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**Comparison of CAPCOA Greenhouse Gas Policies with  
One Valley One Vision**

# COMPARISON OF CAPCOA GREENHOUSE GAS MODEL POLICIES WITH ONE VALLEY ONE VISION:

## KEY:

Boxes in **RED** = OVOV has similar policy language as strong as CAPCOA language.

Boxes in **BLUE** = OVOV has no similar policy but the City is currently implementing a similar policy or OVOV includes similar language in the body but has no similar policy.

Boxes in **GREEN** = OVOV has similar policy language with “should” or “encourage” based policies.

Boxes in **PURPLE** = OVOV has no similar language but an explanation or information has been provided.

Boxes in **WHITE** = OVOV has no similar language or policy.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>GHG-1</b> <b>pg. 70</b>	<b>Objective GHG-1:</b> By 2020, the City/County will reduce greenhouse gas emissions from within its boundaries to a level 30% less than the level that would otherwise occur if all activities continued under a “business as usual” scenario <sup>1</sup> .	<b>CO 8.1</b> <b>pg. CO-92</b> <b>(Con/OS</b> <b>8/09)</b>	<b>Objective CO 8.1:</b> Comply with the requirements of State law, including AB 32, SB 375 and implementing regulations, to reach targeted reductions of greenhouse gas (GHG) emissions.
<b>GHG-1.1 &amp; 1.2</b> <b>pg. 70</b>	<b>GHG-1.1 Emission Inventories:</b> The City/County will establish GHG emissions inventories including emissions from all sectors within the City/County, using methods approved by, or consistent with guidance from, the ARB; the City/County will update inventories every 3 years to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress.  <b>GHG-1.2 Climate Action Plans:</b> The City/County will establish plans to reduce or encourage reductions in GHG emissions from all sectors within the City/County. <sup>2</sup>	<b>CO 8.1.1</b> <b>pg. CO-92</b> <b>(Con/OS</b> <b>8/09)</b>	<b>Policy CO 8.1.1:</b> Create and adopt a Climate Action Plan within 18 months of the OVOV adoption date that meets State requirements and includes the following components:
<b>GHG-1.1.1</b> <b>pg. 70</b>	<b>1.1.1</b> The City/County will establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.	<i>None</i>	<i>OVOV has no similar language, however establishing a GHG inventory is implied as part of the CAP process described in CO 8.1.1.</i>
<b>GHG-1.1.2</b> <b>pg. 70</b>	<b>1.1.2</b> The City/county will define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.	<i>None</i>	<i>OVOV has no similar language, however establishing a baseline is implied as part of the CAP process described in CO 8.1.1.</i>

<sup>1</sup> Note that the goal is not to reduce GHG emissions by 30% from the base year but at some time in the future - “if all activities continued under a ‘business as usual’ scenario.” The CAPCOA provides two different alternatives for this goal. GHG 1.1A and 1.2A are below.

<sup>2</sup> The CAPCOA plan under GHG1.2 seems to define a need for three distinct elements of the CAP – a municipal, business and community plan.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>GHG-1.2.1</b> <b>pg. 70</b>	<b>1.2.1</b> The City/County will establish a Municipal Climate Action Plan which will include measures to reduce GHG emissions from municipal activities by at least 30% by 2020 compared to the “business as usual” municipal emissions.	<b>CO 8.1.1.a</b> <b>pg. CO-92</b> <b>(Con/OS</b> <b>8/09)</b>	a. Plans and programs to reduce GHG emissions to State-mandated targets, including enforceable reduction measures
<b>GHG-1.2.2</b> <b>pg. 70</b>	<b>1.2.2</b> The City/County will, in collaboration with the business community, establish a Business Climate Action Plan, which will include measures to reduce GHG emissions from business activities, and which will seek to reduce emissions by at least 30% by 2020 compared to “business as usual” business emissions.	<b>CO 8.1.1.a</b> <b>pg. CO-92</b> <b>(Con/OS</b> <b>8/09)</b>	a. Plans and programs to reduce GHG emissions to State-mandated targets, including enforceable reduction measures
<b>GHG 1.2.3</b> <b>pg. 70</b>	<b>1.2.3</b> The City/County will, in collaboration with the stakeholders from the community at large, establish a Community Climate Action Plan, which will include measures reduce GHG emissions from community activities, and which will seek to reduce emissions by at least 30% by 2020 compared to “business as usual” community emissions.	<b>CO 8.1.1.a</b> <b>pg. CO-92</b> <b>(Con/OS</b> <b>8/09)</b>	a. Plans and programs to reduce GHG emissions to State-mandated targets, including enforceable reduction measures
<b>GHG 1.2.4</b> <b>pg. 71</b>	<b>1.2.4</b> Or: The City / County will, in collaboration with the stakeholders from the community at large, establish a CCAP, which will include measures to reduce GHG from community, municipal and business activities by at least 30% by 2020, compared to “business as usual”. <sup>3</sup>	<b>CO 8.1.1.a-e</b> <b>pg. CO-92</b> <b>(Con/OS</b> <b>8/09)</b>	a. Plans and programs to reduce GHG emissions to State-mandated targets, including enforceable reduction measures b. Mechanisms to ensure regular review of progress towards the emission reduction targets established by the Climate Action Plan; c. Procedures for reporting on progress to officials and the public; d. Procedures for revising the plan as needed to meet GHG emissions reduction targets; e. Allocation of funding and staffing for Plan implementation;

<sup>3</sup> As an option to having three elements to the CAP (municipal, business and community), the CAPCOA document gives the option of having a single, all-encompassing element provided that collaboration with stakeholders occurs.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>GHG-2</b> pg. 71	<b>Objective GHG-2</b> The City/County will ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions.	<b>CO 8.1.2</b> pg. CO-92 (Con/OS 8/09)	<b>Policy CO 8.1.2:</b> Participate in the preparation of a regional Sustainable Communities Strategy (SCS) Plan to meet regional targets for greenhouse gas emission reductions, as required by SB 375.
<b>GHG-2.1</b> pg. 71	<b>GHG-2.1 Sustainable Communities Strategy/Regional Blueprint Planning:</b> The City/County will participate in the Sustainable Communities Strategy/Regional Blueprint Planning effort and will ensure that local plans are consistent with the Regional Plan.	<b>CO 8.1.2</b> pg. CO-92 (Con/OS 8/09)	<b>Policy CO 8.1.2:</b> Participate in the preparation of a regional Sustainable Communities Strategy (SCS) Plan to meet regional targets for greenhouse gas emission reductions, as required by SB 375.
<b>GHG-1.1A &amp; 1.2A</b> pg. 71	<b>GHG-1.1A Emission Inventories:</b> (Alternative form) The City/County will establish GHG emissions inventories including emissions from all sectors within the City/County, using methods approved by, or consistent with guidance from, the ARB; the City/County will update inventories every 4 years to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress.  <b>GHG-1.2A Climate Action Plans:</b> (Alternative form) The City/County will establish plans to reduce or encourage reductions in GHG emissions from all sectors within the City/County.	See CO 8.1.1 a-e above (Con/OS 8/09)	See Above.
<b>GHG-1.2.1A</b> pg. 71	<b>1.2.1</b> The City/County will establish a Municipal Climate Action Plan which will include measures to reduce GHG emissions from municipal activities by at least 15% by 2020 compared to the baseline municipal emissions inventory (including any reductions required by ARB under AB 32).	See CO 8.1.1 a-e above (Con/OS 8/09)	See Above.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>GHG-1.2.2A</b> pg. 71	<i>1.2.2 The City/County will, in collaboration with the business community, establish a Business Climate Action Plan, which will include measures to incentivize and support reductions in GHG emissions from business activities, and which will seek to reduce emissions by at least 15% by 2020 compared to the baseline business emissions inventory (including any reductions required by ARB under AB-32).</i>	<b>See OC 8.1.1 a-e above (Con/OS 8/09)</b>	See Above
<b>GHG-1.2.3A</b> pg. 71	<i>1.2.3 The City/County will, in collaboration with the stakeholders from the community at large, establish a Community Climate Action Plan, which will include measures to incentivize and support reductions in GHG emissions from community activities, and which will seek to reduce emissions by at least 15% by 2020 compared to the baseline community emissions inventory.<sup>4</sup></i>	<b>See CO 8.1.1 a-e above (Con/OS 8/09)</b>	See Above
CAPCOA – Land Use and Urban Design		OVOV	
Reference	Language	Reference	Language
<b>LU-1</b> pg. 73	<b>Objective LU-1:</b> The City/County will adopt and implement a development pattern that utilizes existing infrastructure; reduces the need for new roads, utilities and other public works in new growth areas; and enhances non-automobile transportation.	<b>LU 1.1</b> pg. L-70 <b>(Land Use 8/09)</b>	<b>Objective LU 1.1:</b> 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.

<sup>4</sup> Note that there is no alternative language for 1.2.4.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-1.1 pg. 73	<b>LU-1.1 Urban Growth Boundary:</b> The City will establish an urban growth boundary (UGB) with related ordinances or programs to limit suburban sprawl; the City/County will restrict urban development beyond the UGB and streamline entitlement processes within the UGB for consistent projects.	LU 1.1 pg. L-70 (Land Use 8/09)	<b>Objective LU 1.1:</b> 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.
LU-1.1.1 pg. 73	<b>1.1.1</b> Urban development should occur only where urban public facilities and services exist or can be reasonably made available.	LU 1.1 pg. L-70 (Land Use 8/09)	<b>Objective LU 1.1:</b> 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.
LU-1.1.2 pg. 73	<b>1.1.2</b> The improvement and expansion of one urban public facility or service should not stimulate development that significantly precedes the City’s, or other affected jurisdiction’s, ability to provide all other necessary urban public facilities and services at adequate levels.	LU 9.1 pg. L-86 (Land Use 8/09)	<b>Objective LU 9.1:</b> Coordinate land use planning with provision of adequate public services and facilities to support development.
LU-1.2 pg. 73	<b>LU-1.2 Reserve Limits:</b> The City/County will redirect new growth into existing city/urban reserve areas.	LU 1.1 pg. L-70 (Land Use 8/09)	<b>Objective LU 1.1:</b> 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.
LU-1.3 pg. 73	<b>LU-1.3 Infill:</b> The City/County will encourage high-density, mixed-use, infill development and creative reuse of brownfield, under-utilized and/or defunct properties within the urban core.	LU 1.1.5 pg. L-70 (Land Use 8/09)	<b>Policy LU 1.1.5:</b> Promote 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.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-1.4 pg. 73	<b>LU-1.4 Urban Service Lines:</b> The City/County will maintain a one dwelling unit per 10 acre minimum lot size or lower density in areas outside designated urban service lines.	<i>None</i>	<i>OVOV has no similar policy, however the Non-Urban 1 (NU 1) and Non-Urban 2 (NU 2) zones define a density of 1 unit per 10 acres and 1 unit per 20 acres respectively. These zones are proposed for the outermost, rural locations of the planning area.<sup>5</sup></i>
LU-1.4.1 pg. 73	<b>1.4.1</b> Adopt an urban-rural transition zone along the urban service line to ensure that land uses within the City / County are compatible with adjacent open space and agricultural uses.		<i>OVOV has no similar policy, however the Non-Urban 1 (NU 1) and Non-Urban 2 (NU 2) zones define a density of 1 unit per 10 acres and 1 unit per 20 acres respectively. These zones are proposed for the outermost, rural locations of the planning area.</i>
LU-1.5 pg. 73	<b>LU-1.5 Density:</b> The City/County will increase densities in urban core areas to support public transit.	<b>LU 5.2 &amp; 5.2.1</b> pg. L-80 (Land Use 8/09) <sup>6</sup>	<b>Objective LU 5.2:</b> Coordinate land use designations with support services and public transit in order to encourage vehicle trip reduction.  <b>Policy LU 5.2.1:</b> Designate higher-density residential uses in areas served by public transit and a full range of support services.
LU-1.5.1 pg. 73	<b>1.5.1</b> Remove barriers to the development of accessory dwelling units in existing residential neighborhoods inside urban service lines.	<b>H 5.5</b> pg. H-135 (Housing 9/09)	<b>H 5.5:</b> The City will amend the Unified Development Code to allow second dwelling units on individual residential lots with primary dwellings, provided that said lots are between 5,000 square feet and 19,999 square feet in area, subject to a conditional use permit. This action is in addition to the City’s existing allowance for second dwelling units on lots of 20,000 square feet or larger, subject to an Administrative Permit.

<sup>5</sup> Land Use Element pp. 50-51 (Draft 8/09).

<sup>6</sup> OVOV defines several mixed use zones that range in density from a minimum of 6 units per acre to 50 units per acre. *The City Santa Clarita Green Team Report – Review of Policies and Programs* suggests an average density for Transit Oriented Development of 18 units per acre.



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Reference	Language	Reference	Language
LU-1.6 pg. 74	<b>LU-1.6 Road Width:</b> The City/County will reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.	LU 2.3.5 pg. L-75 (Land Use 8/09) C 2.2.5 pg. C-62 (Circ 8/09)	<b>Policy LU 2.3.5:</b> 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.  <b>Policy C 2.2.5:</b> Adopt common standards for pavement width in consideration of capacity needs to serve projected travel demand, provided that a reduction in pavement width may be allowed in order to reduce traffic speeds, protect resources, enhance pedestrian mobility, or as otherwise deemed appropriate by the reviewing authority.
LU-1.7 pg. 74	<b>LU-1.7 Parking Spaces:</b> The City/County will reduce parking space requirements, unbundle parking from rents and charge for parking in new developments.	LU 2.3.6 pg. LU-75 (Land Use 8/09) C 1.2.6 & 3.3.4 pg. C-60, 65 (Circ 8/09)	<b>Policy LU 2.3.6:</b> Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.  <b>Policy C 3.3.4:</b> Within transit-oriented development projects, provide incentives such as higher floor area ratio and/or lower parking requirements for commercial development that provides transit and ride-share programs.  <b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
LU-1.8 pg. 74	<b>LU-1.8 Bicycle Facilities:</b> The City/County will add bicycle facilities to city streets and public spaces.	C 1.1.6 pg. C-59 (Circ 8/09)	<b>Policy C 1.1.6:</b> Provide adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations. <sup>7</sup>

<sup>7</sup> Note that UDC Section 17.18.105 currently requires on-site bicycle parking for all commercial, office, industrial and multi-family uses.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-1.9 pg. 74	<b>LU-1.9 Levels of Service:</b> The City/County will discourage the extension of urban levels of service for new development beyond existing urban service lines, and, if necessary, use zoning to assure that development occurs only if public services are adequate.	LU 1.1 pg. L-70 (Land Use 8/09)	<b>Objective LU 1.1:</b> 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.
LU-2 pg. 74	<b>Objective LU-2:</b> Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.	LU 1.1.5 & 3.1.5 pg. L-70, 75 (Land Use 8/09)	<b>Policy LU 1.1.5:</b> Promote 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.  <b>Policy LU 3.1.5:</b> Promote development of housing 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, density bonuses and other development incentives.
LU-2.1 pg. 74	<b>LU-2.1 Mixed-Use Development:</b> The City/County will plan for and create incentives for mixed-use development.	LU 1.1.5 pg. L-70 (Land Use 8/09)	<b>Policy LU 1.1.5:</b> 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 uses, where appropriate. <sup>8</sup>
LU-2.1.1 pg. 74	<b>2.1.1</b> The City/County will identify sites suitable for mixed-use development within an existing urban service line and will establish appropriate site specific standards to accommodate the mixed uses.	LU 2.3 pg. L-74 (Land Use 8/09)	<b>Objective LU 2.3:</b> 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. <sup>9</sup>

<sup>8</sup> Mixed use development under OVOV provides a variety of incentives. For example, the Mixed Use Urban Village Zone’s minimum density is 19 units per acre and maximum density is 50 units per acre. This maximum density is 20 units per acre higher than the most dense residential zone, Urban Residential 5.

<sup>9</sup> A description of ideal locations for each mixed use zone is included in the body of the Land Use Element, pages L-57 and 58.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-2.1.1.1 pg. 74	2.1.1.1 Increasing allowable building height or allowing height limit bonuses;	None	<i>OVOV has no similar policy, however both the Mixed Use Corridor and Mixed Use Urban Village zones have no maximum height. A maximum height of 50 feet has been established for the Mixed Use Neighborhood zone which is comparable with the Community Commercial (50 ft.) and Regional Commercial (55 ft.) zones and exceeds the Neighborhood Commercial (35 ft.) zone.<sup>10</sup></i>
LU-2.1.1.2 pg. 74	2.1.1.2 Allowing flexibility in applying development standards (such as FAR and lot coverage) based on the location, type, and size of the units, and the design of the development;	None	<i>OVOV has no similar policy, however the maximum floor area ratio allowed in a Mixed Use zone is 3.0. This exceeds the Regional Commercial and Business Park zone maximum floor area ratios of 2.0.<sup>11</sup></i>
LU-2.1.1.3 pg. 74	2.1.1.3 Allowing the residential component to be additive rather than within the established FAR for that zone, and eliminating maximum density requirements for residential uses in mixed use zones;	LU 2.3.1 pg. L-75 (Land Use 8/09)	<b>Policy LU 2.3.1:</b> 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.  <i>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 .5 to 3.0, depending on the location of the mixed-use project<sup>12</sup></i>
LU-2.1.1.4 pg. 74	2.1.1.4 Allowing reduced and shared parking based on the use mix, and establishing parking maximums where sites are located within 0.25 miles of a public transit stop;	C 1.2.6 pg. C-60 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
LU-2.1.1.5 pg. 74	2.1.1.5 Allowing for tandem parking, shared parking and off-site parking leases;	C 1.2.6 pg. C-60 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.

