 2012	4-99
R127	Donald Colwell	August 30, 2012	4-99
R128	Dawn Snyder	August 30, 2012	4-101
R129	Dan and Kamela Woodings	August 30, 2012	4-101
R130	Nancy and Richard Montes	August 30, 2012	4-101
R131	Tom and Anita Schmid	August 30, 2012	4-103
R132	Gerrit Maxwell	August 30, 2012	4-103
R133	Mark and Janet Tompson	August 30, 2012	4-105
R134	Colleen and David Blankenship	August 30, 2012	4-105
R135	Rhonda Robinson	August 30, 2012	4-105
R136	Tim Duguid	August 30, 2012	4-107
R137	Jose Tayag	August 30, 2012	4-107
R138	Dennis R. Chamling	August 30, 2012	4-107
R139	Eric and Starlet Picone	August 30, 2012	4-107
R140	Joe Mowry	August 29, 2012	4-109
R141	Jim Perry	August 29, 2012	4-109
R142	Solomon L. Sambou	August 29, 2012	4-109
R143	Rhonda Robinson	August 29, 2012	4-111
R144	Jim and Carol Snipper	August 29, 2012	4-111
R145	Chia Family	August 29, 2012	4-113
R146	Michelle Terranova	August 29, 2012	4-113
R147	Glen, Sandia, Mary, and Ashlyn Ennis	August 30, 2012	4-114
R148	Rod Kaufman	July 29, 2012	4-124
R149	Tamera Rice	July 30, 2012	4-124
R150	Castaicjack	July 29, 2012	4-124
R151	Sylvia Duncan	July 31, 2012	4-127
R152	Lee and Terri Gately	August 7, 21012	4-127
R153	Kristina Strong	August 15, 2012	4-129
R154	Scott Muir	No date	4-129
R155	Fernando Gudino	August 17, 2012	4-131
R156	Jeanette Yamamoto	August 29, 2012	4-131
R157	Lisa Cover	August 28, 2012	4-133
R158	Jorge Luis Ortiz	August 28, 2012	4-133
R159	Amy Chin	August 28, 2012	4-135
R160	Mia Adams	August 28, 2012	4-135
R161	Karen Anderson	August 28, 2012	4-135
R162	Chris Winner	August 27, 2012	4-137
R163	Carrie Delim	August 27, 2012	4-137
R164	Anthony and Louise Riccio	August 27, 2012	4-137
R165	Gwen Romani	August 27, 2012	4-137
R166	Alexa Biggers	August 26, 2012	4-139
R167	Yvonne Pearce	August 26, 2012	4-139

## *4. Response to Comments from Residents and Individuals*

<b>Reference Number</b>	<b>Residents and Individuals</b>	<b>Date of Comment</b>	<b>Page No.</b>
R168	Tamar Schuyler	August 26, 2012	4-139
R169	Andrew Everett	August 26, 2012	4-139
R170	Gloria Everett	August 26, 2012	4-141
R171	Cort Nila	August 25, 2012	4-141
R172	Phil Olivero	August 25, 2012	4-143
R173	Margo Marshall	August 25, 2012	4-143
R174	Ginger Gulley	August 25, 2012	4-143
R175	Steve Gulley	August 25, 2012	4-143
R176	George and Barbara LaRue	August 25, 2012	4-143
R177	Thomas Prasch	August 24, 2012	4-145
R178	Cynthia Shea	August 24, 2012	4-145
R179	Carol Waldrip	August 24, 2012	4-145
R180	Clay Rawlins	August 24, 2012	4-147
R181	Kristy DeMatte	August 24, 2012	4-147
R182	Steve Brown	August 24, 2012	4-147
R183	Nancy Taylor	August 24, 2012	4-149
R184	Lisa Schwalm	August 24, 2012	4-149
R185	Sally Ives	August 24, 2012	4-149
R186	Quezada residence	August 23, 2012	4-151
R187	Sue Carpenter	August 23, 2012	4-151
R188	Brian Vanyo	August 23, 2012	4-153
R189	Glenn Milner	August 23, 2012	4-153
R190	David Sjoberg	August 23, 2012	4-153
R191	Tony and Jessica Caballero	August 23, 2012	4-153
R192	David Wadleigh, PhD	August 23, 2012	4-155
R193	Eliseo C. and Cleofas. L Aspillage	August 22, 2012	4-155
R194	Proyag Datta	August 22, 2012	4-157
R195	Esther Regalado	August 22, 2012	4-157
R196	Charlie and Launalee Upton	August 22, 2012	4-157
R197	Gabriel Subia	August 22, 2012	4-157
R198	Luis Corretjer	August 22, 2012	4-159
R199	Bill and Patricia Steele	August 22, 2012	4-159
R200	Melissa Blansfield	August 22, 2012	4-159
R201	Mariella Abel	August 22, 2012	4-159
R202	Judith L. Houser	August 22, 2012	4-159
R203	Jennifer Odrich	August 22, 2012	4-161
R204	Joanne Sofianos	August 22, 2012	4-161
R205	Donald VanGelderren	August 21, 2012	4-161
R206	Jon Slinker	August 21, 2012	4-163
R207	Naomi P. Moore	August 21, 2012	4-165
R208	Janine Ray	August 21, 2012	4-165
R209	Jeannette Molina	August 20, 2012	4-167
R210	Dean Paradise	August 20, 2012	4-167
R211	Kathleen Rodriguez	August 20, 2012	4-167
R212	Janet Zimmerly	August 20, 2012	4-167
R213	Ana Marrone	August 20, 2012	4-169



#### *4. Response to Comments from Residents and Individuals*

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<b><i>Reference Number</i></b>	<b><i>Residents and Individuals</i></b>	<b><i>Date of Comment</i></b>	<b><i>Page No.</i></b>
R214	William Suarez-Villamil	August 20, 2012	4-169
R215	Tanya Noe	August 20, 2012	4-169
R216	Gordon and Denise Wade	August 19, 2012	4-169
R217	Cathy O'Neill	August 18, 2012	4-169
R218	Monte and Diana Anders	August 18, 2012	4-171
R219	Timmi Botton	August 18, 2012	4-171
R220	Bruce Turnn	August 18, 2012	4-171
R221	Melanie Crowley	August 18, 2012	4-171
R222	Timmi Botton	August 18, 2012	4-171
R223	Jean Cloyd	August 15, 2012	4-173
R224	Richard Landy	August 15, 2012	4-175

## 4. Response to Comments from Residents and Individuals

LETTER(S) R1 through R3 (1 page)

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>>> Jo Arimoto <jarimoto@pacbell.net> 9/6/2012 11:31 AM >>>

Please put me down for Option 2. As a long time Castaic resident (31 years), knowing the issues with traffic, Mother Nature, fires and the prison, it would be insane not to have dual access to the high school. Since a majority of the students will be coming from the Hillcrest Parkway area, it silly not for them to have easy access on their end. Think of the families with two kids, one at the middle school, one at the high school the extra time and gas they would be wasting. Also the traffic up and down Parker Road would be hazardous. We residents would have a hard time getting in and out of our neighborhoods with all the speeding cars trying to get up to the school.

R1-1

Sincerely  
Jo Ann Arimoto  
31421 Cherry Dr  
Castaic Ca 91384

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>>> Denise Sherwood <dsherwoodrn@yahoo.com> 9/6/2012 10:17 AM >>>

After waiting more than a quarter century for a high school in Castaic, the only reasonable choice when developing the school is to provide dual access. Haven't we learned from previous planning mistakes (like Castaic middle school) that single access is difficult at best and in an emergency situation will prove to be a nightmare.

Please include the Sherwood family in Castaic in the vote. I currently have 2 teens going to separate high schools as a result of NO high school in Castaic. I would be happy to give you plenty of feedback about how this failure of no Castaic high school has burdened our family. You are welcome to contact me to discuss it further.

R2-1

Please provide only the safest and best for the future high school students in Castaic, and in honor of the thousands of students that missed the opportunity of attending high school in their own community. Dual access for the Castaic high school must be the only feasible option considered!

Thank you,  
Denise Sherwood  
29102 Highplains Ct.  
Castaic, CA 91384  
661.212.2610

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>>> "Reber, Paula" <PReber@zebra.com> 9/6/2012 8:14 AM >>>

Mr. Cole,

As a member of Citizens for Castaic I concur with comments and concerns documented in Richard Landy's letter sent to you September 05, 2012 3:45 PM. I hope you are able address all points made.

R3-1

Regards,

Paula Reber  
30834 Romero Canyon Road  
Castaic, CA 91384

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## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R1 through R3

- |      |  |
|------|--|
| R1-1 | The District acknowledges the commenter's support for the Option 2 access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R2-1 | The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR.               |
| R3-1 | The commenter states concurrence with Richard Landy's letter (R18). Please see responses to comments R18-1 through R18-18.   |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R4 and R5 (1 page)

>>>> Joan Marie Ronia <jmronia@hotmail.com> 9/5/2012 10:51 PM >>>>

Dear Mr. Cole,

The purpose of this email is to inform you that our family wants dual access to Castaic High School on opening day. We feel it will reduce traffic congestion in our Encore/Bravo tract neighborhood. Also, it will provide a shorter, faster route for families in Hillcrest and Hasley Canyon neighborhoods. Additionally, dual access is needed for safety reasons. Can you imagine the traffic nightmare in the event of a brush fire in the area?

R4-1

Regards,

Joan Ronia and family  
31250 Quail Valley Rd.  
Castaic, CA 91384  
661-775-4955

---

>>>> Glenn Martin <gmart123@sbcglobal.net> 9/5/2012 10:47 PM >>>>

Governing Board Members

Attn: Tom Cole

William S. Hart UHSD

21515 Centre Pointe Parkway

Santa Clarita, California 913 50

Dear Governing Board Members

I am a long time Castaic resident who has concerned about the access to the new Castaic High School site proposed by the Hart School District located in Romero Canyon for the following reasons.

First I believe that student safety entering and exiting the school site is paramount. The amount of traffic that will increase in the area will put a great deal of pressure on all roads leading in and out of the school which can impact emergency personnel needing access to the site. Having the ability to access the school on foot or by bicycle should be one of the priorities of the district for a greater student experience. Also having a direct correlation between the high school and the middle school can make transportation and pick up much easier for parents who have children attending both middle and high school. This can also make community access user friendly. Therefore I am in support of scenario #2 option B as of opening day with dual access. Thank for your support

R5-1

Regards

Glenn Martin  
31007 Romero Canyon Road  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R4 and R5

- |      |   |
|------|---|
| R4-1 | The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR.  |
| R5-1 | The District acknowledges the commenter's support for Scenario #2, Option B. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. Each of the topics addressed in the comment – emergency access, pedestrian and bicycle access, and access route between the project site and Castaic Middle School – are addressed in Section 2.2. |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R6 and R7 (1 page)

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>>> "becky@beckysill.com" <becky@beckysill.com> 9/5/2012 10:18 PM >>>  
Mr. Cole,

We vote for dual access on opening day. It's a must for the safety of our students and residents as well as our property values!

R6-1

Ben & Becky Sill  
31229 Cherry Dr.  
Castaic, CA 91384

---

>>> Lisa Lopez-Soares <sendheranemail@hotmail.com> 9/5/2012 10:01 PM >>>  
Dear Mr. Cole,

I wanted an opportunity to weigh in regarding access to Castaic High School. As a parent of a future high schooler, as a resident of Castaic, and as someone who is concerned with the safety of students and the community I would like to see DUAL access made available the day Castaic High School opens.

R7-1

I am very excited about the school! I hope that Castaic will finally get it's own high school. We are a great community with much to be proud of, but we do need a high school to call our own!

R7-2

Thank you,  
Lisa Soares



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R6 and R7

- |      |  |
|------|--|
| R6-1 | The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R7-1 | The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R7-2 | The District acknowledges the commenter's support for the project.   |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R8 through R10 (1 page)

>>>> Steven Sansone <stevesansonela@gmail.com> 9/5/2012 9:28 PM >>>>  
Dear Mr. Cole:

One of my neighbors called me recently regarding a flyer disseminated to Castaic Residents regarding the Castaic High School and Dual Access Road. She asked me a number of questions regarding this flyer and I was not prepared to answer her since I have not seen the flyer.

R8-1

As I am a Castaic resident, could you please forward a copy of the flyer to me via email at your earliest convenience to help me understand the issue? She was not sure if there is a Bond Measure being floated, or if a input is is being solicited, or if there is a ballot initiative that requests voter approval.

Thank you for your cooperation on this matter.

Sincerely,

Steve Sansone

30654 Colt Road  
Castaic, CA 91384

ssansone@kravitzinvest.com  
(818) 262-3458

>>>> <erickjessy@ca.rr.com> 9/5/2012 9:05 PM >>>>

Mr. Cole:

As Resident of Castaic and father of two future High School students, I request the Scenario #2, Option B as the High School access route. For many reasons that alternative is the most appropriate, including cost, because if the district waits for 1600 students, we all know that the cost will be higher due to Inflation.

R9-1

We appreciate your attention to this matter.

Erick R. Solis  
27720 W. Mariposa lane  
Castaic, CA 91384

>>>> "Mrs. Ferkel" <mrs\_ferkel@hotmail.com> 9/5/2012 8:31 PM >>>>

Dear Mr. Cole,

We have four registered voters at our address--28639 Vineyard Ln., Castaic 91384--and we feel that the one entrance to our new high school is enough. Thanks for asking.

R10-1

Tom, Judy, Nick and Lisa Ferkel



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R8 through R10

- R8-1        The comment requests a copy of a flyer about the proposed project circulated to Castaic residents. The Notice of Preparation and the Notice of Availability for the environmental document is on the District website at <http://www.hart.k12.ca.us/index.php/community/public-disclosure/deir>
- R9-1        The District acknowledges the commenter's support for Scenario #2, Option B access routes.
- R10-1       The District acknowledges the commenter's support for one access road.

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R11 and R12 (1 page[s])

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>>> kristen bock <bockre44@sbcglobal.net> 9/5/2012 8:07 PM >>>

Hello, Our vote is for scenario #2 mainly because of the safety concern. We already live in a small community that does not always allow the proper flow of traffic in given situations. It is imperative that we provide for the safety of the students, especially when some of them will be driving themselves to school. Thank you  
Kristen Mayberry  
29859 Berkshire Pl  
Castaic CA 91384

R11-1

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>>> <CastaicCA@aol.com> 9/5/2012 8:03 PM >>>

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>>> Monica London <monicalondon1234@gmail.com> 9/5/2012 7:53 PM >>>

Scenario #2, option B on "Opening Day"

32279 Big Oak Ln Castaic

I have a 12 yr old son that would start high school on "Opening Day" that year. Although the school won't be congested it will be by the time my two younger girls attend and it is in the best interest of the community to have construction completed before opening day rather than have it continued when the second route was needed.

Monica London  
sent using a mobile device...

R12-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R11 and R12

- |       |  |
|-------|--|
| R11-1 | The District acknowledges the commenter's support for Scenario #2. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR.           |
| R12-1 | The District acknowledges the commenter's support for Scenario #2, Option B. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |



## 4. Response to Comments from Residents and Individuals

LETTER(S) R13 through R14 (1 page[s])

---

>>> "Flo Lawrence" <flo@peoplehunter.com> 9/5/2012 7:42 PM >>>  
Hart Governing Board,

"We are closer today to having a high school in Castaic than we ever have been before."  
Rob Challinor 4/10/2012

Let's make those words come true. Please build a complete high school in Castaic for 2600 students, with all the programs and facilities. | R13-1

Build two access roads from the start – one from Sloan and Parker, the other from Sloan and Hillcrest (as outlined in the CATC letter). | R13-2  
Build it now, build it all, build it right the first time.

Don't let those with selfish interests slow or stop this school for our children and our children's children. Move forward, - surely, swiftly and with purpose.

As for specific comments on the DEIR, I'll leave that to more knowledgeable folks. My one request is this. During the extensive and expensive selection process, it was often mentioned that the four parcels that make up the hybrid site have existing approvals for a residential development. While I realized these must be updated, I was shocked they were not included in this expensive EIR?!?! Please reference, acknowledge and include these existing approvals. | R13-3

Kind regards.

Flo Lawrence  
Dad  
Castaic, CA

---

>>> Andrea Douglas <andmordouglas@sbcglobal.net> 9/5/2012 7:22 PM >>>  
Mr. Cole:

My son is scheduled to be in the first class at Castaic High School if it actually opens when planned. My daughter is two years behind my son. I feel that the Dual Access option is the better option but should commence on the opening day of school and not wait until there are 1600 students. The congestion would be ridiculous. The children would not be able to walk or bike to school causing even more congestion. The one road access would cause so many safety concerns. I really think that this 3rd option (which so many of us believed we would have dual access all along) would be the best option for everyone. | R14-1

Thank you so much.

Andrea Douglas  
28725 Greenwood Place  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R13 through R14

- |       |   |
|-------|---|
| R13-1 | The comment supports the project. As proposed, the project would accommodate a total of 2,600 students. A detailed description of the project is in Chapter 4 of the DEIR.                |
| R13-2 | Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR.   |
| R13-3 | The previously approved residential development on the project site and permits for that development, are discussed in Section 4.2, <i>Project Overview and Background</i> , of the DEIR. |
| R14-1 | The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR.                      |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R15 through R17 (1 page)

---

>>> Robert Ernst <ernst4@sbcglobal.net> 9/5/2012 7:05 PM >>>

Dear Mr. Cole,

This email is in regards to voting for options as listed in the DEIR for the proposed Castaic High School.

I am in support of Scenario #2, Option B. Dual access should begin as of opening day of the school. The south access should be Barringer/Sloan/Hillcrest. R15-1

Sincerely,

Alexandra Ernst  
30957 Romero Canyon Road  
Castaic, CA 91384

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>>> Armando Rodriguez <mando64r@yahoo.com> 9/5/2012 6:50 PM >>>

My wife, Estela Castellanos, and I, Armando Rodriguez, support Scenario #2, Option B on "opening day of school" because it just makes sense to have more than one way in and out and is the only safe way to build a school. R16-1

Armando Rodriguez/Estela Castellanos  
29710 Cambridge Ave  
Castaic CA 91384

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>>> "John Allen" <john@caPopTop.com> 9/5/2012 6:17 PM >>>

Regarding access to/from the new high school, Scenario #2 is the only option that is logical. Since you need to provide dual access to the school, why wouldn't you want to connect this high school to the existing schools on Hillcrest. Without access to the high school from Hillcrest, it is a 5 mile trip between schools.

Also, during the late Fall and Winter months when the Grapevine is closed, students that are bussed will not be able to travel up the Fwy to exit at Parker in a timely manner. Yes, there is the Old Road, but this is jammed as well. I've lived here for 30 years and I know this to be true. R17-1

You say you are willing to create access from the school to Hillcrest when the student population increases from 1300 to 1600. I believe this increase will happen sooner than you are planning. So lets do this right from the start and create a second access from Hillcrest to the school.

Thank you for your consideration.

Regards,

John Allen  
31626 Bobcat Way  
Castaic, CA 91384

661-257-2167  
661-347-4783 (fax)  
[john@caPopTop.com](mailto:john@caPopTop.com)



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R15 through R17

- |       |   |
|-------|---|
| R15-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R16-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R17-1 | The District acknowledges the commenter's support for Scenario #2 access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR.           |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R18 through R21 (3 pages)

>>>> "Richard Landy" <richardlandy@winplus.net> 9/5/2012 3:45 PM >>>>

Mr. Cole

This e-mail is in response to the July 2012 DEIR for the proposed Castaic High School.

My comments and concerns are as follows:

- |   |        |
|---|--------|
| 1) Dual access (on opening day) from the north and from the south via Barringer/Sloan to Hillcrest should be done.  | R18-1  |
| 2) Option "B" Northern access route is preferred.   | R18-2  |
| 3) Hasley/Sloan site is a very viable site and meets all the objectives better than the Romero preferred site.  |        |
| Hasley/Sloan looks to be much more cost effective and faster to market. Please compare more accurately relative to SEQA, CDE, DSA, CSD, OVOV, Dark-Skys, Cost & Timeline, without bias.             | R18-3  |
| And compare regardless if the Hart District is exempt, it's still an impact, it's just not a binding rule.  |        |
| 4) The connection of the west end of Barringer to Valley should be gradual turn not a 90 degree angle. And Valley should have the name Barringer.   | R18-4  |
| For safety and convenience Barringer should continue in front of the school without the hard turn. If in the future south Romero is needed it can be a 90 degree into Barringer.                    |        |
| 5) This is an equestrian rural area and you must give allot more consideration to the designated trail system. You must add the trails to all of the roads or it will never happen.                 | R18-5  |
| 6) Drainage from the school must have more flood capacity. Design should be per a 200 year storm rating. Basins need to also control mud and debris after a fire.                                   | R18-6  |
| 7) Romero as emergency access is not an option. Romero residents will not accept civil liability and maintenance.   | R18-7  |
| Because the term "Emergency" is subjective the ability to control this traffic is imposable, thus this can not be a feature stated in the EIR.  |        |
| 8) Why are you wasting land having 6 basins that are very shallow. Why not have 2 deep basins.  | R18-8  |
| 9) Heliport above a school is questionable, is this good commonsense. The Hart school Board will still be drawn into litigation for allowing the pad in the event of an accident.                   | R18-9  |
| 10) Looks to me like the water tanks catastrophic failure drainage will come down Romero. Having no back-up basin is not acceptable.  | R18-10 |
| Tank pipe lines are also a concern and need to be address for not if they fail, but when the fail.  |        |
| 11) Broadcast facilities, a clear description is needed. Are we talking about a cell-tower, TV station or NASA satellite dish. The main concern is aesthetics.                                      | R18-11 |
| 12) Class II bicycle paths should be incorporated into all roads being developed. Designated clear bike lanes are need for safety of both young vehicular and young bike riders.                    | R18-12 |
| 13) The Castaic High School must be a full service, full size high school. The voters of Santa Clarita and Castaic approved SA bond for these features. Building to a lesser capacity is not legal. | R18-13 |
| 14) General aesthetics of the school site should be rural rustic & artful, not industrial looking, roofs should be none reflective tile and not metal.  |        |
| And walls should be stucco rather than paint on concrete. Other walls should be slump-stone and not snider-block, ect....   | R18-14 |
| 15) The DEIR doesn't address the impacts of Photo-electric power generating panels. The likelihood this site will have PV panels is 100%.   | R18-15 |
| This is a major aesthetic change to the area and needs to be address now per SEQA.  |        |
| 16) Usage South Romero cyn. for construction traffic would be excessive and will be contested. Both access roads should be built first to the site minimize the impacts.                            | R18-16 |
| 17) Noise and Lighting is a server impact. The difference to what we have now will be a 1000% impact. To say you "will try hard to minimize" has no meaning. How will you do it ?                   |        |
| In general I find the DEIR stimulates me to ask more questions then the document answers. The bias to under estimate the impacts at the preferred site is strong.                                   | R18-17 |



## 4. Response to Comments from Residents and Individuals

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The Hart Board and The Planning Center should be embarrass by the information provided to the public.  
I look forward to the final EIR.  
Richard Landy  
30945 Romero Canyon Road  
Castaic, CA 91384

R18-18

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>>> Georgina Hitchens <georgina.hitchens@gmail.com> 9/5/2012 2:47 PM >>>  
Georgina Hitchens  
28221 Royal Road  
Castaic, CA. 91384

My vote is for Scenario 2, Option B.

Dual access High School routes are the most logical way to build the project. We should do it correctly  
right from the start.

R19-1

(Sorry I have not sent in my vote until now, I have just returned from a trip.)

--  
*Georgina Hitchens.*

---

>>> QHlady <QHlady@me.com> 9/5/2012 2:12 PM >>>  
Good Afternoon Tom,

After having read everything I can find for the last 25 months,  
including all of your published documents, there are two issues  
that I believe are the most important with any proposed High  
School site, access and flood control.

So first of all, I'd like to cast my vote for:

Scenario 2, Option B "on opening day"

R20-1

Dual access on opening day would hold true for any High School  
site and I believe this would be the same for everyone else who  
has sent you an e-mail requesting the dual access between our  
Middle School and a proposed High School.

There are only two sites being considered that would accommodate  
the dual access on opening day that the community is asking for,  
the Hybrid site and the Hasley-Sloan site.

The other issue that does not affect the entire community is flood control.

R20-2

## 4. Response to Comments from Residents and Individuals

---

Only the rural residential community of Romero Canyon is affected by the flood control, or lack thereof, by the proposed Hybrid site.

In the DEIR, flood control is proposed for a 50 year (24 hour) storm, coupled with 46 acres of impermeable surface. I understand that some of this acreage includes the roadways. Does anyone remember the 96 hour storm in January of 2005? Since the Hybrid site is upstream, just imagine the liability that the District will have. Insurance Companies will be going after the District for increasing the home/property destruction caused by not nearly enough flood control.

Flood control is not an issue for the Hasley-Sloan site. It affects no one. An issue that I don't believe most residents in Hasley Canyon have even thought about (unless Romero Canyon Creek runs through your property)

Reference has been made to the La Quinta High School in La Quinta, Ca. I took the time to look it up on Google Maps. The first thing that jumped out at me was it's location, directly adjacent to the Whitewater River Bed. Besides it's multiple accesses, flood control is insignificant, affecting no one.

As a resident of Hasley Canyon, it is very difficult for me to say this, I believe the Hasley-Sloan site is superior to the Hybrid site. It endangers no one and can accommodate the community's request for dual access on opening day with obviously far less cost.

Thank you,

Jean Cloyd  
30112 Sharp Rd  
Castaic, Ca. 91384

R20-2  
cont'd

R20-3



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>>> Teri Esteban <gesteban@sbcglobal.net> 9/5/2012 2:04 PM >>>

Dear Sir or Madam:

As a resident of the Hillcrest Parkway neighborhood I absolutely oppose any proposed access to Castaic High School by way of Hillcrest Parkway.

My backyard is adjacent to Hillcrest Parkway and we are well aware of the speeding problem already associated with the road. In addition, my husband walks our dog daily along Hillcrest Parkway and has witnessed car accidents, as well as pedestrians and animals being struck by cars.

The speed limit on this road is already a ridiculous 50 miles per hour, a limit that is rarely observed by drivers. Most vehicles travel easily at 55 - 60 miles per hour. Add that to the large amount of pedestrian traffic along the parkway and you've already got a disastrous combination. If more traffic (including proven poor driving high schoolers) is offered access to this road we are sure to see fatalities.

Would you allow your children to walk alongside the freeway? It amounts to the same thing.

Once again, I absolutely OPPOSE Castaic High School access to Hillcrest Parkway.

