

EXECUTIVE SUMMARY

This section presents information on the City's existing and proposed land uses, and evaluates the consistency of the proposed General Plan with applicable land use plans, policies, and regulations. Additionally, this section evaluates potential conflicts with an applicable habitat conservation plan or natural community conservation plan. The City's Planning Area consists of its incorporated boundaries and adopted Sphere of Influence (SOI). The County's Planning Area consists of unincorporated land within the One Valley One Vision (OVOV) Planning Area boundaries that is outside the City's boundaries and adopted SOI. Both the City and County Planning Areas comprise the OVOV Planning Area.

The proposed General Plan incorporates goals, objectives, and policies that will ensure that buildout of the City and the adopted SOI do not physically divide an existing community. The proposed General Plan will encourage the development of Transit Oriented Development (TOD) thereby promoting compact, walkable communities centered around high quality train and transit systems, thereby reducing residents' dependence on the automobile. Potential impacts on land use would be less than significant.

The Southern California Association of Governments (SCAG) is the regional planning authority for the Southern California Region. The proposed General Plan and Land Use Map would be consistent with SCAG's Regional Transportation Plan Policies and Compass/Growth Visioning Principles. The proposed General Plan and Land Use Policy Map would ensure that habitat conservation plans and natural community conservation plans are not impacted within the City's Planning Area. The proposed General Plan's goals, objectives, and policies protect and designate areas of natural environmental importance such as the Santa Clara River floodplain, local Significant Ecological Areas (SEAs), rivers, streams, and associated tributaries throughout the City's Planning Area as Open Space or Non-Urban Land Use designations. Therefore, the City proposed General Plan would not conflict with any applicable land use plans, policies, or regulations and impacts would be less than significant.

METHODOLOGY

Changes between existing land uses and proposed land uses were evaluated by comparing the existing land use and proposed General Plan land use acreages and by comparing the existing and proposed Land Use Policy Maps. The policy consistency analysis evaluates regional plans and policies applicable to the proposed General Plan. At the regional level, the regulatory framework applicable to the City's proposed General Plan includes the SCAG Regional Comprehensive Plan and Guide (RCPG) and SCAG's Regional Transportation Plan. At the local level, the regulatory framework includes the Unified Development Code. Additionally, this section discusses whether or not the proposed General Plan would divide an existing neighborhood, community, or other land uses, or result in secondary impacts on surrounding land uses.

EXISTING CONDITIONS

Existing Land Uses

Existing land uses are described for the City's incorporated boundaries and the adopted SOI. Existing land uses are shown on **Figure 3.1-1, Existing General Plan Land Use Map**. **Figure 3.1-1** defines 18 land use classifications and four sub-categories. The majority of the land in the incorporated boundaries of the City is developed or has permits to allow for development.

Existing Land Use Categories

Existing land uses in the City were divided into nine primary categories: residential, commercial, industrial, business park, industrial, commercial, public facilities, open space, private education, oil and mining, and land according to the City of Santa Clarita Land Use Element.¹

Residential

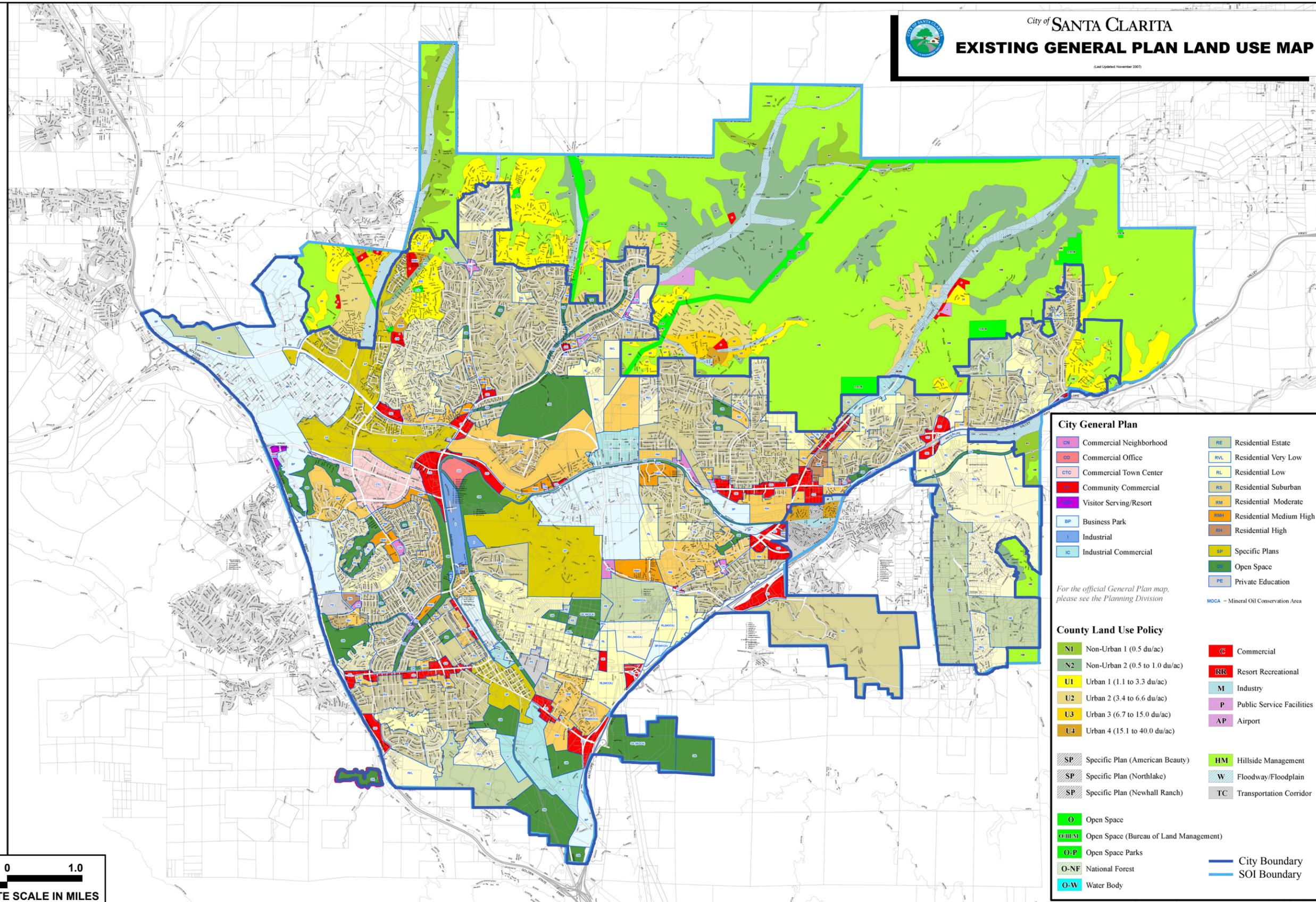
Residential land uses, are those areas that primarily have housing. This category is further divided to describe the type of housing units, such as single-family, multiple-family, mixed single- and multiple-family, mobile homes, and senior housing.

¹ City of Santa Clarita, City of Santa Clarita Land Use Element, June 25, 1991, L-10 to L-12.



City of **SANTA CLARITA**
EXISTING GENERAL PLAN LAND USE MAP

(Last Updated November 2007)



City General Plan

Commercial Neighborhood	Residential Estate
Commercial Office	Residential Very Low
Commercial Town Center	Residential Low
Community Commercial	Residential Suburban
Visitor Serving/Resort	Residential Moderate
Business Park	Residential Medium High
Industrial	Residential High
Industrial Commercial	Specific Plans
	Open Space
	Private Education

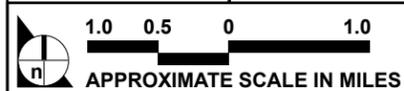
For the official General Plan map, please see the Planning Division

County Land Use Policy

Non-Urban 1 (0.5 du/ac)	Commercial
Non-Urban 2 (0.5 to 1.0 du/ac)	Resort Recreational
Urban 1 (1.1 to 3.3 du/ac)	Industry
Urban 2 (3.4 to 6.6 du/ac)	Public Service Facilities
Urban 3 (6.7 to 15.0 du/ac)	Airport
Urban 4 (15.1 to 40.0 du/ac)	Hillside Management
Specific Plan (American Beauty)	Floodway/Floodplain
Specific Plan (Northlake)	Transportation Corridor
Specific Plan (Newhall Ranch)	
Open Space	
Open Space (Bureau of Land Management)	
Open Space Parks	
National Forest	
Water Body	

MOCA - Mineral Oil Conservation Area

City Boundary
 SOI Boundary



SOURCE: City of Santa Clarita General Plan - August 2010

FIGURE 3.1-1

Existing General Plan Land Use Map

Single-family detached units refer to individual freestanding houses, usually surrounded by a yard. Attached or multi-family units refer to townhouses, flats, duplex arrangements in which the residences are physically connected to each other, but there is still some private space (yard or patio) devoted to each unit. Multiple-family housing contains more than one dwelling unit in a single structure sharing services such as laundry facilities and outdoor space. This type of housing ranges from duplexes (two units) to very large complexes containing hundreds of units. Senior housing refers to residential development specifically designed for persons of retirement age, with complimentary services and amenities. Mobile homes refer to occupancy by a single family or household and are a residential use. The following residential classifications are included on the existing General Plan Land Use Map: Residential Estate (RE); Residential Very Low (RVL); Residential Low (RL); Residential Suburban (RS); Residential Moderate (RM); Residential Medium High (RMH); and, Residential High (RH).

Residential Estate (RE)

Residential Estate (RE) is a category created to ensure the continuation of existing agricultural farming and ranching activities and to ensure the rural country character of certain portions of the planning area are maintained. The density of proposed residential development is expected to be in large custom single-family homes on uniquely configured lots which have been designed to be sensitive to topographic and environmental considerations. Minimum lot sizes for large custom homes would be on 2 gross acres. Within this category agricultural, farming, and ranching uses, and the keeping and raising of animals are expected.

Residential Very Low (RVL)

Residential Very Low (RVL) is a single-family detached category to encourage the development of 1 unit per gross acre. There are already areas of development existing at this density within the incorporated boundaries of the City. This category will permit the rural and country character of a number of existing neighborhoods to be maintained. The keeping of horse and related animals is generally found in this category. Large custom single-family homes are expected to develop in this category.

Residential Low (RL)

Residential Low (RL) is a single-family detached category with a mid-range density of 2.2 dwelling units per acre (du/acre). The density range for this category is from 1.1 du/acre to 3.3 du/acre. Development in this category may, on larger lots, permit the keeping of horses and related animals. Homes developed in this category are expected to be single-family detached homes in a tract setting and larger lot homes which may be built to suit or semi-custom tract homes.

Residential Suburban (RS)

Residential Suburban (RS) category corresponds to the typical single-family detached tract home development found throughout the incorporated boundaries of the City. The density range in this category is from 3.4 du/acre to 6.6 du/acre with a mid-range density of 5 du/acre.

Residential Moderate (RM)

Residential Moderate (RM) category corresponds to small groupings of attached dwellings such as duplexes, triplexes, and fourplexes having ample yard and open space areas. This category is also consistent with typical densities for mobile home parks. In certain instances, single-family homes may be permitted in this category on small individual lots where it can be demonstrated that the appropriate amenities, services, parking, and other features can be provided. Densities of development of this category range from 6.7 du/acre to 15 du/acre with a mid-range density of 11 du/acre.

Residential Medium High (RMH)

Residential Medium High (RMH) is a category which corresponds to grouped housing in townhomes triplexes, fourplexes, and larger group housing. Private recreation amenities are provided on site as well as common and private open space. Ownership generally would be through condominium or fee simple, when the complex is provided as rental housing. Specialized developments, such as senior housing and affordable housing, are economically possible at the upper end of the density range. The density of development for this category ranges from 15.1 du/acre to 25.0 du/acre, with a mid-range of 20 du/acre.

Residential High (RH)

Residential High (RH) is a category characterized by group housing similar to the Residential Medium high but at higher densities. Development at the average density of 30 du/acre is likely to occur in buildings comprised of 6, 8, 10, and 12 units. Building may be two or three stories in height. Private recreation will be provided as well as common and private open space. The density range of this category is from 25.1 du/acre to 32.0 du/acre, with a mid-range density of 28.0 du/acre.

In special circumstances, when housing is proposed for senior citizens and/or low and moderate income persons, in areas where higher densities are appropriate and services are available, densities of up to 35 du/acre may be permitted. In the Valley Center area, only densities up to a maximum of 50 du/acre may be permitted where appropriate.

Commercial

The intensities identified in the commercial categories are intended to define maximum permissible intensity of development. Nothing contained in these ranges shall be constructed to prohibit lesser intensity than neither found in such ranges nor be an implicit allowance of the upper end of intensity. The specific design and circumstances of each project shall dictate the appropriate intensity, which is generally expected to be between the low point and mid-point of the allowable floor area ratio (FAR) range. FARs are used to describe the maximum building intensity for the commercial and industrial categories land use. A floor area ratio is the ratio of building floor area to the total land area of the lot. The mid-point is the middle number between the range of FAR allowable for a particular commercial or industrial use.

The commercial land use category includes both commercial and commercial recreation business that offer foods for sale to the public (retail) and service and professional businesses housed in offices (accountants, architects, etc). Retail and commercial businesses include those that serve local needs, such as neighborhood markets and dry cleaners, and those that serve City or regional need, such as Six Flags Magic Mountain entertainment complex, auto dealers, and furniture stores. The following commercial land classifications are included on the existing land use map: Commercial Neighborhood (CN), Commercial Office (CO), Commercial Town Center (CTC), Community Commercial (CC), and Visitor Serving/Resort (VSR).

Commercial Town Center (CTC)

Commercial Town Center (CTC) category is used to denote the centers of the various communities within the incorporated boundaries of the City and the Valley Center. This category permits a wide range of retailing, service, and related activities located in and around a large regional shopping center. The emphasis of the commercial uses within the Valley Center is to provide retail uses which are of a regional nature drawing beyond the incorporated boundaries of the City. Development intensity for this category is governed by floor area ratios ranging between 0.25 and 5:1.

Community Commercial (CC)

Community Commercial (CC) category designates those areas within the incorporated boundaries of the City that are for retailing uses of a communitywide nature that attract people from beyond the immediate neighborhood. Designations of this land use are on corners of major and secondary streets and highway oriented uses found along high traffic corridors. The community commercial category typically includes at least one to two major users and shall not be constructed to be an allowance of a proliferation of small,

multi-tenant convenience shopping centers located on corners and in strip commercial fashion along the City's commercial streets. Uses may include a department store, movie theater, major hardware store, supermarket, major clothing outlet, discount store, and other related uses. Development intensity for this category will be governed by floor area ratios ranging between 0.25:1 and 0.5:1.

Commercial Neighborhood (CN)

Commercial Neighborhood (CN) category designates areas for small neighborhood shopping centers of 5 to 10 acres in size located in close proximity to residential areas. Uses usually found in such centers generally are a supermarket, super drug store, restaurants, and related retail shopping to serve the neighboring residents. More intensive commercial uses such as bars, dinner houses, automotive repair uses, and many commercial uses requiring outdoor storage or display are generally not permitted or permitted only upon approval of a conditional use permit. The description of the neighborhood commercial category shall not be constructed as an encouragement for the establishment of small, multi-tenant convenience shopping centers located on isolated corners or individually developed along commercial streets. The intent of this category is to provide for a cohesive and independent commercial center serving the immediately surrounding neighborhood. Neighborhood centers are generally located at the intersection of arterial roadways and are generally located in small centers. Development intensity for this category will be governed by floor area ratios ranging between 0.25:1 and 0.5:1.

Commercial Office (CO)

Commercial Office (CO) category designates areas for those business establishments primarily using office and providing professional services. Activities such as legal services, financial institutions, administrative and corporate offices, medical offices and clinics, and a wide range of similar businesses are included. Activities in this category generally have retail or wholesale operations limited to the ground floor and limited to less than 25 percent of the gross floor area. Commercial office developments are located in centers or as individual buildings along a well-traveled Circulation Element road. The provision for employee recreation opportunities shall be encouraged in the commercial office category. Development intensity for this category will be governed by FARs ranging between 0.5:1 and 2:1.

Visitor-Serving Resort (VSR)

Visitor-Serving Resort (VSR) category is to provide areas to serve visitors to Magic Mountain Amusement Park, the national forests, the Castaic Lake Recreation Area, and other visitor-attracting areas within the Valley or as stopping point prior to travelling northward. It may also be used to designate areas within the incorporated boundaries of the City which serve the hotels, motels, and recreation areas. These uses

could include restaurants, gasoline stations, convenience markets, souvenir shops, and other related uses. Development intensity in this category will be governed by floor area ratios between 0.25:1 and 1:1, except that hotels may go to 4:1 with a conditional use permit or other special consideration.