<sup>10</sup> Land Use Element pp. 57-60 (draft 8/09).

<sup>11</sup> Land Use Element pp. 57-61 (draft 8/09).

<sup>12</sup> Land Use Element pg. 58 (draft 8/09).

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-2.1.1.6 pg. 75	2.1.1.6 Requiring all property owners in mixed-use areas to unbundle parking from commercial and residential leases;	C 1.2.6 pg. C-60 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
LU-2.1.1.7 pg. 75	2.1.1.7 Creating parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;	NEW LU POLICY	<b>NEW LAND USE ELEMENT POLICY:</b> Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities wherever feasible.;
LU-2.1.1.8 pg. 75	2.1.1.8 Establishing performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times.	NEW LU POLICY	<b>NEW LAND USE ELEMENT POLICY:</b> Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times wherever feasible.
LU-2.1.2 pg. 75	2.1.2 The City/County will seek funding to prepare specific plans and related environmental documents to facilitate mixed-use development at selected sites, and to allow these areas to serve as receiver sites for transfer of development rights away from environmentally sensitive lands and rural areas outside established urban growth boundaries.	None	<i>OVOV has no similar language.</i>
LU-2.1.3 pg. 75	2.1.3 The City/County will enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.	None	<i>OVOV has no similar language.</i>
LU-2.1.4 pg. 75	2.1.4 The City/County will identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses.	LU 2.3 pg. L-74 (Land Use 8/09)	<b>Objective LU 2.3:</b> Provide mixed-use development where appropriate to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-2.1.5 pg. 75	2.1.5 The City/County will work with employers developing larger projects to ensure local housing opportunities for their employees, and engage employers to find ways to provide housing assistance as part of their employee benefits packages; major projects in mixed-use areas should include work-force housing where feasible.	None	<i>OVOV has no similar language.</i>
LU-2.1.6 pg. 75	2.1.6 The City/County will revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use.	LU 2.3 & 4.5.4 pg. L-74, 81 (Land Use 8/09)	<b>Objective LU 2.3:</b> Provide mixed-use development where appropriate to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility  <b>Policy LU 4.5.4:</b> 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.
LU-2.1.7 pg. 76	2.1.7 The City / County will develop form-based community design standards to be applied to development projects and land use plans, using a comprehensive community outreach, for areas designated mixed-use	LU 1.2.1 pg. L-72 (Land Use 8/09)	<b>Policy LU 1.2.1:</b> 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.
LU-2.1.8 pg. 76	2.1.8 Mix affordable housing units with market rate units as opposed to building segregated affordable housing developments.	LU 3.1.2 pg. L-75 (Land Use 8/09)	<b>Policy LU 3.1.2:</b> Provide a mix of housing types within neighborhoods that accommodate households with varied income levels.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-3 pg. 76	<b>Objective LU-3:</b> Promote greater linkage between land uses and transit, as well as other modes of transportation.	LU 5.2 pg. L-80 (Land Use 8/09) C 1.2.1 pg. 59 (Circ 8/09)	<b>Objective LU 5.2:</b> Coordinate land use designations with support services and public transit in order to encourage vehicle trip reduction.  <b>Policy C 1.2.1:</b> 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.
LU-3.1 pg. 76	<b>LU-3.1 Transit-Supportive Density:</b> The City/County will implement a Housing Overlay Zone for transit centers and corridors. This shall include average minimum residential densities of 25 units per acre within one quarter mile of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for nonresidential uses within a quarter mile of transit centers or corridors.	None	<i>OVOV has no similar policy, however OVOV defines several mixed use zones that range in density from a minimum of 6 units per acre to 50 units per acre. Also, OVOV defines a range of FAR's allowed in Mixed Use zones between .5 and 3.0.<sup>13</sup></i>
LU-3.2 pg. 76	<b>LU-3.2 Transit-Oriented Development:</b> The City/County will identify transit centers appropriate for mixed-use development, and will promote transit oriented, mixed use development within these targeted areas	LU 2.3 pg. L-74 (Land Use 8/09)	<b>Objective LU 2.3:</b> Provide mixed-use development where appropriate to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility <sup>14</sup>

<sup>13</sup> Land Use Element pp. L-57-60 (draft 8/09).

<sup>14</sup> A description of ideal locations for each mixed use zone are included in the body of the Land Use Element, pages L-57 and 58.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-3.2.1 pg. 76	3.2.1 Amending the Development Code to encourage mixed-use development within one-half mile of intermodal hubs and future rail stations; to offer flexible standards for affordable housing; and to establish minimum residential densities and non-residential FAR	LU 5.2 pg. L-80 (Land Use 8/09) C 1.2.1 pg. 59 (Circ 8/09)	<b>Objective LU 5.2:</b> Coordinate land use designations with support services and public transit in order to encourage vehicle trip reduction.  <b>Policy C 1.2.1:</b> 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.
LU-3.2.2 pg. 76	3.2.2 Rezoning commercial properties to residential and/or mixed-use where appropriate;	<i>None</i>	<i>OVOV has no similar policy, however the draft Land Use Map include in OVOV illustrates areas that have been rezoned pursuant to LU-3.2.2.</i>
LU-3.2.3 pg. 76	3.2.3 Providing expanded zoning for multi-family housing;	H 1 pg.H-121 (Housing 9/2009)	<b>Objective H1:</b> Provide adequate sites at a range of densities to accommodate future housing needs.
LU-3.2.4 pg. 76	3.2.4 Providing maximum parking standards and flexible building height limitations;	C 1.2.6 pg. C-60 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.  <i>Both the Mixed Use Corridor and Mixed Use Urban Village zones have no maximum height. A maximum height of 50 feet (permitted by right) has been established for the Mixed Use Neighborhood zone which is comparable with the Community Commercial (50 ft.) and Regional Commercial (55 ft.) zones and exceeds the Neighborhood Commercial (35 ft.) zone. These heights can be exceeded with a conditional use permit.<sup>15</sup></i>

<sup>15</sup> Land Use Element pp. 57-60 (draft 8/09).

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-3.2.5 pg. 76	3.2.5 Providing density bonus programs;	LU 3.1.5 pg. L-75 (Land Use 8/09)	<b>Policy LU 3.1.5:</b> Provide adequate sites on the Land Use Map, density bonuses and other development incentives,.
LU-3.2.6 pg. 76	3.2.6 Establishing guidelines for private and public spaces;	<i>Land Use Element</i>	<i>OVOV has established numerous requirements and guidelines for the development of public and private spaces. These are described in detail in the draft Land Use Element.</i>
LU-3.2.7 pg. 76	3.2.7 Providing incentives for redevelopment of underutilized areas, such as surface parking lots;	LU 1.1.5 pg. L-70 (Land Use 8/09)	<b>Policy LU 1.1.5:</b> 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.
LU-3.2.8 pg. 76	3.2.8 Establishing a minimum pedestrian and bicycle connectivity standard;	LU 5.1.2 pg. L-80 (Land Use 8/09)	<b>Policy LU 5.1.2:</b> Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.
LU-3.2.9 pg. 76	3.2.9 Creating parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;	<b>NEW CIRC POLICY</b>	<b>NEW CIRC ELEMENT POLICY:</b> Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities wherever feasible.
LU-3.2.10 pg. 77	3.2.10 Establishing performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;	<i>None</i>	<i>OVOV has no similar language.</i>
LU-3.2.11 pg. 77	3.2.11 Discouraging auto-oriented development.	C 1 pg. C-58 (Circ 8/09)	<b>Goal C 1:</b> An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-3.3 pg. 77	<b>LU-3.3 Transit-oriented Brownfield Development:</b> The City/County will promote the development of brownfield sites and other underused or defunct properties near existing public transportation.	LU 1.2.7 pg. L-71 (Land Use 8/09)	<b>Policy LU 1.2.7:</b> 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.
LU-3.4 pg. 77	<b>LU-3.4 Public Transit Development Focus:</b> The City/County will ensure new development is designed to make public transit a viable choice for residents, including:	C 1.1.1 pg. C-58 (Circ 8/09)	<b>Policy C 1.1.1:</b> Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.
LU-3.4.1 pg. 77	<b>3.4.1</b> Locating medium-high density development near activity centers that can be served efficiently by public transit and alternative transportation modes;	LU 5.2.1 pg. L-80 (Land Use 8/09)	<b>Policy LU 5.2.1:</b> Designate higher-density residential uses in areas served by public transit and a full range of support services.
LU-3.4.2 pg. 77	<b>3.4.2</b> Locating medium-high density development near streets served by public transit whenever feasible;	LU 5.2.1 pg. L-80 (Land Use 8/09)	<b>Policy LU 5.2.1:</b> Designate higher-density residential uses in areas served by public transit and a full range of support services.
LU-3.4.3 pg. 77	<b>3.4.3</b> Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths.	C 1.2.2 pg. C-58 (Circ 8/09)	<b>Policy C 1.2.2:</b> Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.
LU-3.5 pg. 77	<b>LU-3.5 City-centered Corridors:</b> The City/County will establish city-centered corridors, directing development to existing transportation corridors.	LU 1.1 & 4.1.3 pp. L-70 & 77 (Land Use 8/09)	<b>Objective LU 1.1:</b> 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.  <b>Policy LU 4.1.3:</b> Direct business creation and expansion for larger companies within and adjacent to existing and planned business centers and major transportation corridors

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Reference	Language	Reference	Language
LU-3.6 pg. 77	<b>LU-3.6 Transit-oriented Development Design Standards:</b> The City / County will develop form-based community design standards to be applied to development projects and land use plans, using a comprehensive community outreach program, for areas designated mixed-use	LU 1.2.1 pg. L-72 (Land Use 8/09)	<b>Policy LU 1.2.1:</b> 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.
LU-3.7 pg. 77	<b>LU-3.7 Affordable Housing:</b> Affordable housing will be located in transit-oriented development whenever feasible.	C 1.2.1 pg. C-59 (Circ 8/09)	<b>Policy C 1.2.1:</b> 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.  <i>Mixed residential densities will be allowed, to permit housing alternatives at all income levels and age preferences in proximity to transit jobs, and services. Through design of the Land Use Map in consideration of circulation patterns and needs, this General Plan will result in projected traffic impacts that are less significant than the previous General Plan, which was largely based on the separation of land uses.<sup>16</sup></i>
LU-4 pg. 77	<b>Objective LU-4:</b> Promote development and preservation of neighborhood characteristics that encourage walking and bicycle riding in lieu of automobile-based travel.	LU 5.1.2 pg. L-80 (Land Use 8/09)	<b>Policy LU 5.1.2:</b> Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.

<sup>16</sup> Land Use Element, p. L-3 (draft 8/09).

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Reference	Language	Reference	Language
LU-4.1 pg. 77	<b>LU-4.1 Pedestrian-oriented Character:</b> The City/County will create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas,	LU 1.2, 2.1.3 & 5.1 pg. L-71, 74 & 80 (Land Use 8/09)	<p><b>Objective LU 1.2:</b> 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</p> <p><b>Policy LU 2.1.3:</b> 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.</p> <p><b>Objective LU 5.1:</b> Provide for alternative travel modes linking neighborhoods, commercial districts, and job centers.</p>
LU-4.1.1 pg. 78	<b>4.1.1</b> Designing or maintaining neighborhoods where the neighborhood center can be reached in approximately five minutes of walking;	<i>None</i>	<i>OVOV has no similar language, however neighborhood design is outlined in the Land Use Element in the description of Urban Residential zones.<sup>17</sup></i>
LU-4.1.2 pg. 78	<b>4.1.2</b> Increasing housing densities from the perimeter to the center of the neighborhood;	<i>None</i>	<i>OVOV has no similar policy, however the proposed Land Use Map calls for greater central densities.</i>
LU-4.1.3 pg. 78	<b>4.1.3</b> Directing retail, commercial, and office space to the center of the neighborhood;	<i>None</i>	<i>OVOV has no similar policy, however the proposed Land Use Map calls for greater central densities.</i>
LU-4.1.4 pg. 78	<b>4.1.4</b> Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling;	C 1.2.2, 1.2.3 & 7.1.7 pg. C-59 & 70 (Circ 8/09)	<p><b>Policy C 1.2.2:</b> Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.</p> <p><b>Policy C 1.2.3:</b> Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.</p> <p><b>Policy C 7.1.7:</b> Use pedestrian-oriented scale and design features in areas intended for pedestrian use.</p>

<sup>17</sup> Land Use Element pp. L-53 to L-55.

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Reference	Language	Reference	Language
LU-4.1.5 pg. 78	4.1.5 Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape;	C 1.2.6 pg. C-60 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
LU-4.1.6 pg. 78	4.1.6 Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic;	LU 3.4.9 pg. L-77 (Land Use 8/09)	<b>Policy LU 3.4.9:</b> Encourage street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing streetscape and provide pedestrian protection.
LU-4.1.7 pg. 78	4.1.7 Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel.	LU 5.1.2 pg. L-80 (Land Use 8/09)	<b>Policy LU 5.1.2:</b> Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.
LU-4.2 pg. 78	<b>LU-4.2 Pedestrian Access:</b> The City/County will ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas,	LU 5.1.2 & 7.1.7 pg. L-70, 80 (Land Use 8/09)	<b>Policy LU 5.1.2:</b> Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.  <b>Policy C 7.1.7:</b> Use pedestrian-oriented scale and design features in areas intended for pedestrian use.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-4.2.1 pg. 78	4.2.1 Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares;	C 1.2.2, 1.2.3, 1.2.5 & 1.2.7 pg. C-59, 60 (Circ 8/09)	<p><b>Policy C 1.2.2:</b> Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.</p> <p><b>Policy C 1.2.3:</b> Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.</p> <p><b>Policy C 1.2.7:</b> In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.</p> <p><b>Policy C 1.2.5:</b> In mixed use projects, require compact development and mixed uses to locate housing, workplaces, and services within walking or bicycling distance of each other.</p>
LU-4.2.2 pg. 78	4.2.2 Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures;	LU 2.1.2 pg. L-74 (Land Use 8/09)	<b>Policy LU 2.1.2:</b> 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.
LU-4.2.3 pg. 78	4.2.3 Locating schools in neighborhoods, within safe and easy walking distances of residences served;	LU 5.1.2 pg. L-80 (Land Use 8/09)	<b>Policy LU 5.1.2:</b> Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.
LU-4.2.4 pg. 78	4.2.4 For new development, primary entrances shall be pedestrian entrances, with automobile entrances and parking located to the rear;	C 3.3.6 pg. C-65 (Circ 8/09)	<b>Policy C 3.3.6:</b> In the development review process, prioritize direct pedestrian access between building entrances, sidewalks and transit stops, by placing parking behind buildings where possible, to the sides of buildings when necessary, and always away from street intersections.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-4.2.5 pg. 78	4.2.5 Support development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access;	C 7.1.5 pg. C-70 (Circ 8/09)	<b>Policy C 7.1.5:</b> 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.
LU-4.2.6 pg. 79	4.2.6 Street parking provided shall be utilized as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway;	C 2.2.6 pg. C-70 (Circ 8/09)	<b>Policy C 2.2.6:</b> Within residential neighborhoods, promote the design of “healthy streets” which may include reduced pavement width, shorter block length, provision of on-street parking, traffic-calming devices, bike routes and pedestrian connectivity, landscaped parkways, and canopy street trees.
LU-4.2.7 pg. 79	4.2.7 Establish pedestrian and bicycle connectivity standards for new development, with block sizes between 1 and 2 acres;	C 1.2.2 pg. C-59 (Circ 8/09)	<b>Policy C 1.2.2:</b> Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.
LU-4.2.8 pg. 79	4.2.8 For existing areas that do not meet established connectivity standards, prioritize the physical development of pedestrian connectors;	C 7.1.2 pg. C-75 (Circ 8/09)	<b>Policy C 7.1.2:</b> 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.
LU-4.2.9 pg. 79	4.2.9 Prioritizing grade-separated bicycle / pedestrian crossings where appropriate to enhance connectivity or overcome barriers such as freeways, railways and waterways.	C 1.1.12 pg. C-60 (Circ 8/09)	<b>Policy C 1.1.12:</b> Implement recommendations of the City’s Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.
LU-5 pg. 79	<b>Objective LU-5:</b> Review fee structures and other opportunities to provide financial and administrative incentives to support desired land uses, development patterns, and alternative modes of transportation.	<b>NEW LU POLICY</b>	<b>NEW LAND USE ELEMENT POLICY:</b> Evaluate fee schedules on an ongoing basis to determine fee incentives to attract development
LU-5.1 pg. 79	<b>LU-5.1 Developer Fees:</b> The City/County will promote desired land uses by scaling developer fees based on desired criteria	<i>None</i>	<i>OVOV has no similar language.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-5.1.1 pg. 79	5.1.1 Increasing or reducing fees proportionally with distance from the city center or preferred transit sites;	<i>None</i>	<i>OVOV has no similar language.</i>
LU-5.1.2 pg. 79	5.1.2 Increasing or reducing fees based on the degree to which mixed uses are incorporated into the project;	<i>None</i>	<i>OVOV has no similar language.</i>
LU-5.1.3 pg. 79	5.1.3 Reducing fees for creative re-use of brownfield sites;	<i>None</i>	<i>OVOV has no similar language.</i>
LU-5.1.4 pg. 79	5.1.4 Increasing fees for the use of greenfield sites.	<i>None</i>	<i>OVOV has no similar language.</i>
LU-5.2 pg. 79	<b>LU-5.2 Administrative Fees and Streamlining:</b> The City/County will provide fast-track permitting and reductions in processing fees for desired projects. The City/County will research and implement a program of incentives for development projects that are fully consistent with the Sustainable Communities Strategy / Regional Plan.	<i>None</i>	<i>OVOV has no similar language.</i>
LU-5.3 pg. 79	<b>LU-5.3 Incentives and Loans:</b> The City/County will provide incentive funding and/or infrastructure loans to support desired projects.	<i>None</i>	<i>OVOV has no similar language.</i>
LU-5.4 pg. 79	<b>LU-5.4 Infrastructure Preference:</b> The City/County will give preference for infrastructure improvements that support or enhance desired land uses and projects.	<i>None</i>	<i>OVOV has no similar language.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
LU-6 pg. 79	<b>Objective LU-6:</b> The City/County will mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.	LU 7.1.1 pg. L-99 (Land Use 8/09) CO 3.1.8 & 8.1.3.d pg. CO-95, 106 (Con/OS 8/09)	<b>Policy LU 7.1.1:</b> Require shade trees within parking lots and adjacent to buildings to reduce the heat island effect, in consideration of Fire Department fuel modification restrictions.  <b>Policy CO 3.1.8:</b> On development sites, require tree planting to provide habitat and shade to reduce the heat island effect caused by pavement and buildings.  d. Encourage mitigation of the “heat island” effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning.
LU-6.1 pg. 80	<b>LU-6.1 Hardscape Heat Gain:</b> The City/County will reduce heat gain from pavement and other hardscaping,	LU 7.1.1 pg. L-99 (Land Use 8/09) CO 3.1.8 & 8.1.3.d pg. CO-95, 106 (Con/OS 8/09)	<b>Policy LU 7.1.1:</b> Require shade trees within parking lots and adjacent to buildings to reduce the heat island effect, in consideration of Fire Department fuel modification restrictions.  <b>Policy CO 3.1.8:</b> On development sites, require tree planting to provide habitat and shade to reduce the heat island effect caused by pavement and buildings.  d. Encourage mitigation of the “heat island” effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning.
LU-6.1.1 pg. 80	<b>6.1.1</b> Reduce street rights-of-way and pavement widths to pre-World War II widths (typically 22 to 34 feet for local streets, and 30 to 35 feet for collector streets, curb to curb), unless landscape medians or parkway strips are allowed in the center of roadways;	None	<i>OVOV has no similar language. Local emergency services have been resistant to allowing a policy similar to LU 6.1.1.</i>
LU-6.1.2 pg. 80	<b>6.1.2</b> Reinstate the use of parkway strips to allow shading of streets by trees;	CO 3.5.1 pg. CO-97 (Con/OS 8/09)	<b>Policy CO 3.5.1:</b> Continue to plant and maintain trees on public lands and within the public right-of-way to provide shade and walkable streets, incorporating measures to ensure that roots have access to oxygen at tree maturity, such as use of porous concrete.



