

MetroWalk Specific Plan

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March 2025

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1.1 INTENT AND PURPOSE OF SPECIFIC PLAN

The MetroWalk Specific Plan (Specific Plan) contains the development plans, infrastructure development plans, development regulations, design guidelines, and implementation program necessary to achieve the orderly and compatible development of MetroWalk, a new transit-oriented residential community directly south of the Vista Canyon Specific Plan that was approved by the City of Santa Clarita (City) in 2011. The Specific Plan facilitates additional high-quality, attainably priced, multifamily residential apartments and townhomes, and single-family homes and duplexes in proximity to the new City/MetroLink Station, Bus Transfer Station and Vista Canyon Town Center amenities and services. While separate and standalone, this Specific Plan serves as a natural extension of the Vista Canyon Specific Plan and is consistent and compatible with the provisions contained in the Vista Canyon Specific Plan, as well as the goals and policies of the City of Santa Clarita General Plan (General Plan). The MetroWalk Specific Plan was prepared in conjunction with a zone change request to change the zoning of the site from Business Park (BP) to Specific Plan (SP). The City of Santa Clarita Municipal Code (SCMC), Section 17.37.030 (Specific Plan (SP) Zone), establishes the Specific Plan zoning designation, and indicates that specific allowable uses, maximum intensity standards, and development standards shall be determined by the adopted specific plan. Therefore, this Specific Plan will achieve the purposes of the City's SP Zone, and will serve as the zoning code for the Specific Plan site (described more fully in **Section 2.0, Development Plan**).

In April 2020, the applicant filed a development application (Master Case No. 20-045) with the City. As required by the City, the applicant requested the following discretionary land use entitlement approvals to facilitate adoption of the Specific Plan in February 2021:

- (a) **General Plan Amendment and Zone Change (GPA/ZC).** The property was previously zoned and designated Business Park (BP) in both the City's Zoning Code and General Plan. To accommodate the project, the City approved a Zone Change and General Plan Land Use Element Amendment to revise the land use zone/designation for the property from Business Park (BP) to Specific Plan (SP). A new SP land use zone/designation for the property will ensure that the development of the site is consistent and compatible with the Vista Canyon Specific Plan to the north.
- (b) **Metro Walk Specific Plan.** This Specific Plan establishes the zoning, development plans, regulations, guidelines, and implementation provisions governing development within the Specific Plan site. The Specific Plan serves as a guide to implementation of the City's General Plan goals, policies, and objectives. Key components of the proposed Specific Plan include the land use plan, permitted use chart, development standards, circulation plan, conceptual landscape plan, pedestrian plan, trails plan, and sustainability plan.

- (c) **Tentative Tract Map No. 83087.** The TTM organizes the property into five lots, and subdivides the property to facilitate construction of up to 498 residential units. Other components of the Specific Plan include parking, courtyards, community rooms, parks and playground, landscape/open space, club houses, trails, paths and private drives.
- (d) **Development Review and Architectural Design Review.** The applicant is proposing development plans for a new residential development that allows for single-family dwelling, duplex, apartment and townhome development. As such, a development review and architectural design review were proposed by the applicant in accordance with the provisions of SCMC Chapter 17.23, Sections 17.23.110 and 17.23.120, in order to safeguard and enhance the appearance and quality of development in the City.

Procedures and requirements for subsequent development applications and discretionary approvals are provided in **Section 6.0, Specific Plan Implementation.**

1.2 ORGANIZATION OF THE SPECIFIC PLAN

The Specific Plan is divided into six sections. The content of each section is described below.

Section 1.0, Introduction, describes the intent, purpose, structure, and organization of the Specific Plan. The section also describes the Specific Plan location, surrounding land uses, and site characteristics, including existing and planned land use designations. In addition, the section describes the site's characteristics and existing conditions, and discusses the Specific Plan authorization. The section also addresses the relationship between the Specific Plan and the Santa Clarita General Plan, SCMC, and other laws and regulations.

Section 2.0, Development Plan, identifies the Specific Plan objectives and development plans, including the land use plan, conceptual development scenario, mobility plan, sustainability plan, landscape plan, parks and recreation plan, and parking plan. Each plan is described in detail in this section.

Section 3.0, Infrastructure Development Plan, describes the infrastructure and utilities needed to serve the Specific Plan site. Specifically, the section describes the backbone infrastructure systems (sewer, water, recycled water, water quality, and storm drainage), and utilities (e.g., gas, electricity), needed to support the Specific Plan site.

Sections 4.0, Development Regulations, sets forth the Specific Plan's land use designation zones, site development standards, allowed land uses and permit requirements, permitted accessory uses, parking, and signage restrictions, and other regulations.

Section 5.0, Design Guidelines, address design themes, site planning, and architectural themes for each of the major land use designation zones within the Specific Plan.

Section 6.0, Specific Plan Implementation, describes the Specific Plan implementation procedures.

The Specific Plan, Volume II, includes appendices supporting the Specific Plan, including a legal description of the property (Appendix 1.0-1); General Plan Consistency Analysis (Appendix 1.0-2); Tentative Tract Map No. 83087 (Appendix 1.0-3); and Renderings of the development contemplated by the Specific Plan (Appendix 5.0-1).

1.3 PROJECT LOCATION

1.3.1 Location

The Specific Plan site consists of approximately 20.4 gross acres located in the northeastern portion of the Santa Clarita Valley within the City of Santa Clarita. The City, located in the center of the Santa Clarita Valley, is approximately 35 miles northwest of downtown Los Angeles. The City generally is bound by Interstate 5 (I-5) and State Route 14 (SR-14) to the east, west, and south, and is about 1 mile from the Angeles National Forest boundary to the north and east. The Santa Clarita Valley planning area encompasses several distinct communities both within the City limits and in the surrounding unincorporated areas. The existing communities within the City include most of Newhall, Valencia, Saugus, and Canyon Country, with sub-communities of Sand Canyon and Placerita Canyon. The communities within the unincorporated areas are Stevenson Ranch, Castaic Junction, Val Verde, Hasley Canyon, and Castaic. The Specific Plan site is located within the Canyon Country community of the Santa Clarita Valley planning area.

Figure 1.0-1, Regional Location, depicts the Specific Plan site in relation to the region. **Figure 1.0-2, Vicinity Map**, illustrates the Specific Plan vicinity. **Figure 1.0-3, Plan Area Aerial**, illustrates the physical characteristics of the Specific Plan site and vicinity.

1.3.2 Surrounding Uses

The Specific Plan site is located immediately south of the Vista Canyon Specific Plan area, which is approved for residential and mixed-use transit-oriented development and is currently under construction. Colony Townhomes, a multifamily residential community, is directly west of the Specific Plan site. To the south is the existing Metrolink rail line and the Fair Oaks Ranch/West Sand Canyon Annexation area, which consists of single-family and multifamily residential units, an elementary school, community park, and vacant land. A commercial horse breeding facility with accessory residential and barn structures are located to the east of the Specific Plan site. Additionally, the eastern half of the Specific Plan site is within the Significant Ecological Area Overlay Zone (SEA). **Figure 1.0-4, Development Surrounding Specific Plan**, depicts the surrounding development in relation to the Specific Plan site.

1.3.3 *Site Characteristics*

The Specific Plan site is a 20.4-acre vacant infill site directly accessible by one existing roadway, Lost Canyon Road, which borders the site to the west. Regional access to and from the MetroWalk Specific Plan site will also be made possible through the Vista Canyon Specific Plan area to the north. Vista Canyon Road Bridge, currently under construction in the Vista Canyon Specific Plan site as of the date of this Specific Plan, will connect the Vista Canyon Plan Area with Soledad Canyon Road and Antelope Valley Highway. The Specific Plan site is bordered by the Metrolink rail to the south, which is held by the Metropolitan Transit Authority (MTA) for Los Angeles County. This rail corridor includes the Metrolink Santa Clarita/Antelope Valley commuter line and freight service.

Figure 1.0-5, Site Photographs, illustrates the existing conditions within the Specific Plan site. The site is irregularly shaped and generally flat. From the rail corridor the site drains northwest toward the Santa Clara River. With the exception of various utility easements on site, there are no other natural or historic conditions of significance. Existing site elevations range from a high of 1,505 elevation in the central southeast portion of the Specific Plan site to a low of 1,481 elevation in the northwest portion of the site.

1.4 AUTHORITY

The Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by resolution as policy documents or by ordinance as regulatory documents. The law allows preparation of specific plans, as may be required for the systematic execution of the General Plan and further allows for their adoption and amendment. The Specific Plan is regulatory in nature and will serve as the zoning code for the Specific Plan site. The Specific Plan is prepared in accordance with SMC, Section 17.37.030 (Specific Plan (SP) Zone), which establishes the specific plan zoning designation and indicates that specific allowable uses, maximum intensity standards, and development standards shall be determined by the adopted specific plan. Development plans, tract maps, parcel maps and other entitlement requests processed in conjunction with the Specific Plan must be consistent with both the Specific Plan and the City's General Plan.

1.5 THE SPECIFIC PLAN'S RELATIONSHIP TO THE GENERAL PLAN AND SANTA CLARITA MUNICIPAL CODE

1.5.1 *Relationship to the General Plan*

The Specific Plan implements the goals and policies of the City's General Plan. **Appendix 1.0-2, General Plan Consistency Analysis**, contains an analysis of the Specific Plan's consistency with the City's General Plan.

1.5.2 *Relationship to the Santa Clarita Municipal Code*

The Specific Plan will be incorporated into the SCMC and provide the allowable land uses, development regulations, design guidelines, and implementation procedures for the property within the boundary of the Specific Plan. The regulations contained within the Specific Plan are in addition to those set forth in the planning, zoning, and subdivision provisions of the SCMC, and do not convey any rights not otherwise granted under the provisions and procedures contained in the SCMC or other ordinances, except as specifically provided for herein. Whenever the Specific Plan contains provisions that establish regulations, including, but not limited to, uses, densities, intensities, heights, parking, signage, open space, and landscaping requirements, which are different from, or more restrictive or permissive than would be allowed pursuant to the provisions of the SCMC, the Specific Plan shall prevail and supersede the applicable provisions of the SCMC.

1.6 COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The MetroWalk Specific Plan project qualifies as a Transit Priority Project per Senate Bill (SB) 375's CEQA reform provisions and is consistent with Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS) and its associated climate goals. As such, the MetroWalk Specific Plan project will use a streamlined review and analysis of the project consistent with the SCS. As part of this modified environmental review and analysis, an expedited Sustainable Communities Environmental Assessment for Transit Priority Projects, consistent with the SCS, will be prepared. Under SB 375's streamlined review and analysis, the Metropolitan Transportation Plan/SCS Environmental Impact Report serves as a first-tier environmental document under CEQA.

1.6.1 *Senate Bill 226 CEQA Streamlining*

In 2011, Governor Jerry Brown signed into legislation SB 226, which became effective in 2013. SB 226 streamlined the environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

Under CEQA Guidelines Section 15183.3, a project may be eligible for streamlining if it does the following:

- Is located in an urban area on a previously developed site or surrounded by urban uses (75% of perimeter);
- Satisfies performance standards in CEQA Guidelines Appendix M; and
- Is consistent with the general use designation, density, building intensity, and applicable policies in SCAG's SCS.

1.6.2 *Senate Bill 743 (Steinberg, 2013)*

SB 743 made several changes to CEQA for projects located in areas served by transit. SB 743 proposes to eliminate auto delay, level of services, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. It also creates a new exemption for certain projects that are consistent with a Specific Plan, and eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances.

1.7 COMPLIANCE WITH OTHER LAWS AND REGULATIONS

1.7.1 *Global Warming Solutions Act*

The Global Warming Solutions Act (Assembly Bill [AB] 32) of 2006 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. AB 32 requires the California Air Resources Board to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. As of January 1, 2012, the greenhouse gas rules and market mechanisms adopted by the California Air Resources Board took effect and are legally enforceable. The reduction goal for 2020 is to reduce greenhouse gas emissions by 25% of the current rate to meet the 1990 level, and a reduction of 80% of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce greenhouse gases. The Scoping Plan has a range of greenhouse gas reduction actions that include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

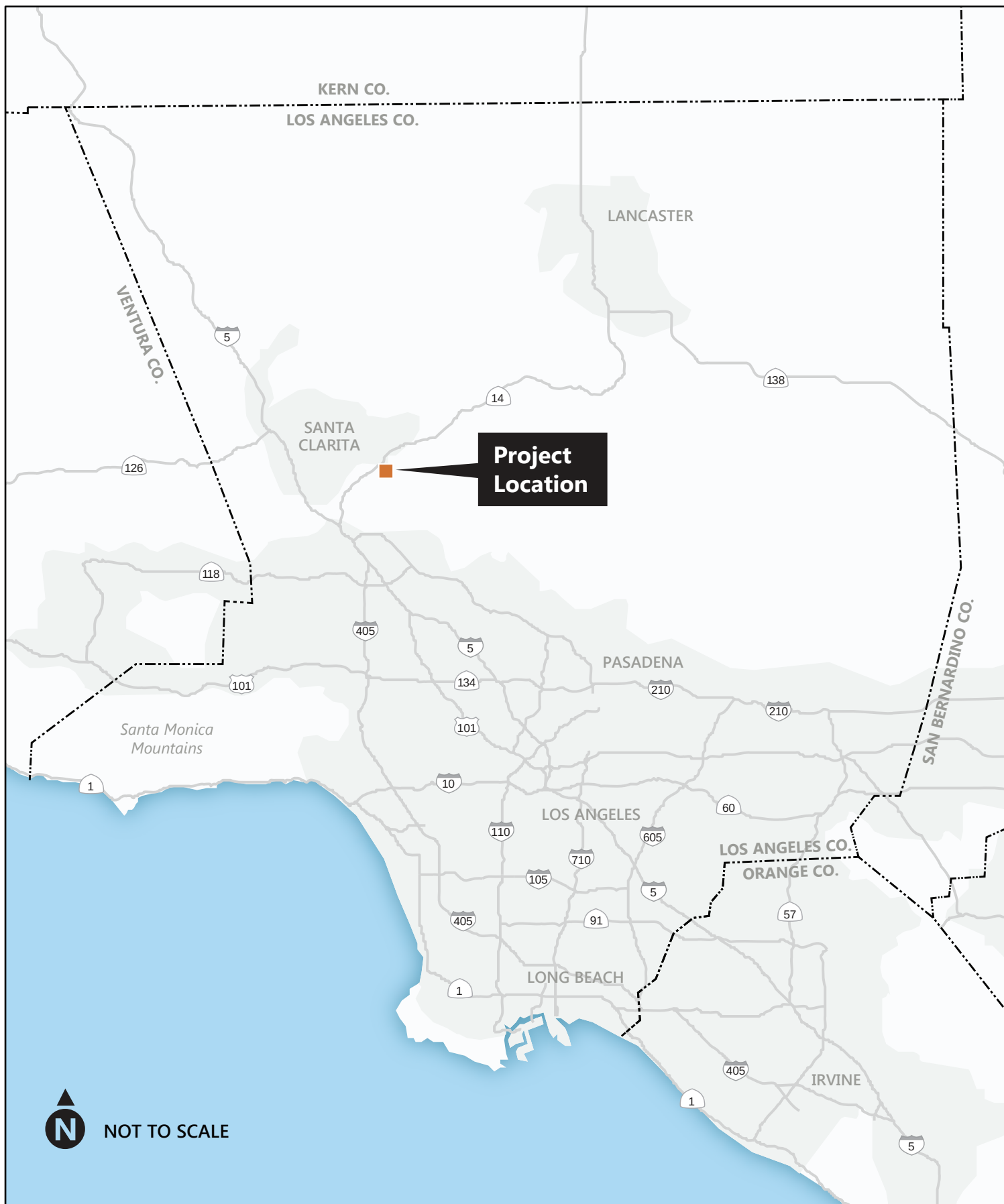
1.7.2 *The Sustainable Communities and Climate Protection Act*

The Sustainable Communities and Climate Protection Act (SB 375) of 2008 provides incentives for cities and developers to bring housing and jobs closer together and improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and thus help meet the statewide targets for reducing greenhouse gas emissions set by AB 32. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare an SCS that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

1.7.3 *Southern California Association of Governments*

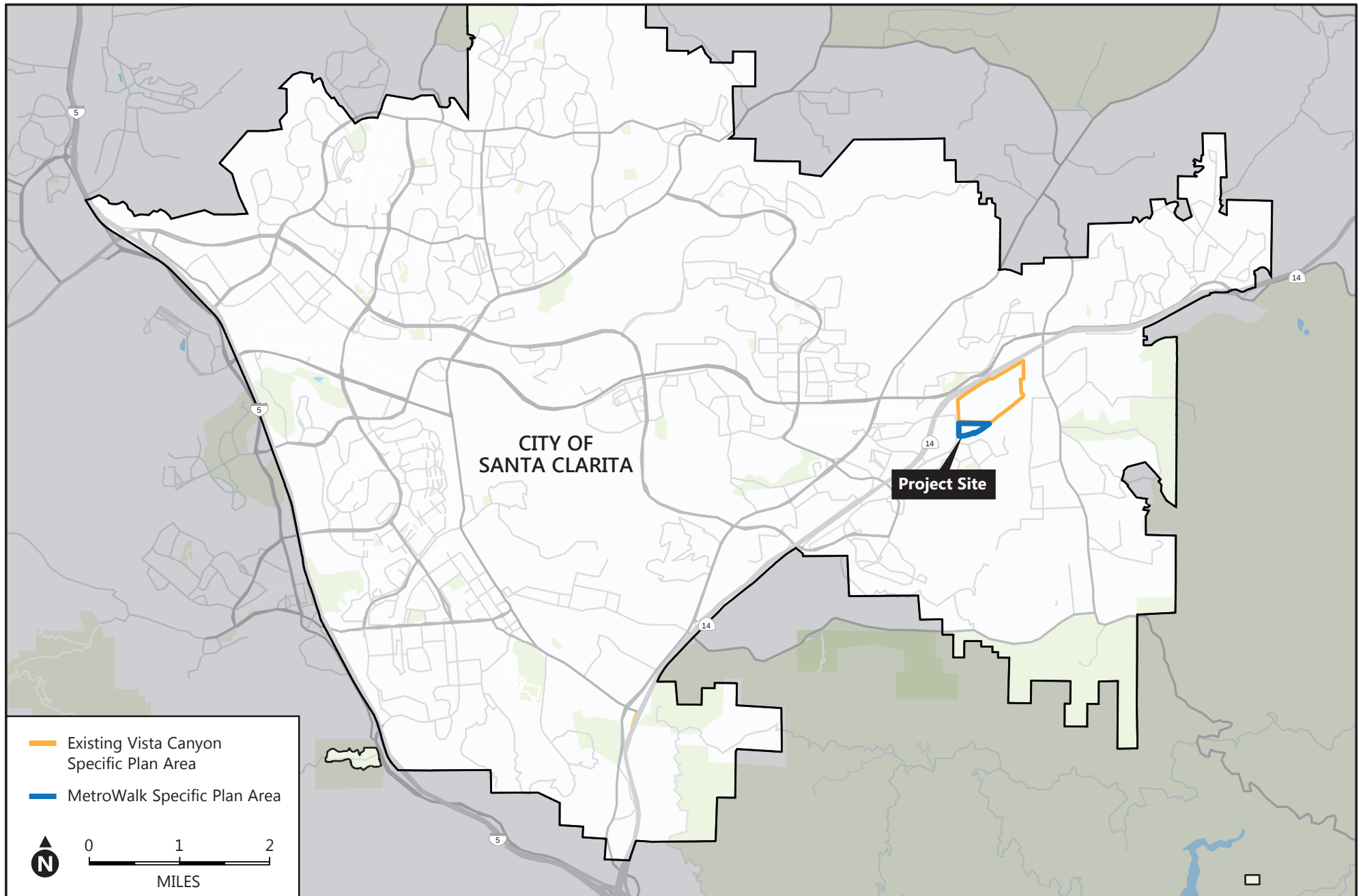
The Southern California Association of Governments’ Regional Council adopted Connect SoCal, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy. Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. What is at the heart of Connect SoCal are over 4,000 transportation projects—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and use resources more efficiently.

The Specific Plan is consistent with the Connect SoCal in that it also embodies the vision of integrating land use with planned mobility improvements by creating a transit-oriented residential community that connects residents to the new City/MetroLink transit center and new Bus Transfer Station. The Specific Plan also provides open space and recreational resources and accessibility to employment and day-to-day services that support a healthy and balanced quality of life.



SOURCE:
New Urban West

FIGURE 1.0-1
Regional Location



SOURCE:
New Urban West

FIGURE 1.0-2
Site Vicinity



SOURCE:
New Urban West

FIGURE 1.0-3
Plan Area



SOURCE:
New Urban West

FIGURE 1.0-4
Development Surrounding Specific Plan Area



View: Site from newly constructed Lost Canyon Rd. bridge, looking Northeast



View: New streetscape bordering site to the North, looking West



View: Site, looking South. Metrolink train passing by.



View: New streetscape bordering site to the North of Vista Canyon, looking East



View: New streetscape looking South toward site and Vista Canyon

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2.1 INTRODUCTION

The Specific Plan is designed to deliver a premier transit-oriented residential community that serves as a functional and visual extension of the new mixed-use Vista Canyon Specific Plan directly north. The MetroWalk Specific Plan is designed to achieve a unified vision with a cohesive architectural theme and an integrated vehicular and pedestrian mobility system connected to the new Vista Canyon Metrolink transit station and Bus Transfer Station. Both Specific Plans are guided by a shared goal of creating a unique community where residents enjoy accessibility to transit, recreation, nearby employment, shopping, and services.

The 20.4-acre site of the MetroWalk Specific Plan provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market-rate apartments, age-qualified apartments, affordable senior apartments, and market-rate single-family dwellings, duplexes, and townhomes. The site design concept is intended to maximize walkability and encourage day-to-day interaction within the community. A unifying multi-use path is centrally located and links the Specific Plan with the Metrolink station and Vista Canyon to the north while connecting various private amenities throughout the community, including parks nodes, open space, a central club house and a playground. In addition, the multi-use path terminates at a public plaza at the far eastern area of the Specific Plan, which provides an outdoor publicly accessible amenity adjacent to the Metrolink transit station as well as shopping, trails, and other amenities to the north.

2.2 SPECIFIC PLAN OBJECTIVES

The Specific Plan's design is based on the following objectives:

1. Create a new transit-oriented community that provides a diversity of attainably-priced residential uses in close proximity to transit, retail/commercial, office, hotel, and recreational uses.
2. Enhance the housing market and support the City of Santa Clarita's Regional Housing Needs Assessment by providing a variety of housing types and densities to meet the varying needs of future residents.
3. Provide development and a land use pattern that serves as an integrated extension of the Vista Canyon Specific Plan to the north, with coordinated and attractive streetscapes and a high-quality architectural design theme.
4. Arrange land uses to support safe and convenient access to nearby transit and amenities to reduce vehicle miles traveled and energy consumption, and to encourage walking and the use of transit.
5. Design the community to achieve an integrated neighborhood feel and unique sense of place.

6. Provide a rich set of shared outdoor spaces, including parks, courtyards, pathways and a public plaza.
7. Implement sustainable development principles, including greater energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy sources.
8. Create and enhance opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal pedestrian circulation system that links the residential community to the nearby Metrolink station, Bus Transfer Station, schools, parks, trail systems, shopping and employment opportunities.
9. Provide a landscape design that emphasizes a pleasant neighborhood character and inviting streetscapes and gives MetroWalk its own unique outdoor aesthetic.
10. Adopt development regulations that provide a measure of flexibility to respond and adjust to changing economic and market conditions.

2.3 LAND USE PLAN

The Specific Plan's objectives, above, guide the overall Land Use Plan. The Land Use Plan (**Figure 2.0-1**) and the Specific Plan Land Use Summary (**Table 2.0-1**) provide the framework for development of the Specific Plan site. This section establishes the Specific Plan's land use designation zones (zones) (Residential (R) and Open Space (OS)) by uses/acreage. **Table 2.0-1** further identifies the land use types in each zone established by the Specific Plan.

**Table 2.0-1
Specific Plan Land Use Summary**

Specific Plan Zone	Use Type	Other Land Uses	Acres (gross)	Dwelling Units
Residential, R	Single-Family Detached Dwellings, Duplexes, Multifamily Dwellings ¹	Private Drives, Private Recreation Areas, Play Area and Gathering Spaces, Paths, Landscape Areas, Parking	19.49	498 ²
Open Space, OS	Public Plaza	Public Plaza, Playground, Paths, Landscape Areas, Water Easement Parking	0.93	N/A
Total			20.42	498²

Sources: Appendix 1.0-3; Tentative Tract Map (TTM) No. 83087.

1. Multifamily dwelling types include age-restricted apartments, deed-restricted affordable senior apartments, and market-rate townhomes and apartments.
2. In no case shall the Specific Plan site exceed a total of 498 residential units. The number of restricted affordable senior units within the Specific Plan site shall not be less than 50 units, inclusive of one manager unit, except if an in-lieu fee is paid by the applicant as permitted in Section 4.9, Development Adjustment Regulations.

