4.0 REVISED DRAFT EIR PAGES

This section of the Final EIR presents pages from the Draft EIR that have been revised as a result of comments received during the public review process, or in the case of the project description, in response to revisions to the project. Text that has been added to the Draft EIR is presented in underline format, while text that has been removed is presented in ~~strike-out~~ format.

The following pages from the Draft EIR have been revised as a result of comments received during the public review process. Only those pages that have been revised are included in this section.

3.3-48	3.4-70-70a	3.16-12
3.3-56	3.5-13-13a	3.16-13-13a
3.3-58	3.5-18, 18a, 18b	3.16-14
3.3-60	3.7-56-56a	3.16-15-15a
3.3-67	3.13-149	3.16-16
3.3-69	3.13-150	3.17-1
3.3-70	3.15-3	3.17-4
3.3-75-75a	3.15-10	3.17-16
3.4-45	3.15-34	3.19-2
3.4-46	3.15-35	3.19-6
3.4-47-47a	3.15-36	6.0-47
3.4-55	3.15-38	ES-28-28a
3.4-57	3.15-40	ES-42
3.4-59	3.15-48	ES-43
3.4-65	3.15-49	ES-44
3.4-69	3.15-52	ES-54
ES-58		

turnover (i.e., older more polluting automobiles being replaced by new models that meet more stringent emission standards). Operational air quality impacts would be considered potentially significant.

Table 3.3-10
Estimated Maximum Operational Emissions
Under Proposed General Plan and Area Plan (Unmitigated)

Emissions Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summertime Emissions in Pounds per Day						
Existing Emissions[1]	**18,300**	**17,900**	**150,610**	**150**	**24,430**	**4,770**
OVOV Emissions						
Operational (Mobile) Sources	10,290	9,000	100,620	300	48,970	9,500
Area Sources	10,200	2,490	5,020	0	10	10
Total OVOV Emissions	**20,490**	**11,490**	**105,640**	**300**	**48,980**	**9,510**
Net Increase in Emissions[2]	**2,190**	**-6,410**	**-44,970**	**150**	**24,550**	**4,740**
Percent Increase in Emissions	**12%**	**-36%**	**-30%**	**100%**	**100%**	**99%**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	**YES**	**NO**	**NO**	**YES**	**YES**	**YES**
Wintertime Emissions in Pounds per Day						
Existing Emissions[1]	**30,820 ~~31,520~~**	**22,200 ~~24,260~~**	**174,470 ~~187,970~~**	**210 ~~230~~**	**29,320 ~~32,150~~**	**9,480 ~~10,030~~**
OVOV Emissions						
Operational (Mobile) Sources	11,060	10,820	95,090	250	48,970	9,500
Area Sources	32,880	4,410	65,990	180	10,050	9,670
Total OVOV Emissions	**43,940**	**15,230**	**161,080**	**430**	**59,020**	**19,170**
Net Increase in Emissions[2]	**13,120**	**-6,970**	**-13,390**	**220**	**29,700**	**9,690**
Percent Increase in Emissions	**43%**	**-31%**	**-8%**	**105%**	**101%**	**102%**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	**YES**	**NO**	**NO**	**YES**	**YES**	**YES**

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 3.3**.*
[1] *See **Table 3.3-9, Operational Emissions from Existing Conditions**.*
[2] *Total Emissions minus existing operational emissions from **Table 3.3-9, Operational Emissions from Existing Conditions**.*
Values have been rounded to the nearest 10 pounds.

Using the SCAQMD's threshold to determine cumulative air quality impacts, the projected rate of population growth from **Section 3.19, Population and Housing**, was compared to the rate of trip ends growth using information from the project traffic study (**Appendix 3.2**). Population growth for the OVOV Planning Area is projected to increase from approximately 252,000 to 459,148 at buildout (a growth rate of approximately 75 percent), while the number of trip ends is expected to increase from 1,487,994 to

Policy C 1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.

Policy C 1.1.6: Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage, expanded ~~expansion of~~ park-and-ride lots, and ~~provision of~~ adequate station and transfer facilities in appropriate locations.

Policy C 1.1.10: Provide for flexibility in the transportation system to accommodate new technology as it becomes available, in order to reduce trips by vehicles using fossil fuels where feasible and appropriate.

Policy C 1.1.11: Promote use of multi-modal facilities by providing adequate and attractive way-finding programs directing users to transit stations, park-and-ride lots, bicycle storage, and other facilities.

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

Policy C 1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.

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

Policy C 1.2.1: Develop coordinated plans for land use, circulation, and transit to promote transit-oriented development that concentrates higher density housing, employment, and commercial areas in proximity to transit corridors.

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

Objective C 1.3: Ensure conformance of the Circulation Plan with regional transportation plans.

Policy C 1.3.~~3~~2: Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the South Coast Air Quality Management District ~~SCAQMD~~ Air Quality Management Plan.

Policy C 1.3.~~6~~9: Support the expansion of Palmdale Regional Airport and the extension of multi-modal travel choices between the airport and the Santa Clarita Valley, in conformance with regional planning efforts.

Policy C 1.3.~~7~~10: Apply for regional, State, and federal grants for bicycle and pedestrian infrastructure projects.

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

Objective C 2.2: Adopt and apply consistent standards throughout the Santa Clarita Valley for street design and service levels, which promote safety, convenience, and efficiency of travel.

Policy C 2.2.6: 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.

Policy C 2.2.7: Where practical, encourage the use of grid or modified grid street systems to increase connectivity and walkability; where cul-de-sacs are provided, promote the use of walkways connecting cul-de-sac bulbs to adjacent streets and/or facilities to facilitate pedestrian access; where street connectivity is limited and pedestrian routes are spaced over 500 feet apart, promote the use of intermediate pedestrian connections through or between blocks.

Policy C 3.1.6: Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work.

Policy C 3.1.7: Encourage special event center operators to advertise and offer discounted transit passes with event tickets.

Objective C 3.2: Encourage reduction in airborne emissions from vehicles through use of clean vehicles and transportation system management.

Policy C 3.2.1: Adopt clean vehicle purchase policies for City and County fleets.

Policy C 3.2.2: Continue to enhance signal timing and synchronization to allow for free traffic flow, minimizing idling and vehicle emissions.

Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.

Policy C 3.2.4: The City and /County will encourage new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.

Objective C 3.3: Make more efficient use of parking and maximize economic use of land, while decreasing impervious surfaces in urban areas, through parking management strategies.

Policy C 3.3.2: In pedestrian-oriented, high density mixed use districts, provide for common parking facilities to serve the district, where appropriate.

Policy C 3.3.3: Promote shared use of parking facilities between businesses with complementary uses and hours, where feasible.

Policy C 3.3.4: 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.

Policy CO 1.3.4: Promote and encourage cogeneration projects for commercial and industrial facilities, provided they meet all applicable environmental quality standards including those related to air and~~,~~ noise, and provide a net ~~new~~ reduction in greenhouse gas (GHG) emissions associated with energy production.

Objective CO 1.4: Minimize the long-term impacts posed by harmful chemical and biological materials on environmental systems.

Policy CO 1.4.1: In cooperation with other appropriate agencies, identify pollution sources and adopt strategies to reduce emissions into air and water bodies.

Objective CO 1.5: Manage urban development and human-built systems to minimize harm to ecosystems, watersheds, and other natural systems, such as urban runoff treatment trains that infiltrate, treat and remove direct connections to impervious areas.

Policy CO 1.5.1: Promote the use of environmentally-responsible building design and efficiency standards in new development, and provide examples of these standards in public facilities.

Policy CO 1.5.7: Consider the principles of environmental sustainability, trip reduction, walkability, stormwater management, and energy conservation at the site, neighborhood, district, city, and regional level, in land use decisions.

Goal CO 3: Conservation of biological resources and ecosystems, including sensitive habitats and species.

Objective CO 3.1: In review of development plans and projects, encourage conservation of existing natural areas and restoration of damaged natural vegetation to provide for habitat and biodiversity.

Policy CO 3.1.11: Promote use of pervious materials or porous concrete on sidewalks to allow for planted area infiltration, allow oxygen to reach tree roots (preventing sidewalk lift-up from roots seeking

Policy CO 7.1.2: Support the use of alternative fuel vehicles.

Policy CO 7.1.3: Support alternative travel modes and new technologies, including infrastructure to support alternative fuel vehicles, as they become commercially available.

Objective CO 7.2: Apply guidelines to protect sensitive receptors from sources of air pollution as developed by the California Air Resources Board (CARB), where appropriate.

Policy CO 7.2.1: Ensure adequate spacing of sensitive land uses from the following sources of air pollution: high traffic freeways and roads; distribution centers; truck stops; chrome plating facilities; dry cleaners using perchloroethylene; and large gas stations, as recommended by CARB.

Objective CO 7.3: Coordinate with other agencies to plan for and implement programs for improving air quality in the South Coast Air Basin.

Policy CO 7.3.1: Coordinate with local, regional, state, and federal agencies to develop and implement regional air quality policies and programs.

Goal CO 8: Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases. (Guiding Principle #11).

Objective CO 8.1: Comply with the requirements of State law, including AB 32, SB 375 and implementing regulations, to reach targeted reductions of greenhouse gas (GHG) emissions.

Policy CO 8.1.1: Create and adopt a Climate Action Plan within 18 months of the ~~OVOV~~ adoption date of the City's General Plan Update that meets State requirements and includes the following components:

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; and

e. Allocation of funding and staffing for Plan implementation.~~;~~

After adoption of the Climate Action Plan, amend this General Plan if necessary to ensure consistency with the adopted Climate Action Plan.

Policy CO 8.1.3: Revise codes and ordinances as needed to address energy conservation, including but not limited to the following:

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. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives;

c. Require 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;

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.

Policy CO 8.1.4: Provide information and education to the public about energy conservation and local strategies to address climate change.

Policy CO 8.1.5: Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities.

Impact 3.3-4: **The proposed General Plan and Area Plan would have a potentially significant effect if they would expose sensitive receptors to substantial pollutant concentrations from CO hotspots and/or TACs regulated by SCAQMD.**

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Four TACs pertinent to the proposed project include mobile source air toxins, CO, asbestos, lead, and polychlorinated biphenyls (PCBs).

Carbon Monoxide

Motor vehicles are a primary source of pollutants within the project vicinity. Traffic congested roadways and intersections have the potential to generate localized high levels of CO, where it concentrates at or near ground level because it does not readily disperse into the atmosphere. Ambient concentrations of CO that exceed state and/or federal standards are termed CO "hotspots." Intersections operating at Level of Service (LOS) of E or F have the potential to create a CO hotspot.

There are no known CO hotspots in the OVOV Planning Area under existing conditions. According to Table 4-9~~Tables 4-2 and 4-3~~ of the project traffic report (**Appendix 3.2**), future levels of service at principle intersections at buildout under ~~both the existing General Plan and under~~ the proposed General Plan and Area Plan would degrade from LOS D or better to LOS E under OVOV buildout conditions when compared with existing conditions, which would result in a potentially significant impact~~will either remain the same or improve. As a result, there would be no potential for future increases in CO concentrations and CO hotspots in the OVOV Planning Area and CO impacts under this criterion would be less than significant~~.