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Reference	Language	Reference	Language
LU-6.1.3 pg. 80	6.1.3 Include shade trees on south- and west-facing sides of structures;	CO 8.3.6 pg. CO-108 (Con/OS 8/09)	<b>Policy CO 8.3.6:</b> Require new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs, shade trees and paving materials.
LU-6.1.4 pg. 80	6.1.4 Include low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas;	CO 4.1.3 pg. CO-87 (Con/OS 8/09)	<b>Policy CO 4.1.3:</b> Require low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turf-grass.
LU-6.1.5 pg. 80	6.1.5 Install cool roofs, green roofs, and use cool paving for pathways, parking, and other roadway surfaces;	CO 8.1.3.d pg. CO-106 (Con/OS 8/09)	d. Require mitigation of the “heat island” effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning.
LU-6.1.6 pg. 80	6.1.6 Establish standards that provide for pervious pavement options;	CO 4.3 pg. CO-100 (Con/OS 8/09)	<b>Objective CO 4.3:</b> Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source.
LU-6.1.7 pg. 80	6.1.7 Remove obstacles to xeriscaping, edible landscaping and low-water landscaping.	None	<i>OVOV has no similar language.</i>
CAPCOA – Transportation Policies		OVOV	
Reference	Language	Reference	Language
TR-1 pg. 81	<b>Objective TR-1:</b> The City/County will reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that will require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.	CO 8.1 pg. CO-92 (Con/OS 8/09)	<b>Objective CO 8.1:</b> Comply with the requirements of State law, including AB 32, SB 375 and implementing regulations, to reach targeted reductions of greenhouse gas (GHG) emissions.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-1.1 pg. 81	<b>TR-1.1 Transportation Planning:</b> The City/County will ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.	C 1.1.12 pg. C-60 (Circ 8/09)	<b>Policy C 1.1.12:</b> Implement recommendations of the City’s Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.
TR-1.1.1 pg. 81	<b>TR-1.1.1 Project Selection:</b> The City / County shall give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.	None	<i>OVOV has no similar policy. Refer to the Highway Plan Map. OVOV does not call for any new roads in the rural areas. Some roads are actually scheduled for removal.</i>
TR-1.1.2 pg. 81	<b>TR-1.1.2 Equal Pedestrian Access:</b> The City / County shall include sidewalks, separated sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.	None	<i>OVOV has no similar policy, however all but two of the standard roadway cross sections (excluding Rural Major and Rural Secondary Highway) included in the draft Circulation element require a sidewalk<sup>18</sup>.</i>
TR-1.1.3 pg. 81	<b>TR-1.1.3 Public Involvement:</b> Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.	None	<i>OVOV has no similar language, however the City’s Traffic, CIP and Transit Divisions regularly engage the public on all transportation and circulation improvement projects.</i>
TR-1.2 pg. 81	<b>TR-1.2 System Interconnectivity:</b> The City/County will create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, carsharing, bicycling and walking.	C 1 pg. C-58 (Circ 8/09)	<b>Goal C 1:</b> An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms to regional plans.

<sup>18</sup> Circulation Element pp. C-28 to C-34 (draft 8/09).

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-1.2.1 pg. 81	1.2.1 Ensure transportation centers are multi-modal to allow transportation modes to intersect	C 1.1.6 pg. C-59 (Circ 8/09)	<b>Policy C 1.1.6:</b> Ensure multi-modal travel through provision of adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations.
TR-1.2.2 pg. 81	1.2.2 Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail;	C 1.1.1 pg. C-59 (Circ 8/09)	<b>Policy C 1.1.1:</b> Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.
TR-1.2.3 pg. 81	1.2.3 To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges;	<i>None</i>	<i>OVOV has no similar language, however existing local bus service operates generally from as early as 5 AM to as late as 11 PM. The City is constantly evaluating demand and making adjustments to service provision.<sup>19</sup></i>
TR-1.2.3A pg. 82	1.2.3A Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations;	C 5.3.1 pg. C-68 (Circ 8/09)	<b>Policy C 5.3.1:</b> 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.
TR-1.2.4 pg. 82	1.2.4 Coordinate schedules and routes across service lines with neighboring transit authorities;	C 1.1.3 pg. C-58 (Circ 8/09)	<b>Policy C 1.1.3:</b> 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.
TR-1.2.5 pg. 82	1.2.5 Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles);	<i>None</i>	<i>OVOV has no similar language.</i>
TR-1.2.6 pg. 82	1.2.6 Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so;	<i>None</i>	<i>OVOV has no similar policy. The City will continue to analyze transit fees as a part of the Regional Transportation Plan analysis.</i>

<sup>19</sup> Schedules for Santa Clarita Transit are available at <http://www.santaclaritatransit.com/Index.aspx?page=3>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-1.2.7 pg. 82	1.2.7 Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management should be considered where needed to reduce conflicts between transit vehicles and other vehicles;	C 5.1.6 & C 1.1.8 pp. C-67 & 59 (Circ 8/09)	Policy 5.1.6: Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.
			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.
TR-1.2.8 pg. 82	1.2.8 Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets;	C 1.1.7 & C 1.2.8 pp. C-59 & 60 (Circ 8/09)	<p>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.</p> <p>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.</p>
TR-1.2.9 pg. 82	1.2.9 Use park-and-ride facilities to access transit stations only at ends of regional transit-ways or where adequate feeder bus service is not feasible.	None	<i>OVOV has no similar policy. Although the Circulation Element does discuss park-and-ride facilities at length, the intent of OVOV is to expand the number of park-and-rides throughout the planning area whereas the intent of TR-1.2.9 seems to be to limit them.</i>
TR-1.3 pg. 82	<b>TR-1.3 Transit System Infrastructure:</b> The City/County will upgrade and maintain transit system infrastructure to enhance public use,	See Below	See Below.
TR-1.3.1 pg. 82	1.3.1 Ensure transit stops and bus lanes are safe, convenient, clean and efficient;	C 5.2 pg. C-67 (Circ 8/09)	<b>Objective C 5.2:</b> Maximize the accessibility, safety, convenience, and appeal of transit stops.
TR-1.3.2 pg. 82	1.3.2 Ensure transit stops have clearly marked street-level designation, and are accessible;	C 5.2.4 pg. C-67 (Circ 8/09)	<b>Policy C 5.2.4:</b> Enhance way-finding signage along walkways and paseos to direct pedestrians to transit stops.

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Reference	Language	Reference	Language
TR-1.3.3 pg. 82	1.3.3 Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate;	C 5.2.2 pg. C-67 (Circ 8/09)	<b>Policy C 5.2.2:</b> 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.
TR-1.3.4 pg. 82	1.3.4 Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.	<i>None</i>	<i>OVOV has no similar policy that requires transit stations at intervals of three to four blocks., however Policy 5.1.4 does require a bus stop to be placed within ¼ mile of residential neighborhoods.</i>
TR-1.4 pg. 82	<b>TR-1.4 Customer Service:</b> The City/County will enhance customer service and system ease-of-use,	<i>None</i>	<i>OVOV has no similar language, however the City Council adopted the Transit Development Plan (TDP) in 2006. Several of the programs included in the TDP involve maximizing customer convenience to enhance ridership.</i>
TR-1.4.1 pg. 83	1.4.1 Develop a Regional Pass system to reduce the number of different passes and tickets required of system users;	<i>None</i>	<i>OVOV has no similar language, however the City Council adopted the Transit Development Plan (TDP) in 2006. One of the programs included in the TDP which currently in the implementation process is the Transit Access Pass (TAP) program. This program will replace all existing passes into a single, paperless system. For more information visit the City of Santa Clarita’s Transit website at <a href="http://santaclarita.taptogo.net/main.php?cn=santaclarita">http://santaclarita.taptogo.net/main.php?cn=santaclarita</a>.</i>
TR-1.4.2 pg. 83	1.4.2 Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service);	<i>None</i>	<i>OVOV has no similar language, however the City Council adopted the Transit Development Plan (TDP) in 2006. Several of the programs included in the TDP involve maximizing customer convenience to enhance ridership. A system of real-time, GPS based transit information similar to that described in TR-1.4.1 is currently being evaluated by the City.</i>
TR-1.4.3 pg. 83	1.4.3 Investigate the feasibility of an on-line trip planning program.	<i>None</i>	<i>OVOV has no similar policy, however the City of Santa Clarita Transit Division currently operates an on-line trip planning program.<sup>20</sup></i>

<sup>20</sup> The Trip Planner is available on the City of Santa Clarita’s Transit Division website at <http://www.santaclaritatransit.com/Index.aspx?page=27>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-1.5 pg. 83	<b>TR-1.5 Transit Funding:</b> The City/County will prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation,	<i>None</i>	<i>OVOV has no similar policy that prioritizes funding to support transit over passenger vehicles, however Policy C 1.1.9 would incorporate funding for all modes of transportation in the capital improvement program, and seek funding from all available sources for multi-modal system development.</i>
TR-1.5.1 pg. 83	<b>1.5.1</b> Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic;	<i>None</i>	<i>OVOV has no similar language. It is inappropriate given the gaps in the existing right-of-way infrastructure to place public transit improvements as a higher priority in all cases than automobile traffic.</i>
TR-1.5.2 pg. 83	<b>1.5.2</b> Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.	<i>None</i>	<i>OVOV has no similar language, however all cities in California will be subject to the priorities established by SB 375 for funding transportation projects.</i>
TR-1.6 pg. 83	<b>TR-1.6 Transit and Multimodal Impact Fees:</b> The City/County will assess transit and multimodal impact fees on new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.	<b>C 5.4.1 pg. C-68 (Circ 8/09)</b>	<b>Policy C 5.4.1:</b> 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.
TR-2 pg. 83	<b>Objective TR-2:</b> The City/County will implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.	<b>C 2.1 pg. C-61 (Circ 8/09)</b>	<b>Objective C 2.1:</b> 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.
TR-2.1 pg. 83	<b>TR-2.1 System Monitoring:</b> The City/County will monitor traffic and congestion to determine when and where the city needs new transportation facilities in order to increase access and efficiency.	<b>C 1.2 pg. C-59 (Circ 8/09)</b>	<b>Objective C 1.2:</b> Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.
TR-2.2 pg. 83	<b>TR-2.2 Arterial Traffic Management:</b> The City/County will modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/ preemption where necessary.	<b>C 5.1.6 &amp; C 1.1.8 pp. C-67 &amp; 59</b>	<b>Policy 5.1.6:</b> Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
		(Circ 8/09)	<b>Policy C 1.1.8:</b> 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.
<b>TR-2.3 pg. 83</b>	<b>TR-2.3 Signal Synchronization:</b> The City/County will expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.	<b>C 3.2.2 pg. C-65 (Circ 8/09)</b>	<b>Policy C 3.2.2:</b> Continue to enhance signal timing and synchronization to allow for free traffic flow, minimizing idling and vehicle emissions.
<b>TR-2.4 pg. 84</b>	<b>TR-2.4 HOV Lanes:</b> The City/County will encourage the construction of high occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.	<i>None</i>	<i>OVOV has no similar language.</i>
<b>TR-2.5 pg. 84</b>	<b>TR-2.5 Delivery Schedules:</b> The City/County will establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.	<i>None</i>	<i>OVOV has no similar language. However, the City does require all heavy commercial vehicles to receive a permit prior to entering or travelling through the City.</i>
<b>TR-3 pg. 84</b>	<b>Objective TR-3:</b> The City/County will reduce VMT related-emissions by implementing and supporting trip reduction programs.	<b>C 3 pg. C-64 (Circ 8/09)</b>	<b>Goal C 3:</b> Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-3.1 pg. 84	TR-3.1 Ride-Share Programs: The City/County will promote ride sharing programs,	C 3.3.4, 3.1.4 & 3.1.5 pg. C-65 (Circ 8/09)	<p><b>Policy C 3.3.4:</b> Within transit-oriented development projects, consider providing incentives such as higher floor area ratio and/or lower parking requirements for commercial development that provides transit and ride-share programs.</p> <p><b>Policy C 3.1.4:</b> Promote the use of employee incentives to encourage alternative travel modes to work.</p> <p><b>Policy C 3.1.5:</b> Promote the use of van pools, car pools, and shuttles to encourage trip reduction.</p>
TR-3.1.1 pg. 84	3.1.1 Designate a certain percentage of parking spaces for ride-sharing vehicles;	None	<i>OVOV has no similar language.</i>
TR-3.1.2 pg. 84	3.1.2 Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles;	None	<i>OVOV has no similar language.</i>
TR-3.1.3 pg. 84	3.1.3 Provide a web site or message board for coordinating shared rides;	None	<i>OVOV has no similar policy. However, the City of Santa Clarita's Environmental Services Division currently maintains rideshare information on its website: <a href="http://www.santa-clarita.com/cityhall/cmo/environment/get_involved_environmental.asp">http://www.santa-clarita.com/cityhall/cmo/environment/get_involved_environmental.asp</a></i>
TR-3.1.4 pg. 84	3.1.4 Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit;	None	<i>OVOV has no similar language.</i>
TR-3.1.5 pg. 84	3.1.5 Hire or designate a rideshare coordinator to develop and implement ridesharing programs.	None	<i>OVOV has no similar language. However, a regular, full-time employee position is maintained in the City's Environmental Services Division to coordinate both in-house and community wide ride sharing programs.</i>



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-3.2 pg. 84	TR-3.2 Employer-based Trip Reduction: The City/County will support voluntary, employer-based trip reduction programs,	C 3.1, 3.1.2, 3.1.4, 3.1.5 pg. C-64 & 65 (Circ 8/09)	<p><b>Objective C 3.1:</b> Promote the use of travel demand management strategies to reduce vehicle trips.</p> <p><b>Policy C 3.1.2:</b> Promote home-based businesses and live-work units as a means of reducing home-to-work trips.</p> <p><b>Policy C 3.1.4:</b> Promote the use of employee incentives to encourage alternative travel modes to work.</p> <p><b>Policy C 3.1.5:</b> Promote the use of van pools, car pools, and shuttles to encourage trip reduction.</p>
TR-3.2.1 pg. 84	3.2.1 Provide assistance to regional and local ridesharing organizations;	None	<i>OVOV has no similar language. OVOV has no similar language. However, a regular, full-time employee position is maintained in the City's Environmental Services Division to coordinate both in-house and community wide ride sharing programs.</i>
TR-3.2.2 pg. 84	3.2.2 Advocate for legislation to maintain and expand incentives for employer ridesharing programs;	None	<i>OVOV has no similar language.</i>
TR-3.2.3 pg. 84	3.2.3 Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes;	None	<i>OVOV has no similar language, however the City of Santa Clarita Municipal Code Section 17.14.050.H.5 requires all development in Commercial and Industrial zones with 50 or more employees develop a Transportation Development Management Plan.</i>
TR-3.2.4 pg. 84	3.2.4 Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.	None	<i>OVOV has no similar language.</i>

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Reference	Language	Reference	Language
TR-3.3 pg. 84	<b>TR-3.3 Ride Home Programs:</b> The City/County will implement a city/county wide “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.	<i>None</i>	<i>OVOV has no similar policy, however the draft Circulation Element (August, 2009), page 36, discusses the concept of “Travel Demand Management”(TDM) at length. The discussion contains a number of examples of TDM programs include “Guaranteed Ride Home programs for employees who use alternative travel modes to work”.</i>
TR-3.4 pg. 85	<b>TR-3.4 Local Area Shuttles:</b> The City/County will encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.	<b>C 5 pg. C-64 (Circ 8/09)</b>	<b>Goal C 5:</b> Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley. <sup>21</sup>
TR-3.4.1 pg. 85	<b>3.4.1</b> The City/County will create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers;	<b>C 5 pg. C-64 (Circ 8/09)</b>	<b>Goal C 5:</b> Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley.
TR-3.4.2 pg. 85	<b>3.4.2</b> The City/County will work with existing shuttle service providers to coordinate their services.	<i>None</i>	<i>OVOV has no similar policy, however the City currently contracts with a private organization to provide all bus-related transit services.<sup>22</sup></i>
TR-3.5 pg. 85	<b>TR-3.5 Low- and No-Travel Employment Opportunities:</b> The City/County will facilitate employment opportunities that minimize the need for private vehicle trips.	<b>C 1.2.1 pg. C-65 (Circ 8/09)</b>	<b>Policy C 1.2.1:</b> 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.
TR-3.5.1 pg. 85	<b>3.5.1</b> Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations;	<i>None</i>	<i>OVOV has no similar policy, however the UR4 and UR5 zones are proposed to include live work units.<sup>23</sup></i>
TR-3.5.2 pg. 85	<b>3.5.2</b> Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.	<b>C 3.1.3 pg. C-70 (Circ 8/09)</b>	<b>Policy C 3.1.3:</b> Promote the use of flexible work schedules and telecommuting to reduce home to work trips.