2.3.1 *Land Use Designation Zones*

The following two land use designation zones are established by this Specific Plan, and are applied to property within the Specific Plan site, as shown on the Specific Plan Land Use Plan (**Figure 2.0-1**):

1. **Residential (R).** The R zone is applied to areas appropriate for a variety of attached and detached, attainably-priced residential units, including market-rate apartments, age-qualified apartments, affordable senior apartments, and single-family dwellings, duplexes, and townhomes, and other similar residential product types, with private drives, parking garages, carports, and surface parking. The R designation includes for rent and for sale units and both market-rate and affordable units. The designation also allows recreational uses, including club houses and a community room, parks, playgrounds and pathways, as well as landscaped areas and courtyards.
2. **Open Space (OS).** The OS zone is applied to the public plaza area at the far eastern end of the Specific Plan site, which connects to the new Metrolink station.

2.3.2 *Conceptual Residential Development Scenarios*

The Specific Plan allows for up to 498 residential units on approximately 19.5 acres of the Specific Plan site, including a mix of residential dwelling types, such as single-family detached dwellings, duplexes, and multifamily dwellings, including age-qualified apartments, deed-restricted affordable senior apartments, market-rate apartments and townhomes. The Specific Plan includes two potential conceptual site plan scenarios based on the regulations and guidelines defined by the Specific Plan. It should be noted that while the conceptual development plans presented in this Section depict illustrative examples of potential site plan scenarios, building footprints, building locations, and residential product types shown are provided for illustrative purposes only and can be modified consistent with the requirements of the Specific Plan.

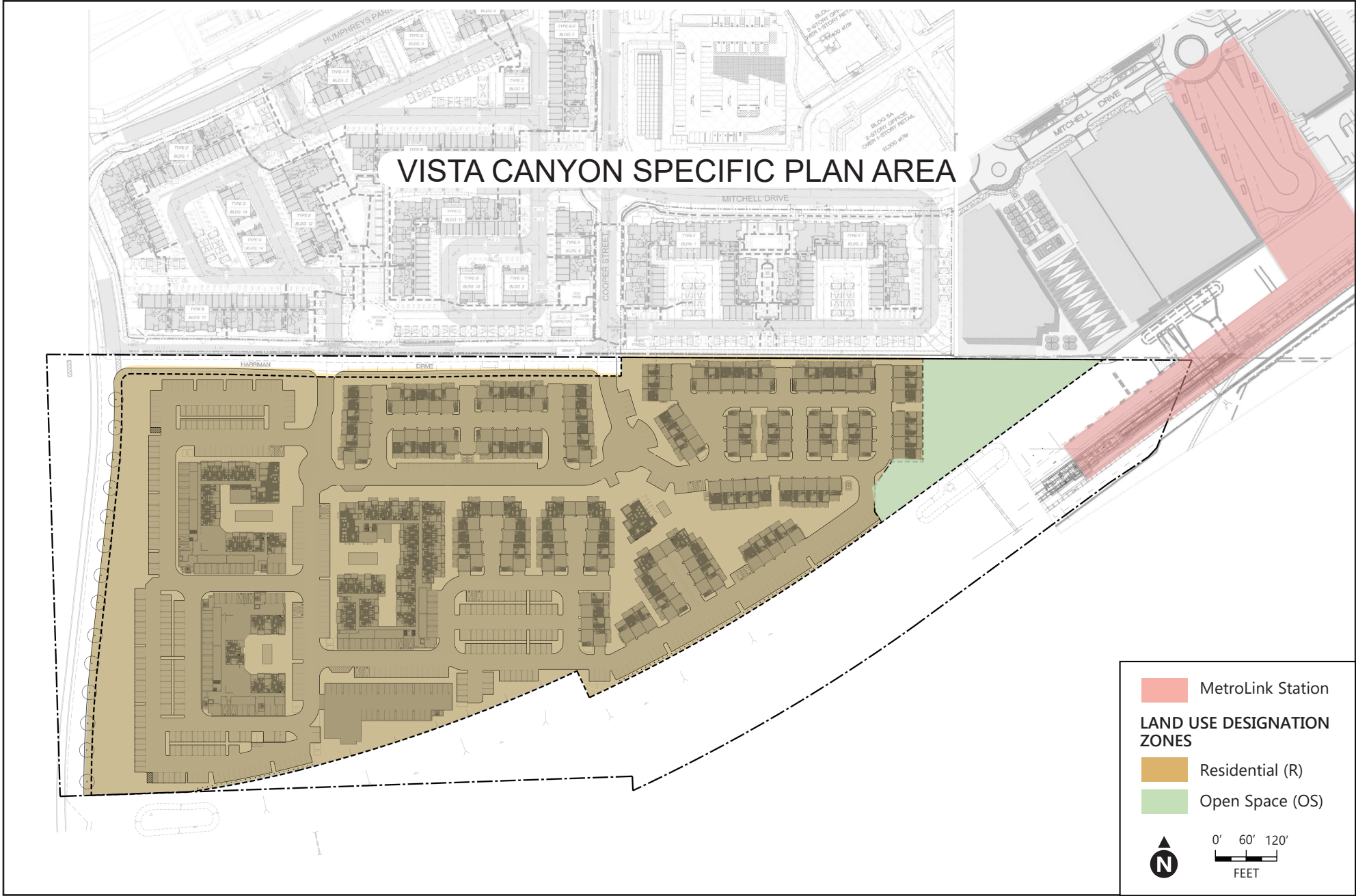
The first conceptual site plan scenario, Scenario A, shown on **Figure 2.0-2a, Conceptual Site Plan – Scenario A** and shown as the site plan on all the development plan figures included in this Section 2.0 of the Specific Plan (with the exception of **Figure 2.0-2b**, which illustrates Scenario B), includes up to 498 dwelling units. This conceptual scenario includes a mix of multifamily dwelling use types, including 50 attached, deed-restricted affordable senior apartments¹ for lease, 150 attached, for-sale townhomes, 179 attached, market-rate all-ages apartments for lease, and 119 attached, market-rate age-qualified apartments for lease.

Alternatively, the second conceptual site plan scenario, Scenario B, as shown on **Figure 2.0-2, Conceptual Site Plan Alternative – Scenario B**, includes approximately 325 dwelling units, including a mix of single-family dwelling, duplex, and multifamily dwelling use types. This

¹ Except as permitted in Section 4.9, Development Adjustment Regulations.

alternative scenario includes 50 affordable senior apartments¹, and 150 townhomes as described above for Scenario A, as well as, up to 125 single-family detached dwellings and/or duplexes ranging in size from approximately 1,500 to 2,500 gross square feet.

Additionally, both conceptual site plan scenarios also include private pool/recreation areas, such as community rooms, clubhouses, park nodes, and playgrounds, as well as courtyards, multi-use pathways, landscaped areas, private drives, and parking areas and garages.



SOURCE:
New Urban West

FIGURE 2.0-1
Land Use Plan



SOURCE:
New Urban West

FIGURE 2.0-2a
Conceptual Site Plan – Scenario A



SOURCE:
New Urban West

FIGURE 2.0-2b
Conceptual Site Plan Alternative – Scenario B

2.4 MOBILITY PLAN

2.4.1 *Introduction*

The Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of private roadways and pedestrian pathways. The Mobility Plan seeks to implement street sections that slow traffic, create a pleasant walking environment and reduce the urban "heat island" effect.^{2.0-2} The Specific Plan's circulation network described below is conceptually shown on **Figure 2.0-3, Mobility Plan**. Pedestrian pathways are shown on **Figure 2.0-4, Pedestrian Pathways**. The exhibits included in this Section are provided for illustrative purposes only and may be modified consistent with the requirements of the Specific Plan, as detailed in **Section 4.9** and the implementation procedures in **Section 6.0**.

The Specific Plan is guided by its proximity and access to the new Metrolink transit center and the new Bus Transfer Station, which provide residents of the Specific Plan an option of riding the train or using transit to travel to and from work and other destinations. Proximity to transit reduces automobile trips and the associated greenhouse gas emissions, thus contributing to local and regional emissions reduction goals. The Mobility Plan connects the community to nearby transit amenities through a central multi-use path that terminates at Metro Plaza, a public plaza, at the far eastern area of the site near the Metrolink transit station. The multi-use path and public plaza are key features of the Specific Plan. The multi-use path connects various recreational amenities across the site, thus creating and enhancing further opportunities for non-vehicular travel and pedestrian mobility. The public plaza features outdoor amenities including outdoor seating, shaded areas, a play area, and pathways to bring residents and the community together in an attractive, lively atmosphere.

The Specific Plan is designed as a pedestrian-oriented community that is easily accessible to nearby services and amenities, including Vista Canyon to the north which features a mix of office, commercial, retail, and residential uses surrounded by a Main Street thoroughfare (Vista Square). Proximity to Vista Canyon offers residents accessibility to pedestrian-oriented shops, restaurants, and services all within walking distance. The Specific Plan is linked to Vista Canyon through Cooper Street and a second private street to the west, which intersect with Harriman Drive, the main east-west private entrance into the Specific Plan from Lost Canyon Road.

2.4.2 *Existing Regional Circulation and Access*

The City is served by an existing network of highways, roadways, multi-use trails, commuter rail, and transit service. Primary regional access in the Santa Clarita Valley is provided by I-5, located

^{2.0-2} The term "heat island" describes built environment areas that are hotter than nearby rural or open areas. Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, greenhouse gas emissions, heat-related illness and mortality, and water quality (see <http://www.epa.gov/heatisland/index.htm>, last updated January 23, 2020).

south and west of the Specific Plan site. SR-14, located north of the Specific Plan site, also provides a regional link between the Los Angeles basin and the high desert communities of Palmdale and Lancaster. SR-14 connects to I-5 southwest of the Specific Plan site. Soledad Canyon Road provides secondary regional access, paralleling SR-14 along the northern boundary of the Specific Plan site and extending north to Palmdale and Lancaster. Sierra Highway, which intersects Soledad Canyon Road east of the Specific Plan area, also provides secondary regional access north to Palmdale and Lancaster. The Metrolink Antelope Valley line serves the region by connecting the Antelope Valley with points south, including Santa Clarita, to Union Station in downtown Los Angeles. The City also presently is served by a City-owned and operated bus service. Santa Clarita Transit (SCT) provides local and regional bus service, operating local routes within the Santa Clarita Valley and regional routes to and from Los Angeles, Antelope Valley, Van Nuys, and Warner Center. The Los Angeles Department of Transportation (LADOT) also provides commuter service with stops in the Santa Clarita Valley.

2.4.3 *Local Roadway Circulation and Access*

The Specific Plan Mobility Plan roadway network is designed as an orderly extension of the existing regional circulation pattern in the Santa Clarita Valley and the new local roadway system of the Vista Canyon Specific Plan to the north. The proposed development pattern within the Specific Plan site, integrated with existing roadway alignments, form the basis for this network. The Mobility Plan is designed to integrate modes of travel, accommodate anticipated traffic demands generated by the Specific Plan, and provide important private roadway improvements that ultimately will connect the Specific Plan to the Vista Canyon Specific Plan and out to Lost Canyon Road, which provides access to the rest of the Santa Clarita Valley.

Primary vehicular access to and from the Specific Plan site will be from Harriman Drive, a new east-west private road that forms the northern boundary of the Specific Plan site. Harriman Drive extends from the approved westerly extension of Lost Canyon Road. As part of the approved Vista Canyon Specific Plan, Lost Canyon Road south of Jakes Way was extended (approximately 800 feet) north from its previous terminus at the northerly abutment of the bridge over the Metrolink rail tracks within Fair Oaks Ranch, past the Specific Plan site to the south and west of the Vista Canyon Specific Plan site. This segment, a public street, has a maximum 90-foot-wide right-of-way and provides two vehicular lanes in each direction with a raised median, and curbs and gutters, parkways, and sidewalks on both sides. Cross sections for each street servicing the Specific Plan site are shown in **Figures 2.0-4 through 2.0-10** and described below.

2.4.3.1 *Lost Canyon Road*

Lost Canyon Road from Via Princessa to Jakes Way is designated as a “Major Highway” in the Santa Clarita General Plan Circulation Element and the Los Angeles County Master Plan of Highways. Per the Vista Canyon Specific Plan, Lost Canyon Road was extended north (approximately 800 feet), from its previous terminus at the northerly abutment of the bridge over the Metrolink rail tracks within Fair

Oaks Ranch. This segment, a public street, has a maximum 90-foot-wide right-of-way and provides two vehicular lanes in each direction with a raised median, and curbs and gutters, parkways, and sidewalks on both sides. This road is depicted in cross-section and plan view in **Figure 2.0-5**, below.

2.4.3.2 *Harriman Drive*

Harriman Drive is a two-lane, private street providing primary vehicular access to and from the Specific Plan site and internal circulation for the residential land uses. It has a maximum 54-foot-wide right-of-way, with curbs and gutters, as well as a sidewalk and parkway on one side. Harriman Drive is depicted in cross-section and plan view in **Figure 2.0-6**, below.

2.4.3.3 *Cooper Street*

Cooper Street is a two-lane, private street, and provides internal circulation for the residential and open space land uses. The street has a maximum 44-foot-wide right-of-way with parking, sidewalks, curbs and gutters on both sides. Cooper Street is depicted in cross-section and plan view in **Figure 2.0-7**, below.

2.4.3.4 *Other Internal Private Drives*

Internal private drives will be two-lane private streets providing internal circulation for the residential land uses. There are four typical types of internal drives: one that is 28 feet wide with one 14-foot lane in each direction and a 5-foot-wide sidewalk and 4-foot wide parkway on both sides providing access between residential buildings; one that is 26 feet wide, with one 13-foot lane in each direction providing access to residential carports; one that is 38 feet wide with a 14-foot lane in each direction, 10-foot wide parallel parking on one side, and a 4-foot sidewalk on one side and a 6-foot meandering sidewalk on the other; and one that is 28 feet wide inclusive of a 14-foot lane in each direction, and a 4-foot sidewalk on one side. Each private drive contains curbs and gutters on both sides. Private drives are depicted in cross-section and plan view in **Figures 2.0-7 through 2.0-10**, below.

2.4.4 *Parking Plan*

The Specific Plan parking plan consists of private residential and guest parking. Under the Specific Plan's parking plan, the required residential parking supply for the conceptual site plan in Scenario A is 902 parking spaces and 675 parking spaces in Scenario B, including guest parking. This supply is based on a parking demand study provided as part of this project and parking regulations provided in **Section 4.0** of this Specific Plan. All parking will be reserved for residents and their guests. A percentage of total parking will include electric vehicle charging stations.

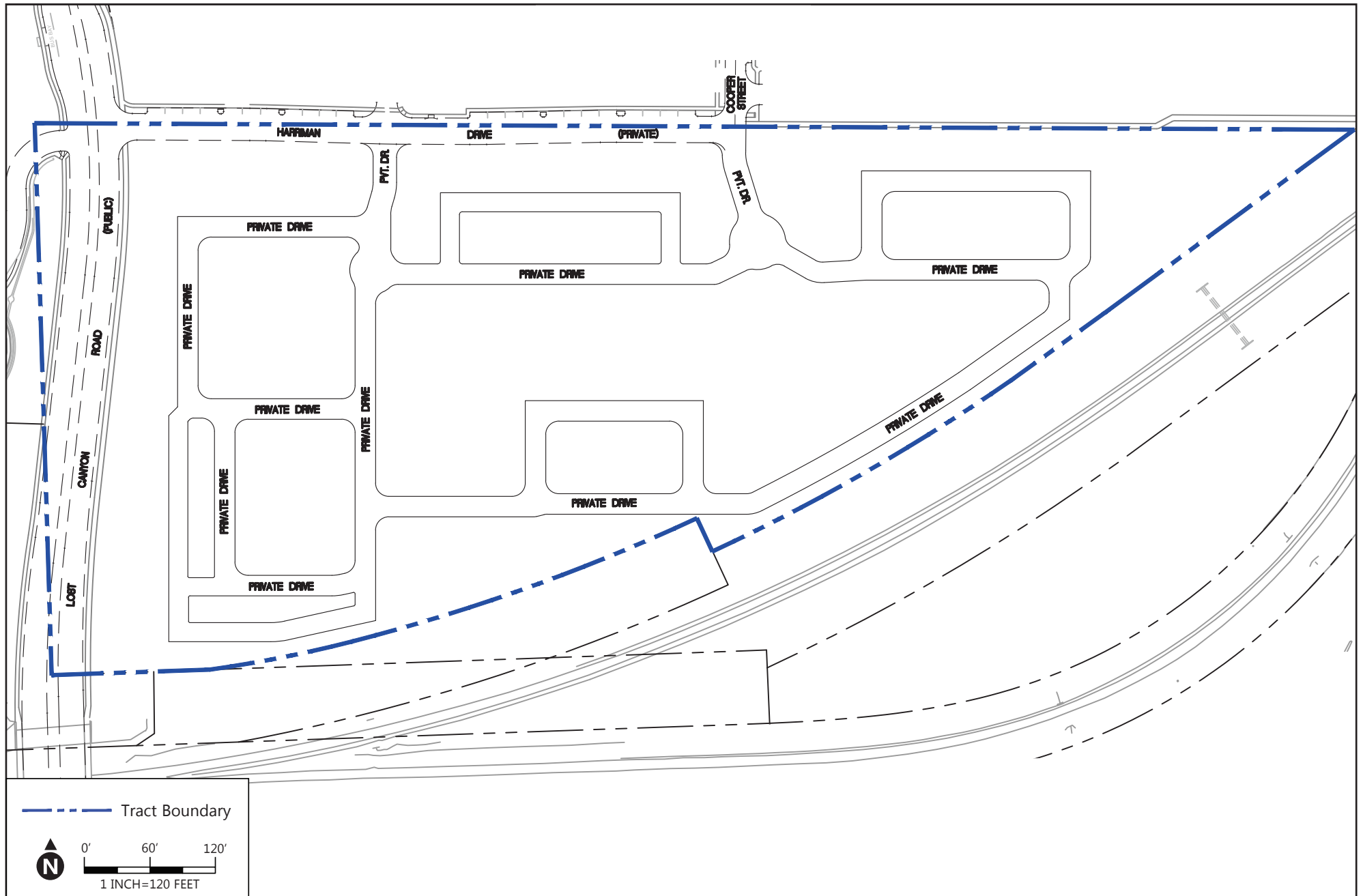
Table 2.0-3, Parking Summary, provides the required parking supply for each conceptual site plan scenario by residential product type, based on the parking regulations outlined in **Section 4.0, Development Regulations**. The Specific Plan allows for modifications to the residential

product types and parking plan consistent with the provisions of this Specific Plan, including all corresponding development regulations and parking regulations set forth in **Section 4.0**.

Table 2.0-3
Parking Summary

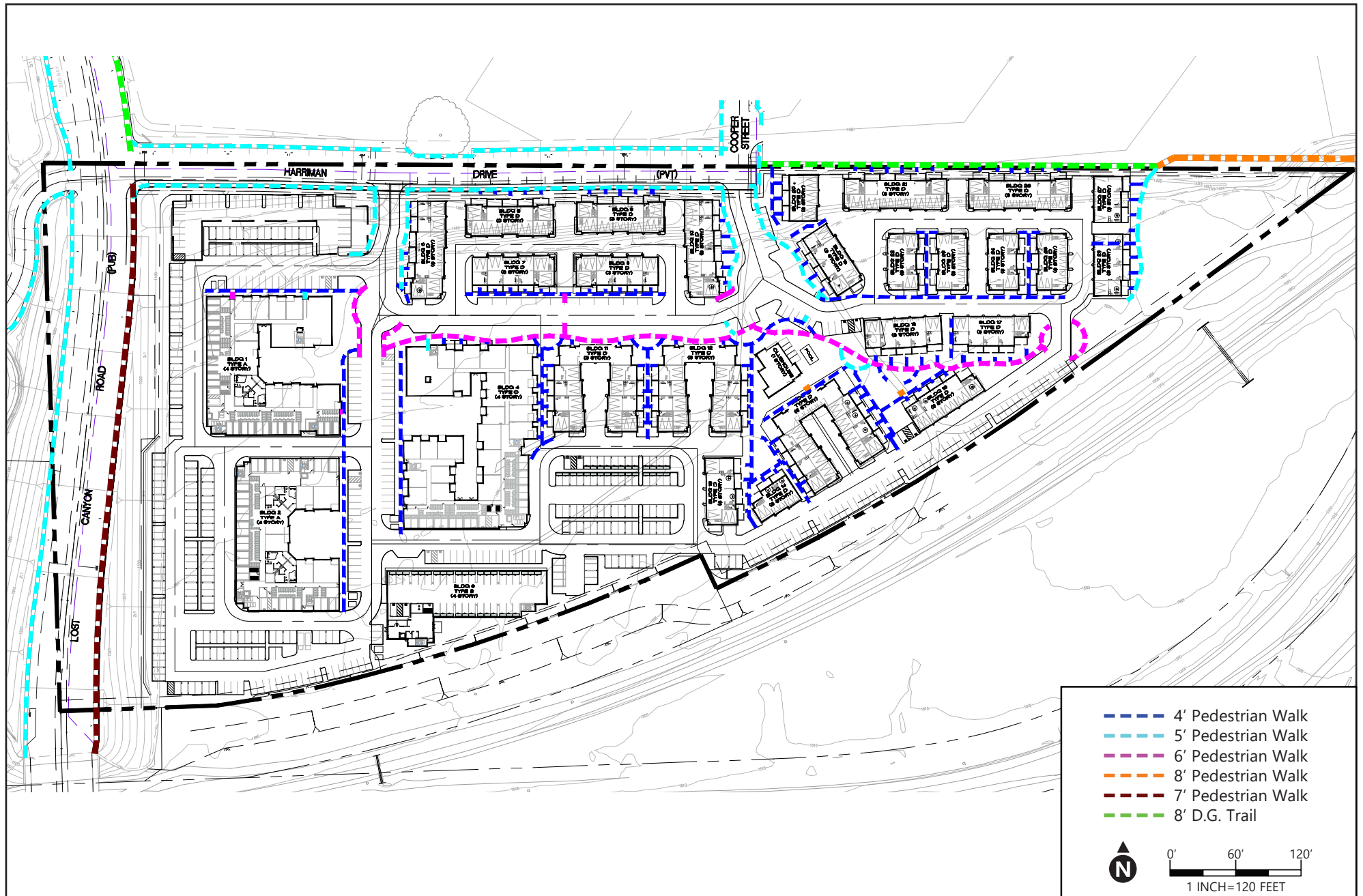
<i>Potential Conceptual Site Plan - Scenario A</i>				
Residential Product Type	Units	Per Unit	Guest	Required
<i>Market Rate All-Ages Apartments</i>				
S1: Studio/1 Bath	26	1.5	0.5	52
A-1: 1 Bedroom/1 Bath	108	1.5	0.5	216
A-2: 2 Bedroom/2 Bath	45	1.5	0.5	90
<i>Subtotal</i>	179			358
<i>Market Rate Age-Qualified Apartments</i>				
A-1: 1 Bedroom/1 Bath	86	0.5	0.5	86
A-2: 2 Bedroom/2 Bath	33	0.5	0.5	33
<i>Subtotal</i>	119			119
<i>Deed-Restricted Affordable Senior Apartments</i>				
A-1: 1 Bedroom/1 Bath	49	0.5	0.5	49
A-2: 2 Bedroom/2 Bath	1	0.5	0.5	1
<i>Subtotal</i>	50			50
<i>For-Sale Townhomes</i>				
TH-1-A: 2 Bedroom/2.5 Bath	28	2.0	0.5	70
TH-1-B: 3 Bedroom/2.5 Bath	31	2.0	0.5	77.5
TH-2: 3 Bedroom/2 full, 2 half Bath	6	2.0	0.5	15
TH-3: 3 Bedroom/2 full, 2 half Bath	32	2.0	0.5	80
TH-4: 3 Bedroom/2 full, 2 half bath	47	2.0	0.5	117.5
TH-5: 3 Bedroom/2.5 Bath	6	2.0	0.5	15
<i>Subtotal</i>	150			375
Total Required Parking Stalls	498			902
<i>Potential Conceptual Site Plan - Scenario B</i>				
Residential Product Type	Units	Per Unit	Guest	Required
<i>Single-Family Detached Dwellings and/or Duplexes</i>				
Single-Family Dwellings/ Duplexes	Up to 125	2	0.5	Up to 312.5
<i>Subtotal</i>	125			Up to 312.5
<i>Deed-Restricted Affordable Senior Apartments</i>				
A-1: 1 Bedroom/1 Bath	49	0.5	0.5	49
A-2: 2 Bedroom/2 Bath	1	0.5	0.5	1
<i>Subtotal</i>	50			50
<i>For-Sale Townhomes</i>				
TH-1-A: 2 Bedroom/2.5 Bath	28	2.0	0.5	70