Sincerely,

Teresa Esteban  
(661) 295-7121

R21-1

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R18 through R21

- R18-1      The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R18-2      See response to comment R18-1.
- R18-3      Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R18-4      Since the Baringer Road at Romero Canyon Road/Valley Creek Road intersection is an off-site public intersection, the specific configuration will be determined by the Los Angeles County Department of Public Works. The school district, if it so chooses, can make a request of the County to consider the reconfiguration of the intersection as well as the naming of the roadways.
- R18-5      Final roadway configuration will be determined by the Los Angeles County Department of Public Works in cooperation with the school district. The District will dedicate land for trails to be constructed by the County.
- R18-6      The comment states that the project should have drainage capacity for a 200-year storm event, rather than a 50-year storm event as planned. The planned drainage facilities meet Los Angeles County Department of Public Works drainage requirements. The retention basins would have sufficient capacity for drainage from a 50-year storm after a fire (the "50-year burned" condition).
- R18-7      Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R18-8      Four of the six planned basins onsite are evaporation basins as well as retention basins. Evaporation requires substantial surface area. Deep basins would hold stormwater runoff too long giving rise to favorable breeding habitat for mosquitos and the possible spread of disease.
- R18-9      The heliport would be for use by emergency service agencies only, and was specifically requested by the County of Los Angeles Fire Department. No regular flight operations would occur. The heliport would be used to reduce hazards to people at the school and in the surrounding area.
- R18-10      Flooding consequences of a failure of one or both of the proposed 750,000-gallon tanks was analyzed in detail and is discussed in Section 5.9, *Hydrology and Water Quality*, of the DEIR. Several precautions are included in the design of the tanks and surrounding topography that reduces flooding impacts to less than significant.
- R18-11      Aesthetics was fully analyzed in the DEIR, Chapter 5.1. The analysis included photo simulations that show impacts on the surrounding community. An analysis that includes the broadcast tower would not change the conclusion of the EIR aesthetics impact. The proposed project would substantially alter the existing visual character of the site and its surroundings.



## 4. Response to Comments from Residents and Individuals

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- R18-12 Responses to comments on traffic and pedestrian/bicycle safety are in Section 2.2, *Project Access*, of this FEIR.
- R18-13 The proposed high school would be a comprehensive high school for 2,600 students. Proposed facilities and operation are discussed in Chapter 4, *Project Description*, of the DEIR.
- R18-14 Aesthetics was fully analyzed in the DEIR, Chapter 5.1. The District's design will be functional and appropriate.
- R18-15 Aesthetics was fully analyzed in the DEIR, Chapter 5.1. The analysis included photo simulations that show impacts on the surrounding community. An analysis that includes the photovoltaic panels would not change the conclusion of the EIR aesthetics impact. The proposed project would substantially alter the existing visual character of the site and its surroundings.
- R18-16 Construction equipment and vehicles will access the site from Sloan Canyon Road to the east. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R18-17 Noise impacts are discussed in Section 5.10, *Noise*, of the DEIR; lighting impacts are discussed in Section 5.1, *Aesthetics*, of the DEIR.
- R18-18 The comment is noted; the District Governing Board will consider all written comments during consideration of the FEIR for certification.
- R19-1 Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R20-1 Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R20-2 The planned drainage facilities meet Los Angeles County Department of Public Works drainage requirements.
- R20-3 The comment favoring the Halsley-Sloan alternative site is noted. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R21-1 Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.



#### *4. Response to Comments from Residents and Individuals*

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## 4. Response to Comments from Residents and Individuals

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LETTER(S) R22 through R24 (1 page)

>>>> <carynsanders@sbcglobal.net> 9/5/2012 12:06 PM >>>>

Scenario #2, Option B as of Opening Day of School, is the best and truly only viable option.

R22-1

However, if additional traffic is added to Hillcrest Parkway, additional traffic control should be considered, such as a light at Yosemite.

>>>> <revarletta@aol.com> 9/5/2012 12:10 PM >>>>

Please support Scenario #2, Option B on "opening day of school." Dual access is very important for safety.

R23-1

Thank you.

Linda Dodson  
32061 Emerald Lane  
Castaic CA 91384

*Linda*

>>>> steve quale <stevequale@aol.com> 9/5/2012 9:58 AM >>>>

I wrote a letter to the entire board about a year ago regarding using Hasley cyn and Romero cyn. as a school access road. I explained that I have lived on Romero cyn for 24 years and in that 24 years 7 people have died on Hasley Cyn on that 2 mile stretch from Del Valle heading west on Hasley. The most recent 2 deaths were caused by kids texting and crossing over the line. But in my last letter I got no response so I assume that you really don't care if this is an extremely dangerous 2 lane road with no dividers and by adding all these kids could create a tragic loss of life. I would suggest using the Palmer property both from a cost and safety issue as an access road which connects east of the Hasley /Del Valle split. In the last letter I asked your board to drive west on Hasley past Del Valle to see the grave site markers, which I assume you DIDN'T, so I will ask you again to verify what I am telling you.

R24-1

Since this is my second letter to the board , I do want to put you on notice:

I don't care if you think you are protected or not because you are working on the school board---If you use Hasley Cyn/Romero as an access road for that school and my family becomes injured due to someone crossing over the center divider road marker-I will personally sue each one of the hart district board members.

Steve Quale  
30522 Romero Cyn Road , Castaic Ca. 91384  
Steve W. Quale  
T/A APPRAISAL, INC.  
TAUBER ARONS, INC.  
Tel.:# (323) 883-9080 x 108  
Fax# (818) 933-0787  
cell # (323) 697-8100  
13848 Ventura Blvd.  
Sherman Oaks, Calif. 91423-3654  
Email: [stevequale@aol.com](mailto:stevequale@aol.com)  
website: [www.tauberaronsinc.com](http://www.tauberaronsinc.com)



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R22 through R24

- |       |   |
|-------|---|
| R22-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.   |
| R23-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.   |
| R24-1 | Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. The commenter's preference for the Palmer property site for the project is noted. Responses to comments on project alternatives are in Section 2.3, <i>Project Alternatives</i> , of this FEIR. |

## 4. Response to Comments from Residents and Individuals

LETTER R25 (3 pages)

9/4/12

**VAN WERT, INC.**  
LAND USE ENTITLEMENTS CONSULTING

**William S. Hart Union High School District  
Attn. Tom Cole  
21515 Centre Pointe Parkway  
Santa Clarita, California 91350**

Date: 9/5/2012

Re: Castaic High School Draft EIR-[SCH No. 2004031110]

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This purpose of this letter is to comment on the impacts of the access alternatives for the proposed Castaic High School on behalf of Norman and Patricia Howell, homeowners residing along Sloan Canyon Road (30701 Sloan Canyon Road) north of Hillcrest Parkway. The concern expressed in this letter is that the Castaic High School DEIR (the "DEIR") does not address or mitigate potentially significant impacts of the proposed access alternative. R25-1

Sloan Canyon

Sloan Canyon north of Hillcrest Parkway is a rural area characterized by small acreage home sights and an equestrian lifestyle. Sloan Canyon Roadway north of Hillcrest Parkway has been deleted from the highway plan with the recent adoption by the County of Los Angeles of the One Valley One Vision update to the Santa Clarita Valley Area Plan (the "SCVAP"). The land use policy of the Plan designates this portion of Sloan Canyon as a rural area of single family homes on parcels of at least two-acres. R25-2

Potential Impacts

The DEIR describes in Scenario 2 (Page 5-14-1) a public access route through this portion of Sloan Canyon as the principal access (58% of total traffic) when the school expands beyond the initial phase of 1600 students to an anticipated capacity of 2600 students. While the DEIR goes at great length to access the traffic volume capacity issue, it fails to address the impacts on the rural character of the area and the policy objectives of the SCVAP.

Depending on the design and extant of the proposed roadway, it could have significant impacts on the lifestyle and character of this designated rural community. Given the SCVAP policy to maintain the character of Sloan Canyon as a rural, equestrian oriented area; the DEIR must address the potential impacts on the community character. R25-3

Specifically, the DEIR must address:

1. What is the proposed design of the roadway including the proposed speed limit, pavement width, all weather access capability, horizontal and vertical curves?
2. Will urban streetscape elements such as sidewalks, curbs and streetlights be included which would be inconsistent with the character of the area?
3. Are rural roadway design elements included such as equestrian and hiking trails?
4. What vehicular speed controls, trail fencing/separation from vehicles and traffic calming design elements are included in the roadway design to minimize the conflict between equestrians and school traffic?

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12301 Wilshire Boulevard, Suite 203, Los Angeles, California 90025Page 1



## 4. Response to Comments from Residents and Individuals

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September 5, 2012

### SCVAP Consistency

Scenario 1, the 4-lane Northern (Parker) access alternative, is clearly the most consistent with the SCVAP which designates the northern access as a 4-lane highway. Therefore, the SCVAP argues for the selection of Scenario 1 as the preferred alternative. However, if Scenario 2 is retained as a future alternative access to the school, the DEIR is inadequate in that it does not address the potential significant impacts of Scenario 2 access on the character and safety of the Sloan Canyon community nor the inconsistency with SCVAP policy to retain this portion of Sloan Canyon as a rural equestrian oriented area.

R25-3  
cont'd

### Romero Canyon Access

Romero Canyon Road, currently considered as emergency access only, should be evaluated as an alternative secondary access. The Romero Canyon route has several advantages that would reduce potential impacts compared to the Sloan Canyon alternative. Specifically, there is a bridge structure over Hasley Canyon; there is a higher intensity of development with a large lot suburban character; Romero Canyon is not a predominately equestrian area with far fewer horses and other large animals; much of the route to the school site is paved. These factors argue that Romero Canyon is better suited to provide secondary access than Sloan Canyon. Romero Canyon deserves consideration and evaluation as a lesser impactful alternative access.

R25-4

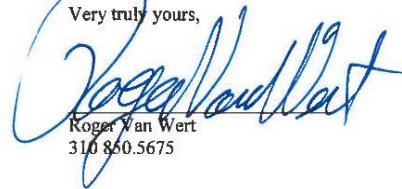
### Conclusion

From an operational perspective, we hope the school will have an equestrian team and Future Farmers of America type programs in their curriculum supported by facilities such as barns, arenas, pastures and crop fields.

R25-5

We appreciate the District's consideration of these concerns. Please contact me if you have any questions.

Very truly yours,



Roger Van Wert  
310 860.5675

Cc: Howell

## 4. Response to Comments from Residents and Individuals

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September 5, 2012

### Listing of SCVAP Policies

#### *Objective LU-1.1*

Maintain an urban form for the Santa Clarita Valley that preserves an open space greenbelt around the developed portions of the Valley, protects significant resources from development, and directs growth to urbanized areas served with infrastructure.

**Policy LU-1.1.3:** Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.

**Policy LU-1.1.6:** Preserve the rural lifestyle in canyons and low-density, outlying areas of the Santa Clarita Valley, through designating these areas as Rural Land on the Land Use Map where appropriate.

**Policy CO-1.1.3:** In making land use decisions, encourage development proposals that preserve natural ecosystem functions and enhance the health of the surrounding community.

R25-6



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter R25

- R25-1      The commenter's concern that the DEIR does not address or mitigate potentially significant impacts of the access alternatives is noted.
- R25-2      The District acknowledges the rural residential nature of the area along Sloan Canyon Road between Hillcrest Parkway and Baringer Road described by the commenter; rural residential land uses near the project site are described in DEIR Section 3.2.
- R25-3      Proposed access roadway cross-sections are provided in Figure 4-3, Road Sections, of the DEIR. Roadway cross-section for the southern access route includes a 5.5-foot-wide concrete sidewalk on the westerly side of the roadway and a Class 3 bike path with roadway adjacent to the curb on each side (bike path would be signed but not striped on pavement). The District would dedicate land for the County multipurpose trail. Street lights are proposed at street and lot major driveway intersections; however, the Los Angeles County Department of Public Works (DPW) would determine if additional lights are required for the sidewalk. The access roadways would be designed to the established specifications of the Los Angeles County Department of Public Works, which places limits on the amount of curvature and steepness of the roadways, and which includes specific criteria in regard to the provision of safety enhancing measures such as guard rails. A determination regarding the use of guard rails, or other safety measures, will be made through consultation with County engineers as part of the roadway design process.
- The proposed speed limit is 35 miles per hour. All weather access is currently proposed. Horizontal curves are 350-foot minimum radius in AP 3247-042-006 to go easterly around an existing hilly area. Street grades are generally three percent on Sloan, except 15 percent maximum in the middle of Baringer Road.
- Selection of Scenario 1 or 2 for the eastern access should not affect safety as road design will provide for line of sight based on the design speed.
- R25-4      The commenter's preference for Romero Canyon as a southern project access is noted.
- R25-5      The commenter's desire for the project to include agricultural programs and facilities is noted.
- R25-6      The comment consists of several Santa Clarita Valley Area Plan (SCVAP) policies; no response is needed.



## 4. Response to Comments from Residents and Individuals

LETTER(S) R26 through R29 (1 page)

>>>> "Mark Barrett" <markbarrett@acninc.net> 9/5/2012 9:16 AM >>>>  
Mark, Velayn & John Barrett of 27607 Agate Way-Stonegate support  
SUPPORT Scenario #2, Option B as of "Opening Day of School"

R26-1

>>>> "J. A. Edmonson Inc." <jaeinc@earthlink.net> 9/5/2012 8:36 AM >>>>  
We have lived in Castaic for 29 years and raised 2 children and have seen Floods, Snow falls,  
Earthquakes, and Wildland fires, close I-5, the Old Road, our surface streets and isolate parts of our small  
community.  
The idea of only having a single access to the proposed Castaic High School is irresponsible and short  
sighted.  
We strongly support Scenario #2 with option B. Dual access on "opening Day of School"

R27-1

Bruce and Michele Edmonson  
31608 Hipshot Dr  
Castaic, CA 91384

J.A. Edmonson Inc.  
661-259-8404

>>>> <robclloyd@me.com> 9/4/2012 10:16 PM >>>>

Due to the additional school taxation within our property taxes, and the fact that we have no children  
attending school, I would like to see our tax dollars spent on an additional roadway that provides  
convenience and safety for the community's students and general population. The Middle School and the  
proposed High School should be directly connected on opening day of school.

R28-1

**I vote Scenario 2, Option B on opening day of school.**

Thank you

Rob Cloyd

30112 Sharp Road

Castaic, Ca. 91384

>>>> Christine Waldron <clwaldron@sbcglobal.net> 9/4/2012 8:51 PM >>>>

Mr. Tom Cole,  
I wanted to send an email with my support of having Dual access for the new high school. I cannot  
imagine it being safe to only have one entry way to the school. I am voiting for Scenario #2 -Dual Access.  
We live in an area that is prone to fires and I cannot imagine how anyonee could think one entry way  
would be safe for our children. That just seems wrong!  
Thank you for the consideration.  
Christine Waldron  
son at NLH

R29-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R26 through R29

- |       |   |
|-------|---|
| R26-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R27-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R28-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R29-1 | The District acknowledges the commenter's support for Scenario #2, dual access.           |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R30 through R32 (1 page)

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>>> Bob Wright <bwrighton@aol.com> 9/4/2012 6:43 PM >>>

Mr. Cole, I would like to support scenario #2, option B on " opening day of school ". I think it is extremely unfair to single out one portion of the community. I have lived in Castaic since 1986 and have listened to the nimbies for years. SHARE the load, dual access please.

R30-1

Robert W. Wright  
31443 Arena Drive  
Castaic Ca 91384

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>>> Rob A <justgr8@pacbell.net> 9/4/2012 6:33 PM >>>

Hi Tom,

I support Scenario #2, Option B on "opening day of school". I believe it's the safest alternative for our students and community. It provides for realistic access to the new high school from everywhere in the community without having to take arduous routes.

R31-1

Thanks,  
Bob Arimoto  
31421 Cherry Dr  
Castaic, CA 91384

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>>> "McDonald,Marie, GLENDALE, Confections and Snacks" <marie.mcdonald@us.nestle.com>

9/4/2012 5:20 PM >>>

Hello,

I am a resident of Hillcrest Park in Castaic.

I am very concerned about the plan to use Hillcrest Parkway as a road into the proposed new high school.

Our roads already have significant traffic each morning and night with the Middle and Elementary schools in the neighborhood.

Some mornings it is almost impossible to turn left onto Hillcrest Parkway with the steady stream of cars going up and down the hill.

R32-1

Adding high school traffic to an already crowded street seems unreasonable.

Plus, many high school students drive their own cars to school.....in the morning and night there are many young children walking on the sidewalks through the neighborhood.

This seems like an accident waiting to happen.

In addition to the AM and PM traffic – we will have to put up with the Friday night football traffic!  
Please find another solution to this issue.

Thank you.

Marie McDonald  
27850 Lassen St  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R30 through R32

- |       |   |
|-------|---|
| R30-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.   |
| R31-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.   |
| R32-1 | The commenter's opposition to including Hillcrest Parkway in one of the project access routes is noted. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R33 through R36 (2 pages)

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>>> Laura Sheriff <laseriff52@gmail.com> 9/4/2012 4:45 PM >>>

It is the one that makes sense in an emergency as well as less congestion.

Regards,

Laura Sheriff

R33-1

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>>> Matt Johnson <mattjohnson723@hotmail.com> 9/4/2012 3:16 PM >>>

I am a resident of Castaic, and I support the building of a new high school, however I strongly disagree with the "one way in, one way out approach" presented in Scenario 1 (until 1,600 students is reached).

**Scenario 2 must be implemented on day one to allow dual access to the site.** Not doing so is not only a major safety concern but a traffic concern as well.

R34-1

Sincerely,

Matthew Johnson

28553 Heather Ln

Castaic, CA 91384

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>>> "Maxon" <n8206m@sbcglobal.net> 9/4/2012 3:16 PM >>>

Dear Mr. Cole

I respectfully submit my vote and request that Scenario #2, Option B as of "Opening day of school" be adopted as the correct option for implementation. The implementation of this access via Parker/Sloan AND Baringer/Sloan to Hillcrest will provide the superior benefit to the community.

Sincerely,

Bill Maxon R.P.A.

30925 Romero Canyon Road

Castaic, California 91384

MTI

(661) 702-0034

R35-1

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>>> Phil Scorza 9/4/2012 2:19 PM >>>

Philip A. Scorza Sept. 1, 2012

32333 Romero Canyon Rd.

Tom Cole, Chief Operating Officer

William S. Hart Union High School District

21515 Centre Pointe Parkway

Santa Clarita, Ca. 91350

Mr. Coles:

This letter is in response to the Draft Environmental Impact Report that the Hart School District circulated July 2012 regarding the site of the new high school for Castaic. I wish to address several issues that directly affect me and my property.

As you should know by now, I am the only person who lives immediately north of the proposed project.

Naturally, I am concerned about how your project is going to affect my property values, the ingress/egress

R36-1



## 4. Response to Comments from Residents and Individuals

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to my property, and my view.	R36-1 cont'd
You state (on page 1-11) that a pump station, a block wall building, is to be built 300 feet north of the project site in tract 46443. You do not identify this tract. However, if I read the EIR correctly, it looks at though there are two options for entrance to the school site off Sloan Canyon Road that would affect this. Option one shows the pump station on the Weir property, while option two shows the pump house on the north edge of the Rasmusson property. This second option would impede less on the entrance to my property and my view, and naturally that is the one I favor.	R36-2
In section 5, Environmental Analysis, you show several views from key viewpoints, which are identified in figure 5.1-2. You state that there will be changes in those views that would result from the project. Included is my house which is number 1. On succeeding pages you show what each residence viewshed will look like, but you omit mine. I want to know what my view will be of the proposed project	
Naturally I am concerned about the light spill on my view and property. Currently, there are a great many old growth eucalyptus, pepper, Canary Pine, and other trees on the Weir property, that would block off much of this spillage. No where do you state which of these trees, nor how many of these trees, are to be cut down to allow for the new road alignment (called Valley View Road) nor the possible intrusion of a water pumping plant.	R36-3
On page 5.7-13, you discuss fire hydrant requirements. The only fire hydrant currently north of the proposed project is the one I put on my property, which is fed by my water tank. In the eleven years I have lived here, there have been two fires. The first one burned my house to the ground. There is a real danger of more fires, especially since you will be bringing people into a current wilderness area. If this project succeeds, I would like a fire hydrant installed at least as far north as the new road alignment (Valley View Road) on the Weir property.	R36-4
You continue to state (page 5.8-17) that there are no public or private ground water wells within a mile of this project. As I said in my response to your last NOP, I live on a well that is within 450 feet of your project. My well has been here over fifty years, it is permitted by the County of Los Angeles, and it is my only supply of water. I am greatly concerned that what you do will affect my ability to live here. I want my concerns about groundwater and my well addressed by a qualified expert.	R36-5
On page 5.15-10, you discuss drainage facilities for the area upstream of the proposed project. You state that the creek, which crosses my property immediately upstream of the project, will flow into a swale and drainage channel. I would like to know if this swale and drainage channel will sit on the Weir property, or south of it on the project site. If the swale and drainage channel is placed on the Weir property, then I would like to know where and how far north concrete will reach.	R36-6
Finally, you must realize that the gate, which lies on the Rasmussen/Weir property line, currently prevents people from entering my property, and the wilderness to the north. Since there have been two fires in this area, I feel strongly that leaving this area open to students and public, invites the possibility of more fires, and places my house and property in danger. The Hart District needs to replace the gate and fence.	R36-7
Sincerely,  Philip A. Scorza	

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R33 through R36

- R33-1 The comment seems to pertain to project access but appears to be truncated; the comment mentions concerns about emergency access and congestion but does not support or oppose any option.
- R34-1 The District acknowledges the commenter's support for Scenario #2 access route.
- R35-1 The District acknowledges the commenter's support for Scenario #2, Option B access route.
- R36-1 The commenter's concerns about his property values, access to his property, and his views are acknowledged. The District Governing Board will consider this comment, and all written comments, during consideration of the project.
- R36-2 The commenter's preference for having the proposed pump station north of the site located on the Rasmusson property is noted. Viewshed observation location #1 north of the proposed project is shown in Appendix C of the DEIR. As shown, because of an intervening ridgeline views of the school would include the tallest buildings. Views from location #1 would be less than most other view locations.
- R36-3 The area referenced in the comment is the part of the eastern access route (Scenario 1 Option A) within Tract 46443 north of the project site. No oak trees were identified in the 300-foot-wide area surveyed along the proposed roadway alignment. There are no trees in the area surveyed in Tract 46443; development of the access road in Option A would not reduce screening of the project site from the identified trees.
- R36-4 Fire hydrant spacing would be determined by the Los Angeles County Fire Department in accord with California Fire Code requirements.
- R36-5 The sources for the information are the Los Angeles County Department of Public Works Groundwater Well Data website and the Whitaker Peak 7.5 minute topographic quadrangle. Although the California Geological Survey (2002) reported historical depths to groundwater of about 10 feet below ground surface (bgs) in the Romero Canyon drainage, geotechnical boreholes advanced at the site to a maximum depth of 70 feet bgs did not encounter groundwater (Fugro, 2010). The proposed school project construction and operation would comply with established regulations for protection of ground water; however, contact with groundwater is not anticipated.
- R36-6 No drainage improvements are proposed north of the north project site boundary. Onsite improvements would direct drainage from upstream of the site around the proposed campus building pad.
- R36-7 The commenter's desire that the District replace the gate and fence on Romero Canyon Road at the north site boundary is noted.



## 4. Response to Comments from Residents and Individuals

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### LETTER R37 (1 page)

>>> Carm Vidad <crvidad@yahoo.com> 9/4/2012 2:08 PM >>>

Re: Castaic High School

Dear Mr. Cole,

I humbly request that you implement the DUAL ACCESS option for Castaic High School on Opening Day. Among other benefits, this option provides additional means of ingress/egress in case of emergencies and alleviates traffic congestion in and around the area.

Thanks in advance for your time and consideration.

Sincerely,

Carmelita Vidad

27910 Doubletree Way

Castaic, CA 91384

(661) 210-9103

R37-1

### Response to comments from Letter R37

R37-1      The District acknowledges the commenter's support for dual access



## 4. Response to Comments from Residents and Individuals

LETTER R39 (1 page)

MARVIN AND MANETTE METCALF  
30711 Romero Canyon  
Castaic, California 91384  
(661) 702-0959  
Fax 702-0994

September 4, 2012

Tom Cole  
Chief Operations Officer  
William S. Hart Union School district  
21515 Centre Pointe Parkway  
Santa Clarita, CA 91350

RE: Castaic High School EIR

Dear Mr. Cole:

In regards to the latest EIR published by the Hart School District, we have the following comments:

1. It appears that the School Board is attempting to circumvent the desires of the residents by not committing to the secondary access. Once the high school enrollment reaches 1600 students, the bar will undoubtedly be raised and the secondary access delayed further. We support the Barringer to Sloan dual access as overwhelmingly supported by the opinion poll taken in October 2011. Dual access is important for safety considerations.
2. It appears that the School Board used comparison sites that would make the selected site appear more favorable. There are two additional sites that are far superior and more cost effective, Del Valle and Palmer.
3. Construction access is not addressed, and the Hart School Board has demonstrated in the past that it has little regard for the residents on Romero Canyon Rd. When the original Rasmusson site was selected, the Hart School Board, in violation of the EIR process, released funds to the developer so that he could immediately start grading, soil/geological testing, and removal of 30 oak trees. The developer moved large trucks and grading equipment up and down Romero Canyon Rd., causing damage to the road and creating safety hazards. The Hart School Board was quick to say that they weren't responsible and that it was completely the developer's fault the road was damaged. Romero Canyon is a private road. The paving was paid for by the residents living on Romero Canyon Rd., without assistance from any governmental agency. If the Hart School Board, or its agents, cause damage to our property, we will seek sanctions.
4. This is your second notice that we deny use of our portion of Romero Canyon Road for construction access. As you are aware, Romero Canyon Road is narrow with blind curves and does not meet Los Angeles County standards. Use of this road to move heavy equipment is extremely dangerous for motorists, pedestrians, cyclists and equestrians.

R39-1

R39-2

R39-3

R39-4

Sincerely,

Marvin and Manette Metcalf



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter R39

- |       |   |
|-------|---|
| R39-1 | The District acknowledges the commenter's support for Scenario #2.  |
| R39-2 | The commenter's preference for the Del Valle and Palmer alternative sites is noted. The alternatives analysis assessed six alternatives including two alternative sites, Hasley-Sloan and Sterling Gateway. Further responses to comments on project alternatives are in Section 2.3, <i>Project Alternatives</i> , of this FEIR. |
| R39-3 | Construction equipment and vehicles would access the high school site from Sloan Canyon Road to the east. Oak trees were removed as part of an existing permit obtained by the land owner, not as part of the high school project. other comments do not relate to environmental impacts or the adequacy of the EIR.              |
| R39-4 | Note that the District does not propose to use Romero Canyon Road for construction access.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R40 through R43 (1 page)

---

**From:** ReneeSabol@aol.com [mailto:ReneeSabol@aol.com]  
**Sent:** Saturday, September 01, 2012 12:36 PM  
**To:** flo@peoplehunter.com; gpinsker@hartdistrict.org  
**Subject:** FYI - Flyer

Hi,

I have attached a flyer that was distributed in the Hillcrest Pky. neighborhood this past week. Shame they won't identify any individuals who are behind it.

R40-1

Renee Sabol

---

>>> Karen Douglas <karen\_a\_douglas@sbcglobal.net> 9/4/2012 1:45 PM >>>  
Mr Cole

My grandson is scheduled to be in the first class at Castaic High School if it indeed opens when planned. The Dual Access option is the better option but should commence on the opening day of the school not wait until there are 1600 students. The congestion that the single access would cause on Sloan Cyn, I can't imagine, plus the inconvenience to parents who have children at Castaic Middle or Elementary school and would have to drive all the way down Hillcrest, up the Old Road to Sloan Cyn and then to the high school to pick up their child seems totally unnecessary. The children would not be able to walk or bike to school so there would need to be either more school buses or more cars causing even more congestion. I believe that you really need to consider this 3rd option as the best option for everyone.