<sup>21</sup> The City currently operates a fixed route and dial-a-ride bus service to destinations throughout the Santa Clarita Valley. Ridership has increased almost 600% since 1991. Services are described in the Circulation Element (draft 8/09), pages C-42 through C-45.

<sup>22</sup> Services are described in the Circulation Element (draft 8/09), pages C-42 through C-45.

<sup>23</sup> Land Use Element (draft 8/09) pg LU-55.

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Reference	Language	Reference	Language
TR-3.6 pg. 85	<b>TR-3.6 Congestion Pricing:</b> Advocate for a regional, market-based system to price or charge for auto trips during peak hours	<i>None</i>	<i>OVOV has no similar language.</i>
TR-4 pg. 85	<b>Objective TR-4:</b> The City/County will support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.	C 6 pg. C-74 (Circ 8/09)	<b>Goal C 6:</b> A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use and utilitarian travel, connecting communities and the region.
TR-4.1 pg. 85	<b>TR-4.1 Development Standards for Bicycles:</b> The City/County will establish standards for new development and redevelopment projects to support bicycle use.	C 6.1 pg. C-74 (Circ 8/09)	<b>Objective C 6.1:</b> Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make cycling an attractive and feasible mode of transportation. <sup>24</sup>
TR-4.1.1 pg. 85	<b>4.1.1</b> Amending the Development Code to include standards for safe pedestrian and bicyclist accommodations.	C 1.1.1 pg. C-59 (Circ 8/09)	<b>Policy C 1.1.1:</b> Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.
TR-4.1.1.1 pg. 85	<b>4.1.1.1</b> “Complete Streets” policies that foster equal access by all users in the roadway design	C 1.1 pg. C-59 (Circ 8/09)	<b>Objective C 1.1:</b> Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.
TR-4.1.1.2 pg. 85	<b>4.1.1.2</b> Bicycle and pedestrian access internally and in connection to other areas through easements;	C 1.2.8 & 6.1.3 pp. C-65, 75 (Circ 8/09)	<b>Policy C 1.2.8:</b> 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.  <b>Policy C 6.1.3:</b> Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.

<sup>24</sup> The City Council of the City of Santa Clarita adopted the *Non-Motorized Master Plan* in 2008.

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Reference	Language	Reference	Language
TR-4.1.1.3 pg. 85	4.1.1.3 Safe access to public transportation and other non-motorized uses through construction of dedicated paths;	C 1.1.1 & 1.1.7 pp. C-64 (Circ 8/09)	<b>Policy C 1.1.1:</b> Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.  <b>Policy C 1.1.7:</b> Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.
TR-4.1.1.4 pg. 86	4.1.1.4 Safe road crossings at major intersections, especially for school children and seniors;	<i>None</i>	<i>OVOV has no similar policy, however the safety mechanisms and procedures currently used by the City are identified in the Circulation Element, page C-56 (draft 8/09).</i>
TR-4.1.1.5 pg. 86	4.1.1.5 Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas;	C 1.1.6 pp. C-64 (Circ 8/09)	<b>Policy C 1.1.6:</b> Ensure multi-modal travel through provision of adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations. <sup>25</sup>
TR-4.1.1.6 pg. 86	4.1.1.6 Street standards will include provisions for bicycle parking within the public right of way	C 5.2.5 pp. C-74 (Circ 8/09)	<b>Policy C 5.2.5:</b> 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.
TR-4.1.2 pg. 86	4.1.2 Require new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use.	C 6.2.1 pp. C-75 (Circ 8/09)	<b>Policy C 6.2.1:</b> 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.

<sup>25</sup> Note that UDC Section 17.18.105 currently requires on-site bicycle parking for all commercial, office, industrial and multi-family uses.

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Reference	Language	Reference	Language
TR-4.1.2.1 pg. 86	4.1.2.1 Construction of weatherproof bicycle facilities where feasible, and at a minimum, bicycle racks or covered, secure parking near the building entrances;	C 6.2.1 pp. C-75 (Circ 8/09)	<b>Policy C 6.2.1:</b> 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.
TR-4.1.2.2 pg. 86	4.1.2.2 Provision and maintenance of changing rooms, lockers, and showers at large employers or employment centers.	C 3.1.6 pp. C-70 (Circ 8/09)	<b>Policy C 3.1.6:</b> Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work. <sup>26</sup>
TR-4.1.3 pg. 86	4.1.3 Prohibit projects that impede bicycle and pedestrian access, such as large parking areas that cannot be safely crossed by non-motorized vehicles, and developments that block through access on existing or potential bicycle and pedestrian routes	C 7.1.5 pp. C-76 (Circ 8/09)	<b>Policy C 7.1.5:</b> 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.
TR-4.1.4 pg. 86	4.1.4 Encourage the development of bicycle stations at intermodal hubs, with attended or “valet” bicycle parking, and other amenities such as bicycle rental and repair, and changing areas with lockers and showers;	C 5.2.5 pp. C-74 (Circ 8/09)	<b>Policy C 5.2.5:</b> 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. <i>OVOV has no similar language regarding “valet” parking, bicycle rental and repair.</i>

<sup>26</sup> Consider adding Metrolink or multi-modal hubs to the potential locations of shower facilities.

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Reference	Language	Reference	Language
TR-4.1.5 pg. 86	4.1.5 Conduct a connectivity analysis of the existing bikeway network to identify gaps, and prioritize bikeway development where gaps exist.	<i>None</i>	<i>OVOV has no similar policy, however within the Santa Clarita Valley, four gaps in the inter-jurisdictional bikeway network were identified by the Metro plan. These are summarized in Table C-4. Funds are available from the Bicycle Transportation Account program to help improve bicycle facilities, provided local agencies have adopted Bicycle Transportation Plans. The City of Santa Clarita’s Non-Motorized Transportation Plan will fulfill this funding requirement.<sup>27</sup> The Non-Motorized Master Plan also examines gaps within the City and identifies strategies to fill them.</i>
TR-4.2 pg. 86	<b>TR-4.2 Bicycle and Pedestrian Trails:</b> The City/County will establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.		<b>Policy C 1.1.7:</b> Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.
TR-4.3 pg. 86	<b>R-4.3 Bicycle Safety Program:</b> The City/County will develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.	<i>None</i>	<i>OVOV has no similar policy, however the City currently implements the Safe Routes to School program and a Share the Road program for bicycle safety.</i>
TR-4.4 pg. 86	<b>TR-4.4 Bicycle and Pedestrian Project Funding:</b> The City/County will pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects, including, as appropriate.	<i>None</i>	<i>OVOV has no similar language, however the City’s Non-Motorized Master Plan seeks to acquire funding for all potential non-motorized improvements. The City will continue to pursue regional funding for area wide transportation projects..</i>
TR-4.4.1 pg. 87	4.4.1 Apply for regional, State, and federal grants for bicycle and pedestrian infrastructure projects;	<i>None</i>	<b>NEW CIRC ELEMENT POLICY:</b> Apply for regional, State, and federal grants for bicycle and pedestrian infrastructure projects
TR-4.4.2 pg. 87	4.4.2 Establish development exactions and impact fees to fund bicycle and pedestrian facilities;	<i>None</i>	<i>OVOV has no similar language, however the City currently collects Bridge and Thoroughfare fees on new development. These fees pay for right-of-way improvements including bike paths.</i>

<sup>27</sup> Circulation Element, p. C-52 (draft 8/09).

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Reference	Language	Reference	Language
TR-4.4.3 pg. 87	4.4.3 Use existing revenues, such as state gas tax subventions, sales tax funds, and general fund monies for projects to enhance bicycle use and walking for transportation.	None	<i>OVOV has no similar language, however the City currently uses these types of funds to enhance bicycle use and walking transportation.</i>
TR-4.5 pg. 87	<b>TR-4.5 Bicycle Parking:</b> Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10% of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments ( <i>suggestion: check language with League of American Bicyclists</i> ).	C 6.2.1 pp. C-75 (Circ 8/09)	<p><b>Policy C 6.2.1:</b> 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.</p> <p>The current City of Santa Clarita Municipal Code Section 17.18.105 defines the requirement for bicycle parking as follows:</p> <p><u>Retail/Commercial Uses:</u> 1 space per each 25 vehicle parking stalls</p> <p><u>Office Uses:</u> 1 space per each 30 vehicle parking stalls</p> <p><u>Industrial Uses:</u> 1 space per each 40 vehicle parking stalls</p> <p><u>Multifamily Residential Uses:</u> 1 space per each 5 residential units</p>
TR-5 pg. 87	<b>Objective TR-5:</b> The City/County will establish parking policies and requirements that capture the true cost of private vehicle use and support alternative modes of transportation.	None	<i>OVOV has no similar language.</i>
TR-5.1 pg. 87	<b>TR-5.1 Parking Policy:</b> The City/County will adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation,	None	<i>OVOV has no similar language.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-5.1.1 pg. 87	5.1.1 Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;	None	OVOV has no similar language.
TR-5.1.2 pg. 87	5.1.2 Eliminate or reduce minimum parking requirements for new buildings;	None	OVOV has no similar language.
TR-5.1.3 pg. 87	5.1.3 “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);	C 1.2.6 pg. C-60 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
TR-5.1.4 pg. 87	5.1.4 Use parking pricing to discourage private vehicle use, especially at peak times;	None	OVOV has no similar policy, however the Circulation Element does address using pricing strategies on pages C-39 and C-40.
TR-5.1.5 pg. 87	5.1.5 Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;	NEW LU POLICY	<b>NEW LAND USE ELEMENT POLICY:</b> Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities wherever feasible;
TR-5.1.6 pg. 87	5.1.6 Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;	NEW LU POLICY	<b>NEW LAND USE ELEMENT POLICY:</b> Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times wherever feasible.
TR-5.1.7 pg. 87	5.1.7 Encourage shared parking programs in mixed-use and transit-oriented development areas.	C 1.2.6 pp. C-65 (Circ 8/09)	<b>Policy C 1.2.6:</b> Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.
TR-5.2 pg. 88	<b>TR-5.2 Event Parking Policies:</b> The City/County will establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events	None	OVOV has no similar language, however the City provides coordinated parking and shuttle services as needed for all major events.
TR-5.2.1 pg. 88	5.2.1 Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;	None	OVOV has no similar language.
TR-5.2.2 pg. 88	5.2.2 Encourage special event center operators to advertise and offer discounted transit passes with event tickets;	NEW CIRC POLICY	<b>NEW CIRC ELEMENT POLICY:</b> Encourage special event center operators to advertise and offer discounted transit passes with event tickets



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-5.2.3 pg. 88	5.2.3 Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking;	NEW CIRC POLICY	NEW CIRC ELEMENT POLICY: Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking
TR-5.2.4 pg. 88	5.2.4 Promote the use of bicycles by providing space for the operation of valet bicycle parking service.	None	OVOV has no similar language.
TR-5.3 pg. 88	TR-5.3 Parking “Cash-out” Program: The City/County will require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.	None	OVOV has no similar language.
TR-5.4 pg. 88	TR-5.4 Electric/Alternative Fuel Vehicle Parking: The City/County will require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.	NEW LU POLICY	NEW LAND USE ELEMENT POLICY: The City/County will encourage new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.
TR-6 pg. 88	Objective TR-6: The City/County will support and promote the use of low- and zero-emission vehicles, and alternative fuels, and other measures to directly reduce emissions from motor vehicles.	C 3.2.3 pp. C-71 (Circ 8/09)	Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.
TR-6.1 pg. 88	TR-6.1 Low and Zero Emission Vehicles: The City/County will support and promote the use of low- and zero-emission vehicles,	C 3.2.3 pp. C-71 (Circ 8/09)	Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
TR-6.1.1 pg. 88	6.1.1 Develop the necessary infrastructure to encourage the use of zero-emission vehicles and clean alternative fuels, such as development of electric vehicle charging facilities and conveniently located alternative fueling stations;	C 3.2.3 pp. C-71 (Circ 8/09)	Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.
TR-6.1.2 pg. 88	6.1.2 Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV);	C 3.2.3 pp. C-71 (Circ 8/09)	Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.
TR-6.1.3 pg. 88	6.1.3 Encourage transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes;	CO 8.2.7 pp. CO-107 (Con/OS 8/09)	Policy CO 8.2.7: Support the use of sustainable alternative fuel vehicles for machinery and fleets, where practical, by evaluating fuel sources, manufacturing processes, maintenance costs and vehicle lifetime use.
TR-6.1.4 pg. 89	6.1.4 Establish incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.	None	OVOV has no similar language.
TR-6.2 pg. 89	TR-6.2 Vehicle Idling: The City/County will enforce State idling laws for commercial vehicles, including delivery and construction vehicles.	None	OVOV has no similar language, however the Los Angeles County Sheriff's Department is currently enforcing the existing State idling regulations.
CAPCOA – Energy Efficiency Policies <sup>28</sup>		OVOV	
Reference	Language	Reference	Language
EE-1 pg. 90	Objective EE-1 The City/County will establish green building requirements and standards for new development and redevelopment projects, and will work to provide incentives for green building practices and remove barriers that impede their use.	CO 8.1.3 pg. CO-92 (Con/OS 8/09)	Policy CO 8.1.3: Revise codes and ordinances as needed to address energy conservation.0

<sup>28</sup> The new California Green Building Standards Code Sections 406, 503, 504, and 511 deal with energy efficiency. Many of these sections may become mandatory in 2011.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-1.1 pg. 90	<b>EE-1.1 Green Building Ordinance:</b> The City/County will adopt a Green Building Ordinance that requires new development and redevelopment projects for both residential and commercial buildings to incorporate sufficient green building methods and techniques to qualify for the equivalent of a current LEED Certified rating, GreenPoints, or equivalent rating system.	CO 8.1.3.a pg. CO-93 (Con/OS 8/09)	a. Strengthen building codes for new construction and renovation to achieve a higher level of energy efficiency, with a goal of exceeding energy efficiency beyond that required by Title 24;
EE-1.2 pg. 90	<b>EE-1.2 Green Building Flexibility:</b> The City/County will allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices.	<i>None</i>	<i>OVOV has no similar language, however OVOV generally requires increased building heights throughout the planning area although not as an incentive for green building projects.</i>
EE-1.3 pg. 90	<b>EE-1.3 Green Building Barriers:</b> The City/County will identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and will ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.	CO 8.1.3.b & CO 8.2.12 pg. CO-93 & 94 (Con/OS 8/09)	b. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives  <b>Policy CO 8.2.12:</b> Provide ongoing training to appropriate City employees on sustainable planning, building, and engineering practices.
EE-1.4 pg. 90	<b>EE-1.4 Green Building Incentives:</b> The City/County will support the use of green building practices	CO 8.1.3.b & CO 8.3.10 pg. CO-93 & 95 (Con/OS 8/09)	b. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives;  <b>Policy CO 8.3.10:</b> Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-1.4.1 pg. 90	1.4.1 Providing information, marketing, training, and technical assistance about green building practices;	CO 8.1.4 & CO 8.1.5 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.1.4:</b> Provide information and education to the public about energy conservation and local strategies to address climate change.  <b>Policy CO 8.1.5:</b> Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities.
EE-1.4.2 pg. 90	1.4.2 Establishing guidelines for green building practices in residential and commercial development;	CO 8.1.3.b pg. CO-93 (Con/OS 8/09)	b. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives;
EE-1.4.3 pg. 90	1.4.3 Providing financial incentives, including reduction in development fees, administrative fees, and expedited permit processing for projects that use green building practices.	OC 8.1.1.e & CO 8.3.10 pg. CO-92 & 95 (Con/OS 8/09)	e. Allocation of funding and staffing for Plan implementation;  <b>Policy CO 8.3.10:</b> Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.
EE-2 pg. 90	<b>Objective EE-2</b> The City/County will establish policies and standards to increase energy efficiency at new developments.	CO 8.1.3.a pg. CO-93 (Con/OS 8/09)	a. Strengthen building codes for new construction and renovation to achieve a higher level of energy efficiency, with a goal of exceeding energy efficiency beyond that required by Title 24;
EE-2.1 <sup>29</sup> pg. 90	<b>EE-2.1 Improved Building Standards:</b> The City/County will adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by state law.	CO 8.1.3.a & CO 4.1.1 pp. CO-93 & 86 (Con/OS 8/09)	a. Strengthen building codes for new construction and renovation to achieve a higher level of energy efficiency, with a goal of exceeding energy efficiency beyond that required by Title 24;  <b>Policy CO 4.1.1:</b> In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.