TH-1-B: 3 Bedroom/2.5 Bath	31	2.0	0.5	77.5
TH-2: 3 Bedroom/2 full, 2 half Bath	6	2.0	0.5	15
TH-3: 3 Bedroom/2 full, 2 half Bath	32	2.0	0.5	80
TH-4: 3 Bedroom/2 full, 2 half bath	47	2.0	0.5	117.5
TH-5: 3 Bedroom/2.5 Bath	6	2.0	0.5	15
<i>Subtotal</i>	150			375
Total Required Parking Stalls	325			738



SOURCE:
New Urban West

FIGURE 2.0-3
Mobility Plan

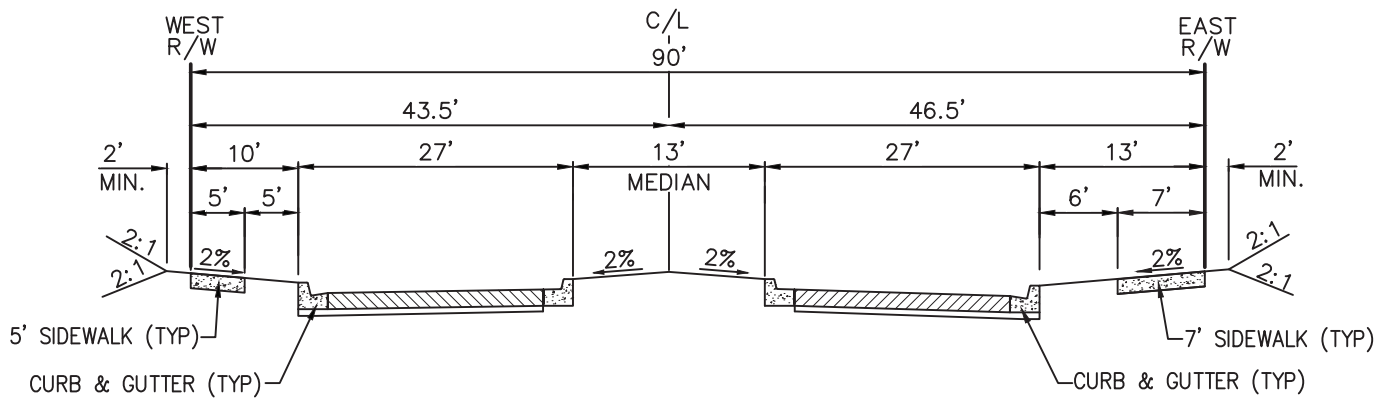


SOURCE:
New Urban West

FIGURE 2.0-4
Pedestrian Pathways

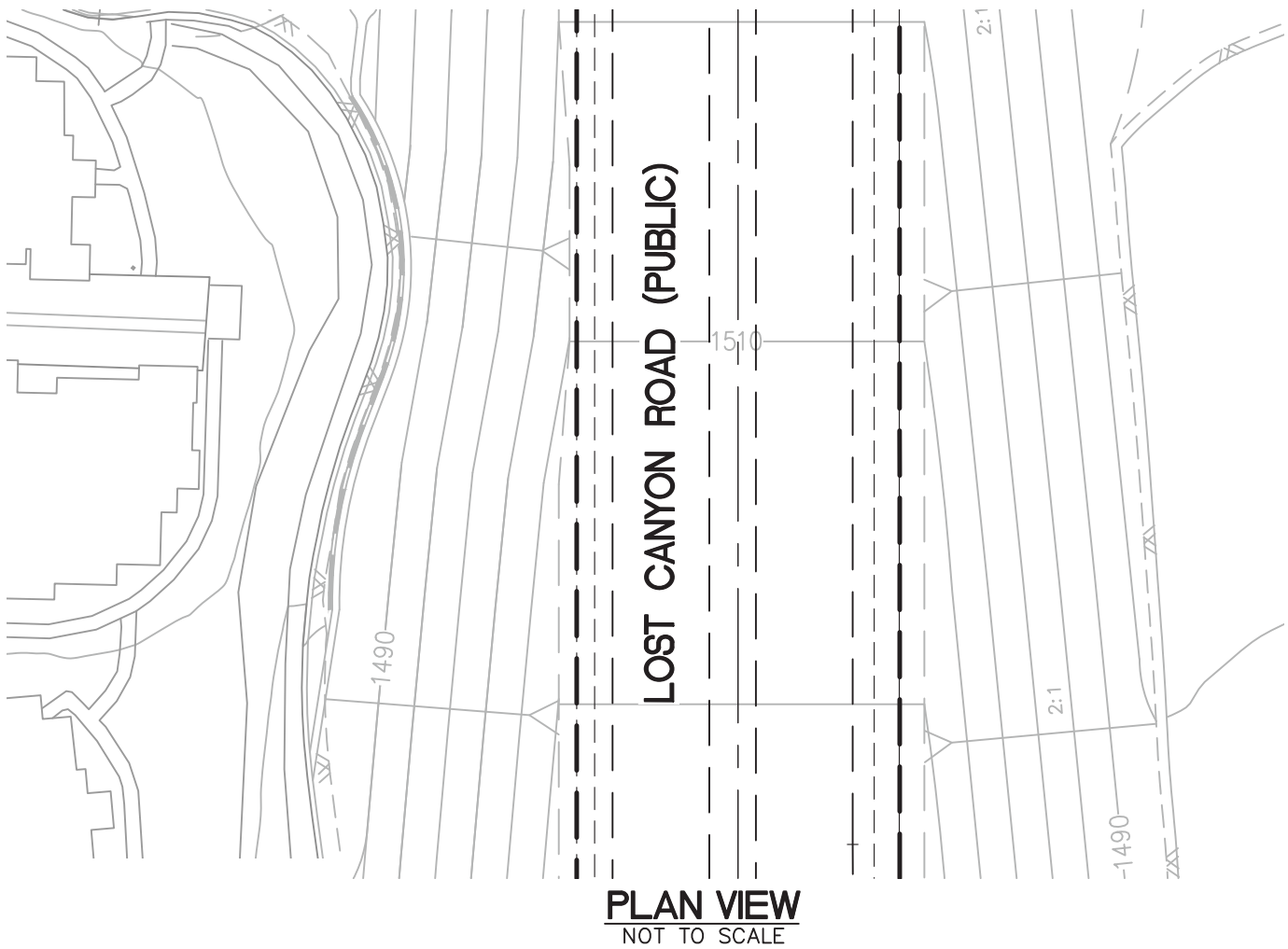
METROWALK

ROAD CROSS SECTION (LOST CANYON ROAD)



LOST CANYON ROAD (PUBLIC)

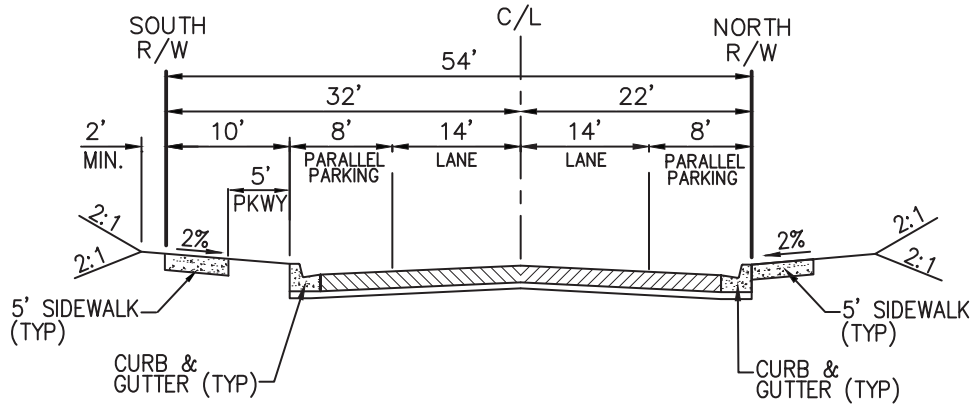
NOT TO SCALE



SOURCE:
New Urban West

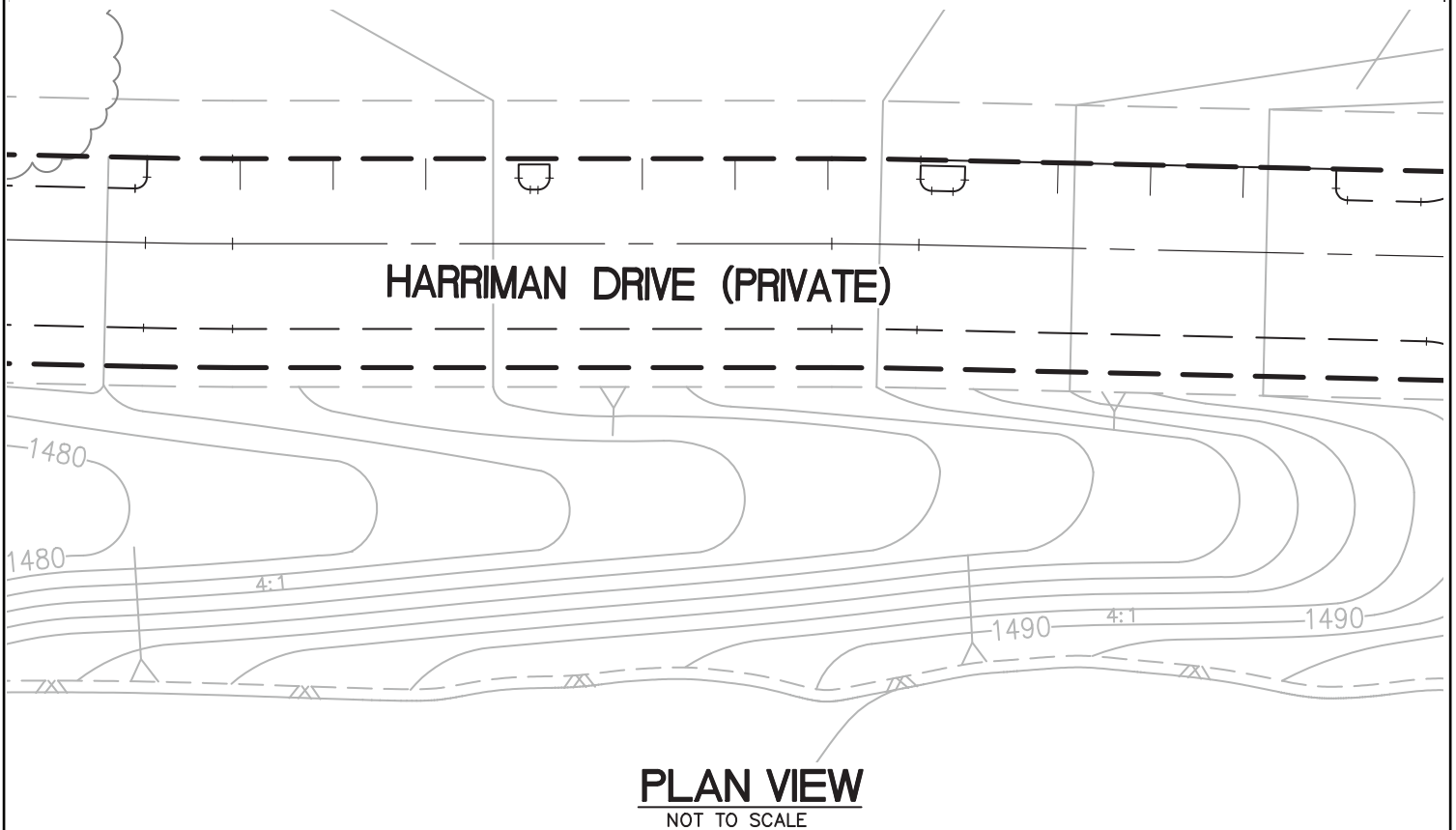
FIGURE 2.0-5
Lost Canyon Road

METROWALK ROAD SECTION (HARRIMAN DRIVE)



HARRIMAN DRIVE (PRIVATE)

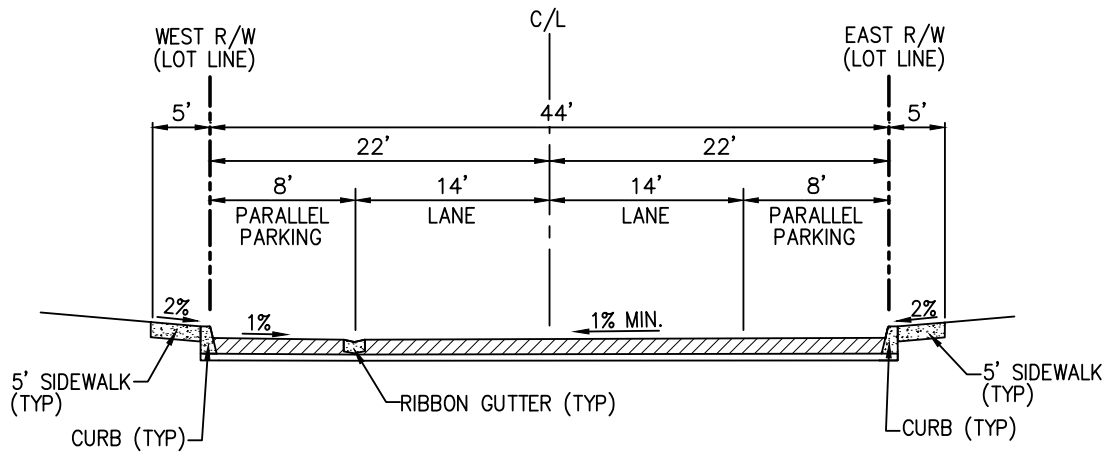
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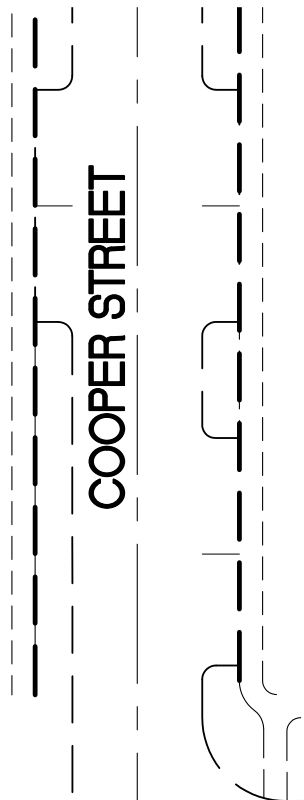
PLAN VIEW

NOT TO SCALE

METROWALK ROAD SECTION (COOPER STREET)

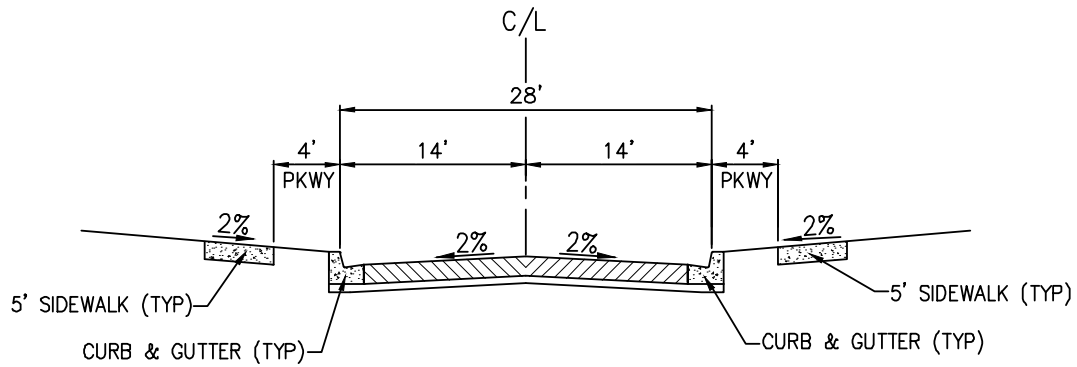


COOPER STREET (PRIVATE) NOT TO SCALE

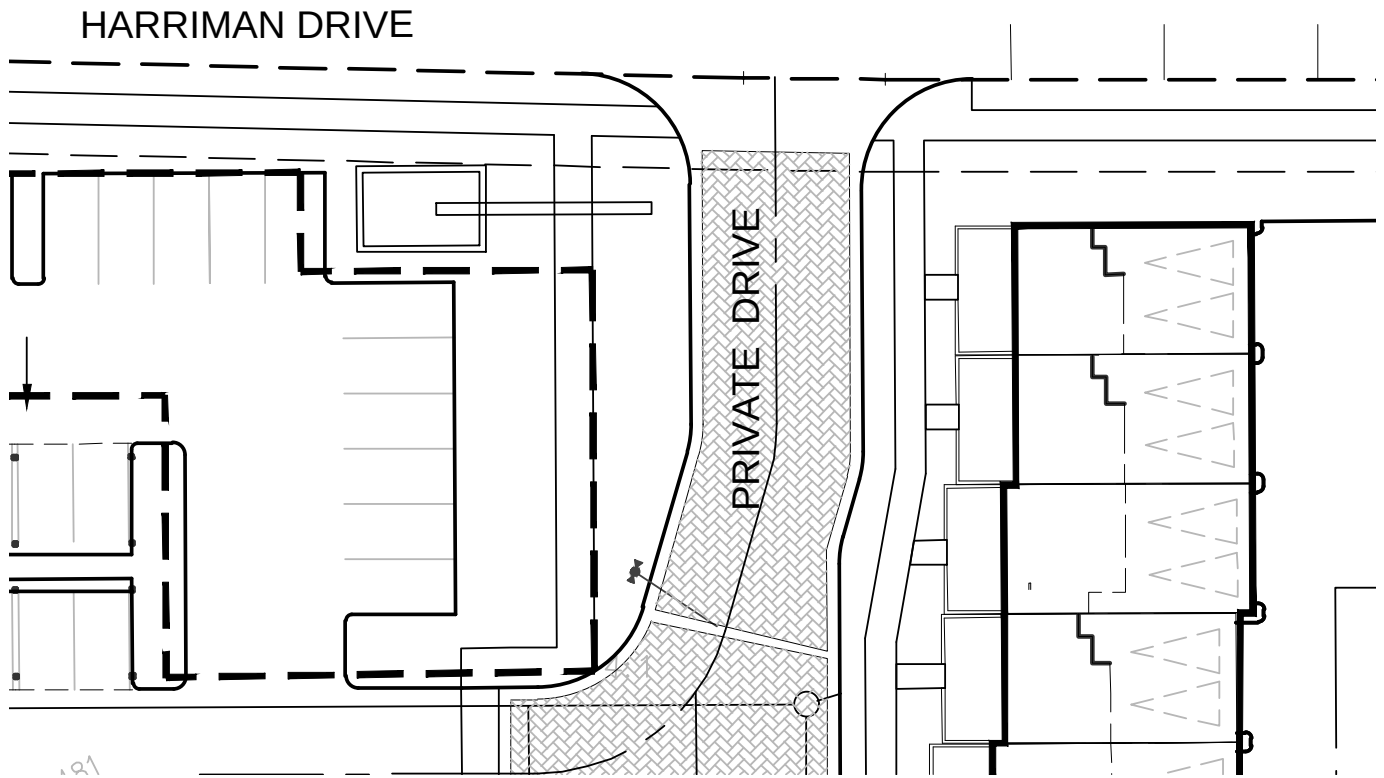


PLAN VIEW NOT TO SCALE

METROWALK ON-SITE ROAD SECTION TYPICAL DRIVE AISLE (ENTRY)

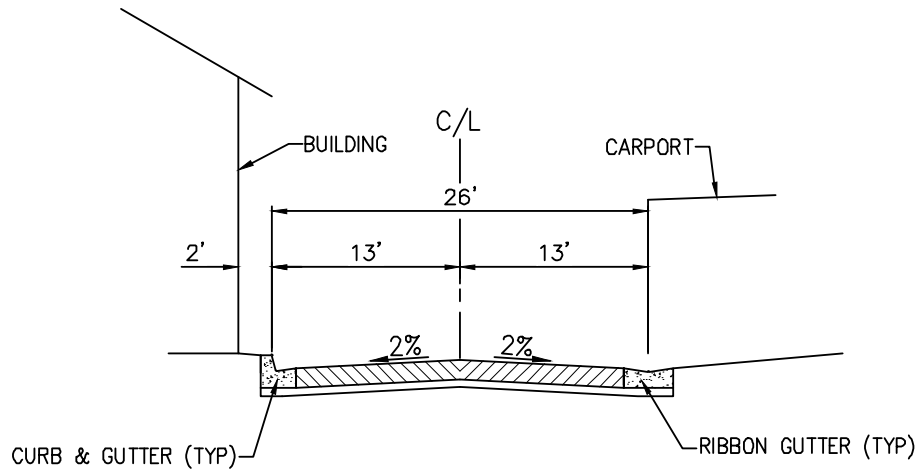


TYPICAL DRIVE (PRIVATE) NOT TO SCALE

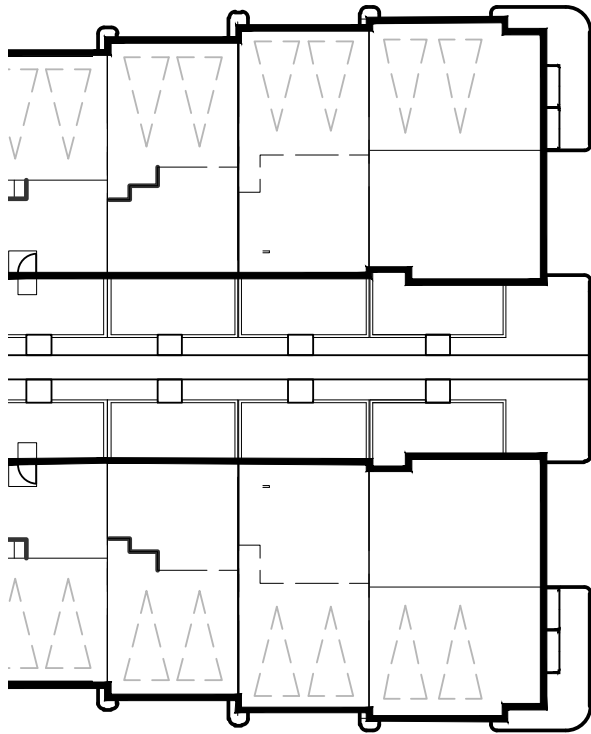


PLAN VIEW NOT TO SCALE

METROWALK ON-SITE ROAD SECTION TYPICAL DRIVE AISLE (CARPORT)

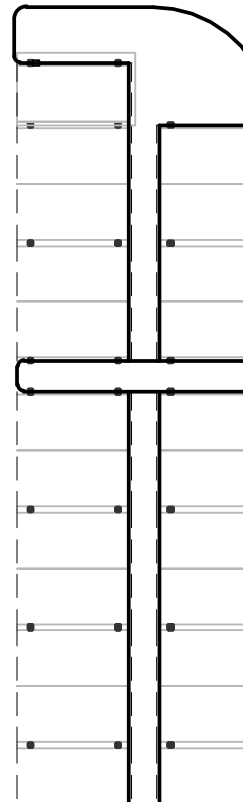
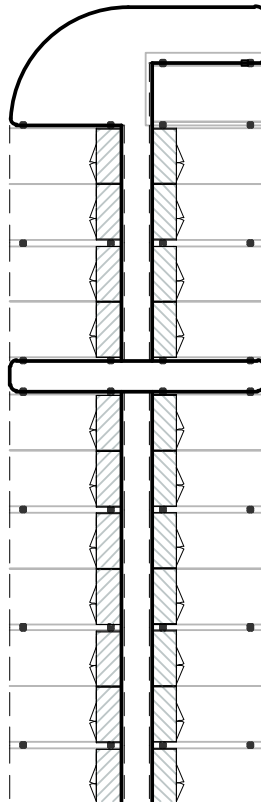