R41-1

Thank you  
Karen Douglas  
28731 Greenwood Place  
Castaic, CA 91384

---

>>> alexander dksas <adiksas19@sbcglobal.net> 9/4/2012 1:44 PM >>>  
I Alex Diksas, support Scenario#2, option B as of opening day of school.

R42-1

Alex Diksas  
31611 Arrow Point Drive  
Castaic, Ca 91384

---

>>> Chris Ralles <chrisralles@ca.rr.com> 9/4/2012 1:24 PM >>>  
To Mr. Tom Cole,

I, Chris Ralles, vote for:

R43-1

Scenario #2, Option B as of "Opening Day of School".

Chris M Ralles  
28629 Applewood Lane  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R40 through R43

- |       |  |
|-------|--|
| R40-1 | The comment references an attachment; the comment does not pertain to the adequacy of the EIR and does not require a response.                                       |
| R41-1 | The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R42-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R44 through R48 (1 page)

>>> TERESA BOYLE <boyletj@sbcglobal.net> 9/4/2012 1:11 PM >>>

Hi Mr. Cole,

I vote for Support for Dual Access on Opening Day - Scenario#2, Option B on "opening day of school"

Thank you.

Teresa Boyle

[boyletj@sbcglobal.net](mailto:boyletj@sbcglobal.net)

R44-1

>>> Jean Page <pagejean11@yahoo.com> 9/4/2012 12:30 PM >>>

I live at 28122 Cascade Rd, as it is I already have massive school traffic every morning, it is like a freeway out here on my street.

Nevertheless, my vote for DUAL ACCESS ON OPENING DAY, OPTION 2. THERE MUST BE DUAL ACCESS IN OUR AREA.

JEAN AND GERALD PAGE

R45-1

>>> TERRY MILLER <151mph@sbcglobal.net> 9/4/2012 11:50 AM >>>

Dear Mr. Cole:

The purpose of this email is to **object to Hillcrest Parkway as an alternate route to the "proposed" Castaic High School.**

My daughter would be in the first class if the school opens as scheduled. However, the plan to have the Hillcrest as an access is very bad for a large number of reasons. Safety being the main concern.

Thank you!

Terry Miller

28603 Vineyard Lane

Castaic, CA 91384

R46-1

>>> Roxanne Kamins <roxannekamins@yahoo.com> 9/4/2012 10:28 AM >>>

Dear Mr. Tom Cole:

As a resident of Castaic and a parent of two children who attend Castaic schools, I would like to express my vote for Scenario #2, Option B on "Opening day of school". We need dual access to the high school because "one way in and out" would be a traffic nightmare. Since the school site is not close to the Old Road, we need more access for community and emergency response for the safety of our students. Also, having a connection from the middle school to the high school is imperative for those of us whose children would be attending both schools at the same time. Therefore, I firmly believe that having a high school with dual access will be the best option for our community and our students.

R47-1

Thank you,

Mrs. Roxanne Kamins

27635 Moonlight Place

Castaic, CA 91384

>>> Tom Caesar <tlconromero@yahoo.com> 9/4/2012 9:45 AM >>>

Hello, please do the right thing and provide the road, Scenario #2, Option B for Castaic High School.

Why spend so much and only have one road in. Suicide. Thank you, Tom Caesar, Castaic resident

R48-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R44 through R48

- |       |   |
|-------|---|
| R44-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R45-1 | The District acknowledges the commenter's support for dual access Option 2.               |
| R46-1 | The District acknowledges the commenter's opposition to Scenario #2.                      |
| R47-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R48-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R49 through R53 (1 page)

>>> Cristina Gamboa <cristinagamboa95@yahoo.com> 9/4/2012 9:28 AM >>>  
I am voting for scenario #2

R49-1

My address is 26974 North Pebble Ridge Pl  
Valencia, CA. 91381

Thank you

---

>>> Susan Ingold <susan@ingolds.com> 9/4/2012 9:15 AM >>>  
Mr. Tom Cole,

I would like to vote for Scenario #2, Option B on "opening day of school"

R50-1

Thank you for your time,  
Susan Ingold  
30402 Clover Court  
Castaic, CA 91384

---

>>> Natalie Berend <natalie.berend@usi.biz> 9/4/2012 8:53 AM >>>  
I vote for option B for Dual Access on Opening Day of Castaic Highschool.

R51-1

Natalie Berend  
27648 W. Muir Grove Way  
Castaic, CA 91384

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>>> <deanatcnsigns@netscape.net> 9/4/2012 8:03 AM >>>  
We are in favor of Scenario #2, Option B on "opening day of school"

R52-1

thank you

Barbara and Dean Benforado  
28619 Lupine Street  
Castaic, CA 91384

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>>> Monica Davis <monidav11@yahoo.com> 9/4/2012 7:39 AM >>>  
For Scenario #2, Option B on "opening day of school"  
Monica Davis  
monidav11@yahoo.com

R53-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R49 through R53

- |       |   |
|-------|---|
| R49-1 | The District acknowledges the commenter's support for Scenario #2.                        |
| R50-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R51-1 | The District acknowledges the commenter's support for Option B dual access.               |
| R52-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R53-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |



## *4. Response to Comments from Residents and Individuals*

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LETTER(S) R54 (1 page)

>>> Marianne Hoffarth <mhoff35738@aol.com> 9/2/2012 5:15 PM >>>  
Scenario # 2, Option B on " opening day of school"

R54-1

Response to comments from Letter R54

R54-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.



## 4. Response to Comments from Residents and Individuals

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### LETTER R55 (1 page)

<hr/>	
>>> Lyn Tabibian <artsylynsy@yahoo.com> 9/3/2012 10:33 PM >>>	
Dear Mr. Cole,	
I am opposed to Access Scenario 2, described in the EIR. I have lived in this area for almost 20 years now and the proposed access route is something that should NOT be considered. Our house backs up to Hillcrest Parkway and we often times hear vehicles speeding up and down the street. I could already imagine how dangerous it will be for us parents and children in the neighborhood having inexperienced high-school students driving past the Middle and Elementary Schools! Bikers are also in danger as per the CHP, Hillcrest Parkway is not wide enough to create dedicated bike lanes. Furthermore, it is my understanding that per Certified Real Estate Appraisers, home values will drop as much as \$50,000 if Hillcrest Parkway goes thru! We have worked so hard in order to be able to keep our home and this proposed plan will create a huge impact on our finances.	R55-1
I hope you consider other alternatives, such as Project Alternatives 4-6 for a new Castaic High School that is safe for our community.	R55-2
Sincerely,	
Lyn Ferma 28329 Foothill Rd. Castaic, CA 91384	

### Response to comments from Letter R55

- R55-1      The District acknowledges the commenter's opposition to Scenario #2.
- R55-2      The commenter's preference for alternative sites is noted.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R56 through R58 (1 page)

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>>> Alan Wilcox <alan.wilcox00@gmail.com> 9/3/2012 10:04 PM >>>

Dear Mr. Cole,

Please do not consider Access Scenario 2 that is described in the EIR. As a homeowner and grade school parent that lives off of Hillcrest Parkway, this proposed access route is alarming. Hillcrest Parkway is already a speedway (vehicles often exceeding the 45 mph posted speed limit) and would be even more dangerous with inexperienced high-school aged drivers potentially driving past grade school and middle school children, parents, and others walking and biking up and down Hillcrest Parkway. It is my understanding per the CHP that this street also is not wide enough for dedicated bike lanes, so this proposed scenario is just an accident waiting to happen. I hope you consider other alternatives, such as Project Alternatives 4-6 for a new Castaic High School that is safe for our community.

R56-2

Sincerely,

Alan Wilcox  
28329 Foothill Rd.  
Castaic, CA 91384

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>>> Marina Martin <marina1msw@sbcglobal.net> 9/3/2012 9:41 PM >>>

Dear sir: We believe we need a dual access to Castaic High school on the opening day for safety reasons. Therefore, we vote for Scenario #2, OPTION B as of OPENING DAY OF SCHOOL.

R57-2

Sincerely,

Marina Martin  
31007 Romero cyn Road  
Castaic, CA 91384

---

>>> Cliff Airhart <cairhart14@gmail.com> 9/3/2012 8:06 PM >>>

Please choose scenario 2 , option B on opening day of school for the Castaic high school.

R58-2

We really need 2 routes to school for safety and easier access.

Thank you,

Cliff Airhart

Sent from my iPad



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R56 through R58

- |       |   |
|-------|---|
| R56-1 | The District acknowledges the commenter's opposition of the project site.                 |
| R57-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R58-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R59 through R61 (1 page)

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>>>> <casacanale@aol.com> 9/3/2012 7:28 PM >>>>

Living off Hillcrest Parkway, I am well aware of the current traffic situation. Way too many cars sitting in the slow lane waiting to pick up their kids. That means between 2:45 and 3:15 there is a lane missing. If Hillcrest is used to provide traffic for a high school, someone is going to die due to poor planning. I work at a local high school. I know when there are special events that there will be traffic going at all hours of the night. Also, opening up Sloan Canyon Road with it's rurality will ruin it for those residents with horses and cows, not to mention the wild life that is being encroached on already. Poor idea! Many of the residents moved here to live in a rural setting. This will definately take that away. Why not Grasshopper Canyon. There is only one elementary school and no middle school. Lots of room for big streets because there are fewer housing tracts. Just a thought.

R59-1

R59-2

Concerned Hillcrest resident

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>>>> Edmond <mietzner@yahoo.com> 9/3/2012 6:31 PM >>>>

Dear Mr. Cole,  
We vote for Scenario #2, Option B on "opening day of school".  
Our home address is:  
30405 Star Canyon Pl.  
Castaic, CA 91384  
Thank you so much!

R560-1

Edmond Mietzner  
**Logan Engineering**  
P.O. Box 95  
Castaic, CA 91310  
C (661) 644-6732  
F (661) 257-8851

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>>>> Michael Rodgers <srodmod@sbcglobal.net> 9/3/2012 5:36 PM >>>>

My husband and I are supporting the dual access Scenario#2, option B as Opening Day of School. I have seen the traffic mess that happens at West Ranch High School with the Jr. High across the street and do not wish that for the residents of Castaic even though we are retired and have no children at home.

R61-2

Thank you,

Susan & Michael Rodgers  
27660 Elk Ridge Rd.  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R59 through R61

- R59-1      The comment opposes use of Hillcrest Parkway as part of a site access route and supports an alternative site such as Grasshopper Canyon – also known as the NorthLake site analyzed in the 2005 EIR. The District acknowledges the commenter’s opposition of the proposed project site.
- R60-1      The District acknowledges the commenter’s support for Scenario #2, Option B access route.
- R61-1      The District acknowledges the commenter’s support for Scenario #2, Option B access route.

## 4. Response to Comments from Residents and Individuals

### LETTER(S) R62 through R64 (1 page)

>>>> Michelle <chellyyou@aol.com> 9/3/2012 4:39 PM >>>>

Please be advised that Citizens for Castaic do not represent my neighborhood. They are actually from the neighborhoods that rejected the connecting road through their community.

We already have Castaic Middle School and Castaic Middle School along Hillcrest Parkway with heavy traffic and the associated speeding issues that impact public safety.

Most residents who live in this area are law enforcement/fire department, who know first hand the hazards of adding another school - let alone a high school, where these young "bullet proof" drivers will add even more risk, being behind the wheel, on the roadway in this neighborhood.

Please reconsider this proposed site and listen to the local residents as well as the CHP, who have also advised their disapproval and traffic hazards associated with its construction.

Thank you.

Michelle and Rolando Rodriguez  
30510 Beryl Place  
Castaic

miCheLLe gRaCe  
Sent from my iPad

R62-1

>>>> Sandra Picciotto <sandra.picciotto@yahoo.com> 9/3/2012 4:22 PM >>>>

I, Sandra Picciotto, of 28730 Forest Meadow Pl., Castaic, 91384, vote for **Scenario #2** - Both roads open on opening day of school. Reason for scenario #2 is that I do not wish to have a caravan of 800 cars streaming past my neighborhood every morning to a high school I do not want in the first place. I have no children, so for my tax dollars I want both roads completed on the opening day of school.

Sincerely,

Sandra Picciotto 28730 Forest Meadow Place Castaic 91384

R63-1

>>>> Carter Construction Company <carterconstructionco@yahoo.com> 9/3/2012 4:18 PM >>>>

We live off Sloan Canyon. It's already tough making a right or left onto Sloan in the morning, when the Quail Valley residents are leaving. Dual access would definately benefit the residents in the Meadowood tract.

There is also a wonderful preschool right where the road will begin. I'm worried about the safety of the children at that school when parents are picking up and dropping off, with the entire community of Castaic, bringing their children up only Sloan Canyon for the High School.

Lastly, fires are a huge concern in this area. Having only one way in and one way out in a very dry canyon area, is asking for problems.

Thank you,

Jodi Carter

Carter Construction Company  
Residential Design & Construction  
CA License #932102

R64-1



## *4. Response to Comments from Residents and Individuals*

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Response to comments from Letters R62 through R64

R62-1      The District acknowledges the commenter's opposition of the project site.

R63-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.

R64-1      The District acknowledges the commenter's support for Scenario #2.



## 4. Response to Comments from Residents and Individuals

LETTER(S) R65 through R67 (1 page)

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>>> Robin Cook <robincook39@gmail.com> 9/3/2012 3:48 PM >>>  
I vote for Scenario #2, Option B on "opening day of school."

Anyone who thinks one way in and out is OK needs to go to Valencia Blvd. on a school day when school is going to start or end. What a nightmare.

R65-1

Robin Cook  
32012 N. Cypress Way  
Castaic, CA 91384

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>>> Christopher Cook <candjcook@sbcglobal.net> 9/3/2012 1:58 PM >>>

Dear Mr. Cole,

We are sending this message as a show of support for Scenario #2, Option B for dual access to Castaic High School on the opening day of school.

There is plenty of evidence to support the dual access scenario. We would refer you to the daily congestion caused by the single access route (Valencia Blvd.) to West Ranch High School and Rio Vista Junior High School. Putting it plainly, it is a mess and to those of us stuck in that traffic every morning, it's obvious that it was a poorly planned design.

The Hart District can avoid making the same mistake twice by ensuring the adoption of Scenario #2: Dual Access for Castaic High School on the opening day of school.

Thank you.

Christopher and Jennifer Cook  
28227 Picadilly Place  
Castaic, CA 91384

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R66-1

>>> Fernando Schiantarelli <knfa4@aol.com> 9/3/2012 10:59 AM >>>

Good morning. As a resident of the Castaic community, I would like to vote in regards the access to the future Castaic High School.

My vote goes:

SCENARIO #2, OPTION "B" AS OF "OPENING DAY OF SCHOOL"

Thanks for your consideration.

Juan Fernando Schiantarelli

30014 Sharp Road

Castaic, CA, 91384

661 775 3891

Fernando Schiantarelli

[knfa4@aol.com](mailto:knfa4@aol.com)

R67-1

Fernando Schiantarelli

[knfa4@aol.com](mailto:knfa4@aol.com)



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R65 through R67

- |       |   |
|-------|---|
| R65-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R66-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R67-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |

## 4. Response to Comments from Residents and Individuals

---

LETTER(S) R68 through R69 (1 page)

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>>> Andy MacNair <ahmacnair@sbcglobal.net> 9/3/2012 10:44 AM >>>

02 Sept 2012

To whom it may concern,

I agree that the community will need dual access to the new high school on opening day, and understand the viability of both scenarios in your plans. I can see that the school has been placed where no matter what scenario you adhere to, you are going to disturb a part of the rural community that is Castaic. However, the emergency contingency in S#1, using Romero Canyon, is highly inadequate, as the problems of our drought situation leave us highly susceptible to fire dangers, and the traffic flow problems we currently face in these conditions already show that it is almost impossible to move when all traffic is "flowing" through one road. People are already accustomed to using the Sloan option, and that gets tied up badly in times of emergency, where parts of that road are single lane, and there is no allowance for two way traffic. Romero and Sloan together are still short of what we need, but Romero alone, and only in emergencies, would be disastrous. Plus, during the best of times, it still leaves all traffic going to and from the school on one road.

S#2, subjecting of the residents in the areas along Hillcrest to the traffic is not really any better. People have a tendency to speed up and down Hillcrest without much regard for the primary and middle school children during school hours, and I don't think that is going to change. Hillcrest is a main thoroughfare by nature of the formation of the canyons, and people treat it as such. Changing the access to the new high school is simply going to add more cars to that thoroughfare. Is there an eye on the future toward at least considering completing the Sloan Cyn. road as far as Hasley?

I would have to support S#2 based on the logic of the situation, but I think the growth estimates are highly pessimistic. When a viable option for high school students becomes available, families have a tendency to go where they can best be accommodated, and that would put them right here.

Sincerely,

Andy H. MacNair  
28233 Foothill Rd.  
Castaic, CA

R68-1



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>>> Aim High Exterminators <aimhigh805@msn.com> 9/3/2012 10:41 AM >>>

We are voting for Scenario 2: dual access via Parker/Sloan AND Sloan to Hillcrest Option B as of Opening Day of School.

R69-1

Thank you for your time,

James and Mickie Clifton  
30446 Vineyard Lane  
Castaic Ca 91384

email aimhigh805@msn.com

## *4. Response to Comments from Residents and Individuals*

---

### Response to comments from Letters R68 through R69

- |       |  |
|-------|--|
| R68-1 | The District acknowledges the commenter's support for Scenario #2. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR. |
| R69-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R70 through R72 (1 page)

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>>> "Hansen, Michael B (9200)" <michael.b.hansen@jpl.nasa.gov> 9/3/2012 9:12 AM >>>

Sent from my iPhone

> Greetings. We are for scenario 2, option B on opening day.

>

> Regards.

> Michael and Beth Hansen

> 28409 Monterey Court

> Castaic, CA 91384

>

> Sent from my iPhone

R70-1

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>>> "Tony Galla" <music@tonygalla.com> 9/3/2012 8:55 AM >>>

I support Scenario #2 Option B on opening day of school

R71-1

Tony Galla  
31286 Countryside Lane  
Castaic

Tony Galla  
[music@tonygalla.com](mailto:music@tonygalla.com)  
[www.tonygalla.com](http://www.tonygalla.com)  
h 661.702.0302  
f 661.702.0323  
c 818.400.1652

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>>> "RayRaye" <rayraye@ca.rr.com> 9/2/2012 7:22 PM >>>

Dear Mr. Cole,

I just wanted to send a note along to let you know of my support for Castaic High School. I have been attending meetings regarding the high school since my daughter was in 5th grade, she is now a junior at West Ranch. I now have a son who just began his first year at Castaic Middle School. I have high hopes that this is it and the wait is over for us for a much needed high school! I fully support the plans for the high school. I don't understand the people that are using the argument that there needs to be "dual access" to the high school. As it is, when I drive my daughter to West Ranch, there is one way in and one way out for 3 schools. When I drive my son to middle school, it is one way in and one way out. We as parents all deal with it and learn to work together traffic wise. I know there will always be "naysayers" as there have been many throughout this whole school process, but I urge you to please continue to move forward for a high school for our area. This is one Castaic resident and parent who supports the plans for the high school.

Thank you for your time,  
Raye Diaz

R72-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R70 through R72

- |       |   |
|-------|---|
| R70-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R71-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R72-1 | The District acknowledges the commenter's support for the project.                        |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R73 through R75 (1 page)

>>> Ron Kettle <rptpot@sbcglobal.net> 9/2/2012 7:23 PM >>>

I live adjacent to Hillcrest Parkway. I fell that having two schools already on Hillcrest is more than enough traffic for this neighborhood. I am against opening up Hillcrest as a second road to the new High School. Find another solution.

R73-1

>>> Michael Bosch <mbosch77@hotmail.com> 9/2/2012 5:37 PM >>>

Dear Mr. Cole,

We are writing to you today to request that dual access to the new Castaic High School be included in the initial planning and be available on opening day. In addition to improving the safety of students and reducing traffic congestion, the additional access will also provide a much needed option that will improve safety, emergency response and fire access and provide a much needed alternate route for the entire community.

R74-1

Respectfully,  
Mr. & Mrs. Michael Bosch  
31108 Cherry Dr.  
Castaic, CA 91384  
661-257-3377

>>> Teresa Leon <tessmeister@ymail.com> 9/2/2012 4:34 PM >>>

I support Scenario#2, Option B as of "Opening Day of School"

It's very important that our children have the best that we can give and this should be the only option that's available for the safety of our children period!!

R75-1

Teresa Leon-Salmon  
30029 Sharp Road  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R73 through R75

- |       |  |
|-------|--|
| R73-1 | The District acknowledges the commenter's opposition to students using Hillcrest Parkway to access the proposed new high school. |
| R74-1 | The District acknowledges the commenter's support for dual access.   |
| R75-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |



## 4. Response to Comments from Residents and Individuals

LETTER(S) R76 through R79 (2 pages)

>>> Jackie Macnair <jcmacnair@sbcglobal.net> 9/2/2012 2:38 PM >>>

Mr Cole,

**I can not support Scenario #2 as it stands.**

My house backs Hillcrest and it is already like a "freeway" during the weekday with people speeding their way up and down the street.

After reviewing the report, I only see an increase in traffic on Hillcrest Rd, as the DEIR inadequately leaves out the communities that boarder Hasley Cyn Rd near the Old Rd. This will bring an increase in traffic from these communities up and down Hillcrest. This street sees enough traffic from the other two schools and it is a dangerous speedway already.

**The only way I would support this Scenario is if Sloan Cyn was extended all the way to Hasley Cyn Rd** thus providing the students from these communities another access road. Also, it would provide another entrance for the Hillcrest community from the south for evacuations and traffic congestion avoidance. Sometimes the only way to get home requires us to use the "dirt road" (Sloan Cyn) in the back from Hasley Cyn.

So, if this change can not occur then I am supporting Scenario #1.

Thank you,

Jackie MacNair  
28233 Foothill Rd  
Castaic, CA 91384

R76-1

>>> Madelein DeWier <madeleindewier@gmail.com> 9/2/2012 1:52 PM >>>

Mr. Cole

Here is my vote for the proposed Castaic High School site

I vote for Scenario #2 for Castaic High School

Madelein DeWier  
28780 Greenwood place  
Castaic, CA 91384

R77-1

>>> Miguel Tyndall <migtyndall@sbcglobal.net> 9/2/2012 1:34 PM >>>

Hello,

My name is a Miguel Tyndall and I own a house at the corner of Hillcrest Parkway and Yosemite Drive. Recently I have been hearing various proposals and rumors of possibly opening up Hillcrest Parkway through Sloan Canyon Rd.

At this point I know there are various reasons for the latter to happen but as a Home Owner, with young children who walk to Castaic Elementary as well as who play on the adjacent streets, opening up Hillcrest Parkway to more traffic then it already has would make an already dangerous situation significantly more dangerous.

R78-1



## 4. Response to Comments from Residents and Individuals

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As a resident who lives on Hillcrest Parkway I have already observed vehicles going between 55 and 75 mph throughout the day, and during school hours as well as worker commute hours the street is extremely busy already.

When my child, who goes to Castaic Elementary, walks to school vehicles are going well in excess of 55 mph, and the cars are literally within 2-3 feet of all children who walk up and down Hillcrest going and coming from school. I have personally observed this as I have walked with my child to school.

I am honestly very surprised that a child has not yet been killed by a speeding car yet on Hillcrest Parkway, but due to poor planning it is only a matter of time that an unfortunate event like that may happen.

If Hillcrest is opened up to more traffic it will significantly increase those already high chances of a fatality to a child walking to school. There is no buffer space/bike lane between pedestrians and the fast moving traffic on Hillcrest Parkway.

As an extremely concerned parent who already worries about their child walking up and down Hillcrest Parkway with the traffic in its current state, and as a resident who lives on Hillcrest Parkway seeing multiple car accidents happen just feet from my house, I am adamantly against opening up Hillcrest Parkway as a thoroughfare. All of my neighbors who live in the Hillcrest tract are against the latter as well because of all the concerns and current unsafe realities of Hillcrest Parkway in its present state.

In talking with the CHP they have even said, that due to poor planning, Hillcrest is unsafe because it is not wide enough and if Hillcrest Parkway is made into a thoroughfare it will be equivalent of my children walking and living on the side of a freeway.

For the safety of the residents and children do NOT make a Hillcrest Parkway into a thoroughfare. Whatever convenience it would offer, even to myself and my family, making Hillcrest Parkway a thoroughfare is not worth the risk of more accidents and raising the already high risk of children getting hit by a car on their commute to and from school.

Sincerely

The Tyndall Family  
30404 Yosemite Dr.  
Castaic, CA 91384

(805)217-8111  
migtyndall@sbcglobal.net

>>> Jen Stevenson <rvrrats2@att.net> 9/2/2012 12:58 PM >>>

We absolutely need scenario #2, Option B to happen on the opening day of school.

Thank you,

30520 Yosemite Dr.  
Castaic, CA

R78-1  
cont'd

R79-1

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R76 through R79

- R76-1      The District acknowledges the commenter's support for Scenario #1 access route.
- R77-1      The District acknowledges the commenter's support for Scenario #2 access route.
- R78-1      The District acknowledges the commenter's concern about traffic on Hillcrest Parkway.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R80 through R83 (1 page)

>>> Jason Wise <jasonw@wissoftwareinc.com> 9/2/2012 12:18 PM >>>

I have a couple of questions about bond measure SA:

1. Is this the money already allocated from the vote in Nov 2008 ?
2. If this is not already budgeted for what is the difference in cost between the scenarios ?
3. Are the only options "scenario 1" and "scenario 2" ?

R80-1

R80-2

As I voted no on the original ballot measure, I would say no to any option that furthers my tax burden.

R80-3

**Jason Wise**  
Vice President  
Wise Software  
1041 West Ave M-14 | Palmdale, CA 93551

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>>> "Jan Galla" <jmgalla@ca.rr.com> 9/2/2012 10:47 AM >>>

I support Scenario #2 Option B on opening day of school

R81-1

Janice Galla  
31286 Countryside Lane  
Castaic

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>>> John Bracken <jtbtddybear@sbcglobal.net> 9/2/2012 10:43 AM >>>

As a 12 year Castaic resident and parent of a (now my third) high school student, I have been following the plight of the Castaic High School farce for a long time. I have to say that I am vehemently opposed to using Hillcrest Parkway as a route to the proposed High School site. My daughter has attended both Castaic Elementary and Middle Schools, and we live in between the two. The traffic during the school year is already horrible and, with the absence of traffic signals, cars trying to leave the residential streets have to "play chicken" with the cars traveling up and down Hillcrest Parkway. This traffic pattern already puts drivers and pedestrians at risk of accidents causing injury. Additional traffic would only increase the odds of this occurring! I can't say I have any insight to alternatives as I have not ever seen a clearly delineated map of the proposed site and existing routes to the site. Perhaps this would help all of us concerned parents and residents better understand the dilemma?!