<sup>29</sup> Items contained in EE-2.1 seem too specific for General Plan use. These appear to be more appropriate for either a green building program or a Climate Action Plan.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-2.1.1 pg. 91	2.1.1 Standards for the installation of “cool roofs”;	CO 8.1.3.d & CO 8.2.9 pp. CO-93 & 94 (Con/OS 8/09)	d. Encourage mitigation of the “heat island” effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning.  <b>Policy CO 8.2.9:</b> Reduce heat islands through installation of trees to shade parking lots and hardscapes, and use of light-colored reflective paving and roofing surfaces.
EE-2.1.2 pg. 91	2.1.2 Performance standards for heat transfer across the building envelope that result in increased insulation and the use of low emissive windows;	CO 8.2.1, 8.2.2, 8.3.1 & 8.3.2 <sup>30</sup> pp. CO- 93&94 (Con/OS 8/09)	<b>Policy CO 8.2.1:</b> Ensure that all new City buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent where appropriate.  <b>Policy CO 8.2.2:</b> Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012. <sup>31</sup>  <b>Policy CO 8.3.1:</b> Evaluate site plans proposed for new development based on energy efficiency pursuant to LEED (Leadership in Energy and Environmental Design) standards for New Construction and Neighborhood Development, including the following: a) location efficiency; b) environmental preservation; c) compact, complete, and connected neighborhoods; and d) resource efficiency, including use of recycled materials and water.

<sup>30</sup> Improvements to the building envelope are included in LEED for New Development v.3.

<sup>31</sup> Note that CO 8.2 requires 8.2.1 and 8.2.2 of new public buildings.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
			<b>Policy CO 8.3.2:</b> Promote construction of energy efficient buildings through requirements for LEED certification or through comparable alternative requirements as adopted by local ordinance. <sup>32</sup>
<b>EE-2.1.3 pg. 91</b>	<b>2.1.3</b> Requirements to install high-efficiency plumbing fixtures and tankless water heaters;	<b>CO 4.1.5 &amp; 4.1.6 pp. CO-87 (Con/OS 8/09)</b>	<b>Policy CO 4.1.5:</b> Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new residential and non-residential development and residential development of five or more dwelling units.  <b>Policy CO 4.1.6:</b> Support amendments to the building code that would promote upgrades to water and energy efficiency when issuing permits for renovations or additions to existing buildings.
<b>EE-2.1.4 pg. 91</b>	<b>2.1.4</b> Performance standards that specify high-efficiency space heating and cooling systems;	<i>None</i>	<i>OVOV has no similar language and LEED does not require high-efficiency space heating but does have minimum energy standards.</i>
<b>EE-2.1.5 pg. 91</b>	<b>2.1.5</b> Requirements for improved overall efficiency of lighting systems;	<b>See CO 8.2.1, 8.2.2, 8.3.1 and 8.3.2 above</b>	<i>OVOV has no similar language and LEED does not require high-efficiency space heating but does have minimum energy standards.</i> <sup>33</sup>

<sup>32</sup> Note that 8.3 describes 8.3.1 and 8.3.2 as “encouraged” for private development.

<sup>33</sup> LEED does have minimum standards for Energy in new and existing buildings. EE-2.1.5 is unclear regarding whether the requirements defined by LEED will stratify their requirement for “improved overall efficiency of lighting systems.”

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-2.1.6 pg. 91	2.1.6 Requirements for the use of Energy Star® appliances and fixtures in discretionary new development;	CO 8.3.8	<b>Policy CO 8.3.8:</b> Encourage energy-conserving heating and cooling systems and appliances, and energy-efficiency in windows and insulation, in all new construction.
EE-2.1.7 pg. 91	2.1.7 New lots shall be arranged and oriented to maximize effective use of passive solar energy.	CO 8.1.3.c pg. CO-93 (Con/OS 8/09)	c. Maximize orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, promote effective use of daylight, and optimize opportunities for on-site solar generation;
EE-2.2 pg. 91	<b>EE-2.2 Affordable Housing Energy Efficiency:</b> Affordable housing development shall incorporate energy efficient design and features to the maximum extent feasible.	None	<i>OVOV has no similar policy, however all policies included in OVOV regarding green building apply to all types of housing, including affordable housing.</i>
EE-2.2.1 pg. 91	2.2.1 The City/County will target local funds, including redevelopment and community development block grant resources, to assist affordable housing developers in meeting the energy efficiency requirements.	None	<i>OVOV has no similar language.</i>
EE-2.3 <sup>34</sup> pg. 91	<b>EE-2.3 Outdoor Lighting:</b> The City/County will establish outdoor lighting standards in the Zoning Ordinance	CO 8.3.9 pg. CO-95 (Con/OS 8/09)	<b>Policy CO 8.3.9:</b> Limit excessive lighting levels, and encourage a reduction of lighting when businesses are closed to a level required for security.
EE-2.3.1 pg. 91	2.3.1 Requirements that all outdoor lighting fixtures be energy efficient	CO 8.3.9 pg. CO-95 (Con/OS 8/09)	<b>Policy CO 8.3.9:</b> Limit excessive lighting levels, and encourage a reduction of lighting when businesses are closed to a level required for security.
EE-2.3.1.1 pg. 91	2.3.1.1 Full cut-off light fixtures at parking lots and on buildings;	None	<i>OVOV has no similar language.</i>
EE-2.3.1.2 pg. 91	2.3.1.2 Photocells or astronomical time switches on all permanently installed exterior lighting;	None	<i>OVOV has no similar language.</i>

<sup>34</sup> Some items contained in EE-2.3 seem too specific for General Plan use. These appear to be more appropriate for either a green building program or a Climate Action Plan.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-2.3.1.3 pg. 91	2.3.1.3 Directional and shielded LED lights for exterior lighting (for example, see: <a href="http://www.nightwise.org">www.nightwise.org</a> ), and install exterior and security lights with motion detectors.	None	OVOV has no similar language.
EE-2.3.2 pg. 91	2.3.2 Requirements that light levels in all new development, parking lots, and street lighting not exceed state standards	CO 8.3.9 pg. CO-95 (Con/OS 8/09)	Policy CO 8.3.9: Limit excessive lighting levels, and encourage a reduction of lighting when businesses are closed to a level required for security.
EE-2.3.3 pg. 91	2.3.3 Requirements that lighting at the urban-rural boundary be designed to provide one-half the light standard for urban areas; <sup>35</sup>	None	OVOV has no similar language.
EE-2.3.4 pg. 92	2.3.4 Prohibition against continuous all-night outdoor lighting in sports stadiums, construction sites, and rural areas unless required for security reasons.	CO 8.3.9 pg. CO-95 (Con/OS 8/09)	Policy CO 8.3.9: Limit excessive lighting levels, and encourage a reduction of lighting when businesses are closed to a level required for security.
EE-3 pg. 92	Objective EE-3: The City/County will establish policies and standards to reduce exterior heat gain and heat island effects.	CO 8.2.9 pg. CO-94 (Con/OS 8/09)	Policy CO 8.2.9: Reduce heat islands through installation of trees to shade parking lots and hardscapes, and use of light-colored reflective paving and roofing surfaces.
EE-3.1 <sup>36</sup> pg. 92	EE-3.1 Exterior Heat Gain: The City/County will establish standards for new development and for large redevelopment or rehabilitation (for example, additions of more than 25,000 square feet commercial or 100,000 square feet industrial), to reduce exterior heat gain for 50% of non-roof impervious site landscape (roads, sidewalks, courtyards, parking lots, and driveways)	None	OVOV has no similar language.

<sup>35</sup> This seems odd because, in the absence of a definite Urban Growth Boundary, the urban-rural boundary would not be a fixed location over time.

<sup>36</sup> Some items contained in EE-3.1 seem too specific for General Plan use. These appear to be more appropriate for either a green building program or a Climate Action Plan.



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-3.1.1 pg. 92	3.1.1 Achieving 50% paved surface shading with vegetation within 5 years, in consultation with city/county arborist	<i>None</i>	<i>Santa Clarita Unified Development Code Section 17.18.070.E.(10) states “The applicant shall be required to plant tree species that will achieve a parking lot coverage canopy to the satisfaction of the Director of Community Development...”. In general the City’s standard has been 50% at 5 years.</i>
EE-3.1.2 pg. 92	3.1.2 Use of paving materials with a Solar Reflective Index (SRI) of at least 29, or open grid paving systems	<b>NEW CON/OS POLICY</b>	<b>NEW CON/OS ELEMENT POLICY:</b> Reduce extensive heat gain from paved surfaces wherever feasible.
EE-3.1.3 pg. 92	3.1.3 Covered parking (underground, beneath decking or roofs, or beneath a building), where any roof-covered parking uses roofing material with SRI of at least 29.	<b>NEW CON/OS POLICY</b>	<b>NEW CON/OS ELEMENT POLICY:</b> Reduce extensive heat gain from paved surfaces wherever feasible.
EE-3.2 pg. 92	<b>EE-3.2 Heat Island Mitigation:</b> The City/County will adopt a Heat Island Mitigation Plan that requires cool roofs, cool pavements, and strategically placed shade trees, and will actively inspect and enforce	<b>NEW CON/OS POLICY</b>	<b>NEW CON/OS ELEMENT POLICY:</b> Reduce extensive heat gain from paved surfaces wherever feasible.
EE-4 pg. 92	<b>Objective EE-4:</b> The City/County will pursue policies and programs to improve energy efficiency of existing buildings.	<b>CO 8.2.2 pg. CO-93 (Con/OS 8/09)</b>	<b>Policy CO 8.2.2:</b> Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012. <sup>37</sup>
EE-4.1 pg. 92	<b>EE-4.1 Energy Audits:</b> The City/County will require the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.	<i>None</i>	<i>OVOV has no similar language.</i>

<sup>37</sup> Note that 8.2.2 only refers to Public buildings. There is no similar language for private structures.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-4.2 pg. 93	<b>EE-4.2 Energy Efficiency Funding:</b> The City/County will pursue incentives, grants, and creative financing for projects that improve energy efficiency, including, for example, the option for property owners to pay for such improvements through long-term assessments on their property tax bills.	CO 8.3.10 pg. CO-95 (Con/OS 8/09)	<b>Policy CO 8.3.10:</b> Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.
EE-4.3 pg. 93	<b>EE-4.3 Community Energy Program:</b> The City/County will implement an outreach and incentive program to promote energy efficiency and conservation in the community	CO 8.1.4 & CO 8.1.5 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.1.4:</b> Provide information and education to the public about energy conservation and local strategies to address climate change.  <b>Policy CO 8.1.5:</b> Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities.
EE-4.3.1 pg. 93	4.3.1 Launch an “energy efficiency challenge” campaign for community residents;	<i>None</i>	<i>OVOV has no similar language. However, a program such as this could easily be implemented through the City’s green website, <a href="http://www.greensantaclarita.com">www.greensantaclarita.com</a>.</i>
EE-4.3.2 pg. 93	4.3.2 Implement a low-income weatherization assistance program;	<i>None</i>	<i>OVOV has no similar language. However, the City currently advertises the existing Federal weatherization assistance program on the City’s green website, <a href="http://www.greensantaclarita.com/resEnergyefficiency.asp">http://www.greensantaclarita.com/resEnergyefficiency.asp</a>.</i>
EE-4.3.3 pg. 93	4.3.3 Implement conservation campaigns specifically targeted to residents, and separately to businesses;	<i>None</i>	<i>OVOV has no similar language. However, the City currently promotes energy efficiency for residents and business on the City’s green website: <a href="http://www.greensantaclarita.com/resEnergyefficiency.asp">http://www.greensantaclarita.com/resEnergyefficiency.asp</a> and <a href="http://www.greensantaclarita.com/businessEnergyEfficiency.asp">http://www.greensantaclarita.com/businessEnergyEfficiency.asp</a></i>
EE-4.3.4 pg. 93	4.3.4 Promote the purchase of Energy Star® appliances, including, where feasible, incentive grants and vouchers	<i>None</i>	<i>OVOV has no similar language. However, a Energy Star products are currently advertised on the City’s green website, <a href="http://greensantaclarita.com/energystar.asp">http://greensantaclarita.com/energystar.asp</a></i>
EE-4.3.5 pg. 93	4.3.5 Promote participation in the local “Green Business” program;	<i>None</i>	<i>OVOV has no similar language. However, several programs exist that encourage the local green economy at the “Green Store” on the City’s green website, <a href="http://greensantaclarita.com/">http://greensantaclarita.com/</a></i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EE-4.3.6 pg. 93	4.3.6 Distribute free CFL bulbs or other efficiency fixtures to community members;	<i>None</i>	<i>OVOV has no similar language. However, the City partners with Southern California Edison and the Energy Coalition to provide community members with free CFL's and other upgrades. Information is available on the City's green website, <a href="http://www.greensantaclarita.com/resEnergyefficiency.asp">http://www.greensantaclarita.com/resEnergyefficiency.asp</a></i>
EE-4.3.7 pg. 93	4.3.7 Offer exchange programs for high-energy-use items, such as halogen torchiere lamps;	<i>None</i>	<i>OVOV has no similar language. However, the City partners with Southern California Edison and the Energy Coalition to exchange high-energy-use items for more efficient ones.. Information is available on the City's green website, <a href="http://www.greensantaclarita.com/resEnergyefficiency.asp">http://www.greensantaclarita.com/resEnergyefficiency.asp</a></i>
EE-4.3.8 pg. 93	4.3.8 Adopt an ordinance requiring energy upgrades at time of property sale.	<i>None</i>	<i>OVOV has no similar language.</i>
CAPCOA – Alternative Energy Policies		OVOV	
Reference	Language	Reference	Language
AE-1.1 pg. 94	<b>Objective AE-1:</b> The City/County will establish policies and programs that facilitate the siting of new renewable energy generation.	<b>CO 10.1.17 pg. CO-100 (Con/OS 8/09)</b>	<b>Policy CO 10.1.17:</b> Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.
AE-1.1.1 pg. 94	1.1.1 Designate suitable sites to prioritize their development for renewable energy generation;	<b>CO 10.1.17 pg. CO-100 (Con/OS 8/09)</b>	<b>Policy CO 10.1.17:</b> Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.
AE-1.1.2 pg. 94	1.1.2 Evaluate potential land use, environmental, economic, and other constraints on that use, and mitigate such constraints, as feasible;	<b>CO 10.1.17 pg. CO-100 (Con/OS 8/09)</b>	<b>Policy CO 10.1.17:</b> Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
AE-1.1.3 pg. 94	1.1.3 Adopt measures to protect the renewable energy use of the sites and their resources, such as utility easements, rights-of-way, and land setbacks.	CO 10.1.17 pg. CO-100 (Con/OS 8/09)	Policy CO 10.1.17: Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.
AE-1.2 pg. 94	AE-1.2 <b>Removing Barriers:</b> The City/County will identify and remove or otherwise address barriers to renewable energy production	NEW LU POLICY	NEW LU ELEMENT POLICY: Work with existing utilities, agencies and renewable energy companies to remove barriers to renewable energy production.
AE-1.2.1 pg. 94	1.2.1 Review and revise building and development codes, design guidelines, and zoning ordinances to remove such barriers	None	<i>OVOV has no similar language. In addition, the City of Santa Clarita may not have the authority to establish such protocols.</i>
AE-1.2.2 pg. 94	1.2.2 Work with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies;	NEW LU POLICY	NEW LU ELEMENT POLICY: Work with existing utilities, agencies and renewable energy companies to remove barriers to renewable energy production.
AE-1.2.3 pg. 94	1.2.3 Develop protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air.	S 4.2.2 pg. S-45 (Safety 8/09)	Policy S 4.2.2: Through the development review process, ensure that any new development proposed in the vicinity of a use that stores or generates large amounts of hazardous materials provides adequate design features, setbacks, and buffers to mitigate impacts to sensitive receptors in the event of a hazardous materials incident.
AE-1.3 pg. 94	AE-1.3 <b>Zoning Flexibility:</b> The City/County will allow renewable energy projects in areas zoned for open space, where consistent with the Open Space element, and other uses and values.	CO 10.1.17 pg. CO-100 (Con/OS 8/09)	Policy CO 10.1.17: Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
AE-2 pg. 94	<b>Objective AE-2</b> The City/County will promote and require renewable energy generation, and co-generation projects where feasible and appropriate.	CO 8.3.4 & 8.3.5 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.3.4:</b> Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.  <b>Policy CO 8.3.5:</b> Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with other significant energy conservation efforts.
AE-2.1 pg. 94	<b>AE-2.1 On-site Renewable Energy Generation:</b> The City/County will require that new office/retail/commercial or industrial development, or major rehabilitation (e.g., additions of 25,000 square feet commercial, or 100,000 square feet industrial) incorporate renewable energy generation either on-or off-site to provide 15% or more of the project’s energy needs.	CO 8.3.5. pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.3.5:</b> Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with other significant energy conservation efforts.
AE-2.2 pg. 94	<b>AE-2.2 Co-generation Projects:</b> The City/County will promote and encourage cogeneration projects for commercial and industrial facilities, provided they meet all applicable air quality standards and provide a net reduction in GHG emissions associated with energy production.	NEW CON/OS POLICY	<b>NEW CON/OS ELEMENT POLICY:</b> Promote and encourage cogeneration projects for commercial and industrial facilities, provided they meet all applicable air quality standards and provide a net reduction in GHG emissions associated with energy production.
AE-2.3 pg. 94	<b>AE-2.3 Green Utilities:</b> The City/County will promote and support green utilities, and will evaluate the creation of a locally or regionally owned green utility, perhaps in coordination with other regional strategies.	<i>None</i>	<i>OVOV has no similar language.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
AE-3 pg. 95	<b>Objective AE-3:</b> The City/County will promote, support, and require, as appropriate, the development of solar energy.	CO 8.3.4 & 8.3.5 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.3.4:</b> Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.  <b>Policy CO 8.3.5:</b> Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with other significant energy conservation efforts.
AE-3.1 pg. 95	<b>AE-3.1 Solar-ready Buildings:</b> The City/County will require that, where feasible, all new buildings be constructed to allow for easy, cost-effective installation of solar energy systems in the future, using such “solar-ready” features as:	<i>See above</i>	<i>See above.</i>
AE-3.1.1 pg. 95	<b>3.1.1</b> Designing the building to include optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface;	<i>None</i>	<i>OVOV has no similar language, however in order for homes to satisfy CO 8.3.4 they would need to have the proper orientation to take advantage of a photovoltaic system.</i>
AE-3.1.2 pg. 95	<b>3.1.2</b> Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof;	<i>None</i>	<i>OVOV has no similar language, however in order for homes to satisfy CO 8.3.4 they would need to be built without these obstructions.</i>
AE-3.1.3 pg. 95	<b>3.1.3</b> Designing the roof framing to support the addition of solar panels;	<i>None</i>	<i>OVOV has no similar language.</i>
AE-3.1.4 pg. 95	<b>3.1.4</b> Installation of electrical conduit to accept solar electric system wiring;	CO 8.3.4 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.3.4:</b> Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.
AE-3.1.5 pg. 95	<b>3.1.5</b> Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.	<i>None</i>	<i>OVOV has no similar language.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>AE-3.2</b> <b>pg. 95</b>	<b>AE-3.2 Solar Homes Partnership:</b> The City/County will require that residential projects of 6 units or more participate in the California Energy Commission’s New Solar Homes Partnership, which provides rebates to developers who offer solar power in at least 50% of new units, or a program with similar provisions.	<b>CO 8.3.4</b> <b>pg. CO-94</b> <b>(Con/OS</b> <b>8/09)</b>	<b>Policy CO 8.3.4:</b> Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.
<b>AE-3.3</b> <b>pg. 95</b>	<b>AE-3.3 Passive Solar Design:</b> The City/County will require that any building constructed in whole or in part with City/County funds incorporate passive solar design features, such as daylighting and passive solar heating, <i>where feasible</i> .	<b>CO 8.3.6</b> <b>pg. CO-95</b> <b>(Con/OS</b> <b>8/09)</b>	<b>Policy CO 8.3.6:</b> Encourage new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs and paving materials.
<b>AE-3.4</b> <b>pg. 96</b>	<b>AE-3.4 Protection of Solar Elements:</b> The City/County will protect active and passive solar design elements and systems from shading by neighboring structures and trees, as consistent with existing tree shading requirements. <sup>38</sup>	<i>None</i>	<i>OVOV has no similar language.</i>
<b>AE-4</b> <b>pg. 96</b>	<b>Objective AE-4:</b> The City/County will pursue and provide economic incentives and creative financing for renewable energy projects, as well as other support for community members or developers seeking funding for such projects.	<b>CO 8.3.10</b> <b>pg. CO-95</b> <b>(Con/OS</b> <b>8/09)</b>	<b>Policy CO 8.3.10:</b> Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.