TYPICAL DRIVE (PRIVATE) NOT TO SCALE

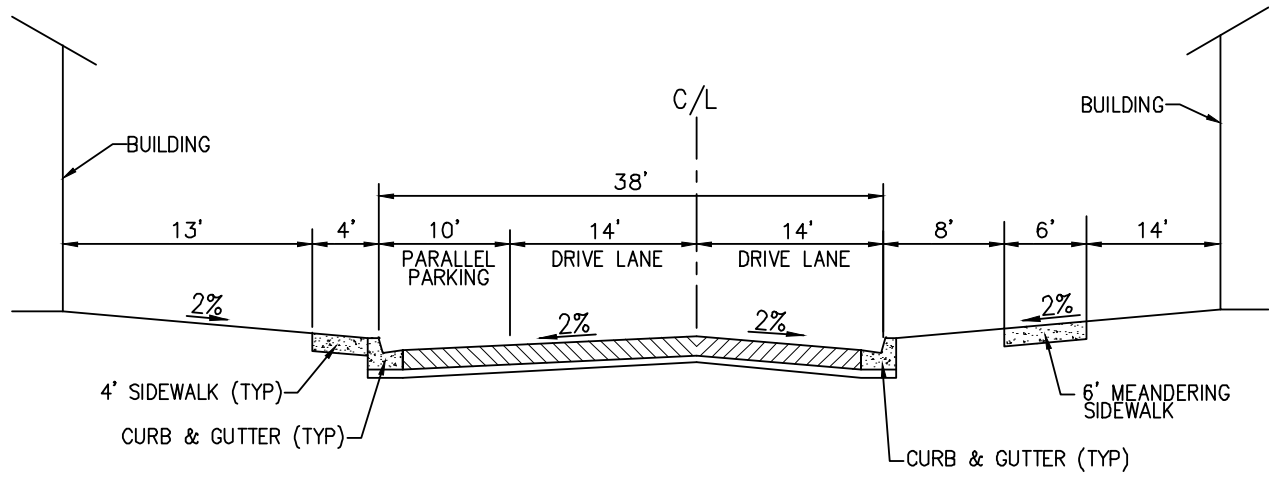


PLAN VIEW NOT TO SCALE

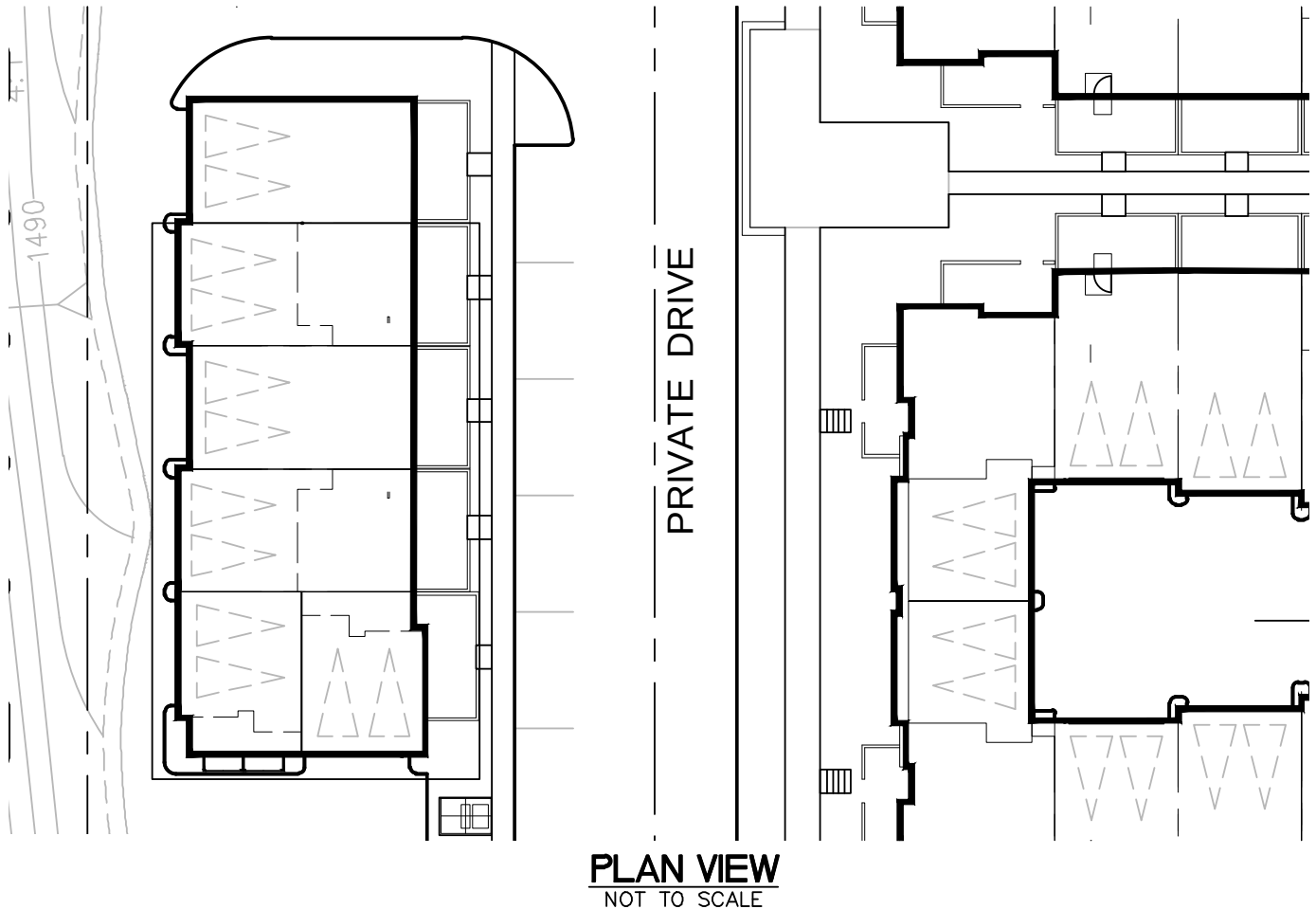
PRIVATE DRIVE



METROWALK ON-SITE ROAD SECTION TYPICAL DRIVE AISLE (PARALLEL PARKING)



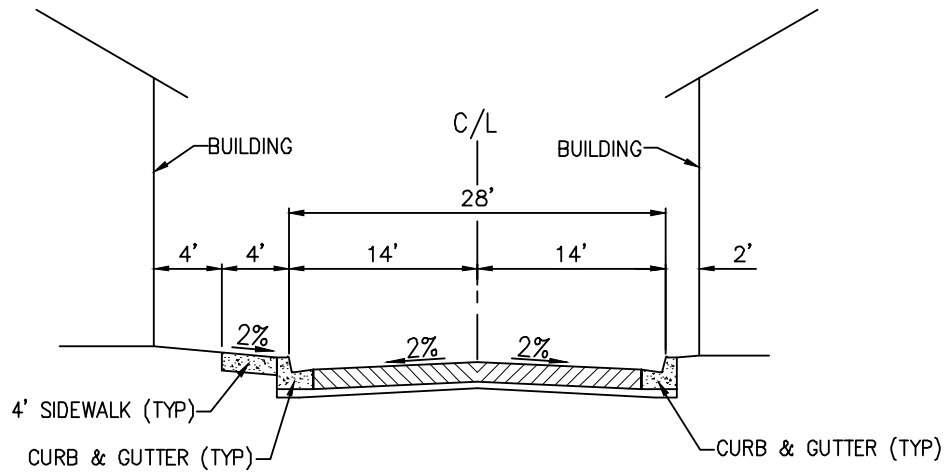
TYPICAL DRIVE (PRIVATE) NOT TO SCALE



METROWALK

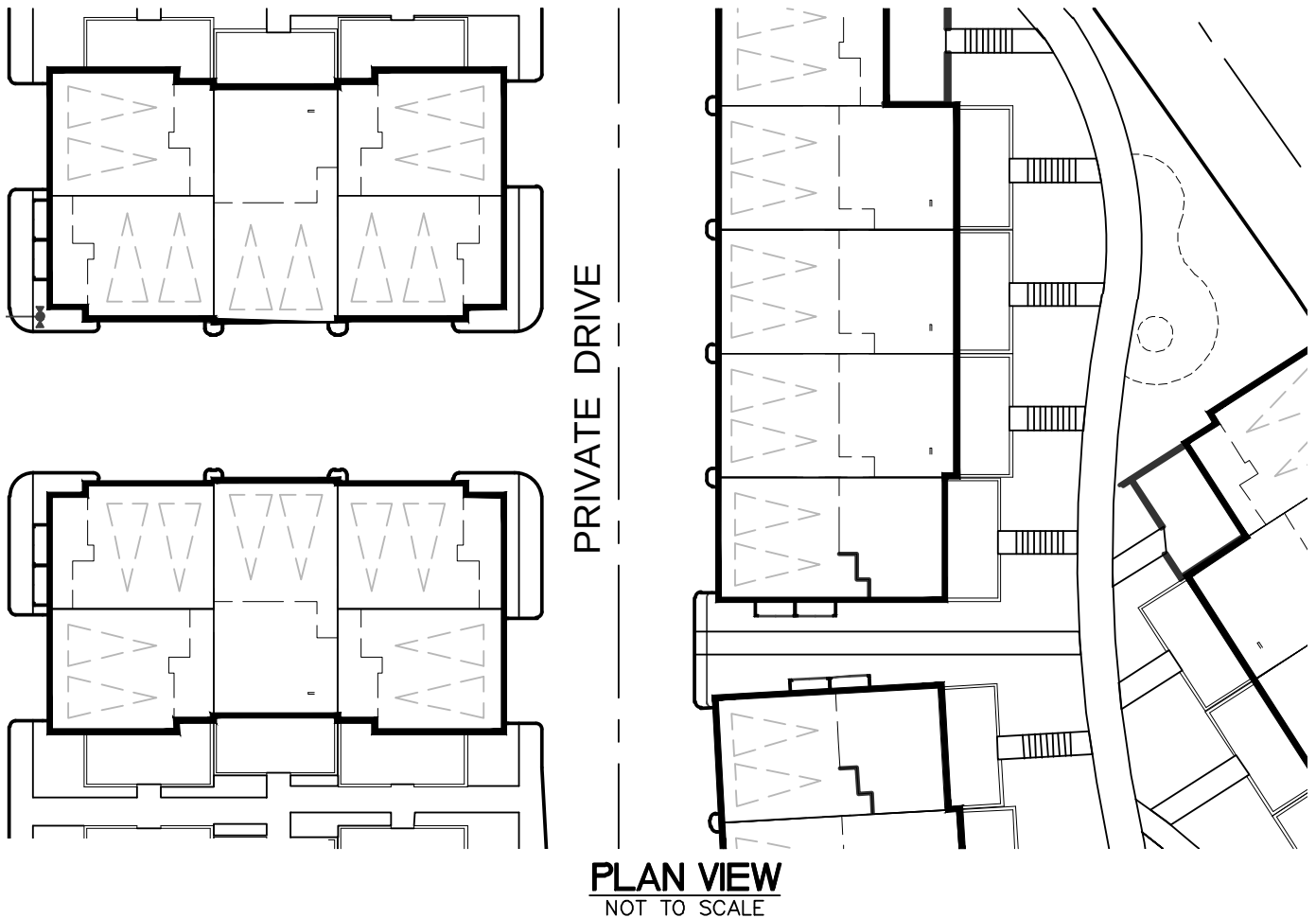
ON-SITE ROAD SECTION

TYPICAL DRIVE AISLE (NO STREET PARKING)



TYPICAL DRIVE (PRIVATE)

NOT TO SCALE



2.5 LANDSCAPE PLAN

The MetroWalk Conceptual Landscape Plan is shown on **Figure 2.0-12** and **Figure 2.0-13, Conceptual Landscape Plan**. The Conceptual Landscape Plan focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces. All plant species listed, both native and non-native, have been chosen due to their ability to thrive in the Santa Clarita climate. Drought-tolerant species will be used in a creative way throughout the Specific Plan area to limit water usage. Plants listed that are non-native or not drought tolerant will be used sparingly and only in areas that require their unique properties. Turf will be primarily used at the Metro Plaza and limited to locations where it will serve for passive or active recreation, and to small pockets intended for pet use along the pedestrian pathways and/or trail. The irrigation systems will be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance. The main objective for the irrigation design is to minimize water use, maximize efficiency, and explore the feasible uses of recycled water. These objectives will be met through the use of Smart ET Based controllers, hydro-zoning, moisture sensors, rain-shut-off devices, cisterns, and drip irrigation. Although much of the native planting areas may receive temporary irrigation, a permanent irrigation system is important for a majority of the landscape planting to comply with the Los Angeles County Fire Department Fuel Modification Guidelines.

2.6 OPEN SPACE, PARKS AND RECREATION PLAN

The Specific Plan includes extensive open space, recreation opportunities, and public/private parks featuring 147,854 square feet of common open space, including a gym, pool, parkways, and trails, and approximately 63,986 square feet of private open space dedicated to rear yards and private patio decks/balconies. The Specific Plan provides open space per unit in accordance with the development regulations provided in **Section 4.0, Development Regulations**. **Figure 2.0-14, Open Space Plan**, illustrates the conceptual locations of private and common open space areas within the Specific Plan area.

The Specific Plan's parks and recreation component provides active and passive recreational opportunities for its residents. **Figure 2.0-15, Conceptual Parks and Recreation Plan**, **Figures 2.0-16 through 2.0-17, Conceptual Park and Recreation Enlargements**, and **Figure 2.0-18, Conceptual Park Illustrative Plan** illustrate the locations of private parks, playgrounds and recreation facilities in relation to other designated open space within the Specific Plan area, and provide close-up visuals of the major amenities. The major Specific Plan recreational amenities include an approximately 1,125-foot-long meandering and centrally located multi-use path, swimming pools serving each residential product type, and a 0.93-acre Metro Plaza. **Figure 2.0-19, Multi-Use Trail**, shows how the multi-use path connects with Metro Plaza, Metrolink Station, Vista Canyon, and the City Master Trail System.

2.7 SUSTAINABILITY PLAN

2.7.1 Introduction

The Specific Plan's location and design enhance the project's sustainability and help realize regional GHG reduction targets as well as local conservation goals as reflected in the City's General Plan. The Specific Plan is located adjacent to the planned Metrolink station and bus transfer station. The concentration of attainably priced, multifamily residential apartments and townhomes, including affordable senior apartments, in proximity to public transit facilities, as well as near employment opportunities, commercial uses, and other transit-oriented mixed-uses associated with the Vista Canyon Specific Plan, supports pedestrian activity and contributes to a land use pattern that reduces vehicle trips and air pollution.

The Specific Plan is designed to be pedestrian and bicycle oriented, both within the Plan area and to adjacent areas including paths to Vista Canyon, and the City's master trail system. Energy-saving features and sustainable design are incorporated throughout the Plan area and proposed development. The project applicant will require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan will be developed to achieve energy efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code.

2.7.2 Application of Project Design Features

The design features that contribute most to reductions in GHGs are the Plan's walkability and accessibility to the planned Metrolink station and bus transfer station, as well as to employment, the trail system and day-to-day amenities as described above. The walkability of the site and accessibility to day-to-day services by foot, bike, or by transit, reduces the need to drive and thereby supports a low carbon, sustainable community.

Additionally, the Specific Plan will incorporate various components of a sustainable community in the development of the site and individual buildings, including the following:

Water Conservation

- High efficiency irrigation.
- Use of native/drought-resistant landscaping.
- Use of recycled water for non-potable water from the Vista Canyon Water Reclamation Plan.
- Low-flow-rate faucets.
- Low flow-rate toilets
- High-efficiency clothes washers and dishwashers.

Energy Conservation and Efficiency

- Use of roof overhangs, low-energy outdoor lighting, and passive solar systems to enhance energy conservation.
- High-efficiency heating, ventilation, and air conditioning (HVAC) equipment.
- Light-emitting diode (LED) lighting.
- Lighting controls, including occupancy sensors, daylighting controls.
- Energy Star-labeled equipment (e.g., clothes washers, refrigerators, dishwashers, dryers, ceiling fans).

Transportation

- On-site electric vehicle charging stations in accordance with the California Green Building Standards Code.
- On-site bicycle storage for residents and guests.
- Accessibility to multiple public transportation options.

Air Quality

- Provision of filtered outside air meeting ASHRAE 62.1 (American Society of Heating, Refrigerating and Air-Conditioning Engineers) requirements for all residential systems.
- Prohibited use of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs).
- Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs).

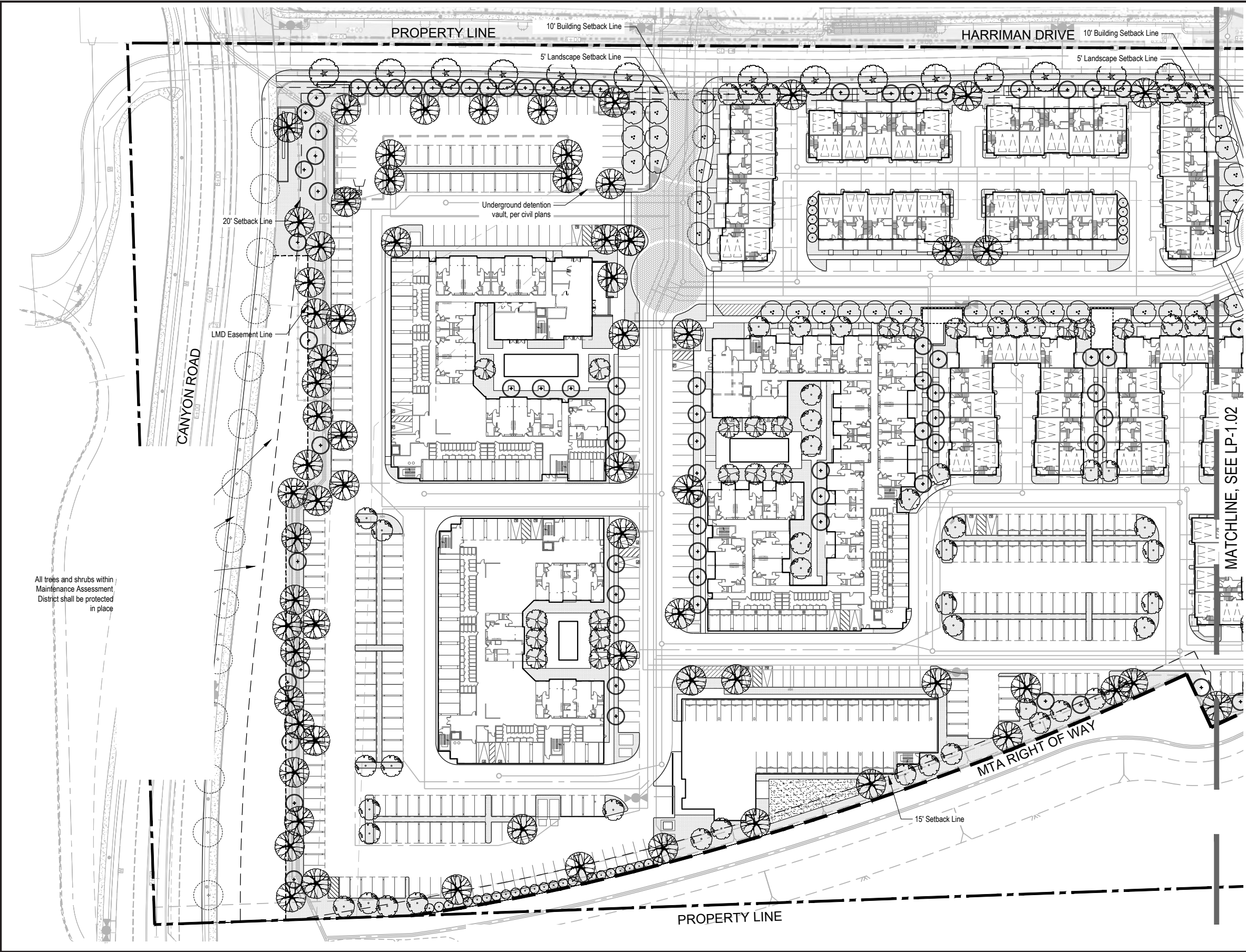
Water Quality

- Installation of Low Impact Development (LID) on-site water treatment for treating stormwater runoff wherever feasible.
- Installation of sustainable drainage/water quality technologies, such as retention and detention systems, biofiltration areas, vegetated swales, and hydromodification.
- Implementation of best management practices (BMPs) and project design features to minimize pollutant runoff during construction and operation.
- Use of permeable paving materials (where applicable), reduction in land coverage of buildings by constructing multi-story structures, and incorporation of biofiltration to reduce impervious surfaces.
- Directing runoff from impervious areas to vegetated areas (e.g., landscaped areas, vegetated swales).

- Use of appropriate building materials (e.g., roof gutters and downspouts without copper or zinc) to reduce the generation and discharge of pollutants of concern in runoff and, therefore, act as a source control BMP.

Solid Waste

- Trash collection that will facilitate separation of organic, recyclable, and non-recyclable trash streams.



PLANT PALETTE

NOTE:
1. WUCOLS PLANT WATER NEEDS IDENTIFIED IN PARENTHESIS (H=HIGH, M=MODERATE, L=LOW, VL=VERY LOW)

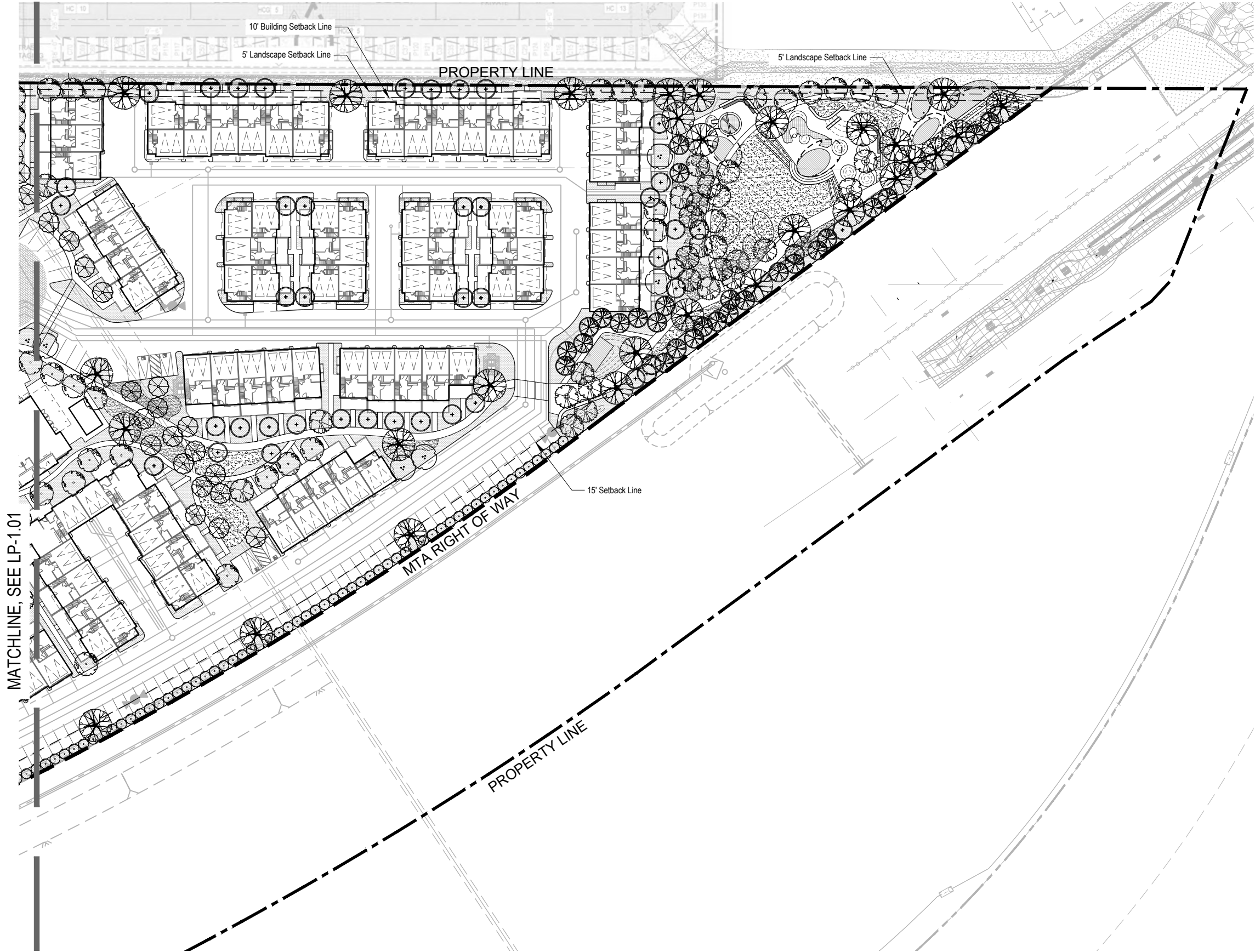
TREES

- PERIMETER STREET TREES [24" BOX]
PISTACIA CHINENSIS - CHINESE PISTACHE (M)
- OAKS TREES [24" BOX AND LARGER]
QUERCUS AGRIFOLIA - COAST LIVE OAK (VL)
QUERCUS ILEX - HOLLY OAK (L)
QUERCUS VELUTINA - BLACK OAK
QUERCUS LOBATA - VALLEY OAK (M)
QUERCUS ENGELMANII - MESA OAK (L)
QUERCUS SUBER - CORK OAK (L)
- PROMENADE STREET TREE (YEAR-ROUND INTEREST) [36" BOX]
ARBUTUS MARINA - MARINA ARBUTUS (STANDARD-TRUNK) (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
MAGNOLIA GRANDIFLORA - SOUTHERN MAGNOLIA (M)
OLEA EUROPA - COMMON OLIVE (L)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
- SCULPTURAL ACCENT TREE [24" BOX AND LARGER]
CHILOPSIS LINEARIS - DESERT WILLOW (L)
CERCIDIUM 'DESERT MUSEUM' - DESERT MUSEUM PALO VERDE (L)
POPULUS FREMONTII - FREMONT'S COTTONWOOD (M)
POPULUS TRICHOCARPA - BLACK COTTONWOOD (M)
- EVERGREEN TREE [24" BOX AND LARGER]
LOPHOSTEMON CONFERTUS - BRISBANE BOX (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
OLEA EUROPA - COMMON OLIVE (L)
- SMALL SCALE CANOPY TREE [24" BOX]
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CERCIS CANADENSIS 'FOREST PANSY' - PURPLE LEAF REDBUD (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
ARBUTUS MARINA - MARINA ARBUTUS (MULTI-TRUNK) (M)
- LARGE-SCALE SHRUBS WITH TREE-LIKE HABIT [24" BOX]
ACACIA PODALYRIIFOLIA - PEARL ACACIA (M)
ARBUTUS UNEDO - STRAWBERRY TREE (L)
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CHILOPSIS LINEARIS - DESERT WILLOW (L)
LAURUS NOBILIS - SWEET BAY (L)
LEPTOSPERMUM PETERSONII - LEMON SCENTED TEA TREE (L)
PRUNUS ILICIFOLIA - HOLLYLEAF CHERRY (VL)
- LARGE SCREEN SHRUBS [15 GALLON AND LARGER]
PODOCARPUS MACROPHYLLUS (M)
FELICIA SELLOWIANA (M)
DODONEA VISCOSA (L)
RHUS INTEGRIFOLIA (L)
CUPRESSUS SPP. (L)
- PARK CANOPY TREE [24" BOX AND LARGER]
ACACIA STENOPHYLLA - SHOESTRING ACACIA (M)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
PROSOPIS CHILENSIS - THORNLESS CHILEAN MESQUITE (L)
RHUS LANCEA - AFRICAN SUMAC (L)
FRAXINUS DIPETALA - CALIFORNIA ASH (L)
- EXISTING PARKWAY TREES AT LOST CANYON ROAD
PROTECT IN PLACE