R82-1

Sincerely,  
John Bracken

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>>> Carol Walker <cwalkeo@sbcglobal.net> 9/2/2012 9:55 AM >>>

Hart District

I have been a resident of Castaic for the past 25yrs. I have lived off of Sloan cyn. on Quail Valley and also off of Hillcrest. My children are out of high school however as a citizen I am very concerned that you would consider opening this new high school with only one way in and out. There are many things that could block a one way enter/exit, a car accident, a fire etc. we cannot trap students and staff without a second way in and out.

R83-1

Sincerely  
Carol Walker

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## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R80 through R83

- R80-1 to 3 This comment does not address the adequacy of the environmental analysis for the proposed project; no response is required. The District Governing Board will consider all written comments during consideration of the project. Yes, the only two access road options being considered by the District, and evaluated in the DEIR, are Scenario 1 and Scenario 2, but each has an Option A and Option B.
- R81-1 The District acknowledges the commenter's support for Scenario #2, Option B access route.
- R82-1 The District acknowledges the commenter's opposition to future students using Hillcrest Parkway to access the school.
- R83-1 The District acknowledges the commenter's opposition to one access route.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R84 through R86 (1 page)

>>> Lee Gately <leegately@ca.rr.com> 9/2/2012 9:45 AM >>>  
Dear Mr. Cole and WSHUHS Board Members,

I recently received word that the district is considering an option of 2 roads, but only opening the Sloan road (from Hillcrest) after enrollment reaches a 1600 student threshold. Please pull this plan off the table and make sure to open CHS with two roads on the opening day of the campus. Under no circumstances should the students of CHS be expected to travel along The Old Road if it can be avoided. A two-road access on Day 1 can be done.

R84-1

Thank you.

-Lee and Terri Gately  
30576 Park Vista Drive  
Castaic, CA 91384

>>> "Barry Wade" <bmwade@dslextrreme.com> 9/2/2012 9:23 AM >>>

Dear Mr. Cole,

I would like to urge you to choose the DUAL Access Scenario #2 option for Castaic High School for immediate implementation Now when the school actually opens and not wait until the enrollment reaches 1600.

Delaying the implementation of the DUAL access only postpones the final decision. Castaic residents have been debating this school for 10 years and if the final decision regarding acces is delayed for a longer and undetermined time period, we will continue to have the unhealthy division within our community and will create a flawed access plan.

A decision to implement the DUAL access, ie. Parker/Sloan and Baringer/ Sloan to Hillcrest now will end the division once and for all and most importantly will immediately ensure the best, safest, convenient, and reasonable access to the school.

If you wait until there are 1600 students, you are merely kicking the decision down the road and at the same time depriving the benefits of the DUAL access from the families, students, and entire community. I urge you to implement the DUAL access plan at the time the school initially opens.

Barry Wade  
30043 Sharp Rd.  
Castaic, CA  
(661)257-1959  
[bmwade@dslextrreme.com](mailto:bmwade@dslextrreme.com)

R85-1

>>> "Kenneth Lee" <bigreturns@ca.rr.com> 9/2/2012 9:21 AM >>>

Castaic High School - Option #2 Dual Access school to open Aug. 2015

**Kenny Lee**  
**(661) 755-6514 - Direct**  
**(661) 294-0609 - Fax**

R86-1

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R84 through R86

- R84-1      The District acknowledges the commenter's support for two-road access.
- R85-1      The District acknowledges the commenter's support for Scenario #2, dual access.
- R86-1      The District acknowledges the commenter's support for Option B dual access.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R87 through R88 (1 page)

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>>> Mike Riggs <mikepolitical@yahoo.com> 9/1/2012 11:55 PM >>>

I have heard you are trying to add a high school at the end of Hillcrest Parkway again.

I am joining the rest of this community on Hillcrest to stop any such move in any way necessary. This was tried a number of years ago and a meeting was held in the Middle school. The meeting was packed and overwhelmingly the Hillcrest community rejected it then and I am confident you will find the same vigorous rejection of the idea again. The plans were stopped then and there is no reason to try this again.

We already have two schools on Hillcrest and now you want to add another? This makes no sense. And you want high school drivers heading down Hillcrest where we have grade school and middle school children. That would be an irresponsible risk to our children in those schools. The Hillcrest community has accommodated two schools already, it is time for another community to take on a school.

You need to go back to the drawing board and come up with a better plan than the end of Hillcrest Parkway.

Please keep me in touch with your plans.

Mike Riggs  
29064 Saint Tropez Pl.

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>>> Jenny Marino <jmprov3130@yahoo.com> 9/1/2012 8:46 PM >>>

To those planning the Castaic Highschool,

Our family is joining the fight to say NO to the PROPOSED CASTAIC HIGHSCHOOL for HILLCREST PARKWAY!!

We already have **serious child safety issues** with the two schools that already are on Hillcrest Pkwy. The road has too much traffic & too steep a grade to safely stop even at 25 mph, for many children who must walk the sidewalks right next to this road! These children are already at serious risk every school day! There is NO WAY it's a good idea to add a high volume of teenage drivers to this already bad situation!

Traffic getting through the main road of Hillcrest Parkway for the Sloan Cyn community & all of the Hillcrest Pkwy community is already a problem! Adding the volume of drivers that will come from an entire new school (especially a high school) is not something this community will tolerate! You are really going to upset a lot of homeowners who are already struggling with the economy that is hurting our home values. We also know that our home values are going to be seriously affected by: 1. The added traffic, 2. Teenage drivers, 3. The teenagers & their behavior that we all know give high school communities a bad name & for good reason!

Be responsible, or we'll hold you responsible! Don't put a high school off of Hillcrest Parkway!

Sincerely,

The Marino Family of Saint Tropez Pl.

R87-1

R88-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R87 through R88

- R87-1      The high school is not proposed at the end of Hillcrest. The project site is on Romero Canyon Road 1.1 miles north of Hillcrest Parkway; see Figure 3-3, *Local Vicinity*, of the DEIR. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R88-1      The high school is not proposed at the end of Hillcrest. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R89 through R91 (1 page)

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>>>> Luisa Vaca <lvaca@sbch.org> 9/1/2012 5:31 PM >>>>

Hi,

This email is to express my concern and to petition to re evaluate the High school proposal at the Hillcrest prwy area. With the Castaic Elementary school and the Middle school traffic is already impacted. If the road goes through, High School drivers will be within the feet of our kids along Hillcrest Parkway. A speeding vehicle cannot stop fast enough going downhill on Hillcrest. thank you,

R89-1

Luisa Vaca

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>>>> "Kirsten Andrews" <kirsten@andrewsfamilyhome.com> 9/1/2012 4:46 PM >>>>

Hello Mr. Cole,

I am not a Castaic resident, however, I received a flyer to cast a vote on this important issue.

I am a resident of Westridge community and am fully aware of the traffic congestion in this area and wasted travel time (gas expense) for Stevenson Ranch residents due to the fact that there is only one way (Valencia Blvd) to get to the 3 schools (Oak Hills, Rancho Pico Jr. High and West Ranch High), and no other access to this area.

R90-1

That is why I strongly urge you to consider future Castaic High School having dual access via Parker/Sloan and Baringer/Sloan to Hillcrest (Scenario #2, Option B on "opening day of school"). It will save a lot of headache and hassle, and possible future replanning of the roads, which could end up being more costly. Why not do it right the first time?

I appreciate your consideration in this matter. Thank you.

Kirsten Andrews  
26932 Boulder Crest Drive,  
Valencia, CA 91381  
661-253-4510  
[kirsten@andrewsfamilyhome.com](mailto:kirsten@andrewsfamilyhome.com)

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>>>> "Gina Bracci" <gbracci@ca.rr.com> 9/1/2012 11:39 AM >>>>

I support scenario #2, option B on opening day of school

My husband is a firefighter/paramedic at fire station 149, Castaic. If he supports dual access on opening day from a safety standpoint, that's all I need to know regardless of the student head count. The congestion alone for single access would be silly.

R91-1

Gina Bracci  
31263 Countryside Lane  
Castaic, CA 91384

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R89 through R91

- R89-1      Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR. A detailed traffic study was conducted for this project and can be found in the DEIR on the Districts' website.
- R90-1      The District acknowledges the commenter's support for dual access.
- R91-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R92 through R95 (1 page)

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>>> Amanda Whalen <amandanshannon@yahoo.com> 9/1/2012 1:40 PM >>>

I Would like to voice my concern and would like the new castaic high school to have dual access on opening day.

R92-1

Amanda  
27729 Hartford Ave  
Castaic, CA 91384

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>>> Ryan Goedike <ryangoedike@hotmail.com> 9/1/2012 1:37 PM >>>

From: ryangoedike@hotmail.com  
To: tcole@hartdistrict.org; info@citizensforcastaic.com  
Subject: Scenari #2, option B  
Date: Sat, 1 Sep 2012 13:36:42 -0700

Hello Mr Tom Cole,

I would like to request that when the new Castaic school is built it has dual access.

R93-1

Ryan

29205 Quincy St.  
Castaic, CA 91384

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>>> R Madden <robinmadden1@yahoo.com> 9/1/2012 11:49 AM >>>

please put my vote in for

**Scenario #2, Option B on "opening day of school"**

R94-1

Thank you,  
Robin Madden  
27550 Onyx Ln  
Castaic, CA 91384  
661-295-8346

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>>> Phyllis Madden <signlady@gmail.com> 9/1/2012 11:48 AM >>>

I vote for Scenario #2 for Dual Access on Opening Day of school

R95-1

Phyllis Madden  
31363 Castaic Oaks Lane  
Castaic, CA 91384

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R92 through R95

- |       |   |
|-------|---|
| R92-1 | The District acknowledges the commenter's support for dual access.                        |
| R93-1 | The District acknowledges the commenter's support for dual access.                        |
| R94-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R95-1 | The District acknowledges the commenter's support for Scenario #2, dual access.           |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R96 through R98 (1 page)

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>>> "Jim Bracci" <jbracci@ca.rr.com> 9/1/2012 11:46 AM >>>

As a Firefighter/Paramedic for Fire Station 149 on Ridge Route, I support scenario #2, option B on opening day of school.

R96-1

Jim Bracci  
31263 Countryside Lane  
Castaic, CA 91384

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>>> Glen Esteban <yourfunds@hotmail.com> 9/1/2012 11:39 AM >>>

Hi,

Thank you for your flyer you left on my doorstep.

Anything that has to do with keeping Hillcrest safe... and making it safer strikes a very large nerve with me. I run and walk with my German Shepherd every day on Hillcrest and I am fortunate to be alive today. Cars already travel at 65 and 70 mph. The CHP has done nothing.... with the exception of a few "drive by's".

R97-1

Yes, the yellow signs that have been going up recently that read "PLEASE SLOW DOWN" and "45 MPH IS OK" are mine.

Please let me know where my wife and I can find more info about your position. I have been able to read about the high school on the Castaic Town Council website, however, I suspect that there is more to know about this project.

Thanks in advance for keeping us in the loop.

Glen and Teri Esteban

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>>> "Mayreen Burk" <mayreen@gmail.com> 9/1/2012 10:55 AM >>>

I really prefer not to have the high school at the Sloan/Romero site (my vote would be to have it off highway 126, near proposed new construction, but if it has to be at Sloan/Romero the following traffic options should be open:

R98-1

Please consider Traffic scenario #2

Dual access via Parker/Sloan AND Sloan to Hillcrest.

Option B: Dual access on OPENING DAY

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R96 through R98

- |       |  |
|-------|--|
| R96-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R97-1 | This comment does not address the adequacy of the environmental analysis for the proposed project; no response is required. The District Governing Board will consider all written comments during consideration of the project. |
| R98-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R99 through R102 (1 page)

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>>> KRISTIN HARGROVE <krishargrove@yahoo.com> 9/1/2012 10:45 AM >>>  
Hello I reside at: 31307 Countryside Ln Castaic, Ca 91384

My vote is for Scenario #2 for dual access. I believe we NEED to be able to have dual access to get our kids to school safely and on time with out the headache of traffic and it will effect my neighborhood being able to leave to get my kids to school trying to make a left on Parker and a left on Sloan Canyon to school daily. It will be so backed up I won't be able to pull out of my street. My main cross streets are Parker/Sloan Canyon.

R99-1

Thank you  
Kristin Hargrove

---

>>> "D R Eagle" <dreagle@dougeagle.net> 9/1/2012 8:24 AM >>>  
Dear Mr. Cole,

I support scenario #2, giving DUAL access to Castaic High School on "opening day of school."

R100-1

Doug Eagle  
28914 Karen Ct.  
Castaic, CA 91384  
(661) 702-9635

---

>>> "JoAnn Eagle" <joann@dougeagle.net> 9/1/2012 8:22 AM >>>  
Dear Mr. Cole,

I support scenario #2, giving DUAL access to Castaic High School on "opening day of school."

R101-1

JoAnn Eagle  
28914 Karen Ct.  
Castaic, CA 91384  
(661) 702-9635

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>>> "Craig, Mark" <mcraig@coh.org> 9/1/2012 8:04 AM >>>  
Address:

31365 Countryside Lane  
Castaic, Ca 91384

R102-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R99 through R102

- R99-1      The District acknowledges the commenter's support for Scenario #2 dual access.
- R100-1     The District acknowledges the commenter's support for Scenario #2 dual access.
- R101-1     The District acknowledges the commenter's support for Scenario #2 dual access.
- R102-1     The message is a commenter's address; no response is needed.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R103 through R106 (1 page)

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>>> Venessa Woolley <venessadawn@gmail.com> 8/31/2012 10:57 PM >>>  
Mr. Cole -

I wholeheartedly support dual access on opening day for Castaic High School. I think that Parker Rd. is not capable of supporting that amount of traffic. It would be miserable for all of us who regularly use the Parker Rd. exit. We have waited a very long time for a high school, so it should at least been done correctly.

R103-1

I understand why those people who live down Romero Canyon don't want dual access, but the number of people who are inconvenienced by dual access is very small when compared with those who would greatly benefit from it. As a city, we must not resist our own growth, poorly designing our school system to accommodate those few who like their quiet rural roads.

Thanks,  
Venessa Woolley

---

>>> Deborah Lange <ddlange02@yahoo.com> 8/31/2012 8:23 PM >>>

I strongly support the dual access option to the Castaic High School. Not only is it a matter of convenience, safety and just plain logic, it also makes environmental sense to spread the added traffic and usage over two areas rather than one. Please listen to the people who will be impacted the most by your decision and build two access points to the school.

R104-1

Thank you -

Dave Lange

---

>>> Alicia Boada Balsman <aliciaboadabalsman@yahoo.com> 8/31/2012 8:21 PM >>>  
Scenario 2 option B "opening day of school!!"

R105-1

Alicia and Chris Balsman  
32211 Big Oak Lane  
Castaic, CA 91384

---

>>> <ddlange02@netscape.net> 8/31/2012 8:12 PM >>>

Please build Castaic High School with dual access. Single access makes absolutely no sense except, perhaps, to save money. If that happens to be your true reason for single access, then you can't afford the school. This is your chance to be a hero or a goat - build the school properly, with two accesses or don't build at all.

R106-1

Sincerely, Debbie Lange

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R103 through R106

- R103-1      The District acknowledges the commenter's support for dual access.
- R104-1      The District acknowledges the commenter's support for dual access.
- R105-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.
- R106-1      The District acknowledges the commenter's support for dual access.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R107 through R109 (1 page)

>>> Liliana <lilianalav@yahoo.com> 8/31/2012 8:08 PM >>>

I live at 31218 countryside lane, Castaic ca 91384

I vote for scenario 2

I am a nursing student at college if the canyons and I would hate to have to leave my home even earlier than i do now in order to get to the hospital on time. Besides I don't think it would be fair for any of the residents to suffer from the congestion that the new school will bring into the area. The primary reason we moved out here was to get away from the traffic and chaos, had we known this would happen we would have NEVER moved out here.

R107-1

Option B is the best idea in order to prevent traffic congestion, accidents, road rage etc.

Sincerely,

Liliana velasco

Sent from my iPad

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>>> Mike Dozier <pmdozier@sbcglobal.net> 8/31/2012 7:43 PM >>>

We need dual access for the high school. Please support Scenario #2, Option B as of "Opening Day of School". This dual access will be safer for the children and there will be less traffic.

Thank you.

31352 Cherry Dr.

Castaic, 91384

Sent from my iPad

R108-1

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>>> Gloria <gmercado@earthlink.net> 8/31/2012 6:58 PM >>>

Michael,

Thank you for your email.

Gloria Mercado-Fortine

R109-1

## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R107 through R109

- |        |   |
|--------|---|
| R107-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R108-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R109-1 | The comment does not require a response.  |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R110 through R111 (1 page)

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>>> Michael Jensen <mikeisme@sbcglobal.net> 8/31/2012 6:51 PM >>>

This is a forward of an email sent on 8/30/12. Please consider the big picture, the facts, and don't let politics replace good judgement.

----- Forwarded Message -----

**From:** Michael Jensen <mikeisme@sbcglobal.net>

**To:** "Tcole@hartdistrict.org" <Tcole@hartdistrict.org>

**Cc:** "info@CitizensForCastaic.com" <info@CitizensForCastaic.com>

**Sent:** Thursday, August 30, 2012 6:15 PM

**Subject:** Castaic High School

**My vote is for option 1, "one way in and one way out".**

Hillcrest is already the "one way in and one way out" route for TWO schools and to think adding a third school route to the mix is going to reduce traffic on Hillcrest is absurd! It's pure numbers. Not to mention young inexperienced driver speeding up and down Hillcrest while elementary and middle school kids are crossing the street twice a day. Crossing Guards and traffic signals are nice but I have yet to see one stop a moving car. Then there is the issue of additional traffic from Friday night football games late at night.

R110-1

Please have the foresight to recognize these issues before it is too late and a child gets hurt or worse.

**Questions for the Citizens For Castaic**

How will adding a third school route result in less traffic congestion on Hillcrest or make it safer for the elementary and middle kids as your flier claims?

Why is the now time to oppose a one way in and one way out scenario when the residents who live off of Hillcrest have lived with this for years?

I am looking forward to your response.

They say every vote counts and I believe many other who live around here share these concerns.

Thanks,  
Mike Jensen  
28602 Vineyard Lane

---

>>> Kym Torres <kym-torres@att.net> 8/31/2012 3:57 PM >>>

For scenario #2, option B on "opening day of school", thank you.

R111-1

Kym Torres  
27734 Glacier Place  
Castaic, CA 91384

Sent from my iPhone

## *4. Response to Comments from Residents and Individuals*

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Response to comments from Letters R110 through R111

- R110-1      The District acknowledges the commenter's support for Scenario #1. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R111-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R112 through R115 (1 page)

>>> "Milner, Irene" <Irene.Milner@sglcarbon.com> 8/31/2012 2:59 PM >>>

I support Scenario #2, Option B on Opening Day of School for the following reason:

We moved the old Castaic Middle School and Castaic Elementary School from the old sites to the current new sites because of good Risk Management.

Now do the same. The good management of the risk of our community by providing dual access roads to the new school site on Opening Day is priceless.

Irene Milner

28654 Meadow Grass Drive

Castaic, CA 91384

R112-1

>>> "Tina Powers" <tina@curealty.com> 8/31/2012 10:39 AM >>>

Hello Mr Cole,

I cannot stress enough how critical having DUAL access on Opening Day is. As traffic becomes more congested around our schools, it puts our children at risk whether they're walking, biking, or simply attempting to go to where their parents await them. I urge you and everyone at Hart District to listen to the concerns of Castaic residents and to take a look at how poor traffic planning has impacted other schools in our community. I don't think it's too much to ask that our high school, which we've waited so very long for, be built properly!!

R113-1

Sincerely,

Tina Powers

27710 Skyline Ct.

Castaic CA 91384

>>> Keith Robison <keithnet@sbcglobal.net> 8/31/2012 10:39 AM >>>

[Scenario #1 works.](#)

R114-1

Keith Robison

[27807 Quincy Street](#)

[Castaic Ca. 91384](#)

>>> "Hiromi Ahlgreen" <hiromiagm@att.net> 8/31/2012 8:45 AM >>>

I vote for Scenario #2, Option B on "opening day of school."

This will provide safer and less traffic commute. I have seen one way in and out traffic pattern at a high school in my previous town. It was horrible, creating congestion, getting through one block to the high school took almost half an hour. We should also consider the effect this will have on regular commuters to work.

R115-1

Hiromi Ahlgreen

28215 Somerset Ct., Castaic 91384



## *4. Response to Comments from Residents and Individuals*

---

### Response to comments from Letters R112 through R115

- |        |   |
|--------|---|
| R112-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R113-1 | The District acknowledges the commenter's support for dual access.                        |
| R114-1 | The District acknowledges the commenter's support for Scenario #1.                        |
| R115-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |



## 4. Response to Comments from Residents and Individuals

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LETTER R116 (2 page)

August 31, 2012

To: Tom Cole, Chief Operations Officer  
Wm. S. Hart Union High School District  
21515 Centre Pointe Parkway  
Santa Clarita, Ca 91350  
[tcole@hartsdistrict.org](mailto:tcole@hartsdistrict.org)

Subject: Castaic High School-  
Rasmussen/Hybrid Site Romero Canyon  
Draft Environmental Impact Report

I have the following comments on the Draft EIR:

THE EIR MUST INCLUDE AND EVALUATE AN ALTERNATE SITE AS REQUIRED BY CEQA. The selection of a portion of the same site is disingenuous subverts the intent of CEQA. It does not satisfy the requirements of CEQA for a review of alternate sites. It is the same site.

R116-1

**The DEIR demonstrates that the Hasley/Sloan Site:**

1. Would require dramatically less grading than the Romero Site, the area necessary for grading is far less as it connects to an existing road system.
2. Has existing utilities to the Site,
3. Is more centrally located to the population center of Castaic, and is close to existing homes. The Hasley/Sloan site will divide the traffic impacts and is centrally located to the population centers, and is accessible to the EXISTING COMMUNITIES by pedestrian and biking. The site would reduce unnecessary automobile trips, and greenhouse gas emissions as it is within walking and bicycling distances. The Romero site is not accessible to bicycles or people. Approximately 60% of the school population will be located south of the school. There is no pedestrian access from the population of neighborhoods off of Hillcrest Ave and in the Val Verde area to access the school.
4. Has fewer Environmental Impacts to Waters of the US, and to Sensitive Ridgelines as defined in the County Code. The Castaic Town Council has identified 2 major ridgelines on the Romero property that have been restricted to any construction. I do not see the value of the unnecessary destruction of these ridgelines, when compared to the Hasley/Sloan Site. The DEIR does not provide maps or justification for the 0.96 acres of Streambed impacts for the Romero Site. A map and table of areas for the ENTIRE project, including access road impacts should be provided and evaluated. Once the entire development is considered and the full scope of impacts to sensitive streambeds is determined it would be prudent for the applicant to submit the project to the Army Corps of Engineers for Project Review, prior to certifying this DEIR.

R116-2

R116-3

R116-4

## 4. Response to Comments from Residents and Individuals

5. Would not PROMOTE the expansion of development into Rural Areas. **CEQA explicitly discourages such development into rural areas.** A comprehensive evaluation of the impacts of the Romero Site compared to the Hasley/Sloan Site and the Palmer/Golf Course for Green House Gas Emissions needs to be evaluated. By observation the Romero Site due to its' remoteness will have significantly greater GHG Emissions and impacts to the environment.
6. **The Hasley/Sloan Site is currently owned by the Hart School District.**

R116-5

Although the DEIR does not give cost estimates, the Hasley/Sloan Site requires dramatically less infrastructure costs. The Romero site is the most expensive of the other alternatives and requires the most environmental impacts. Building roads, sewers, water, sewer pump stations, storm drains for 3 miles of roads and with the amount of grading to move a mountain this site is double the cost of other alternatives. The Hasley/Sloan Site would save the community millions of dollars, which could be spent for upgrades to the School Facilities.

R116-6

It is for all the reasons stated above, that the Hasley/Sloan Site should be evaluated and studied to the same level of scrutiny as the Romero Site in the DEIR.

R116-7

Please explain why the stalled Palmer/Golf Course Development was not considered or approached? That site is centrally located on Hasley Canyon and has existing access and utilities to the site. The site has been partially graded, and has access from the North and the South permitting pedestrian and bicycle access. The Site also has the support of the Castaic Town Council.

R116-8



Dean Paradise  
CASTAIC TOWN COUNCIL MEMBER  
HASLEY CANYON REGION  
29565 Baringer Road  
Castaic, Ca 91384  
661-803-2838  
deanparadise@hotmail.com



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter R116

- R116-1      The DEIR analyzed six alternatives including two alternative sites and the Romero Canyon Alternative Site, part of the proposed project site previously considered as a project site. Considering the differences between the proposed project site and the Romero Canyon Alternative Site – discussed in Section 7.7 of the DEIR – analysis of that alternative fully complies with CEQA by reducing identified significant impacts. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R116-2      The commenter is correct that there are existing utilities near the Hasley Canyon alternative site in and along Hasley Canyon Road; however, those utilities may require upgrading to meet utility demands of a 2,600-student high school.
- R116-3      Project alternatives and alternative sites are discussed in Section 2.3, *Project Alternatives*, of this FEIR.
- R116-4      Streambed areas that would be impacted by the project are described and mapped in Section 5.3, *Biological Resources*, of the DEIR. Impacts to significant ridgelines are described in Section 5.1, *Aesthetics*, of the DEIR. The commenter's opposition to grading of ridgelines is noted. The school project will be submitted to the Army Corps of Engineers for review and permits.
- R116-5      Several nearby projects have been approved by the Los Angeles County Board of Supervisors, and applications for several additional projects have been submitted. Growth-inducing impacts of the project are discussed in Chapter 10 of the DEIR. Greenhouse gas emissions of the Hasley-Sloan Alternative are identified as slightly higher than those of the proposed project in Section 7.8 of the DEIR. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R116-6      CEQA applies to impacts to the physical environment, and project funding is outside of the purview of CEQA. All comments will be considered by the District Governing Board prior to consideration of the project.
- R116-7      The analysis of the Hasley-Sloan alternative site in Chapter 7 of the DEIR met the requirements of CEQA. Analysis of alternatives is not required to be of similar depth and detail to analysis of the proposed project.
- R116-8      Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R117 through R119 (1 page)

>>> "clmazzeo@aol.com" <clmazzeo@aol.com> 8/31/2012 7:41 AM >>>

Dear Mr. Cole,  
Please count my vote for the dual access choice for the High School. (Sloan and Hillcrest).  
Thank you,  
Christine Mazzeo  
28657 Heather Lane  
Castaic, CA 91384

R117-1

>>> george ricottone <gricottone321@ca.rr.com> 8/31/2012 7:29 AM >>>  
Good morning Mr. Cole,

My Husband and I have lived in Castaic for over 25 years. We have 4 children. 3 are adults now, and our fourth is in 7th grade. We have been looking forward to a Castaic High School for many, many years.

I think it's too late for our last daughter to attend a Castaic high school, but we highly support Scenario #2, Option B as of "Opening Day of School." This being for the reasons stated below:

R118-1

Safety for students  
Much less traffic congestion  
Shorter travel times with less gas used  
Allows students to walk and ride bikes to school  
Much more convenient for community and emergency response

Thank you for your time,

George and Voirrey Ricottone

30214 June Rose Ct.  
Castaic, Ca 91384

661 702-0290

>>> shawn norfolk <shawnnorfolk@gmail.com> 8/30/2012 8:48 PM >>>

If and When the Castaic High School comes to fruition, please allow access from Hillcrest.