<sup>38</sup> It is unclear what “existing tree shading requirements” are in relation to AE-3.4. Public administration of a tree trimming program on private property would be challenging.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
AE-4.1 pg. 96	<b>AE-4.1 Renewable Energy Incentives:</b> The City/County will provide, where possible, grants, rebates, and incentives for renewable energy projects, including reduced fees and expedited permit processing.	CO 8.3.10 pg. CO-95 (Con/OS 8/09)	<b>Policy CO 8.3.10:</b> Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.
AE-4.2 pg. 96	<b>AE-4.2 Creative Financing:</b> The City/County will provide, where feasible, creative financing for renewable energy projects, including subsidized or other low-interest loans, and the option to pay for system installation through long-term assessments on individual property tax bills.	<i>None</i>	<i>OVOV has no similar language. However, the City is participating in the ongoing County AB811 program.</i>
AE-4.3 pg. 96	<b>AE-4.3 Partnerships:</b> The City/County will pursue partnerships with other governmental entities and with private companies and utilities to establish incentive programs for renewable energy.	<i>None</i>	<i>OVOV has no similar language. However, the City is participating in the ongoing County AB811 program.</i>
AE-4.4 pg. 96	<b>AE-4.4 Information and Support:</b> The City/County will establish and maintain a clearinghouse of information on available funding alternatives for renewable energy projects, rates of return, and other information to support developers and community members interested in pursuing renewable energy projects.	<i>None</i>	<i>OVOV has no similar language. However, several programs to assist local developers, businesses and residents with finding funding support exist on the City's green website, <a href="http://greensantaclarita.com/">http://greensantaclarita.com/</a></i>
AE-5 pg. 96	<b>Objective AE-5:</b> The City/County will implement measures to support the purchase and use of renewable and alternative energy.	CO 8.2.3 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.2.3:</b> Support purchase of renewable energy for public buildings, which may include installing solar photovoltaic systems to generate electricity for city buildings and operations and other methods as deemed appropriate and feasible, in concert with significant energy conservation efforts. <sup>39</sup>

<sup>39</sup> CO 8.2.3 applies to public buildings only.



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
AE-5.1 pg. 96	<b>AE-5.1 Green Electricity Purchasing:</b> The City/County will establish targets for the purchase of renewable energy, in excess of the state Renewable Portfolio Standards, using such mechanisms as green tags or renewable energy certificates.	<i>None</i>	<i>OVOV has no similar language.</i>
AE-5.2 pg. 96	<b>AE-5.2 Community Choice Aggregation:</b> The City/County will evaluate the feasibility and effectiveness of using Community Choice Aggregation as a model for providing renewable energy to meet the community’s electricity needs, including potential partnerships with other jurisdictions.	<i>None</i>	<i>OVOV has no similar language, however the City conducted a study on aggregation in 2002 and decided not to pursue it.</i>
CAPCOA – Municipal Operations Policies		OVOV	
Reference	Language	Reference	Language
MO-1 pg. 97	<b>Objective MO-1:</b> The City/County will enhance the energy efficiency of its facilities.	<b>CO 8.2</b> pg. CO-93 (Con/OS 8/09)	<b>Objective 8.2:</b> Reduce energy and materials consumption and greenhouse gas emissions in public uses and facilities.
MO-1.1 pg. 97	<b>MO-1.1 Energy Efficiency Plan:</b> The City/County will prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities	<i>None</i>	<i>OVOV has no similar language, however the City Council has adopted an Environmentally Preferable Purchasing Plan that captures many elements of what MO-1.1 refers to as an “Energy Efficiency Plan”.</i>
MO-1.1.1 pg. 97	<b>1.1.1</b> Conduct energy audits for all municipal facilities;	<b>CO 8.2.2</b> pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.2.2:</b> Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-1.1.2 pg. 97	1.1.2 Retrofit facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass;	CO 8.2.2 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.2.2:</b> Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012.
MO-1.1.3 pg. 97	1.1.3 Implement an energy tracking and management system;	<i>None</i>	<i>OVOV has no similar language, however the Environmentally Preferable Purchasing Policy generates an annual report that tracks the progress of each element within the plan, including the installation and retrofit of energy efficient products.</i>
MO-1.1.4 pg. 97	1.1.4 Install energy-efficient exit signs, street signs, and traffic lighting;	CO 8.2.10 pg. CO-94 (Con/OS 8/09) and C 3.2.2 pg. C-65 (Circ 8/09)	<p><b>Policy CO 8.2.10:</b> Support installation of energy-efficient traffic control devices, street lights, and parking lot lights.</p> <p><i>The City has been transitioning to LED lighting in all traffic signals since 2007 and will be 100% LED by the end of 2010.</i></p> <p><b>Policy C 3.2.2:</b> Continue to enhance signal timing and synchronization to allow for free traffic flow, minimizing idling and vehicle emissions.</p>
MO-1.1.5 pg. 97	1.1.5 Install energy-efficient lighting retrofits and occupancy sensors, and institute a “lights out at night” policy;	CO 8.2.2 & 8.2.4 pg. CO-93 (Con/OS 8/09)	<p><b>Policy CO 8.2.2:</b> Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012.</p> <p><b>Policy CO 8.2.4:</b> Establish maximum lighting levels for public facilities, and encourage reduction of lighting levels to the level needed for security purposes after business hours, in addition to use of downward-directed lighting and use of low-reflective paving surfaces.</p>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-1.1.6 pg. 97	1.1.6 Retrofit heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.);	CO 8.2.2 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.2.2:</b> Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012.
MO-1.1.7 pg. 97	1.1.7 Install Energy Star® appliances and energy-efficient vending machines;	CO 8.2.8 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.2.8:</b> Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies.
MO-1.1.8 pg. 97	1.1.8 Improve efficiency of water pumping and use at municipal facilities, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.);	CO 8.2.1 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.2.1:</b> Ensure that all new City buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent where appropriate. <sup>40</sup>
MO-1.1.9 pg. 97	1.1.9 Provide chilled, filtered water at water fountains and taps in lieu of bottled water; <sup>41</sup>	<i>None</i>	<i>OVOV has no similar language.</i>
MO-1.1.10 pg. 97	1.1.10 Install a central irrigation control system and time its operation for off-peak use;	CO 4.1.2 pg. CO-86 (Con/OS 8/09)	<b>Policy CO 4.1.2:</b> Provide examples of water conservation in landscaping through use of low water use landscaping in public spaces such as parks, landscaped medians and parkways, plazas, and around public buildings.
MO-1.1.11 pg. 97	1.1.11 Adopt an accelerated replacement schedule for energy inefficient systems and components.	<i>None</i>	<i>Although CO 8.2.2 does call for a retrofit program, there is no similar language in OVOV regarding an “accelerated replacement schedule.”</i>
MO-1.2 pg. 97	<b>MO-1.2 Efficiency Requirement for New Facilities:</b> The City/County will require that any newly constructed, purchased, or leased municipal space meet minimum standards as appropriate,	<i>See below</i>	<i>See Below.</i>

<sup>40</sup> Note that LEED Silver certification requires a variety of efficient water fixtures.

<sup>41</sup> MO-1.1.10 is another example, similar to Notes 11 and 13, of items that seem too specific for General Plan use.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-1.2.1 pg. 98	1.2.1 Requirements for new commercial buildings to meet LEED criteria established by the U.S. Green Building Council;	CO 8.2.1 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.2.1:</b> Ensure that all new City buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent where appropriate.
MO-1.2.2 pg. 98	1.2.2 Requirements for new residential buildings to meet criteria of the Energy Star® New Homes Program established by U.S. EPA;	CO 8.2.8 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.2.8:</b> Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies. <sup>42</sup>
MO-1.2.3 pg. 98	1.2.3 Incorporation of passive solar design features in new buildings, including daylighting and passive solar heating;	<i>None</i>	<i>Although OVOV has similar language for privately owned buildings (CO 8.3.6), there is no similar language for public buildings. However, new city buildings are required to meet LEED Silver standards.</i>
MO-1.2.4 pg. 98	1.2.4 Retrofitting of existing buildings to meet standards under Title 24 of the California Building Energy Code, or to achieve a higher performance standard as established by the City/County;	<i>None</i>	<i>OVOV has no similar language for the retrofit of existing buildings other than that included in CO 8.2.2.</i>
MO-1.2.5 pg. 98	1.2.5 Retrofitting of existing buildings to decrease heat gain from non-roof impervious surfaces with cool paving, landscaping, and other techniques.	CO 8.2.9 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.2.9:</b> Reduce heat islands through installation of trees to shade parking lots and hardscapes, and use of light-colored reflective paving and roofing surfaces. <sup>43</sup>
MO-1.3 pg. 98	<b>MO-1.3 Training &amp; Support:</b> The City/County will ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions	<i>See Below</i>	<i>See Below.</i>

<sup>42</sup> CO 8.2.8 implies that energy efficient products should be purchased for all publicly-owned buildings, residential or otherwise.

<sup>43</sup> Note that 8.2.9 does not specify if this item is for new or existing (or both).

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-1.3.1 pg. 98	1.3.1 Provide energy efficiency training to design, engineering, building operations, and maintenance staff;	CO 8.2.12 pg. CO-95 (Con/OS 8/09)	Policy CO 8.2.12: Provide ongoing training to appropriate City employees on sustainable planning, building, and engineering practices.
MO-1.3.2 pg. 98	1.3.2 Provide information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use;	CO 8.2.12 pg. CO-95 (Con/OS 8/09)	Policy CO 8.2.12: Provide ongoing training to appropriate City employees on sustainable planning, building, and engineering practices.
MO-1.3.3 pg. 98	1.3.3 Provide energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.	CO 8.2.12 pg. CO-95 (Con/OS 8/09)	Policy CO 8.2.12: Provide ongoing training to appropriate City employees on sustainable planning, building, and engineering practices.
MO-2 pg. 98	<b>Objective MO-2:</b> The City/County will improve efficiency at municipal systems and reduce GHG emissions from vehicle and equipment engines.	<i>See Below</i>	<i>See Below.</i>
MO-2.1 pg. 98	<b>MO-2.1 Wastewater System Efficiency:</b> The City/County will maximize efficiency of wastewater treatment and pumping equipment.	<i>None</i>	<i>OVOV has no similar language. The City does not handle wastewater treatment. However, two water pipelines that run through Santa Clarita to service LA City are gravity fed and use no pumping equipment.</i>
MO-2.2 pg. 98	<b>MO-2.2 Drinking Water System Efficiency:</b> The City/County will maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	<i>None</i>	<i>OVOV has no similar language. The City does not handle water treatment or distribution facilities.</i>
MO-2.3 pg. 98	<b>MO-2.3 Fleet Replacement:</b> The City/County will establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline	CO 8.2.7 pg. CO-94 (Con/OS 8/09) and	Policy CO 8.2.7: Support the use of sustainable alternative fuel vehicles for machinery and fleets, where practical, by evaluating fuel sources, manufacturing processes, maintenance costs and vehicle lifetime use.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
	hybrid and alternative fuel or electric models.	<b>C 3.2.1 pg. C-65 (Circ 8/09)</b>	<b>Policy C 3.2.1:</b> Adopt clean vehicle purchase policies for City and County fleets. <sup>44</sup>
<b>MO-2.4 pg. 99</b>	<b>MO-2.4 Small Tools and Equipment:</b> Install outdoor electrical outlets on buildings to support the use of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.	<i>None</i>	<i>OVOV has no similar language.</i>
<b>MO-3 pg. 99</b>	<b>Objective MO-3:</b> The City/County will implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.	<b>CO 8.2.13 pg. CO-94 (Con/OS 8/09)</b>	<b>Policy CO 8.2.13:</b> Support trip reduction strategies for employees as described in the Circulation Element.
<b>MO-3.1 pg. 99</b>	<b>MO-3.1 Trip Reduction Program:</b> The City/County will implement a program to reduce vehicle trips by employees	<i>See Below</i>	<i>See Below.</i>
<b>MO-3.1.1 pg. 99</b>	<b>3.1.1</b> Providing incentives and infrastructure for vanpooling and carpooling, such as pool vehicles, preferred parking, and a website or bulletin board to facilitate ride-sharing;	<b>C 1.1.3 &amp; 1.1.6 Pg. C-59 (Circ 8/09)</b>	<b>Policy C 1.1.3:</b> 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.  <b>Policy C 1.1.6:</b> Encourage multi-modal travel through provision of adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations.
<b>MO-3.1.2 pg. 99</b>	<b>3.1.2</b> Providing subsidized passes for mass transit;	<i>None</i>	<i>OVOV has no similar language, however any City employee is able to access local bus service free of charge, and employees who ride the train receive a \$60 monthly voucher, good for approximately 10 rides.</i>

<sup>44</sup> The City of Santa Clarita has already adopted an alternative fuel vehicle purchasing program as part of its Environmentally Preferable Purchasing Policy.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-3.1.3 pg. 99	3.1.3 Offering compressed work hours, off-peak work hours, and telecommuting, where appropriate;	C 3.1.3 pg. C-64 (Circ 8/09)	<b>Policy C 3.1.3:</b> Promote the use of flexible work schedules and telecommuting to reduce home to work trips.
MO-3.1.4 pg. 99	3.1.4 Offer a guaranteed ride home for employees who use alternative modes of transportation to commute.	C 3.1 pg. C-64 (Circ 8/09)	<b>Objective C 3.1:</b> Promote the use of travel demand management strategies to reduce vehicle trips. <sup>45</sup>
MO-3.2 pg. 99	<b>MO-3.2 Bicycle Transportation Support:</b> The City/County will promote and support the use of bicycles as transportation	<i>See Below</i>	<i>See Below.</i>
MO-3.2.1 pg. 99	3.2.1 Providing bicycle stations with secure, covered parking, changing areas with storage lockers and showers, as well as a central facility where minor repairs can be made;	C 3.1.6 pg. C-65 (Circ 8/09)	<b>Policy C 3.1.6:</b> Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work.
MO-3.2.2 pg. 99	3.2.2 Providing bicycles, including electric bikes, for employees to use for short trips during business hours;	<i>None</i>	<i>OVOV has no similar language.</i>
MO-3.2.3 pg. 99	3.2.3 Implementing a police-on-bicycles program;	<i>None</i>	<i>OVOV has no similar language. Program implementation would require an agreement with the Los Angeles County Sheriff's Department, who already operate a police-on-bicycles program.</i>
MO-3.2.4 pg. 99	3.2.4 Providing a bicycle safety program, and information about safe routes to work.	<i>None</i>	<i>OVOV has no similar language, however the City currently operates a Share the Road safety program and OVOV will be consistent with the safety guidelines in the Non-Motorized Master Plan.</i>
MO-3.3 pg. 99	<b>MO-3.3 Municipal Parking Management:</b> The City/County will implement a Parking Management Program to discourage private vehicle use,	C 3.3 pg. C-65 (Circ 8/09)	<b>Objective C 3.3:</b> Make more efficient use of parking and maximize economic use of land, while decreasing impervious surfaces in urban areas, through parking management strategies.
MO-3.3.1 pg. 99	3.3.1 Encouraging carpools and vanpools with preferential parking and a reduced parking fee;	C 3.1.5 pg. C-65 (Circ 8/09)	<b>Policy C 3.1.5:</b> Promote the use of van pools, car pools, and shuttles to encourage trip reduction. <sup>46</sup>

<sup>45</sup> The draft Circulation Element (August, 2009), page 36, discusses the concept of “Travel Demand Management”(TDM) at length. The discussion contains a number of examples of TDM programs include “Guaranteed Ride Home programs for employees who use alternative travel modes to work”.