Modeling was conducted to determine whether buildout under the proposed OVOV General Plan and Area Plan would actually exceed the significance thresholds and result in a significant impact. The LOS information was obtained from Table 4-9 of the project traffic report (**Appendix 3.2** of the Recirculated Draft EIR), which indicated that seven intersections would degrade from LOS D or better to LOS E or worse when compared to existing conditions. The maximum CO concentrations at these intersections were calculated using the CALINE4 screening model. The screening model is intended as a screening analysis that conservatively assesses the potential for CO hotspots based on worst-case meteorological and emissions assumptions. If a hotspot is identified, the complete CALINE4 model is then utilized to determine precisely the CO concentrations predicted at the intersections in question. This methodology assumes worst-case conditions (i.e., wind direction is parallel to the primary roadway and 90 degrees to

the secondary road, wind speed of less than 1 meter per second and extreme atmospheric stability) and provides a screening of maximum, worst-case, CO concentrations. Modeling was conducted for peak hour morning and evening traffic volumes using the cumulative plus project traffic volumes at the assumed buildout year of 2035. Background CO concentrations were included in the analysis.

The results of the CO hotspots modeling analysis are presented in **Table 3.3-11, Maximum Carbon Monoxide Concentrations at OVOV Buildout** for receptors located 0 feet from the intersection (adjacent to the intersection). As shown, the CALINE4 screening procedure predicts that, under worst-case conditions (i.e., wind direction is parallel to the primary roadway and 90 degrees to the secondary road, wind speed of less than 1 meter per second and extreme atmospheric stability), future CO concentrations at each intersection would not exceed the federal or state 1-hour and 8-hour standards. As a result, no significant impacts would occur relative to future carbon monoxide concentrations as a result of buildout under the proposed OVOV General Plan and Area Plan.

Table 3.3-11
Maximum Carbon Monoxide Concentrations at OVOV Buildout

	0 Feet	
Intersection	**1-Hour[1]**	**8-Hour[2]**
1. The Old Road & Rye Canyon	2.7	1.9
3. The Old Road & Valencia	3.0	2.1
5. The Old Road & Pico Canyon	2.8	2.0
8. McBean & Magic Mountain	3.0	2.1
10. Orchard Village & McBean	3.2	2.3
11. Orchard Village & Wiley Canyon	2.9	2.0
17. Sierra Highway & Newhall	2.9	2.0
Exceeds state 1-hour standard of 20 ppm?	NO	—
Exceeds federal 1-hour standard of 35 ppm?	NO	—
Exceeds state 8-hour standard of 9.0 ppm?	—	NO
Exceeds federal 8-hour standard of 9 ppm?	—	NO

Source: Impact Sciences, Inc.
[1] State standard is 20 parts per million. Federal standard is 35 parts per million.
[2] State standard is 9.0 parts per million. Federal standard is 9 parts per million.

obtained from the CEC. GHG emission factors for wastewater treatment[88] and solid waste disposal[89] were obtained from the US EPA.

In order to assess the increase in GHG emissions from the OVOV Planning Area as it builds out, the operational GHG emissions are calculated for the following scenarios:

- Existing Conditions
- Buildout Under Proposed General Plan and Area Plan Designations

Operational GHG emissions are compared with existing emissions in order to determine the net increase in project GHG emissions as the OVOV Planning Area builds out. Detailed calculations of the operational emissions are found in **Appendix 3.4**.

GHG Emissions from Existing Conditions

The estimated maximum annual GHG emissions under existing conditions are shown in **Table 3.4-5, Estimated Existing Annual GHG Emissions**. Total GHG emissions are approximately 3,221,900 $MTCO_2e$/year.

Table 3.4-5
Estimated Existing Annual GHG Emissions

Existing GHG Emissions Sources	Emissions (Metric Tons CO_2e/year)
Motor Vehicles	2,457,800
Area Sources (Landscaping; Hearths)	9,900
Natural Gas Consumption	306,300
Electricity Consumption	313,200
Solid Waste Generation	10,300
Water Supply	105,600
Wastewater Treatment	15,000~~18,800~~
Annual Total Existing GHG Emissions	**3,218,100~~3,221,900~~**

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 3.4**.*
Motor vehicle and area source emissions are averages for summertime and wintertime emissions. Numbers are rounded to their nearest 100.

88 United States Environmental Protection Agency. *Compilation of Air Pollutant Emission Factors* AP 42, Fifth Edition. Research Triangle Park, NC: US Environmental Protection Agency, Office of Air Quality Planning and Standards, January 1995, Volume I, Chapter 4.3.5. This document is available for review at http://www.epa.gov/ttn/chief/ap42/index.html.

89 United States Environmental Protection Agency. Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste* [EPA-530-R-98-013]. Washington DC: United States Environmental Protection Agency, (April 1998).

GHG Emissions from the Proposed General Plan and Area Plan

As shown in **Table 3.4-6, GHG Emissions from the Proposed General Plan and Area Plan**, the GHG emissions after buildout of the OVOV Planning Area under the proposed General Plan and Area Plan designations would be conservatively estimated at 5,070,300 MT CO_2e/year. This represents an approximate increase of 1,848,400 MTCO_2e/year over existing conditions.

Table 3.4-6
GHG Emissions from the Proposed General Plan and Area Plan

General Plan & Area Plan GHG Emissions Sources	Emissions (Metric Tons CO_2e/year)
Amortized Construction	19,200
Motor Vehicles	3,602,300
Area Sources (Landscaping; Hearths)	20,000
Natural Gas Consumption	512,300
Electricity Consumption	722,800
Solid Waste Generation	21,800
Water Supply	144,800
Wastewater Treatment	20,600~~27,100~~
Annual Total GHG Emissions	**5,063,800~~5,070,300~~**
Existing Annual Total GHG Emissions	**3,218,100~~3,221,900~~**
Net Total GHG Emissions[1]	**1,845,700~~1,848,400~~**

Source: Impact Sciences, Inc. Emissions calculations are provided in ***Appendix 3.4****.*

[1] *Annual Total GHG Emissions minus Existing Annual Total GHG Emissions. Numbers are rounded to their nearest 100.*

The emissions associated with the proposed General Plan and Area Plan, as described above, represent a conservative assessment of the actual GHG emissions that would result from the plans' implementation. The construction emissions were based on the assumption that equipment would operate continuously throughout an 8-hour work-day. In reality, construction equipment tends to operate cyclically for only a portion of the work day. In addition, as noted in CARB's AB 32 *Climate Change Scoping Plan*, reductions in GHG emissions from construction equipment are expected to occur upon implementation of the low carbon fuel standard (Scoping Plan Measure 5) and vehicle hybridization and energy efficiency standards adopted for medium- and heavy-duty vehicles (Scoping Plan Measure 10). These additional reductions were not quantified in this analysis resulting in conservatively estimated construction GHG emissions. Nonetheless, construction equipment would comply with the low carbon fuel standard and vehicle

hybridization and energy efficiency standards adopted for medium- and heavy-duty vehicles as required by state and local agencies.

As shown in **Table 3.4-6**, GHG emissions from motor vehicles represent the majority of the total operational GHG emissions associated with the proposed General Plan and Area Plan. Several regulatory actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles. As discussed previously, reductions associated with the Low Carbon Fuel Standard and the GHG emission standards for light-duty automobiles and light-duty trucks under Assembly Bill 1493 have been taken into account. However, additional motor vehicle reductions are planned under AB 32. Under CARB's *Climate Change Scoping Plan*, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Also, CARB is anticipated to adopt land use planning GHG reduction targets for Metropolitan Planning Organization under Senate Bill 375. Additionally, it is likely that technology would continue to improve and CAFE standards would become more stringent in future years.

Similarly, the GHG emissions associated with electricity, natural gas, and water consumption represent conservative estimates since the effect of many of the reductions associated with energy efficiency policies are not included in the emission calculations. The GHG emissions associated with electricity, natural gas, and water consumption were calculated based on current building standards. Future GHG emissions associated with electricity and natural gas consumption rates from new construction would be reduced in accordance with efficiencies gained from compliance with newer California Title 24 building code standards. The California Energy Commission is required to periodically update Title 24 standards. In 2008, the California Energy Commission revised the standards and issued an *Impact Analysis* report that assessed the energy savings from the 2008 revisions to Title 24, relative to the previous standards.[90] Data from these reports indicate that energy consumption would be reduced by approximately 5 to 20 percent, depending on the type of new construction (i.e., non-residential, residential, etc.). In addition to the 2008 revisions to Title 24, it is likely that the California Energy Commission would further revise building code standards and require even more energy efficiency measures in the future. For these reasons, the GHG emissions associated with electricity, natural gas, and water consumption also represent conservative estimates. In addition, according to the Santa Clarita Valley Sanitation District, the methane generated from the anaerobic digesters at the Valencia Water Reclamation Plant (VWRP) is collected and combusted in a flare or boiler. The District estimates a conservative recovery value of 99 percent (one percent emitted to the atmosphere). The methane recovery was taken into account in the analysis.

90 California Energy Commission, *Impact Analysis: 2008 Update to the California Energy Efficiency Standards*, (2007).

Impact 3.4-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The policies listed below are the same for the City's General Plan and the County's Area Plan. The City is evaluating General Plan goals, objectives, and policies and the County's Area Plan focuses on policies.

within Industrial designations on the Land Use Map, subject to applicable zoning requirements.

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

Objective C 1.1: Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.

Policy C 1.1.1: Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.

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

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

Policy C 1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.

Policy C 1.1.6: Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage, expanded ~~expansion of~~ park-and-ride lots, and ~~provision of~~ adequate station and transfer facilities in appropriate locations.

Policy C 1.1.10: Provide for flexibility in the transportation system to accommodate new technology as it becomes available, in order to reduce trips by vehicles using fossil fuels where feasible and appropriate.

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

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

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

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

Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.

Policy C 1.2.12: Balance the anticipated volume of people and goods movement with the need to maintain a walkable and bicycle friendly environment.

Objective C 1.3: Ensure conformance of the Circulation Plan with regional transportation plans.

Policy C 1.3.2: Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the South Coast Air Quality Management District ~~SCAQMD~~ Air Quality Management Plan.

Policy C 1.3.6: Support the expansion of Palmdale Regional Airport and the extension of multi-modal travel choices between the airport and the Santa Clarita Valley, in conformance with regional planning efforts.

Policy C 1.3.7: Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects.

Policy C 3.1.4: Promote the use of employee incentives to encourage alternative travel modes to work.

Policy C 3.1.5: Promote the use of van pools, car pools, and shuttles to encourage trip reduction.

Policy C 3.1.6: Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work.

Policy C 3.1.7: Encourage special event center operators to advertise and offer discounted transit passes with event tickets.

Objective C 3.2: Encourage reduction in airborne emissions from vehicles through use of clean vehicles and transportation system management.

Policy C 3.2.1: Adopt clean vehicle purchase policies for City and County fleets.

Policy C 3.2.2: Continue to enhance signal timing and synchronization to allow for free traffic flow, minimizing idling and vehicle emissions.

Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.