1. One way in and out seems like a liability
2. Hillcrest Parkway also has two lanes of traffic (both directions), and this will decrease the traffic load immensely as well.
3. Children that live on Hillcrest can also walk to and from school

R119-1

I vote for Scenario #2

kind regards,  
Shawn Norfolk



## *4. Response to Comments from Residents and Individuals*

---

### Response to comments from Letters R117 through R119

- |        |   |
|--------|---|
| R117-1 | The District acknowledges the commenter's support for dual access.                        |
| R118-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R119-1 | The District acknowledges the commenter's support for access from Hillcrest Parkway.      |

## 4. Response to Comments from Residents and Individuals

---

LETTER(S) R120 through R122 (1 page)

>>> Faviola Pizarro <ms.pizarro@yahoo.com> 8/30/2012 6:48 PM >>>

Mr.Cole,

*I would like to let you know that as a parent of a child who would be attending Castaic High School, that having a Dual Access to the High School is very important. That there would be just one entrance and exit is*

*unbelievable! That is unacceptable! We need to have 2 entrances available on "Opening Day of School!!!!"*

*This is the only option that I believe will benefit the Safety and Well being of All the Students and Staff at the School.*

*I really hope that you will see how important this is not only to me and my family, but to others in our Community as well. Thank You.*

R120-1

*Respectfully,*

*Faviola Pizarro*

*27611 Moonlight Pl*

*Castaic, CA 91384*

>>> Kevin Bailey <kbailey1313@gmail.com> 8/30/2012 6:02 PM >>>

Please mark a vote down for: Scenario 2 Option B

R121-1

>>> Jessica <jessica.drake@socal.rr.com> 8/30/2012 5:19 PM >>>

I support option b for two way access on opening day of Castaic High School.

R122-1

Drake Family

28485 Monterey ct.

Castaic, 91384

Sent from my Verizon Wireless smartphone



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R120 through R122

- |        |   |
|--------|---|
| R120-1 | The District acknowledges the commenter's support for dual access.                        |
| R121-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R122-1 | The District acknowledges the commenter's support for Option B access route.              |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R123 through R124 (1 page)

>>> florence lacore <florence@family-lacore.com> 8/30/2012 4:57 PM >>>  
Dear Mr. Cole,

Please note that I strongly support dual access on opening day of school for the future Castaic high school.

I'm the mother of 2 girls, one who just started middle school and is directly concerned by the dual access as we live on Hillcrest, and the other who entered 4th grade.

I agree with Citizens For Castaic in their arguments listed below and I would like to add also that because

R123-1

- the traffic will be less congested
- travel time will be reduced
- and students will be walking or biking to school
- pollution will be reduced too.

Thank you for consideration.

Best regards,  
Florence Lacore  
30414 Sequoia Ct  
Castaic, CA 91384

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>>> James Zeilenga <jhzeilenga@att.net> 8/30/2012 2:47 PM >>>  
Tom - We support Scenario #2 - Dual Access, option B as of "Opening Day of School".  
Jim & Chris Zeilenga  
30323 Polson Lane  
Castaic, CA 91384

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R124-1



## *4. Response to Comments from Residents and Individuals*

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Response to comments from Letters R123 through R124

- |        |  |
|--------|--|
| R123-1 | The District acknowledges the commenter's support for dual access.                       |
| R124-1 | The District acknowledges the commenter's support for Scenario #2-dual access, Option B. |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R125 through R127 (1 page)

>>> Paul Fancett <pljaa@sbcglobal.net> 8/30/2012 2:04 PM >>>

I am in favor of Option B Scenario #2. As a long resident of Castaic this option allows for dual access to the proposed High School Site. I am not sure where you live but if you have ever seen a full closure of the Interstate 5 at Parker Road the only option for parents is The Old Road. The Old Road is adjacent to and west of the I-5 freeway. During full closures all local traffic MUST use the only route available to the access Castaic north of Hillcrest Parkway and that is The Old Road. It would be quite irresponsible to allow single point access until a the enrollment reaches a threshold value.

R125-1

As past president of the Castaic Area Town Council I was involved in the high school process when SunCal wanted to develop Grasshopper Canyon into homes and waved the "high school carrot" in front of the residents to get us to approve their home project. We all know where that ended up. The residents of Castaic have supported two measures to get a high school built in Castaic. Let them have their school with dual access and move on.

R125-2

On a side note when my son was in kindergarten at Castaic Elementary, then Superintendent Beverly Silsby addressed them and told them, "They would be the first class to graduate from Castaic High School!" That never happened! He graduated from Valencia in 2011. My daughter now attends Valencia and will graduate in 2016. How unfortunate that my children were not able to matriculate all their years in Castaic.

Regards,

Paul J Fancett

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>>> DAVID ALCARAS <d\_alcaras@sbcglobal.net> 8/30/2012 2:01 PM >>>

My husband and I support option B, scenario #2.  
David and Natalie Alcaras  
30522 Whitney Dr.  
Castaic, Ca.

R126-1

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>>> DONALD COWELL <doncphd@sbcglobal.net> 8/30/2012 1:32 PM >>>

We support the Citizens for Castaic vote for Scenario #2 Option B as of "Opening Day of School".

R127-1

28426 Knoll Ct.  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R125 through R127

- R125-1 and R125-2     The District acknowledges the commenter's support for Scenario #2, Option B access route.
- R126-1     The District acknowledges the commenter's support for Scenario #2, Option B access route.
- R127-1     The District acknowledges the commenter's support for Scenario #2, Option B access route.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R128 through R130 (1 page)

>>>> Dawn Snyder <risingsun3296@sbcglobal.net> 8/30/2012 12:53 PM >>>>

Mr. Cole:

- |  |        |
|--|--------|
| 1. NO NEW TAXES (WE ALREADY HAVE HIGH TAXES. WHY WOULD YOU BUILD SOMETHING WHEN PEOPLE ARE LOSING THEIR HOMES UP HERE?)  | R128-1 |
| 2. NO MORE TRAFFIC (WE ARE HOSTAGES TO SCHOOL TRAFFIC AND SICK OF IT)  | R128-2 |
| 3. NO MORE BUILDING UNLESS THE MONEY IS IN YOUR HAND....(IT'S CALLED LIVE WITHIN YOUR MEANS, NOT TAX TO GET WHAT YOU WANT.) <b>CALIFORNIA IS BROKE!!</b>                                       | R128-3 |
| 4. BUY SOME SCHOOL BUSES AND PUT SOME MONEY INTO AN ALREADY EXISTING SCHOOL. (MY CHILD RODE THE BUS FROM 3RD GRADE ON. WE LIVED AT THE END OF HASLEY CANYON. SHE SURVIVED, AND, OH, SO DID I). | R128-4 |
| 5. UNLESS THE SCHOOL BOARD MEMBERS, TEACHERS, PARENTS, AND CHILDREN IN CALIFORNIA ARE SMARTER THAN RECENTLY REPORTED STATISTICS, WHAT'S ANOTHER <b>NEW SCHOOL</b> GOING TO DO?                 | R128-5 |
- MY NAME IS DAWN SNYDER  
I LIVE AT 28006 MINARET CT., CASTAIC 91384  
MY EMAIL IS [risingsun3296@sbcglobal.net](mailto:risingsun3296@sbcglobal.net)  
MY PHONE # IS (661) 257-3654  
MY VOTE: NO ON SCENARIO #2, #1, AND BUILDING THE SCHOOL.

>>>> Kamela Woodings <kameram1@me.com> 8/30/2012 12:49 PM >>>>

Dan & Kamela Woodings  
29923 Bancroft Place  
Castaic, CA 91384

We support the scenario #2 Option B plan for Opening School Day.  
Sent from my iPhone

R129-1

>>>> NANCY MONTES <nlmontes@sbcglobal.net> 8/30/2012 12:17 PM >>>>

Hello Mr. Cole: I received an email from a friend regarding the issue of "duel access" for the new and proposed High School. Can you put us on your email list. Further, can you tell us as of now what are the accesses rout[s] being considered.

thank you  
Nancy & Richard Montes

R130-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R128 through R130

- |        |  |
|--------|--|
| R128-1 | This comment does not address the adequacy of the environmental analysis for the proposed project; no response is required. The District Governing Board will consider all written comments during consideration of the project. |
| R128-2 | The proposed project will result in an increase in traffic. Traffic impacts are described in Section 5.14, <i>Transportation and Traffic</i> , of the DEIR.  |
| R128-3 | The commenter's desire that the District use existing funds for the project is noted.  |
| R128-4 | This comment does not address the adequacy of the environmental analysis for the proposed project; no response is required.  |
| R128-5 | The commenter's opposition to the project is noted.  |
| R129-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R130-1 | Project access scenarios are described in Chapter 4, <i>Project Description</i> , of the DEIR. The environmental document is available on the Districts' website.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R131 through R132 (1 page)

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>>> "Tom and Anita Schmid" <tomanita@tomschmid.com> 8/30/2012 11:48 AM >>>  
Dear Mr. Cole,

We bought a home in Castaic three years ago and are happy with our decision to move out of Los Angeles and up to the Santa Clarita Valley. It's been a busy three years, as we have added two children to our family. Our son, Oliver (almost 3 years-old), and our daughter, Heidi (5 months-old). The top criteria in our home search was to find a home in a very good public school district. With the building of the long-awaited high school about to begin, we are pleased that both Oliver and Heidi will likely attend Castaic schools for all of their primary education.

We live in the Hillcrest Area and would be very disappointed if the construction of the new High School did not include a paved access to the school from Hillcrest. When government says, "they'll get to it later," it rarely happens in a timely manner. Furthermore, the cost of completing that road later, rather than during the high school's construction, would be much more. Construction costs would inevitably increase and new studies would be required/demanded. My belief is that if it is not done now, it will never be done.

We agree with the benefits of dual road access on Castaic High's opening day as promoted by Citizens For Castaic. We also believe that it would be a safer route to the school for Hillcrest Residents. Old Road is a high speed two-lane road with lots of non-school traffic. We would much rather have our children take the divided four-lane road, that is Hillcrest Parkway, to the new secondary access road that should be constructed at the same time as the High School.

Thank you for your time and consideration.

Sincerely,  
Tom & Anita Schmid  
28454 Cascade Road  
Castaic, CA 91384

---

>>> Gerrit Maxwell 8/30/2012 11:19 AM >>>

Hello Mr. Cole,

My name is Gerrit Maxwell.

I am a teacher and coach within the district. But I am also a resident of Castaic. I recently received a flyer about voting for access route's to the proposed HS in Castaic.

It was an extremely one sided view point of how the entry points should be.

I was wondering if you have any factual information about the planned route to the highschool and useful science based evaluations of efficiency, safety, etc?

Thank you for you time,

Gerrit Maxwell  
661 618-5074

Gerrit Maxwell  
Physical Education  
Rancho Pico Junior High School  
[www.ranchopicojuniorhigh.com](http://www.ranchopicojuniorhigh.com)

R131-2

R132-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R131 through R132

- R131-1      The District acknowledges the commenter's support for dual access.
- R132-1      Project access scenarios are described in Chapter 4, *Project Description*, of the DEIR. Project traffic impacts are described in Section 5.14, *Transportation and Traffic*, of the DEIR. The environmental document is available on the Districts' website.



## 4. Response to Comments from Residents and Individuals

LETTER(S) R133 through R135 (1 page)

>>> Janet Thompson <mark\_jan.thompson@yahoo.com> 8/30/2012 8:37 AM >>>  
We are in support of Dual Access on Opening Day for Castaic High School.

R133-1

Mark & Janet Thompson  
32115 Green Hill Drive  
Castaic, CA 91384

>>> "Colleen Blankenship" <cgblankenship@sbcglobal.net> 8/30/2012 8:34 AM >>>  
Good Morning Mr. Cole ~

As a resident of Castaic for nearly 10 years, we eagerly await the opening of Castaic High School. We support **Scenario #2, Option B** as of "Opening Day of School" for numerous reasons:

- Safety of our students
- Less traffic congestion
- Shorter travel times with less gas expense
- Allows our students to walk and bike to school
- Direct connection of High School and Middle School
- More convenience for community and emergency response.

R134-1

One way in and out by its very name indicates a short sided view of the needs of our community now and in the future. We need to do this right the first time!! Please count our vote for Option B as of "Opening Day of Castaic High School."

Thank you for your time!

**Colleen and David Blankenship**  
**Home Address: 28303 Cascade Road, Castaic, CA 91384**  
Phone 661-702-1979  
[cgblankenship@sbcglobal.net](mailto:cgblankenship@sbcglobal.net)

>>> Rhonda Robinson - QIAGEN <Rhonda.Robinson@qiagen.com> 8/30/2012 7:04 AM >>>  
My Address

R135-1

Rhonda Robinson  
30356 Falls Drive  
Castaic, CA. 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R133 through R135

- |        |   |
|--------|---|
| R133-1 | The District acknowledges the commenter's support for dual access.                        |
| R134-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R135-1 | The message is a commenter's address; no response is needed.                              |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R136 through R139 (1 page)

---

>>> Tim Duguid <Tim@Duguid.com> 8/30/2012 7:00 AM >>>

Mr. Cole

My name is Tim Duguid and my address is 28408 Monterey Ct. , Castaic, CA.

I live directly across from Castaic Elementary on Hillcrest Pkwy.

It has come to my attention that there is a vote on a dual access option for Castaic H.S.

My vote is for option A. Living directly across from C.E.S. I know first hand that allowing H.S. students to drive on Hillcrest would be a disaster. Hillcrest is very congested and the addition of young drivers would be a recipe for disaster with the amount of little kids walking along the street.

Allow a bike path for Hillcrest resident H.S. students to ride a bike to school and you've got the best of both scenarios.

Thank you,  
Tim Duguid

R136-1

R136-2

---

>>> Jose Tayag <jcrisoldt@aol.com> 8/30/2012 6:58 AM >>>

Scenario #2, Option B on "opening day of school."

We like this idea because its near and won't hurt gas expense.

28231 Bryce Drive, Castaic Ca 91384

R137-1

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>>> Dennis R <chamlingnss@yahoo.com> 8/30/2012 6:23 AM >>>

Dear Mr. Tom Cole,

Most respectfully, I would like to request for the DUAL access via Parker/Sloan and Sloan to Hillcrest on proposed Castaic High School for the safety and conveniency of the students of the school.

Sincerely,

Dennis R. Chamling

R138-1

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>>> Starlet Picone <sdpicone@gmail.com> 8/29/2012 10:05 PM >>>

.. on "opening day of school"

Again - Scenario #2, Option B on "opening day of school" for all the obvious reasons. safety, traffic, easier, better in case of emergency, etc.

Thank you!

Eric & Starlet Picone  
28828 Carnation Court  
Castaic, CA 91384

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R139-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R136 through R139

- |        |  |
|--------|--|
| R136-1 | The District acknowledges the commenter's support for Option A access route.   |
| R136-2 | All public roadway improvements associated with this project would include a five-foot concrete sidewalk along one side of the road and a 4-foot-wide, on-road unmarked space for bicyclists (Class III bike route). |
| R137-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R138-1 | The District acknowledges the commenter's support for dual access via Parker/Sloan and Sloan to Hillcrest.   |
| R139-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R140 through R142 (1 page)

Laugh when you can,  
Apologize when you should,  
And let go of what you can't change.  
Life's too short to be anything...but happy.  
Author Unknown

---

>>> Joe Mowry <mowry30356@sbcglobal.net> 8/29/2012 9:55 PM >>>

I am for scenario #2, option B on "opening day of school". My address is 30356 June Rose Court, Castaic  
CA 91384

R140-1

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>>> Jim Perry <perry.james@gmail.com> 8/29/2012 8:34 PM >>>

My Vote is for Scenario #2 Option B  
James Perry  
28690 Greenwood Pl  
Castaic, Ca 91384

R141-1

---

>>> "Solomon L. Sambou" <slsambou@gmail.com> 8/29/2012 6:09 PM >>>

As a Homeowner and Resident of Castaic, I strongly support: SCENARIO #2, OPTION B as of "Opening  
Day of School".

R142-1

Respectfully,

SOLOMON L. SAMBOU  
27707 Elkwood Lane,  
Castaic, CA 91384

Courtesy: Apple iPhone 4s.



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R140 through R142

- |        |   |
|--------|---|
| R140-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R141-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R142-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R143 through R144 (1 page)

>>> Rhonda Robinson - QIAGEN <Rhonda.Robinson@qiagen.com> 8/29/2012 12:58 PM >>>  
Absolutely No Dual Access, No scenario # 1 or 2. I cannot believe anyone would approve of a high school at all in this area. A company in Hermosa Beach does not give a rip about the additional traffic on our roads or community in Castaic- they don't live there!

We already have an Elementary & Middle school off of Hillcrest. We have enough traffic in this limited access in and out area. Already when the grapevine is closed there is nowhere for any traffic to go bringing additional daily traffic into Parker and the old road is crazy!

I don't want to pay for any sidewalks bicycle lanes etc. etc. Leave Sloan canyon the way it is, and keep additional traffic off Hillcrest!  
I would rather my tax dollars went to fixing the pavement on all the roads in this area especially the Old Road.

Thank You

**Rhonda Robinson**  
Senior Specialist, Telecommunications NA  
IT Operations

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rhonda.robinson@qiagen.com  
[www.qiagen.com](http://www.qiagen.com)

**Making improvements in life possible.**

>>> Carol Snipper <csnipper@me.com> 8/29/2012 11:15 AM >>>  
SUPPORT FOR SCENARIO #2, OPTION B AS OF "OPENING DAY OF SCHOOL"

As residents of Castaic, we are thrilled to see the fruition of a community high school!  
However, for the safety of our children and community, it is highly imperative that dual access, via Parker/Sloan and Sloan to Hillcrest, be created and ready for use on the day school OPENS rather than be enrollment driven.

This access **MUST** aligned with the opening of school to avoid further impact to local residents and liability for risking the health and safety of students, parents and the community.

Jim and Carol Snipper  
30338 June Rose Court  
Castaic

R143-1

R144-1



## *4. Response to Comments from Residents and Individuals*

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Response to comments from Letters R143 through R144

- |        |   |
|--------|---|
| R143-1 | The District acknowledges the commenter's opposition to the project.                      |
| R144-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R145 through R146 (1 page[s])

>>> "Chia, Charity" <charity.chia@csun.edu> 8/29/2012 11:15 AM >>> Chia family  30266 Cedar Oak Lane  Castaic, CA 91384	R145-1
>>> Michelle Terranova <michelleterranova@gmail.com> 8/29/2012 9:26 AM >>> I vote fore DUAL, Scenario#2. My email is "michelleterranova@gmail.com	R146-1

Response to comments from Letters R145 through R146

- R145-1      The message is a commenter's address; no response is needed.
- R146-1      The District acknowledges the commenter's support for Dual Scenario #2 access route.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R147 (7 page[s])

Governing Board Members  
Attn: Tom Cole/  
William S. Hart UHSD  
21515 Centre Pointe Parkway  
Santa Clarita, California 91350  
[tcollection@hartdistrict.org](mailto:tcollection@hartdistrict.org)

August 30, 2012

cc: [info@CitizensForCastaic.com](mailto:info@CitizensForCastaic.com)

Subject: Proposed Castaic High School- Romero Canyon  
DRAFT Environmental Impact Report Date: July, 2012  
Via Email

Dear Hart Board,

The Romero-Rasmussen site was selected not on the basis of the CDE guidelines, but merely on the promises of the owner-developer to build a High school TO THE Hart School Board. This was stated as such by a number of Hart Board Members. There are currently a variety of major environmental issues and COST comparisons that need to be recognized and FAIRLY compared between possible sites addressed by the EIR.

R147-1

**Statement:** First, it is not acceptable to use Romero canyon as construction access and that the School District and developer will be held liable for damages to our roadway/property.

R147-2

**Please address:** Please address construction access to the Romero site in the EIR?

**Statement:** As a resident and future parent who will have a child attending the high school from the FIRST DAY the high school first opens there MUST be two accesses to the school OUR preference is Option 2 stated on page 285 of the EIR with both Sloan canyon from the North AND the second PUBLIC road built connection Barringer to Hillcrest parkway for access from the South. This will give a DIRECT route to 58% of the school students located in the Hillcrest area.

R147-3

Glen Ennis, Sandia Ennis and Mary Ennis All 3 registered voters at our address are requesting the same route as above but also called Scenario #2, Option B just as stated above.

**Statement:** I believe that that following is true regarding the comparison between DEL VALLE and the Romero site: If you compare the DEL VALLE/PALMER GOLF COURSE SITE directly to the Romero site you will find that ALL the Significant and unavoidable impact will be removed:

R147-4

5.1-3 Visual character of the site remains as is for years to come Del Valley site already environmentally destroyed and a visual eye sore since construction stopped.

## 4. Response to Comments from Residents and Individuals

5.1-4 Source of substantial light pollution the Del Valle site sits adjacent to TRACK homes/ standard residential housing with street lights NOT rural ranches with restriction for street lights.

R147-4  
cont'd

5.10-1 Project related traffic the Del Valle site sits adjacent an already upgraded 4 lane road Hasley canyon, and has the potential to connect directly into Del Valle as well as NUMEROUS pedestrian access points to the adjacent TRACK HOMES. THE ROADWAY SYSTEM IS ALREADY UPGRADED AND IN PLACE. No cost or environmental destruction to create MILES of new roads

R147-5

You will also find that MANY of the significant impact will be removed as well because the DEL VALLE/PALMER GOLF COURSE SITE IS ALREADY ROUGH GRADED:

ROADWAYS ALREADY IN PLACE

STREET LIGHTS ALREADY EXIST ON THE SURROUNDING street and neighborhoods

30 oaks removed on the project SAVED

140 oaks removed for roadways SAVED

.96 acres of US waters ways destroyed SAVED

2.644 acres of woodlands destroyed SAVED

R147-6

5.5-4 Landslides please compare Del Valle site and if any landslide sites exist.

R147-7

**Statement:** Also, if you look at the diagram figure 7-1 of the 1, 2, 3 site possibilities, you chose the one that is the furthest away and therefore the most inefficient and costly in terms of gas and time for parents.

R147-8

**Please address:** How is this LOCATION the BEST site that is the furthest away and therefore the most inefficient when 58% student are locate closer to the Hasley/Sloan site and the Del Valle site.

I WOULD LIKE THE EIR REPORT TO INCLUDE A FAIR COMPARISON BETWEEN THE PROPERTY LOCATED NORTH OF THE INTERSECTION OF HASLEY CANYON AND DEL VALLE ROAD, KNOWN AS THE DEL VALLE/PALMER GOLF COURSE SITE AS A ALTERNATIVE SITE LOCATION TO THE ROMERO PROPERTY. THIS WAS PREVIOUSLY ASKED AND IT STILL IS NOT INCLUDED IN THE EIR

R147-9



## 4. Response to Comments from Residents and Individuals

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I feel if you DIRECTLY compare the Del Valle site and/or the Sloan canyon site the environmental impact of both sites are LESS destructive to the environment and MUCH MUCH less costly to the School district. SO WHY IS THE ROMERO SITE THE HART DIRSTRICK PREFERRED SITE??????? PLEASE ADDRESS.

R147-9  
cont'd

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**Statement:** The local residents are EXTREMELY concerned about the SAFETY of a high school that will not have street lights when it gets dark at 4:30 PM in the winter months.

**Please address SAFTY:** Safety of students when placing a high school in such a remote RURAL location, without the amenities that the State requires needs to be looked at when selecting a school site. What makes this a SAFE and reasonable location for a future high school when the whole area is zoned rural without streetlights and sidewalks. Please compare this concern to the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report which will have sidewalk and street lights and NUMEROUS pedestrian accesses for residents **TO** a RURAL location WITHOUT streetlights and sidewalks. **IT IS NOT SAFE TO HAVE A HIGH SCHOOL LOCATED MILES FROM THE EXISTING POPULATION AND NO STREET LIGHTS.**

R147-10

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The following are statements with the concerns we would like addressed in the EIR but need a little more explanation or clarification. **ALL WERE PREVIOUSLY ASKED FOR AND STILL ARE NOT INCLUDED IN THE EIR**

**Statement:** Why the DEL VALLE/PALMER GOLF COURSE SITE in NOT used as a comparison in the EIR Report as well as others have previously requested.

**Please address:** A comparison between the Romero site and the DEL VALLE/PALMER GOLF COURSE SITE.

R147-11

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**Statement:** The Romero site is not accessible to bicycles or walking. Approximately 60% of the school population will be located south of the school. There is no pedestrian access from the population from neighborhoods off of Hillcrest Ave and the Val Verde area to access the school.

**Please address:** Please compare this concern to the HASLEY/SLOAN SITE and the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report FOR BICYCLE AND PEDESTRIAN ACCESS TO THE MAJORITY OF THE STUDENTS.

R147-12

## 4. Response to Comments from Residents and Individuals

**Statement:** The Romero site REQUIRES miles of construction of NEW infrastructure (Roads, water sewer, phone and ever a helicopter pad and one or two 750,000 gallon water tanks

**Please address:** Does the HASLEY/SLOAN SITE or DEL VALLE/PALMER GOLF COURSE SITE require the same amount of infrastructure cost as the Romero site? I do NOT think so. Please DIRECTLY compare the **infrastructure cost** between the three MAIN sites in the EIR Report, as well as the TOTAL cost.

R147-13

**Statement:** The ROMERO site has the more environmental destruction than the Hasley-Sloan or Del Valle/Palmer Golf Course sites.

**Please address:** Far more Blue line streambed and Oak Tree destruction for 3.5 miles of road construction. THIS SITE NEEDS TO BE EVALUATED FOR ENVIRONMENTAL IMPACTS AND COMPARED TO THE HASLEY/SLOAN AND THE DEL VALLE/PALMER GOLF COURSE SITES.

R147-14

**Statement:** The DEL VALLE/PALMER GOLF COURSE site is on improved portion of Hasley canyon with streetlights and sidewalks the Romero site is not near ANY sidewalks or streetlights.

**Please address:** The DEL VALLE/PALMER GOLF COURSE site will divide the traffic impacts and is centrally located to the population centers, is accessible by pedestrian and biking, and will clearly better serve the needs of Castaic.

R147-15

**Statement:** The Romero-Rasmussen/Hybrid site is the most expensive of the other alternatives. Building roads, sewers, water, sewer pump stations, storm drains for 2 miles of roads and grading to move a mountain this site is double the cost of other alternatives.

**Please address:** Please compare this concern to the HASLEY/SLOAN SITE and the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report.

R147-16

**Statement:** The HASLEY/SLOAN site is just past the improved portion of Hasley canyon with street lights and sidewalks the Romero site is not near ANY sidewalks of streetlights.

**Please address:** The HASLEY/SLOAN site will divide the traffic impacts and is centrally located to the population, is accessible by pedestrian and biking, and will clearly better serve the needs of Castaic.

R147-17



## 4. Response to Comments from Residents and Individuals

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**Statement:** Several times a year I-5 closes for Snow, Fires, or major accidents thus the freeway backs up beyond the Hasley Canyon Exit, instantly our side streets come to a grinding halt, making it EXTREMELY difficult to get to North Sloan/Parker Road. A safe second access is NECESSARY.

