

INTRODUCTION

The project site is located in the City of Santa Clarita approximately 2 miles north of State Route 14 between Golden Valley Road in the west and Sheldon Avenue in the east. The City of Santa Clarita Land Use Map designates the project site as BP (Business Park) and UR5 (Urban Residential – minimum 19 dwelling units per acre, maximum 30 dwelling units per acre). The City’s Zoning Map, shows that the project site is zoned for Business Park and Residential Low uses.

The City’s draft Land Use Element (September 2010), which is being prepared as part of the City’s General Plan update (One Valley One Vision), designates the project site as BP (Industrial) and UR5 (Urban).

The proposed Via Princessa East Extension is designated as a Major Arterial Highway in the City’s Master Plan of Arterial Highways. Implementation of the proposed project would not conflict with the goals, policies, or objectives of the City of Santa Clarita General Plan. The proposed project also would not conflict with the City’s Unified Development Code, the Southern California Association of Governments (SCAG) Regional Transportation Plan Goals, or any habitat conservation plan or natural community conservation plan.

REGULATORY FRAMEWORK

Regional Regulations

SCAG Regional Comprehensive Plan and Guide

Regional planning considerations, state climate change regulation, and federal air and water quality laws have increased the relative importance of land use planning in a regional context. Acting as an areawide clearinghouse for regionally significant projects, the Southern California Association of Government (SCAG) reviews the consistency of local plans, projects, and programs with regional plans.

Policies contained in SCAG’s Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) guide growth in the SCAG region. The 2008 RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The fundamental goal of the CGV

effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity, or income class.

The RTP, CGV, and the project's consistency with the goals and policies of these plans are discussed below.

Local Regulations

City of Santa Clarita General Plan

The County of Los Angeles and City of Santa Clarita have completed the "One Valley One Vision" (OVOV) joint planning effort. This effort, which was initiated in 2000, results in one General Plan for the buildout of the entire Santa Clarita Valley. The OVOV planning area includes the City and its four communities (Canyon Country, Newhall, Saugus and Valencia), and the unincorporated Los Angeles County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch. The City of Santa Clarita adopted its General Plan in June 2011. The County of Los Angeles is expected to adopt its Area Plan in June 2012.

The General Plan update consists of six elements: Land Use; Conservation and Open Space; Safety; Circulation; Noise; and Housing. The goals, objectives, and policies of each draft General Plan element, as well as an analysis of project consistency, are included in **Appendix 4.8**.

City of Santa Clarita Unified Development Code

The Unified Development Code (UDC) establishes standards for zoning, subdivisions, and grading. The City of Santa Clarita adopted its first UDC in 1992. The UDC consists of four sections: Subdivision, General Procedures, Zoning, and Grading. The City of Santa Clarita has adopted many land use control ordinances, such as an oak tree ordinance, hillside and ridgeline preservation ordinance, density bonus ordinance, and private gate ordinance, all of which are included within the UDC.

City of Santa Clarita Zoning Ordinance

The Zoning Ordinance serves as the primary implementation tool for the General Plan Land Use Element and the goals, objectives, and policies contained within the element. The Zoning Map is consistent with the General Plan's Land Use Map, and the land use designations contained in the Land Use Element and the areas designated for each category correspond to one or more zoning districts.

EXISTING CONDITIONS

Project Site

City of Santa Clarita Designations – Draft General Plan

The City's Land Use Element and accompanying Land Use Map designates the project site as BP (Business Park) and UR5 (Urban Residential). The City's land use designations for the project site are depicted on **Figure 4.8-1, Existing Land Use Designations**.