Policy C 3.2.4: The City and /County will encourage new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.

Objective C 3.3: Make more efficient use of parking and maximize economic use of land, while decreasing impervious surfaces in urban areas, through parking management strategies.

Policy C 3.3.2: In pedestrian-oriented, high-density mixed use districts, provide for common parking facilities to serve the district, where appropriate.

Policy C 3.3.3: Promote shared use of parking facilities between businesses with complementary uses and hours, where feasible.

Policy CO 1.1.1: In making land use decisions, consider the complex, dynamic, and interrelated ways that natural and human systems interact, such as the interactions between energy demand, water demand, air and water quality, and waste management.

Objective CO 1.2: Promote more sustainable utilization of renewable resource systems.

Policy CO 1.2.1: 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, through the following measures:

c. Provide information to decision-makers about the interrelationship between traffic and air quality, ecosystems and water quality, land use patterns and public health, and other similar interrelationships between renewable resource systems in order to ensure that decisions are based on an understanding of these concepts.

Objective CO 1.3: Conserve and make more efficient use of non-renewable resource systems, such as fossil fuels, minerals, and materials.

Policy CO 1.3.1: Explore, evaluate, and implement methods to shift from using non-renewable resources to use of renewable resources in all aspects of land use planning and development.

Policy CO 1.3.2: Promote reducing, reusing, and recycling in all Land Use designations and cycles of development.

Policy CO 1.3.3: Provide informational material to the public about programs to conserve non-renewable resources and recover materials from the waste stream.

Policy CO 1.3.4: Promote and encourage cogeneration projects for commercial and industrial facilities, provided they meet all applicable environmental quality standards including <u>those related to</u> air <u>and</u>~~,~~ noise<u>,</u> and provide a new reduction in <u>greenhouse gas</u> <u>(</u>GHG<u>)</u> emissions associated with energy production.

Policy CO 4.2.3: Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable.

Objective CO 4.3: Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source.

Policy CO 4.3.4: Encourage and promote the use of new materials and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.

Goal CO 7: Clean air to protect human health and support healthy ecosystems.

Objective CO 7.1: Reduce air pollution from mobile sources.

Policy CO 7.1.1: Through the mixed land use patterns and multi-modal circulation policies set forth in the Land Use and Circulation Elements, limit air pollution from transportation sources.

Policy CO 7.1.2: Support the use of alternative fuel vehicles.

Policy CO 7.1.3: Support alternative travel modes and new technologies, including infrastructure to support alternative fuel vehicles, as they become commercially available.

Goal CO 8: Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases. (Guiding Principle #11).

Objective CO 8.1: Comply with the requirements of State law, including AB 32, SB 375 and implementing regulations, to reach targeted reductions of greenhouse gas (GHG) emissions.

Policy CO 8.1.1: Create and adopt a Climate Action Plan within 18 months of the ~~OVOV~~ adoption date of the City's General Plan Update that meets State requirements and includes the following components:

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; and

e. Allocation of funding and staffing for Plan implementation.;

After adoption of the Climate Action Plan, amend this General Plan if necessary to ensure consistency with the adopted Climate Action Plan.

Policy CO 8.1.2: 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.

Policy CO 8.1.3: Revise codes and ordinances as needed to address energy conservation, including but not limited to the following:

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. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives;

c. Require 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;

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.

Policy CO 8.1.4: Provide information and education to the public about energy conservation and local strategies to address climate change.

such action is deemed to be in the best interest of agricultural activities in the County and its environment.

THRESHOLDS OF SIGNIFICANCE

In order to assist in determining whether a project will have a significant effect on the environment, the *State CEQA Guidelines*, Appendix G, identify criteria for conditions that may be deemed to constitute a substantial or potentially adverse change in physical conditions. Significant agricultural resources impacts will result if:

- The proposed project were to include the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources agency, to non-agricultural use; ~~and,~~
- The proposed project were to expose future residents to nuisances associated with agricultural operations or expose farms to nuisances associated with urban uses.
- Conflict with a existing zoning for agricultural use or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production;
- Result in the loss of forest land or conversion of forest land to non-forest use; and
- Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use.
- There are no Williamson Act contracts in the City of Santa Clarita or its Planning Area. Therefore no further assessment of Williamson Act is required.

IMPACT ANALYSIS

This impact analysis section evaluates the potential effects of the proposed General Plan goals, objectives, and policies on agricultural resources and the *State CEQA Guidelines* thresholds of significance criteria.

Impact 3.5-1 **There will be a potentially significant impact if the proposed project would include the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources agency, to non-agricultural use.**

Implementation of the City's General Plan would result in the conversion of some areas of Important Farmland within the City's SOI boundaries to urban land uses. Under the current Land Use Policy Map areas of Important Farmland within the City's SOI boundaries would not be designated as Open Space or Non-Urban land uses where appropriate, as called for in the City's General Plan per **Policy LU 1.1.7**. These areas include the following locations:

- Areas of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance located east of Bouquet Canyon Road within the City's SOI, which will be designated as Rural Residential Land Uses (NU5/RR5) and Urban Residential Land Uses (UR-1) as shown on the Land Use Policy Map

established farms from nuisances associated with adjacent urban uses. The potential for development within the City's Planning Area and the possibility that new development would be located next to agriculturally active lands is unknown at this time. Therefore, any future individual projects that are developed within the City's Planning Area shall be analyzed on a project-by-project basis, and mitigation measures would be recommended as needed.

Effectiveness of General Plan Goals, Objectives, and Policies

The proposed General Plan does not contain any policies that would reduce the exposure of future residents to nuisances associated with agricultural operations or expose farms to nuisances from urban uses. Therefore, these impacts could be potentially significant. However, analysis of these potential impacts and implementation of mitigation measures would be required on an individual project-by-project basis, to determine the potential of future residents being exposed to nuisances from agriculturally active land within the City's Planning Area.

Plan to Plan Analysis

Both the existing Plan and the proposed General Plan do not include goals or policies that address the expose of humans to nuisances associated with agricultural operations, thus potential impacts would be the similar in both plans.

Impact 3.5-3 **There will be a potential significant impact if there will be a conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production**

Result in the loss of forest land or conversion of forest land to non-forest use; and

Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use.

According to Public Resources Code section 12220(g), a Forest Land is defined as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation and other public benefits." The California Department of Forestry and Fire Protection (CalFire) in collaboration with the United States Forest Service (USDA Forest Service) develops Land Cover Maps that depict the different types of land cover that exists within the State of

California, which includes the following classifications: conifer-forest; conifer-woodland; hardwood-woodland; hardwood-forest; shrub; herbaceous; wetland; desert-shrub; desert-woodland; agriculture; urban, barren/other; water; and, not mapped. In order to determine if a project site can be classified as forest land, surveys must be completed to determine if the project site currently contains native trees (including hardwoods) within its boundaries.

Implementation of the General Plan could result in oak woodland and oak trees impacted as implementation of the Plan progresses. It is difficult to ascertain the impacts to timberland or oak woodlands without analysis of a specific development plan. However, most of the oak woodland that exist in the City's Planning Area, are part of the National Forest lands and minimal if any development is expected on federal or state parkland.

Proposed General Plan Goals, Objectives, and Policies

Objective LU 6.1: Maintain the natural beauty of the Santa Clarita Valley's hillsides, significant ridgelines, canyons, oak woodlands, rivers and streams.

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

> **Policy LU 7.8.1**: Adopt and implement consistent policies for protection of oak woodlands and oak trees throughout the planning area.
>
> **Policy CO 1.6.2**:Use Geographic Information Systems, modeling, and other tools to indicate the locations of natural systems such as floodplain and floodway areas, oak tree woodlands, Significant Ecological Areas, and plant and animal species habitat.
>
> **Policy CO 3.5.3**:Pursuant to the requirements of the zoning ordinance, protect heritage oak trees that, due to their size and condition, are deemed to have exceptional value to the community.

Objective CO 6.4: Protect the scenic character of oak woodlands, coastal sage, and other habitats unique to the Santa Clarita Valley.

Effectiveness of Proposed General Plan Goals, Objectives and Policies

Oak woodland and timberland preservation would be protected with the implementation of **Objectives LU 7.8, Policy LU 7.8.1, Policy CO 1.6.2** and **Policy CO 3.5.3.** Consequently impacts would be less than significant. However, analysis of these potential impacts and implementation of mitigation measures

would be required on an individual project-by-project basis, to determine the potential impacts to timberlands and conversion of forest land within the City's Planning Area.

Plan to Plan Analysis

Both the existing Plan and the proposed General Plan objectives and policies that address the preservation of oak woodlands, thus potential impacts would be the similar in both plans.

MITIGATION FRAMEWORK

Impacts on agricultural land use within the City's Planning Area would be significant because the Land Use Policy Map would convert some of the Important Farmlands within the City's SOI to urban-based land uses.

SIGNIFICANCE OF IMPACT WITH MITIGATION FRAMEWORK

Impacts on agricultural land uses would remain a significant impact.

General Plan would not result in impacts through disturbance to SEAs as identified by the City of Santa Clarita.

Plan to Plan Analysis

Both the proposed General Plan and the existing General Plan contain goals and policies that address the impacts to SEAs. Although, as noted above, the proposed General Plan proposes a new set of policies for the protection of biological resources which is more protective in nature when compared the existing General Plan.

MITIGATION FRAMEWORK

Implementation of the following mitigation measures would reduce biological impacts related to direct mortality of special-status species and on sensitive habitats to a less than significant level.

MM 3.7-1 **When required, biological site survey reports shall include an analysis of the potential for a proposed project to: (1) result in direct or indirect mortality of special status species; (2) interfere with breeding, feeding, and/or sheltering behaviors of such species; (3) adversely individuals of listed, proposed, or candidate species, losses of affect habitats occupied by such species, and (4) reduce wildlife movement and/ losses of opportunity for habitat connectivity.**

- **Reports must be prepared by qualified biological consultants.**

- **Reports must include specific information regarding site location, on-site and surrounding biological resources, observed and detected species, site photographs, vegetation map, literature sources, timing of surveys, project footprint, anticipated project impacts, proposed mitigation measures, and additional recommended surveys. Such reports must be submitted to City staff for review and oversight as part of the project-level CEQA compliance process,**

~~When required, biological site survey reports shall include an analysis of the potential for a proposed project to result in direct mortality of individuals of listed, proposed, or candidate species, losses of habitats occupied by such species, and losses of opportunity for habitat connectivity.~~

~~g. Reports must be prepared by qualified biological consultants.~~

~~h. Reports must include specific information regarding site location, on site and surrounding biological resources, observed and detected species, site photographs, vegetation map, literature sources, timing of surveys, project footprint, anticipated project impacts, proposed mitigation measures, and additional recommended surveys.~~

MM 3.7-2 ~~If special status species may potentially be subject to direct loss through implementation of construction activities, mitigation measures proposed as part of biological site survey reports shall include a requirement for preconstruction special status species surveys, followed by measures to ensure avoidance, relocation or safe escape of special status species from construction activity, whichever action is the most appropriate. If special status species are found to be brooding, denning, nesting, etc. on site during the preconstruction survey, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off site habitat areas.~~ If construction activities have the potential to significantly affect special-status species, and the biological site survey report shall propose mitigation measures that: (1) require pre-construction surveys for special-status species surveys; and (2) ensure avoidance, relocation, or sage escape of special-status species from construction activity, whichever action is most appropriate. If special status species are found to be brooding, denning, nesting etc. on-site during the preconstruction survey, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitats. A qualified biologist shall be on-site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.