R147-18

**Please address:** How will the school be accessed when I-5 closes without a second PUBLIC road available the day the school opens? Please compare this concern to the HASLEY/SLOAN SITE and the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report, both have GREAT access when I-5 is closed.

**Statement:** Evacuation plan for the High School. It took 2 hours to get RESIDENTS out of this canyon during the 2007 fire.

R147-19

**Please address:** How is the school district going to SAFELY evacuate and keep frantic parents off of the private dirt roads and driveways when a fire or other disaster occurs. This evacuation plan is REQUIRED so the residents can get their families and animals out, and fire equipment can go into the canyon. We will have MASS chaos when the next fire burns through, YOU WILL ENDANGER THE RESIDENTS WITH ONLY ONE ACCESS, when High School parents try to get to their children if you shelter in place. At SOME point every parent will need to come to the school that day to pick up their children. Please compare this concern to the HASLEY/SLOAN SITE and the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report which is closer to the developed portion of the community and MUCH better road access than Option 1 or 2.

**Statement:** Traffic, not only during school hours but after hour activities too.

R147-20

**Please address:** Please compare this concern to the HASLEY/SLOAN SITE and the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report. The DEL VALLE/PALMER GOLF COURSE SITE is adjacent to residential track home with NUMEROUS locations for pedestrian and bicycle paths please address how students can walk or ride their bikes to school.

**Statement:** The California Environmental Quality Act requires lead agencies to consider feasible alternatives to proposed projects that will avoid or minimize potential environmental impacts during environmental review.

R147-21

**Please address:** To Quote a Section from CEQA

- a. "Alternatives to a project should be considered as early as possible in the process so that their consideration is meaningful for decision makers. Lead agency actions that



## 4. Response to Comments from Residents and Individuals

foreclose feasible project alternatives, including alternative project sites, prior to environmental review violate CEQA. "

- b. The Romero Canyon site will have significant environmental impacts on public safety, air quality, Blue-line Stream Beds, impact Significant Ridgelines as defined by the Castaic Community Standards, and traffic impacts. The District has already expressed concerns about potential landslides in the area and the costs and stability of necessary mitigation.
- c. These significant impacts, and others, may be reduced if the school is located at the 60-acre Lombardi-Romero site, which contains fewer slopes and will require far less grading than the Romero Canyon site. This alternative site will not rely exclusively on a one-way road to serve a high School.
- d. This site will divide the traffic impacts and is closer to the population centers, and will clearly better serve the needs of Castaic. *The DEL VALLE/PALMER GOLF COURSE SITE is available to the District for purchase, and The HASLEY/SLOAN SITE IS OWED by the district both are a feasible alternative that should be carefully considered during the District's environmental review process for Castaic Area High School.*

R147-21  
cont'd

**Statement:** The Castaic Town Council has indentified this entire area as an equestrian rural residential zoning, which means all lots are to be 2-acre minimum and the entire area would not have any sidewalks or streetlights. I do not see how a high school can fit into this community.

**Please address:** NO STREETLIGHTS AND SIDEWALKS TO A SCHOOL SITE. Please compare this concern to the HASLEY/SLOAN SITE and the DEL VALLE/PALMER GOLF COURSE SITE in the EIR Report.

R147-22

**Statement:** The Romero-Rasmussen site is the most expensive of the other alternatives. Building roads, sewers, water, sewer pump stations, storm drains for 2 miles of roads and with the amount of grading to move a mountain this site is double the cost of other alternatives.

**Please address:** The REAL cost compared to the Hasley/Sloan and THE DEL VALLE/PALMER GOLF COURSE SITE including utilities and road construction.

R147-23

**Statement:** The Castaic Town Council has indentified this entire Romero Canyon area as an equestrian rural residential zoning, which means all lots are to be 2-acre minimum and the entire area would not have any sidewalks or streetlights.

**Please address:** I do not see how a high school can fit into this community. THIS SITE NEEDS TO BE EVALUATED FOR THIS, AND COMPARED TO THE HASELY/SLOAN and DEL VALLE/PALMER GOLF COURSE SITE FOR NOISE/SOUND/LIGHT AND TRAFFIC IMPACTS.

R147-24



## 4. Response to Comments from Residents and Individuals

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**Statement:** Due to the REMOTE LOCATION of the Romero Site, and the location in a remote Canyon, the site will have far more impacts on Climate Change, compared to the Hasley/Sloan Site.

**Please address:** Additional Traffic Trips will be generated as 60% of Castaic Residences will be required to travel up much longer commutes thereby impacting Global Climate Change. THIS SITE NEEDS TO BE EVALUATED FOR CLIMATE CHANGE IMPACTS AND COMPARED TO THE HASLEY/SLOAN AND THE DEL VALLE/PALMER GOLF COURSE SITE TO REDUCED TRAFFIC IMPACTS TO THE ENVIRONMENT.

R147-25

As a resident who owns and maintains the private section first Castaic high school of Romero Canyon Road, I CAN NOT be liable for the safety of the schools parents, teachers, students, staff, and others who WILL ultimately use our road during an EMERGENCY or otherwise as a "short cut". SUCH AS WHEN I-5 CLOSES!!!! I strongly urge the Hart School board to utilize the legal access from North Romero, to Baringer Road to Sloan Canyon to Hillcrest to the old road for the necessary second PERMANENT access if the High school goes in on Romero Canyon. PLEASE REMOVE ROMERO CANYON ROAD AS ANY OPTION FROM THE EIR.

R147-26

We have lived in Santa Clarita Valley since 1982 and moved onto Romero Canyon in Castaic in 2000 to escape the high density growth of the City. My family and I have been through floods, fires and earthquakes since we have lived here. The Hasley Canyon area is a wonderful rural area which Castaic Town Council has designated for low density rural residency and small ranches on acreage. THIS IS WHY WE MOVED HERE!!!! We have peacocks, roosters, chickens and goats; most of my neighbors have horses and livestock too. I conclude by asking you HOW does Castaic High School with thousands of students and staff fit in low density rural resident and small ranches on acreage?

R147-27

Glen Ennis,  
Sandia Ennis,  
Mary Ennis,  
Ashlyn Ennis,  
30712 N. Romero Canyon Rd  
Castaic CA 91384



## 4. Response to Comments from Residents and Individuals

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Response to comments from Letter R147.

- R147-1      The Romero-Rasmussen site was analyzed by the California Department of Education (CDE) personnel under CDE guidelines. The District conducted a public hearing pursuant to Education Code Section 17211 utilizing site selection standards required by CDE.
- The CEQA Guidelines Section 15126.6 requires that an EIR describe and comparatively evaluate a reasonable range of alternatives. An EIR is required to evaluate a “No Project” alternative and alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. An EIR is not required to consider every conceivable alternative to the project. Responses to comments on project alternatives are in Chapter 2, Section 2.3, *Project Alternatives*, of this FEIR
- R147-2      Construction equipment and vehicles will access the High School Site from the east in the general alignment of Canyon Hill Road. Construction access would not be from Romero Canyon Road.
- R147-3      The District acknowledges the commenter’s support for Scenario #2, Option B access route.
- R147-4      Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-5      Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-6      Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-7      Several landslides are mapped within the Del Valle site as identified in the Seismic Hazard Zones Report for the Val Verde Quadrangle issued by the California Geological Survey in 2002 (CGS 2002). Further responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-8      The Hasley-Sloan site is as far west of I-5 as the proposed project site is; and the Sterling-Gateway site is south of all the residential areas in Castaic except for Val Verde; road access between the Sterling-Gateway site and Val Verde is circuitous. Considering also the substantial growth planned near the proposed project site, it is not clear that either the Hasley-Sloan or Sterling-Gateway sites are better located to serve the Castaic area.
- R147-9      Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-10      As identified in the Draft EIR, page 5.1-13, “The introduction of nighttime street, building, field, and parking lot lighting would significantly change the current dark character of the site at night.” The District would develop a lighting plan that follows the intent of the Los Angeles County Rural Outdoor Lighting District Ordinance, to



## 4. Response to Comments from Residents and Individuals

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minimize lighting impacts and to ensure the safety of people on the site and surrounding streets.

- R147-11 Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-12 Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-13 Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-14 Impacts of project development on the proposed project site are assessed in Chapter 5, *Environmental Analysis*, of the DEIR. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-15 Nearly all students traveling to the Hasley-Sloan site would approach from the east on Hasley Canyon Road; thus, a school on the Hasley-Sloan site would not divide traffic impacts as the commenter suggests.
- R147-16 Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-17 Roadways developed for the proposed project would include sidewalks and class III bike routes. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-18 Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R147-19 The Hasley-Sloan site has one-way in-and-out access on Hasley Canyon Road. The access roads to the proposed site would be designed and constructed in compliance with Los Angeles County Department of Public Works and Los Angeles County Fire Department standards. Alternative sites are addressed in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-20 Roadways developed for the proposed project would include sidewalks and class III bike routes.
- R147-21 The District has considered a reasonable range of alternatives in planning the Castaic High School, as discussed in Chapter 7, *Alternatives*, of the DEIR. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-22 All public roadway improvements associated with this project would include a five-foot concrete sidewalk along one side of the road and a 4-foot-wide, on-road unmarked space for bicyclists (Class III bike route). The project site is within the proposed Rural Outdoor Lighting District. According to the County ordinance street lights shall be installed at all roadway intersections and at driveways where the Director of Public Works indicates that a street light would be beneficial due to the

## 4. Response to Comments from Residents and Individuals

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proposed use of the property. Street lights will not be allowed on local residential streets unless required by Public Works. Street lights shall be placed the maximum distance apart with the minimum lumens allowable by Public Works. While the school district is not subject to the Los Angeles County Rural Outdoor Lighting District Ordinance, the District plans to develop a lighting plan that generally follows the intent of the ordinance to minimize lighting impacts.

- R147-23 Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR. Real costs cannot be determined until engineering plans are further along.
- R147-24 Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-25 The Hasley-Sloan site is no closer to most of Castaic than is the proposed project site; most trips to the Hasley-Sloan site would be via the Old Road or I-5 to Hasley Canyon Road. The District will determine the attendance boundary for the new high school based on area demographics and location of residential development at the time. The Palmer site is addressed in Section 2.3, *Project Alternatives*, of this FEIR.
- R147-26 No public school-related traffic would use Romero Canyon Road. During a potential emergency it is necessary to have a secondary option.
- R147-27 Comment noted. The Board will consider all comments prior to making a decision on the project.



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R148 through R150 (2 pages)

### COMMENTS BY EMAIL

>>> Rod Kaufman <rodkaufman@sbcglobal.net> 7/29/2012 6:35 PM >>>

In reference to the recent EIR draft report of the proposed Castaic "Hybrid" High School, there appears to be many unspecified and/or unanswered issues.

The report does not clarify how its enrollment projections are derived. Castaic student populations have either leveled off or declined since the bond measure was passed. The same can be said for Val Verde. The report fails to take into consideration the impact of two institutions currently siphoning students away from the proposed high school: the academy program at COC and the Albert Einstein program in Santa Clarita. My daughter graduated from the academy program at COC which offered a superior curriculum that allowed concurrent completion of a high school program along with community college classes. It prepared her for university classes at an accelerated rate. I note the program is now so popular it requires a lottery to enter it. My neighbors kids are currently attending the Albert Einstein program that offers accredited classes through K 12. Additionally, students attending either Valencia and West Ranch high schools appear to have little, if any, difficulty in graduating because of their shared facilities with students from Castaic.

R148-1

The report does note 1,045 proposed new homes in Castaic with an estimated student population of a little over two hundred. This does not appear to support projected estimates of a thousand or more students at the proposed hybrid school. Claims by a member of the Castaic Town Council of construction of the hybrid school for further development north of Castaic in 2030 or 2040 do not appear to be supported by information in the document.

R148-2

It appears evident the EIR report does not address a likely source of students from the upcoming Landmark and Mission projects off highway 126. The Landmark project has no high school in its plans and the Mission project includes one on paper, years down the line. The logical site for a high school education for these students would be at the closest and least populated high school in the region: the Castaic Hybrid school. But the EIR makes no mention of the impact of these students on traffic on I-5, the 126 or Castaic.

R148-3

The Landmark project is due to break ground in 18 months and the lack of a high school for its students appears to be a glaring omission.

High schools have reportedly been the sites of illicit activities such as drug usage. It would appear prudent to consider increased security/police patrols and their availability and costs to the community. Has the latter been assessed?

R148-4

My impression is the entire "hybrid" project is currently unnecessary and unsupported by the documentation offered in the EIR. The reality is students from Castaic graduate along with their peers without supposed difficulties from so-called "overcrowding." They do so by graduating from four current programs: Valencia high, West Ranch high, the academy program at COC and the Albert Einstein

R148-5

## 4. Response to Comments from Residents and Individuals

academy. The contributions of the latter are not adequately assessed in the EIR. The hybrid high school is unnecessary and does not need to be built.

R148-5  
cont'd

Rod L Kaufman  
27959 Glade Ct  
Castaic Ca 91384

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>>> "Tammera Rice" <StokesRice@ca.rr.com> 7/30/2012 7:45 AM >>>

Hi,

My name is Tammera Rice, and my husband and I are trying to purchase property on Romero Canyon (off of Hasley Canyon). Will this part of Romero Canyon be widened and used as a route to enter the High School? Any information you can provide me is beneficial.

R149-1

Thank you,

Tammera

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**Comment on the Signal article dated 7-29-12 by "CASTAICJACK":**

The EIR report does not clarify how its enrollment projections are derived. Castaic students populations have either leveled off or declined since the bond measure was passed. It also doesn't take into account the impacts of two other institutions currently siphoning students away from the proposed Castaic "hybrid" high school. My daughter graduated from the academy program at COC which offer a high school program concurrent with participation in community college classes, and as such, offers a superior opportunity to garner college credits and experiences before transferring to a university setting. My neighbors kids in Castaic are currently attending the Albert Einstein institution in Santa Clarita that offers a diversified educational program thru K-12. The EIR's own estimate of new development within Castaic equates to only 212 students, hardly enough to justify a 350 million dollar high school. (The original cost estimate for a high school in Castaic back in the early years of '92 and '93 was between one and two million).

R150-1

So, where are the thousands of kids in the estimate coming from? The logical answer is from the Landmark and Mission projects originating on Los Angeles County land on the 126. The former is due to break ground in 18 months and has no high school designated in its plans. The Mission project follows with some sort of a projection for a high school, years down the line. The EIR report fails to note the impact of student traffic impacting the 5 freeway and Castaic from these projects. If Valencia high and West Ranch are supposedly overcrowded by students from Castaic, where do you think the students from Landmark and Mission projects will go?



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R148 through R150

- R148-1      The Districts' demographic analysis and in the table below shows that combined enrollment at Valencia and West Ranch High Schools is forecast to peak in 2012 at 6,222 students, or 19.7 percent over the design capacity of the two schools; then decline by 2014 to 5,734, or 10.3 percent over capacity. Combined enrollment rose between 2009 and 2012 by 459 students (5,763 to a forecast 6,222); thus, the claim that District high school enrollments have been declining recently is not accurate for the two schools listed here. Numbers of charter school students living in Castaic are: Albert Einstein Academy - 15; Santa Clarita Valley International Charter School - 181; and Academy of the Canyons - 29. These students are already counted separately from enrollment at District high schools. The District has no plans to add charter school enrollments to its high schools, as the District expects the charter schools to continue operating.
- R148-2      Project need is based on existing overcrowding in District schools and on forecast student generation from approved and submitted residential projects in and near the Community of Castaic, not on potential future developments north of Castaic in the 2030-2040 time frame.
- R148-3      Landmark Village and Mission Village are phases 1 and 2, respectively, of developments within the Newhall Ranch Specific Plan, west and southwest of the I-5/SR-126 junction. It is estimated that 31 percent of project students would come from developments south of the Hillcrest community, including planned developments in Newhall Ranch. It is projected by Davis Demographics & Planning, the District's consultant for enrollment projections, that students from Landmark Village would attend West Ranch High School and students from Mission Village would attend Castaic High School; however, which schools will serve specific developments will be determined by the District when the new school attendance boundaries are determined.
- R148-4      Project impacts on police services are assessed in Section 5.12, *Public Services*, of the DEIR. The school would have a school resource Sheriff's deputy to ensure safety.
- R148-5      The District acknowledges the commenter's view that the project is not needed. Recent growth in District high school enrollment is addressed above in Response R-148-1. The State of California Department of Education determines class sizes not the local high school district.
- R149-1      Improvement of Romero Canyon Road for use as a gated emergency access road would involve some minor modifications at the northern end for installation of the gate.
- R150-1      See Responses R-148-1 through R-148-5.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R151 through R152 (1 page)

>>> Sylvia Duncan <nurseduncan21@gmail.com> 7/31/2012 9:48 AM >>>

Report looks good. Would like to see this project finally go underway. Sadly, it missed all 3 of my older children (even though when we moved in in 2002 we were told it would be ready way before my 10th grader would be in high school). At least it should be ready for my 2 year old when he goes to high school.

Thank you for your perserverance in this endeavor

Sylvia Duncan

R151-1

\_>>> Lee Gately <[leegately@ca.rr.com](mailto:leegately@ca.rr.com)> 8/7/2012 12:38 PM >>>

Dear Tom Cole and Elected Representative,

As a citizen of the Castaic community for many years, we are very concerned about the planning of our high school. Our daughter attended Castaic JHS and we had to travel each day to Valencia HS. This new project is a long-awaited dream come true.

We would prefer to attend the Board meeting next week, but we have another appointment that night.

We recently received notice that the District might still be open to a single access road plan, one where Castaic JHS area students would have to travel over The Old Road. In your July plan, there is a diagram proposing two options for "School Access Roadways". Scenario 1 would be tragic. Before you make your decision to use Scenario 1, please spend half a day personally walking and bike-riding along that strip of roadway. We've done this. It's dangerous! When bicycling, there is no safe path for any rider, especially not for a 14-year old child. The speed limit is 55, there are wheel-catching storm drains to dodge, and the lanes are narrow. The roar of the freeway traffic opposite the chain link fence assures bike riders they won't hear cars coming from behind. Pedestrians walk along the dirt roadside, where it's available. It's isolated. It's muddy in the rain (the entire road was flooded by the boatyard a few years ago). Also consider that car-driving families living in the Hillcrest area will have many miles added to their daily travel with great amounts of traffic sitting at the left turn lanes connecting to The Old Road.

While Scenario 2 might cost quite a bit more, the value of safety to our children is far greater. We voted to fund this project, and we hope it will be done correctly.

Sincerely,

Lee and Terri Gately  
30576 Park Vista Drive  
Castaic, CA 91384

P.S.. A 4-foot bike lane on the new roadways doesn't seem very safe, either, but if that's what you go with, please make sure there are no storm drains in the lane.

R152-1



## *4. Response to Comments from Residents and Individuals*

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Response to comments from Letters R151 through R152

- R151-1      The District acknowledges the commenter's support for the project.
- R152-1      The District acknowledges the commenter's support for Scenario #2. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R153 through R154 (1 page)

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>>> <[KNGSTRONG@aol.com](mailto:KNGSTRONG@aol.com)> 8/15/2012 8:26 AM >>>

I am writing regarding the access to the new Castaic High School. As a resident of Castaic for 27 + years, and a former Castaic and Hart student, and a current mother of 4 who's children will be attending the new High School I want to stress to you the importance of DUAL ACCESS to the new High School in Castaic. Access through Hillcrest is imperative to the safety of the students as well as relief of traffic into the High School. A large portion of students will be coming from the north part of Castaic and dropping students off both at the Elementary, Middle, and High school and need reasonable access between schools. I am raising a strong voice in saying we need Dual Access to our High School. Thank your for your time in this matter.

R153-1

Kristina Strong  
27563 Onyx Lane  
Castaic, CA 91384  
661-294-0547

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Tom,

I am shocked the board is still looking at the possibility of using Romero Cyn as an access to the High School. At every meeting we were told it would be an emergency access possibility only. Are they considering now a full access use? I was opposed to an emergency access. Once the High School is built parents on the south side of Castaic (Hasley Canyon & Val Verde) will drop their children at the crash gate and they can walk the remaining way to the school.

R154-1

Can we put in security gates to enter and exit our private road? What do you suggest?

Scott Muir  
31160 Romero Cyn Road  
Castaic, CA 91384  
(661)993-5300



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter R153 through R154

R153-1      The District acknowledges the commenter's support for dual access.

R154-1      The District is not proposing to use Romero Canyon Road as a public access route to the school. Romero Canyon Road would only be used for emergency purposes during evacuations or for emergency vehicle access to the school.

Regarding the possibility of parents dropping off students on Romero Canyon Road south of the emergency access gate. The gate would be about 1,600 feet south of the southernmost proposed school building; more than a quarter mile from the school. It is doubtful that parents would use this area as a drop off for students.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R155 through R156 (page)

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\_>>> fernando gudino <[bigfern@sbcglobal.net](mailto:bigfern@sbcglobal.net)> 8/17/2012 6:19 AM >>>

We need the dual access route for the new high school to ease the traffic situations that we are already encountering. Not to mention when the roads are being fixed or closed. It would be safer for the kids and for drivers in case of any emergency, such as fires in the area and traffic jams caused by snowfall. As we all know, whenever it snows on the North 5 freeway, the roads and exits around Parker Rd. become parking lots, which would totally affect the kids attending the school and the drivers and/or buses. Castaic is growing so fast, that it would only make sense to do this. Since the Old Road is only a 2 lane road, any kind of delay beyond Hillcrest would be a problem.

Thank you for your time.

Fernando Gudino  
27610 Ashby Ct.  
Castaic, Ca 91384

R155-1

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>>> Jeanette Lee Yamamoto <[jeanettethevet@hotmail.com](mailto:jeanettethevet@hotmail.com)> 8/29/2012 8:48 AM >>>

I wanted to send you an email in support for the Scenario #2, Option B on "opening day of school".

I am extremely excited about the new school given that both my children will be able to attend.

My address is:  
27725 Elkwood Ln  
Castaic, CA 91384

Please let me know if there is anything else I can/need to do!

Jeanette Yamamoto

R156-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R155 through R156

- R155-1      The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR
- R156-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R157 through R158 (1 page)

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>>> Lisa Cover <lmcovergirl@yahoo.com> 8/28/2012 8:29 PM >>>

Hi Tom,

We **definitely** need dual access for our high school. I am currently "managing" traffic congestion when I take my daughter to and from West Ranch High School because they have "one way in and one way out". It is imperative for the school traffic to function properly and to have more than one access for opening day.

R157-1

Please also email me a soft copy of the flyer or additional information so that I can share with other parents.

Thanks so much!

Highest regards,

Lisa Cover

30228 June Rose Court

Castaic, CA 91384

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>>> Jorge Ortiz <JOrtiz@chp.ca.gov> 8/28/2012 5:56 PM >>>

Mr. Tom Cole,

I would like to request Scenario #2 with Option B on "Opening Day of School". As a 911 Dispatcher with the CHP and First responders I know how this option is critical for the safety of our children. I can tell you from 14yrs experience at the CHP as a dispatcher that traffic conjection can lead to accidents and many other hazards for our children. By having dual access it will be safer for our children and families and will save money in the long run. I hope that this option is approved and if you have any questions from me you can email me here at my work address or [jorhey@msn.com](mailto:jorhey@msn.com) thank you.

R158-1

Jorge Luis Ortiz

27983 Firebrand Dr.

Castaic, CA 91384

661-414-6025



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R157 through R158

- |        |  |
|--------|--|
| R157-1 | The District acknowledges the commenter's support for dual access. All information for this project is on the school districts' website. |
| R158-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R159 through R161 (1 page)

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>>> "Chin, Amy" <achin@amgen.com> 8/28/2012 3:20 PM >>>  
Hi,

Scenario 1 with both Option A and B is illogical and completely dangerous during floods, fires and earthquakes. Our teachers, parents and students will stampede each other if and when an emergency occurs even with an emergency access road for these scenarios.

R159-1

Scenario 2 sounds more reasonable; however, why does the school have to wait for a 1600 head count in order to have dual access? There should be dual access to the high school for traffic and emergency situations. Can all the pertinent parties come to an agreement of dual access roads to and from the HS for the sake of SAFETY?

Amy Chin  
28234 Alton Way; Castaic, CA 91384  
Hasley Hills resident with two children

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>>> <psadams000@aol.com> 8/28/2012 3:19 PM >>>  
Scenario #2, Option B on "opening day of school"

Every reason stated made perfect sense. As a mother of 3 I am all too familiar with congested drop offs and pick ups. Any plan to help that gets my 100% support. And not just from time saving aspect, safety scores high in my books and we have a lot of walkers and bikers in this age group.

R160-1

Sincerely,

Mia Adams

30175 Thorne Ct.  
Castaic, CA 91384

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>>> <gidget30082@aol.com> 8/27/2012 4:40 PM >>>

To Whom it May Concern:

I support Scenario #2, Option B as of "Opening Day of School" due to traffic and safety concerns. I also support dual access roads with sidewalks and striped bicycle lanes.

R161-1

Karen Anderson  
30082 Penrose Lane  
Castaic, CA 91384

Sent from my iPhone



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R159 through R161

- |        |  |
|--------|--|
| R159-1 | The District acknowledges the commenter's support for Scenario #2 access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R160-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R161-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |



## 4. Response to Comments from Residents and Individuals

LETTER(S) R162 through R165 (1 page)

>>> chris winner <cfwinner@gmail.com> 8/27/2012 2:42 PM >>>

Add my vote to option B.  
-chris winner  
31202 quail vly rd

R162-1

>>> "Carrie Delim" <carriedelim@sbcglobal.net> 8/27/2012 10:25 AM >>>

Dear Mr. Tom Cole,

I am a resident of Castaic, and would like to express my support for Scenario #2, Option B on opening day of school for the proposed Castaic high school. Dual access on opening day of the proposed Castaic High School is imperative for the safety of the students and staff.

R163-1

Kind regards,  
Carrie Delim  
29855 Berkshire Place  
Castaic, CA 91384

>>> <mome2stars@aol.com> 8/27/2012 10:14 AM >>>

Hello Mr. Tom Cole,

As citizens of Castaic, we are submitting our votes for Scenario #2, Option B "opening day of school". We feel that the alternative, a one way in and out access is unsafe for the children of our community. Waiting until attendance reaches 1600 students is simply unsatisfactory. Safety should be of the utmost concern no matter how many children are attending. We also live in the Hillcrest Park neighborhood and access via Sloan/Hillcrest would be much more convenient for us, timewise and expense wise.

R164-1

As 20 year Castaic residences and tax payers, we are also the parents of two boys, one who went from Castaic Preschool all the way through graduating high school and never got to take advantage of a Castaic High School, and the other who will graduate Castaic Middle School this year, our hopes is that this issue will get resolved soon, so that at least one of our children will get to benefit from attending a local high school.

Sincerely,

Anthony & Louise Riccio  
27819 Rainier Road  
Castaic, Ca 91384

>>> "Gwen" <gcompass@earthlink.net> 8/27/2012 10:08 AM >>>

For one, I do not want that high school built in Romero Canyon. I've seen the property and still don't think it's a safe location for a school. And I certainly do not want that ridiculous, unconscionable Scenario #1 "one way in and out" via Parker/Sloan. Maps do exist that show how much development is slated for the area around this high school. So much for rural land use. I hate the idea of the excessive development, and why should I even ponder trying to get home after the one road is built.