The BP designation provides areas for clean industry, offices related to industrial usage, research and development, limited retail commercial uses, and warehousing uses, and encourages the provision of employee recreation opportunities. Industrial activities with an associated retailing or wholesaling function also are encouraged. According to the Land Use Element, development in campus-like settings within the incorporated boundaries of the City and near major traffic corridors, such as I-5, SR-126, and SR-14, is anticipated under the BP category. The Land Use Element also notes that BP uses should provide substantial employment for the City and the Santa Clarita Valley, in general. Development intensity for the BP category is defined by floor area ratios (FARs) ranging between 0.5:1 and 1.5:1.¹

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

Surrounding Uses

The project site is located on undeveloped rural land, but is surrounded by urbanized uses. The land uses surrounding the project site include the following:

- Golden Valley High School, south of the project site
- Single-family residential development north of the existing portion of Via Princessa, northeast of the project site
- Vacant land located north of the project site

¹ FARs are used to describe the maximum building intensity for commercial and industrial uses. A floor area ratio is the ratio of building floor area to the total land area of the lot. For example, a 2-story building with a total floor area of 25,000 square feet situated on a lot with an area of 50,000s square feet would have a FAR of 0.5.

- Storage and testing facilities for National Technical Systems, Inc., and Golden Valley Road to the west of the project site

Surrounding land use designations are depicted on **Figure 4.8-1**.

PROJECT IMPACTS

Significance Threshold Criteria

The following thresholds for determining the significance of land use impacts are contained in Appendix G of the *State CEQA Guidelines* and the *City of Santa Clarita Environmental Guidelines*. Impacts related to land use and planning are considered significant if the proposed project would