GROUNDPLANE PLANTING

- GENERAL PLANTING AREAS (SHRUBS, GROUNDCOVER & VINES)
-SEE SHEET LP-1.03 TO SEE LIST OF PLANTING PALETTE
- TURF - SPECIES TBD





PLANT PALETTE

NOTE:
1. WUCOLS PLANT WATER NEEDS IDENTIFIED IN PARENTHESIS (H=HIGH, M=MODERATE, L=LOW, VL=VERY LOW)

TREES

- PERIMETER STREET TREES [24" BOX]**
PISTACIA CHINENSIS - CHINESE PISTACHE (M)
- OAKS TREES [24" BOX AND LARGER]**
QUERCUS AGRIFOLIA - COAST LIVE OAK (VL)
QUERCUS ILEX - HOLLY OAK (L)
QUERCUS VELUTINA - BLACK OAK
QUERCUS LOBATA - VALLEY OAK (M)
QUERCUS ENGELMANII - MESA OAK (L)
QUERCUS SUBER - CORK OAK (L)
- PROMENADE STREET TREE (YEAR-ROUND INTEREST) [36" BOX]**
ARBUTUS MARINA - MARINA ARBUTUS (STANDARD-TRUNK) (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
MAGNOLIA GRANDIFLOIRA - SOUTHERN MAGNOLIA (M)
OLEA EUROPA - COMMON OLIVE (L)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
- SCULPTURAL ACCENT TREE [24" BOX AND LARGER]**
CHILOPSIS LINEARIS - DESERT WILLOW (L)
CERCIDIUM 'DESERT MUSEUM' - DESERT MUSEUM PALO VERDE (L)
POPULUS FREMONTII - FREMONT'S COTTONWOOD (M)
POPULUS TRICHOCARPA - BLACK COTTONWOOD (M)
- EVERGREEN TREE [24" BOX AND LARGER]**
LOPHOSTEMON CONFERTUS - BRISBANE BOX (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
OLEA EUROPA - COMMON OLIVE (L)
- SMALL SCALE CANOPY TREE [24" BOX]**
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CERCIS CANADENSIS 'FOREST PANSY' - PURPLE LEAF REDBUD (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
ARBUTUS MARINA - MARINA ARBUTUS (MULTI-TRUNK) (M)
- LARGE-SCALE SHRUBS WITH TREE-LIKE HABIT [24" BOX]**
ACACIA PODALYRIIFOLIA - PEARL ACACIA (M)
ARBUTUS UNEDO - STRAWBERRY TREE (L)
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CHILOPSIS LINEARIS - DESSERT WILLOW (L)
LAURUS NOBILIS - SWEET BAY (L)
LEPTOSPERMUM PETERSONII - LEMON SCENTED TEA TREE (L)
PRUNUS ILICIFOLIA - HOLLYLEAF CHERRY (VL)
- LARGE SCREEN SHRUBS [15 GALLON AND LARGER]**
PODOCARPUS MACROPHYLLUS (M)
FEIJOA SELLOWIANA (M)
DODONEA VISCOSA (L)
RHUS INTEGRIFOLIA (L)
CUPRESSUS SPP. (L)
- PARK CANOPY TREE [24" BOX AND LARGER]**
ACACIA STENOPHYLLA - SHOESTRING ACACIA (M)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
PROSOPIS CHILENSIS - THORNLESS CHILEAN MESQUITE (L)
RHUS LANCEA - AFRICAN SUMAC (L)
FRAXINUS DIPETALA - CALIFORNIA ASH (L)
- EXISTING PARKWAY TREES AT LOST CANYON ROAD**
PROTECT IN PLACE

GROUNDPLANE PLANTING

- GENERAL PLANTING AREAS (SHRUBS, GROUNDCOVER & VINES)**
-SEE SHEET LP-1.03 TO SEE LIST OF PLANTING PALETTE
- TURF - SPECIES TBD**





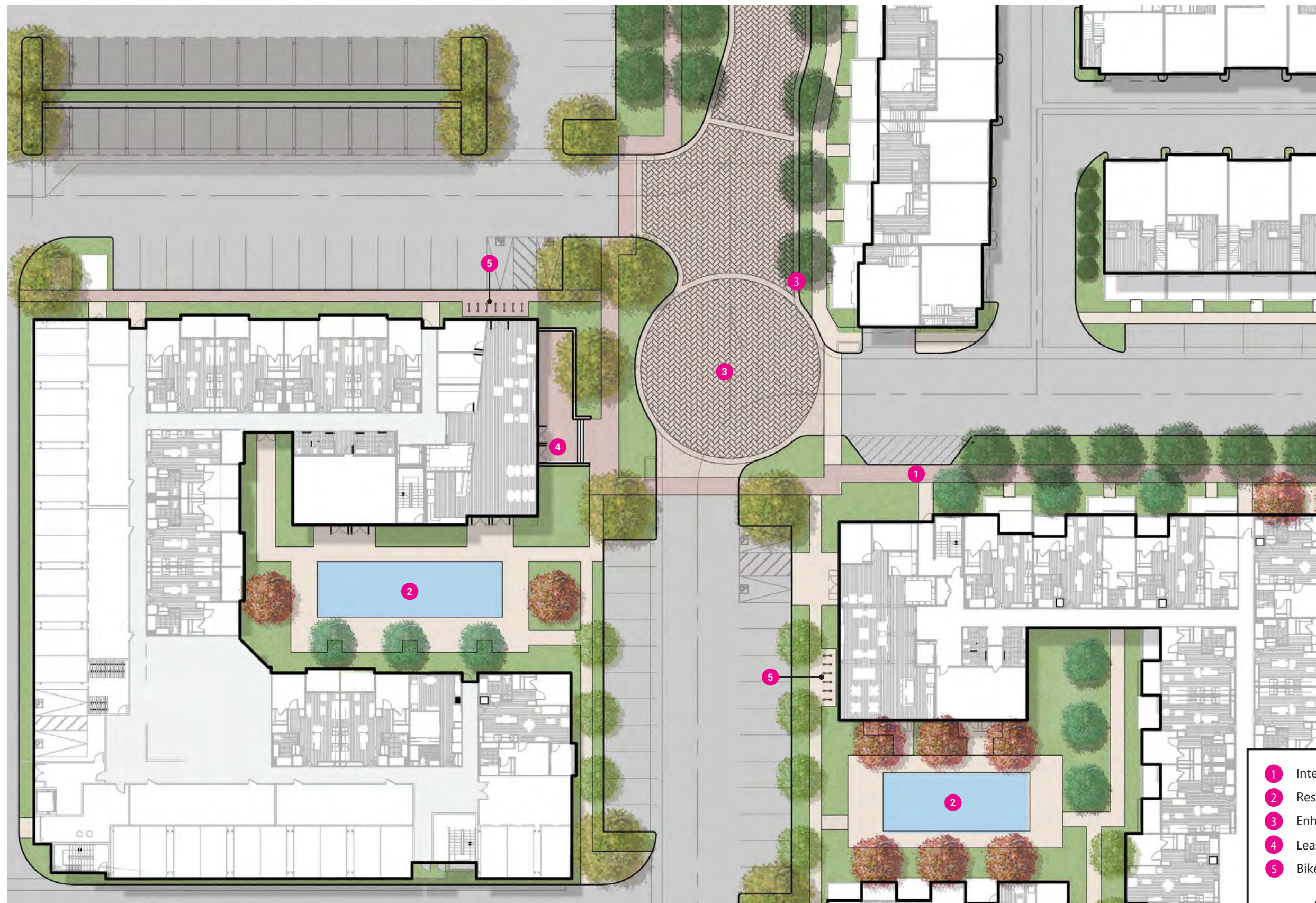
SOURCE:
New Urban West

FIGURE 2.0-14
Conceptual Open Space Plan

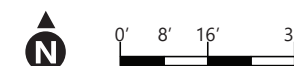


SOURCE:
New Urban West

FIGURE 2.0-15
Conceptual Parks and Recreation Plan



- 1 Interior "Trail" Through Project Core
- 2 Resident Recreation/Pool Area
- 3 Enhanced Vehicular Entry
- 4 Leasing Entry/Patio
- 5 Bike Racks





- 1 Interior "Trail" Through Project Core
- 2 Resident Recreation/Pool Area
- 3 Passive Play Area & Gathering Space
- 4 Enhanced Vehicular Entry
- 5 Circulation "Node" with Small Shade Structure
- 6 Bike Racks





Playground (Ages 2-5)



Playground (Ages 6-12)



ADJACENT MIXED-USE



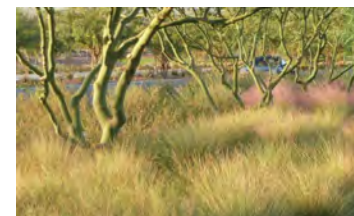
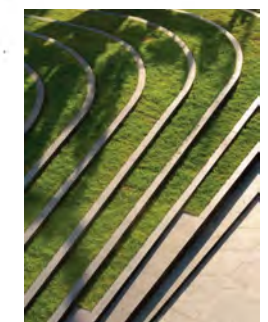
Coffee Kiosk



Sculptural Shade Structure, TYP.

PROPERTY LINE

Terraced Seatwalls with Turf



Botanical Experience

Central Lawn



Elevated "Stage" with Shade Structure

Informal Dog-Use Areas with Turf



METROLINK STATION

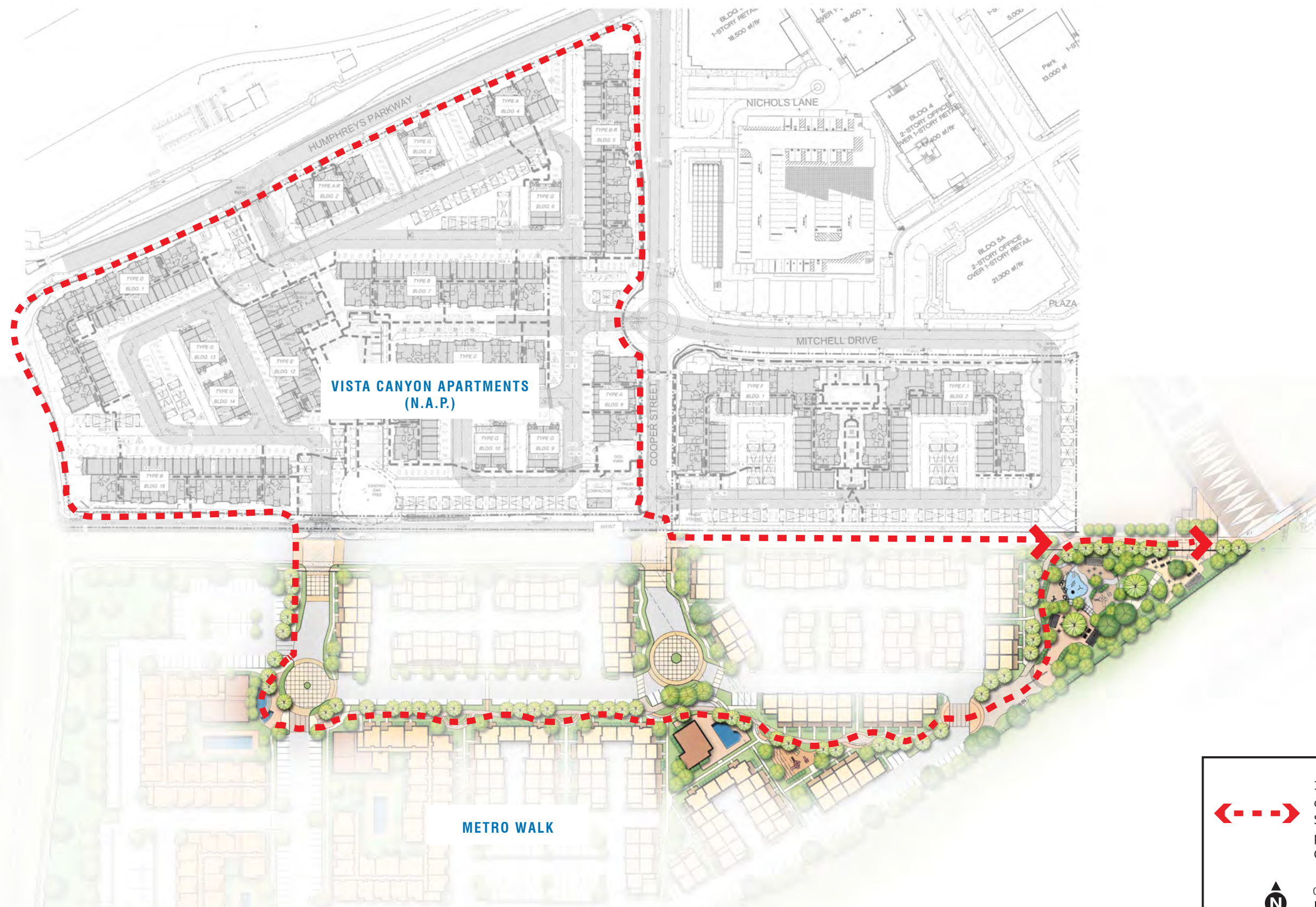
Seating Space with Shade Structure



Primary "Trail" Connection with Oak Trees for Shade



0' 8' 16' 32'



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3.1 PURPOSE AND INTENT

This section addresses the Specific Plan's infrastructure development plans for grading, drainage, water quality, water service/recycled water, wastewater service, and dry utilities. The Sustainable Communities Environmental Assessment accompanying the Specific Plan also addresses this infrastructure and includes additional requirements to help ensure that the infrastructure can support the community envisioned by the Specific Plan.

The plans presented in this section are preliminary and are subject to change as detailed engineering designs are prepared, reviewed, and approved by the City of Santa Clarita as part of the final construction or grading plans. With that said, the plans presented in this section do describe the extent of the proposed infrastructure and associated improvements, and the designs intended to establish the standards by which the final infrastructure/improvement plans must conform.

3.2 GRADING PLAN

3.2.1 *Existing Conditions*

The 20.4-acre Specific Plan site is shaped irregularly, and the topography is relatively flat. The Specific Plan site includes a small, elevated terrace on the central northeastern portion of the site. This terrace drains toward the Santa Clara River. Elevations on the Specific Plan site range from a high of 1,505 feet above sea level at the central southeast portion of the site, to a low of 1,481 feet above sea level in the northwest portion of the site. The Specific Plan site is comprised of undeveloped land.

Within the Specific Plan boundary, topography along the western and northern boundaries has recently been altered. Lost Canyon Road was extended north of the bridge along the western boundary, creating a 2:1 slope to the road elevations of approximately 1,525 feet above sea level to 1,490 feet above sea level. Along the northern boundary, Harriman Drive (approximately 870 linear feet of road beginning at the western boundary) was built with road elevations of approximately 1,490 feet above sea level.

Conditions on the Specific Plan site have been altered by historic uses of the property, including agricultural cultivation and raising of livestock. On site there is little remaining natural vegetation, with the exception of some California big sage scrub and introduced grasses.

3.2.2 *Proposed Conditions*

Just south of Harriman Drive, a drainage ditch flowing from the northeastern edge of the site (1,494 feet above sea level) to the northwestern corner (1,476 feet above sea level; where Lost Canyon Road meets Harriman Drive) will be created.

Within the Specific Plan boundary, the earthwork will consist of approximately 60,000 cubic yards of cut, up to 60,000 cubic yards of fill, and approximately 300,000 cubic yards of over-excavation. The Specific Plan site's cut and fill areas are shown on **Figure 3.0-1, Conceptual Grading Plan**. No dirt will be hauled on or off the site.

3.3 DRAINAGE/WATER QUALITY

The MetroWalk Drainage and Water Quality Plan incorporates methodologies to meet or exceed the ongoing National Pollutant Discharge Elimination System (NPDES) Permit requirements. The Drainage and Water Quality Plan includes a comprehensive series of drainage and water quality improvements designed to allow for a system to both protect development and preserve the Santa Clara River.

3.3.1 Existing Conditions

The Specific Plan site consists of minor contributing sheet flow that independently drains to the Santa Clara River located northerly of the Specific Plan site.

3.3.2 Proposed Conditions

The Specific Plan will require construction of new drainage and water quality features to allow for a system that protects development from erosion and potential flooding and preserves the Santa Clara River. In addition to construction of conventional drainage improvements like storm drains and retention/detention systems, the Specific Plan envisions using sustainable drainage and water quality technologies, such as biofiltration areas, vegetated swales, and filter strips.

The primary objectives of the Specific Plan's drainage concept and stormwater management program are as follows:

- (a) Incorporate low-impact development (LID) practices wherever feasible;
- (b) Effectively manage wet and dry weather runoff water quality by limiting increases in runoff pollutants and flows at the source through Project Design Features (PDFs) and best management practices (BMPs);
- (c) Avoid or minimize impacts to water quality through site design and use of sustainable drainage/water quality technologies;
- (d) Comply fully with the local and regional NPDES permit requirements

Figure 3.0-2, Drainage Plan, illustrates the Specific Plan's drainage related improvements. The plan incorporates methodologies to meet or exceed NPDES permit and LID requirements. It also includes a comprehensive series of drainage and water quality facilities designed to allow for a system to protect development and preserve the Santa Clara River.

The Specific Plan's drainage concept is designed to provide drainage and maintain stormwater flows from the Specific Plan during and after buildout. As proposed, on-site surface runoff will be conveyed to a network of treatment structures, including detention and retention systems, biofiltration areas, vegetated swales, and water quality basins. Parking lot and roof runoff will be directed through landscaped parkways and grassy swales, or through sections of permeable pavement, to provide initial treatment prior to discharge into the drainage system.

The Specific Plan will incorporate PDFs to address water quality and hydrologic impacts, including site design, source control, treatment control, and hydromodification control BMPs. As currently planned, stormwater runoff from all developed areas within the Specific Plan site will be routed to sustainable drainage improvements, such as retention and detention systems and biofiltration areas.

The Specific Plan will incorporate numerous source-control BMPs to address pollutants of concern. These practices are designed to minimize introduction of pollutants to the maximum extent practicable, and will include education programs, animal waste bag stations, street sweeping, and catch basin cleaning.

In addition, the Specific Plan will use LID practices and treatment control BMPs as part of the final drainage/water quality design for the project area. The primary goals of LID practices are to maintain a landscape functionally equivalent to pre-development hydrologic conditions, and to minimize the generation of pollutants of concern. LID principles include the following:

- (a) **Minimize Impervious Area/Maximize Permeability.** Principles include reducing impervious surfaces (through reduced road width, for example), using permeable paving materials (where applicable), reducing land coverage of buildings by constructing multi-story structures, and incorporating biofiltration into the Specific Plan's landscape design.
- (b) **Minimize Directly Connected Impervious Areas.** Minimizing directly connected impervious areas can be achieved by directing runoff from impervious areas to vegetated areas (*e.g.*, landscaped areas, vegetated swales).
- (c) **Select Appropriate Building Materials.** Use of appropriate building materials (*e.g.*, roof gutters and downspouts without copper or zinc) reduces the generation and discharge of pollutants of concern in runoff; and, therefore, acts as a source control BMP.

Further, the Specific Plan will incorporate numerous treatment control BMPs that are designed to remove pollutants once mobilized by rainfall and runoff. These treatment control BMPs include the following:

- (a) **Biofiltration.** Biofiltration areas are vegetated (*i.e.*, landscaped) shallow depressions that provide storage, infiltration, and evapotranspiration. Bioretention areas also remove pollutants by filtering stormwater through plants adapted to the local climate and soil

moisture conditions and an engineered soil mix. Biofiltration will be considered for use, wherever feasible, as part of the Specific Plan's landscaping plan.

- (b) **Vegetated Swales.** Vegetated swales treat stormwater runoff through both vegetative treatment and infiltration. Swales treat the water quality design flow as the runoff sheet-flows through grassy vegetation on the swale surface, removing pollutants by filtering stormwater through plants adapted to the local climate and soil moisture conditions. Incidental infiltration occurs into native soil when water is present. Plants use soil moisture and promote the drying of the soil through transpiration, thereby promoting volume reduction.
- (c) **Hydromodification Control Measures.** Hydromodification control measures will be accomplished through connection to an existing downstream drainage and discharge system, previously designed to accept conveyance from the Specific Plan area to prevent and control hydromodification impacts to the Santa Clara River.

3.4 WATER SERVICE/RECYCLED WATER

3.4.1 Existing Conditions

The Specific Plan site currently is undeveloped; as such, most of the site is not served by water or recycled water facilities. There is an existing 48-inch-Santa Clarita Valley Water Agency (SCVWA) potable water pipeline that crosses the project site from the southeast to the intersection of Harriman Drive and Cooper Street.

Surrounding the project site there is an existing 12-inch-diameter SCVWA potable water pipeline in Harriman Drive that turns north on Cooper Street. This 12-inch-diameter pipeline is also connected to an existing 16-inch-diameter SCVWA potable water pipeline on the west side of Lost Canyon Road.

Surrounding the project site, SCVWA has existing 6-inch-diameter recycled water in Lost Canyon Road, Harriman Drive, and Cooper Street.

3.4.2 Proposed Conditions

The proposed water system in the Specific Plan site will be designed to meet the estimated total water demand associated with the proposed development. Potable water demand will be met by the SCVWA through a combination of State Water Project water and local groundwater from wells located primarily in the Alluvial aquifer. The Alluvial aquifer and the Saugus Formation comprise the two-aquifer system known as the Santa Clara River Valley Groundwater Basin, East Subbasin (Basin), located in the Santa Clarita Valley. The amount delivered from each source varies year-to-year due to hydrologic and other conditions. Non-potable water demand will be met through use of recycled water from the Vista Canyon Water Reclamation Plant (WRP) located adjacent to the western boundary of the Vista Canyon Specific Plan site, directly north of Humphreys Parkway.

Figure 3.0-3, Conceptual On-Site Potable and Non-Potable Water Systems, depicts the on-site potable and non-potable water system and associated infrastructure to serve the Specific Plan. As shown on **Figure 3.0-3**, the potable water delivery system consists of a network of varying sized water mainlines that generally follow major roadways. Project potable water pipelines will pull off of the existing 12-inch-diameter SCVWA potable water pipeline in Harriman Drive at the following two locations:

1. Approximately 440 linear feet east of the intersection of Harriman Drive and Lost Canyon Road
2. The intersection of Harriman Drive and Cooper Street

A network of smaller lines would be located within the planned roadway network and would distribute the water for connection to laterals located on individual buildings. Potable water storage will come from the existing SCVWA infrastructure system.

The Vista Canyon Specific Plan's WRP will be sized to treat approximately 400,000 gallons per day, and is owned and operated by the City of Santa Clarita. As such, it is considered a "municipal wastewater treatment plant" or publicly owned treatment work. The Vista Canyon Specific Plan site is currently within the boundary of the SCVWA. The WRP was constructed in conjunction with the Vista Canyon Specific Plan, and provide a turnkey facility to the City. The City will likely contract for operation of the WRP, and all costs associated with the ongoing maintenance of the plant will be paid for by future residents and property owners within the property through the formation of an assessment district.