R165-1

Gwen Romani  
Resident off Parker/Sloan in Castaic



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R162 through R165

- |        |  |
|--------|--|
| R162-1 | The District acknowledges the commenter's support for Option B.  |
| R163-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R164-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R165-1 | The District acknowledges the commenter's opposition to school development on the proposed project site.   |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R166 through R169 (1 page)

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>>> alexia biggers <atbiggers@yahoo.com> 8/26/2012 9:29 PM >>>

Dear Mr. Cole,

I am writing to cast my "vote" for dual access via Parker/Sloan and Sloan to Hillcrest for the future Castaic High School. My son won't actually be in high school for another 10 years, but I know this is something I will be thankful for once he's there.

R166-1

Thank you for your time,

Alexia Biggers

29949 Muledeer Lane  
Castaic, 91384

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>>> yvonne pearce <yvonne3225@att.net> 8/26/2012 8:47 PM >>>

Mr. Tom Cole,

I would like to support and vote for Senario #2, Option B on "opening day of school"--the Dual access via Parker/Sloan to Hillcrest .

R167-1

Thank you,

Yvonne Pearce  
29703 Byron Place  
Castaic, CA 91384

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>>> "Tamar Schuyler" <tamarschuyler@earthlink.net> 8/26/2012 11:07 AM >>>

PLEASE opt for Scenario #2 Option B on "Opening Day of School"!!!!

I live off of Parker/Sloan - - and 1300 hundred students with one way in and out - - especially in the case of a fire is just stupid! The increased traffic in our neighborhood is not why I moved her 18 years ago.

R168-1

**Tamar Schuyler**

**661 478-3037**  
**28628 Applewood Lane**  
**Castaic, CA 91384**

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>>> Andrew Everett <dmedirect@sbcglobal.net> 8/26/2012 9:08 AM >>>

The only way to do this right (FINALLY - WE"VE WAITED FOR SO VERY LONG) is the build this school and take care of an adequate road to get to and from it. "One way in and One way out" for a High School is ridiculous and everyone should acknowledge that. We need dual access street on the opening day of school and not a minute later.

R169-1

Andrew Everett  
Homeowner and Local Business Owner  
www.DME-Direct.com  
dmedirect@sbcglobal.net  
Toll-free: 877-721-7701  
Outside the USA: 661-705-8330  
Fax: 661-705-8335



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R166 through R169

- |        |   |
|--------|---|
| R166-1 | The District acknowledges the commenter's support for dual access.                        |
| R167-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R168-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R169-1 | The District acknowledges the commenter's support for dual access.                        |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R170 through R171 (1 page)

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>>> Gloria Everett <gloria\_everett@hotmail.com> 8/26/2012 9:03 AM >>>

Please do not mess this up by asking the people of Castaic to have to deal with "one way in and one way out" for transportation to the HS that we have waited for for over a decade! Lets be fair here: give us a dual access street on the opening day of school! It is bad enough that we have to drive the kids to every school - don't make it worse for hardworking families.

R170-1

Respectfully,  
Gloria Everett  
28082 Bridlewood Dr  
Castaic

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>>> Cort Nila <cort@mailershaven.com> 8/25/2012 1:01 PM >>>

Cortines Nila  
27863 Knight St  
Castaic, CA 91384  
I vote for Dual Access for opening day.  
Cortines Nila

R171-1

"Ask me about adding an e-mail campaign to any direct mail list order!"

Mailers Haven: The Highest Quality, Most Responsive Mailing Lists... GUARANTEED!

Run counts and place orders online 24/7 at: <http://www.MailersHaven.com>

Cort Nila  
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Direct: 661-362-8208  
Cell 661-733-4429  
Fax: 661-414-8579

Mailers Haven is your guide to list paradise... ask me how you can start earning rewards today for your list and data purchases!

PS – We have a great rewards program where you earn points for every list you purchase! You redeem these points for valuable items ranging from movie tickets to iPods, flat screen monitors, computers, vacations, and more!



## *4. Response to Comments from Residents and Individuals*

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Response to comments from Letters R170 through R171

R170-1      The District acknowledges the commenter's support for dual access.

R171-1      The District acknowledges the commenter's support for dual access.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R172 through R176 (1 page)

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>>> Philip Olivero <philip.olivero@yahoo.com> 8/25/2012 12:53 PM >>>

Hello,

My vote is for SCENARIO #2, OPTION B.

Additional access to the high school will be critical considering our area is already congested during the week. This just makes sense.

Thank you.

Phil Olivero

27954 Glade Court

Castaic, CA 91384

R172-1

---

>>> Margo Marshall <margommarshall@sbcglobal.net> 8/25/2012 11:35 AM >>>

I vote for Scenario #2 Option B on "opening day of school"

R173-1

Margo Marshall

28038 Bridlewood dr

Castaic, CA 91384

*Margo*

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>>> Ginger Gulley <gulley463@gmail.com> 8/25/2012 9:07 AM >>>

I vote for Scenario #2 Option B dual access for our new High School. It taken long enough to even get a high school let open it right with dual access for our community.

Ginger Gulley

27980 Bridlewood Drive

Castaic, CA

R174-1

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>>> "Steve Gulley" <steve.gulley@ca.rr.com> 8/25/2012 8:51 AM >>>

I vote for Scenario #2 Option B for the new High School. It will allow for less congestion when dropping and picking up children from school.

R175-1

Steve Gulley

27980 Bridlewood Drive

Castaic, Ca 91384

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>>> Ron LaRue <georgelarue@hotmail.com> 8/25/2012 8:09 AM >>>

I strongly support Scenario #2 on opening day of school for all of the reasons stated by Citizens For Castaic. Failure to provide dual access not only creates a traffic and safety concerns for students, it would also have the same negative impact to Senior Citizens and other members of our community who do not have children.

R176-1

My address is: 28034 Hayward Drive, Castaic, 91384. Our names are: George and Barbara LaRue.



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R172 through R176

- |        |  |
|--------|--|
| R172-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.      |
| R173-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.      |
| R174-1 | The District acknowledges the commenter's support for Scenario #2, Option B dual access route. |
| R175-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.      |
| R176-1 | The District acknowledges the commenter's support for Scenario #2 access route.                |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R177 through R179 (1 page)

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>>> Thomas Prasch <diogenes704@gmail.com> 8/24/2012 6:19 PM >>>

Dear Mr. Cole:

While I believe there should be a dual access road to any proposed school site, I am very disturbed that the Hart District has considered the Romero Canyon site. Should you build there instead of the Hasley Sloan site, or for that matter the Sterling Gateway (both of which seem a better choice for many reasons), you will be destroying what is now a beautiful, peaceful area of Castaic. I don't believe that the district is serving our community in the best way possible.

R177-1

T. Prasch  
28744 Greenwood Place  
Castaic, Ca. 91384

---

>>> Cynthia Shea <mawmtwo@ca.rr.com> 8/24/2012 9:08 PM >>>

Fwd: Scenario #2, Option B on "opening day of school"

R178-1

Cynthia Shea  
28689 Cloverleaf Place  
Castaic, CA 91384

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>>> Carol Waldrip <clwaldrip@yahoo.com> 8/24/2012 5:32 PM >>>

As a homeowner in the Bravo home area I am not, nor have I ever been happy about Castaic High School even being off of Sloan Cyn. There will be so much congestion on that road, and make it difficult for us homeowners to turn left to get to our homes.

R179-1

There definitely needs to be a second way of getting to and from school on opening day. Voting for Scenario #2, Option B

I live at 28538 Forest Meadow Place, Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R177 through R179

- |        |  |
|--------|--|
| R177-1 | The District acknowledges the commenter's support for dual access, and opposition to school development on the proposed project site.  |
| R178-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R179-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R180 through R182 (1 page)

>>> Clay Rawlins <cmud1@me.com> 8/24/2012 12:23 PM >>>  
Hart District,

I am in support of Scenario #2, Option B on "opening day of school".

In addition to extending Sloan Cyn. to Hillcrest Pkwy. it should go all the way through to Hasley Cyn. so people from Val Verde and Hasley Cyn. do not have to drive around to The Old Road adding to the congestion there.

I know there is a creek that crosses Sloan Cyn. at Hasley Cyn. and I believe Ca. School Code calls for an all weather crossing.

L.A. County already has Sloan Cyn. as a secondary road going through to Castaic on the map. Maybe they will chip in on the cost? Build it now, it is not going to get any cheaper.

The NIMBY factor from people on Sloan is already going to be contentious so you might as well just "bite the bullet" on that one and move forward with vision for the future.

For the record I would not be using the Hasley access so I am not making an argument for my self interest.

R180-1

Thank you for reading,

Clay Rawlins

>>> Kristy DeMatte <kristy\_dematte@yahoo.com> 8/24/2012 10:56 AM >>>

Mr. Tom Cole

I, Kristy DeMatte

28102 Springvale Ln

Castaic, CA 91384

**Support:**

**Scenerio #2, Option B on 'Opening Day of School'**

Let's do this right the first time!!!

The money is for the future education of our children of Castaic.

Thank you

Kristy DeMatte

R181-1

>>> Steve Brown <raidahank62@att.net> 8/24/2012 10:37 AM >>>

My family and I want to vote for option B on opening day of school.

We live at 28627 meadowgrass and often take our children year to the del valle park on sloan canyon.

We do not want Sloan canyon to be the only access to the high school as it will cause a normally quiet road for residents to become much busier and potentially dangerous for parents of young children like us.

R182-1

Sent from Yahoo! Mail on Android



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R180 through R182

- |        |  |
|--------|--|
| R180-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R181-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R182-1 | The District acknowledges the commenter's support for Option B. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR                           |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R183 through R185 (1 page)

>>> nancy taylor <netaylor18@yahoo.com> 8/24/2012 10:24 AM >>>

Mr. Cole,

I am in favor of Scenario #2, Option B, for dual access effective on the opening day of school.

R183-1

Nancy Taylor  
29872 Cashmere Place  
Castaic, CA 91384

>>> Lisa Schwalm <lschwalm@mac.com> 8/24/2012 9:31 AM >>>

I am a resident of Hasley canyon and a member of SCVTAC, we developed and recorded all the multi use trails for LA Co.

The use of Romero Cyn as a secondary access road to the high school puts us right back to the years we fought to prevent the school location on Hasley Cyn.

R184-1

" SAFETY " It is the number one issue here. Too many cars on a canyon road is dangerous. We have a severe flooding issue, you cannot leave the canyon during heavy rain. This may not be addressed for years. ( many years )

Young kids love to drive fast on canyon roads.  
We see it all the time and we see them crash all the time.  
This is an agricultural area with a lot of open space, horses and cattle.  
When there is an emergency it is very difficult to evacuate this canyon.  
All of the large animal trailers etc. it is chaos.  
You add teenagers and staff to that and no one gets out safe.  
We who live in this canyon can tell you.  
I urge you to reconsider your decision to use Romero Cyn as a secondary access road.  
Thank you,  
Lisa Schwalm

R184-2

the eventual change it would bring to the environment of the canyon.  
You

Sent from my iPad

>>> <pinetarmom@aol.com> 8/24/2012 6:55 AM >>>

Dear Sirs,

I am in favor of Scenario #1, I am a horse owner on Sloan and do not want to have Sloan as an access to the new high school in Castaic.

thank you,  
Sally Ives

R185-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter(s) R183 through R185

- |        |  |
|--------|--|
| R183-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R184-1 | The District proposes use of Romero Canyon Road south of Baringer Road as gated emergency access only; no public access is planned on that road segment. |
| R184-2 | Romero Canyon Road is not proposed as a secondary access road.   |
| R185-1 | The District acknowledges the commenter's support for Scenario #1 access route.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R186 through R187 (1 pages)

>>> Karla <karrq7@aol.com> 8/23/2012 9:24 PM >>>

Castaic needs dual access the day school opens from the North and from the South to Hillcrest, scenario #2, option B on "opening day of school"

R186-1

Quezada residence  
Castaic CA resident  
[Cascom56@yahoo.com](mailto:Cascom56@yahoo.com)

Sent from my iPhone

>>> Sue Carpenter <smCarpen@sftp.com> 8/23/2012 5:18 PM >>>

Dear Mr. Cole,

This is my second letter to you to ask that you vote for ONE access to the new Castaic High School .... Parker/Sloan ONLY. I am a horse owner that boards my horses on Sloan and regularly rides the trails on Sloan and Romero, right where the high school is to be built. I access my horse property on Hasley/Sloan. Please keep Hillcrest/Sloan for the equestrians in the area. We do not want high school students racing up and down Sloan at all hours or the day and night. There have already been enough automobile fatalities in the area. Adding paved roads in this area, with the poor lighting, will only add to the accidents in the area. Please keep high school people OFF Hillcrest /Sloan. We like the rural life that we currently have.

R187-1

I also find it humorous that the Citizens for Castaic, who are behind the dual access, have a law firm based in Hermosa Beach ... really???? You're going to listen to a bunch of lawyers from a beach community who don't want public access to their beaches but want public access to our equestrian trails??? NO WAY! The Citizens for Castaic are a JOKE and do NOT represent me. I don't want the high school on Romero, but I've resigned myself to the fact that it's going to be built there. Now, please keep your promises and make the access route Parker/Sloan only.

R187-2

Thanks for listening.

Sue Carpenter  
27926 Beacon Street  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R186 through R187

- R186-1      The District acknowledges the commenter's support of dual access.
- R187-1      The District acknowledges the commenter's support for a single access route (Parker/Sloan). Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR
- R187-2      The comment refers to the organization Citizens for Castaic and does not address the adequacy of the EIR. The District acknowledges the commenter's opposition to the project site.



## 4. Response to Comments from Residents and Individuals

LETTER(S) R188 through R191 (1 pages)

>>> Brian Vanyo <bavanyo@gmail.com> 8/23/2012 1:31 PM >>>

32909 N Red Oak Ct.  
Castaic, CA 91384

Mr. Cole,

I am a resident of Castaic and prefer Option #2, Dual Access to the High School. I have had one child go through the school system here and at each of the schools there was just one access point. Drop-offs and pickups were very difficult and wasted everyone's time. Two access points may help to reduce this issue. Moreover, with the increased chance of fires up here, it is only logical to allow alternate ways for emergency personnel to get in and for us, the parents, to get out kids out! One final thought, in every construction project of this nature, it's always cheaper to do these kinds of things up front as opposed to adding it later...

R188-1

Best Regards,  
Brian Vanyo

>>> Glenn Milner <glenn.milner@gmail.com> 8/23/2012 12:04 PM >>>

I support Scenario #2, Option B on opening day of school for several reasons:

1. Safety first - for students, teachers, administrators, parents, sibling, and all those traveling to and from the school.
2. Transportation costs - both in time and money.
3. Proximity to the Middle school - for parents with both middle school and high school children this would eliminate even more cost and aggravation.

R189-1

For all of the reasons mentioned, this will help parents be better parents, and help our students get the most from their education.

Glenn Milner  
28654 Meadow Grass Drive  
Castaic, CA 91384

>>> David Sjoberg <shofam4@me.com> 8/23/2012 11:17 AM >>>

We are in support of Scenario #2 Option B on "Opening day of school." We live in the Bravo Tract at 28511 Heather Lane. As a resident at this address for 25 years we have had our own issues in times of emergencies with our "one way in, one way out" access. We experienced this with the West Ranch High School. DUAL access is imperative in the event of an emergency as well as every day traffic jams, as a lot of students will be residing in the Hillcrest tract. We strongly support the DUAL access via Parker/Sloan And Sloan to Hillcrest!

R190-1

>>> Tony and Jessica Caballero <caballerofamily@msn.com> 8/23/2012 8:30 AM >>>

We as a family support Scenario 2 Option B thanks

R191-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R188 through R191

- |        |  |
|--------|--|
| R188-1 | The District acknowledges the commenter's support for Option #2, dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR             |
| R189-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R190-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R191-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R192 through R193 (1 page)

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>>> David Wadleigh <ca\_backpacker@yahoo.com> 8/23/2012 7:49 AM >>>

Dear Sir,

I know previously many of us Castaic residents had made our concerns about the current plans to open the new Castaic High School with only a single access route to and from the school through Parker/Sloan. It seems our concerns are being ignored. Considering building a High School in such a high-fire risk area isn't the brightest idea in the first place, any plans that restrict open access to and from the school is short-sighted in the extreme. I do not know the reason that this approach keeps getting pushed forward, whether it is powerful wealthy ranch homeowners along Romero Canyon who don't want to deal with any of the traffic flow that the rest of us along Parker will suffer, or if as I have heard that there is an evidently powerful land developer who has future housing developments that a multiple route in and out on opening day would effect. But a single route in and out of this new school is simply wrong, from the points of fire safety, disproportionately effecting residents who live along that single open route, and adding to travel times and inconvenience for students who would benefit from the additional ingress/egress routes.

R192-1

While I do support a new high school in the area as a benefit to our community and thus I am willing to pay the higher property tax to get this built *even though I have no children*. But seriously, if we can't get this done right, then we just shouldn't do it. If we as a community are going to pay the large costs to build a high school in this area, it behooves us to pay any slight additional costs to do it properly and safely, with multiple open routes of access from Day 1, with sidewalks and bike lanes on those roads.

R192-2

Thank you.

David Wadeigh, PhD  
28638 Meadowgrass Dr  
Castaic, CA 91384

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>>> <CastaicCA@aol.com> 8/22/2012 11:51 PM >>>

Mr. Cole, the only right way for Castaic High School is to have dual access (Scenario #2, Option B), on opening day of school.  
Do it right from the start!  
Eliseo C and Cleofas L. Aspillaga  
28658 Forest Meadow Place, Castaic, CA 91384

R193-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R192 through R193

- R192-1 and 192-2      Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR. The comment related to property tax is not related to the environmental document. Sidewalks and bike lanes are covered in Chapter 2 of this FEIR.
- R193-1      The District acknowledges the commenter's support for Scenario #2, Option B access route.

## 4. Response to Comments from Residents and Individuals

LETTER(S) R194 through R197 (1 page)

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>>> Proyag Datta <proyagdatta@gmail.com> 8/22/2012 8:22 PM >>>  
I Proyag Datta, resident and owner of the property at address-  
28639 Heather Ln,  
Castaic, CA-91384

am IN FAVOR of Dual access to Castaic High School on Opening Day of School.

Comments:

A single access road to the high school will lead excessive congestion at a number of points on surface streets and freeway exits causing inconvenience to the residents who live on or near the route. Hence it is important to reduce that by providing two access routes to the school.

With Regards,  
Proyag Datta.

R194-1

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>>> Esther Regalado <eregalado027@yahoo.com> 8/22/2012 7:49 PM >>>  
Mr. Tom Cole,

I vote for dual access, Scenario #2, option B on "opening day of school" I believe we need it, because it will be less traffic, & more convenient for the community.

R19151

Thank You,

My address is

31951 Emerald Ln.  
Castaic, CA. 91384

Sent from Yahoo! Mail on Android

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>>> charlie upton <upton\_charlie99@yahoo.com> 8/22/2012 7:17 PM >>>  
This email is to state that we want Scenario #2 option B as of "opening day of school".  
I live at 28677 Cloverleaf pl. Castaic, Ca 91384. Cross street is Sloan and traffic would be nasty.  
Thank you

R196-1

Charlie and Launalee Upton

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>>> Gabriel Subia <gabesub79@gmail.com> 8/22/2012 6:25 PM >>>

Option B on opening day...Im at 28638 Heather Ln. Castaic Thank you.

R197-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R194 through R197

- |        |  |
|--------|--|
| R194-1 | The District acknowledges the commenter's support of dual access. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR                         |
| R195-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R196-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R197-1 | The District acknowledges the commenter's support for Option B access route.   |

## 4. Response to Comments from Residents and Individuals

LETTER(S) R198 through R202 (1page)

>>>> Luis <lcorret@earthlink.net> 8/22/2012 12:45 PM >>>>  
Hello!

I am sending this e-mail to let you know that I support: Scenario #2, Option B on: Opening day of school. | R198-1

Thank you, Castaic resident

Luis Corretjer  
[lcorret@earthlink.net](mailto:lcorret@earthlink.net)

>>>> Steele Family <steelefamily5@gmail.com> 8/22/2012 11:43 AM >>>>  
We support dual access to the upcoming Castaic High School! Please, please, please!

| R199-1

Thanks!

Kindly,  
Bill and Patricia Steele  
32031 Emerald Lane  
Castaic, CA 91384

>>>> "Dirk, Missie and Boys" <mblansfield@ca.rr.com> 8/22/2012 11:36 AM >>>>  
SCENARIO #2 STARTING WITH OPENING DAY OF SCHOOL

| R200-1

MELISSA BLANSFIELD  
29318 HIDDEN TRAIL ROAD  
CASTAIC, CA 91384

>>>> <Nine4nana@cs.com> 8/22/2012 11:06 AM >>>>

I opt for Scenario #2 - Option B

Comments: I cannot imagine what a gridlock The Old Road, Parker Road and Sloan would be without Dual Access. Sloan to Hillcrest is a must.

| R201-1

Mariella Abel  
28135 Windy Way  
Castaic, CA 91384 </HTML>

>>>> Eladio <ediaz45@sbcglobal.net> 8/22/2012 10:23 AM >>>>

Dear Mr. Cole, I am not a parent, but I am a retired teacher. Please make access to the new high school as convenient as possible. As retired teachers, both my husband and I agreed that each new school year brought new stresses. Please don't add to the list with a one way access. we support option #2  
27524 Jasper Way Castaic, CA 91384

| R202-1

Sincerely, Judith L Houser



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R198 through R202

- |        |   |
|--------|---|
| R198-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R199-1 | The District acknowledges the commenter's support of dual access.                         |
| R200-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R201-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R202-1 | The District acknowledges the commenter's support for Scenario #2 access route.           |



## 4. Response to Comments from Residents and Individuals

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LETTER(S) R203 through R205 (1 page)

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>>> "ranjenben@netzero.com" <ranjenben@netzero.com> 8/22/2012 9:56 AM >>>

I vote for SCENARIO 2, Option B on opening day of school. My address is 29105 Highplains Ct. Castaic.

R203-1

Thanks, Jennifer Odrich

>>> joanne sofianos <octjoanne@msn.com> 8/22/2012 8:49 AM >>>

Dear Mr. Cole as a resident of Castaic, I totally support Scenario #2 Option B. My address is 28144 Branch Rd., Castaic, Ca. We have been waiting for 7 years for the new high school. Thank you

R204-1

Joanne Sofianos  
C&S Enterprises  
Accounts Payable  
Human Resources  
Collections

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>>> Don VanGelderren <dnvngldm@yahoo.com> 8/21/2012 8:35 PM >>>

Mr. Tom Cole

I support the following option..."Scenario #2, Option B on Opening Day of School"

R205-1

Thank you,

Donald VanGelderren  
32017 Green Hill Dr  
Castaic, CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R203 through R205

- |        |   |
|--------|---|
| R203-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R204-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |
| R205-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route. |

## 4. Response to Comments from Residents and Individuals

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LETTER R206 (1 page)

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>>> Jon Slinker CEO <[jon@jjcohosting.com](mailto:jon@jjcohosting.com)> 8/21/2012 6:08 PM >>>  
Hart Board

I am a resident living on Romero Canyon. I am sure you have already heard all of the numerous reasons why the proposed site is not a good one.

I will make one short comment on Romero Canyon and Sloan Canyon use for access. These are very narrow streets and already we have had numerous accidents and close calls with just the small amount of people that live back here. Add school traffic to that and it is asking for real trouble

Thank you,  
Jon Slinker

JJCO INC.  
Custom Website Development

W: [jjcohosting.com](http://jjcohosting.com)  
P: 1.855.JJCOINC ext 710  
F: 1.818.479.9894  
[jon@jjcohosting.com](mailto:jon@jjcohosting.com)

---

For support please email [support@jjcohosting.com](mailto:support@jjcohosting.com) or dial toll free 1-855-JJCOINC ext 2

R206-1



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter R206

- R206-1      The District acknowledges the commenter's opposition to project site.
- R206-2      Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR

## 4. Response to Comments from Residents and Individuals

LETTER(S) R207 through R208 (1 page)

>>> Naomie Pacner Moore <NMoore@SelmanBreitman.com> 8/21/2012 5:10 PM >>>

Yesterday upon arriving home I found a flyer on my front porch informing the residents of the options. Since I no longer have children in school, I am not as up to date and rely upon you, my neighbors to keep me abreast of such matters. These children will be our leaders in the days to come and we must provide them with every opportunity available to ensure they will have the education for fields they desire upon graduation.

I was completely outraged to think that Scenario #1 was even considered. FIRST AND FOREMOST, IT IS A SAFETY HAZARD! We have had fires in the past and what if there was a mandatory evacuation and that road was blocked? That should be reason enough.

What are these people thinking? Who is in charge? Apparently not me. That option would never have even made it to the table as far as I am concerned. Thank goodness others feel the same way. So . . . in light of that fact, please count my vote to be **SCENARIO #2, OPTION B AS OF "OPENING DAY OF SCHOOL"**.

My residence address is as follows: 29524 Cambridge Avenue, Castaic, CA, 91384.

Please feel free to send me any info on our local schools. In addition, please send the children around with the school fund raising promotions, I am always willing to help out where I can.

Very truly yours,  
Naomie Moore

Naomie P. Moore | Legal Secretary | **Selman Breitman LLP** | 11766 Wilshire Blvd., Suite 600 | Los Angeles, CA 90025

direct: 310.689.7861 | fax: 310.473.2525 | email: [nmoore@selmanbreitman.com](mailto:nmoore@selmanbreitman.com) | web: [www.selmanbreitman.com](http://www.selmanbreitman.com)

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>>> Janine O'Brien <deladaro@yahoo.com> 8/21/2012 3:11 PM >>>

Hi, I would like to select Scenario #2, Option B on the opening day of school. I think it is important to have more than 1 entrance/exit point to eliminate as much congestion as possible. I've had 4 children that have already graduated from high schools in the SCV, and I understand fully the impact of school traffic congestion.

Also, what year do they have the Castaic High School slated to open now? My children won't be directly affected, but I prefer to be aware of these issues.

Sincerely,

Janine Ray  
32472 The Old Rd.  
Castaic, CA 91384

R207-1

R208-1

R208-2



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R207 through R208

- R207-1      The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR
- R208-1      The District acknowledges the commenter's support for Scenario #2, Option B access route. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.
- R208-2      The school is scheduled to open in Fall 2015. Phasing of school opening is described in Section 4.5.2, *School Programs*, of the DEIR.

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R209 through R212 (1 page)

>>> Jeannette V. Molina <jvmo3@earthlink.net> 8/20/2012 10:26 PM >>>  
I vote for Scenario #2, Option B on "opening day of school"

R209-1

Thanks,

Jeannette Molina  
28033 Sturbridge Drive  
Castaic, CA 91384

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>>> Dean Paradise <deanparadise@hotmail.com> 8/20/2012 8:54 PM >>>  
Tom-

Many Documents in the EIR are not legible-

Please provide a higher resolution of the documents, as many of them were saved in a very low resolution which makes it very difficult to understand them.

R210-1

I would also like to request an additional time extension of 30 days to review this massive document.