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

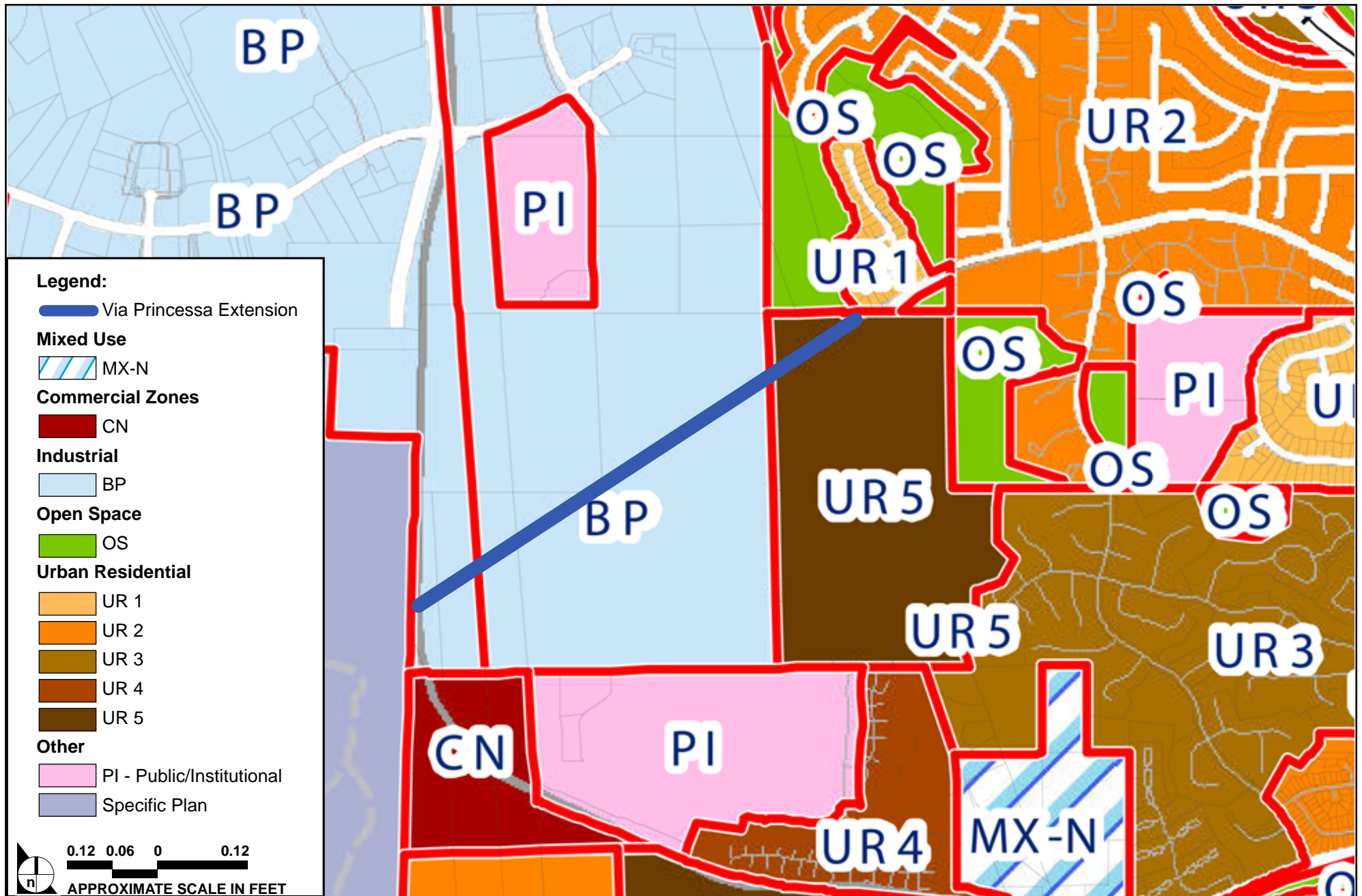
Proposed Improvements

The proposed project involves the construction of a new roadway segment between Golden Valley Road and the existing roadway terminus near Sheldon Avenue. The proposed roadway construction between Golden Valley Road and the existing terminus of Via Princessa near Sheldon Avenue would be a six-lane facility with a 14-foot raised landscaped median, a 10-foot sidewalk on each side, and a 16-foot two-lane bike path along the south side. The vehicle lanes adjacent to the median would be 12 feet wide, the middle lanes would be 11 feet wide, and the right lanes would be 12 feet wide. The typical right-of-way width would be 116 feet. The proposed roadway would be approximately 1.2 miles in length and would be designated as a Major Arterial Highway per the City of Santa Clarita's Master Plan of Arterial Highways.

Impact Analysis

Impact Threshold 4.8-1 **Physically divide an established community**

The project site is vacant and, therefore, the proposed project would not disrupt or physically divide an established community. There would be no impact under this threshold.



SOURCE: City of Santa Clarita – June 2011

FIGURE 4.8-1

Existing Land Use Designations

Mitigation Measures

No mitigation measures are required.

Residual Impacts

No impact.

Impact Threshold 4.8-2 Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

The following analysis addresses the project's consistency with (1) the City's adopted Land Use Map; (2) the goals, objectives, and policies of the City's adopted General Plan; (3) the City of Santa Clarita Unified Development Code; and (4) applicable policies from SCAG's Regional Transportation Plan and Compass Growth Visioning.

Consistency with Land Use Map

As previously stated, the project site is designated for BP (Business Park) and UR5 (Urban Residential) uses by the City's adopted and draft Land Use Maps. Development of the proposed project would involve construction of a new roadway segment between Golden Valley Road and the existing roadway terminus near Sheldon Avenue, as described above. The proposed roadway alignment would not conflict with the land use map designations for the project site. Therefore, there would be no impact related to consistency with the land use maps.

Consistency with City of Santa Clarita General Plan

A consistency analysis of the project with the existing City of Santa Clarita General Plan can be found in **Appendix 4.8**. In summary, the consistency analysis determines that the proposed project is consistent with the goals and policies of the General Plan. Therefore, impacts would be less than significant.

City of Santa Clarita Unified Development Code

The proposed project is designed to be consistent with the City of Santa Clarita Unified Development Code. The proposed roadway alignment is designated as a Major Arterial Highway on the City's Master Plan of Arterial Highways, and has been designed to conform to the requirements of Chapter 16.09, Highways, of the Unified Development Code. Grading activities would be conducted in compliance with Chapters 17.26, 17.27, 17.28, 17.29, 17.30, 17.80, and 17.90 of the Unified Development Code.

Consistency with SCAG Policies

The analysis below assesses the consistency of the proposed project with SCAG's RTP and CGV goals, policies and principles.