<sup>46</sup> Preferential parking and a reduced parking fee could be included within these programs, although C 3.1.5 does not specifically identify them.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-3.3.2 pg. 100	3.3.2 Institute a parking cash-out program;	<i>None</i>	<i>OVOV has no similar language.</i>
MO-3.3.3 pg. 100	3.3.3 Renegotiate employee contracts, where possible, to eliminate parking subsidies;	<i>None</i>	<i>OVOV has no similar language. The City does not use employee contracts.</i>
MO-3.3.4 pg. 100	3.3.4 Install on-street parking meters with fee structures designed to discourage private vehicle use;	<b>NEW LU POLICY</b>	<b>NEW LAND USE ELEMENT POLICY:</b> Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times wherever feasible.
MO-3.3.5 pg. 100	3.3.5 Establish a parking fee for all single-occupant vehicles.	<i>None</i>	<i>OVOV has no similar language.</i>
MO-3.4 pg. 100	<b>MO-3.4 Travel Mitigation:</b> The City/County will mitigate business-related travel, especially air travel, through the annual purchase of verified carbon offsets.	<i>None</i>	<i>OVOV has no similar language.<sup>47</sup></i>
MO-3.5 pg. 100	<b>MO-3.5 Transit Access to Municipal Facilities:</b> Municipal employment and service facilities shall be located on major transit corridors, unless their use is plainly incompatible with other uses located along major transit corridors.	<i>None</i>	<i>OVOV has no similar language, although most City buildings are already located on major transit corridors (City Hall on Valencia Blvd, etc).</i>
MO-4 pg. 100	<b>Objective MO-4:</b> The City/County will enhance renewable energy generation, and implement programs for load management and demand response.	<i>None</i>	<i>OVOV has no similar language. The City is not a utility and does not control energy generation, load management, or demand response programs.</i>

<sup>47</sup> CO 8.3.11 states that carbon offsets should be considered as mitigation for large development projects, but there is no language about using carbon offsets to mitigate for municipal business travel.



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-4.1 pg. 100	<b>MO-4.1 Load Management and Demand Response:</b> The City/County will design and implement peak load management and demand response programs for water pollution control, supply and treatment, and distribution, including interface with existing automated systems for building energy management and SCADA systems.	<i>None</i>	<i>OVOV has no similar language. The City is not a utility and does not control load management or demand response programs.</i>
MO-4.2 pg. 100	<b>MO-4.2 Renewable Energy Installation:</b> The City/County will install renewable energy systems at its facilities where feasible	<i>See Below</i>	<i>See Below.</i>
MO-4.2.1 pg. 100	4.2.1 Solar collection systems on municipal roofs;	<b>CO 8.2.3 pg. CO-93 (Con/OS 8/09)</b>	<b>Policy CO 8.2.3:</b> Support purchase of renewable energy for public buildings, which may include installing solar photovoltaic systems to generate electricity for city buildings and operations and other methods as deemed appropriate and feasible, in concert with significant energy conservation efforts.
MO-4.2.2 pg. 100	4.2.2 Solar water heating for municipal pools;	<b>CO 8.2.5 pg. CO-93 (Con/OS 8/09)</b>	<b>Policy CO 8.2.5:</b> Support installation of photovoltaic and other renewable energy equipment on public facilities, in concert with significant energy conservation efforts.
MO-4.2.3 pg. 100	4.2.3 Waste-to-energy systems at waste handling operations.	<i>None</i>	<i>OVOV has no similar language. The City does not operate waste handling facilities and none exist in the city.</i>
MO-5 pg. 100	<b>Objective MO-5:</b> The City/County will manage its stock of vegetation to reduce GHG emissions.	<i>See Below</i>	<i>See below.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
MO-5.1 pg. 100	<b>MO-5.1 Urban Tree Management:</b> The City/County will conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.	CO 3.5 pg. CO-85 (Con/OS 8/09)	<b>Objective CO 3.5:</b> Maintain, enhance, and manage the urban forest throughout developed portions of the Santa Clarita Valley to provide habitat, reduce energy consumption, and create a more livable environment.
MO-5.2 pg. 100	<b>MO 5.2 Landscaping:</b> The City/County will evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.	CO 4.1.2 pg. CO-86 (Con/OS 8/09)	<b>Policy CO 4.1.2:</b> Provide examples of water conservation in landscaping through use of low water use landscaping in public spaces such as parks, landscaped medians and parkways, plazas, and around public buildings. <sup>48</sup>
MO-6 pg. 101	<b>Objective MO-6:</b> The City/County will use its purchasing power to promote reductions in GHG emissions by the suppliers of its goods and services.	<i>See Below</i>	<i>See below.</i>
MO-6.1 pg. 101	<b>MO-6.1 Purchasing Practices:</b> The City/County will adopt purchasing practices and standards to support reductions in GHG emissions, including preferences for energy-efficient office equipment, and the use of recycled materials and manufacturers that have implemented green management practices.	CO 8.2.8 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.2.8:</b> Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies.
MO-6.2 pg. 101	<b>MO-6.2 Contracting Practices:</b> The City/County will establish bidding standards and contracting practices that encourage GHG emissions reductions, including preferences or points for the use of low or zero emission vehicles and equipment, recycled materials, and provider implementation of other green management practices.	CO 8.2.8 pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.2.8:</b> Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies.
CAPCOA – Waste Reduction Policies		OVOV	

<sup>48</sup> The City, and all cities and counties throughout California, will be subject to the requirements of AB1881 on January 1, 2010.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
Reference	Language	Reference	Language
<b>WRD-1</b> pg. 102	<b>Objective WRD-1:</b> The City/County will improve emissions control at waste handling facilities.	<i>None</i>	<i>OVOV has no similar language. There are no waste-handling facilities in the city.</i>
<b>WRD-1.2</b> pg. 102	<b>WRD-1.1 Methane Recovery:</b> The City/County will establish methane recovery at all wastewater and solid waste treatment facilities.	<i>None.</i>	<i>OVOV has no similar language, however Chiquita Canyon Landfill presently operates a methane recovery system.<sup>49</sup></i>
<b>WRD-1.3</b> pg. 102	<b>WRD-1.3 Best Management Practices:</b> The City/County will utilize best management practices at all waste handling facilities.	<i>None</i>	<i>OVOV has no similar language. The City does not operate waste handling facilities. Currently, franchisees are required to recycle 50% or more of what they collect, however the City does not tell them how to accomplish this requirement.</i>
<b>WRD-2</b> pg. 102	<b>Objective WRD-2:</b> The City/County will implement enhanced programs to divert solid waste from landfill operations.	<i>See Below</i>	<i>See below.</i>
<b>WRD-2.1</b> pg. 102	<b>WRD-2.1 Diversion Targets:</b> The City/County will achieve a solid waste diversion of 75% of the waste stream by 2020.	<i>None</i>	<i>OVOV has no similar language.</i>
<b>WRD-2.2</b> pg. 102	<b>WRD-2.2 Diversion Services:</b> The City/County will expand jurisdiction-wide waste diversion services to include, for example, single stream curbside recycling, and curbside recycling of food and greenwaste.	<b>CO 8.4.2</b> pg. CO-95 (Con/OS 8/09)	<b>Policy CO 8.4.2:</b> Adopt mandatory residential recycling programs for all residential units, including single-family and multi-family dwellings. <i>The City of Santa Clarita currently offers residential and commercial/industrial recycling programs including requiring C&amp;D recycling and greenwaste collection as part of the Construction and Demolition Ordinance.</i>
<b>WRD-2.3</b> pg. 102	<b>WRD-2.3 Construction and Demolition Waste:</b> The City/County will adopt a Construction and Demolition Waste Recovery Ordinance, requiring building projects to recycle or reuse a minimum percentage of unused or leftover building materials	<i>See Below</i>	<i>See below.</i>

<sup>49</sup> Chiquita Canyon Landfill is located within the unincorporated Los Angeles County.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>WRD-2.3.1</b> pg. 102	<b>2.3.1</b> Require all new development and major rehabilitation projects (additions of 25,000 square feet commercial or 100,000 square feet industrial) to recycle or salvage XX% of non-hazardous construction and demolition debris (excluding excavated soil and land-clearing debris);	<i>None</i>	<i>The City currently requires C&amp;D recycling as part of the Construction and Demolition Ordinance.</i>
<b>WRD-2.3.2</b> pg. 102	<b>2.3.2</b> Require preparation of a construction waste management plan identifying materials to be diverted from disposal, and how material will be stored and handled;	<i>See above</i>	<i>See above.</i>
<b>WRD-2.3.3</b> pg. 102	<b>2.3.3</b> Establish clear and consistent guidelines for calculation methods, recordkeeping, and reporting to document compliance with the plan;	<i>See above</i>	<i>See above.</i>
<b>WRD-2.3.4</b> pg. 103	<b>2.3.4</b> Establish clear and consistent guidelines for how and when used construction materials can be used in new or remodel construction.	<i>See above</i>	<i>See above.</i>
<b>WRD-2.4</b> pg. 103	<b>WRD-2.4 Reuse Center:</b> The City/County will establish a reuse/recycling center where furniture, appliances, building materials, and other useful, nonhazardous items may be dropped off or purchased for a nominal fee.	<i>None</i>	<i>OVOV has no similar language.</i>
<b>WRD-2.5</b> pg. 103	<b>WRD-2.5 Program Promotion:</b> The City/County will promote and expand recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.	<b>CO 8.2.8 &amp; 8.2.11</b> pg. CO-94 (Con/OS 8/09)	<b>Policy CO 8.2.8:</b> Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies. <b>Policy CO 8.2.11:</b> Implement recycling in all public buildings, parks, and public facilities, including for special events.
<b>WRD-3</b> pg. 103	<b>Objective WRD-3:</b> The City/County will enhance regional coordination on waste management.	<i>None</i>	<i>OVOV has no similar language, however the City does participate in the Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>WRD-3.1 pg. 103</b>	<b>WRD-3.1 Regional Coordination:</b> The City/County will coordinate with other agencies in its region to develop and implement effective waste management strategies and waste-to-energy technologies.	<i>None</i>	<i>OVOV has no similar language, however the City does participate in the Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force.</i>
CAPCOA – Conservation & Open Space Policies		OVOV	
Reference	Language	Reference	Language
<b>COS-1 pg. 104</b>	<b>Objective COS-1:</b> The City/County will adopt and implement a comprehensive strategy to increase water conservation and the use of recycled water.	<i>None</i>	<i>OVOV has no similar language, however the City, and all cities and counties throughout California, will be subject to the requirements of AB1881 on January 1, 2010.<sup>50</sup></i>
<b>COS-1.1 pg. 104</b>	<b>COS-1.1 Water Consumption Reduction Target:</b> The City/County will reduce per capita water consumption by 20% by 2020.	<i>None</i>	<i>OVOV has no similar language, however the City, and all cities and counties throughout California, will be subject to the requirements of AB1881 on January 1, 2010.</i>
<b>COS-1.2 pg. 104</b>	<b>COS-1.2 Water Conservation Plan:</b> The City/County will establish a water conservation plan that may include such policies and actions as:	<b>CO 4.1.1 pg. CO-86 (Con/OS 8/09)</b>	<b>Policy CO 4.1.1:</b> In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.

<sup>50</sup> In 2008 the Governor called for the State Water Resources Control Board to develop a plan that will reduce the statewide consumption of water by 20% by 2020 (called “20x2020”). The State Model Water Efficient Landscape Ordinance (AB1881) represents only a portion of this plan.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
COS-1.2.1 pg. 104	1.2.1 Tiered rate structures for water use;	CO 4.1.1 pg. CO-86 (Con/OS 8/09)	<b>Policy CO 4.1.1:</b> In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.
COS-1.2.2 pg. 104	1.2.2 Restrictions on time of use for landscape watering, and other demand management strategies;	CO 4.1.1 pg. CO-86 (Con/OS 8/09)	<b>Policy CO 4.1.1:</b> In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.
COS-1.2.3 pg. 104	1.2.3 Performance standards for irrigation equipment and water fixtures;	CO 4.1.1 pg. CO-86 (Con/OS 8/09)	<b>Policy CO 4.1.1:</b> In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development. <sup>51</sup>
COS-1.3 pg. 104	<b>COS-1.3 Recycled Water Use:</b> The City/County will establish programs and policies to increase the use of recycled water	CO 4.2.1 pg. CO-87 (Con/OS 8/09)	<b>Policy CO 4.2.1:</b> In cooperation with the Sanitation District and other affected agencies, expand opportunities for use of recycled water for the purposes of landscape maintenance, construction, water recharge, and other uses as appropriate.
COS-1.3.1 pg. 104	1.3.1 Create an inventory of non-potable water uses within the jurisdiction that could be served with recycled water;	<i>None</i>	<i>OVOV has no similar language, however the Urban Water Management Plan does address “historical water usage” and identifies potential future users of recycled water.</i>
COS-1.3.2 pg. 104	1.3.2 Produce and promote the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation;	CO 4.2.3 pg. CO-88 (Con/OS 8/09)	<b>Policy CO 4.2.3:</b> Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable.
COS-1.3.3 pg. 104	1.3.3 Produce and promote the use of treated, recycled water for potable uses where GHG emissions from producing such water are lower than from other potable sources.	<i>None</i>	<i>OVOV has no similar language, however the UWMP comprehensively addresses water conservation and recycling opportunities and includes a recycled water comparison.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>COS-1.4</b> <b>pg. 104</b>	<b>COS-1.4 Water Conservation Outreach:</b> The City/County will implement a public education and outreach campaign to promote water conservation, and will highlight specific water-wasting activities to discourage, such as the watering of non-vegetated surfaces and using water to clean sidewalks and driveways.	<b>CO 4.1.4</b> <b>pg. CO-86</b> <b>(Con/OS</b> <b>8/09)</b>	<b>Policy CO 4.1.4:</b> Provide informational materials to applicants and contractors on the Castaic Lake Water Agency’s Landscape Education Program, and/or other information on xeriscape, native California plants, and water-conserving irrigation techniques as materials become available. <sup>52</sup>
<b>COS-2</b> <b>pg. 105</b>	<b>Objective COS-2:</b> The City/County will ensure that building standards and permit approval processes promote and support water conservation. <sup>53</sup>	<i>See below</i>	<i>See below.</i>
<b>COS-2.1</b> <b>pg. 105</b>	<b>COS-2.1 Water-Efficient Design:</b> The City/County will establish building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).	<b>CO 4.1.5,</b> <b>4.1.6, 4.1.7 &amp;</b> <b>4.2.3</b> <b>pg. CO-87</b> <b>(Con/OS</b> <b>8/09)</b>	<p><b>Policy CO 4.1.5:</b> Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new residential and non-residential development and residential development of five or more dwelling units.</p> <p><b>Policy CO 4.1.6:</b> Support amendments to the building code that would promote upgrades to water and energy efficiency when issuing permits for renovations or additions to existing buildings.</p> <p><b>Policy CO 4.2.3:</b> Promote the installation of rainwater capture and gray water systems in new buildings for irrigation, where feasible and practicable.</p> <p><b>Policy CO 4.1.7:</b> Apply water conservation policies to all pending development projects, including approved tentative subdivision maps to the extent permitted by law; where precluded from adding requirements by vested entitlements, encourage water conservation in construction and landscape design.</p>

<sup>52</sup> Note that a public outreach campaign on water efficiency exists at the City of Santa Clarita’s green website, <http://www.greensantaclarita.com/greenfriendlytips.asp#water>. Additional resources can be found at the CLWA website <http://www.clwa.org/>.