MM 3.13-19 (Policy CO 4.2.3): Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable.

MM 3.13-20 (Policy CO 4.2.5): Participate and cooperate with other agencies to complete, adopt, and implement an Integrated Regional Water Management Plan to build a diversified portfolio of water supply, water quality, and resource stewardship priorities for the Santa Clarita Valley.

MM 3.13-21 (Policy CO 4.2.6): Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.

MM 3.13-22 (Policy CO 8.3.3): Promote energy efficiency and water conservation upgrades to existing non-residential buildings at the time of major remodel or additions.

For Groundwater Recharge

MM 3.13-23 (Policy LU 7.3.1): Promote the use of permeable paving materials to allow **i**nfiltration of surface water into the water table.

MM 3.13-24 (Policy LU 7.3.2): Maintain stormwater runoff on site by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable areas, and use of drainage areas as design elements, where feasible and reasonable.

MM 3.13-25 (Policy LU 7.3.3): Seek methods to decrease impermeable site area where reasonable and feasible, in order to reduce stormwater runoff and increase groundwater infiltration, including use of shared parking and other means as appropriate.

MM 3.13-26 (Policy CO 2.3.5): Promote remediation and restoration of mined land to a condition that supports beneficial uses, which may include but are not limited to recreational open space, habitat enhancement, groundwater recharge, or urban development.

MM 3.13-27 (Policy CO 3.6.2): Reduce impervious surfaces and provide more natural vegetation to enhance microclimates and provide habitat. In implementing this policy, consider the following design concepts:

~~b~~a. Increased use of vegetated areas around parking lot perimeters; such areas should be designed as bioswales or as otherwise determined appropriate to allow surface water infiltration;

~~c~~b. Use of connected open space areas as drainage infiltration areas in lieu of curbed landscape islands, minimizing the separation of natural and landscaped areas into isolated "islands";

MM 3.13-28 (Policy CO 4.2.4): Identify and protect areas with substantial potential for groundwater recharge, and promote recharge of groundwater basins throughout the watershed (excluding the river bed).

MM 3.13-29 (Policy CO 4.3.1): On undeveloped sites proposed for development, promote on site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces.

MM 3.13-30 (Policy CO 4.3.2): On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration, as required by the reviewing authority.

MM 3.13-31 (Policy CO 4.3.3): Provide flexibility for design standards for street width, sidewalk width, parking, and other impervious surfaces when it can be shown that such reductions will not have negative impacts and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, saving of significant trees or planting of new trees, or other environmental benefit.

MM 3.13-32 (Policy CO 4.3.4): Encourage and promote the use of new materials and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.

MM 3.13-33 (Policy CO 4.3.5): Where detention and retention basins or ponds are required, seek methods to integrate these areas into the landscaping design of the site as amenity areas, such as a network of small ephemeral swales treated with attractive planting.

MM 3.13-34 (Policy CO 4.3.6): Discourage the use of mounded turf and lawn areas which drain onto adjacent sidewalks and parking lots, replacing these areas with landscape designs that retain runoff and allow infiltration.

The ~~2008~~ 2009 median response time for the Planning Area was 5 minutes 24 seconds. To adequately meet the standards for each area, there would need to be an increase in the number of fire stations. Joint cooperation between the City, County, state, and federal agencies would also contribute to maintaining adequate response times. Implementation of the proposed goals, objectives, policies, and mitigation measures **MM 3.15-2** and **MM 3.15-3** would reduce potential impacts on fire protection to less than significant.

Police Protection

Law enforcement in the City's Planning Area is contracted with the Los Angeles Sheriff's Department with the California Highway Patrol maintaining jurisdiction over the highways. The Sheriff's Department standard to maintain effective police protection is one officer per 1,000 people. The current number of sworn officers, within the City's Planning Area, is 171, which provides one officer per 1,036 residents. With the projected buildout of the Planning Area, the number of officers required to maintain a standard of one officer per 1,000 residents would need to be 275. In order to maintain adequate service the Planning Area would need an additional 104 sworn officers. With the implementation of the proposed General Plan goals, objectives, policies, and mitigation measure **MM 3.15-4** potential impacts on law enforcement would be less than significant.

COMMUNITY FACILITIES

Summary

This section describes the facilities and programs administered by the City and LA County. Community facilities in the City's Planning Area include libraries, community centers, and meeting rooms. Impacts on community facilities were found to be less than significant with the implementation of mitigation measure **MM 3.15-1** and the incorporation of the General Plan goals, objectives, and policies.

Existing Conditions

Libraries

The County of Los Angeles Public Library (Library) currently operates all public libraries within the OVOV Planning Area. The City of Santa Clarita will be assuming responsibility for all libraries on July 1, 2011. There are three County libraries and mobile library services within the City's Planning Area. **Figure 3.15-1, Library Locations in the OVOV Planning Area**, shows the general library locations; however the Santa Clarita Valley Bookmobile is not included on the figure because it serves the entire Santa Clarita Valley. These libraries include Canyon Country Jo Anne Darcy Library, Newhall, Valencia,

is 275,000. **Table 3.15-3** summarizes the library resources for the City with current conditions and conditions at General Plan buildout.

The expected population at buildout of the General Plan is 275,000; this population would require 756,250 library items and 137,500 square feet. As stated above (Planned Construction) the amount of planned square footage by 2016 is 141,000. As the City reaches buildout, the Library system would need to supply an additional 195,936 items to meet the guidelines of 2.75 library items per ~~1,000~~ resident~~s~~, and would have a surplus of 45,172 square feet to meet the 0.5 square foot per capita criterion.

Table 3.15-3
Existing and Proposed Library Resources within the City's Planning Area

	Guidelines		Existing Resources		Surplus or Deficit (-)	
Population	Library Items	Square Feet	Library Items	Square Feet	Library Items	Square Feet
2007						
177,045	486,874	88,523	560,314[1]	41,805[1]	73,440	(-) 46,718
Buildout (2030)						
275,000	756,250	137,500	N/A	182,672[2]	(-) 195,936[3]	45,172

[1] *From **Table 3.15-2**.*
[2] *Total of the existing amount of square feet from **Table 3.15-2** and planned construction from **Table 3.15-3**.*
[3] *This is the amount of library items needed to meet the goal of 660,000 items based on the existing number of library items.*

As buildout of the City increases, additional residential units would be built. The development of these units would need to meet the current library mitigation fee to apply towards the goals set in the City's municipal code to meet the needs of the community (**Goal LU 8, Objective LU 8.1, Policy LU 8.1.5**). With implementation of the proposed General Plan goal, objective, and policy and the implementation of the following mitigation measure, impacts would be less than significant.

Proposed General Plan Goals, Objectives, and Policies

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

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

based on the number and type of dwelling units (i.e., single-family detached). As the proposed General Plan would have an increase in the number of dwelling units there would be a potentially greater increase in the number of students. Therefore, impacts from implementation of the existing General Plan could be less than those of the City's proposed General Plan.

Mitigation Framework

No mitigation measures are required.

Significance of Impact with Mitigation Framework

SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering the approval or the establishment of conditions for the approval of a development project.[30] Because the Government Code states that compliance with SB 50 will provide full and complete mitigation, no significant impact would occur.

FIRE PROTECTION

Summary

This section provides information on the existing fire and emergency services in the City's Planning Area. The current staffing, equipment, response times, and standards of these services are described along with their ability to meet the needs of the City's Planning Area. Both urban and wildland fire protection are discussed. The ~~2008~~ 2009 median response time for the City's Planning Area was 5 minutes and 24 seconds. ~~The standard response time for Los Angeles County Fire Department is 5 minutes or less.~~ The Fire Department uses national guidelines of 5-minute response time for the 1st arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. The City of Santa Clarita is a mix of urban/suburban area. Impacts on fire protection within the City's Planning Area were less than significant with the incorporation of the proposed General Plan goals, objectives, and policies and the implementation of mitigation measures **MM 3.15-2** and **MM 3.15-3**.

[30] California Government Code. Section 65996 (a) and (b). 2008.

Existing Conditions

Urban Fire Protection

Provider and Facilities

As part of the Consolidated Fire Protection District, the City's Planning Area receives urban and wildland fire suppression service from the Los Angeles County Fire Department (LACoFD). Mutual aid or assistance pacts are maintained with several local, state, and federal agencies. As of 2009, there are 13 fire stations with 11 engine companies, one assessment engine, five paramedic squads, one hazardous materials squad, and two ladder trucks serving the City's Planning Area, **Table 3.15-7, Existing Fire Station Facilities**.[31] A nine-person hazardous materials squad operates out of Station 76. Approximately 64 firefighters are on duty every day, 24 hours a day (not including chief officers and fire prevention staff). ~~In 2007, there were two~~There are currently three temporary fire stations with the County moving ahead to build an additional two fire stations, as well as replace the three temporary fire stations, within the OVOV~~City's~~ Planning Area in the next two years. It is expected that by 2016, 15 new stations will be ~~built~~operational. ~~Since~~ In 2008, the Department has completed the construction of Station #108 on Rock Canyon.~~,~~[32] ~~and has established temporary Stations No. 156 on Copperhill, No. 132 on Sand Canyon, and No. 104 on Golden Valley.~~ The locations of the fire stations are depicted in **Figure 3.15-3, Fire Station Locations within the OVOV Planning Area**.

Aside from the personnel and equipment listed above, the LACoFD has additional resources available to provide back-up services to the City's Planning Area as needed, including additional engine companies, truck companies, paramedic squads, hazardous material squads, firefighting helicopters, other fire camps, and a variety of specialty equipment.

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31 Los Angeles County Fire Department, Letter to County of Los Angeles, Department of Regional Planning. June 17, 2009.