Industrial

The industrial category includes the heavy manufacturing uses found in parts of Newhall, to light industrial uses found in industrial, research, and development parks. Light industrial activities include warehousing and some types of assembly work. The following industrial land classifications are included on the existing land use map: Business Park (BP), Industrial (I), and Industrial Commercial (IC).

Business Park (BP)

Business Park (BP) category is to provide areas for clean industry, offices related to the industrial usage, research and development, limited retail commercial, encourage the provision of employee recreation opportunities, and warehousing uses. Development in campus-like settings within the incorporated boundaries of the City and near major traffic corridors such as Interstate 5 and State Route 126 and State Route 14 is anticipated. Industrial activities which have a retailing or wholesaling function that is related to the industrial activities are encouraged. These areas of Business Park provide major employment for the City and the Valley. Development intensity for this category is governed by floor area ratios ranging between 0.5:1 and 1.5:1.

Industrial (I)

Industrial (I) category is to recognize the existing industrial and manufacturing uses in the incorporated boundaries of the City outside of business parks. Clean industry and light to medium manufacturing is permitted, including research and development, and the encouragement for the provision of employee recreation opportunities. Retrofitting and clean up, where appropriate, of the existing uses upon requests for expansion will be required. Development intensity for this category will be governed by floor area ratios ranging between 0.5:1 and 0.75:1.

Industrial Commercial (IC)

Industrial Commercial (IC) category permits a limited, low patronage range of commercial uses, quasi-industrial and light industrial activities, research and development activities, encourages the provision of employee recreation opportunities, and acts as transitional or mixed land use. The purpose of this category is to provide a designation for the continuation of the commercial and manufacturing activity

now in existence in the Honby Avenue, Pine Street, and Sierra Highway area and permit reasonable and controlled expansion, if warranted. Development intensity for this category will be governed by floor area ratios ranging between 0.5:1 and 1.0:1.

Open Space (OS)

This category refers to private or public lands that are essentially free of structures or roads and are maintained in an open, natural state. Open Space (OS) category designates mostly publicly owned lands within the incorporated boundaries of the City. All publicly owned lands such as City parks, County parks, forest lands, wilderness preserves, floodplains, SEAs, publicly owned corporation yards, publicly owned fire stations, police stations, and other similarly owned facilities and lands are considered open space. Privately owned land which is designated for open space is permitted residential development at a maximum density of one unit per 20 to 40 net acres, depending upon environmental, aesthetic, and topographic constraints. Limited recreational uses may be permitted when they do not interfere with or present a potential to damage significant aesthetic, environmental, or topographic constraints of the site.

Private Education (PE)

Private Education (PE) designates privately held colleges with major land areas. The purpose of this designation is to allow the colleges to continue to expand their operations consistent with uses normally found on college campuses. All operation must meet the requirements of the Zoning Ordinance and other applicable municipal ordinances and policies.

Land Uses within the Existing City Boundaries

Table 3.1-1, Existing Land Use Categories within the City, summarizes the approximate acreages of the land use categories discussed above. Within the City, approximately 91 percent of land is developed (30,695 acres).² Developed land includes all land use designations with the exception of Open Space land use designations. Residential uses account for approximately 65 percent or 21,985 acres of the City's total acreage. These residential areas are located in the communities of Valencia, between the I-5 and Railroad Avenue; Saugus, northwest of Bouquet Canyon Road and Magic Mountain Parkway; Canyon Country in the northeast portion of the City; and Newhall, in the southeast portion of the City. Areas of multi-family residential uses are located throughout the City with high densities of multi-family uses located near the intersection of Antelope Valley Freeway (State Route 14, or SR-14) and Soledad Canyon Road, and within the Valencia Town Center area along Magic Mountain Parkway.³ Existing communities include Canyon

² Calculation for percent of developed land (30,695 acres/33,713 acres) × 100 = 91 percent.

³ City of Santa Clarita, City of Santa Clarita General Plan, Land Use Element, June 26, 1991.

Country, Sand Canyon, Newhall, Placerita Canyon, Saugus, and Valencia. These existing communities are described in **Section 2.0, Project Description**, of this environmental impact report (EIR) and in the Land Use Element of the proposed General Plan.⁴

Commercial and industrial uses encompass approximately 5.7 percent (1,932 acres) and approximately 2.6 percent (877 acres) of City's total acreage, respectively. Commercial uses are located along Magic Mountain Parkway and Valencia Boulevard, east of the I-5, including Valencia Town Center. Many commercial uses line major transportation corridors, including Soledad Canyon Road, Sierra Highway,

**Table 3.1-1
Existing Land Use Categories within the City**

City Land Use Designation	City of Santa Clarita Acreage
Residential Estate	2,252.44
Residential High	88.50
Residential Low	4,111.05
Residential Medium High	417.85
Residential Moderate	2,933.28
Residential Suburban	10,005.88
Residential Very Low	2,175.57
Specific Plan	2,490.43
Visitor Serving/Resort	29.23
Commercial Office	82.27
Commercial Town Center	369.03
Community Commercial	1,306.11
Neighborhood Commercial	174.97
Business Park	3,235.11
Industrial Commercial	708.41
Industrial	168.10
Open Space	3,018.45
Private Education	145.93
Total	33,713

Source: City of Santa Clarita, September 2009.

⁴ City of Santa Clarita General Plan, Draft Land Use Element, December 2008, L-15 to L-18.

Railroad Avenue, and Lyons Avenue. Light industrial uses are located in the northwest portion of the incorporated boundaries of the City as business park and high technology uses known as Valencia Industrial Center. Heavy industrial and mining uses are located in parts of Newhall and along Railroad Avenue, and the far eastern segment of Soledad Canyon Road. Approximately 7.4 percent of the City (2,490 acres) is designated Specific Plan land uses, while approximately 0.4 percent of the City (146 acres) is designated as Private Education land uses. Open Space accounts for approximately 8.9 percent of the City's total acreage or 3,018 acres.

Existing Land Uses within the Adopted Sphere of Influence

Within the area of the adopted SOI, approximately 36 percent of the land is developed (6,776 acres) (see **Table 3.1-2, Existing Land Use Categories within the City's Adopted SOI**). Developed land includes all land use designations with the exception of Open Space, Open Space National Forest, Open Space Parks, Open Space Bureau of Land Management, Floodway/Floodplain and Hillside Management land use designations. Residential uses account for approximately 34 percent or 6,344 acres of developed land. Commercial and industrial uses encompass approximately 0.27 percent (52 acres) and 0.30 percent (56 acres) of the SOI's total acreage, respectively. Approximately 0.6 percent or 116 acres of the SOI's total acreage are represented by transportation corridor land uses. Open Space Lands account for approximately 1.8 percent or 346 acres. The Hillside Management land use designation represents approximately 55.9 percent of the total land within the SOI, or approximately 10,574 acres.

Specific Plans

A specific plan is a document that identifies policy, detailed land use, site development, and infrastructure plans and implementation measures for a single project or planned community that may be adopted by ordinance or by resolution. The California Government Code (Section 65450) permits the use of specific plans to regulate site development, including permitted uses, density, building size, building placement, the provision of open space, landscaping, roadway configuration, and utilities. Specific plans are predominantly used in the development of multi-use planned communities. Since the development guidelines established in a specific plan focus on the unique needs and characteristics of a specific area, specific plans allow for greater flexibility than conventional zoning.

**Table 3.1-2
Existing Land Use Categories Within the City's Adopted SOI**

Sphere of Influence Land Use Designations	Sphere of Influence Acreage
Commercial	52.12
Hillside Management	10,574.18
Industry	56.46
Non-Urban 1	822.59
Non-Urban 2	2,834.54
Open Space	32.10
Open Space National Forest	29.48
Open Space Parks	0.0
Open Space Bureau of Land Management	284.36
Public Services Facilities	104.26
Specific Plan	103.04
Transportation Corridor	116.32
Urban 1	1,274.16
Urban 2	1,036.60
Urban 3	272.27
Urban 4	103.83
Floodway/Floodplain	1,214.86
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Total	18,911

Source: City of Santa Clarita, September 2009.

Significant portions of the City are included in specific plans that have already received land use approval. As shown in **Table 3.1-3**, four specific plans have been approved. The approved specific plans range from a commercial/industrial and residential specific plan that consists of over 900 acres to an approximately 300 acre residential specific plan.⁵

⁵ City of Santa Clarita General Plan, Draft Land Use Element, December 2008, L-15 to L-18.

**Table 3.1-3
Approved Specific Plans**

Specific Plan	Location	Acres	Units	Description
Whittaker-Bermite Property (Porta Bella Specific Plan)	Soledad Canyon Road	989	2,911	single-family and multi-family residential units, commercial and office uses, open space, recreational space.
Downtown Newhall	Downtown Newhall	271	1,402	mixed-use and transit-oriented development (TOD)
North Valencia Specific Plan	Bordered by Newhall Ranch Road, Bouquet Canyon Road, Magic Mountain Parkway, and east of San Francisquito Creek.	707	2,000	mixed residential and commercial uses, open space, and industrial center.
North Valencia Specific Plan No. 2	North of Newhall Ranch and west of McBean Parkway	596	1,900	mixed-use development, residential, industrial, commercial uses.

Source: City of Santa Clarita General Plan, Draft Land Use Element, December 2008, L-15 to L-18.

Whittaker Bermite Property

The 989-acre Whittaker Bermite site is situated in the center of the City and was used for over 80 years as a production site for military explosives and flares by various manufacturers. Manufacturing operations ceased in 1987. During these years, manufacturing and testing of various chemicals on the site involved use and improper disposal of hazardous materials, resulting in chemical contamination of both soil and groundwater. Directly beneath the site lies the Saugus Aquifer, a significant groundwater source for the Valley. Since manufacturing operations ended, remediation of soil and groundwater contamination (including perchlorate) has been ongoing; however, more progress must be made prior to redevelopment of the site.

The Porta Bella Specific Plan was approved for the property, which proposed clean-up of contaminants and re-use of the site for mixed uses, including 1,244 single-family units, 1,667 multi-family units, 96 acres of commercial and office uses, 407 acres of open space, and 42 acres of recreational use. Extension of major roadways designed to traverse the specific plan area include Via Princessa, Magic Mountain Parkway, and Santa Clarita Parkway. However, more work is needed to ensure site cleanup and the location of uses in an appropriate manner to avoid future health risks. The City of Santa Clarita has joined environmental agencies and the water district in promoting remediation of this brownfield site and reuse of the property for productive purposes.

Downtown Newhall Specific Plan

The Downtown Newhall Specific Plan has been adopted by the City of Santa Clarita to encourage mixed use and transit-oriented development in the historic community of Newhall, in order to promote new investment, spur economic development, and create new residential opportunities in this area. Other opportunities include creation of an arts district in the vicinity of existing theaters in the area, and construction of a new library. The Downtown Newhall Specific Plan was adopted in 2005.

Valencia Specific Plans

The North Valencia Specific Plan was adopted in 1998. The project encompassed 707 acres generally bordered by Newhall Ranch Road, Bouquet Canyon Road, Magic Mountain Parkway, east of San Francisquito Creek. The Specific Plan provided for a mix of residential and commercial uses, open space, and an industrial center. A significant segment of the Santa Clara River was preserved as open space as part of the specific plan.

The North Valencia Specific Plan No. 2 was adopted in 2000 for 596 acres in the northern portion of the City Planning Area, generally located north of Newhall Ranch Road and west of McBean Parkway. The Specific Plan called for mixed-use development, including residential, industrial, and commercial uses. A major component of this project was preservation of open space in environmentally sensitive areas along San Francisquito Creek. Both of these specific plan areas have been fully built out.

Pending and Future Specific Plans

Two specific plan projects located in the OVOV Planning Area are in the process of being prepared, but are not yet ready for public hearing or land use decisions. The City therefore does not depict these specific plans on the proposed Land Use Map, until such time as each such specific plan project is completed and reviewed, in conjunction with an environmental document prepared to meet the requirements of the California Environmental Quality Act (CEQA), and circulated for public review and input. However, the decision not to include these projects in the proposed General Plan until the required review process for each specific plan is completed does not mean that any of the pending specific plans will or will not be approved in the future. Nothing in the proposed General Plan is interpreted to preclude future review of any application for a specific plan that is pending. If and when the applicants for each pending specific plan project complete the requirements for review and approval, the decision on each project will be made based on the merits of the project, which shall include conformance with all applicable policies of the proposed General Plan. In addition, other specific plans may be undertaken in

the future that are not yet identified. Each specific plan will be evaluated based on its own merits and conformance with the applicable policies of the proposed General Plan.

REGULATORY FRAMEWORK

Regional

*SCAG Regional Comprehensive Plan and Guide*⁶

The 2008 Regional Comprehensive Plan (RCP) is a guidance document that directly responds to what SCAG has learned about Southern California's challenges through the annual State of the Region report card. The RCP responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving SCAG's interrelated housing, traffic, water, air quality, and other regional challenges. Through extensive outreach and input from the RCP Task Force, SCAG's policy committees, subregions, local governments and other key stakeholders, the RCP is a collaborative effort to address the Southern California region's challenges and to set a path forward.

While the RCP is based on the growth management framework of the Compass Blueprint, it further promotes environmental policies that help to "green" the Southern California region and lay the groundwork for a more robust 2012 update of the SCAG's Regional Transportation Plan. The Compass Blueprint Growth Vision, produced by SCAG, is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California under existing conditions and into the future. The Compass Blueprint Growth Vision is driven by four key principles, including: mobility, livability, prosperity, and sustainability. Additionally, the RCP recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.

RCP Relationship to Compass Blueprint and the Regional Transportation Plan

The integrated RCP is closely tied to both SCAG's Compass Blueprint and the Regional Transportation Plan (RTP). The RCP complements the Compass Blueprint and the 2008 RTP, by, for example, expanding on federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements that call for improved coordination and mitigation of transportation plans that reinforce mitigation measures needed to address the RTP's environmental impacts. The RCP also sets the direction for how both programs can evolve in the future. For example, while the RCP builds on the growth management framework of the Compass Blueprint, it promotes natural resource policies that help

⁶ Southern California Association of Governments (SCAG), 2008 Regional Comprehensive Plan, Executive Summary, 2 to 3.

“green” the region as progress is made toward a more sustainable development of the region. The RCP incorporates recommendations from the 2008 RTP and also clarifies the need for further action in the future to achieve the RCP’s goals.

In addition to the Regional Comprehensive Plan and Guide, SCAG has prepared the 2008 RTP. The RTP is a federal- and state-mandated 20-year transportation plan that envisions the future multi-modal transportation system for the region. In compliance with state and federal requirements, SCAG prepares the Regional Transportation Improvement Program (RTIP) to implement projects and programs listed in the RTP. Updated every other year, the RTIP contains a capital listing of all transportation projects proposed for the region over a six-year period.

Local Agency Formation Commission

The broad mission of the Local Agency Formation Commission (LAFCO) of Los Angeles County is to encourage the orderly development and reorganization of local governmental agencies, essential to the social, fiscal, and economic well-being of the state. One of the fundamental principles of LAFCO is to encourage the orderly formation and development of local government agencies for the distribution of efficient and appropriate public services.

Local

City of Santa Clarita General Plan Land Use Element

The City of Santa Clarita General Plan is the primary policy-planning document that guides land uses in the City. The Land Use Element details allocations of commercial, industrial, and housing uses which indirectly set the revenue framework for the City. Roads, parks, public facilities, and other infrastructure create the monetary demand for appropriations. The Land Use Element plays the central role in correlating all land uses issues into a set of development policies. The element serves as a guide for future development, indicating the locations and extent of existing and planned land uses. The Land Use Element sets the requirements and creates the need for responses to be addressed in the remaining elements of the General Plan. Through text, diagrams, and maps, the Santa Clarita Land Use Element establishes a pattern of land use and identifies standards for development. Specifically this Land Use Element strives to accomplish the following objectives:

- The establishment of a balance of development consistent with the long-range goals, objectives, and values of the City and surrounding planning area;
- The identification of proposed areas for the intensity, density, and nature of new development;

- The identification of opportunities for new development and redevelopment in the City and planning area;
- The reduction of the potential for loss of life, injury, and property damage that might result from flooding, seismic hazards, and other natural and man-made hazards that need to be considered in future land use planning and decision making;
- The preservation of undeveloped natural and cultural resource areas in and around the environs of the City;
- The preservation and maintenance of the existing character of the individual communities that comprise the City; and,
- The attainment of a balance between land use, circulation, and other infrastructure items.

Through the use of text and diagrams, the Santa Clarita Land Use Element establishes clear and logical patterns of land use as well as standards for new development. The Land Use Element provides a Land Use Map which indicates the location, density, and intensity of development for all land uses in the incorporated boundaries of the City. Additionally, the goals and policies contained in the Land Use Element provide the foundation for land use decisions in the City.