<sup>53</sup> The new California Green Building Standards Code Sections 603 and 604 deal with indoor and outdoor water use. These sections may become mandatory in 2011.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
COS-2.2 pg. 105	<b>COS-2.2 Water-Efficient Infrastructure and Technology:</b> The City/County will establish menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.	CO 4.1.5 pg. CO-87 (Con/OS 8/09)	<b>Policy CO 4.1.5:</b> Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new residential and non-residential development and residential development of five or more dwelling units.
COS-2.2 pg. 105	<b>COS-2.3 Gray Water System Standards:</b> The City/County will establish criteria and standards to permit the safe and effective use of gray water (on-site water recycling), and will review and appropriately revise, without compromising health and safety, other building code requirements that might prevent the use of such systems.	CO 4.2.3 pg. CO-88 (Con/OS 8/09)	<b>Policy CO 4.2.3:</b> Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable.
COS-3 pg. 105	<b>Objective COS-3:</b> The City/County will establish programs and policies to ensure landscaping and forests are installed and managed to optimize their climate benefits.	<i>See Below</i>	<i>See Below.</i>
COS-3.1 pg. 105	<b>COS-3.1 Water-Efficient Landscapes:</b> The City/County will install water efficient landscapes and irrigation. <sup>54</sup>	CO 4.1.3 pg. CO-87 (Con/OS 8/09)	<b>Policy CO 4.1.3:</b> Promote low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turf-grass.  <i>For any landscape review process, the city employs a consultant who reviews all landscape plans for water efficiency and vegetation suitability, among other criteria.</i>
COS-3.1.1 pg. 105	<b>3.1.1</b> Planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch;	CO 10.2.1 pg. CO-100 (Con/OS 8/09)	<b>Policy CO 10.2.1:</b> Encourage provision of vegetated open space on a development project's site, which may include shallow wetlands and ponds, drought tolerant landscaping, and pedestrian hardscape that includes vegetated areas.

<sup>54</sup> The City, and all cities and counties throughout California, will be subject to the requirements of AB1881 on January 1, 2010.



CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
			<i>For any landscape review process, the city employs a consultant who reviews all landscape plans for water efficiency and vegetation suitability, among other criteria.</i>
<b>COS-3.1.2 pg. 105</b>	<b>3.1.2</b> Installing water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls;	<i>None</i>	<i>OVOV has no similar language, however this kind of technology is required as part of AB1881.</i>
<b>COS-3.1.3 pg. 105</b>	<b>3.1.3</b> Installing edible landscapes that provide local food.	<i>None</i>	<i>OVOV has no similar language.</i>
<b>COS-3.2 pg. 105</b>	<b>COS-3.2 Shade Tree Planting:</b> The City/County will promote the planting of shade trees and will establish shade tree guidelines and specifications	<b>CO 3.6.2.d pg. CO-86 (Con/OS 8/09)</b>	<b>Policy CO 3.6.2:</b> Reduce impervious surfaces and provide more natural vegetation to enhance microclimates and provide habitat. In implementing this policy, consider the following design concepts:  d. Breaking up large expanses of paving with natural landscaped areas planted with shade trees to reduce the heat island effect, along with shrubs and groundcover to provide diverse vegetation for habitat.
<b>COS-3.2.1 pg. 105</b>	<b>3.2.1</b> Recommendations for tree planting based on the land use (residential, commercial, parking lots, etc.);	<i>None</i>	<i>OVOV has no similar language, however the City currently has design standards for tree planting based on land use in the Community Character and Design Guidelines.</i>
<b>COS-3.2.2 pg. 105</b>	<b>3.2.2</b> Recommendations for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.	<i>None</i>	<i>OVOV has no similar language, however the City currently has design standards for tree types in the Community Character and Design Guidelines.</i>
<b>COS-3.2.3 pg. 106</b>	<b>3.2.3</b> Recommendations for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.	<i>None</i>	<i>OVOV has no similar language.</i>
<b>COS-3.3 pg. 106</b>	<b>COS-3.3 Urban Forestry Management:</b> The City/County will develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal.	<b>CO 3.5 pg. CO-85 (Con/OS 8/09)</b>	<b>Objective CO 3.5:</b> Maintain, enhance, and manage the urban forest throughout developed portions of the Santa Clarita Valley to provide habitat, reduce energy consumption, and create a more livable environment.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
COS-3.3.1 pg. 106	3.3.1 Establish a tree-planting target and schedule to support the goals of the California Climate Action Team to plant 5 million trees in urban areas by 2020;	None	<i>OVOV has no similar language; however the City of Santa Clarita has been recognized as a Tree City USA since 1990.</i>
COS-3.3.1 pg. 106	3.3.2 Establish guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation.	None	<i>OVOV has no similar language; however, the City, and all cities and counties throughout California, will be subject to the requirements of AB1881 on January 1, 2010.</i>
COS-4 pg. 106	<b>Objective COS-4:</b> The City/County will establish policies and programs to develop and preserve conservation areas, including forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas, that remove and sequester carbon from the atmosphere.	CO 10.1.3 pg. CO-98 (Con/OS 8/09)	<b>Policy CO 10.1.3:</b> Through dedications and acquisitions, obtain open space needed to preserve and protect wildlife corridors and habitat, which may include land within SEA's, wetlands, woodlands, water bodies, and areas with threatened or endangered flora and fauna.
COS-4.1 pg. 106	<b>COS-4.1 Conservation Area Development:</b> The City/County will establish programs and funding mechanisms to create protected conservation areas,	CO 10.1.3 pg. CO-98 (Con/OS 8/09)	<b>Policy CO 10.1.3:</b> Through dedications and acquisitions, obtain open space needed to preserve and protect wildlife corridors and habitat, which may include land within SEA's, wetlands, woodlands, water bodies, and areas with threatened or endangered flora and fauna.
COS-4.1.1 pg. 106	4.1.1 Imposing mitigation fees for development on lands that would otherwise be conservation areas, and use the funds generated to protect other areas from development;	None	<i>OVOV has no similar language.</i>
COS-4.1.2 pg. 106	4.1.2 Proposing for voter approval a small tax increment (e.g., a quarter cent sales tax, perhaps for a finite time period that could be renewed) to fund the purchase of development rights in conservation areas, or purchase of the land outright.	CO 10.1.10 pg. CO-99 (Con/OS 8/09)	<b>Policy CO 10.1.10:</b> Ensure that the open space acquisition plan developed pursuant to the 2007 Open Space District formation conforms to General Plan goals and objectives.

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
<b>COS-4.1.2</b> pg. 106	<b>COS-4.2 Conservation Area Preservation:</b> The City/County will establish policies to preserve existing conservation areas, and to discourage development in those areas.	<b>CO 10.1.3</b> pg. CO-98 (Con/OS 8/09)	<b>Policy CO 10.1.3:</b> Through dedications and acquisitions, obtain open space needed to preserve and protect wildlife corridors and habitat, which may include land within SEA’s, wetlands, woodlands, water bodies, and areas with threatened or endangered flora and fauna.
CAPCOA – Education & Outreach Policies		OVOV	
Reference	Language	Reference	Language
<b>EO-1</b> pg. 107	<b>Objective EO-1:</b> The City/County will establish a coordinated, creative public outreach campaign, including publicizing the importance of reducing GHG emissions and steps community members can take to reduce their individual impacts.	<b>CO 1.2.1 &amp; 1.5.4</b> pg. CO-78, 80 (Con/OS 8/09)	<b>Policy CO 1.2.1:</b> Improve the community’s understanding of renewable resource systems that occur naturally in the Santa Clarita Valley, including systems related to hydrology, energy, ecosystems, and habitats, and the interrelationships between these systems.  <b>Policy CO 1.5.4:</b> 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.
<b>EO-1.1</b> pg. 107	<b>EO-1.1 Outreach Methods:</b> The City/County will use a variety of media and methods to promote climate awareness and GHG reduction	<b>CO 8.1.5</b> pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.1.5:</b> Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities
<b>EO-1.1.1</b> pg. 107	<b>1.1.1</b> TV and radio spots with local celebrities and community leaders;	<i>None</i>	<i>OVOV has no similar language, however the City currently uses KHTS (local AM radio) and SCTV (local cable) as outreach platforms.</i>
<b>EO-1.1.2</b> pg. 107	<b>1.1.2</b> Advertising “Green Tips” in the local paper;	<i>None</i>	<i>OVOV has no similar language, however the City already promotes “Green Tips” in the local newspaper.</i>
<b>EO-1.1.3</b> pg. 107	<b>1.1.3</b> Collaborating with utilities, business associations, civic groups, and nonprofits to place tips and articles in billing materials or newsletters;	<i>None</i>	<i>OVOV has no similar language, however the City could use its existing green website, <a href="http://www.greensantaclarita.com">www.greensantaclarita.com</a>, as a platform.</i>

CAPCOA – GHG Reduction Policies		OVOV	
Reference	Language	Reference	Language
EO-1.1.4 pg. 107	1.1.4 Designing and maintaining an interactive Climate Protection website and collaborating with other organizations to link to the website.	<i>None</i>	<i>OVOV has no similar language, however the City currently maintains a green website that addresses climate change prevention at <a href="http://www.greensantaclarita.com/climatechange.asp">http://www.greensantaclarita.com/climatechange.asp</a></i>
EO-1.2 pg. 107	<b>EO-1.2 Outreach Topics:</b> The City/County will coordinate with other agencies and outreach efforts to align messages on topics	<b>CO 8.1.5 pg. CO-93 (Con/OS 8/09)</b>	<b>Policy CO 8.1.5:</b> Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities
EO-1.2.1 pg. 107	1.2.1 Energy efficiency and conservation, and green energy;	<b>CO 8.1.4 pg. CO-93 (Con/OS 8/09)</b>	<b>Policy CO 8.1.4:</b> Provide information and education to the public about energy conservation and local strategies to address climate change.
EO-1.2.2 pg. 107	1.2.2 Trip reduction, public transit, carpooling, vanpooling, and alternative modes of transportation;	<b>C 1.1.3 pg. C-59 (Circ 8/09)</b>	<b>Policy C 1.1.3:</b> 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.
EO-1.2.3 pg. 107	1.2.3 Green building and energy-efficient design;	<b>CO 8.1.4 pg. CO-93 (Con/OS 8/09)</b>	<b>Policy CO 8.1.4:</b> Provide information and education to the public about energy conservation and local strategies to address climate change.
EO-1.2.4 pg. 107	1.2.4 Waste reduction, recycling, and composting;	<b>CO 8.4.7 pg. CO-96 (Con/OS 8/09)</b>	<b>Policy CO 8.4.7:</b> Provide information to the public on recycling opportunities and facilities, and support various locations and events to promote public participation in recycling.
EO-1.2.5 pg. 107	1.2.5 Water conservation and water-efficient design and products;	<b>CO 4.1.4 pg. CO-86 (Con/OS 8/09)</b>	<b>Policy CO 4.1.4:</b> Provide informational materials to applicants and contractors on the Castaic Lake Water Agency’s Landscape Education Program, and/or other information on xeriscape, native California plants, and water-conserving irrigation techniques as materials become available.

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Reference	Language	Reference	Language
EO-1.2.6 pg. 107	1.2.6 The benefits of buying local, and information about locally grown, prepared, and manufactured goods and local services.	LU 4.2.2 – 4.2.5 pg. LU-78 (Land Use 8/09)	<p><b>Policy LU 4.2.2:</b> Achieve a balanced ratio of jobs to housing through business expansion and economic development programs, with a goal of at least 1.5 jobs per household.</p> <p><b>Policy LU 4.2.3:</b> Encourage businesses to locate in all appropriate areas of the community to encourage job creation in closer proximity to workforce housing.</p> <p><b>Policy LU 4.2.4:</b> Coordinate with local colleges to promote job training programs for Santa Clarita Valley residents.</p> <p><b>Policy LU 4.2.5:</b> Promote development of uses that create job opportunities for residents through the Santa Clarita Enterprise Zone and other business assistance programs as appropriate.</p>
EO-2 pg. 107	<b>Objective EO-2:</b> The City/County will work with local businesses and energy providers on specific, targeted outreach campaigns and incentive programs.	CO 1.5.4 pg. CO-80 (Con/OS 8/09)	<b>Policy CO 1.5.4:</b> 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.
EO-2.1 pg. 107	<b>EO-2.1 Energy Efficiency Campaigns:</b> The City/County will collaborate with local energy suppliers and distributors to establish energy conservation programs, Energy Star® appliance change-out programs, rebates, vouchers, and other incentives to install energy-efficient technology and products and to cooperate on advertising.	None	<i>OVOV has no similar language, however the City could use its existing green website, <a href="http://www.greensantaclarita.com">www.greensantaclarita.com</a> as a platform. The site currently advertises Energy Star products and appliance change-out programs.</i>
EO-2.2 pg. 108	<b>EO-2.2 Pedestrian and Bicycle Promotion:</b> The City/County will work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.	None	<i>OVOV has no similar language, however the City currently runs the annual Bike to Work Day event, and operates more than 60 miles of trails and paseos designed for commuting and recreational use, including walking, running, biking, and skating. The City promotes these programs across city websites, including on <a href="http://www.greensantaclarita.com">www.greensantaclarita.com</a>.</i>

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EO-3 pg. 108	<b>Objective EO-3:</b> The City/County will organize events and workshops to promote GHG-reducing activities.	CO 8.1.5 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.1.5:</b> Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities
EO-3.1 pg. 108	<b>EO-3.1 Waste Reduction:</b> The City/County will organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and will schedule recycling dropoff events and neighborhood chipping/mulching days.	CO 8.4.7 pg. CO-96 (Con/OS 8/09)	<b>Policy CO 8.4.7:</b> Provide information to the public on recycling opportunities and facilities, and support various locations and events to promote public participation in recycling.
EO-3.2 pg. 108	<b>EO-3.2 Water Conservation:</b> The City/County will organize workshops on water conservation activities, such as selecting and planting drought-tolerant, native plants in landscaping, and installing advanced irrigation systems.	CO 4.1.4 pg. CO-86 (Con/OS)	<b>Policy CO 4.1.4:</b> Provide informational materials to applicants and contractors on the Castaic Lake Water Agency’s Landscape Education Program, and/or other information on xeriscape, native California plants, and water-conserving irrigation techniques as materials become available.
EO-3.3 pg. 108	<b>EO-3.3 Energy Efficiency:</b> The City/County will organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.	CO 8.1.4 pg. CO-93 (Con/OS 8/09)	<b>Policy CO 8.1.4:</b> Provide information and education to the public about energy conservation and local strategies to address climate change.
EO-3.4 pg. 108	<b>EO-3.4 Climate Protection Summit/Fair:</b> The City/County will organize an annual Climate Protection Summit or Fair, to educate the public on current climate science, projected local impacts, and local efforts and opportunities to reduce GHG emissions, including exhibits of the latest technology and products for conservation and efficiency.	<i>None</i>	<i>OVOV has no similar language, however the City’s annual Earth Day, River Rally, and Arbor Day events do address climate change.</i>

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EO-3.5 pg. 108	<b>EO-3.5 Schools Programs:</b> The City/County will develop and implement a program to present information to school children about climate change and ways to reduce GHG emissions, and will support school-based programs for GHG reduction, such as school based trip reduction and the importance of recycling.	<i>None</i>	<i>OVOV has no similar language, however the City’s existing green website does have information on climate change for school children at <a href="http://www.greensantaclarita.com/climatechange.asp">http://www.greensantaclarita.com/climatechange.asp</a></i>
EO-4 pg. 108	<b>Objective EO-4:</b> The City/County will sponsor competitions and awards to encourage GHG reductions and recognize success. <sup>55</sup>	<i>None</i>	<i>OVOV has no similar language. However, a program such as this could easily be implemented through the City’s green website, <a href="http://www.greensantaclarita.com">www.greensantaclarita.com</a>.</i>
EO-4.1 pg. 108	<b>EO-4.1 Climate Champions Awards:</b> The City/County will establish a Climate Champions Awards program to acknowledge outstanding private and public efforts to reduce GHG emissions.	<i>None</i>	<i>OVOV has no similar language.</i>
EO-4.2 pg. 109	<b>EO-4.2 GHG Reduction / Climate Protection Competitions:</b> The City/County will sponsor competitions and contests with prizes for promoting climate protection and reducing GHG emissions, including such contests as:	<i>None</i>	<i>OVOV has no similar language.</i>
EO-4.2.1 pg. 109	<b>4.2.1</b> Poster contests at schools, with winning entrants receiving scholarship grants and recognition at the Climate Protection Summit/Fair, and posters used in outreach campaigns or compiled in calendars;	<i>None</i>	<i>OVOV has no similar language, however the Transit Department is currently running one annual student art competition relating to the environmental benefits of public transportation and one “recycled work of art” competition.</i>

<sup>55</sup> Items contained in EO-4 seem too specific for General Plan use. These appear to be more appropriate for either a green building program or a Climate Action Plan.

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<b>EO-4.2.2</b> <b>pg. 109</b>	<b>4.2.2</b> Waste diversion contests between schools, businesses, civic organizations, and Scout troops or other groups, with prizes for the greatest percent waste diverted and recognition at the Climate Protection Summit/Fair, and similar contests for planting trees, reducing vehicle trips, or other desired behaviors;	<i>None</i>	<i>OVOV has no similar language.</i>
<b>EO-4.2.3</b> <b>pg. 109</b>	<b>4.2.3</b> Walkathons, relays, or other similar fundraising challenges, with funds raised to support community climate protection programs and activities.	<i>None</i>	<i>OVOV has no similar language.</i>

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