32 Los Angeles County Fire Department, Letter to County of Los Angeles, Department of Regional Planning. June 17, 2009.

Table 3.15-7
Existing Fire Station Facilities

Station	Location
Fire Station 73*	24875 Railroad Avenue Santa Clarita, CA 91321
Fire Station 76*[1]	27223 Henry Mayo Drive Valencia, CA 91355
Fire Station 81[1]	8710 W. Sierra Highway Agua Dulce, CA 91350
Fire Station 104 (Temporary)	26201 Golden Valley Rd Santa Clarita, 91350
Fire Station 107*	18239 W. Soledad Canyon Santa Clarita, CA 91351
Fire Station 108 (new station opened 11/1/2008)	28799 N. Rock Canyon Drive Santa Clarita, CA 91390
Fire Station 111*	26829 Seco Canyon Road Santa Clarita, CA 91350
Fire Station 123	26321 N. Sand Canyon Road Santa Clarita, CA 91387
Fire Station 124*[1]	25870 Hemingway Avenue Stevenson Ranch, CA 91381
Fire Station 126	26320 Citrus Street Santa Clarita, CA 91355
Fire Station 132 (Temporary)	29310 Sand Canyon Rd Santa Clarita, CA 91387
Fire Station 149*[1]	31770 Ridge Route Castaic CA, 91384
Fire Station 156 (Temporary)[1]	24525 W. Copper Hill Dr. Santa Clarita, 91350

[1]. *Outside of City boundaries (including SOI)*
* = *Paramedic Units*
Source: LACoFD 2008

Volume of Calls

In ~~2007~~2009, the Fire Department stations in the OVOV Planning Area responded to ~~10,433~~11,031 calls within the City's Planning Area, of which ~~315~~ 278 were fire and ~~10,118~~10,753 were non-fire and emergency medical services, **Table 3.15-8, Fire Incidents**. The Fire Department also responded to ~~10~~ 6 hazardous materials calls, including reports of hazardous conditions. The ~~2008~~ 2009 median response times throughout the City's Planning Area were 5 minutes 24 seconds. The Department goals for ~~response times~~1st arriving units are

- Urban: 5.0 minutes or less
- Suburban: 8.0 minutes or less
- Rural: 12 minutes or less

However, actual response times vary due to distances and road conditions.

Table 3.15-8
Fire Incidents

Incident Type	City's Planning Area
Fire	~~315~~278
Emergency Medical Services	7,~~214~~963
Other	2,~~904~~790
Total	~~10,433~~11,031

Source: Letter from LACoFD. 2008.

Services

In addition to fire suppression, the LACoFD also provides fire prevention services, emergency medical services (EMS), hazardous materials services, and urban search and rescue (USAR) services.

Fire Prevention

One of the major focuses of the LACoFD is fire prevention, which is headed up by the Fire Marshal. As of January 1, 2008, fire prevention services offered by LACoFD's Fire Prevention Bureau include:

- A Codes and Ordinances Unit that participates in updating codes to the latest standards;
- Fire Prevention Engineering that assists in plan checking, particularly for fire sprinkler installation and fire alarm plans;

Fire Service Funding

The LACoFD Fire District provides fire protection and emergency medical services to the City. The majority of funding for fire services is obtained through property taxes. Additionally, voters in the Fire District approved a special tax in 1997 to pay for essential fire suppression and emergency medical services. The special tax is billed on the Joint Consolidated Annual Tax Bill under Detail of Taxes Due, Direct Assessments. The most common rates are single-family residence—~~$49.93~~56.17; multiple-family residence—~~$63.07~~70.95 + $0.~~0064~~ 0072 per square foot over 1,555 square foot; and commercial/industrial—~~$60.43~~ 67.98+ $0.~~0407~~ 0458 per square foot over 1,555 square foot.

Emergency Preparedness

The City of Santa Clarita and County of Los Angeles both implement programs to facilitate emergency preparedness. The City has a Standardized Emergency Management System Multihazard Functional Plan, as discussed above. The County has an Operational Area Emergency Response Plan, which describes the planned response to emergencies associated with natural and man-made disasters and technological incidents. Both plans provide an overview of operational concepts, identify components of the County's and City's Emergency Management Organization within the Standardized Emergency Management System, and describe the overall responsibilities of the federal, State, and local agencies for protecting life and property and assuring the overall well-being of the population.

Additionally, the City implements the Community Emergency Response Training (CERT) program, which is designed to help the community to prepare for effective disaster/emergency response through training and preplanning. The Santa Clarita Educated Communities United in Response to Emergencies (SECURE) trains the community members to be prepared in the event of major disasters such as earthquakes, floods, fires, transportation accidents, and hazardous materials exposure. Furthermore, the Santa Clarita Emergency Communications Team, a local chapter of the Los Angeles County Disaster Communication Service, is available within the City's Planning Area to assist in the event of an emergency. The team's primary purpose is to supply emergency communications to the Los Angeles County Sheriff's Department and the City. **Section 3.11, Human Made Hazards**, provides further detail about emergency preparedness.

Wildland Fire Protection

The City's Planning Area is susceptible to wildland fires because of its hilly terrain, dry weather conditions, and the nature of its plant cover. Steep slopes in the City's Planning Area allow for the quick spread of flames during fires and pose difficulty for fire suppression due to access problems for firefighting equipment. According to the LACoFD, approximately 80 to 90 percent of the City's Planning

within the area. Nevertheless, as buildout of the City occurs, more structures would be built and the potential for an increase in structural fires would increase (**Goal LU 3, Objective LU 3.3, Policies LU 3.3.5** and **LU 3.3.7**).

Buildout of the General Plan would increase residential, commercial, and industrial development which would create an increase in demand for fire prevention and suppression services. The City's 2008 population is 177,045 residents. There are currently seven fire stations within the City's Planning Area (or City limits) and an additional two stations within the City's adopted SOI (**Figure 3.15-3**). LACoFD has a goal of 5 minutes or less for response times for urban areas, 8 minutes or less for suburban areas, and 12 minutes or less for rural areas (Volume of Calls). The median response time throughout the City Planning Area was 5 minutes 24 seconds (**Goal S 3, Objective S 3.3, Policies 3.3.1** to **3.3.3**). Buildout of the City Planning Area would total approximately 275,000 people. To adequately maintain or reach the response time goals set by LACoFD there would need to be more fire stations located throughout the City Planning Area (**Objective LU 3.3**, **Policy LU 3.3.4** and **Objective S 3.1, Policies S 3.1.1** to **3.1.3**).

Providing fire service to foothill areas is currently difficult and will continue to be a hazard in the future. These foothill areas have a greater chance of being exposed to wildland fires. The foothill areas also have a greater density of vegetation, which has a very high oil content that creates fire danger. Wildland fires are a serious and growing hazard. As the City reaches buildout the only undeveloped areas, which will be conserved, would be the foothills around the City's Planning Area (**Goal CO 2, Objective CO 2.2, Policy CO 2.2.2, Goal CO 3, Objective CO 3.4, Policy CO 3.4.2**). This would mean that if the United States Forest Service (USFS) cannot adequately contain a fire, then LACoFD would add support (**Objective S 3.2, Policy S 3.2.6**). It also indicates that the City, County, and USFS would need to coordinate jurisdiction areas with any new development. This new development would indicate an increasing number of people would be living and playing in wildland/urban intermix areas. Wildland/urban interfaces (WUI) create extremely dangerous and complex fire conditions, posing a safety threat to the public and firefighters (**Objective CO 3.6, Policy CO 3.6.5**). As described in **Section 3.11** of this EIR, **Human Made Hazards**, for any new residential development located within or near a WUI it will be ensured that land uses have required setbacks for landscapes (**Policy LU 3.3.2 and Policies S 3.2.1 to S 3.2.7**).

Additional development, particularly industrial, would increase the amount of hazardous materials, such as gasoline, crude oil, and acids stored or used within the City's Planning Area. Service calls regarding the containment of hazardous materials are serious and may require the assistance of specialists. Development of additional roadways and increased traffic would increase the potential for hazardous material accidents along roadways within the City's Planning Area.

The increase in residential population and employment opportunities with the proposed General Plan and resulting demand for fire protection and emergency medical services is considered a significant impact.

To achieve fire protection for all residents of the City's Planning Area, the City Building and Safety Division and LACoFD would enforce fire standards as they review building plans and conduct building inspections. Additional programs implemented to ensure compliance with established fire standards include: the maintenance of a Countywide Information Map, showing area of high fire hazard areas, and the provision of uniform fire improvement standards for various land uses. Additionally, fire stations would also be funded by the ~~Joint Consolidated Annual Tax Bill (**Fire Service Funding**)~~County of Los Angeles Developer Fee Program for the Benefit of the LACoFD and Developer fee revenues generated in the City of Santa Clarita.

Proposed General Plan Goals, Objectives, and Policies

Goal LU 3: Healthy and safe neighborhoods for all residents.

Objective LU 3.3: Ensure that the design of residential neighborhoods considers and includes measures to reduce impacts from natural or man-made hazards.

Policy LU 3.3.2: In areas subject to wildland fire danger, ensure that land uses have adequate setbacks, fuel modification areas, and emergency access routes.

Policy LU 3.3.4: Evaluate service levels for law enforcement and fire protection as needed to ensure that adequate response times are maintained as new residential development is occupied.

Policy LU 3.3.5: Through the development review process, ensure that all new residential development is provided with adequate emergency access and that subdivision and site designs permit ready access by public safety personnel.

Policy LU 3.3.7: Ensure adequate addressing in all residential neighborhoods for emergency response personnel.

Goal CO 2: Conserve the Santa Clarita Valley's hillsides, canyons, ridgelines, soils, and minerals, which provide the physical setting for the natural and built environments.

Policy S 3.3.2: Require the installation and maintenance of street name signs on all new development.

Policy S 3.3.3: Require the posting of address numbers on all homes and businesses that are clearly visible from adjacent streets.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

The proposed General Plan goals, objectives, and policies would be effective against the threat of fire to structures, response times, and ensure that any impact to fire services is reduced to less than significant. However, to insure that there is adequate resources for LACoFD, mitigation measures shall be required.

Plan to Plan

The buildout population under the existing General Plan would be less than that of the buildout population under the proposed General Plan, the City's fire protection needs at General Plan buildout would be similar. As population increases the number of emergency calls and the emergency response times would potentially increase. There would be a greater increase in the number of dwelling units with the implementation of the proposed General Plan resulting in a greater increase in the number of calls. Therefore, impacts on fire protection under the existing General Plan would be less than those of the City's proposed General Plan.

Mitigation Framework

Implementation of the following mitigation measures would reduce the potential impacts on fire services to a less than significant level.

MM 3.15-2 Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program with payment to the satisfaction of the County of Los Angeles Fire Department. A special tax was approved in 1997 to pay for essential fire suppression and emergency medical services and is billed on the Joint Consolidated Annual Tax Bill under Detail of Taxes Due, Direct Assessments with the common rates being ~~$49.93~~56.17 per square foot for a single family residence; ~~$63.07~~70.95 + $0.~~0064~~0072 per square foot over 1,555 square foot for a multiple family residence; and ~~$60.43~~67.98 + $0.~~0407~~0458 per square foot over 1,555 square foot for commercial/ industrial buildings.

MM 3.15-3 Adequate water availability shall be provided to service construction activities of any project to the satisfaction of the County of Los Angeles Fire Department.

area is bisected by Santa Clara River Trail Segment One. There may be potential for limited access from the industrial park to the north.

South Fork Corridor

The City will soon own property both in and alongside the South Fork of the Santa Clara River. The existing South Fork Trail runs the length of the property. It was also acquired as part of a negotiation for the River Village Project.

State Parks and Recreation Areas

The two state parks located within the OVOV Planning Area that are used by City residents are Castaic Lake Recreation Area and Placerita Canyon ~~State Park~~Natural Area. These parklands, operated by the County of Los Angeles Parks and Recreation Department, total approximately ~~8,840~~9,041 acres.