In addition to the existing land use categories located in the City, the existing Land Use Element includes overlay designations which identify additional potential for development and/or preservation. The overlay land use has been added to the base land use on the existing Land Use Map. Overlays are designated based upon a determination of land use suitability defined in terms of environmental constraints/resources, and man-made resources/opportunities. In some instances, more than one overlay may be designated. The following are descriptions of the three overlay land uses that are designated within the City:

- **Significant Ecological Area Overlay (SEA):** The Significant Ecological Area Overlay (SEA) category is used to designate areas of prime importance to the City and the Valley for protection and preservation. It consists of the Santa Clara River, the Santa Susana Mountains, San Francisquito Canyon, Lyon Canyon, and the Valley Oaks Savannah. Other areas which are found to have communitywide, City, Valley and/or regional importance may be designated in the future as well. Development in these areas is severely limited. Specific environmental studies must be performed to assess the potential for damage or destruction of an SEA prior to approval of any plans for development in an area identified with an SEA overlay. The intent of the SEA designation is to ensure the continued viability of the biological resources contained within the SEA. It is the City's desire that the SEAs eventually be acquired and protected as a public trust. Further information and analysis on specific SEAs that are found within the City Planning Area are discussed in **Section 3.7, Biological Resources**, of this EIR.

- **Mineral/Oil Conservation Area Overlay (MOCA):** The Mineral/Oil Conservation Area (MOCA) overlay category is used over a base land use to designate areas which have a significant aggregate resource areas (SMARA) and/or oil fields. The purpose of this overlay is to permit the continuation of the mineral/oil usage while providing development of the area if specific requirements for landscaping, site restoration, protection of residents, noise attenuation, hazardous waste, ground stability and other factors relating to the particular operation are adequately reviewed and covered in a development plan for a particular site within the City. Further information and analysis on specific SEAs that are found within the City are discussed in **Section 3.10, Mineral Resources**, of this EIR.
- **Valley Center Concept (VCC):** The Valley Center Concept overlay category is used to designate that central portion of the City of Santa Clarita which has the potential for creating a valley-wide focal point. The purpose of the overlay is to permit and encourage master planning at a more detailed level than the City of Santa Clarita General Plan providing for a wide range of valley-wide activities. Allowable densities in this area included 50 residential units per acre and Floor Area Ratios (FAR) to 10:1.

Unified Development Code (UDC)

The City of Santa Clarita adopted its first Unified Development Code (UDC) in 1992. The Code consists of four sections: Subdivision, General Procedures, Zoning, and Grading. The City of Santa Clarita has adopted many land use control ordinances such as an oak tree ordinance, hillside and ridgeline preservation ordinance, density bonus ordinance and the gate ordinance that are included as part of the UDC. The City's Code establishes the development standard for residential development by zone. In the past, the City's land use regulations have accommodated a wide range of housing in the City.

THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to land use and planning are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Impacts related to land use and planning are considered significant if the proposed General Plan would

- physically divide an established community;
- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflict with any applicable habitat conservation plan or natural community conservation plan.

IMPACTS ANALYSIS

This impact analysis section evaluates the potential effects of the proposed General Plan goals, objectives, and policies on land uses within the City's Planning Area using the *State CEQA Guidelines* threshold of significance.

Impact 3.1-1 **There will be a potentially significant impact if the proposed project were to physically divide an established community.**

Proposed and Existing Land Uses

Figure 3.1-2, Proposed Land Use Policy Map shows land use designations within the City's Planning Area. The following paragraph describes proposed land use designations within the incorporated boundaries of the City. As shown on **Figure 3.1-2**, land uses such as Industrial (I and BP), Commercial (CC and CR [located just south of the Santa Clara River along Magic Mountain Parkway]), Specific Plan (SP), Open Space (OS), and Transportation Corridor (TC) are located in the northwest portion of the City. Land uses such as Urban Residential (UR 1, UR 3, and UR 5), Rural Residential (NU 5/RR5), Open Space (OS), and Public/Institutional (PI) are generally located in the northern portion of the City. Land uses such as Urban Residential (UR 1, UR 2, UR 3, and UR 5), Rural Residential (NU 4/RR 4, and NU 5/RR5), Open Space (OS), Commercial (CC, CR), and Mixed Use (MX-N) are generally located in the eastern, northeastern and southeastern portion of the City. Land uses such as Mixed Use (MX-N, MX-C), Industrial (BP and I), Open Space (OS), Rural Residential (NU 4/RR4), NU 5/RR5), Urban Residential (UR 1, UR 2, UR 3), and Public Institutional (PI) are generally located in the southern portion of the City. Open Space (OS), Urban Residential (UR 1, UR 2, UR 3, UR 4, and UR 5), and Public/Institutional (PI) land uses are also located in the western portion of the City.

The following paragraph describes proposed land uses designations within the adopted SOI. As shown on **Figure 3.1-2**, land uses such as Open Space (OS); Urban Residential 1 (UR 1); Urban Residential 4 (UR 4); and Urban Residential 5 (UR 5) in the western portion of the proposed SOI. Land use designations such as Non-Urban 1 (NU 1); Non-Urban 2 (NU 2); Non-Urban 3 (NU 3); Non-Urban 4 (NU 4); Non-Urban 5 (NU 5), Public Institutional (PI) and Open Space (OS) is located in the northern portion of the proposed SOI. Land uses such as Urban 1 (UR1); Non-Urban 4 (NU 4); Open Space BLM (OS-BLM); and Industrial (I) is located in the eastern portion of the proposed SOI. Finally, land uses such Urban Residential 1 (UR 1); Urban Residential 2 (UR 2); Urban Residential 4 (UR 4); Urban Residential 5 (UR 5); Open Space (OS); Public/Institutional (PI); and Open Space BLM (OS-BLM) is located within the southern portion of the proposed SOI.

A description of the proposed land use categories is provided below. A more complete description of these land uses is located in **Section 2.0, Project Description**, of this EIR and the proposed General Plan Land Use Element.

Non-Urban 1 (NU 1)

The Non-Urban 1 designation is reserved for lands in the planning area that are distinguished by significant environmental features and extreme development constraints. Lands in this category are largely undeveloped and consist of rolling hillside areas, steep slopes, and remote mountain lands with limited or no access. Allowed uses in this category include single-family homes at a density not to exceed 1du/20 acres, agriculture, equestrian uses, and public/institutional facilities serving the local area.

Non-Urban 2 (NU 2)

The Non-Urban 2 designation identifies lands in the planning area that include environmental features and are not appropriate for intense development requiring urban services. Lands in this category are largely undeveloped and consist of rolling hillside areas, slopes, and mountain lands with limited or no access. Allowed uses in this category include single-family homes at a density not to exceed 1 du/10 acres, agriculture, equestrian uses, and public/institutional facilities serving the local community.

Non-Urban 3 (NU 3)

The Non-Urban 3 designation identifies lands in the planning area that include environmental features and are not appropriate for intense development requiring urban services. Lands in this category are largely undeveloped and consist of rolling hillside areas with limited or no access. Allowed uses in this category include single-family homes at a density not to exceed 1 du/5 acres, agriculture, equestrian uses, and public/institutional facilities serving the local area.

Non-Urban 4 (NU 4)

The Non-Urban 4 designation allows for the maintenance and expansion of rural communities in the planning area that are distinguished by large lot sizes (generally 2 acres or greater), agricultural and equestrian uses, and an absence of urban services. Allowed uses in this category include single-family homes at a density not to exceed 1 du/2 acres, limited agriculture, equestrian uses, and public and institutional facilities serving the local area. In order to preserve the unique character of these areas, more intense residential development and clustering of dwelling units will not be permitted. Individual homes and other structures shall be designed in consideration of topographic and environmental concerns.

Non-Urban 5 (NU 5)

The Non-Urban 5 designation allows for the maintenance and expansion of rural communities in the planning area that are distinguished by large lot sizes (generally 1 acre or greater), agricultural and equestrian uses, and the absence of urban services. Allowed uses in this category include single-family homes at a density not to exceed 1 du/acre, limited agriculture, equestrian uses, and public/institutional facilities serving the area.

Urban Residential 1 (UR 1)

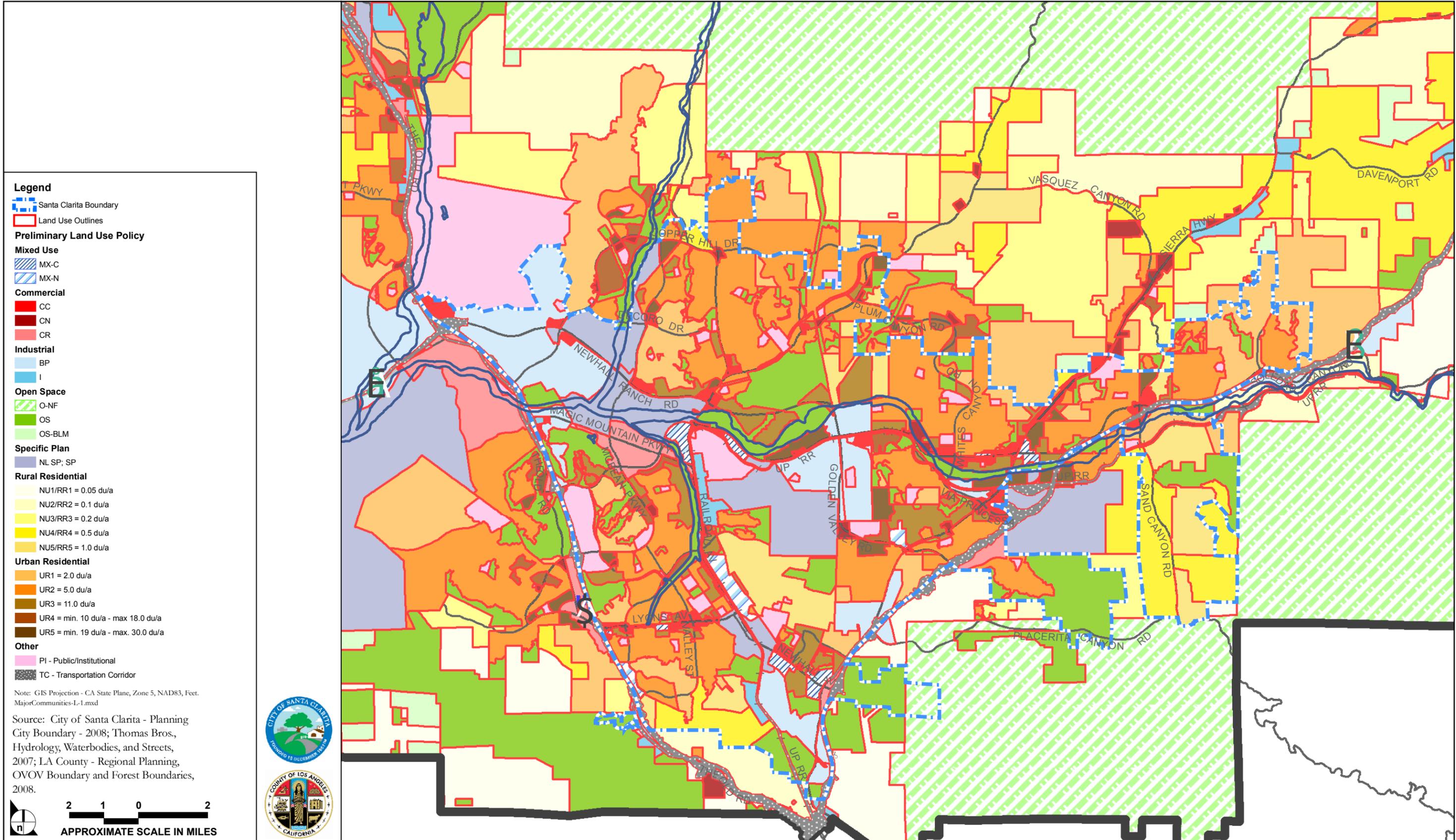
The Urban Residential 1 designation provides for neighborhoods of single-family homes on large lots at densities that require urban services. Allowed uses in this designation include single-family homes at a density not to exceed 2 du/acre. Many of these neighborhoods provide a transition between higher density, urban development, and rural communities throughout the planning area, and designation of this district is appropriate in such rural/urban interface areas.

Urban Residential 2 (UR 2)

The Urban Residential 2 designation provides for neighborhoods of single-family detached residential subdivisions that typify much of the residential development throughout the planning area. Allowed uses include single-family homes at a density not to exceed 5 du/acre. Other incidental uses may be allowed, when determined to be in conformance with the primary use, based on the standards and requirements of the applicable zoning ordinance.

Urban Residential 3 (UR 3)

The Urban Residential 3 designation provides for neighborhoods of single-family attached and detached housing, and small-scale attached multi-family dwellings such as duplexes and triplexes. Allowed uses include single-family homes, duplexes, triplexes and small-scale multi-family dwellings of a scale and character that complement and are consistent with a family residential neighborhood, at a minimum density of 6 du/acre and maximum density of 11 du/acre.



SOURCE: City of Santa Clarita, County of Los Angeles, Valleywide General Plan - August 2010

FIGURE 3.1-2

Proposed Land Use Policy Map

Urban Residential 4 (UR 4)

The Urban Residential 4 designation provides for mixed neighborhoods of detached and attached dwellings that maintain a medium-density residential appearance through such design characteristics as walkways connecting front doorways to the street; front porches; private open space for each unit (in addition to common areas); building height of two to three stories; landscaped yards; and recreational amenities. Allowed uses include single-family detached and attached homes, and multiple family dwelling units at a minimum density of 9 and maximum density of 18 dwelling units per acre.

Urban Residential 5 (UR 5)

The Urban Residential 5 designation provides for medium to high density multi-family housing, such as apartment and condominium complexes, in areas easily accessible to transportation, employment, retail, and other urban services. Allowed uses include multi-family housing at a minimum density of 18 and maximum density of 30 du/acre with provision for common and private open space and recreational amenities.

Mixed Use (MX) – (No Corresponding County Area Plan Designation)

The Mixed Use designation provides opportunities for the coordinated development of urban villages and corridors that offer a diverse range of complementary land uses, in appropriate locations throughout the planning area that are served by public transit, and in proximity to supportive uses and services. In addition to the Mixed Use land use designation on the Land Use Map, mixed-use projects may be allowed in other land use districts subject to the applicable requirements of the zoning ordinance. Approval for any mixed-use project will be based upon a determination that the project meets General Plan objectives for walkable, compact, connected neighborhoods, in which the mix of uses achieves a reduction of vehicle trips, and meets other applicable policies for sustainability and livability.

Mixed use projects will be subject to design standards and development characteristics as evaluated in their neighborhood and regional context. These projects shall:

- be the subject of community outreach and public participation led by the applicant prior to formal submittal;
- preserve the character of existing residential neighborhoods and provide adequate buffer and transition;
- propose an economic engine with an appropriate amount of jobs, retail, office, restaurant and general commercial square footage combined with neighboring and integrated housing types;

- be internally and externally pedestrian-oriented;
- consist of 360-degree architectural design with pedestrian-scaled building massing and forms where adjacent to existing residences, with the use of landscaping to visually soften hard edges of buildings;
- have varied building heights and create sight lines;
- include appropriate and/or private recreational components;

The residential density in MX districts shall range from a minimum of six (6) to a maximum of fifty (50) dwelling units per acre, and the maximum floor area ratio (FAR) for non-residential uses shall range from 0.5 to 3.0, depending on the location of the mixed-use project, as described below:

Mixed Use – Corridor (MXC)

Mixed-use development will be encouraged along specified commercial corridors in which revitalization of underutilized parcels or aging buildings is desired, as shown on the Land Use Map, subject to the applicable requirements of the zoning ordinance. Mixed uses along corridors may be either vertical or horizontal, provided that residential units in these areas should be protected from adverse impacts of high-volume arterial streets, and will typically be located an appropriate distance from the roadway. Non-residential uses consistent with this district include those in the Neighborhood Commercial (CN) and Community Commercial (CC) districts. The residential density range in mixed-use corridors shall be a minimum of eleven (11) to a maximum of thirty (30) dwelling units per acre, and maximum floor area ratio for the non-residential portion of the development shall be 1.0.

Mixed Use – Urban Village (MXUV)

Within transit-oriented urban villages that are located in proximity to commuter rail and bus transfer stations, mixed-use development will be encouraged in order to promote compact, connected environments for residents to live, work, shop, access needed services, and recreate, without having to use their vehicles. Either vertical or horizontal mixed uses are allowed, subject to the applicable requirements of the zoning ordinance. Non-residential uses consistent with this district include those in the Neighborhood Commercial (CN), Community Commercial (CC), and Regional Commercial (CR) districts. Single-use residential or commercial projects which do not contain mixed uses will be allowed in these districts only if such projects are designed to integrate with other uses in the area so as to create interconnected, walkable neighborhoods, and do not include incompatible uses or design features contrary to the intent of the district. The residential density range in urban villages shall be a minimum of

nineteen (19) to a maximum of fifty (50) dwelling units per acre and the maximum floor area ratio (FAR) for the non-residential portion of the development shall be 3.0.