3.5 WASTEWATER SERVICE

3.5.1 Existing Conditions

The Specific Plan site is mostly undeveloped, and will require wastewater infrastructure to serve the site. Because the Specific Plan site is surrounded by existing development, the provision of wastewater services to the site will not require considerable extension of distribution infrastructure. Existing south-to-north flowing 10-inch-diameter sewer pipelines are located just north of the Specific Plan site at the following two locations:

1. Approximately 440 linear feet east of the intersection of Harriman Drive and Lost Canyon Road
2. The intersection of Harriman Drive and Cooper Street

3.5.2 Proposed Conditions

The Vista Canyon WRP will treat the wastewater generated by the project. All solids from the WRP will be sent to the Santa Clarita Valley Sanitation District's existing Valencia WRP for processing and disposal. Recycled water from the WRP will be delivered to the SCVWA as the

wholesale water agency for the Santa Clarita Valley to offset existing water demands. This water will be distributed by SCVWA through its reclaimed water distribution system both within and outside of the project boundary. Initially, some of the water may be directed to the percolation pond, or infiltration basin, adjacent to the WRP until the SCVWA recycled system is operational.

Figure 3.0-4, Conceptual Wastewater Systems, depicts the on-site wastewater system and associated infrastructure to serve the Specific Plan. The proposed wastewater system on the Specific Plan site consists of a network of varying sized sewer pipeline that generally follow proposed project roadways. Project sewer pipelines will deposit collected project site sewage to the two existing 10-inch-diameter sewer pipelines north of the Specific Plan site.

3.6 DRY UTILITIES

3.6.1 *Existing Conditions*

The Specific Plan site currently is mostly undeveloped, and will require electric, natural gas, and telecommunication infrastructure to serve the project. Because the Specific Plan site is surrounded by existing development, the provision of electricity, natural gas, and telecommunication services to the site will not require considerable extension of distribution infrastructure.

3.6.2 *Proposed Conditions*

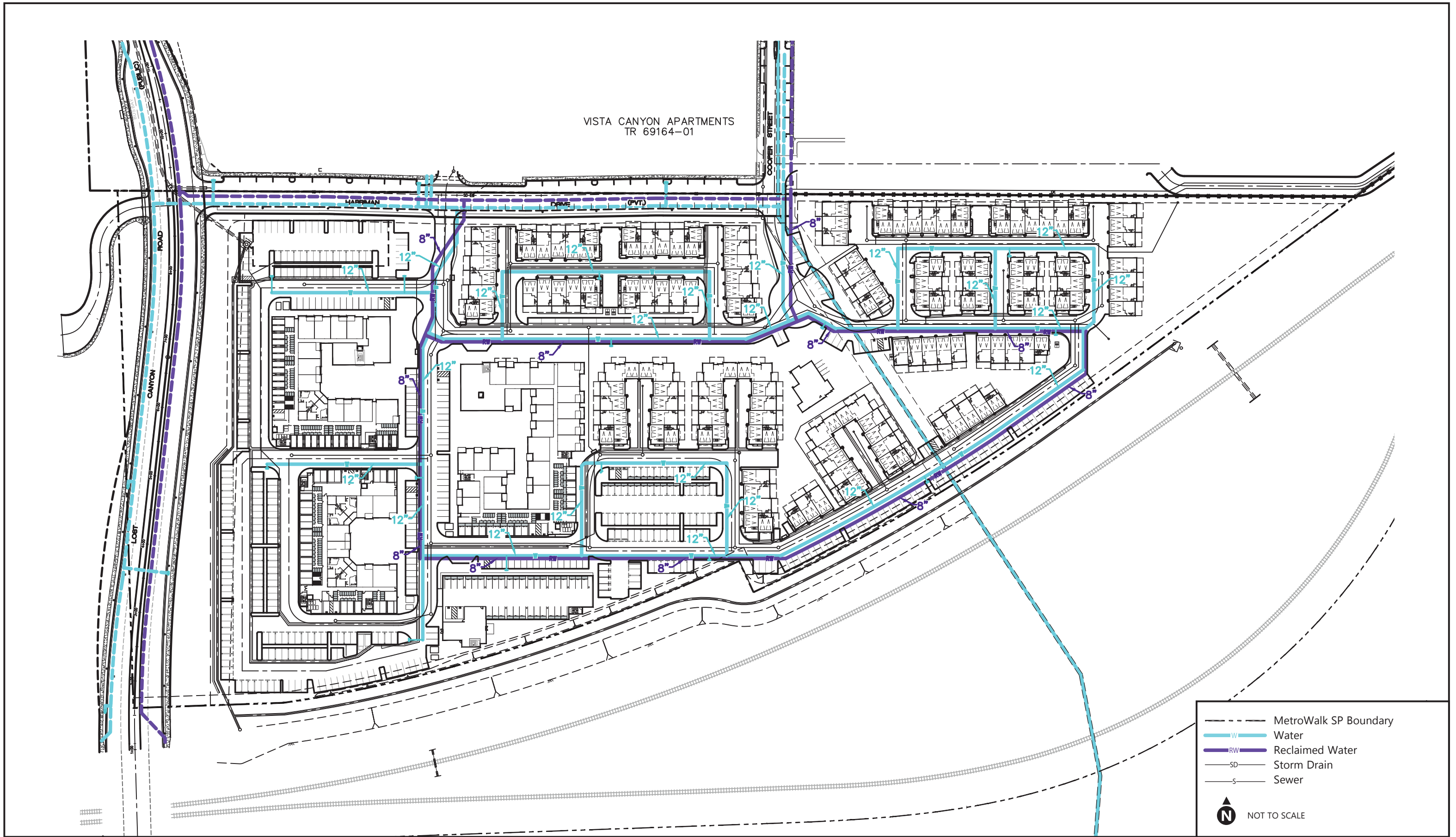
As discussed in further detail below, electric, natural gas, and telecommunication infrastructure will be installed to serve the Specific Plan. These “dry” utilities will be located within underground conduits in the public or private street corridors/rights-of-way in general conformance with the phasing of the Specific Plan. Consultation with all appropriate utilities to determine the extent of the “dry” utilities needed to serve the site will be required prior to and during the final infrastructure/improvement plan stages.

With respect to electricity, the Specific Plan site is located within the Southern California Edison service area. Primary service will come from the intersection of Harriman Drive and Cooper Street. This existing line will be extended to serve the Specific Plan’s initial development phases.

Phone service will be provided by AT&T. Primary service will come from the intersection of Harriman Drive and Cooper Street. Telephone lines will be constructed underground throughout the site within phases as development commences. Existing service lines are also located within Lost Canyon Road. These localized lines may also be extended to the site and used for the early phases of the project.

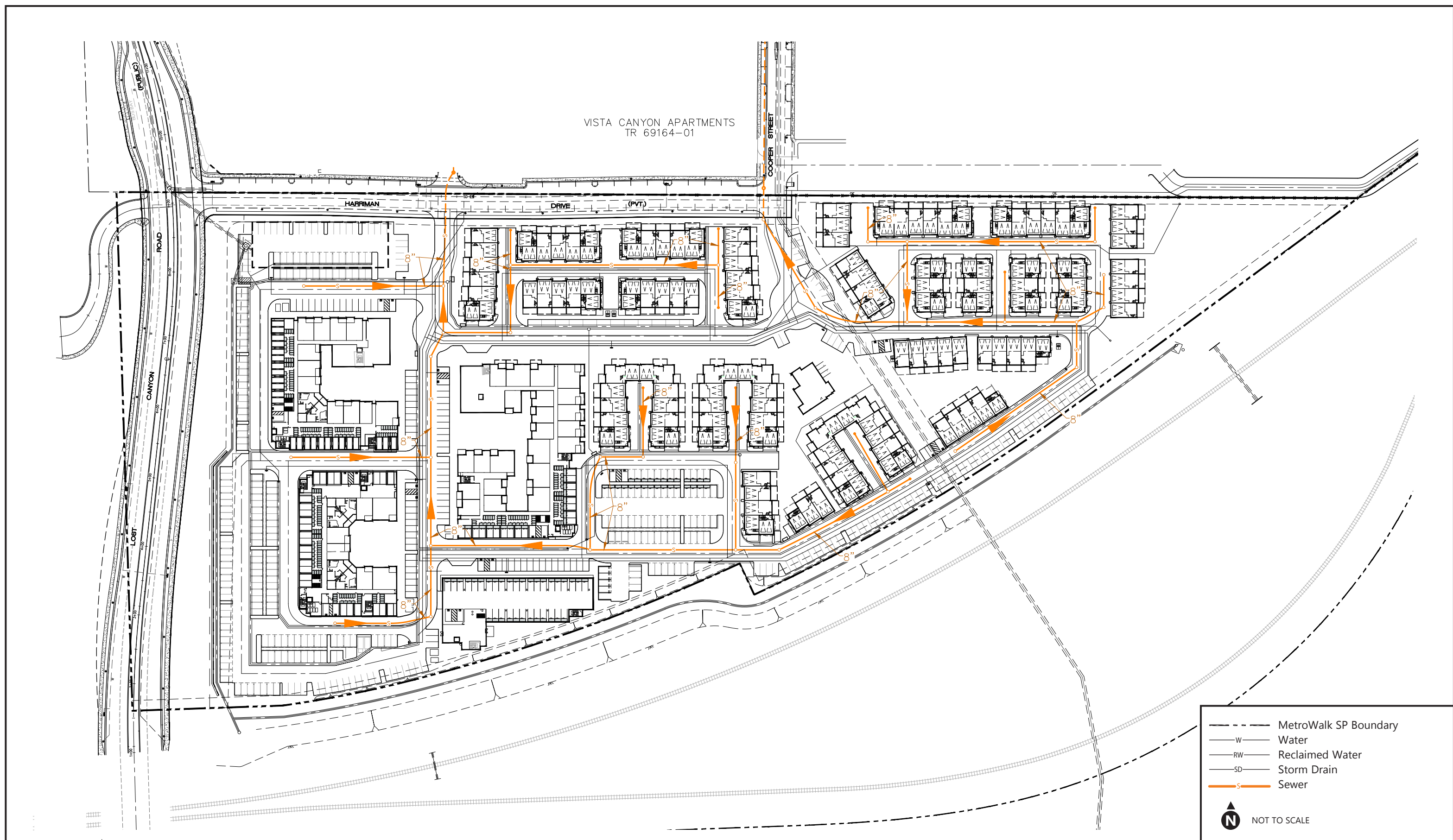
The Specific Plan site is within the Charter cable service area. Existing service lines are located at the intersection of Harriman Drive and Cooper Street. Existing service lines are also located within Lost Canyon Road. These localized lines may be used for the early phases of the project.

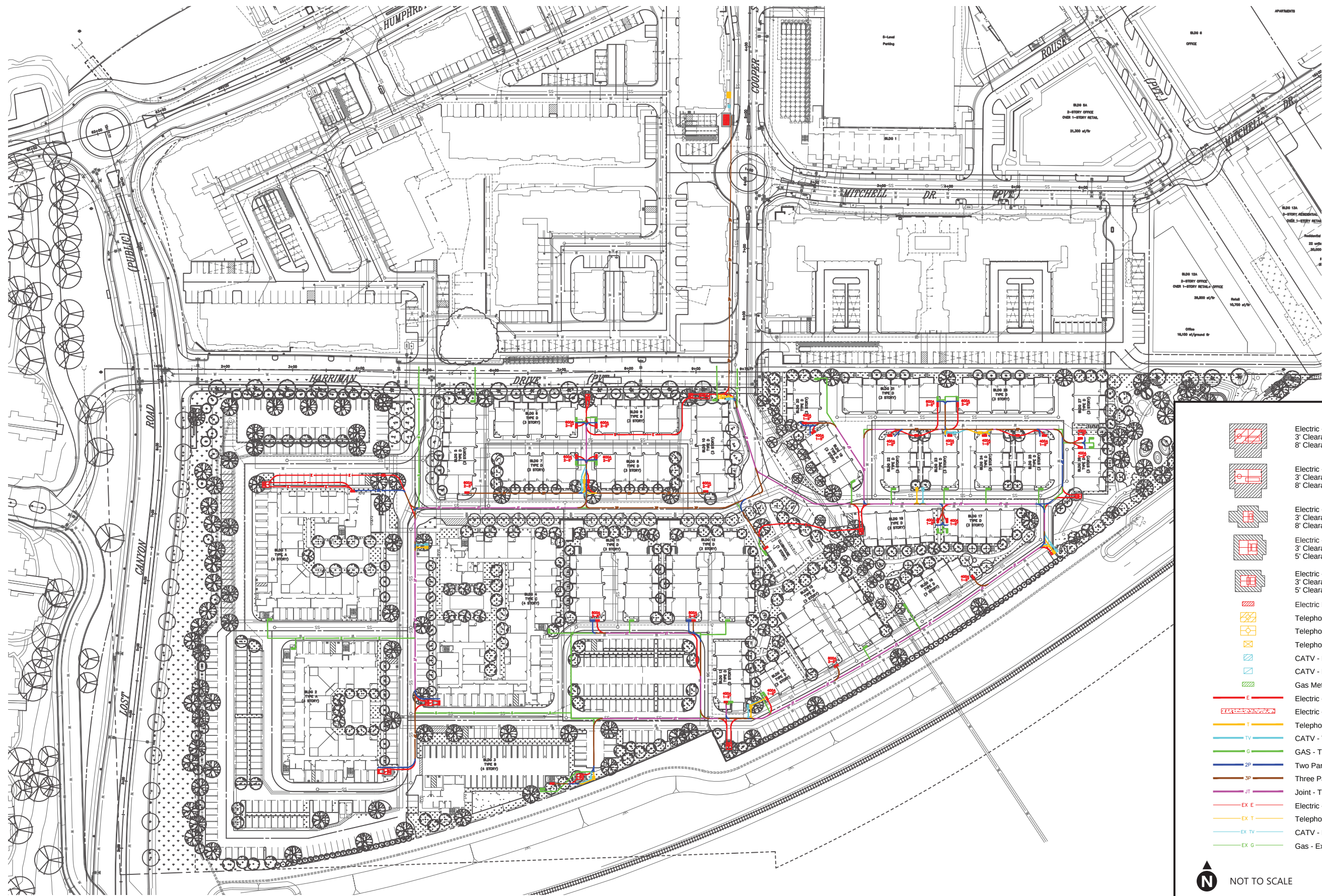
As to natural gas, the Specific Plan site is within the Southern California Gas Company service area. Existing service lines are located at the intersection of Harriman Drive and Cooper Street. Gas service to the site will be extended from one of these existing sources.



SOURCE:
New Urban West

FIGURE 3.0-3
Conceptual On-Site Potable and Non-Potable Water Systems





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4.1 PURPOSE AND INTENT

This section provides regulations for the development and land uses within the Specific Plan and describes how these development regulations will be used as part of the City's development review process. Proposed development, subdivisions, and new land uses within the Specific Plan area must comply with all applicable requirements of this Specific Plan.

4.2 CONSISTENCY WITH ADOPTED PLANS

As required by Government Code Sections 65454 and 65455, upon adoption, the Specific Plan would be consistent with the City's adopted General Plan. **Appendix 1.0-2, General Plan Consistency Analysis**, of this Specific Plan discusses this consistency in detail.

All subsequent land use entitlements and permits (e.g., tentative Tract Maps, Parcel Map, General Plan Amendment, or Zone Change), implementing the Specific Plan must also be consistent with the Specific Plan.

4.3 RELATIONSHIP TO CITY'S UNIFIED DEVELOPMENT CODE

The Specific Plan, including the development regulations, are intended to provide a comprehensive set of regulations governing the use and development of the land within the Specific Plan area. These Development Regulations replace the requirements of the City's Unified Development Code, Titles 16 and 17 of the SCMC. Any matter or issue not specifically and directly covered by this Specific Plan shall be subject to the nonconflicting regulations and procedures of the SCMC. If a conflict arises between the Specific Plan and the City's Unified Development Code, the provisions of this Specific Plan shall control.

4.4 EXISTING USES AND SEVERABILITY

Existing uses within the Specific Plan area as of the effective date of this Specific Plan are addressed as follows:

- (a) Any development or land uses that were lawfully established and existing as of the effective date of this Specific Plan may continue, and may be altered or replaced, only in compliance with this Specific Plan; and
- (b) Existing land uses that may continue within the Specific Plan area include water supply well operations and maintenance, and maintenance and operation of all existing easements and pipelines.

If any term or provision of this Specific Plan, or the application of any provision of this Specific Plan to a particular situation, shall for any reason be found to be invalid or unenforceable by a court of competent jurisdiction, such term or provision will remain in force and effect to the extent allowed by such ruling, and all other terms and other provisions of this Specific Plan or its application shall remain in full force and effect.

4.5 ADMINISTRATION

The regulations, standards, and other requirements of this Specific Plan shall be administered and enforced by the City's Community Development Department, Planning Commission, and City Council in the same manner as the provisions of the City's Unified Development Code.

4.6 LAND USE DESIGNATIONS

4.6.1 *Land Use Plan and Zones*

The following two land use designation zones (zones) are established by this Specific Plan, and are applied to the property within the Specific Plan area as shown on the Land Use Plan (**Figure 2.0-1**):

1. **Residential (R).** The R zone is applied to areas appropriate for a variety of attached and detached residential units, including market-rate apartments, age-qualified apartments, affordable senior apartments, and single-family dwellings, duplexes, and townhomes, and other similar residential product types, with parking garages, carports, and surface parking. The R designation includes for rent and for sale units and both market-rate and affordable units. The designation also allows recreational uses, including club houses, parks, playgrounds, and pathways, as well as landscaped areas and courtyards.
2. **Open Space (OS).** The OS zone is applied to the public plaza area at the far eastern end of the Specific Plan site, which connects to the new Metrolink station.

4.7 ALLOWED LAND USES/PERMIT REQUIREMENTS

4.7.1 *Introduction*

This section sets forth the permitted land uses within the R and OS zones. Each Land Use Type identified in this section is defined in Unified Development Code, Chapter 17, Division 5 (Use Classifications and Required Parking). These definitions shall be applied within the Specific Plan area.

Any one or more land uses identified in this section as allowed land uses within a specific zone may be established on any parcel within that zone, subject only to the planning permit requirements.

The City's Director of the Community Development Department (Director) may determine that a proposed land use type not listed in this section is an allowed land use in accordance with **Section 6.4.1, Substantial Conformance for Minor Deviations**. Temporary uses are allowed within the Specific Plan area in compliance with the Temporary Use Permit requirements of the SCMC.

4.7.2 *Residential (R) Use Types*

The following uses shall be permitted by right in the Residential (R) zone within the Specific Plan site.

4.7.2.1 *Primary Uses*

A primary use is the main principal use of land or structures on the site. The following uses are permitted by right as Primary Uses in the R zone:

1. Dwelling – Single-Family, Duplex, Multifamily
2. Model Homes, Rental, Sales Offices^{4.0-3}

4.7.2.2 *Secondary Uses*

Where a primary use is established on a development site, secondary uses may also be permitted. A secondary use is a use that is not the primary use and not the main use of land or structures on the development site. A secondary use is incidental to or in support of the primary use(s) on the same development site or another development site within the R zone of this Specific Plan.

The following categories of uses that are allowed in the R zone are permitted by right as secondary uses.

1. Clubrooms and Community Rooms, private
2. Courtyards and Plazas, public and private
3. Food Trucks^{4.0-4}
4. Health/Fitness Facilities, private
5. Home Occupation^{4.0-5}
 - a. Telecommuting/Business and Professional Offices^{4.0-6}

^{4.0-3} Model homes shall be developed in accordance with Section 17.67.030(C) (Temporary Uses)

^{4.0-4} Food Truck Vendors shall be in accordance with the provisions of SCMC Section 11.37.080 (Peddlers of Prepared Food Products from Motor Vehicles Permitted).

^{4.0-5} Home occupation businesses shall be in accordance with Chapter 17.65 (Home Occupations).

^{4.0-6} Home occupation businesses shall be in accordance with Chapter 17.65 (Home Occupations).

6. Parking Lots, accessory to principal use
7. Parks, public and private
8. Residential Recreational Facilities
9. Swimming Facility, private
10. Trails, Biking
11. Trails, Equestrian
12. Trails, Pedestrian

4.7.3 *Open Space (OS) Use Types*

The following uses shall be permitted by right in the Open Space (OS) zone within the Specific Plan site.

4.7.3.1 *Primary Uses*

A primary use is the main principal use of land or structures on the site. The primary uses permitted by right as Primary Uses in the Open Space (OS) land use designation zone shall be those permitted in the Open Space (OS) Zone of SCMC Chapter 17.36 of the Zoning Regulations.

4.7.3.2 *Secondary Uses*

Where a primary use is established on a development site, secondary uses may also be permitted. A secondary use is a use that is not the primary use and not the main use of land or structures on the development site. A secondary use is incidental to or in support of the primary use(s) on the same development site or another development site within the OS zone of this Specific Plan.

The following categories of uses that are allowed in the OS zone are permitted by right as secondary uses.

1. Bicycle Rentals
2. Community Garden
3. Farmer's Market
4. Food Truck^{4.0-7}
5. Outdoor events^{4.0-8}

^{4.0-7} Food Truck Vendors shall be in accordance with the provisions of SCMC Section 11.37.080 (Peddlers of Prepared Food Products from Motor Vehicles Permitted).

^{4.0-8} Outdoor events includes temporary, predominantly spectator uses conducted in the open or partially enclosed or screened facilities, such as outdoor movie screenings, "live" theaters or concerts with limited spectator capacity, as determined by the Director.

4.8 SITE DEVELOPMENT STANDARDS

4.8.1 *Purpose and Intent*

This section sets forth the Development Standards governing the R land use designation zone shown on the Land Use Plan (Figure 2.0-1), and described in Section 4.6, above. The Specific Plan's Development Standards are set forth in the Site Development Standards Matrix (**Table 4.0-1**).

4.8.2 *Development Standards*

The Site Development Standards Matrix (**Table 4.0-1**) below provides the standards for maximum building heights, minimum distance between buildings and open space requirements, as appropriate to each land use designation zone. In addition to these development standards, the overall maximum density of the Specific Plan area is 30 dwelling units per acre; however, in no event shall the project be permitted to exceed a maximum of 498 residential units.

4.8.2.1 *Setback Requirements*

In order to create development regulations that are sensitive to adjacent uses, the Specific Plan contains setbacks for development along the entire site perimeter. As indicated in the City's Zoning Code, a setback is defined as the distance from a defined point or line governing the placement of buildings, structures, parking or uses on a lot. No habitable structures or buildings are allowed within setback areas. The following minimum setback requirements, are as follows:

1. Front Setback^{4.0-9} (along Lost Canyon Road) shall be 20 feet, landscaped and maintained.
2. Reverse Corner^{4.0-10} Lot Setback (along Harriman Drive) shall be 10 feet with a minimum five-foot landscaped planter to be maintained.
3. Rear^{4.0-11} Setback (RR easement) shall be 15 feet, inclusive of a seven-foot-wide maintained landscaped planter, including six-inch curbs, which is sufficient in size for mature trees.

4.8.2.2 *Landscaping Requirements*

Landscaping requirements within the Specific Plan area shall be addressed as follows:

1. On-site trees and landscaping shall be completed in accordance with the Conceptual Landscape Plan, provided in Appendix 4.0-1.

^{4.0-9} As defined in the SCMC, the front yard setback shall be measured from the ultimate street right-of-way or the line established by the General Plan, whichever is greater, and be removed therefrom by the perpendicular distance prescribed for the front yard setback

^{4.0-10} As defined in the SCMC, the rear or side yard setback shall be measured from the property line, removed therefrom by the perpendicular distance prescribed for the yard setback.

2. Additional landscape requirements are listed for parking areas in Section 4.11.2, Parking Regulations.
3. On-site and parking lot landscaping shall be completed in accordance with the Conceptual Landscape Plan, provided in Appendix 4.0-1.

4.8.2.3 *Storage Space Requirements*

If a fully enclosed garage is not provided, a minimum of two hundred fifty (250) cubic feet per unit of lockable, enclosed storage space shall be provided. Storage areas may be located in-unit or elsewhere within a residential building. Multiple storage areas may be provided.

4.8.2.4 *Open Space Requirements*

Open space for active recreation and passive leisure space shall be provided for each residential unit within the Specific Plan and shall be provided through a combination of common and private space in accordance with the approved architectural and conceptual open space plans. Modifications to the approved conceptual open space plans may be approved by the Director in accordance with **Section 6.4.1**, Substantial Conformance for Minor Deviations. Open Space shall be provided for each residential unit as follows:

1. Studio units – two hundred (200) square feet;
2. One-bedroom units – three hundred (300) square feet;
3. Two or more-bedroom units - four hundred (400) square feet;
4. Single-Family Detached, Duplexes, and Townhome units - six hundred fifty (650) square feet.

Common open spaces may include, but are not limited to, outdoor areas such as plazas, outdoor dining areas, rooftop gardens, and landscaped areas designed for active or passive use. Land required for setbacks or occupied by buildings, streets, driveways or parking spaces may not be counted in satisfying the open space requirement; however, land occupied by any recreational structures may be counted as required open space.