Thank you

Dean Paradise  
Castaic Town Council  
Hasley Canyon Region  
Land Use Chairman

---

>>> Kathleen Rodriguez <mrs.rodriquez2@hotmail.com> 8/20/2012 7:56 PM >>>  
Hello Mr. Tom Cole,

Please consider this email my vote for Scenario #2, Option B on opening day of school. I feel it is imperative that Castaic High School have dual access on opening day.

R211-1

Kathleen Rodriguez  
28029 Woodstock Ave.  
Castaic, CA 91384  
661 476-5046

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>>> Janet Zimmerly <jzimmerly@hotmail.com> 8/20/2012 7:44 PM >>>  
I would like to inform you that I am in favor of Scenario #2, Option B on opening day of school.

R212-1

Thank you,  
Janet Zimmerly  
28039 Nantucket St.  
Castaic CA 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R209 through R212

- |        |  |
|--------|--|
| R209-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R210-1 | It is unknown which documents the commenter is referring to. Although the online versions were reduced in size to accommodate public downloads, higher resolution versions of all documents were available during the 45-day public review period at five locations as identified on the Notice of Availability. The public review period cannot be extended as this document is scheduled for review and decision by the Board. |
| R211-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R212-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |



## 4. Response to Comments from Residents and Individuals

LETTER(S) R213 through R217 (1 page)

>>> Ana Marrone <amarrone99@gmail.com> 8/20/2012 7:32 PM >>>

Dear Mr. Cole:

I choose Scenerio #2 this will benefits people from Hillcrest and Sloan. *In case of emergency there should be exits on both sides.*

28638 Black Oak Ln, Castaic, Ca 91384

R213-1

--

Blessings.

Ana Marrone

>>> "Suarez-Villamil, William" <WSuarez@lasd.org> 8/20/2012 1:07 PM >>>

Hello, I am a Castaic Resident and I'm in support of Scenario #2, Option B as of Opening day of school.

R214-1

I feel that without the second access to the school site, Sloan Canyon would be extremely congested and it would make sense that hillcrest residents just come the back way for a shorter drive.

>>> "NOE, TANYA" <TANYANOE@allstate.com> 8/20/2012 11:02 AM >>>

Please add my name to the list in favor of dual access for the opening day of the Castaic High School.

R215-1

Thank you,

**Tanya Noe**

Customer Account Representative

(661) 775-5618

>>> Denise Wade <denisemwade@yahoo.com> 8/19/2012 2:37 PM >>>

Mr. Cole,

We would like to cast our vote for Scenario #2, Option B on "opening day of school" regarding Castaic High School.

R216-1

Thank you,

Gordon and Denise Wade

>>> Cathy O'Neill <cathyoneill@mac.com> 8/18/2012 6:46 PM >>>

Mr. Cole,

I support Scenario #2, Option B on the "opening day of school."

R217-1

Thanks,

Cathy O'Neill

[cathyoneill@me.com](mailto:cathyoneill@me.com)

32492 The Old Road

Castaic, CA 91384

Trying times are no time to quit trying. Lance Armstrong



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R213 through R217

- |        |  |
|--------|--|
| R213-1 | The District acknowledges the commenter's support for Scenario #2 access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R214-1 | The District acknowledges the commenter's support for Scenario #2 access route. Responses to comments on project access are in Section 2.2, <i>Project Access</i> , of this FEIR |
| R215-1 | The District acknowledges the commenter's support for dual access.   |
| R216-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |
| R217-1 | The District acknowledges the commenter's support for Scenario #2, Option B access route.  |

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R218 through R222 (1 page)

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>>> diana <anders91321@aol.com> 8/18/2012 6:28 PM >>>

Regarding Castaic High School-

We are in favor of Scenario #2 Option B as of "Opening Day of School"

Monte & Diana Anders

32702 Ridge Top Lane

Castaic, CA 91384

R218-1

---

>>> Timmi Botton <timmiotton@yahoo.com> 8/18/2012 12:51 PM >>>

I believe that Scenario #2, Option B, starting on opening school day, is the best choice for everyone.

Thanks,

Timmi Botton

28438 Victoria Rd.

Castaic, CA, 91384

R219-1

Sent from my iPhone

---

>>> Bruce Turnn <bturnn@gmail.com> 8/18/2012 11:25 AM >>>

Scenario #2 Option B on "opening day of school".

R220-1

This is the best option.

---

>>> Melanie Crowley <melaniecrowley@gmail.com> 8/18/2012 9:27 AM >>>

I support Scenario #2, Option B as of "Opening Day of School"

The importance of dual access is more than a convenience for emergency responders. Two points of entry will allow a greater response from emergency workers should the need arise.

Melanie Crowley

27709 Hartford Avenue

Castaic, CA 91384

R221-1

---

>>> Timmi Botton <timmiotton@yahoo.com> 8/18/2012 12:51 PM >>>

I believe that Scenario #2, Option B, starting on opening school day, is the best choice for everyone.

Thanks,

Timmi Botton

28438 Victoria Rd.

Castaic, CA, 91384

R222-1

Sent from my iPhone



## *4. Response to Comments from Residents and Individuals*

---

### Response to comments from Letters R218 through R222

R218-1	The District acknowledges the commenter's support for Scenario #2, Option B access route.
R219-1	The District acknowledges the commenter's support for Scenario #2, Option B access route.
R220-1	The District acknowledges the commenter's support for Scenario #2, Option B access route.
R221-1	The District acknowledges the commenter's support for Scenario #2, Option B access route.
R222-1	same as R219

## 4. Response to Comments from Residents and Individuals

---

LETTER(S) R223 (1 page)

8-15-12

West Ranch High School took over 5 years to build.  
West Ranch High School has been operating for 9 years.

The West Ranch / Stevenson Ranch community is still waiting for a promised secondary access. There is not one member of those communities that likes their "One way in and out" High School and Middle School.

R223-1

You have an opportunity to implement dual access to the North and a South access to Hillcrest on the opening day of school for the Castaic students and community with no interruption to existing traffic conditions.

This is what the community is asking for,  
This is what the community voted for.

R223-2

We need our High School and Middle School connected for student safety and community convenience.

No matter which site you choose, the Hybrid site or the Hasley-Sloan site, dual access on opening day is what the community wants.

Thank you.

Jean Cloyd  
30112 Sharp Road  
Castaic, Ca. 91384



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letter R223

R223-1 and R223-2      The District acknowledges the commenter's support for dual access. Responses to comments on project access are in Section 2.2, *Project Access*, of this FEIR.

## 4. Response to Comments from Residents and Individuals

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LETTER(S) R224 (1 page)

August 15<sup>th</sup>, 2012 Board meeting

Hasley / Sloan Alternative site

Per the Hart Districts Draft EIR the Hasley/Sloan site is the least impactful site.

Shorter construction time. Less cost to build. (And you own the property).

Located close to infrastructure, less geology and landslide issues

Much less roads to build, more convenient for transportation.

Better meets CDE recommendations.

And per your Draft EIR Hasley/Sloan meets all of the school districts objectives.

R224-1

Here is Citizens for Castaic objectives:

A High School that is the least impactful and convenient to the Castaic area.

A High School that is of a good cost value and can be built quickly.

Hasley / Sloan site meets both the Hart Districts and the Castaic Communities objectives.

Richard Landy, President of CFC



## *4. Response to Comments from Residents and Individuals*

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### Response to comments from Letters R224

- R224-1      The District acknowledges the commenter's support for the Hasley-Sloan alternative site. Responses to comments on project alternatives are in Section 2.3, *Project Alternatives*, of this FEIR.



## 5. *Revisions to the Draft EIR*

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### 5.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ for deletions and underlined text for additions.

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**Page 4-10, Chapter 4, *Project Description*. The text is hereby revised in response to comment O2-19 as follows.**

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~~Demolition activities are~~ Clearing the site of vegetation is expected to take approximately two months ~~as parcels are acquired.~~

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**Page 5.1-9, Section 5.1, *Aesthetics*. The text is hereby revised in response to comment O2-57 as follows.**

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The proposed project site contains no nighttime light sources at present. However, surrounding land uses include vehicle lights and scattered rural residential development in the hills and valleys surrounding the site. The proposed project would introduce new street lighting, vehicle lights, and campus lights for building security, walkways, parking lots, and athletic fields. The number of playfields that would be lit has not been determined, and it is doubtful that all seven playfields would be lit and in use at the same time. Each field would have four poles a maximum of 75 90 feet high, ~~per LA County Lighting Ordinance~~. In cases where two fields abut, one pole could be used to support light fixtures for both fields; however, it is conservatively assumed that 28 poles, 4 for each field, would be used. Maximum light levels on the playfields would be approximately 50 foot-candles (fc) for games (football, baseball, softball, and soccer). Light levels for some other uses would be significantly lower, for instance, 30 fc for football practice or band practice. By comparison, the light level at dusk is 10 fc; twilight is 1 fc; the full moon is 0.01 fc; and typical streetlights are 1 to 5 fc. The introduction of nighttime street, building, field, and parking lot lighting would significantly change the current dark character of the site at night. A detailed lighting study was not conducted for the proposed project because detailed designs are not yet available.

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**Page 5.3-23, Section 5.3, *Biological Resources*. The text is hereby revised in response to comment A5-16 as follows.**

---

Mitigation Measure BIO-9 is hereby renumbered BIO-10 and revised as follows:



## 5. Revisions to the Draft EIR

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BIO-10: Prior to any construction during the raptor nesting season, January 31 to September 1, a qualified biologist shall conduct a site survey for active nests ~~two weeks~~ 30 days prior to any scheduled clearing, grading, or construction activities. The survey shall be conducted within all trees, man-made structures and any other potential raptor nesting habitat.

Mitigation Measure BIO-10 is hereby renumbered as BIO-11 and revised as follows:

BIO-11: Prior to any vegetation disturbance between March 1 and September 15, a qualified biologist shall conduct a survey for nesting birds in all breeding/nesting habitat within the project site and adjacent to the project site within 300 feet of disturbance areas. The surveys will be conducted within trees and structures, wherever nesting bird species may be located. Nesting bird surveys shall be conducted no earlier than 30 days prior to initiation of ground or vegetation disturbance by the project. If no breeding/nesting birds are observed and concurrence has been received from CDFG, site preparation and construction activities may begin. If breeding activities and/or an active bird nest is located and concurrence has been received from CDFG, the breeding habitat/nest site shall be fenced by the biological monitor a minimum of 300 feet (500 feet for raptors) in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project. If the qualified biologist determines that narrower buffer between the construction activities and the observed active nests is warranted, the biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; and terrain, vegetation, and birds' lines of sight between the construction activities and the nest and foraging areas) to the District and, upon request, CDFG. Based on the submitted information, the District, acting as the lead agency (and CDFG, if CDFG requests) will determine whether to allow a narrower buffer.

If any threatened or endangered avian species are observed on the project site, no work shall occur during the breeding season (March 1 and September 15) to avoid direct or indirect (noise) take of listed species. If any formally state or federal listed animal or plant species are observed on the property, then State and/or Federal threatened/endangered species permits may be required prior to commencing project activities.

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**Page 5.3-19, Section 5.3, *Biological Resources*. The following text is hereby added in response to comment A5-17.**

---

### **Bat Species**

Trees and shrubs onsite, in addition to buildings and other structures that would be affected by the project site and in the roadway alignments could be used by bat species as nursery sites. The project would clear about 250 acres, most of which are currently vegetated, and including 71.4 acres on the school site, 86.6 acres of graded slopes and landslide removals, and 92 acres of roadways. Site clearance would remove trees and shrubs in the 250 acres to be cleared, in addition to some number of man-made structures, and thus could remove areas used by bat species.

## 5. Revisions to the Draft EIR

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**Page 5.3-24, Section 5.3, *Biological Resources*. The following text is hereby added in response to comment A5-17.**

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BIO-12: During the year prior to construction, a survey shall be conducted by a qualified biologist for bat habitat areas within the project site and the roadway alignments between March 1 and September 30. The areas shall be characterized as to their potential for supporting a bat maternal colony or nursery site. The survey shall include all trees and any man-made structures, or other bat habitat areas that could be affected. If bat maternal colony or nursery sites are identified, then these areas shall be avoided by construction during the bat breeding season, from March 1 through September 30. Each tree or structure supporting an active maternity roost will be inspected a week prior to disturbance to determine the presence or absence of roosting bats.

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**Page 5.3-23, Section 5.3, *Biological Resources*. The following text is hereby added in response to comment A5-18.**

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BIO-9: During site clearing, vegetation removal, and grading, the District shall have a qualified biological monitor present onsite to ensure that all measures required under the Lake or Streambed Alteration Agreement (LSA) to be issued by the California Department of Fish and Game are followed. The biological monitor shall also observe and protect wildlife species to the extent practicable.

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**Page 5.3-20, Section 5.3, *Biological Resources*. The text is hereby revised in response to comment A5-21 as follows.**

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BIO-1: If the District chooses to develop the access roads under Option A, before the beginning of clearing operations on the alignments of Mandolin Canyon Road or Harp Canyon Road, the District shall have a qualified biologist collect bulbs from slender mariposa lily. The bulbs shall be planted in coastal sage scrub habitat preserved and restored or enhanced pursuant to Mitigation Measure BIO-7. retain a qualified biologist to ensure that individuals of slender mariposa lily that cannot be avoided by project construction will be collected prior to site development and deposited with the Rancho Santa Ana Botanical Garden or a similar entity for preservation of the genetic material of this species.

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**Page 5.3-18, Section 5.3, *Biological Resources*. The text is hereby revised in response to comment A5-23 as follows.**

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**THE PROPOSED PROJECT WOULD IMPACT UP TO APPROXIMATELY 1.02 ~~0.96~~ ACRE OF WATERS OF THE US AND 3.323 ~~2.644~~ ACRES OF WATERS OF THE STATE. [THRESHOLD BIO-3].**

### **Project Site**

Project development would destroy 0.212 acre of Waters of the US onsite and ~~0.019~~ 0.086 acre of Waters of the US offsite, for a total of ~~0.231~~ 0.298 acre of impact area. The project would destroy 0.831 acre of Waters of the State onsite and ~~0.054~~ 0.230 acre of Waters of the State



## 5. Revisions to the Draft EIR

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offsite, for a total of ~~0.885~~ 1.061 acre of impact area. No wetlands were identified on the project site.

### Roadway Alignments

Jurisdictional areas identified in the roadway alignments are ~~0.729~~ 0.772 acre of Waters of the US and ~~1.759~~ 2.262 acres of Waters of the State. The roadway alignments surveyed for the Biology Report were 300 feet wide. The impact areas for road construction would be 80-foot-wide rights-of-way plus scattered areas to be graded for landslide removals. Access road design has not been finalized and is subject to county approval, and thus the jurisdictional areas that would be impacted by access road development cannot be specified precisely at this time. Impact areas would be less than ~~0.729~~ 0.772 acre of Waters of the US and ~~1.759~~ 2.262 acres of Waters of the State.

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**Page 5.5-11, Section 5.5, *Geology and Soils*, is hereby modified in response to comment A7-20 as follows:**

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Site grading would include about 4.89 million cubic yards (mcy) of cut and ~~4.89 mcy~~ 5.1 mcy of fill. Grading for project access roads would involve an additional 1.63 mcy of cut and ~~348,000 cy~~ 1.21 mcy of fill. Project grading and construction activities would temporarily expose large amounts of soil and could thus result in substantial erosion.

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**Page 5.5-11, Section 5.5, *Geology and Soils*, is revised as follows:**

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The State Water Resources Control Board Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and storm water discharge requirements applying to construction projects of one acre or more in area. The General Construction Permit was issued pursuant to National Pollutant Discharge Elimination System regulations for implementing part of the federal Clean Water Act. Construction projects of one acre or more are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) with the aims of reducing or eliminating soil erosion from construction sites. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The District's construction contractor and civil engineer would be responsible for administering, implementing, and ensuring compliance with BMPs addressing soil erosion and specified in the project SWPPP. Within unincorporated Los Angeles County, compliance with BMPs is ~~administered~~ enforced by the Los Angeles County Department of Public Works.

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**Page 5.10-33, Section 5.10, *Noise*, is hereby revised in response to comment O2-11 as follows.**

---

Development of the project would require construction of two access roads into the project site from the existing arterials. Canyon Hill Road, the primary access road to the proposed school, would extend from the existing Sloan Canyon Road and connect at the northeast entrance of the site. ~~The existing Romero Canyon Road would be improved and serve as the secondary access road, providing access from the south.~~ Romero Canyon Road between Baringer Road and Hasley Canyon Road would be used as a gated emergency access; the gate would be installed by the District, of a design to be approved by the Los Angeles County Department of Public Works. The road would be widened and paved to specifications of the County Public Works and Los Angeles County Fire Department. Roadway construction would include grading, foundation

## 5. Revisions to the Draft EIR

work, and asphalt paving that would extend beyond the project site boundary into the surrounding properties. In addition to construction of Canyon Hill Road and the planned improvements to Romero Canyon Road, the existing section of Sloan Canyon Road starting from Quail Valley Road would also be improved.

**Table 5.14-13, Page 5.14-12, Section 5.14, Transportation and Traffic, is hereby revised in response to comment O2-100 as follows.**

<div>Table 5.14-13</div> <div>Intersection ICU and LOS, Existing plus 2,600-Student Project Conditions, Scenario 2</div>											
Intersection		Existing Conditions				Existing plus Project (2,600 Students)				Project Increment	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
1	Sloan Canyon Road at Quail Valley Road	0.26	A	0.23	A	0.61	B	0.30	A	0.35	0.06
2	Lake Hughes Road at Northbound I-5 Ramp	0.32	A	0.47	A	0.35	A	0.47	A	0.03	0.00
3	Parker Road at Southbound I-5 Ramp	0.59	A	0.48	A	0.62	B	0.52	A	0.03	0.00
4	Ridge Route at Northbound I-5 Ramp	0.46	A	0.55	A	0.52	A	0.56	A	0.06	0.00
5	Sloan Canyon Road at The Old Road	0.38	A	0.42	A	0.41	A	0.42	A	0.03	0.01
6	The Old Road at Parker Road	0.51	A	0.49	A	0.59	F A	0.52	A	0.08	0.01
7	Castaic Road at Lake Hughes Road	0.33	A	0.47	A	0.39	A	0.47	A	0.06	0.00
8	Castaic Road at Ridge Route	0.33	A	0.40	A	0.35	A	0.40	A	0.02	0.00
9	Sloan Canyon Road at Parker Road	0.28	A	0.25	A	0.73	C	0.44	A	0.45	0.07



## 5. Revisions to the Draft EIR

Table 5.14-36, Page 5.14-41, Section 5.14, *Transportation and Traffic*, is hereby revised in response to comments O2-101, O2-102, and O2-104 as follows.

<b>Table 5.14-36</b> <b>Significant and Unavoidable Impacts</b>				
<b>Year</b>	<b>School Capacity, Students</b>	<b>Scenario</b>	<b>Option</b>	<b>Significant and Unavoidable Traffic Impacts</b>
<b>Existing plus Project</b>	1,600	1	Either option	None
		2	Either option	None
	2,600	1	Either option	<ul style="list-style-type: none"> <li>• Parker Road at Southbound I-5 Ramp</li> <li>• Ridge Route at Northbound I-5 Ramp</li> <li>• The Old Road at Parker Road</li> </ul>
		2	Either option	None
<b>Short Term (2014)</b>	1,600	1	Either option	<ul style="list-style-type: none"> <li>• <u>The Old Road at Parker Road</u></li> <li>• <del>None</del></li> </ul>
		2	Either option	<ul style="list-style-type: none"> <li>• <del>Sloan Canyon Road at Parker Road</del></li> <li>• <u>None</u></li> </ul>
	2,600	1	Either option	<ul style="list-style-type: none"> <li>• Parker Road at Southbound I-5 Ramp</li> <li>• Ridge Route at Northbound I-5 Ramp</li> <li>• The Old Road at Parker Road</li> <li>• <u>Sloan Canyon Road at Parker Road</u></li> </ul>
		2	Either option	None
<b>Buildout with Long-Range Highway Improvements</b>	2,600	1	Either option	<ul style="list-style-type: none"> <li>• The Old Road at Parker Road</li> </ul>
		2	Either option	None

## 5. Revisions to the Draft EIR

**Table 5.14-31, Page 5.14-38, Section 5.14, Transportation and Traffic, is hereby revised in response to comment OS2-95 as follows.** Text changed from regular font to bold font is highlighted.

<b>Table 5.14-31</b> <b>Scenario 1: Short-Term 2014 With-Project (1,600 Students)</b> <b>Intersection LOS with Mitigation</b>									
<b>Intersection</b>		<b>Short-Range Conditions without Project</b>				<b>Short-Range Conditions with 1,600 Student Project with Mitigation</b>			
		<b>AM Peak Hour</b>		<b>PM Peak Hour</b>		<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
		<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>	<b>ICU</b>	<b>LOS</b>
1	Sloan Canyon Road at Quail Valley Road	.41	A	.35	A	.52	A	.33	A
2	Lake Hughes Road at Northbound I-5 Ramp	.34	A	.51	A	.33	A	.51	A
3	Parker Road at Southbound I-5 Ramp	.71	C	.60	A	.74	C	.62	B
4	Ridge Route at Northbound I-5 Ramp	.52	A	.64	B	.74	C	.66	B
5	Sloan Canyon Road at The Old Road	.41	A	.46	A	.41	A	.45	A
6	The Old Road at Parker Road	.67	B	.66	B	<b>.86</b>	<b>D</b>	.58	A
7	Castaic Road at Lake Hughes Road	.36	A	.52	A	.37	A	.52	A
8	Castaic Road at Ridge Route	.38	A	.44	A	.38	A	.44	A
9	Sloan Canyon Road at Parker Road	.47	A	.48	A	.62	B	.31	A
<b>Bold:</b> Significant impact remaining after mitigation									



## 5. Revisions to the Draft EIR

Table 5.14-22, Page 5.14-21, Section 5.14, *Transportation and Traffic* is hereby revised in response to comment O2-106 as follows. Text changed from regular font to bold font is highlighted.

Table 5.14-22											
Intersection ICU and LOS, Buildout Conditions											
with Long-Range Highway Improvements, 2,600 Students, Scenario 1											
Intersection		Without Project				With Project				Project Increment	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
1	Sloan Canyon Road at Quail Valley Road	.33	A	.29	A	.71	C	.35	A	.38	.06
2	Lake Hughes Road at Northbound I-5 Ramp	.47	A	.73	C	.49	A	.73	C	.02	.00
3	Parker Road at Southbound I-5 Ramp	.62	B	.48	A	.68	B	.48	A	.06	.00
4	Ridge Route at Northbound I-5 Ramp	.42	A	.57	A	.64	B	.57	A	.22	.00
5	Sloan Canyon Road at The Old Road	.52	A	.57	A	.50	A	.57	A	-.02	.00
6	The Old Road at Parker Road	.51	A	.57	A	<b>1.01</b>	<b>F</b>	.61	B	.50	.04
7	Castaic Road at Lake Hughes Road	.74	C	.74	C	.76	C	.74	C	.02	.00
8	Castaic Road at Ridge Route	.64	B	.58	A	.64	B	.58	A	.00	.00
9	Sloan Canyon Road at Parker Road	.34	A	.29	A	<b>.84</b>	<b>D</b>	.34	A	.50	.05

Note: **Bold** denotes significant impact.

Table 5.14-27, Page 5.14-25, Section 5.14, *Transportation and Traffic* is hereby revised in response to comment O2-106 as follows.

<b>Table 5.14-27</b> <b>Impacts Summary</b>			
<b>Year</b>	<b>School Capacity</b>	<b>Scenario*</b>	<b>Intersections Significantly Impacted</b>
<b>Existing plus Project</b>	1,600	1	<ul style="list-style-type: none"> <li>The Old Road at Parker Road</li> <li>Sloan Canyon Road at Parker Road</li> </ul>
		2	None
	2,600	1	<ul style="list-style-type: none"> <li>Sloan Canyon Road at Quail Valley Road</li> <li>Parker Road at Southbound I-5 Ramp</li> <li>Ridge Route at Northbound I-5 Ramp</li> </ul>



## 5. Revisions to the Draft EIR

**Table 5.14-27**  
**Impacts Summary**

<b>Year</b>	<b>School Capacity</b>	<b>Scenario*</b>	<b>Intersections Significantly Impacted</b>
<b>Short Term (2014)</b>			<ul style="list-style-type: none"> <li>The Old Road at Parker Road</li> <li>Sloan Canyon Road at Parker Road</li> </ul>
		2	None
	1,600	1	<ul style="list-style-type: none"> <li>Sloan Canyon Road at Quail Valley Road</li> <li>Parker Road at Southbound I-5 Ramp</li> <li>The Old Road at Parker Road</li> <li>Sloan Canyon Road at Parker Road</li> </ul>
		2	<ul style="list-style-type: none"> <li>Sloan Canyon Road at Parker Road</li> </ul>
	2,600	1	<ul style="list-style-type: none"> <li>Sloan Canyon Road at Quail Valley Road</li> <li>Parker Road at Southbound I-5 Ramp</li> <li>Parker Road at Northbound I-5 Ramp</li> <li>The Old Road at Parker Road</li> <li>Sloan Canyon Road at Parker Road</li> </ul>
		2	<ul style="list-style-type: none"> <li>Sloan Canyon Road at Parker Road</li> </ul>
<b>Buildout with Long-Range Highway Improvements</b>	2,600	1	<ul style="list-style-type: none"> <li>The Old Road at Parker Road</li> <li><u>Sloan Canyon Road at Parker Road</u></li> </ul>
		2	<ul style="list-style-type: none"> <li>Sloan Canyon Road at Parker Road</li> </ul>

\*For either Option A or Option B



**Page 5.15-6, Section 5.15, Utilities and Service Systems, is hereby revised as follows.**

As provided in a letter from LACSD (see Appendix B), two WRPs provide wastewater treatment in the Santa Clarita Valley: the Saugus WRP, approximately eight miles southeast of the project site, and the Valencia WRP, approximately five miles southeast of the project site. These facilities form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System, which has a design capacity of 28.1 mgd and, in 2010, had an average daily flow of ~~20.4~~ 19.7 mgd (LACSD 2010).

## 5. Revisions to the Draft EIR

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**Page 5.15-7, Section 5.15, *Utilities and Service Systems*, is hereby revised as follows.**

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The proposed project operating at full capacity is estimated to generate about ~~31,200~~ 50,000 gallons of wastewater per day, based on the wastewater generation rate for ~~high private~~ schools of ~~12 gallons per day~~ 200 gallons per day per 1,000 square feet (~~City of Los Angeles 2006~~ LACSD 2007). Some of the students who would attend the proposed high school would transfer from existing high schools to relieve overcrowding; thus, the net increase in wastewater generation in the region would be less than 31,200 gallons per day. Regarding sewer main capacity, wastewater generation by the proposed school is estimated as 0.151 cubic feet per second (cfs). The project site is outside the service area of the Santa Clarita Valley Sanitation District (SCVSD), part of LACSD. The proposed project includes an application to the SCVSD to annex the project site. LACSD would coordinate with the District to treat wastewater generated at the project site. There is adequate wastewater treatment capacity in the region for estimated wastewater generation by the proposed project, and the project would not require the building of new or expanded wastewater treatment facilities.