Mixed Use – Neighborhood (MXN)

Mixed-use development in these areas will be allowed pursuant to an approved specific plan, in order to create neighborhoods that integrate residential uses with complementary commercial services, including retail and office uses. Mixed-use neighborhoods should be designed in consideration of surrounding development patterns, providing roadway and trail linkages to adjacent development where appropriate. Non-residential uses consistent with this district include those in the Neighborhood Commercial (CN) and Community Commercial (CC) districts. The residential density range in mixed-use neighborhoods shall be a minimum of six (6) to a maximum of eighteen (18) dwelling units per acre, and maximum floor area ratio for the non-residential portion of the development shall be 0.5.

Mixed Use Corridor Overlay

In addition to the land use categories which describe the type, intensity, and density of development throughout the planning area, the Mixed Use Corridor Overlay identifies additional potential for residential and commercial development and redevelopment. The purpose of the Mixed Use Corridor Overlay is to provide a development alternative to the underlying land use designation. This overlay allows the flexibility to enhance the character and create walkable, sustainable communities within key commercial corridors and transit station locations.

Regional Commercial (CR)

The Regional Commercial designation is applied to central and regional commercial districts in the planning area, generally located around the Valencia Town Center and other major commercial centers. This designation is intended to promote development of regional focal points for commercial, entertainment, cultural, and business uses serving the general public and drawing from a market area encompassing the entire Santa Clarita Valley. Typical uses include the regional mall; retail sale of automobiles and recreational vehicles, furniture, and home improvements; large-scale entertainment uses such as theaters and arenas; corporate offices and financial institutions; and hospitality services, including hotels and restaurants. Coverage of the development site by buildings shall not exceed 90 percent, except as otherwise permitted by the reviewing authority pursuant to discretionary review as prescribed by the UDC.

Community Commercial (CC)

The Regional Commercial designation is intended for business providing retail and service uses which primarily serve the local market. Representative uses include restaurants, clothing stores, hardware and auto parts stores, grocery markets, pharmacies, banks and financial service, specialty retail, theaters and nightclubs, day care centers, and medical services. Coverage of the development site by buildings shall not exceed 80 percent, except as otherwise permitted by the reviewing authority pursuant to discretionary review as prescribed by the UDC.

Neighborhood Commercial (CN)

The Neighborhood Commercial designation provides for small neighborhood shopping districts oriented to serving the short-term needs for goods and services of residents in the immediate area. Typical uses include grocery stores, drug stores, restaurants, personal services, repair services, automotive services, day care facilities, and other local-serving shops and services. Coverage of the development site by buildings shall not exceed 75 percent, except as otherwise permitted by the reviewing authority pursuant to discretionary review as prescribed by the UDC.

Business Park (BP)

The Business Park designation is intended to permit a variety of offices, research and development, light assembly and fabrication, warehousing and distribution, and supportive commercial uses within an environment characterized by master-planned development maintaining a high quality of design and construction. Ancillary service for employees such as day care centers may also be allowed. Development in this designation is expected to provide for enhanced landscaping and outdoor amenities to create a campus-like setting. Coverage of the development site by buildings shall not exceed 90 percent, except as otherwise permitted by the reviewing authority pursuant to discretionary review as prescribed by the UDC.

Industrial (I)

The Industrial designation is intended to permit a variety of industrial uses, including the manufacture and assembly of products and goods, processing of materials, warehousing, and distribution activities. Some limited commercial uses that are incidental to and/or supportive of the primary industrial uses may also be allowed. This designation permits the most intensive types of industrial uses allowed in the planning area, subject to development regulations of the underlying zone. Typical industrial activities may include storage and distribution of goods, processing of recycled materials, batch plants, heavy equipment repair and sales, contractors storage facilities, wholesale sales, vehicle storage, and heavy vehicle repair. Coverage of the development site by buildings shall not exceed 90 percent, except as

otherwise permitted by the reviewing authority pursuant to discretionary review as prescribed by the UDC.

Open Space (OS)

The Open Space designation is intended to reserve land for both natural and active open space uses, including public and private parks, conservancy lands, nature preserves, wildlife habitats, water bodies, and adjacent riparian habitat, wetlands areas dedicated to open space use, drainage easements, cemeteries, golf courses, and other open space areas dedicated for public or private use. Typical uses include recreation, horticulture, limited agriculture, animal grazing, and habitat preservation.

National Forest (OS-NF)

The National Forest designation includes public lands within the Angeles National Forest.

Bureau of Land Management (OS-BLM)

The Bureau of Land Management designation includes public lands owned by the Federal Bureau of Land Management.

Specific Plan (SP)

The Specific Plan designation indicates those lands in the planning area governed by an adopted Specific Plan. Allowable land uses and intensity of development are those permitted by the adopted Specific Plan.

Public/Institutional (PI)

The Public/Institutional designation identifies land which is or will be used for various types of public or quasi-public facilities owned and operated by public agencies, special districts, or non-profit organizations, including but not limited to civic governmental offices, public works yards, public or private schools, libraries, day care centers, hospitals and supportive medical facilities, museums, fire stations, police stations, landfills and prisons. Allowable uses shall have a maximum FAR of 0.5.

Transportation Corridor (TC)

The Transportation Corridor designation is used to indicate major transportation facilities such as freeways and railroad lines.

Table 3.1-4, Proposed General Plan Land Use Designations and Acres, shows the acreage of land uses that the proposed General Plan Land Use Policy Map would designate within the City's Planning Area.

**Table 3.1-4
Proposed General Plan Land Use Designations and Acres**

Land Use Designation	City of Santa Clarita Acreage	Sphere of Influence Acreage
Rural Residential/Non-Urban 1	0	137.99
Rural Residential/Non-Urban 2	0	2,606.38
Rural Residential/Non-Urban 3	0	5,182.17
Rural Residential/Non-Urban 4	1,680.39	2,280.12
Rural Residential/Non-Urban 5	2,236.78	1,322.25
Urban Residential 1	2,873.23	3,073.91
Urban Residential 2	8,163.53	1,751.40
Urban Residential 3	2,103.38	0
Urban Residential 4	235.78	333.81
Urban Residential 5	559.58	92.40
Mixed Use-Corridor	324.97	0
Mixed Use-Neighborhood	236.19	0
Regional Commercial	510.01	0
Community Commercial	935.23	0
Neighborhood Commercial	188.17	320.72
Business Park	3,300.75	0
Industrial	226.05	220.47
Open Space	5,412.73	883.71
National Forest	162.26	29.41
Bureau of Land Management	0	239.33
Specific Plan	2,527.27	103.19
Public Institutional	1,330.95	172.05
Transportation Corridor	706.31	157.84
Total	33,713.	18,907

Source: City of Santa Clarita, January 30, 2009.

Plan to Plan Analysis

Table 3.1-5, Comparison of Existing and Proposed Land Uses summarizes the approximate changes in acreage between existing and proposed land use categories for Residential, Commercial/Office, Industrial, Public Services, Transportation/Communication/Utilities, Other Land Uses, and Open Space/Vacant) land use within the City and adopted SOI.

**Table 3.1-5
Compared Existing and Proposed Land Use Designations**

Land Use Categories	Existing City Land Use Acres¹	Proposed City Land Use Acres¹	Change in Acres (existing to proposed)	Existing SOI Land Use Acres²	Proposed SOI Land Use Acres²	Change in Acres (existing to proposed)
Residential	22,009.63	17,852.66	-4,156.97	6,343.99	16,782.43	+10,438.44
Commercial	1,553.72	1,633.41	+79.69	52.12	320.72	+268.60
Industrial	4,108.06	3,526.80	-581.26	56.46	220.47	+164.01
Public/Institutional	0.0	1,330.95	+1,330.95	104.26	172.05	+67.79
Transportation	0.0	706.31	+706.31	116.32	157.84	+41.52
Mixed Use	0.0	561.16	+561.16	0.0	0.0	0.0
Private Education	145.93	0.0	-145.93	0.0	0.0	0.0
Floodway/Floodplain	0.0	0.0	0.0	1,214.86	0.0	-1,214.86
Hillside Management	0.0	0.0	0.0	10,574.18	0.0	-10,574.18
Open Space	3,013.62	5,574.99	+2,561.37	345.94	1,152.45	+806.51
Specific Plan	2,490.43	2,527.27	+36.84	103.04	103.19	+0.15
Other	392.23	0.0	-392.23	0.0	0.0	0.0
TOTAL	33,713	33,713	0	18,907	18,907	0

Notes:

¹ This area includes only the land that is located within the existing incorporated boundaries of the City of Santa Clarita.

² This area includes existing land that designated as the SOI.

Source: City of Santa Clarita, August 2010.

Existing General Plan land use designations including Hillside Management and Floodway will be included in other OVOV land use categories. Therefore, approximately 10,574 acres of Los Angeles' hillside management acreage would be reclassified to residential under the proposed General Plan. Under the proposed General Plan, residential land use would decrease by approximately 4,157 acres in the City and would increase by approximately 10,438 acres in the SOI. Commercial land use designations would increase by approximately 80 acres in the City and would increase by approximately 267 acres in the SOI. Industrial land uses in the City would decrease approximately 581 acres while industrial land uses in the SOI would increase by approximately 164 acres due to the creation of a new Institutional land use to accommodate existing utility facilities and properties. Public/institutional land use designations are not designated in the City, whereas, the proposed General Plan's Land Use Policy Map designates approximately 1,331 acres of public/institutional land use designations in the City. Transportation land use designations in the City would increase by approximately 706 acres. Transportation land use designations within the SOI would increase by approximately 42 acres. The 146 acres of Private

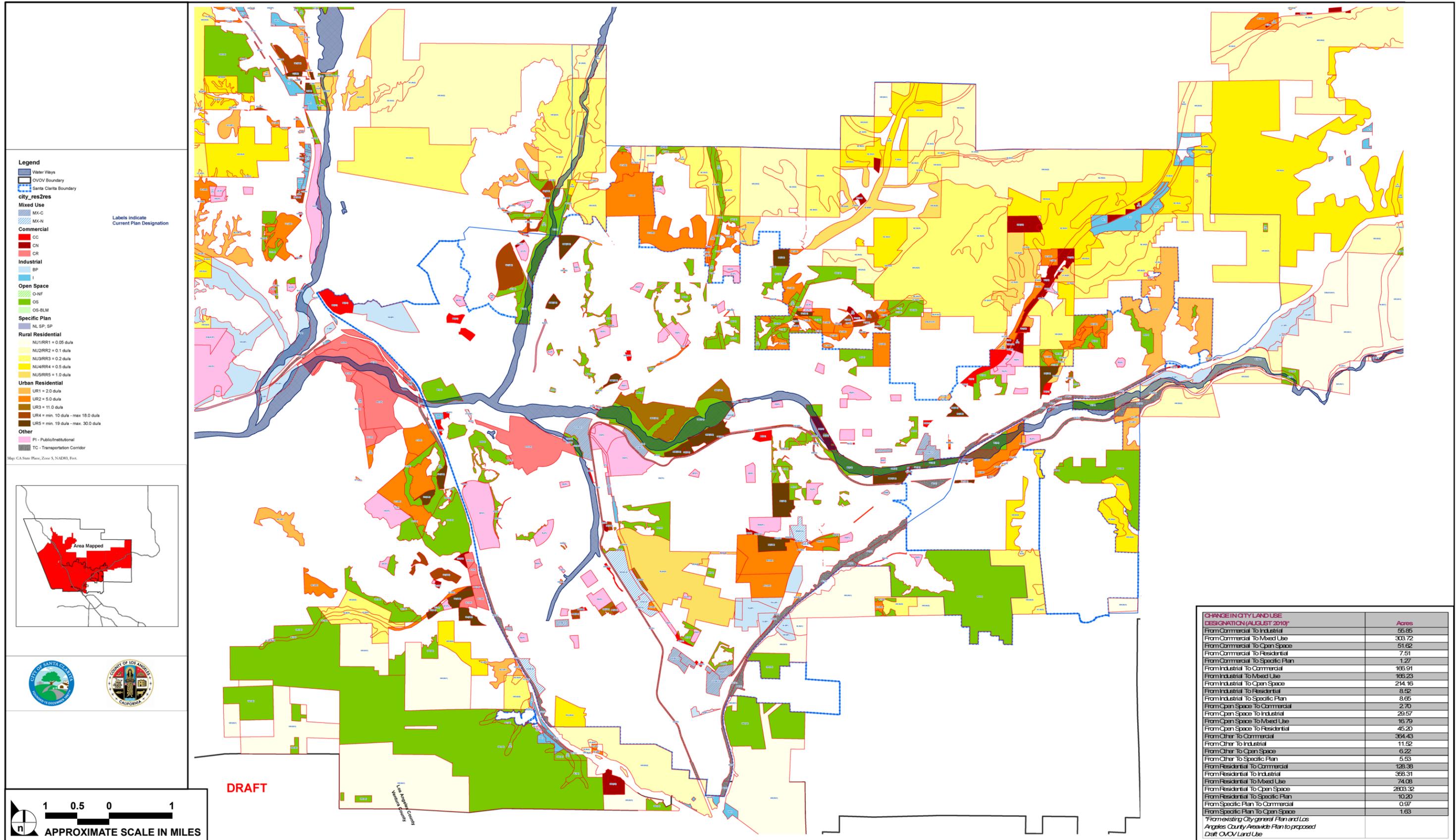
Education land uses would now be categorized as Public/Institutional land use. Floodway/floodplain land uses would decrease within the SOI by approximately 1,215 acres since that designation is no longer being used in the new general plan. Open space lands would increase in both the City and SOI by approximately 2,561 acres and 807 acres, respectively. Finally, Specific Plan land uses would increase within the City by approximately 37 acres and would also increase within the SOI by approximately 0.16 acre.

Figure 3.1-3, Land Use Change Map for the Planning Area shows the proposed changes in residential and commercial/industrial land uses from existing and proposed land uses. A down zone is where the proposed OVOV residential land use is less dense than the current General Plan and up zone is where the proposed density will be higher than the current General Plan. The proposed General Plan will allow a balance of land uses in appropriate amounts to meet future community needs, while ensuring that no land use designation is over-represented in a manner that is not economically viable (**Policy LU 2.1.1**). The proposed General Plan will adopt a compatible set of land use designations between the City and County for land in the Santa Clarita Valley, to be implemented through standards and zones applied by each agency to ensure compatibility with the character of each area and with the goals of the City's General Plan (**Policy LU 2.1.4**). In addition, the proposed General Plan has identified areas with hazardous conditions to ensure that uses in or adjacent to these areas pose minimal risk to public health or safety (**Policy LU 2.1.5**).

Specifically, in the southeast corner of the City, existing land use designated as Residential Suburban (RS) will be converted to Open Space (OS). Existing commercial land uses within the center and southwestern portion of the City will be converted to MX land use. The proposed General Plan and proposed Land Use Map will ensure that special resources such as open spaces, SEAs, and culturally significant areas are compatible with adjoining land uses.

Existing Communities and Approved Specific Plans

The proposed General Plan is designed to protect existing communities and provide direction for the development and revitalization of different communities. The proposed General Plan contains policies directed at specific communities and approved Specific Plans: Newhall (**Policy LU 1.2.1**), Valencia (**Policy LU 1.2.2**), Saugus (**Policy LU 1.2.3**), Canyon Country (**Policy LU 1.2.4**), Sand Canyon (**Policy LU 1.2.5**), Placerita Canyon (**Policy LU 1.2.6**), Fair Oaks (**Policy LU 1.2.12**), and Pico Canyon (**Policy LU 1.2.11**). The Pico Canyon area extends into both City and County areas and includes the Santa Clarita Woodlands State Park, Towsley Canyon State Park, Ed Davis Park, and the historic oil town of Mentryville.



SOURCE: City of Santa Clarita, County of Los Angeles, Valleywide General Plan - August 2010

FIGURE 3.1-3

Land Use Change Map for the Planning Area

The proposed General Plan will ensure the use of the specific plan process to plan for cohesive, vibrant, pedestrian-oriented communities with mixed uses, access to public transit, and opportunities for living and working with the same community (**Policy LU 1.2.13**). Implementation of these policies will help maintain the distinctive character of villages and neighborhoods by establishing uses, densities, and design guidelines appropriate to the particular needs and goals of each area (**Objective LU 1.2**). This will ensure an interconnected Valley of Villages, which will provide diverse lifestyles, surrounded by a greenbelt of natural open space (**Goal LU 1**).