**Table 4.8-1
SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles**

Regional Transportation Plan Goals		
Goals/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: The proposed project would provide a cross-valley link that would serve the various circulation and transportation needs of the Santa Clarita Valley.
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: The proposed project would provide a cross-valley link that would serve the various circulation and transportation needs of the Santa Clarita Valley.
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: The proposed project would provide a cross-valley link that would minimize the vehicle miles traveled through this transportation corridor, consistent with long-term plans of the City of Santa Clarita.
RTP G4	Maximize the productivity of our transportation system.	Consistent: The proposed project would provide a cross-valley link that would minimize the vehicle miles traveled through this transportation corridor.
RTP G5	Protect the environment, improve air quality, and promote energy efficiency.	Consistent: The proposed project would reduce vehicle miles traveled by creating a more direct route for motorists, eliminating circuitous driving patterns, and consequently reducing vehicle emissions. The proposed roadway would also include a 10-foot Class I bike path.
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	Consistent: The proposed project would enhance connectivity through the extension of Via Princessa from its present terminus to Golden Valley Road.
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: It is beyond the scope of the proposed project to coordinate security of the transportation system.

Regional Transportation Plan Goals		
Goals/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
Compass Growth Visioning		
Principle 1: Improve mobility for all residents		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: The proposed project would enhance connectivity between the existing residential land uses to the east of the project site and the institutional and commercial land uses to the west through the extension of Via Princessa from its present terminus to Golden Valley Road.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Not Applicable: The proposed project does not involve the development of new housing or new jobs.
GV P1.3	Encourage transit-oriented development.	Not Applicable: The proposed project does not involve the development of new residential or commercial uses.
GV P1.4	Promote a variety of travel choices.	Consistent: The proposed project would include a 10-foot Class I bike path along the south side of Via Princessa.
Principle 2: Foster livability in all communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Not Applicable: The proposed project does not involve the development of new residential or commercial uses.
GV P2.2	Promote developments that provide a mix of uses.	Not Applicable: The proposed project does not involve the development of new residential or commercial uses.
GV P2.3	Promote "people scaled," pedestrian-friendly (walkable) communities.	Consistent: The proposed roadway would include sidewalks on both sides with a landscaped parkway serving as a buffer between pedestrians and vehicles.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: The proposed project would not impact the single-family neighborhoods adjacent to the project site.
Principle 3: Enable prosperity for all people		
GV P3.1	Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	Not Applicable: The proposed project does not involve the development of new housing.
GV P3.2	Support educational opportunities that promote balanced growth.	Not Applicable: This policy is not applicable to educational facilities.
GV P3.3	Ensure environmental justice regardless of race, ethnicity, or income class.	Consistent: The proposed project would not have a disproportionate adverse impact on low-income or minority populations.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Not Applicable: It is beyond the scope of the proposed project to support local and state fiscal policies encouraging balanced growth.
GV P3.5	Encourage civic engagement.	Not Applicable: It is beyond the scope of the proposed project to encourage civic engagement.

Regional Transportation Plan Goals		
Goals/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
Principle 4: Promote sustainability for future generations		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: There are no existing agricultural or recreational areas on the project site.
GV P4.2	Focus development in urban centers and existing cities.	Not Applicable: The proposed project does not involve the development of new residential or commercial uses.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Not Applicable: The proposed project does not involve the development of new residential or commercial uses.
GV P4.4	Utilize "green" development techniques.	Consistent: The City is in the process of adopting measures that would require using green development techniques for infrastructure projects.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

No impact.

Impact Threshold 4.8-3 Conflict with any applicable habitat conservation plan or natural community conservation plan, and/or policies by agencies with jurisdiction over the project

The proposed project is not located within the boundaries of a habitat conservation plan or natural community conservation plan. There would be no impact under this threshold.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

No impact.

MITIGATION MEASURES ALREADY INCORPORATED INTO THE PROJECT

No mitigation measures pertaining to land use have been incorporated into the project.

CUMULATIVE IMPACTS

As land use is a site-specific issue in this case, no impacts would occur related to cumulative development.

CUMULATIVE MITIGATION MEASURES

There are no cumulative impacts; therefore, no mitigation measures are required.

UNAVOIDABLE SIGNIFICANT IMPACTS

There would be no unavoidable and significant land use impacts associated with development on the project site.