Castaic Lake State and County Recreation Area

The 8,700-acre Castaic Lake State and County Recreation Area is a multi-use park located in the unincorporated area of Castaic, and it includes 2,600 surface acres of water contained in an upper and lower reservoir system. Castaic Lake reservoir and surrounding land is owned by the state; however, the County leases the land and operates the upper lake, Castaic Lake Reservoir, and the lower lake, Castaic Lagoon. Facilities at the upper lake include major boat ramps and supporting facilities with fishing, boating, water, and jet skiing, and parking for boats and trailers. Development around the 180-acre Castaic Lagoon includes major picnic areas for groups and families, swimming beaches, parking areas, non-motorized boat facilities, and general day-use recreation facilities, such as comfort stations.

Placerita Canyon ~~Open Space~~Natural Area

Placerita Canyon Open Space is located east of the Antelope Valley Freeway and is accessible from Placerita Canyon Road. It contains a nature center, picnic areas, overnight and day camping facilities, a children's play area, hiking trails, and an equestrian campground.

Federal Land

Angeles National Forest and Los Padres National Forest lands exist within and adjacent to the OVOV Planning Area. Some of the facilities in the national forests include hiking trails and campgrounds.

Angeles National Forest

A small portion of the City's Planning Area (approximately 100 acres) is located within the Angeles National Forest. The Angeles National Forest covers 693,000 acres of land area in the San Gabriel Mountains, which constitutes approximately one-quarter of the land located within Los Angeles County (County). The United States Forest Service administers the National Forest, which is an agency of the United States Department of Agriculture. The Angeles National Forest is divided into three areas and supervised in districts, one of which is the Santa Clara/Mojave Rivers Ranger District within the OVOV boundary. The Angeles National Forest offers a wide range of camping (with fees) and picnicking facilities. The Angeles National Forest also provides non-fee Off-Highway Vehicle (OHV) areas such as Rowher Flats and Drinkwater, Drinkwater Staging Area, Indian Canyon Staging Area (Staging for both motorized and non-motorized trail users), and a multitude of OHV designated roads connecting Rowher Flats to Drinkwater, with continued connectivity further north, all of which are located within the OVOV Planning Area. In addition, there are hundreds of miles of non-motorized multi-use (equestrian, hiking, and mountain biking) trails in the forest; ~~some of which are not located within the City, but~~ which could~~would~~ potentially connect to trails within the City, and also connect to the proposed County regional trail system (see discussion on trails p. 3.16-12~~below~~). There are four reservoirs in the Angeles National Forest, including Castaic and Pyramid Lake~~s (5 miles northeast and 18 miles north of the site, respectively)~~ each providing water skiing, fishing, sail boarding, canoeing, jet skiing, and swimming activities. The operators of the water reservoirs charge entrance fees, as well as provide boat launching, boat rental, and overnight camping fees. In addition to the identified recreational opportunities, the Angeles National Forest provides a home for an array of wildlife. The Angeles National Forest contains a portion of the Federal dual-use (equestrian and hiking) Pacific Crest Trail (PCT).

Los Padres National Forest

The nearly 2 million-acre Los Padres National Forest is located primarily in the northern section of Ventura County. However, a portion of the Los Padres National Forest crosses the Los Angeles/Ventura County line, 8 miles north of State Route 126 (SR-126). Various recreation facilities are provided in the Los Padres National Forest, include hiking, equestrian and off-road vehicle trails, and camping areas (with fees) accessible by road and trail. There are 57 dispersed trail camps, 19 developed family campgrounds, and 1 developed group campground. Many miles of recreation roads are utilized by visitors as scenic drives and by off-highway vehicles. The forest has inventoried 374 miles of trails, including 18 miles of the Gene-Marshall-Piedra Blanca National Recreation Trail, which begins at Reyes Creek Campground and ends at Lion Campground. Other areas found in the Forest include the approximately 9,500-acre Dick Smith Wilderness and the 53,000-acre Sespe Condor Sanctuary (both located in Ventura County).

Commercial Recreational Facilities

Private facilities in the OVOV Planning Area include the Valencia Country Club and golf courses such as the Vista Valencia Golf Course, Robinson Ranch Golf Course, the TPC Golf Course, and The Greens. Mountasia is also located in the OVOV Planning Area. Other facilities such as equestrian ranches and riding facilities are located in the County's OVOV Planning Area.

Regional Trails

Various state trails comprise part of the trail system within the OVOV Planning Area, which are maintained and operated by the City and the County. Each jurisdiction bears responsibility for trail operation within its jurisdictional boundaries. The Santa Clarita Valley Trails Advisory Council (SCVTAC) worked on revisions to the Master Plan of the regional trail system with the Los Angeles County Department of Parks and Recreation. Working in partnership with the SMMC and Rivers and Mountains Conservancy (RMC), the City and County have developed a system of parks, trails and preserve areas that form the Rim of the Valley Trail Corridor. The Rim of the Valley encompasses the Santa Clara River Valley and the Angeles National Forest, in addition to the communities of San Fernando, La Crescenta, and Simi Valleys.

The Rim of the Valley Trail is proposed to be 200 miles in length and is located within the Rim of the Valley Corridor. The trail, as proposed, is located on both public and private land. Much of the trail has not been constructed and remains as a proposed trail. Currently, only 10 miles have been acquired in the Santa Susana Mountains in addition to the 47-mile Backbone Trail located in the Santa Monica Mountains. The regional trail corridor is intended to ultimately connect the Santa Clarita communities and County unincorporated areas with diverse recreational opportunities in both the OVOV Planning Area and the surrounding region. The trail system is accessible to equestrians, hikers, joggers, and bicyclists. In addition to providing both leisure and practical commuting opportunities, trails can also protect and preserve access to regional recreational assets such as rivers, mountain areas and national and state forest areas. For a more detailed discussion on the City's Bikeway Master Plan, please refer to **Section 3.2, Transportation and Circulation,** of this EIR.

Additionally, the trails in the OVOV Planning Area are part of a larger National Scenic trail system, the Pacific Crest Trail (PCT), which spans 2,650 miles from Mexico to Canada. The PCT lies west of the Angeles Crest National Scenic Byway and descends to Highway 14 at Agua Dulce, traversing the Sierra Pelona, and continuing north across the San Andreas Fault Zone where it climbs out of the OVOV Planning Area to the Sierra Nevadas.

State, Federal, County, and City Trails

Two of the larger trails in the system are described below, followed by a listing of other ~~s~~State, Federal, County, and City trail~~s~~ alignments either existing or proposed within the OVOV boundary.

Pacific Crest Trail

This segment of the Pacific Crest Trail is 160 miles located along the Sierra Pelona Mountain Range, providing views of the Antelope Valley, various terrain, vegetation wilderness, and the San Gabriel

Mountains. Campgrounds, picnic areas, and staging areas are available and managed by the US Forest Service (USFS).

Santa Clara River Trail

The Santa Clara River has been primarily preserved as a Significant Ecological Area (SEA) and as open space to provide flood protection.[8] The State of California recently adopted the Santa Clara River as a State Recreation Trail Corridor. Its preservation has allowed for the development of a 14-mile-long ~~multi~~dual-use (equestrian, and pedestrian) trail following the river's banks from Valencia to Canyon Country, which is the backbone to the Valley's larger trail system. The County has adopted the estimated 7-mile long multi-use (equestrian, bicycle, and hiking) segment of the Santa Clara River Trail alignment within the OVOV Planning Area from Interstate 5 due west to the Los Angles County/Ventura County border.

~~Other~~ State, Federal, County and City Trails within OVOV Boundary

Note: Trail mileage are estimates with (P) = Proposed trail, (E) = Existing trail, and trail jurisdiction as either State, Federal, County, or City.

- William S. Hart Park Trail 2.8 miles (E – County)
- Gavin Canyon Trail 8.0 miles (P – County)
- Pico Canyon Trail 9.0 miles (P & E – County/City)
- Sand Canyon Trail 4.0 miles (P & E – County/City)
- Castaic Creek Trail 5.0 miles (P – State/County)
- Castaic Lake Trail 2.0 miles (P & E – State/County)
- Bouquet Canyon Trail 7.0 miles (P – County)
- Placerita Creek Trail ~~6.0~~ 3.0 miles (E – State/County)
- Acton Community Trail 22.0 miles (P – County)
- Northside Connector Trail 6.5 miles (P – County)
- Vasquez Loop Trail 17.3 miles (P – County)

8 SCGP, Parks and Recreation Element/Open Space and Conservation Element, June 25, 1991.

- Hasley Canyon Trail 3.4 miles (P & E – County)
- Mint Canyon Trail 3.7 miles (P & E – County)
- Los Pinetos Trail 3.3 miles (E – State/Federal/County)
- Placerita Canyon Connector Trail 2.8 miles (P – County)

3.17 UTILITIES AND INFRASTRUCTURE

EXECUTIVE SUMMARY

This section discusses wastewater, solid waste, electricity, natural gas, and telecommunications within the City's Planning Area. The City's Planning Area consists of its incorporated boundaries and adopted Sphere of Influence (SOI). The County's Planning Area consists of unincorporated land within the One Valley One Vision (OVOV) Planning Area boundaries that is outside the City's boundaries and adopted SOI. Both the City and County Planning Areas comprise the OVOV Planning Area. This environmental impact report (EIR) section evaluates the effects of General Plan buildout on utilities and infrastructure.

Wastewater Treatment

With implementation of the proposed goals, objectives, and policies the potential impacts of the City's Planning Area buildout on the wastewater treatment system capacity would be less than significant. As the City reaches its buildout population of 275,000 residents, new projects would be evaluated for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat additional sources of wastewater. The need for construction of new ~~water or~~ wastewater treatment facilities or expansion of existing facilities as buildout occurs would be determined by the Santa Clarita Valley Sanitation District (SCVSD). The SCVSD provides wastewater conveyance, treatment, and disposal services for residential, commercial, and industrial users in the City and surrounding unincorporated areas. The construction of new facilities would be subject to California Environmental Quality Act (CEQA) review. No mitigation measures are required.

Solid Waste

The City's Planning Area uses three landfills within or near the OVOV Planning Area. They include the Chiquita Canyon Landfill, Antelope Valley Landfill, and the Sunshine Canyon Landfill. Landfills throughout the state have permitted maximum capacities. In 2007, the amount of waste disposed by the City's Planning Area was 163,000 tons or 5.07 pounds per capita per day. With the projected buildout, the estimated amount of waste disposed that would be generated by the City's Planning Area, would be 254,450.6 tons per year. Nearby landfills are approaching full capacity for waste disposal and the projected amount of landfill capacity, for the City's Planning Area, would be in a shortfall of 22,626 tons per day, six days per week in the year 2021. Therefore, the impacts from buildout to the solid waste system would be significant and unavoidable even with the incorporation of mitigation measures **MM 3.17-1** to **3.17-6**.

industrial users in the Santa Clarita Valley. The SCVSD operates the Saugus WRP and the Valencia WRP. These facilities area interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS), which optimizes operating efficiencies of the wastewater treatment plants as solids and excess wastewater from the Saugus WRP are diverted to the Valencia WRP for treatment and disposal. The SCVJSS currently processes an average flow of ~~20.8~~20.3 mgd.