Mixed Use Development

An objective of mixed use is to provide adequate, suitable sites for housing, employment, business, shopping, public facilities, public utility facilities, and community services to meet current needs and the anticipated needs of future growth (**Objective LU 2.1**). The proposed General Plan will create a mix of livable urban areas, facilitating travel between residences and places of business and retail areas, thereby reducing dependence on automobiles, and promoting walking, biking and jogging, along with other means of clean transportation. Mixed-use developments will allow residential densities at the higher end of the allowed range only if development clearly incorporates a mix of uses (**Policy LU 2.3.1**); allow either vertical or horizontal integration of uses with an emphasis on tying together the uses with appropriate pedestrian linkages (**Policy LU 2.3.2**); prohibit manufacturing, processing of goods and materials and warehousing (**Policy LU 2.3.3**); provide for adequate public spaces and amenities to support both commercial and residential uses, including but not limited to plazas, landscaped walkways, village greens, and greenbelts (**Policy LU 2.3.4**); designate a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationships of buildings to streets, and use of public spaces (**Policy LU 2.3.5**); and, provide parking alternatives in mixed use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage (**Policy LU 2.3.6**).

Mixed Use Overlay

In addition to the land use categories which describe the type, intensity, and density of development throughout the City's Planning Area, the Mixed Use Overlay identifies additional potential for residential and commercial development and redevelopment. The purpose of the Mixed Use Overlay is to provide a development alternative to the underlying land use designation. This overlay allows the flexibility to enhance the character and create walkable, sustainable communities within key commercial corridors and transit station locations. A major difference between the existing and proposed General Plans is the incorporation of the MX development designation. A goal of the proposed General Plan is to provide a

mix of land uses to accommodate growth, supported by adequate resources and maintaining community assets. The MX designation provides opportunities for the coordinated development of urban village corridors that offer a diverse range of complementary land uses served by public transit and in proximity to supportive uses and services. The proposed General Plan promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another (**Policy LU 2.1.2**); and provides a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments (**Policy LU 2.1.3**)

Community Character

Future infill and redevelopment of currently developed areas shall be consistent with community character. The proposed General Plan will promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage “eyes on the street” for safety purposes (**Policy LU 3.4.1**); will ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement (**Policy LU 3.4.2**); will provide appropriate levels of community preservation to ensure maintenance of neighborhoods in a clean, healthy, and safe condition (**Policy LU 3.4.3**); within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a higher quality of living (**Policy LU 3.4.4**); will ensure compatibility between single family and multiple family residential development through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations (**Policy LU 3.4.5**); and, will promote mixed-density residential neighborhoods that are consistent with community character, and avoid overdevelopment of high density multiple family units in any particular location (**Policy LU 3.4.6**), and will help prevent crime within multiple family residential projects (**Policies LU 3.3.6 and LU 3.3.8**). To promote alternative modes of transportation, the prominence of areas devoted to automobile parking will be minimized as will access in the design of residential neighborhoods (**Policy LU 3.4.7**). Architectural design treatment along all sides of new housing to promote continuity of architectural scale and rhythm will be encouraged to avoid the appearance of blank walls (**Policy LU 3.4.8**). The policies, as discussed above, will encourage the creation of pleasant neighborhoods that provide a high quality of life for residents (**Objective LU 3.4**).

Other policies focusing on maintaining and developing community character include planting of street trees throughout urban areas in the Santa Clarita Valley (**Policy LU 6.3.1**); developing compatible landscape plans for major arterials, including landscaped medians and parkways (**Policy LU 6.3.2**); enhancing major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and the northern and southern entrance points on Sierra

Highway (**Policy LU 6.3.3**); undergrounding of utility lines for new development and undergrounding of existing utility lines in conjunction with street improvement projects (**Policy LU 6.3.4**); and restricting the establishment of billboards (**Policy LU 6.3.5**). Implementation of these policies will encourage the beautification of streetscapes and gateways to the community (**Objective LU 6.3**).

To further encourage maintenance of neighborhoods the use of high quality, durable, and natural-appearing building materials will be required (**Policy LU 6.5.1**). Designs and architectural styles that incorporate classic and timeless architectural features (**Policy LU 6.5.2**) will be encouraged as will architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets (**Policy LU 6.5.3**). New development will be evaluated in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods (**Policy LU 6.5.4**).

With implementation of these policies the proposed General Plan will promote high quality development that enhances the urban environment and builds long-term value (**Objective LU 6.5**). The proposed General Plan will guide where and in what manner future development would occur. Growth in the City of Santa Clarita shall account for the visions and objectives for each community. Because the proposed General Plan and existing specific plans provide goals, objectives and policies reflective of the unique intentions for the quality and character of the distinct communities, implementation of the proposed General Plan would not physically divide any established community. No significant impact to an established community would occur.

Proposed General Plan Goals, Objectives and Policies

Goal LU 1: An interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.

Objective LU 1.2: Maintain the distinctive community character of villages and neighborhoods throughout the planning area by establishing uses, densities, and design guidelines appropriate to the particular needs and goals of each area, including but not limited to the following:

Policy LU 1.2.1: In Newhall, provide opportunities for new business and housing by implementing the Downtown Newhall Specific Plan, provide incentives to promote infill development and re-use of

underutilized sites, and continue to plan for the future development of North Newhall.

Policy LU 1.2.2: In Valencia, promote business development, job creation, and expansion of regional commercial, civic, cultural, and entertainment uses, to create a vibrant Town Center serving as a community focal point for the entire Santa Clarita Valley.

Policy LU 1.2.3: In Saugus, promote revitalization of older commercial areas; relieve traffic congestion; look for opportunities to minimize cut-through traffic; and enhance streetscapes with landscaping, lighting, benches and other fixtures.

Policy LU 1.2.4: In Canyon Country, promote revitalization along Sierra Highway from Soledad Canyon Road to Vasquez Canyon Road by encouraging retail and service uses, and enhance on and off ramps along the Antelope Valley Freeway with landscape amenities and appropriate uses.

Policy LU 1.2.5: In Sand Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; provide additional recreational trail links; minimize impacts to the Santa Clara River from incompatible development; and maintain community character in accordance with the City's Sand Canyon Special Standards District.

Policy LU 1.2.6: In Placerita Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; maintain community character in accordance with the City's Placerita Canyon Special Standards District; provide an orderly transition between existing rural and low-density residential uses and proposed new development; and encourage provision of needed infrastructure.

Policy LU 1.2.11: In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development

pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat.

Policy LU 1.2.12: In the Fair Oaks community, facilitate location of commercial and community services in proximity to residences to serve local needs.

Policy LU 1.2.13: Encourage use of the specific plan process to plan for cohesive, vibrant, pedestrian-oriented communities with mixed uses, access to public transit, and opportunities for living and working within the same community.

Policy LU 1.2.14: Evaluate development fee schedules on an ongoing basis to determine fee incentives to attract development.

Objective LU 2.1: Provide adequate, suitable sites for housing, employment, business, shopping, public facilities, public utility facilities, and community services to meet current needs and the anticipated needs of future growth.

Policy LU 2.1.1: On the Land Use Map, designate a balance of land uses in appropriate amounts to meet future community needs, while ensuring that no use designation is over-represented in a manner that is not economically viable.

Policy LU 2.1.2: On the Land Use Map, integrate land use designations in a manner that promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another.

Policy LU 2.1.3: Provide a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments.

Policy LU 2.1.4: Adopt a compatible set of land use designations between the County and City of Santa Clarita for land in the Santa Clarita Valley, to be implemented through standards and zones applied by each agency to ensure compatibility with the character of each area and with the goals of the County’s Area Plan and the City’s General Plan.

Policy LU 2.1.5: Identify areas with hazardous conditions and ensure that uses in or adjacent to these areas pose minimal risk to public health or safety.

Objective LU 2.3: Increase mixed-use development to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility, through mixed-use zoning:

Policy LU 2.3.1: In a mixed-use development, residential densities at the higher end of the allowed range should be allowed only if the development incorporates a robust mix of non-residential uses.

Policy LU 2.3.2: Either vertical or horizontal integration of uses shall be allowed in a mixed-use development, with an emphasis on tying together the uses with appropriate pedestrian linkages.

Policy LU 2.3.3: Manufacturing, processing of goods and materials, and warehousing shall not be allowable uses in a mixed-use development although some light manufacturing and warehousing may be appropriate in second story units.

Policy LU 2.3.4: Adequate public spaces and amenities shall be provided in a mixed-use development to support both commercial and residential uses, including but not limited to plazas, landscaped walkways, village greens, and greenbelts.

Policy LU 2.3.5: Mixed-use developments shall be designed to create a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationship of buildings to streets, and use of public spaces.

Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.

Policy LU 3.3.6: Ensure adequate street-lighting in all urban residential neighborhoods, as appropriate, for each community.

Policy LU 3.3.8: Within multiple family residential projects comprised of multiple buildings, ensure that project designs include crime prevention measures such as delineating public and private open space, designs for defensible space, easy surveillance by residents of all outdoor and indoor common areas, lack of dead end aisles or paths, and similar measures.

Objective LU 3.4: Encourage creation of pleasant neighborhoods that provide a high quality of life for residents.

Policy LU 3.4.1: Promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage “eyes on the street” for safety purposes.

Policy LU 3.4.2: Ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement.

Policy LU 3.4.3: Provide appropriate levels of code enforcement to ensure maintenance of neighborhoods in a clean, healthy, and safe condition.

Policy LU 3.4.4: Within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a high quality living environment.

Policy LU 3.4.5: Ensure compatibility between single family and multiple family residential developments through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations.

Policy LU 3.4.6: Promote mixed-density residential neighborhoods that are consistent with community character, and avoid over-development of high density multiple family units in any particular location.

Policy LU 3.4.7: Minimize the prominence of areas devoted to automobile parking and access in the design of residential neighborhoods.

Policy LU 3.4.8: Require architectural design treatment along all sides of new housing to promote continuity of architectural scale and rhythm and avoid the appearance of blank walls (360 degree enhancement).

Policy LU 3.4.9: Encourage street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing streetscape and provide pedestrian protection.

Objective LU 6.3: Beautify streetscapes and gateways to the community.

Policy LU 6.3.1: Promote planting of street trees throughout urban areas in the Santa Clarita Valley.

Policy LU 6.3.2: Develop compatible landscape plans for major arterials traversing the Santa Clarita Valley, including landscaped medians and parkways, and implement these plans in both City and County areas, where feasible and appropriate based on right of way and other conditions.

Policy LU 6.3.3: Enhance major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and at the northern and southern entrance points on Sierra Highway, where feasible and appropriate.

Policy LU 6.3.4: Require undergrounding of utility lines for new development where feasible, and plan for undergrounding of existing utility lines in conjunction with street improvement projects where economically feasible.

Policy LU 6.3.5: Restrict the establishment of billboards within the planning area.

Objective LU 6.5: Promote high quality development that enhances the urban environment and builds long-term value.

Policy LU 6.5.1: Require use of high quality, durable, and natural-appearing building materials pursuant to applicable ordinances

Policy LU 6.5.2: Encourage the use of designs and architectural styles that incorporate classic and timeless architectural features.

Policy LU 6.5.3: Require architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.

Policy LU 6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

The above goals, objectives and policies, are designed to provide continuity and smart land use designation decisions for the City's Planning Area. As established in the analysis above, the proposed General Plan and Land Use Policy Map would not physically divide an established community. Therefore, impacts would be less than significant.

Impact 3.1-2 **There will be a potentially significant impact if future development permitted by the proposed General Plan may conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.**

Buildout under the proposed General Plan would facilitate controlled growth and development of the City's Planning Area. A consistency analysis for the proposed General Plan goals, objectives, and policies

is provided below to ensure that the City's Planning Area will be consistent with SCAG policies and plans.

SCAG Regional Transportation Plan Goals and Policies

SCAG Regional Transportation Plan Goal 1 Maximize mobility and accessibility for all people and goods in the region.

Analysis (Consistent)

The City's proposed General Plan will maximize mobility and accessibility for all people and goods in the region with the implementation of numerous improvements to local roadways systems are included in the Circulation Element. Alternative modes of transportation will facilitate movement of people and goods into and out of the City's Planning Area. The proposed General Plan includes the following goals, objectives, and policies to ensure that mobility and accessibility are key to the future of the City's Planning Area and ensure consistency with Regional Transportation Plan Goal 1.

Proposed General Plan, Objectives, Goals, and Policies

Goal LU 5: Enhanced mobility through alternative transportation choices and land use patterns.

Objective LU 5.1: Provide for alternative travel modes linking neighborhoods, commercial districts, and job centers.

Policy LU 5.1.2: Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.

Policy LU 5.1.3: Ensure that adequate bus turnouts, served by walkways and comfortable, safe, and convenient waiting facilities, are provided for transit users within residential, shopping, and business developments.

Policy LU 5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.

Policy LU 5.2.2: Provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores.

Goal C 2: A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.

Policy C 1.1.2: Promote expansion of alternative transportation options to increase accessibility to all demographic and economic groups throughout the community, including mobility-impaired persons, senior citizens, low-income persons, and youth.

Policy C 1.2.2: Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.

Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.

Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.

SCAG Regional Transportation Plan Goal 2 Ensure travel safety and reliability for all people and goods in the region.

Analysis (Consistent)

The proposed General Plan will promote safety for all types of mobility within the City’s Planning Area. Policies are provided to promote safe and reliable travel for people and goods, whether they are walking, bicycling, using alternative forms of transportation such as busses and trains, or jogging to and from places within the City’s Planning Area. The following goals, objectives, and policies will ensure travel safety and reliability for all people and goods in the region and ensure consistency with Regional Transportation Plan Goal 2.

Proposed General Plan, Goals, Objectives, and Policies

- Policy LU 3.2.1:** Require provision of adequate walkways in urban residential neighborhoods that provide safe and accessible connections to destinations such as schools, parks, and neighborhood commercial centers.
- Policy LU 5.1.1:** Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.
- Policy C 1.2.8:** Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.
- Policy C 1.1.7:** Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.
- Objective C 2.2:** Adopt and apply consistent standards throughout the Santa Clarita Valley for street design and service levels, which promote safety, convenience, and efficiency of travel.
- Policy C 2.1.5:** Periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.
- Policy S 6.2.2:** In reviewing development plans, consider CPTED Principles (Crime Prevention Through Environmental Design) to increase public safety through establishing defensible space, clearly delineated public and private areas, and effective surveillance of common areas.
- Policy S 6.2.3:** In designing or reviewing development plans, ensure that pedestrian pathways, stairs, steps and ramps are designed to

provide clear and unimpeded passage in order to avoid trip hazards and conflicts with vehicles.

Policy S 6.2.4: Continue to monitor traffic accident data in order to evaluate and address any traffic control needs to enhance public safety.

SCAG Regional Transportation Plan Goal 3 Preserve and ensure a sustainable regional transportation system.

Analysis (Consistent)

The City will preserve and ensure a sustainable roadway and transportation system by conforming to regional plans through its proposed General Plan and Land Use and Circulation Elements. The following goals, objectives, and policies will ensure that the proposed General Plan is consistent with Regional Transportation Plan Goal 3.

Proposed General Plan Goals, Objectives, and Policies

Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.

Policy C 1.1.3: Work with local and regional agencies and employers to promote an integrated, seamless transportation system that meets access needs, including local and regional bus service, dial-a-ride, taxis, rail, van pools, car pools, bus pools, bicycling, walking, and automobiles.

Policy C 1.1.12: Implement recommendations of the City's Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.

Policy C 1.2.10: Protect communities by discouraging the construction of facilities that sever residential neighborhoods.

Objective C 2.1: Implement the Circulation Plan (as shown on Exhibit C-2) for streets and highways to meet existing and future travel demands for mobility, access, connectivity, and capacity.

- Policy C 2.1.4:** Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.
- Policy C 2.4.3:** Prohibit through truck traffic on designated scenic routes.
- Policy CO 9.2.2:** Provide trail connections between paseos, bike routes, schools, parks, community services, streets and neighborhoods.
- Policy CO 9.2.5:** Promote the expansion of multi-use trails within rural areas of the Santa Clarita Valley.
- Policy CO 9.2.7:** Explore joint use opportunities to combine trail systems with utility easements, flood control facilities, open spaces, or other uses, where feasible.

SCAG Regional Transportation Plan Goal 4 Maximize the productivity of our transportation system.

Analysis (Consistent)

The proposed General Plan will help maximize productivity of the transportation system by providing for and maintaining well designed roads, streets, and highways. Level of Service on intersections within the City's Planning Area have a goal of LOS D or better, although segments may operate at an LOS F on occasion, a LOS F may need to be accepted at times.⁷ Additionally, the proposed General Plan will allow for development of Transit Oriented Development (TOD), which will facilitate movement of residents and employees. The following proposed goals, objectives and policies will ensure that the proposed General Plan is consistent with Regional Transportation Plan Goal 4.

Proposed General Plan Goals, Objectives, and Policies

- Goal C 2:** A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.

⁷ The existing General Plan has segments that are LOS D or higher.