Private open space may include, but is not limited to, outdoor patios, balconies, or decks, but in no case shall an area dedicated for private open space be less than 60 square feet.

**Table 4.0-1
Site Development Standards Matrix**

Site Development Standards		
Land Use Type	Minimum Distance between Building (in feet)	Maximum Building Heights (in feet) ^{1,2}
Single-Family or Duplex Dwelling		
Single-Family/ Duplex	7	40
Multifamily Dwelling		
Apartments — Market-Rate/ Age-Qualified/ Affordable Senior Apartments	10	50
Townhomes	10	40

- ^{1.} Roof Projections: In all zones, building's architectural elements such as hips, gables, and spires, may not project more than 10 feet above the permitted standard height limit, without approval of a Conditional Use Permit.
- ^{2.} Buildings and structures exceeding the maximum building heights may be permitted subject to approval of a Conditional Use Permit and shall conform to the requirements of the SCMC (Chapter 17.25, Section 17.25.100 - Conditional Use Permit).

4.9 DEVELOPMENT ADJUSTMENT REGULATIONS

The City and the applicant (or its designee) will retain certain flexibility with respect to the details of the Specific Plan provided that no new environmental impacts occur and, therefore, agree that the following Administrative Modifications (see **Section 6.0**, Specific Plan Implementation) for the Specific Plan site shall, unless otherwise provided in the Specific Plan, be approved by the Director:

- (a) In order to accommodate the needs of third party purchasers, the size and configuration of lots or parcels and dimensions and/or locations of improvements may be modified at the discretion of the applicant, and the City shall fully cooperate therewith, subject to the provisions of the Subdivision Map Act, and provided that the aggregate total density and intensity of the Specific Plan is not increased, the permitted uses are not modified from those approved, and the parcels and lots and improvements thereon are consistent with the applicable rules and project approvals, including all development standards contained within this Specific Plan.
- (b) The design and configuration of lots and related improvements within the Specific Plan site may be reconfigured and redesigned by the applicant provided the maximum number of approved residential units is not increased and the number of restricted affordable senior units is not less than 50 units, inclusive of one manager unit; however, in the event that the applicant is unable to secure Low-Income Housing Tax Credit Financing for the affordable units, then the applicant shall pay an in-lieu fee in the amount of \$800,000 instead of providing affordable housing on-site. The in-lieu fee must be paid by the

applicant to the City before the 240th Certificate of Occupancy is issued in the Specific Plan site. Reconfiguration and redesign may include making changes to the unit distribution proposed under either potential conceptual site plan detailed in **Section 2.3.2** and modifying the design of streets, curbs, gutters, sidewalks, drainage and affected utilities to be consistent with such reconfiguration and redesign so long as each reconfiguration and redesign is otherwise consistent with the design and configuration standards and requirements in the Specific Plan and Conditions of Approval.

- (c) Any subsequent revision to the tentative tract map that is submitted for review and approval shall be approved by the City provided the residential design and configuration complies with the Specific Plan and Conditions of Approval.
- (d) Upon adoption of the Specific Plan, the applicant shall have the vested right to develop the Specific Plan site that is consistent with the project approvals and the Specific Plan. The City agrees to process and administratively approve any modifications to the tentative tract map, including modifications in the size, design and configuration of the lots and improvements as provided in the Specific Plan and Conditions of Approval, required for the applicant to develop the Specific Plan site consistent with the Specific Plan and project approvals, and such administrative approvals are deemed to constitute ministerial acts implementing the Specific Plan and the project approvals.

4.10 SIGNAGE REGULATIONS

4.10.1 *Purpose and Intent*

The signage regulations in this section shall govern the design and maintenance of all signage within the Specific Plan area. The regulations are intended to result in functional, attractive signage that incorporates a uniformly high level of design, graphics, continuity, consistency, and maintenance throughout the Specific Plan area. All signage is intended to be consistent with the architectural and landscape character of the specific parcel development and with the design intent of the Specific Plan as a whole. Consistency shall be determined in terms of materials, scale, size, and placement on buildings or in landscaping; integration with the buildings' architectural design, texture, color, relation to other signage in the immediate vicinity and in the public spaces; and type of illumination, if any. The scale and proportion of graphics used in signage shall be consonance with the design of buildings, individual stores, landscape, and site design. Bold or inharmonious colors or color combinations shall not be used.

The purposes of the signage regulations are to:

- (a) Avoid traffic safety hazards to motorists, bicyclists, and pedestrians caused by visual distractions and obstructions;
- (b) Promote the aesthetic values of the Specific Plan community by providing for signs that do not impair its attractiveness;

- (c) Provide for signs as an effective channel of communication while ensuring that signs are aesthetically proportioned in relation to adjacent buildings/structures and the buildings/structures to which they are attached; and
- (d) Safeguard and protect the public health, safety, and general welfare.

4.10.2 *Applicability and Conformance*

Consistent with the intent and purpose provisions set forth above, all signage within the Specific Plan area shall conform to the requirements of the SCMC provisions regulating signage on private property (Chapter 17.51, Section 17.51.080).

No person shall erect, construct, enlarge, alter, move, improve, remove, convert, or equip any sign or sign structure, or cause or permit the same to be done, contrary to or in violation of the provisions of this Specific Plan and Chapter 17.15, Section 17.51.080 of the SCMC (Sign Regulations (Private Property)). Conformance shall be strictly enforced. All non-conforming or unapproved signs shall be brought into conformance at the expense of the person(s) responsible for installation of the sign or sign structures.

4.11 PARKING REGULATIONS

4.11.1 *Purpose and Intent*

Parking regulations within the Specific Plan are intended to provide the requisite number of parking spaces for all uses, while reinforcing the pedestrian-oriented character and accessibility to transit, amenities and daily services intended to minimize vehicle trips and parking demand. The overall purpose, therefore, of the Specific Plan's Parking Regulations is to create a well-planned community that provides for the sufficient parking needs of each resident, while in turn promoting the community as a place with all of the advantages within walking distance to live, work, play, and shop and enjoy a high quality of life.

4.11.2 *Parking Regulations*

The Specific Plan establishes a parking ratio of 1.5 spaces per unit for all Market-Rate, All-Ages Apartments, consistent with Vista Canyon Specific Plan's residential use parking requirements of 1.5 spaces per unit. Guest parking for Market-Rate, All-Ages Apartments and parking for all other uses are consistent with SCMC parking standards (see SCMC, Chapter 17, Division 5, Use Classifications and Required Parking). The Specific Plan's Parking Regulations governing the site are provided in **Table 4.0-2**.

Table 4.0-2
Parking Requirements Matrix^{1, 2, 3, 4}

Unit Type	Parking Requirements
<i>Single-Family or Duplex Dwelling</i>	
Single-Family/ Duplex	2 enclosed parking spaces per unit
<i>Multifamily Dwelling</i>	
Market Rate All-Ages Apartments	1.5 enclosed parking space or carport parking per unit
Market-Rate Age-Qualified/ Affordable Senior Apartments	0.5 enclosed parking space or carport parking per unit
Townhomes	2 enclosed parking spaces per unit
<i>All Dwelling Unit Types</i>	Guest parking – 0.5 parking space per unit

¹ Accessible parking stalls shall be required in accordance with the Building Code.

² Additional parking for secondary uses shall not be required.

³ Parking for temporary uses shall be as determined by the Director.

⁴ Parking must be provided in accordance with the parking regulations set forth in this table, unless a parking reduction is permitted subject to the approval of a minor use permit as outlined in Section 6.4.2., Adjustments, Variances, and Minor Use Permits for Parking Reductions, and a new parking demand study is provided if there is a proposed deviation from the parking ratios provided in this Chapter.

(a) **Parking Space Specifications.** Unless otherwise noted in the Specific Plan, all required parking spaces shall be designed in accordance with the specifications set forth in the SCMC Chapter 17.51, Section 17.51.060(E) - Specifications for Development of Parking Facilities. Carports shall be provided in accordance with the approved architectural plans.

(b) **Parking Landscaping Standards.**

1. Assigned parking spaces shall be shaded by a carport.
2. Guest parking spaces shall be shaded by trees and/or screening hedges with a landscaped island at least 5 feet wide; each tree shall provide a minimum of 40 SF of cumulative root planting area.
3. Shrub and ground coverage shall be installed in and near carport areas to provide additional visual relief from concrete hardscape in parking areas.

4.11.2.1 Electric Vehicle Charging Stations

(a) **Multifamily Dwellings.** In accordance with Section 4.106.4.2 of the California Green Building Standards Code, for new multifamily dwellings where residential parking is available, ten (10) percent of the total number of parking spaces shall be electric vehicle (EV) charging spaces capable of supporting future EV supply equipment. Calculations for the required number of EV spaces shall be rounded up to the nearest whole number.

(b) **Single-Family Dwellings, Duplexes, and Townhouses with Attached Private Garages.**

In accordance with Section 4.106.4.1 of the California Green Building Standards Code, each new single-family dwelling, duplex, or townhome with attached private garage must provide capability for EV charging by installing a listed raceway to accommodate a dedicated 208/240-volt branch circuit.

4.11.2.2 Bike Parking

(a) **Number of Bicycle Spaces Required.** On-site bicycle parking spaces shall be provided in accordance with SCMC Chapter 17.51, Section 17.51.060(I) On-Site Bicycle Parking Requirement.

(b) **Bicycle Parking Facilities.** Parking facilities shall be conveniently located throughout the Specific Plan area and may include the following:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; and
3. Lockable, permanently anchored bicycle lockers.

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5.1 PURPOSE AND INTENT

The purpose of the Specific Plan's Design Guidelines is to describe the visual character that is desired for the residential development within MetroWalk, and the manner in which developed areas should relate to other elements of the MetroWalk community. As this Specific Plan site is an extension of the Vista Canyon Specific Plan, the intent of these guidelines is to be consistent with the Vista Canyon Design Guidelines for residential development, to achieve a common aesthetic and high-quality design in both the public and private realm.

The Design Guidelines address issues that are primarily aesthetic in nature and subject to a variety of solutions. Due to varying interpretations of aesthetic design, flexibility should be permitted to encourage design innovations and changes in design standards that occur over time. For these reasons, rigid adherence to the Specific Plan's Design Guidelines is not intended. Instead, it is intended that developments within MetroWalk be evaluated for their substantial conformance to the general intent associated with the applicable "General Guidelines" and the other applicable guidelines set forth below.

5.2 GENERAL GUIDELINES

The following General Guidelines are intended to allow flexibility and innovation throughout the Specific Plan site.

5.2.1 *Design Themes*

- (a) Consistent with the Vista Canyon Specific Plan adopted by the City of Santa Clarita in April 2011, MetroWalk will retain and encourage architectural variety and promote quality development. The overarching design objectives are to create a sense of timelessness, ownership, place and identity, and community.
- (b) Neighborhood design concepts will encourage sustainable planning and design practices, including the smart growth, new urbanism, and sustainability principles described in Chapter 2 of the 2009 Santa Clarita Community Character and Design Guidelines.
- (c) Siting and design of structures should consider views relative to the Specific Plan area.

5.2.2 *Site Planning*

- (a) Residential streets should be designed so that traffic to the highway system flows as directly as possible. Circuitous street patterns and very long residential streets should be avoided.
- (b) Creative siting, design, and landscaping solutions should be used to blend structures into the site, to the extent possible.

- (c) Pedestrian and vehicular circulation should be designed to create a consistent community image.
- (d) Entries to residential buildings should be visibly reinforced through techniques such as landscape treatments, monument signage, and/or pavement details.

5.2.3 *Architecture*

A diversity of architectural styles is encouraged to enhance the character of the community.

- (a) Use of roof overhangs, low-energy outdoor lighting, and passive solar systems to enhance energy conservation is encouraged.
- (b) Roof equipment should be screened from view where feasible.
- (c) Utility and service areas should be treated (i.e., color, landscaping, screening) to minimize visual effects.
- (d) Variations in height within and among buildings is encouraged to create visual interest and avoid a monotonous street scene.
- (e) Siting variations in building facades, articulation, height, mass, and scale is encouraged to create and enhance architectural interest.
- (f) Elements such as stairways should be architecturally compatible and integrated into buildings.

5.2.4 *Fencing*

- (a) Fencing should be compatible with the architectural theme and character of the neighborhood.
- (b) Fencing should be consistent in style and color.
- (c) Wall or fencing sections should be horizontally offset at regular intervals to provide visual relief and landscape opportunities.
- (d) Fencing and landscaping should be designed as an integral part of the overall site design.

5.3 OTHER APPLICABLE ARCHITECTURAL GUIDELINES

The MetroWalk Specific Plan also incorporates by reference the Vista Canyon Specific Plan, adopted by the City of Santa Clarita in 2011. The architectural style will be consistent with the Vista Canyon Specific Plan Design Guidelines, which incorporate numerous elements, including wall articulation, roof elements, attached elements, openings, accents, exterior building materials, and colors, all of which are described in Chapter 3 of the 2009 Community Character and Design Guidelines.

5.3.1 Application Process Guidelines

This Specific Plan will utilize the “Application Process” set forth in the 2009 Community Character and Design Guidelines, including the Development Review Committee process. For all projects/developments within the Specific Plan, design review determinations shall be made by the City’s Director of Community Development, and those determinations shall be considered the final decision, consistent with SCMC Chapter 17.23, Section 17.23.110 - Architectural Design Review.

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6.1 PURPOSE AND INTENT

This section sets forth the Specific Plan's implementation procedures.

The section contains procedures to implement the regulatory provisions of the Specific Plan, which are set forth in **Section 4.0, Development Regulations**. Included are provisions unique to the Specific Plan for the implementation of the Development Adjustment Regulations in **Section 4.0**.

The section also contains criteria under which the City's Director of Community Development (Director) may make a determination of whether a proposal is in substantial conformance with the Specific Plan; or whether, an amendment to the Specific Plan is required. In addition, the section provides a discussion of the California Government Code provisions governing the amendment of specific plans.

6.2 IMPLEMENTATION PROCEDURES

The Specific Plan may be implemented primarily through the process of subdivision maps. All land subdivision maps of any type (e.g., tentative or final, vesting or non-vesting, tract or parcel) shall be submitted, reviewed, and approved in accordance with the SCMC and Subdivision Map Act. Where the provisions or procedures of the SCMC conflict with the provisions of this Specific Plan, the Specific Plan shall apply.

6.3 PHASING

Subject to market and economic changes and conditions, the rate of growth in the immediate vicinity and region, and changes in infrastructure/public facilities requirements, conditions and needs, initial construction is estimated to begin in 2022. Subject to market conditions, buildout of the project is estimated to occur over approximately 5 years ending in 2027. It is anticipated that buildout would occur in three phases: (1) grading, (2) infrastructure improvements, and (3) building and remaining construction. The grading phase and infrastructure improvements phase would each occur over the entire specific plan area, with the grading phase first, and the infrastructure improvements phase following. The building and remaining construction phase would follow.

6.4 SPECIFIC PLAN ADMINISTRATION, REVIEW, AND AMENDMENTS

While the Specific Plan includes land use diagrams, additional details regarding subsequent development are required with subsequent application submittals. The Specific Plan includes development and design standards and guidelines but cannot foresee every potential condition requiring decisions within the Use Permit process. Prior to the issuance of any building permit, a Class II application (Section 17.23 (Class II Applications—Discretionary) of the SCMC) for a Development Review and Architectural Design Review shall be required for either conceptual site plan presented in this Specific Plan. Review and approval of such applications shall occur at staff level and shall be reviewed against the applicable development standards and guidelines contained in this Specific Plan.

Any subsequent discretionary approval or amendment to the Specific Plan must be consistent with the General Plan, as amended and/or updated. Future development applications will be processed that are in substantial conformance with the Specific Plan or that may require an amendment to the Specific Plan as determined by the Director.

6.4.1 *Substantial Conformance for Minor Deviations*

The following items may deviate, within specified limitations, from the adopted Specific Plan but shall be considered in substantial conformance with the Specific Plan. Review of such proposed modifications shall occur at staff level, through the Development Review, Architectural Design Review, or over the counter review process if so determined by the Director. The Director, however, shall have the discretion to refer any such request for modification to the City Council and/or Planning Commission as a Major Modification to the Specific Plan.

- (a) **Modification to the Approved Building Types, Unit Mix, Unit Size.** Modification to the approved building types, unit mix, and unit size may vary provided the use is permitted under this Specific Plan with no new significant environmental impacts and the overall 498-unit count is not exceeded. In all cases, the number of restricted affordable senior units within the Specific Plan area shall not be less than 50 units, inclusive of one manager unit, except as permitted in Section 4.9, Development Adjustment Regulations.
- (b) **Landscaping Plan Modifications.** Modifications to the approved Conceptual Landscaping Plan, or requirements set forth in Subsections 4.8.2.2, Landscaping Requirements, and 4.11.2.b, Parking Landscaping Standards, may be permitted, so long as they do not exceed a 10% deviation from total tree and plant species.
- (c) **Open Space Plan or Parks and Recreational Amenities Modifications.** Modifications to the approved Conceptual Open Space Plan's design and layout, as well as proposed parks and recreational amenities, may be permitted, so long as the amount of open space provided, and the number of recreational amenities remain consistent with the required open space and Conceptual Parks and Recreation Plan approved under the Specific Plan.

- (d) **Alignment, Location and Design of Vehicular and Pedestrian Pathways and/or Parking Spaces.** Modifications to the approved alignment, location, and design of vehicular and pedestrian pathways, and/or layout of the parking, including the modifications set forth in **Subsection 4.9.b**, may be permitted, provided that such adjustments do not change the requirement of providing adequate infrastructure and/or public facilities within the Specific Plan.
- (e) **Changes in the Exterior Building Color or Material.** Changes to the approved exterior building color or material, may be permitted, so long as the changes in building material or colors are similar to and have the same general appearance comparable to or of a higher quality as the material approved.
- (f) **Interpretation for Unlisted Uses.** The Director may determine that a use that is not listed in Section 4.7, Allowed Land Uses/Permit Requirements, substantially complies with the land use designation in which the use is requested; and, therefore, is permitted within that land use designation.
- (g) Other administrative items determined to be appropriate by the Director within the scope of authority of the MetroWalk Specific Plan and SCMC.

6.4.2 *Substantial Conformance Procedure; Adjustments, Variances, and Minor Use Permit for Parking Reductions Procedure*

- (a) **Substantial Conformance Determination.** The Director shall review a request for a determination of Substantial Conformance through the Development Review, Administrative Permit, or over the counter review process. The Director, however, shall have the discretion to refer any such request for modification to the City Council and/or Planning Commission as a Major Modification to the Specific Plan.
- (b) **Adjustments and Variances.** Requests for Adjustments or Variances may be granted pursuant to the procedures and requirements of the SCMC provisions set forth in Chapter 17.24, Section 17.24.100 – Adjustments, and Chapter 17.25, Section 17.25.120 – Variances. Adjustments and Variances are considered a form of relief from the development standards identified in **Section 4.0** of this Specific Plan and the applicable development standards in the Unified Development Code.
- (c) **Minor Use Permit for Parking Reductions.** Pursuant to the procedures and requirements of the SCMC provisions set forth in Chapter 17, Section 17.51.060(N)(2) – Reduction of Parking. A reduction in the number of parking spaces required by this Specific Plan may be permitted by up to 20% with approval of a minor use permit. Parking reductions greater than 20% may be permitted subject to the approval of a minor use permit by the Planning Commission.

6.4.3 *Specific Plan Amendments and Major Modifications*

Amendments may be requested at any time pursuant to Chapter 17, Section 17.28.110(H) – Adoptions and Amendments, of the SCMC. Any proposed modification to the Specific Plan that is deemed major by the Director will be processed as an Amendment to the Specific Plan. Depending upon the nature of the proposed amendment to the Specific Plan, additional environmental analysis may be required, pursuant to Section 15162 of CEQA.

- (a) **Amendment Procedures.** The California Government Code (Sections 65453–65454) sets forth the manner in which Specific Plans are to be prepared, adopted, and amended. Amendment(s) to the Specific Plan shall not require a concurrent General Plan amendment unless it is determined by the Director that the proposed Specific Plan amendment is inconsistent with the General Plan.
- (b) **Major Modifications.** Requests for a Major Modification may be granted pursuant to the procedures and requirements of the SCMC provisions for Class VII application set forth in Chapter 17, Section 17.28.030 - Review Authority and Related Procedures. Major Modifications to the Specific Plan shall reflect the same comprehensive analysis which was undertaken in the adoption of the Specific Plan and the application shall demonstrate that the proposed modification meets the goals and objectives of the Specific Plan and General Plan, and ensure that any significant impacts from the amendment can be satisfactorily mitigated.

APPENDIX 1.0-1

Legal Description

EXHIBIT "A"

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED SANTA CLARITA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF SANTA CLARITA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE MARCH 29, 1877, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID SOUTH HALF, DISTANT THEREON SOUTH 89 DEGREES 57 MINUTES 20 SECONDS EAST 124.57 FEET FROM THE WESTERLY LINE OF SAID SOUTHEAST QUARTER; THENCE ALONG SAID NORTHERLY LINE SOUTH 89 DEGREES 57 MINUTES 20 SECONDS EAST TO A POINT DISTANT THEREON NORTH 89 DEGREES 57 MINUTES 20 SECONDS WEST 150.99 FEET FROM THE INTERSECTION OF SAID NORTHERLY LINE WITH THE NORTHWESTERLY LINE OF THE 100 FOOT WIDE STRIP OF LAND DESCRIBED IN DEED DATED APRIL 22, 1890 FROM JOHN T. HUMPHREY'S TO SOUTHERN PACIFIC RAILROAD COMPANY; RECORDED APRIL 26, 1890, IN BOOK 650, PAGE 125 OF DEEDS, RECORDS OF SAID COUNTY; THENCE SOUTH 53 DEGREES 28 MINUTES 05 SECONDS WEST 421.92 FEET; THENCE SOUTH 53 DEGREES 59 MINUTES 43 SECONDS WEST 157.20 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 2764.82 FEET, THROUGH A CENTRAL ANGLE OF 9 DEGREES 44 MINUTES 35 SECONDS (TANGENT TO SAID CURVE AT THE LAST MENTIONED POINT) BEARS SOUTH 56 DEGREES 04 MINUTES 05 SECONDS WEST AND NORTH OF SAID CURVE BEARS SOUTH 59 DEGREES 56 MINUTES 22 SECONDS WEST 469.59 FEET) AN ARC DISTANCE OF 470.15 FEET; THENCE NORTH 25 DEGREES 11 MINUTES 20 SECONDS WEST 50.00 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A COMPOUND CURVE TO THE RIGHT (TANGENT TO SAID CURVE AT THE LAST MENTIONED POINT BEARS SOUTH 64 DEGREES 48 MINUTES 40 SECONDS WEST) HAVING THE FOLLOWING RADII, CENTRAL ANGLES AND ARC LENGTHS; 2714.82 FEET, 10 DEGREES 53 MINUTES 36 SECONDS (CENTRAL ANGLES), 500.36 (ARC), 1759.91 FEET, 8 DEGREES 01 MINUTES 14 SECONDS (CENTRAL ANGLES), 246.36 (ARC), TO A POINT IN THE NORTHERLY LINE OF LAND DESCRIBED FIRST IN DEED DATED APRIL 26, 1890, FROM JOHN T. HUMPHREY'S TO SOUTHERN PACIFIC RAILROAD COMPANY RECORDED APRIL 26, 1890, IN BOOK 642, PAGE 277, OF DEEDS, RECORDS OF SAID COUNTY; THENCE ALONG SAID LAST MENTIONED NORTHERLY LINE TO A LINE HAVING A BEARING OF NORTH 2 DEGREES 00 MINUTES 00 SECONDS WEST THAT PASSES THROUGH THE POINT OF BEGINNING; THENCE ALONG SAID LINE NORTH 2 DEGREES 00 MINUTES 00 SECONDS WEST TO THE POINT OF BEGINNING.