Conveyance Systems

The current SCVJSS service area consists of the City and the surrounding unincorporated areas. The wastewater collection system is comprised of service connections that tie into a local collection line network. The local network comprised of primary and secondary collectors, collects sewage flows directly from developments and discharges it into the Sanitation District's sewer trunk lines. The SCVJSS conveyance network consists of 34 miles of trunk sewers covering 11,210 acres of the City's Planning Area.[2] From the sewer trunks, wastewater is discharged into water reclamation plants where it is treated. The Sanitation Districts are responsible for the construction and maintenance of trunk sewers. Flow levels and pipe condition are checked biennially. Local lines are owned and maintained by the City.

The method by which facility expansion is funded is via connection fee. The Santa Clarita Valley Sanitation District's Connection Fee Program requires that prior to being connected to the system, a new user must pay for their fair share of the County's Sanitation District's sewerage system expansion. In the case of an existing dwelling being connected, the owner would be responsible for the fee. For new development within the Sanitation District, the developer funds on-site sewer mains.

Treatment Facilities

Saugus Water Reclamation Plant

The SWRP (District 26) was built in 1962 at 26200 Springbrook Avenue, in the central portion of the City. The SWRP is a tertiary treatment plant and consists of comminution, grit removal, primary sedimentation, activated sludge biological treatment, secondary sedimentation, coagulation, nitrification and denitrification, duel filtration, chlorination, and dechlorination. As there are no facilities for processing solids at the SWRP, all solids are conveyed by either trunk sewer or the waste activated sludge force main to the VWRP for processing.

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2 *Santa Clarita Valley General Plan Technical Background Report*, 4-15.

The current daily effluent flows of the SWRP and the VWRP are 5.1 mgd and 15.7 mgd, respectively. The SWRP and the VWRP have current design capacities of 6.5 and 21.6 mgd, respectively, for a total design capacity of 28.1 mgd. As described above in **Planned Improvements**, the design capacity of both plants would increase to a capacity of 34.1 mgd and would have the capacity to be able to produce more reclaimed water for potential reuse (**Goal CO 4**, **Objective CO 4.2**, **Policies CO 4.2.1** and **CO 4.2.2**).

As the City reaches its estimated buildout population of 275,000 residents, new projects would need to be evaluated for their potential impact on the wastewater treatment system before the start of construction (**Goal LU 9, Objective LU 9.1, Policy LU 9.1.1, Policy CO 4.2.2, Policy CO 4.4.4**). The need for construction of new ~~water or~~ wastewater treatment facilities or expansion of existing facilities as buildout occurs would be determined by the SCVSD. If new facilities were to be constructed, the project(s) would be required to undergo an environmental review per CEQA.

Proposed General Plan Goals, Objectives, and Policies

All of the applicable proposed General Plan goals, objectives, and policies are listed above.

Effectiveness of Proposed General Plan Goals, Objectives, and Policies

Implementation of the proposed General Plan goals, objectives, and policies related to wastewater would ensure adequate wastewater facilities as development occurs, requiring, if necessary, the environmental documentation on the effects of potential future construction.

Plan to Plan Analysis

The City's wastewater generation and treatment needs at General Plan buildout would need to be evaluated on a project-by-project basis for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat the potential additional sources of wastewater. Due to the potential for more dwelling units to be built under the City's proposed General Plan, the demand on wastewater treatment facilities would be less under the existing General Plan. Consequently, potential impacts on wastewater would be less when compared to the proposed General Plan.

Impact 3.17-3 **Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.**

The current daily effluent flows of the SWRP and the VWRP are 5.1 mgd and 15.7 mgd, respectively. The SWRP and the VWRP have current design capacities of 6.5 and 21.6 mgd, respectively, for a total design

In 2008, the estimated population of the entire Santa Clarita Valley was 252,000, with 75,000 residing in unincorporated County areas.[3] According to the DOF, the population of Santa Clarita in January of 2008 was 177,045, an increase of 17 percent over the population in 2000.[4] By contrast, the population of Los Angeles County as a whole grew 8.9 percent during this period. The City's growth during this period is partially due to the annexation of adjoining communities. In 2006, the City annexed three areas that added 2,643 units and 7,901 residents to the City's population.

Housing

According to the DOF, there were 58,714 households in the City of Santa Clarita in January 2008. The average housing occupancy was 3.09 persons per household. Between 2000 and 2008, Santa Clarita's housing stock increased by 6,258 units, including 2,643 units that were annexed into the City in 2006. The remaining 3,615 units were newly constructed within the City. Average housing production over the eight-year period was 426 units per year.[5] ~~As of January 2008, another 42,000 dwelling units had received land use approval, including 6,000 units within the City and 36,000 units in County areas.~~ Another 40,500 dwelling units had received land use approval, including 33,500 units in unincorporated County areas and 7,000 units within the City of Santa Clarita; several thousand more dwelling units were the subject of pending land use applications.

Employment

The total number of jobs in the Santa Clarita Valley in 2005 was 124,200, of which 74,889 jobs (approximately 60 percent) were located within the City limits. The remaining 49,311 jobs were located in the unincorporated County areas, primarily west of Interstate 5.[6] From 1992 to 2005, approximately 40,000 new jobs were created in the Santa Clarita Valley. Between 2000 and 2005, job growth averaged about 3,900 jobs per year. Most of this job growth occurred in the manufacturing, services, retail trade, and construction sectors.[7]

Employment in the Santa Clarita Valley is forecast to decline by 1.1 percent in 2009. Job growth is expected to accelerate in 2010 as the state and national economies expand and is expected to have an average increase of 2.6 percent per year between 2010 and 2013. In 2009, the Santa Clarita Valley is expected to lose 950 jobs, but will be followed by an increase of 2,300 jobs per year between 2010 and 2013

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3 City of Santa Clarita Draft Land Use Element (December 2008), L-6.

4 State of California, Department of Finance, *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2007 and 2008*. Sacramento, California, May 2008.

5 State of California, Department of Finance, *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2007 and 2008*. Sacramento, California, May 2008.

6 City of Santa Clarita Draft Land Use Element (December 2008), L-23.

7 City of Santa Clarita Draft Land Use Element (December 2008), L-22.

502 new units were constructed within the City.[14] Therefore, the development of at least 9,096 additional dwelling units within the City is required for the City to meet its 2014 RHNA allocation.

Table 3.19-2
2014 Regional Housing Needs Assessment

Income Level	Number of Units	Percent of Total
Very Low (50% or less of median)	2,493	26%
Low (51% to 80% of median)	1,560	16.2%
Moderate (80% to 120% of median)	1,657	17.3%
Above Moderate (>120% of median)	3,888	40.5%
Total	**9,598**	**100%**

Source: Draft Housing Element, H-68.

State law (Government Code 65915) requires cities to grant incentives to promote affordable housing development, provided that a minimum number of affordable units are constructed and remain affordable for specified periods of time. In addition, state law requires that cities provide density bonuses for affordable housing production, up to a maximum of 35 percent over the units allowed by the General Plan Land Use Map. In exchange for the additional units, the housing developer would ensure that a certain percentage of the units will be priced at affordable levels and will remain affordable over the time period required by the law. The City of Santa Clarita complies with state requirements to provide incentives and density bonuses to promote affordable housing construction by incorporating these provisions into the Unified Development Code. In addition, the City has adopted other incentives including fee waivers and expedited review to promote development that meets General Plan goals and objectives.

City of Santa Clarita General Plan – Housing Element

The City's current Housing Element was adopted in May 2004 and covers the planning period January 1, 1998, through June 30, 2005. During this period, an additional 6,757 housing units were constructed in the City of Santa Clarita. Included in this number were 3,237 single-family units and 3,520 multi-family units (including both rental and ownership units). This number represents 94 percent of the City's RHNA allocation of 7,157 new units for that planning period. The newly constructed units included 20 very-low

14 City of Santa Clarita Draft Housing Element (January 2009), H-77.

SUMMARY OF ANALYSIS

Table 6.0-8, Alternatives Analysis Comparison Summary, provides a comparison of the impacts associated with each project alternative relative to the proposed General Plan. Where the project alternative would be environmentally superior (result in fewer impacts) to the proposed General Plan, a less than (<) sign is shown; where the project alternative would result in impacts greater than those associated with the proposed General Plan, a plus (+) sign is shown. For the instances when impacts are comparable (similar) for both the proposed General Plan and the project alternative, an equals sign (=) is shown. **Table 6.0-8, Descriptive Summary of Alternatives,** is provided at the end of this section and provides a brief text comparison summarizing the quantitative and qualitative differences between the alternatives and the proposed General Plan.

Table 6.0-8
Alternatives Analysis Comparison Summary

Environmental Issue Area	Proposed General Plan Impact (After Mitigation)	Alt. 1 – No Project	Alt. 2 – No Mixed Use	Alt. 3 – Reduced Residential Density
Land Use	Less than Significant	+	+	+
Transportation and Circulation	Less than Significant	+	+	<
Air Quality	Significant and Unavoidable ~~Less than Significant~~	+	+	<
Global Warming and Climate Change	Significant and Unavoidable ~~Less than Significant~~	+	=	<
Agricultural Resources	Significant and Unavoidable	=	=	=
Aesthetics	Less than Significant	<	=	<
Biological Resources	Significant and Unavoidable	+	=	=
Cultural Resources	Less than Significant	+	=	=
Geology and Soils	Less than Significant	+	=	<
Mineral Resources	Less than Significant	=	=	=
Hazards and Hazardous Materials	Less than Significant	=	=	=
Hydrology and Water Quality	Less than Significant	+	=	<
Water Service	Less than Significant	<	<	<
Community Services – Seniors/Youth	Less than Significant	=	<	<
Community Services – Cultural Amenities	Less than Significant	+	<	<

3.7 Biological Resources			
Potentially significant impacts associated with the proposed General Plan are those relating to special-status species, sensitive communities, federally protected wetlands, wildlife movement, and nursery sites. The proposed General Plan goals, objectives, and policies address avoidance and minimization of impacts on habitats, provisions for the acquisition of habitats in cooperation with conservation groups, provisions for no net loss of jurisdictional wetlands within the City's Planning Area, and provisions for the identification and protection of at least one designated wildlife corridor linking the two units of the Angeles National Forest through the Valley. The proposed goals, objectives, and policies do not provide a mechanism for the compensation of lost habitats when avoidance of impacts or minimization of impacts to a level that is less than significant is considered to be infeasible; mitigate for the direct mortality of individuals of listed, proposed, or candidate species. In conjunction with the proposed General Plan goals, objectives, and policies, mitigation measures **MM 3.7-1** through **3.7-3** would reduce these potential impacts. **MM 3.7-1** requires preparation of biological site survey reports prepared by a qualified biological consultant for proposed projects. **MM 3.7-2** addresses direct mortality of special-status species through construction activities. **MM 3.7-3** addresses impacts on sensitive habitats from implementation of the proposed Area Plan through land acquisition.	**3.7-1**	When required, biological site survey reports shall include an analysis of the potential for a proposed project to: (1) result in direct or indirect mortality of special status species; (2) interfere with breeding, feeding, and/or sheltering behaviors of such species; (3) adversely ~~individuals of listed, proposed, or candidate species, losses of~~ affect habitats occupied by such species, and (4) reduce wildlife movement and/ ~~losses of opportunity for~~ habitat connectivity. • Reports must be prepared by qualified biological consultants. • Reports must include specific information regarding site location, on-site and surrounding biological resources, observed and detected species, site photographs, vegetation map, literature sources, timing of surveys, project footprint, anticipated project impacts, proposed mitigation measures, and additional recommended surveys. Such reports must be submitted to City staff for review and oversight as part of the project-level CEQA compliance process, **3.7-2** ~~If special-status species may potentially be subject to direct loss through implementation of construction activities, mitigation measures proposed as part of biological site survey reports shall include a requirement for preconstruction special-status species surveys, followed by measures to ensure avoidance, relocation or safe escape of special-status species from construction activity, whichever action is the most appropriate. If special-status species are found to be brooding, denning, nesting, etc. on site during the preconstruction survey, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitat areas.~~ If construction activities have the potential to significantly affect special-status species, and the biological site survey report shall propose mitigation measures that: (1) require pre-construction surveys for special-status species surveys; and (2) ensure	Significant and Unavoidable

3.7 Biological Resources		
	avoidance, relocation, or sage escape of special-status species from construction activity, whichever action is most appropriate. If special status species are found to be brooding, denning, nesting etc. on-site during the preconstruction survey, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitats. A qualified biologist shall be on-site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.	