- Policy C 1.1.8:** Acquire and/or reserve adequate right-of-way in transportation corridors to accommodate multiple travel modes, including bus turnouts, bus rapid transit (BRT), bikeways, walkways, and linkages to trail systems.
- Policy C 1.1.9:** Incorporate funding for all modes of transportation in the capital improvement program, and seek funding from all available sources for multi-modal system development.
- Policy C 1.1.11:** Promote use of multi-modal facilities by providing adequate and attractive way-finding programs directing users to transit stations, park-and-ride lots, bicycle storage, and other facilities.
- Policy C 1.2.6:** Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
- Objective C 2.1:** Implement the Circulation Plan (as shown on Exhibit C-2) for streets and highways to meet existing and future travel demands for mobility, access, connectivity, and capacity.
- Policy C 2.1.3:** Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means as appropriate.
- Policy C 2.2.4:** Strive to maintain a Level of Service (LOS) D or better on most roadway segments and intersections to the extent practical; in some locations, a LOS E may be acceptable, or LOS F may be necessary, for limited durations during peak traffic periods.
- Policy LU 5.2.1:** Designate higher-density residential uses in areas served by public transit and a full range of support services.
- Policy LU 5.2.4:** Encourage transit-oriented development (TOD) through designation of land uses that allow compact, mixed-use

development in proximity to rail stations and multi-modal transit facilities, in conformance with applicable policies.

SCAG Regional Transportation Plan Goal 5: Protect the environment, improve air quality, and promote energy efficiency.

Analysis (Consistent)

The proposed General Plan is intended to protect the environment, improve air quality, and promote energy efficiency while supporting buildout of its projected population increase. The proposed Land Use Element will provide for Open Space land use designations that protect environmentally sensitive areas throughout the City Planning Area, specifically within any of the designated SEAs and particularly along the Santa Clara River, and its tributaries. The proposed General Plan will improve air quality, by allowing residential land uses to be interconnected with commercial and industrial land uses, to allow for the creation of a pedestrian/bicycle linkage system that will reduce automobiles mileage and reduce the number of average daily trips (ADTs). Additionally, any new developments that are proposed within the City's Planning Area will use green building techniques thereby promoting energy efficiency on an individual development basis. The following goals, objectives, and policies will ensure that the proposed General Plan is consistent with Regional Transportation Plan Goal 5.

Proposed General Plan Goals, Objectives, and Policies

Goal LU 1: An interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.

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 1.1.1: Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban uses on the Land Use Map.

Policy LU 1.1.4: Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage

courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.

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 Non-Urban on the Land Use Map, where appropriate.

Policy LU 1.3.3: Discourage development on ridgelines and lands containing 50% slopes so that these areas are maintained as natural open space.

Policy LU 1.3.4: Encourage density transfers where appropriate to facilitate development in more suitable locations while retaining significant natural slopes and areas of environmental sensitivity, provided that urban densities (exceeding one dwelling unit per acre) are not permitted in rural areas.

Policy LU 1.3.5: Encourage flexible siting and design techniques within hillside areas in order to preserve steep slopes or other unique physical features, including clustering of residential units provided all of residential lots meet the applicable minimum lot size requirements of the Land Use Element and the Zoning Ordinance, including the Community Special Standards Districts

Policy LU 1.3.6: Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas.

Policy LU 2.2.3: Consistent with adopted plans, ensure that adequate open space is set aside and protected from development throughout the planning area in order to provide the benefits of watershed management, habitat preservation and connectivity, and recreational opportunities.

Objective LU 3.2: Promote walkable neighborhoods that provide safe access to community services and essential services.

Policy LU 3.2.2: In planning residential neighborhoods, include pedestrian linkages, landscaped parkways with sidewalks, and separated trails for pedestrians and bicycles, where appropriate and feasible.

Policy LU 5.2.3: Promote location of non-polluting businesses providing employment opportunities in proximity to neighborhoods, to encourage walking to work.

Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.

Policy C 1.2.9: Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.

Policy C 1.1.12: Implement recommendations of the City's Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.

Policy C 2.6.4: Coordinate road construction with improvements to other utility systems in the right-of-way.

Policy CO 1.1.2: In making land use decisions, consider the impacts of human activity within watersheds and ecosystems, to maintain the functional viability of these systems.

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.

Policy CO 6.6.1: Enhance views of the night sky by reducing light pollution through use of light screens, downward directed lights,

minimized reflective paving surfaces, and reduced lighting levels, as deemed appropriate by the reviewing authority.

Objective S 6.1: Reduce damage from high winds through effective urban forest management.

Policy S 6.1.1: Continue tree trimming and maintenance programs for trees in the right-of-way and on public property, to limit damage from falling limbs.

Policy S 6.1.2: Promote the planting of tree types appropriate to the local climate, to avoid breakage by brittle, non-native trees.

Objective S 6.2: Increase public safety through the design of public facilities and urban spaces.

Policy S 6.2.1: In designing or reviewing development plans, ensure that lighting levels are adequate to provide safe and secure nighttime use of each site, while limiting excessive or unnecessary light and glare.

SCAG Regional Transportation Plan Goal 6: Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.

Analysis (Consistent)

The proposed Land Use Map promotes growth patterns, which allow residents and employees to gain easier access to different modes of transportation thus improving the cost-effectiveness of expenditures of key transportation areas. Additionally, the proposed General Plan will allow for the development of TOD that will encourage land use and growth patterns that complement transportation investments. The following General Plan goals, objectives, and policies would provide consistency with Regional Transportation Plan Goal 6.

Proposed General Plan Goals, Objectives, and Policies

Objective C 1.2: Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.

- Policy C 1.2.1:** Develop coordinated plans for land use, circulation, and transit to promote transit-oriented development that concentrates higher density housing, employment, and commercial areas in proximity to transit corridors.
- Policy C 1.2.4:** Consider location, availability, and accessibility of transit in evaluating new development plans.
- Policy C 1.2.5:** In mixed-use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.
- Policy C 2.3.1:** Enhance community appearance through landscaping, street lighting, street furniture, bus shelters and benches, and other aspects of streetscape design within the right-of-way, where appropriate.
- Policy C 2.3.2:** Encourage unified treatment of arterial streets within both City and County areas, while permitting flexibility of streetscape design between neighborhoods and districts to preserve village character.
- Objective C 2.6:** Ensure that funding and phasing of new transportation improvements is coordinated with growth.
- Policy C 2.6.2:** Evaluate the feasibility of establishing a joint City/County Intelligent Transportation Management System (ITMS) impact fee for new development that is unable to otherwise mitigate its impacts to the roadway system through implementation of the adopted Highway Plan.
- Policy C 2.6.3:** Support local, regional, state and federal agencies in identifying and implementing funding alternatives for the Valley's transportation systems.
- Policy CO 8.2.13:** Support trip reduction strategies for employees as described in the Circulation Element.

Objective LU 5.2: Coordinate land use designations with support services and public transit in order to encourage vehicle trip reduction.

Policy LU 5.2.4: Encourage transit-oriented development (TOD) through designation of land uses that allow compact, mixed-use development in proximity to rail stations and multi-modal transit facilities, in conformance with applicable policies.

Policy LU 5.2.5: Encourage the mix of compatible uses in areas where, though not served by rail or transit, mixed uses will achieve more walkable neighborhoods and trip reduction, in conformance with applicable policies.

SCAG Regional Transportation Plan Goal 7: Maximize the security of our transportation system through improved systems monitoring, rapid recovery planning, and coordination with other security, and coordination with other security agencies.

Analysis (Consistent)

Implementation of the proposed General Plan will ensure that the City's Planning Area provides a transportation system that is safe and reliable. The proposed General Plan will ensure that roadways within the City's Planning Area are updated with the best safety features to prevent accidents, and reduce vehicle traffic. Additionally, the proposed General Plan will allow for repair and redevelopment of roadways that are heavily traveled in the region and that pose safety issues. The following goals, objectives, and policies will ensure consistency with Regional Transportation Plan Goal 7.

Proposed General Plan Goals, Objectives, and Policies

Objective C 2.5: Consider the needs for emergency access in transportation planning.

Policy C 2.5.1: Maintain a current evacuation plan as part of emergency response planning.

Policy C 2.5.2: Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation and emergency response; require two points of ingress and egress for every subdivision or phase thereof, except as

otherwise approved for small subdivisions where physical constraints preclude a second access point.

Policy C 2.5.4: Provide directional signage to Interstate 5 and State Route 14 at key intersections in the Valley, to assist emergency evacuation operations.

Policy LU 9.1.5: Work with the Los Angeles County Sheriff's Department to expand law enforcement facilities to meet the needs of the Santa Clarita Valley's growing population.

Compass/Growth Visioning Principals

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability, and prosperity. The following Regional Growth Principles are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. The following analysis determines if the proposed General Plan's goals, objectives, and policies are consistent with the Compass/Growth Visioning Principals of SCAG.

Principle 1: Improve Mobility for all residents.

SCAG Compass Growth Visioning Principle 1.1: Encourage transportation investments and land use decisions that are mutually supportive.

Analysis (Consistent)

The proposed General Plan will encourage the placement of land uses that complement and support transportation investments. One example is the use of TOD and the incorporation of mixed use development. The proposed General Plan will implement the following objective, and policies that will ensure compliance with Growth Vision Principle 1.1.

Objective C 1.2: Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.

Policy C 1.2.2: Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.

Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.

Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.

SCAG Compass Growth Vision Principle 1.2: Locate new housing near existing jobs and new jobs near existing housing.

Analysis (Consistent)

Implementation of the City's proposed General Plan will ensure that new housing is near existing jobs and that new jobs are near existing housing through the placement of complementary residential and mixed-use land uses near commercial, and industrial land uses. Buildout under the proposed Land Use Map would enable residents and employees to decrease their reliance on motor vehicles. The proposed General Plan will be consistent with Growth Vision Principle 1.2 by implementing the following policies.

Policy LU 1.2.13: Encourage use of the specific plan process to plan for cohesive, vibrant, pedestrian-oriented communities with mixed uses, access to public transit, and opportunities for living and working within the same community.

Policy LU 4.5.4: Encourage the provision of support services for employees within business park areas, such as dining and personal services where appropriate, to reduce vehicle trips and promote pedestrian-friendly work environments.

Policy C 1.2.5: In mixed use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.

SCAG Compass Growth Vision Principle 1.3: Encourage transit-oriented development.**Analysis (Consistent)**

The proposed General Plan will allow for development of TOD thereby encouraging land use and growth patterns within walking distance of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking and transit use without excluding the automobile. The following General Plan objective and policies would ensure consistency with Growth Vision Principle 1.3.

- Policy C 1.2.1:** Develop coordinated plans for land use, circulation, and transit to promote transit-oriented development that concentrates higher density housing, employment, and commercial areas in proximity to transit corridors.
- Policy C 1.2.6:** Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
- Policy C 4.1.6:** Provide incentives to promote transit-oriented development near rail stations.
- Policy C 5.2.4:** Enhance way-finding signage along walkways and paseos to direct pedestrians to transit stops.
- Policy C 5.3.1:** Continue to provide fixed route service to significant activity areas and neighborhoods with moderate to high density, and serve low-density and rural areas with dial-a-ride, flexible fixed routes, or other transit services as deemed appropriate.
- Policy C 5.3.2:** Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

Objective C 5.4: Provide adequate funding to expand transit services to meet the needs of new development in the Valley.

Policy C 5.4.1: Establish transit impact fee rates that are based on the actual impacts of new development on the transit system, and regularly monitor and adjust these fees as needed to ensure adequate mitigation.

Policy C 5.4.2: Evaluate the feasibility of establishing a joint City/County transit impact fee to equitably distribute the capital costs of transit system expansion to meet the needs of new development in both County and City areas of the Valley.

Policy C 5.4.3: Seek funding for transit system expansion and improvement from all available sources, including local, state, and federal programs and grants.

SCAG Compass Growth Vision Principle 1.4: Promote a variety of travel choices.

Analysis (Consistent)

The proposed General Plan will allow the City to accommodate growth for different types of travel choices, besides reliance on the automobile. The proposed General Plan encourages bicycle/pedestrian linkages, and development near existing transportation infrastructure including trains and buses. The following goals, objectives, and policies will ensure that the proposed General Plan is consistent with Growth Vision Principle 1.4.

Rail Service

Goal C 4: Rail service to meet regional and inter-regional needs for convenient, cost-effective travel alternatives, which are fully integrated into the Valley's circulation systems and land use patterns.

Objective C 4.1: Maximize the effectiveness of Metrolink's commuter rail service through provision of support facilities and land planning.

Policy C 4.1.1: Develop permanent Metrolink facilities with an expanded bus transfer station and additional park-and-ride spaces at the Via

Princessa station, or other alternative location as deemed appropriate to meet the travel needs of residents on the Valley's east side.

Policy C 4.1.2: Coordinate with other agencies to facilitate extension of a passenger rail line from the Santa Clarita Station to Ventura County, which may be used for Metrolink service.

Policy C 4.1.3: Continue to expand and improve commuter services, including park-and-ride lots, bicycle parking and storage, and waiting facilities, at all Metrolink stations.

Policy C 4.1.4: Encourage the preservation of abandoned railroad right-of-way for future transportation facilities, where appropriate.

Policy C 4.1.5: Work with other agencies to increase rail efficiency and public safety through street and track improvements, and grade separations where needs are identified.

Policy C 4.1.7: Facilitate coordination of planning for any future high speed regional rail systems in the Valley with Metrolink services.

Policy C 4.1.8: Minimize impacts to passenger rail service and the community from any proposed increase to freight rail service through the Valley.

Objective C 4.2: Access to a high speed rail system connecting the Santa Clarita Valley with other regions, and other regional rail service connections.

Policy C 4.2.1: Continue to work with the Orange Line Development Authority (OLDA) to plan for development of an environmentally sensitive, high speed transportation system with a route through the Santa Clarita Valley, including a regional transit hub with associated infrastructure that would provide connections to the Los Angeles Basin, Palmdale Regional Airport, and other destinations.

- Policy C 4.2.2:** Coordinate with other agencies as needed to facilitate planning for other high-speed rail alternatives in the Santa Clarita Valley.
- Policy C 4.2.3:** Promote and encourage the expansion of Amtrak Rail Service to the Santa Clarita Valley.
- Policy LU 4.4.3:** Evaluate the feasibility of connecting business activity centers throughout the Santa Clarita Valley with light rail, to provide increased mobility and access for customers and employees between the Valencia Town Center, Whittaker Bermite property, Newhall, Valencia Industrial Center, Magic Mountain and Entrada, Newhall Ranch, and other areas as deemed appropriate.

Bus Service

- Policy C 5.1.2:** For private gated communities, require the developer to accommodate bus access through the entry gate, or provide bus waiting facilities at the project entry with pedestrian connections to residential streets, where appropriate.
- Policy C 5.1.3:** Consider the operational characteristics of buses when determining acceptable street designs, including grades and turning radii.
- Policy C 5.1.4:** Provide for location of bus stops within ¼-mile of residential neighborhoods, and include paved bus waiting areas in street improvement plans wherever appropriate and feasible.
- Policy C 5.1.5:** Locate and design bus turnouts to limit traffic obstruction and to provide sufficient merging length for the bus to re-enter the traffic flow.
- Policy C 5.1.6:** Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.

Objective C 5.2: Maximize the accessibility, safety, convenience, and appeal of transit stops.

Policy C 5.2.1: Require paved waiting areas, accessible by paved walkways and reasonably direct pedestrian routes, for bus stops in new development; and provide for retrofitting of existing bus stops, where feasible and practicable.

Policy C 5.2.2: Adopt and implement consistent design standards for use in both City and County areas for bus shelters, bus benches, trash receptacles, lighting, and other improvements for transit stops that are aesthetically pleasing and consistent with community character.

Policy C 5.2.3: Adopt and implement common design standards for bus turnouts and merging lanes along arterial streets, in convenient, accessible locations.

Policy C 5.2.5: Complementary transportation modes should be interconnected at intermodal transit centers, including provisions for bicycles on buses, bicycle parking at transit centers, and park-and-ride at transit stops.

Objective C 5.3: Explore opportunities to improve and expand bus transit service.

Goal C 5: Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley.

Policy C 5.3.3: Evaluate the feasibility of providing “fly-away” bus transit service to airports located at Burbank, Palmdale, and Los Angeles, and implement this program when warranted by demand.

Policy C 5.3.4: Evaluate the feasibility of providing bus rapid transit (BRT) for key transit corridors when light-rail is not feasible or cost effective.

Bikeways

Goal C 6: A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use and utilitarian travel, connecting communities and the region.

Objective C 6.1: Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make bicycling an attractive and feasible mode of transportation.

Policy C 6.1.1: For recreational riders, continue to develop Class I bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.

Policy C 6.1.2: For long-distance riders and those who bicycle to work or services, provide striped Class II bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.

Policy C 6.1.3: Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.

Policy C 6.1.4: Where inadequate right-of-way exists for Class I or II bikeways, provide signage for Class III bike routes or designate alternative routes as appropriate.

Policy C 6.1.5: Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.

Objective C 6.2: Encourage provision of equipment and facilities to support the use of bicycles as an alternative means of travel.

Policy C 6.2.1: Require bicycle parking, which can include bicycle lockers and sheltered areas at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.

Policy C 6.2.2: Provide bicycle racks on transit vehicles to give bike-and-ride commuters the ability to transport their bicycles.

Policy C 6.2.3: Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the development review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.

Pedestrian

Goal C7 of the proposed General Plan is to provide for walkable communities in which interconnected walkways provide a safe, comfortable, and viable alternative to driving for local destinations. Information on the proposed General Plan goals, objectives, and policies which would facilitate and promote pedestrian friendly travel are addressed in Growth Vision Principle 2.3 below.

Principle 2: Foster livability in all communities

SCAG Compass Growth Vision Principle 2.1: Promote infill development and redevelopment to revitalize existing communities.

Analysis (Consistent)

The proposed General Plan will provide the City Planning Area direction in revitalizing communities within its boundaries by promoting infill development and redevelopment in communities such as Valencia, Saugus, Canyon Country, Sand Canyon, Placerita Canyon, Castaic, Pico Canyon, Whittaker-Bermite property, and Fair Oaks. The following objective and policies will help to ensure that the proposed General Plan is consistent with the Growth Vision Principle 2.1.

Policy LU 1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density or mixed uses, where appropriate.

Objective LU 1.2: Maintain the distinctive community character of villages and neighborhoods throughout the planning area by establishing uses, densities, and design guidelines appropriate to the particular needs and goals of each area, including but not limited to the following:

- Policy LU 1.2.1:** In Newhall, provide opportunities for new business and housing by implementing the Downtown Newhall Specific Plan, provide incentives to promote infill development and re-use of underutilized sites, and continue to plan for the future development of North Newhall.
- Policy LU 1.2.2:** In Valencia, promote business development, job creation, and expansion of regional commercial, civic, cultural, and entertainment uses, to create a vibrant Town Center serving as a community focal point for the entire Santa Clarita Valley.
- Policy LU 1.2.3:** In Saugus, promote revitalization of older commercial areas; relieve traffic congestion; look for opportunities to minimize cut-through traffic; and enhance streetscapes with landscaping, lighting, benches and other fixtures.
- Policy LU 1.2.4:** In Canyon Country, promote revitalization along Sierra Highway from Soledad Canyon Road to Vasquez Canyon Road by encouraging retail and service uses, and enhance on and off ramps along the Antelope Valley Freeway with landscape amenities and appropriate uses.
- Policy LU 1.2.5:** In Sand Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; provide additional recreational trail links; minimize impacts to the Santa Clara River; and maintain community character in accordance with the City's Sand Canyon Special Standards District.
- Policy LU 1.2.6:** In Placerita Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; maintain community character in accordance with the City's Placerita Canyon Special Standards District; provide an orderly transition between existing rural and low-density residential uses and proposed new development; and encourage provision of needed infrastructure.

- Policy LU 1.2.7:** On the Whittaker-Bermite site, continue to work with the property owner to facilitate master planning, remediation, and the economic re-use of the property to include roadway infrastructure and transit-oriented development around the Metrolink station.
- Policy LU 1.2.8:** In Castaic, promote expansion of neighborhood commercial uses to serve local residents; address traffic congestion; and ensure compatibility between highway-oriented commercial uses and nearby residential uses; and maintain community character in accordance with the County's Castaic Area Community Standards District.
- Policy LU 1.2.9:** In Val Verde, protect the existing rural lifestyle and small town community character while providing residents with additional access to needed services; and ensure compatibility between existing residential areas and the nearby landfill; and maintain community character in accordance with the County's Castaic Area Community Standards District.
- Policy LU 1.2.11:** In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat.
- Policy LU 1.2.12:** In the Fair Oaks community, facilitate location of commercial and community services in proximity to residences to serve local needs.
- Policy LU 4.3.1:** Promote redevelopment in Old Town Newhall through construction of public improvements pursuant to the Downtown Newhall Specific Plan and future area planning efforts.
- Policy LU 4.3.2:** Promote business development in Castaic and Val Verde to provide a greater range of goods and services to area residents.

- Policy LU 4.3.3:** Promote revitalization of commercial uses along Sierra Highway between Soledad Canyon Road and Vasquez Canyon Road, to encourage businesses serving the Canyon Country neighborhoods and support services for the College of the Canyons east campus.
- Policy LU 4.3.4:** Promote business development that upgrades and revitalizes older commercial corridors, including Lyons Avenue, Railroad Avenue/Newhall Avenue, Main Street and Soledad Canyon Road, in a manner that reflects each area's character, architecture, and history.
- Policy LU 4.3.5:** Coordinate with property owners and environmental agencies, and provide assistance as appropriate, to promote clean up and redevelopment of the Whittaker Bermite property as a business and employment center.
- Policy LU 4.3.7:** Promote revitalization and reuse of the older industrial areas east of the railroad, adjacent to the intersection of Springbrook and Drayton Avenues and in the Honby area adjacent to the Santa Clara River.

SCAG Compass Growth Vision Principle 2.2: Promote developments that provide a mix of uses.

Analysis (Consistent)

The City's proposed General Plan and Land Use Map promote the development of mixed uses within urbanized communities in the its Planning Area. Mixed uses will allow residents convenient access to local retail and commercial areas, while reducing the dependence on the automobile. The following goal, objective, and policies will ensure that the proposed General Plan and Land Use Map are consistent with Growth Vision Principle 2.2.

- Policy C 1.2.5:** In mixed use projects, require compact development and mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.

Goal LU 2: A mix of land uses to accommodate growth, supported by adequate resources and maintaining community assets.

Objective LU 2.1: Provide adequate, suitable sites for housing, employment, business, shopping, public facilities, public utility facilities, and community services to meet current needs and the anticipated needs of future growth.

Policy LU 2.1.1: On the Land Use Map, designate a balance of land uses in appropriate amounts to meet future community needs, while ensuring that no use designation is over-represented in a manner that is not economically viable.

Policy LU 2.1.2: On the Land Use Map, integrate land use designations in a manner that promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another.

Policy LU 2.1.3: Provide a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments.

Objective LU 8.3: Promote equitable development and utilization of land.

Policy LU 9.1.1: Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.

Policy LU 9.1.4: Develop and apply compatible standards within City and County areas for design and maintenance of utility infrastructure, in consideration of the character of each community.

SCAG Compass Growth Vision Principle 2.3: Promote “people scaled,” pedestrian-friendly (walkable) communities.

Analysis (Consistent)

One of the main goals of the proposed General Plan and Land Use Map is to encourage future development to be more pedestrian friendly and less reliant on the automobile. The proposed General Plan will promote this idea by encouraging new development and revitalization to include pedestrian linkages between communities and land uses, which will allow residents and employees alike to walk, jog, or bicycle to different locations within the City Planning Area. The proposed General Plan will be consistent with Growth Vision Principle 2.3 through implementation of the following goal, objective, and policies.

Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.

Policy C 1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.

Goal C 7: Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.

Objective C 7.1: A continuous, integrated system of safe and attractive pedestrian walkways, paseos and trails linking residents to parks, open space, schools, services, and transit.

Policy C 7.1.1: In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.

Policy C 7.1.2: For existing walled subdivisions, extend pedestrian access to connect these neighborhoods to transit and services through

public education and by facilitating retrofitted improvements where feasible.

Policy C 7.1.3: Where feasible and practical, consider grade separated facilities to provide pedestrian connections across arterial streets, flood control channels, utility easements, and other barriers.

Policy C 7.1.4: Identify and develop an improvement program to connect existing walkways and paseos to transit and services, where needed and appropriate.

Policy C 7.1.5: In new commercial development, provide for direct, clearly delineated, and preferably landscaped pedestrian walkways from transit stops and parking areas to building entries, and avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.

Policy C 7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.

Policy C 7.1.7: Utilize pedestrian-oriented scale and design features in areas intended for pedestrian use.

Policy C 7.1.8: Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.

Policy LU 2.3.5: Mixed-use developments shall be designed to create a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationship of buildings to streets, and use of public spaces.

Policy LU 4.2.3: Encourage businesses to locate in all appropriate areas of the community to encourage job creation in closer proximity to workforce housing.

Policy LU 4.2.5: Promote development of uses that create job opportunities for residents through the Santa Clarita Enterprise Zone and other business assistance programs as appropriate.

Policy LU 8.2.1: In making locational decisions for siting new community facilities, consider ease of access for all users (vehicular, pedestrian, and transit).

SCAG Compass Growth Vision Principle 2.4: Support the preservation of stable, single-family neighborhoods.

Analysis (Consistent)

The proposed Land Use Map offers land use designations that support single-family neighborhoods. The proposed Land Use Map designates residential areas as Non-Urban 1 (NU 1), Non-Urban 2 (NU 2), Non-Urban 3 (NU 3), Non-Urban 4 (NU 4), Non-Urban 5 (NU 5), Urban Residential 1 (UR 1), Urban Residential 2 (UR 2), and Urban Residential 3 (UR 3). Since the proposed Land Use Map allows for single-family residential neighborhoods within these land use designations, the proposed General Plan policy would be consistent with Growth Vision Principle 2.4.

Policy C 1.2.10: Protect communities by discouraging the construction of facilities that sever residential neighborhoods.

Principle 3: Enable prosperity for all people

SCAG Compass Growth Vision Principle 3.1: Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.

Analysis (Consistent)

The proposed General Plan and Land Use Map will allow for the placement and development of housing for all different levels of income within the City's Planning Area. **Section 3.19, Population and Housing** of this EIR and the Housing Element discuss the different types of housing needs as well as housing program goals, objectives, and policies that will be required for the estimated population increase as buildout of the proposed General Plan occurs. The following objective and policies will provide consistency between the proposed General Plan and Growth Vision Principle 3.1.

Objective LU 3.1: Provide for a diversity of housing types available to provide safe and suitable homes for all economic levels, household sizes, age groups and special needs groups within the community.

Policy LU 3.1.2: Provide a mix of housing types within neighborhoods that accommodate households with varied income levels.

Policy LU 3.1.5: Promote development of housing that is affordable to residents, including households with incomes in the very low, low, and moderate income classifications, through provision of adequate sites on the Land Use Map, allowance for density bonuses and other development incentives

Policy LU 8.1.8: Work with social service agencies providing assistance to homeless persons to develop and maintain a suitable shelter in the Santa Clarita Valley.

Policy LU 8.1.9: Assist persons and households with temporary housing needs by promoting transitional housing facilities for victims of domestic violence in multiple-family residential land use designations, subject to applicable zoning requirements.

Policy LU 8.1.10: Coordinate with agencies that provide services to seniors and the elderly to expand senior facilities, which may include a new senior center.

Objective LU 8.2: Ensure equal access to community services and facilities by all residents.

SCAG Compass Growth Vision Principle 3.2: Support educational opportunities that promote balanced growth.

Analysis (Consistent)

The proposed General Plan and Land Use Map allow for development of educational facilities. Residential land uses will be located within areas of educational facilities and school districts to provide equal opportunity for all residents to gain an education. Additionally, the proposed General Plan and Land Use Map have land use designations that provide development space for educational type facilities, including libraries, and cultural event areas and facilities for all residents. The proposed General Plan

policies support educational opportunities that promote balanced growth throughout the City's Planning Area and are consistent with Growth Vision Principle 3.2.

Policy LU 4.2.4: Coordinate with local colleges to promote job training programs for Santa Clarita Valley residents.

Policy LU 8.1.1: Coordinate plans for new residential development with affected school districts to ensure adequate mitigation of impacts on school facilities; provision of facilities and programs to promote academic excellence for Santa Clarita Valley students; coordination on joint use of facilities and transportation; and long-range planning.

Policy LU 8.1.5: Coordinate with the Los Angeles County Library System to assist in expanding library services as needed to meet the needs of the community.

Policy LU 8.1.6: Coordinate with the Arts Alliance and other similar entities to promote access to cultural events and facilities for all residents.

SCAG Compass Growth Vision Principle 3.3: Ensure environmental justice regardless of race, ethnicity, or income class.

Analysis (Consistent)

Housing types will be available for all levels of income throughout the City's Planning Area, as further described in **Section 3.19, Population and Housing**, of this EIR and the Housing Element. Amenities will be available for residents throughout the City's Planning area regardless of race, ethnicity, age, or income class. With implementation of the following goal, objective, and policies, the proposed General Plan will be consistent with Growth Vision Principle 3.3.

Proposed General Plan Goals, Objectives and Policies

Policy LU 3.1.1: On the Land Use Map, designate adequate land for residential use at various densities to provide a mix of housing opportunities for all segments of the population, including attached, detached, senior, and mixed-use housing types, which

are consistent with community character and meet the region's housing goals.

Goal LU 8: Equitable and convenient access to social, cultural, educational, civic, medical, and recreational facilities and opportunities for all residents.

Objective LU 8.1: Work with service providers to plan for adequate community facilities and services to meet the needs of present and future residents.

Policy LU 8.1.2: Implement a master plan for trails throughout the Santa Clarita Valley to serve all residents.

Policy LU 8.1.3: Implement a master plan for parks, with special focus on provision of additional playfields for youth sports in locations accessible to underserved neighborhoods.

Policy LU 8.1.4: Ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in the Santa Clarita Valley, by promoting child care facilities in commercial and residential areas. subject to the applicable zoning requirements.

Policy LU 8.2.2: Identify neighborhoods that are underserved by public facilities and community services, and plan for equitable distribution of these facilities.

Policy LU 8.3.1: Require fair and equitable treatment in considering, adopting, implementing, and enforcing development regulations and policies, including but not limited to providing equal opportunity for public input and considering impacts from development approvals on all segments of the population.

Policy S 6.3.1: In cooperation with other agencies, ensure adequate shelter for homeless persons to limit their exposure to accidental injury and illness.

Policy S 6.3.2: Implement the provisions of the Americans with Disabilities Act to ensure safe travel paths and accommodations for persons with disabilities.

SCAG Compass Growth Vision Principle 3.4: Support local and state fiscal policies that encourage balanced growth.

Analysis (Consistent)

The City's proposed General Plan will be consistent with SCAG Growth Vision Principle 3.4 as supported by **Policy LU 1.2.14**, which would evaluate fee schedules on an ongoing basis to determine fee incentives to attract development. As stated in **Section 3.19, Population and Housing** of this EIR, the proposed General Plan does support the employment/housing forecast predicted under SCAG analysis, allowing for balanced growth.

SCAG Compass Growth Vision Principle 3.5 Encourage civic engagement.

Analysis (Consistent)

Civic engagement can mean a feeling of belonging and working to make a difference in the civic life of our communities. It can take many forms from volunteerism to organizational involvement to electoral participation. Residents and employees can take it upon themselves to engage in civic engagements, and would not be required under a General Plan to do so. However, the following General Plan goal, objective, and policies promote civic engagement and consistency with Growth Vision Principle 3.5.

Goal LU 8: Equitable and convenient access to social, cultural, educational, civic, medical, and recreational facilities and opportunities for all residents.

Objective LU 8.1: Work with service providers to plan for adequate community facilities and services to meet the needs of present and future residents.

Policy LU 8.1.4: Ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in the Santa Clarita Valley, by promoting child care facilities in commercial and residential areas.

- Policy LU 8.1.5:** Coordinate with the Los Angeles County Library System to assist in expanding library services as needed to meet the needs of the community.
- Policy LU 8.1.10:** Coordinate with agencies that provide services to seniors and the elderly to expand senior facilities, which may include a new senior center.
- Policy LU 4.1.6:** Encourage the development of a range of child care services and facilities to serve the needs of working families, including public and private child care centers, infant care, and after-school care, through supportive zoning regulations and permitting procedures.

Principle 4: Promote sustainability for future generations

SCAG Compass Growth Vision Principle 4.1: Preserve rural, agricultural, recreational, and environmentally sensitive areas.

Analysis (Consistent)

The proposed General Plan will promote the preservation of rural, agricultural, recreational and environmentally sensitive areas within the City Planning Area through implementation of **Goal LU 1; Objective LU 1.1; Policy LU 1.1.1; Policy LU 1.1.4; Policy LU 1.1.6; Policy LU 1.1.7; Objective LU 7.8; Policy LU 7.8.1; and Policy LU 7.8.2.** The proposed General Plan and Land Use Map will allow for the preservation of SEAs within the City Planning Area by keeping these areas as Open Space land use designations. Additionally, sensitive areas of the Santa Clara River and its associated tributaries will be designated as Open Space land use designations within the City Planning Area, to promote the preservation of these sensitive areas of land. Therefore, the proposed General Plan and Land Use Map will preserve rural, agricultural, recreational, and environmentally sensitive areas within the City's Planning Area. The following General Plan goal, objectives and policies, including those mentioned above, will ensure consistency with Growth Vision Principle 4.1.

Goal LU 1: An interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.

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 1.1.1: Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban uses on the Land Use Map.

Policy LU 1.1.4: Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.

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 Non-Urban on the Land Use Map, where appropriate.