3.13 Water Service		
The OVOV Planning Area is composed of the City's Planning Area and the County's Planning Area. The City's Planning Area consists of its incorporated boundaries and adopted Sphere of Influence (SOI). The County's Planning Area consists of unincorporated land outside of the City's boundaries and the adopted SOI but within the OVOV Planning Area boundaries. In this environmental impact report (EIR) water service section, water service is analyzed on a regional basis for the OVOV Planning Area based on the existing conditions in the Planning Area, and proposed buildout of the City's General Plan and the County's Area Plan. The OVOV Planning Area is also referred to in this section as the Santa Clarita Valley. For the purposes of buildout under the proposed Plan, this analysis emphasizes water use over the next 40 years (2050). The proposed buildout of the OVOV Planning Area would generate a total water 2050 demand of 135,450 acre-feet per year (afy) with 10 percent water conservation within the Castaic Lake Water Agency (CLWA service area and East Subbasin, plus another 6,000 afy outside the CLWA boundary and East Subbasin. Water demand would be served by local groundwater, recycled water, and State Water Project (SWP) and non-SWP water supplied by the CLWA and the other Santa Clarita Valley water purveyors. Portions of the County's Planning Area outside the service area of CLWA would be served by local groundwater supplied by private wells. Non-potable water demand would be supplemented with the use of recycled (reclaimed) water from the existing Valencia Water Reclamation Plant (WRP) and the approved (but unbuilt) Newhall Ranch WRP.	*For Water Supply Demand and Groundwater Supply* ~~**3.13-1 (Policy LU 4.2.6):** Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.~~ **3.13-21 (Policy LU 4.5.2):** Encourage the provision of usable open space that is accessible to employees and visitors, and discourage the provision of large areas of water-consuming landscaping that are not usable or accessible. **3.13-32 (Policy LU 4.5.3):** Promote the inclusion of state-of-the-art technology within business complexes for telecommunications, heating and cooling, water and energy conservation, and other similar design features. **3.13-34 (Policy LU 7.2.1):** Monitor growth, and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met. **3.13-54 (Policy LU 7.2.2):** If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the General Plan in consultation with water districts to ensure adequate long-term supply for existing businesses and residents. **3.13-56 (Policy LU 7.2.3):** Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval. **3.13-67 (Policy LU 7.4.1):** Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.	**Within CLWA Service Area and East Subbasin** Impacts on water resources within the CLWA service area and East Subbasin, including impacts associated with the adequacy of water supplies, groundwater recharge, and perchlorate contamination, would be less than significant and no additional mitigation measures are required.

3.13 Water Service (continued)		
Potable water would be supplied from the existing groundwater resources, and other existing and planned water supplies of CLWA, including imported water from CLWA's SWP sources. The use of these water supplies is assessed in this EIR. Based on the information presented, an adequate supply of water would be available to serve the portion of the OVOV Planning Area within the CLWA service area boundary and the East Subbasin, and impacts would be less than significant. In areas outside the CLWA service area and the East Subbasin however, local groundwater supplies are not adequate to meet the needs of all existing residents due to the apparent over-reliance on the groundwater deposits as evidenced by declining water levels and dry wells. Consequently, local supplies would not be able to meet the needs of OVOV buildout in this area and impacts would be significant without mitigation.	**3.13-7~~8~~ (Policy LU 7.4.2):** Require the use of low-flow fixtures in all non-residential development and residential development with five or more dwelling units, which may include but are not limited to water conserving shower heads, toilets, waterless urinals and motion-sensor faucets, and encourage use of such fixtures in building retrofits as appropriate. **3.13-9~~8~~ (Policy CO 1.1.1):** In making land use decisions, consider the complex, dynamic, and interrelated ways that natural and human systems interact, such as the interactions between energy demand, water demand, air and water quality, and waste management. **3.13-9~~10~~ (Policy CO 4.1.1):** In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development. **3.13-10~~1~~ (Policy CO 4.1.2):** 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. **3.13-11~~2~~ (Policy CO 4.1.3):** Require low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turf-grass. **3.13-12~~3~~ (Policy CO 4.1.4):** 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. **3.13-14~~3~~ (Policy CO 4.1.5):** Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new non-residential development and residential development of five or more dwelling units.	**Outside CLWA Service Area and East Subbasin** Impacts associated with the adequacy of water supplies outside the CLWA service area and East Subbasin would be unavoidably significant after the implementation of mitigation measures. Impacts associated with groundwater recharge and perchlorate contamination would be less than significant and no additional mitigation measures are required.

3.13 Water Service (continued)		
	3.13-1~~4~~5 (Policy CO 4.1.6): 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. **3.13-1~~5~~6 (Policy CO 4.1.7):** 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. **3.13-1~~6~~7 (Policy CO 4.1.8):** Upon the availability of non-potable water services, discourage and consider restrictions on the use of potable water for washing outdoor surfaces. **3.13-1~~7~~8 (Policy CO 4.2.1):** 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. **3.13-1~~8~~9 (Policy CO 4.2.2):** Require new development to provide the infrastructure needed for delivery of recycled water to the property for use in irrigation, even if the recycled water main delivery lines have not yet reached the site, where deemed appropriate by the reviewing authority. **3.13-19~~20~~ (Policy CO 4.2.3):** Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable. **3.13-2~~1~~0 (Policy CO 4.2.5):** Participate and cooperate with other agencies to complete, adopt, and implement an Integrated Regional Water Management Plan to build a diversified portfolio of water supply, water quality, and resource stewardship priorities for the Santa Clarita Valley. **3.13-21 (Policy CO 4.2.6):** Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval. **3.13-22 (Policy CO 8.3.3):** Promote energy efficiency and water conservation upgrades to existing non-residential buildings at the time of major remodel or additions.	

3.15 Public Services (continued)			
Fire Protection. Fire protection within the City's Planning Area is supplied by the Los Angeles County Fire Department (LACoFD) with ~~14~~ 13 stations currently serving the OVOV Planning Area. The LACoFD has several standards to maintain to adequately meet the fire protection needs of the residents of the City's Planning Area. The ~~2008~~ 2009 median response time for the City's Planning Area was 5 minutes 24 seconds. To adequately meet the standards for each area, there would need to be an increase in the number of fire stations. Joint cooperation between the City, County, state, and federal agencies would also contribute to maintaining adequate response times. Implementation of the proposed goals, objectives, and policies, and **MM 3.15-2** and **MM 3.15-3** would reduce potential impacts on fire protection to less than significant.	**3.15-2**	Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program with payment to the satisfaction of the County of Los Angeles Fire Department. A special tax was approved in 1997 to pay for essential fire suppression and emergency medical services and is billed on the Joint Consolidated Annual Tax Bill under Detail of Taxes, Due, Direct Assessments with the common rates being ~~$49.93~~56.17 per square foot for a single family residence; ~~$63.07~~70.95 + &0.~~0064~~ 0072 per square foot over 1,555 square foot for multiple family residence; and ~~$60.43~~67.98 + $0.~~0407~~ 0458 per square foot over 1,555 square foot for commercial/industrial buildings.	Less than significant
	3.15-3	Adequate water availability shall be provided to service construction activities of any project to the satisfaction of the County of Los Angeles Fire Department.	
Police Protection. Law enforcement in the City's Planning Area is served by the Los Angeles Sheriff's Department with the California Highway Patrol maintaining jurisdiction over the State highways. The Sheriff's Department, which contains one station in Valencia and a storefront station in Newhall, standard to maintain effective police protection is one officer per 1,000 people. The current number of sworn officers, within the City's Planning Area, is 171, which provides one officer per 439 residents. With the projected buildout of the Planning Area, the number of officers required to maintain a standard of one officer per 1,000 residents would need to be 275 for the projected population of 275,000 residents. In order to maintain adequate service the City's Planning Area would need an additional 104 sworn officers. With the implementation of the proposed General Plan goals, objectives, and policies and **MM 3.15-4** potential impacts on law enforcement would be less than significant.	**3.15-4**	The development applicant(s) to the related projects shall be required to pay the Los Angeles County Sheriff's established law enforcement facility fees for North Los Angeles County prior to issuance of a certificate of occupancy on any structure as they are developed. The fees are for the acquisition and construction of public facilities to provide adequate service to the residents of the Planning Area.	Less than significant

3.17 Utilities and Infrastructure (continued)			
Electricity and Natural Gas. The proposed General Plan includes goals, objectives, and policies to reduce or minimize the effects of the additional demand and consumption of electricity and natural gas associated with the prospective growth within the City's Planning Area. Implementation of the goals, objectives, and policies would reduce the effects of growth and development on energy resources. However, the proposed General Plan does not provide concrete means of implementation and enforcement. Many policies lack performance standards that ensure appropriate actions and parameters would be achieved. Impacts on energy resources due to the additional demand for and consumption of natural gas associated with the prospective growth within the City's Planning Area can be further minimized through implementation of **MM 3.17-6** and **MM 3.17-7.** With implementation of these mitigation measures, potential impacts on electricity and natural gas would be less than significant.	**3.17-7**	The City shall review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to the proposed project and associated uses.	Less than significant after Mitigation
	3.17-8	The City shall review all development plans prior to approval to guarantee that energy conservation and efficiency standards of Title 24 are met and are incorporated into the design of the future proposed projects.	
Telecommunications. The existing telecommunications services provided in the City's Planning Area includes telephone service, television service, and internet services. In order for the City to meet the demand of the residents at buildout, new utility corridors, or at least upgrades to these corridors, would need to be addressed. New facilities would be subject to CEQA. Specific scope, type, and location is unknown at this time and would be defined as technology is defined and continue to evolve.	~~**3.17-7**~~	~~The City shall review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to the proposed project and associated uses.~~	Less than significant ~~after Mitigation~~