Policy LU 1.1.7: Preserve and protect important agricultural resources, including farmland and grazing land, through designating these areas as Open Space and Non-Urban on the Land Use Map, where appropriate.

Policy LU 6.4.1: Maintain the historic buildings in Newhall, including the William Hart Regional Park buildings, the Tom Mix cottages at Heritage Junction, the American Theater, the Melody Ranch, and various other commercial and residential structures designated as local historic resources, through implementation of preservation measures in the Downtown Newhall Specific Plan.

Policy LU 6.4.2: Enhance the area around historic Lang Station by requiring a Specific Plan for redevelopment of this area.

- Policy LU 6.4.4:** Maintain the historic site of Mentryville by designating the site as Open Space on the Land Use Map.
- Policy LU 6.4.5:** Maintain the historic area of the Rancho San Francisco Estancia through implementation of preservation measures in the Newhall Ranch Specific Plan.
- Objective LU 7.8:** Protect significant woodlands, heritage oak trees, and other biological resources from the impacts of development.
- Policy LU 7.8.1:** Adopt and implement consistent policies for protection of oak woodlands and oak trees throughout the planning area.
- Policy LU 7.8.2:** Protect all designated Significant Ecological Areas (SEA's) from incompatible development.
- Policy LU 9.1.3:** Protect major utility transmission corridors, pumping stations, reservoirs, booster stations, and other similar facilities from encroachment by incompatible uses, while allowing non-intrusive uses such as plant nurseries, greenbelts and recreational trails.
- Policy CO 1.5.6:** Through the development review process, consider the impacts of development on the entire watershed of the Santa Clara River and its tributaries, including hydromodification.
- Policy CO 1.6.1:** Identify environmental conditions that represent a healthy, sustainable community.
- Policy CO 1.6.2:** Use Geographic Information Systems, modeling, and other tools to indicate the locations of natural systems such as floodplain and floodway areas, oak tree woodlands, Significant Ecological Areas, and plant and animal species habitat.
- Policy CO 1.6.3:** Provide information on the condition of natural systems to decision makers as part of the decision-making process regarding land use and development.

Policy CO 5.2.4: Continue to support “Heritage Junction” and the historical museum within William S. Hart Park as historical resources that illustrate the various phases of settlement within the Santa Clarita Valley.

SCAG Compass Growth Vision Principle 4.2: Focus development in urban centers and existing cities.

Analysis (Consistent):

As described above, the proposed City’s General Plan and Land Use Map will encourage the development, revitalization, and maintenance of urban centers within existing. The proposed General Plan will fulfill this by implementing, **Objective LU 1.2**, and **Policy LU 1.2.1** through **Policy LU 1.2.13**. Additionally, the following policies will be implemented, providing consistency with Policy Growth Vision Principle 4.2.

Policy LU 1.1.2: On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and 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 1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed-use, where appropriate.

Policy LU 4.1.1: Promote expansion and enhancement of the Valencia Town Center to provide a focal point for cultural, civic, educational, and shopping activities serving the entire Santa Clarita Valley.

Policy LU 4.1.2: Promote creation of village commercial centers throughout the Santa Clarita Valley to meet the local and convenience needs of residents.

- Policy LU 4.1.4:** Promote economic opportunity for all segments of the community, including small businesses and new businesses.
- Policy LU 4.1.5:** Provide a clear and consistent planning and permitting process to encourage new development that conforms to the General Plan.
- Policy LU 7.3.3:** Seek methods to decrease impermeable site area where reasonable and feasible, in order to reduce stormwater runoff and increase groundwater infiltration, including use of shared parking and other means as appropriate.
- Policy LU 7.3.4:** Implement best management practices for erosion control throughout the construction and development process.
- Policy C 1.2.11:** Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.

SCAG Compass Growth Vision Principle 4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.

Analysis (Consistent):

As discussed above, the proposed General Plan will implement goals, objectives and policies that will help reduce air pollution such as developing residential areas near and adjacent to commercial areas where residents and can use alternative modes of transportation to move around the City Planning Area, and by developing residential land uses near transit centers. The proposed General Plan will fulfill this by implementing **Policy C 1.2.2, Policy C 1.2.3, Policy C 1.2.5, Policy C 1.2.6, Policy C 1.2.6, Policy C 1.2.8, Policy C 1.2.9, and Policy C 1.2.10**. Additionally, the proposed General Plan will provide guidance on efficiently using resources, such as water, and guidance on helping to reduce waste. The following objective and policies will provide strategies to accommodate growth that uses resources efficiently and eliminate pollution and significantly reduce waste and consistency with Growth Vision Principle 4.3.

Objective LU 7.2: Ensure an adequate water supply to meet the demands of growth.

Policy LU 7.2.1: Monitor growth, and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met.

Policy LU 7.2.2: If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the General Plan in consultation with water districts to ensure adequate long-term supply for existing businesses and residents.

Objective LU 7.3: Protect surface and ground water quality through design of development sites and drainage improvements.

Policy LU 7.3.3: Seek methods to decrease impermeable site area where reasonable and feasible, in order to reduce stormwater runoff and increase groundwater infiltration, including use of shared parking and other means as appropriate.

Policy LU 7.3.4: Implement best management practices for erosion control throughout the construction and development process.

Policy LU 7.3.5: Limit development within flood-prone areas to minimize downstream impacts.

Objective LU 7.4: Promote water conservation through building and site design.

Policy LU 7.4.1: Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.

Policy LU 7.4.2: Require the use of low-flow fixtures in all non-residential development and residential development with five or more dwelling units, which may include but are not limited to water conserving shower heads, toilets, waterless urinals and motion-sensor faucets, and encourage use of such fixtures in building retrofits as appropriate.

Objective LU 7.5: Promote waste reduction through site and building design.

Policy LU 7.5.1: Ensure that all new development provides adequate space for recycling receptacles and bins on site.

- Policy LU 7.5.2:** Promote the use of recycled building materials.
- Policy LU 7.6.1:** Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels when businesses are closed.
- Policy LU 7.6.4:** Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.
- Objective LU 7.7:** Protect significant mineral resources, natural gas storage facilities, and petroleum extraction facilities from encroachment by incompatible uses.
- Policy LU 7.7.1:** Maintain a suitable distance and/or provide buffering to separate aggregate mining and processing activities from nearby residential uses and other uses with sensitive receptors to noise and airborne emissions.
- Policy LU 7.7.2:** Avoid designating land uses in areas with significant mineral resources or utility facilities that would preclude the future extraction and use of those resources and facilities.
- Objective C 1.2:** Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.
- Policy C 1.2.1:** Develop coordinated plans for land use, circulation, and transit to promote transit-oriented development that concentrates higher density housing, employment, and commercial areas in proximity to transit corridors.
- Policy C 1.2.4:** Consider location, availability, and accessibility of transit in evaluating new development plans.
- Policy C 1.2.11:** Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.
- Policy C 1.2.12:** Balance the anticipated volume of people and goods movement with the need to maintain a walkable and bicycle friendly environment.

- Policy C 1.3.2:** Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the SCAQMD Air Quality Management Plan.
- Policy CO 1.4.2:** In cooperation with other appropriate agencies, abate or remediate known areas of contamination, and limit the effects of any such areas on public health.
- Policy CO 1.5.8:** Consider environmental responsibility in all procurement decisions, including purchasing policies and capital projects.
- Policy CO 1.6.3:** Provide information on the condition of natural systems to decision makers as part of the decision-making process regarding land use and development.
- Policy CO 2.3.5:** Promote remediation and restoration of mined land to a condition that supports beneficial uses, which may include but are not limited to recreational open space, habitat enhancement, groundwater recharge, or urban development.

SCAG Compass Growth Vision Principle 4.4: Utilize “green” development techniques.

Analysis (consistent)

The proposed General Plan will ensure that any development or redevelopment that occurs within the City Planning Area will use green development techniques, such as those described in the US Green Building Council’s Leadership in Energy and Environmental Design, and the California Green Builder Program. Enforcing General Plan **Goal LU 7, Objective LU 7.1, Policy LU 7.1.1, Policy LU 7.1.2, Policy LU 7.1.3, and Policy LU 7.1.4**, as described above, will ensure compliance with this SCAG principal. Additionally, prior to approval, each independent proposed development within the City’s Planning Area will be analyzed to ensure that appropriate green development techniques are being uses in the best available manner and consistency with Growth Vision Principle 4.4.

- Policy LU 7.3.1:** Promote the use of permeable paving materials to allow infiltration of surface water into the water table.
- Policy LU 7.3.2:** Maintain stormwater runoff onsite by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable

areas, and use of drainage areas as design elements, where feasible and reasonable.

Policy CO 1.2.2: Working with other agencies as appropriate, develop and apply models and other tools for decision-making to support the sustainability of renewable systems.

Policy CO 1.4.3: Encourage use of non-hazardous building materials, and non-polluting materials and industrial processes, to the extent feasible.

Policy CO 1.5.2: Design and manage public urban infrastructure systems to reduce impacts to natural systems.

Policy CO 1.5.3: Consider life-cycles for buildings, development patterns, and uses, and their long-term effects on natural systems, through the following measures:

- a. Through the environmental review and development review processes, consider the impacts of new development on renewable systems through various phases including construction, use and operation, potential reuse, cessation of use, demolition, and reuse or restoration of the development site.
- b. Ensure that mitigation measures and conditions of approval intended to protect natural systems are adequately funded and monitored for the required timeframe.

Policy CO 1.5.4: Seek ways to discourage human behavior that may be detrimental to natural systems and to encourage environmental responsibility, through education, incentives, removing barriers, enforcement, and other means as practicable and feasible.

Plan to Plan Analysis

The existing General Plan does not provide the same level of directive goals and policies that support and promote alternative modes of transportation development that support the SCAG policy goals of the RTP: Maximize mobility and accessibility for all people and goods in the region; Ensure travel safety and reliability for all people and goods in the region; Preserve and ensure a sustainable regional transportation system; Maximize the productivity of our transportation system; Protect the environment,

improve air quality, and promote energy efficiency; Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures; and to Maximize the security of our transportation system through improved systems monitoring, rapid recovery planning, and coordination with other agencies.

While the existing General Plan provides for many policies that are similar to those outlined in SCAG's Compass Plan Visioning Principals, it does not, however, provide green building policies and goals, support mixed use developments as strongly, promote environmental justice, nor focus upon transit oriented development when compared to the OVOV Plan.

Congestion Management Program (CMP)

The Congestion Management Program (CMP) was enacted by the State Legislature to address traffic congestion in California's urbanized counties. The Legislature noted that the existing transportation system relies upon an overcrowded street and highway system that impacts the economic vitality of the state and diminishes the quality of life in many communities. The current CMP for Los Angeles County was adopted in 2002, and it is required by law to be updated biennially.

The CMP was created for the purposes of linking land use, transportation and air quality decisions; developing a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and proposing transportation projects eligible to compete for state gas tax funds.

The requirements for the CMP became effective with voter approval of Proposition 111 in June 1990. Proposition 111 provided for a 9-cent increase in the state gas tax over a five-year period to generate revenues to fund transportation investment statewide. In order to receive these funds, jurisdictions must comply with CMP requirements.

By statute, the CMP has five elements: (1) a system of highways and roadways with minimum level of service performance standards designated for highway segments and key roadway intersections on the system; (2) transit standards for frequency and routing of transit service and coordination between transit operators; (3) a trip reduction and travel demand management element promoting alternative transportation methods; (4) a land use impact analysis program; and (5) a seven-year capital improvement program of projects.

Local jurisdictions are responsible for assessing the impacts of new development on the CMP highway system when preparing project EIRs and for selecting appropriate measures to mitigate such impacts

from a “toolbox” of strategies. To be classified as a CMP roadway, the roadway must meet the following criteria:

- it must be an existing State Highway (both freeways and arterials), and
- it must be a principal arterial, defined as:
 - routes that complete gaps in the State Highway system,
 - routes providing connections with the CMP systems in adjacent counties, or
 - routes along major inter-jurisdictional travel corridors, providing primary, high volume or multi-modal transportation.

Several CMP roadways exist within the City Planning Area, including State Route 126 (SR-126) and Interstate 5. SR-126 is designated by the CMP as a State Highway (Arterial) and I-5 is designated as a State Freeway. For a detailed discussion of project impacts on CMP roadways and consistency with the CMP, refer to **Section 3.2, Transportation and Circulation**, of this EIR. As indicated in **Section 3.2**, the proposed General Plan is consistent with the CMP.

Air Quality Management Plan (AQMP)

The intent of the Air Quality Management Plan (AQMP) is to establish a comprehensive program that will result in the achievement of federal and state air quality standards. The City’s Planning Area is located in the South Coast Air Basin, which, at the time of this writing, fails to meet the National Ambient Air Quality Standards (NAAQS), and State Ambient Air Quality Standards (SAAQS) established under the Federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the South Coast Air Basin is classified by the US EPA as an extreme non-attainment area for ozone (the only area in the nation to be classified as such), a serious non-attainment area for carbon monoxide (CO) and particulate matter less than 10 microns in diameter (PM₁₀), and a non-attainment area for nitrogen dioxide (NO₂). The US EPA designates the Basin as attainment for sulfur dioxide (SO₂) and lead. The South Coast Basin is classified by the California Air Resources Board as an extreme nonattainment area for ozone, a serious nonattainment area for CO, and a nonattainment area for NO₂ and PM₁₀. The ARB designates the Basin as attainment for SO₂ and lead. The AQMP for the South Coast Air Quality Management District is incorporated into the State Implementation Plan (SIP). The SIP constitutes all AQMPs prepared by all Air Quality Management Districts in the state. The SIP is the state’s effort to comply with state air quality standards. For detailed discussion of the City Planning Area’s consistency with the AQMP, refer to **Section 3.3, Air Quality**, of this EIR.

Impact 3.1-3 **There will be a potentially significant impact if the proposed project were to conflict with an applicable habitat conservation plan or natural community conservation plan.**

The City's Planning Area contains areas designated or proposed as critical habitat for unarmored three spine stickleback, arroyo toad, California red-legged frog, and coastal California gnatcatcher. Specific development projects would be subject to consultation with the US Fish and Wildlife Service if impacts on any of these species were to result from project implementation. However, the City's Planning Area does not contain any areas falling within the purview of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan. Implementation of the City's proposed General Plan would therefore not conflict with the provisions of such a conservation plan.

The proposed General Plan protects mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban areas on the Land Use Map (**Policy LU 1.1.1**); concentrates urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure (**Policy LU 1.1.2**); discourages urban sprawl into rural areas by limited non-contiguous, "leap-frog" development outside of areas designated for urban use (**Policy LU 1.2.3**) and protects all designated SEAs from incompatible development (**Policy LU 7.8.2**). Impacts would be less than significant.

Plan to Plan Analysis

Similar to the proposed General Plan the existing General Plan does not have any land areas that fall within Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan.

Proposed General Plan Goals, Objectives, and Policies

Goal LU 1: An interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.

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 1.1.1:** Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban uses on the Land Use Map.
- Policy LU 1.1.2:** On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and 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 1.1.4:** Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.
- Policy LU 1.1.5:** Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use, where appropriate.
- 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 Non-Urban on the Land Use Map, where appropriate.
- Policy LU 1.1.7:** Preserve and protect important agricultural resources, including farmland and grazing land, through designating these areas as Open Space and Non-Urban on the Land Use Map, where appropriate.
- Policy LU 1.2.11:** In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat.

Policy LU 7.6.2: Preserve habitat connectivity in site planning where feasible, and discourage the creation of open space islands surrounded by paving.

Policy LU 7.6.3: Protect wildlife corridors through site design and appropriate land use designations, including mapped corridors and other corridors that may be identified through biological surveys.

Objective LU 7.8: Protect significant woodlands, heritage oak trees, and other biological resources from the impacts of development.

Policy LU 7.8.1: Adopt and implement consistent policies for protection of oak woodlands and oak trees throughout the planning area.

Policy LU 7.8.2: Protect all designated Significant Ecological Areas (SEA's) from incompatible development.

Effectiveness of Proposed General Plan Policies

As discussed above, the proposed General Plan and Land Use Policy Map would allow for the preservation of environmentally sensitive areas within the City's Planning Area by designating areas as Open Space land use, and SEA areas. These designations would ensure that development of residential, commercial, and industrial land uses are not encroaching or located within these areas. The above goals, objectives, and policies of the proposed General Plan will provide guidance for decision makers to develop the best environmentally friendly areas within the City's Planning Area.

MITIGATION FRAMEWORK

The proposed General Plan goals, objectives, and policies, when implemented would provide sufficient guidance for development of land use areas within the City's Planning Area; no mitigation measures would be required.

SIGNIFICANCE OF IMPACTS WITH MITIGATION FRAMEWORK

Implementation of the proposed goals, objectives and policies as set forth in the proposed City's General Plan, as discussed above, would reduce potential impacts associated with land use to less than significant levels.