APN: 2840-004-009

APPENDIX 1.0-2
General Plan Consistency Analysis

Table 1. Project's Consistency with City of Santa Clarita's General Plan Goal and Policies

General Plan Goals and Policy	Consistency of Proposed Project
Land Use Element	
Urban Form	
Goal LU 1: Interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. However, the project does assist with the implementation of this Goal as it creates a village in the eastern Santa Clarita Valley that would provide for diverse housing types and open space.
Policy LU 1.1.1: Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban uses on the Land Use Map.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Moreover, the project site is not located immediately adjacent to any mountains or foothills.
Policy LU 1.1.2: On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project site is mostly flat and surrounded by existing development and development under construction. Further, the site is served with some existing infrastructure and the project would be developed on disturbed portions of the project site with limited environmental constraints.
Policy LU 1.1.3: Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.	<u>Consistent:</u> The proposed project would be located adjacent to existing residential and commercial developments.
Policy LU 1.1.4: Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.	<u>Consistent:</u> Under the proposed project, the Santa Clara River corridor would be preserved as open space and dedicated to the City of Santa Clarita. Additionally, the project would be developed on an infill site that lacks natural features; thus, preserving community character.
Policy LU 1.1.5: Promote infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density or mixed uses, where appropriate.	<u>Consistent:</u> The project site, which is adjacent to existing residential and commercial areas, is currently designated for business park uses. The project site is currently vacant, and thus, would promote infill development and re-use of underutilized sites. The project would be located in proximity to existing infrastructure and would not minimize availability of open space, but rather would develop higher density housing and associated open space.
Policy LU 1.1.6: Preserve the rural lifestyle in canyons and low-density, outlying areas of the Santa Clarita Valley, through designating these areas as Non-Urban on the Land Use Map, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Moreover, the project site is not located in a canyon or low-density, outlying area of the Santa Clarita Valley.
Policy LU 1.1.7: Preserve and protect important agricultural resources, including farmland and grazing land, through designating these areas as Open Space and Non-Urban on the Land Use Map, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Further, the project site does not contain important Farmland. ¹
Policy LU 1.2.1: In Newhall, provide opportunities for new	<u>Not Applicable:</u> The project site is not located in Newhall.

¹ California Department of Conservation. 2016. "California Important Farmland Finder." Updated 2016. Accessed December 1, 2020. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

business and housing by implementing the Downtown Newhall Specific Plan, provide incentives to promote infill development and re-use of underutilized sites, and continue to plan for future development of North Newhall.	
Policy LU 1.2.2: In Valencia, promote business development, job creation, and expansion of regional commercial, civic, cultural, and entertainment uses, to create a vibrant Town Center serving as a community focal point for the entire Santa Clarita Valley.	<u>Not Applicable:</u> The project site is not located in Valencia.
Policy LU 1.2.3: In Saugus, promote revitalization of older commercial areas; relieve traffic congestion; look for opportunities to minimize cut-through traffic; and enhance streetscapes with landscaping, lighting, benches and other fixtures.	<u>Not Applicable:</u> The project site is not located in Saugus.
Policy LU 1.2.4: In Canyon Country, promote revitalization along Sierra Highway from Soledad Canyon Road to Vasquez Canyon Road by encouraging retail and service uses, and enhance on and off ramps along the Antelope Valley Freeway with landscape amenities and appropriate uses.	<u>Not Applicable:</u> While the project site is located in the Canyon Country area of the Santa Clarita Valley, the project site is not located along Sierra Highway, nor is it adjacent to on and off ramps along SR-14.
Policy LU 1.2.5: In Sand Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; provide additional recreational trail links; minimize impacts to the Santa Clara River; and maintain community character consistent with applicable special standards.	<u>Not Applicable:</u> The project site is not located in Sand Canyon as it is not included in the Sand Canyon Special Standards Area. That said, portions of the project site are located adjacent to northern portion of Sand Canyon. Consistent with this Policy, the project includes extensive open space, recreational opportunities, and parks. Further, the project design has minimized traffic impacts through implementation of street sections that slow traffic and create a pleasant walking environment. The portion of the project closest to Sand Canyon would be townhomes, at lower density than other uses within the project site.
Policy LU 1.2.6: In Placerita Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; maintain community character consistent with applicable special standards; provide an orderly transition between existing rural and low-density residential uses and proposed new development; and encourage provision of needed infrastructure.	<u>Not Applicable:</u> The project site is not located in Placerita Canyon.
Policy LU 1.2.7: On the Whittaker-Bermite site, continue to work with the property owner to facilitate master planning, remediation, and the economic re-use of the property to include roadway infrastructure and transit-oriented development around the Metrolink station.	<u>Not Applicable:</u> The project site is not located on the Whittaker-Bermite site.
Policy LU 1.2.8: In Castaic, promote expansion of neighborhood commercial uses to serve local residents; address traffic congestion; and ensure compatibility between highway-oriented commercial uses and nearby residential uses.	<u>Not Applicable:</u> The project site is not located in Castaic.
Policy LU 1.2.9: In Val Verde, protect the existing rural lifestyle and small town community character while providing residents with additional access to needed services; and ensure compatibility between existing	<u>Not Applicable:</u> The project site is not located in Val Verde.

residential areas and the nearby landfill.	
Policy LU 1.2.10: In Agua Dulce, recognize the scenic and environmental qualities of Vasquez Rocks in future planning; protect the existing rural lifestyle while providing opportunities to enhance the village center; and provide additional services to residents.	<u>Not Applicable:</u> The project site is not located in Agua Dulce.
Policy LU 1.2.11: In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat.	<u>Not Applicable:</u> The project site is not located in Pico Canyon.
Policy LU 1.2.12: In the Fair Oaks community, facilitate location of commercial and community services in proximity to residences to serve local needs.	<u>Not Applicable:</u> The project site is not located in the Fair Oaks community. However, the project site is located adjacent to Fair Oaks. The construction of housing near the Fair Oaks community would not prevent the City from locating commercial and community services in proximity to the area because the residential land use would also be compatible with such uses.
Policy LU 1.2.13: Encourage use of the specific plan process to plan for cohesive, vibrant, pedestrian-oriented communities with mixed uses, access to public transit, and opportunities for living and working within the same community.	<u>Consistent:</u> The project applicant is proposing a Specific Plan (SP) designation for the project site. The MetroWalk Specific Plan implements this Policy as it is designed to provide a transit-oriented neighborhood for the eastern Santa Clarita Valley.
Policy LU 1.3.1: Encourage subdivision design techniques that reflect underlying physical topography or other unique physical features of the natural terrain.	<u>Consistent:</u> The proposed project would not substantially alter the underlying physical topography of the site, which is generally flat.
Policy LU 1.3.2: Substantially retain the integrity and natural grade elevations of significant natural ridgelines and prominent landforms that form the Valley's skyline backdrop.	<u>Not Applicable:</u> The proposed project would not alter natural ridgelines or landforms that form the Valley's skyline as it would be developed along a terrace of the Santa Clara River in a flatter area of the Valley.
Policy LU 1.3.3: Development on ridgelines and land containing 50% slopes shall be discouraged and maintained as natural open space.	<u>Not Applicable:</u> The project site is not located on ridgelines or land containing 50 percent slopes.
Policy LU 1.3.4: Encourage density transfers where appropriate to facilitate development in more suitable locations while retaining significant natural slopes and areas of environmental sensitivity.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the project would assist in the implementation of this Policy through the provision of residential density and jobs with transit in an infill area with adjacent infrastructure.
Policy LU 1.3.5: Encourage flexible citing and design techniques within hillside areas designated as Non-Urban in order to preserve steep slopes or other unique physical features, including clustering of residential units provided all of residential lots are maintained with a usable two-acre minimum lot size.	<u>Not Applicable:</u> The project site is not located within a hillside area designated as Non-Urban.
Policy LU 1.3.6: Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas.	<u>Consistent:</u> The project site would not cross the Santa Clara River, thus, would not alter existing drainage patterns. Additionally, the project site is generally flat and not located in a hillside area. The Specific Plan would require construction of new drainage and water quality features to allow for a system that protects development from erosion and potential flooding and preserves the Santa Clara River.

Mixed Land Uses	
Goal LU 2: A mix of land uses to accommodate growth, supported by adequate resources and maintaining community assets.	<u>Consistent:</u> The proposed project would include a mix of residential land uses, including multi-family residential and townhomes, and would provide open space opportunities to support the residential uses.
Policy LU 2.1.1: On the Land Use Map, designate a balance of land uses in appropriate amounts to meet future community needs, while ensuring that no use designation is over-represented in a manner that is not economically viable.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would assist in the implementation of this Policy through its inclusion of a mix of residential land uses in close proximity to transit.
Policy LU 2.1.2: On the Land Use Map, integrate land use designations in a manner that promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project does assist with the implementation of this Policy through construction of new residential land uses in proximity to a mixed-use development and the Metro line extension.
Policy LU 2.1.3: Provide a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments.	<u>Consistent:</u> The project would introduce a mix of residential land use types in an area surrounded by single-family residences. The range of multi-family apartment-types and for-sale town homes would differentiate the community from the more suburban and rural areas.
Policy LU 2.1.4: Adopt a compatible set of land use designations between the City of Santa Clarita and the County of Los Angeles for land in the Santa Clarita Valley, to be implemented through standards and zones applied by each agency to ensure compatibility with the character of each area and with the goals of the City's General Plan and the County's Area Plan.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita and County of Los Angeles. That said, the proposed project would assist in the implementation of this Policy through its development of land uses in a manner that is compatible with the character of surrounding areas.
Policy LU 2.1.5: Identify areas with hazardous conditions and ensure that uses in or adjacent to these areas pose minimal risk to public health or safety.	<u>Consistent:</u> Prior to construction of the project, hazardous conditions would be identified and compliance with federal, state, and local regulations would ensure that these uses pose minimal risk to public health or safety. .
Policy LU 2.2.1: Identify areas of scenic or aesthetic value to the community, and minimize designating uses in these areas that would diminish the aesthetic quality of these areas.	<u>Consistent:</u> Section 4.16, Visual Resources, of the Vista Canyon Draft EIR concludes that, with mitigation, the project would not result in any significant visual impacts.
Policy LU 2.2.2: Identify sites and areas with historical or cultural value to the community, and ensure that uses in or adjacent to these areas will not impact their historical integrity.	<u>Consistent:</u> There are no historic conditions of significance on the site.
Policy LU 2.2.3: Consistent with adopted plans, ensure that adequate open space is set aside and protected from development throughout the planning area in order to provide the benefits of watershed management, habitat preservation and connectivity, and recreational opportunities.	<u>Consistent:</u> The Specific Plan includes extensive open space, recreation opportunities, and public/private parks. The project site would not extend into existing waters, or areas of habitat preservation.
Policy LU 2.3.1: In a mixed-use development, residential densities at the higher end of the allowed range shall be allowed only if the development incorporates a robust mix of non-residential uses.	<u>Not Applicable:</u> The proposed project would not include a mixed-use development.
Policy LU 2.3.2: Either vertical or horizontal integration of uses shall be allowed in a mixed-use development, with an emphasis on tying together the uses with appropriate	<u>Not Applicable:</u> The proposed project would not include a mixed-use development. However, the project would incorporate pedestrian linkages.

pedestrian linkages.	
Policy LU 2.3.3: Manufacturing, processing of goods and materials, and warehousing shall not be allowable uses in a mixed-use development. Some light manufacturing and warehousing may be appropriate in second story units.	<u>Not Applicable:</u> The proposed project would not include a mixed-use development. Manufacturing uses are not proposed by the project.
Policy LU 2.3.4: Adequate public spaces and amenities shall be provided in a mixed-use development to support both commercial and residential uses, including but not limited to plazas, landscaped walkways, village greens, and greenbelts.	<u>Not Applicable:</u> The proposed project would not include a mixed-use development.
Policy LU 2.3.5: Mixed-use developments shall be designed to create a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationship of buildings to streets, and use of public spaces.	<u>Not Applicable:</u> The proposed project would not include a mixed-use development. Nonetheless, the project would include a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationship of buildings to streets, and use of public spaces.
Policy LU 2.3.6: Encourage provision of parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.	<u>Not Applicable:</u> The proposed project would not include a mixed-use development.
Healthy Neighborhoods	
Goal LU 3: Healthy and safe neighborhoods for all residents.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. However, the proposed project design would provide for a healthy and safe neighborhood for future residents.
Policy LU 3.1.1: On the Land Use Map, designate adequate land for residential use at various densities to provide a mix of housing opportunities for all segments of the population, including attached, detached, senior, and mixed-use housing types, which are consistent with community character and meet the region's housing goals.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would assist in the implementation of this Policy through its provision of a mix of housing types, all of which would be consistent with community character and assist in meeting the region's housing goals.
Policy LU 3.1.2: Promote a mix of housing types within neighborhoods that accommodate households with varied income levels.	<u>Consistent:</u> The proposed project would provide a mix of housing types that would accommodate households with varied income levels.
Policy LU 3.1.3: Promote opportunities for live-work units to accommodate residents with home-based businesses.	<u>Not Applicable:</u> The proposed project would not include live-work units.
Policy LU 3.1.4: Promote development of workforce housing to meet the needs of those employed in the Santa Clarita Valley.	<u>Consistent:</u> The proposed project would include various housing types that would accommodate households with various income levels. It is envisioned that all of these housing types could provide housing opportunities for persons employed in the Santa Clarita Valley.
Policy LU 3.1.5: Promote development of housing affordable to residents, including households with incomes in the very low, low, and moderate income classifications, through provision of adequate sites on the Land Use Map, allowance for density bonuses and other development incentives, and other means as appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would assist in the implementation of this Policy through its inclusion of various housing types that would accommodate households with varied income levels.
Policy LU 3.1.6: Promote development of housing suitable to residents with special needs, including but not limited to senior citizens and persons with disabilities.	<u>Consistent:</u> The proposed project would assist in the implementation of this Policy through its inclusion of various housing types that would accommodate households with varied income levels and age-restricted

	units for senior citizens. Further, nothing in the site design would preclude individuals with special needs from residing at the project.
Policy LU 3.1.7: Promote development of housing for students attending local colleges, in consideration of access to campuses to the extent practicable.	<u>Consistent:</u> It is anticipated that students attending local colleges may reside in the project.
Policy LU 3.2.1: Require provision of adequate walkways in urban residential neighborhoods that provide safe and accessible connections to destinations such as schools, parks, and neighborhood commercial centers.	<u>Consistent:</u> The proposed project's Mobility Plan provides for a comprehensive pedestrian circulation system throughout the project's planning areas.
Policy LU 3.2.2: In planning residential neighborhoods, include pedestrian linkages, landscaped parkways with sidewalks, and separated trails for pedestrians and bicycles, where appropriate and feasible.	<u>Consistent:</u> The proposed project's Mobility Plan provides for a comprehensive pedestrian circulation system throughout the project's four planning areas, linking these areas to each other and the proposed open space areas. The proposed project would include pedestrian linkages and landscaped parkways.
Policy LU 3.3.1: Identify areas subject to hazards from seismic activity, unstable soils, excessive noise, unhealthful air quality, or flooding, and avoid designating residential uses in these areas unless adequately mitigated.	<u>Consistent:</u> Prior to construction of the project, the areas subject to hazards would be identified and mitigated, as appropriate.
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.	<u>Consistent:</u> The construction of the proposed project would eliminate fire hazards associated with the natural vegetative cover found on the project site due to replacement with urban landscape vegetation. Additionally, the proposed project would comply with the Los Angeles County Fire Department Fuel Modification Guidelines. Further, the project would provide emergency access through the vehicular access roads within the project site.
Policy LU 3.3.3: Identify neighborhoods in which uses that pose a potential hazard to human health and safety may be over-concentrated, and address public safety through use of buffer areas, policies on siting decisions for such uses, changing land use designations, or other means as deemed appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Further, the land uses contemplated by the proposed project (e.g., residential) are not traditionally perceived to constitute a hazard to human health.
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.	<u>Consistent:</u> Projected law enforcement and fire protection service levels are evaluated and would be mitigated, as appropriate.
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.	<u>Consistent:</u> The proposed project would be reviewed by the City's Development Review Committee to ensure compliance with emergency access requirements.
Policy LU 3.3.6: Ensure adequate street-lighting in all urban residential neighborhoods, as appropriate, for each community.	<u>Consistent:</u> The proposed project would include appropriate street lighting per City of Santa Clarita requirements.
Policy LU 3.3.7: Ensure adequate addressing in all residential neighborhoods for emergency response personnel.	<u>Consistent:</u> The proposed project would include adequate addressing in its residential neighborhoods per City of Santa Clarita requirements.
Policy LU 3.3.8: Within multiple family residential projects comprised of multiple buildings, ensure that project	<u>Consistent:</u> The proposed project design reflects the inclusion of the various safety features described in this

designs include crime prevention measures such as delineating public and private open space, designs for defensible space, easy surveillance by residents of all outdoor and indoor common areas, lack of dead end aisles or paths, and similar measures.	Policy.
Policy LU 3.4.1: Promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage “eyes on the street” for safety purposes.	<u>Consistent:</u> The open space plan for the proposed project incorporates a gym, pool, parkways, and trails, all of which provide for passive and active recreation opportunities and would encourage “eyes on the street” for safety and security purposes.
Policy LU 3.4.2: Ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement.	<u>Consistent:</u> The proposed project’s Landscape Plan ensures the provision of street trees in urban residential areas to provide shade, comfort, and aesthetic enhancement.
Policy LU 3.4.3: Provide appropriate levels of code enforcement to ensure maintenance of neighborhoods in a clean, healthy, and safe condition.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the covenants, conditions & restrictions (CC&Rs) developed for the proposed project would ensure the overall maintenance of the neighborhood.
Policy LU 3.4.4: Within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a high quality living environment.	<u>Consistent:</u> The parks and open space plan for the project incorporates a gym, pool, parkways, and trails, along with 63,554 square feet of private open space. These recreational components would provide for passive and active recreation opportunities for future residents and would ensure a high quality living environment..
Policy LU 3.4.5: Ensure compatibility between single family and multiple family residential developments through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations.	<u>Consistent:</u> The proposed project’s design and architectural standards would ensure compatibility between single-family and multi-family residential units. Elements such as massing, building height, architectural treatment connectivity and other design considerations would be addressed by the proposed Specific Plan.
Policy LU 3.4.6: Promote mixed-density residential neighborhoods that are consistent with community character, and avoid over-development of high density multiple family units in any particular location.	<u>Consistent:</u> The project site is surrounded by the Fair Oaks Ranch community to the south, the existing Colony Apartments to the west and the northern portion of the Sand Canyon community to the east. Fair Oaks Ranch is a residential community consisting of single- and multi-family dwelling units. The Colony Apartments consists of higher density, attached dwelling units. The portion of Sand Canyon closest to the project site includes single-family detached residential units and two schools. The proposed project would locate higher density residential units in the western portion of the project site, adjacent to the Colony Apartments. The easterly portion of the project site would be developed with less dense town-home residential units. In summary, the proposed project would develop higher density housing near the existing Colony Townhomes and proposed Vista Canyon Specific Plan area, and develop less dense residential units in the easterly portion of the project site.
Policy LU 3.4.7: Minimize the prominence of areas devoted to automobile parking and access in the design of residential neighborhoods.	<u>Consistent:</u> Parking within the project site would be largely shielded from the street and other residential neighborhoods.

Policy LU 3.4.8: Require architectural design treatment along all sides of new housing to promote continuity of architectural scale and rhythm and avoid the appearance of blank walls (360 degree enhancement).	<u>Consistent</u> : The proposed project would include four-sided architecture consistent with this Policy.
Policy LU 3.4.9: Street cross-sections that locate landscaped parkways between the curb and the sidewalk are encouraged to create a visually pleasing streetscape and provide pedestrian protection.	<u>Consistent</u> : Roadways within the proposed project would provide a landscaped parkway between the curb and sidewalk in order to provide a buffer for pedestrians.
Economic Vitality	
Goal LU 4: A diverse and healthy economy.	<u>Consistent</u> : This Goal is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would assist in the implementation of this Goal through the provision of residents to contribute to the tax base of the City.
Policy LU 4.1.1: Promote expansion and enhancement of the Valencia Town Center to provide a focal point for cultural, civic, educational, and shopping activities serving the entire Santa Clarita Valley.	<u>Not Applicable</u> : The project site is not located in Valencia.
Policy LU 4.1.2: Promote creation of village commercial centers throughout the Santa Clarita Valley to meet the local and convenience needs of residents.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would not prevent the City from promoting village commercial centers.
Policy LU 4.1.3: Encourage business creation and expansion for larger companies within and adjacent to existing and planned business centers and major transportation corridors.	<u>Consistent</u> : This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would assist in implementing this Policy as the project site is located adjacent to a Metrolink Station and Bus Transfer Station along with its business center.
Policy LU 4.1.4: Promote economic opportunity for all segments of the community, including small businesses and new businesses.	<u>Consistent</u> : This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would assist in implementing this Policy through its provision of residential uses, whom would patronize small businesses and new businesses
Policy LU 4.1.5: Provide a clear and consistent planning and permitting process to encourage new development that conforms to the General Plan.	<u>Consistent</u> : This Policy is a responsibility of and directed to the City of Santa Clarita. However, as determined by this consistency analysis, the proposed project would be consistent with the One Valley One Vision Goals and Policies.
Policy LU 4.2.1: Pursue business attraction and expansion programs for clean industries that provide job opportunities for local residents, particularly in the areas of film/entertainment, biotechnology, aerospace, and technology.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 4.2.2: Achieve a balanced ratio of jobs to housing through business expansion and economic development programs, with a goal of at least 1.5 jobs per household.	<u>Consistent</u> : This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would expand housing opportunities in proximity to the Metrolink Station and future employment opportunities within the City.
Policy LU 4.2.3: Encourage businesses to locate in all appropriate areas of the community to encourage job creation in closer proximity to workforce housing.	<u>Not Applicable</u> : The proposed project would not provide businesses.
Policy LU 4.2.4: Coordinate with local colleges to promote	<u>Not Applicable</u> : This Policy is a responsibility of and

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job training programs for Santa Clarita Valley residents.	directed to the City of Santa Clarita.
Policy LU 4.2.5: Through the Santa Clarita Enterprise Zone and other business assistance programs as appropriate, promote development of uses that create job opportunities for residents.	<u>Not Applicable</u> This Policy is a responsibility of and directed to the City of Santa Clarita. The proposed project would not provide businesses.
Policy LU 4.3.1: Promote redevelopment in Old Town Newhall through construction of public improvements pursuant to the Downtown Newhall Specific Plan and future area planning efforts.	<u>Not Applicable</u> : The project site is not located in Old Town Newhall.
Policy LU 4.3.2: Promote business development in Castaic and Val Verde to provide a greater range of goods and services to area residents.	<u>Not Applicable</u> : The project site is not located in Castaic or Val Verde.
Policy LU 4.3.3: Promote revitalization of commercial uses along Sierra Highway between Soledad Canyon Road and Vasquez Canyon Road, to encourage businesses serving the Canyon Country neighborhoods and support services for the College of the Canyons east campus.	<u>Not Applicable</u> : The project site is not located along Sierra Highway.
Policy LU 4.3.4: Promote business development that upgrades and revitalizes older commercial corridors, including Lyons Avenue, Railroad Avenue/Newhall Avenue, Main Street and Soledad Canyon Road, in a manner that reflects each area's character, architecture, and history.	<u>Not Applicable</u> : The project site is not located in the immediate vicinity of these commercial corridors.
Policy LU 4.3.5: Coordinate with property owners and environmental agencies, and provide assistance as appropriate, to promote clean up and redevelopment of the Whittaker Bermite property as a business and employment center.	<u>Not Applicable</u> : The project site is a part of the Whittaker Bermite property.
Policy LU 4.3.6: Coordinate with property owners and environmental agencies, and provide assistance as appropriate, to promote clean up and remediation of oil fields west of State Route 14.	<u>Not Applicable</u> : The project site is not located in the oil fields west of SR-14.
Policy LU 4.3.7: Promote revitalization and reuse of the older industrial areas east of the railroad, adjacent to the intersection of Springbrook and Drayton Avenues and in the Honby area adjacent to the Santa Clara River.	<u>Not Applicable</u> : The project site is not located in the Springbrook or Honby areas.
Policy LU 4.4.1: Promote extension of state-of-the-art communication facilities to serve commercial and industrial areas, including fiber optic cable, telecommunication facilities, and other technology as deemed appropriate.	<u>Consistent</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 4.4.2: Improve flood control facilities along Sierra Highway north of Soledad Canyon Road to allow increased use of this corridor for business and employment uses.	<u>Not Applicable</u> : The project site is not located in the Sierra Highway corridor north of Soledad Canyon Road.
Policy LU 4.4.3: Evaluate the feasibility of connecting business activity centers throughout the Santa Clarita Valley with light rail, to provide increased mobility and access for customers and employees between the Valencia Town Center, Whittaker Bermite property, Newhall, Valencia Industrial Center, Magic Mountain and Entrada, Newhall Ranch, and other areas as deemed appropriate.	<u>Consistent</u> : This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would have direct access to the Metrolink system and the City's transit system through the inclusion of a Metrolink Station and Bus Transfer Station.

Policy LU 4.4.4: Protect and enhance public utility facilities as necessary to maintain the safety, reliability, integrity, and security of essential public service systems for all Valley residents.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would connect to and install public utility facilities.
Policy LU 4.5.1: Promote inclusion of employee amenities in the workplace, including but not limited to outdoor seating and break areas, child care services, wellness facilities, and facilities for bicycle commuters, including bike lockers and showers where appropriate.	<u>Not Applicable:</u> The proposed project would not include employees.
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.	<u>Consistent:</u> The parks and open space plan for the proposed project would be accessible to residents and visitors. Additionally, the project would include native/drought resistant landscaping to promote water conservation.
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.	<u>Not Applicable:</u> The project would not include business complexes.
Policy LU 4.5.4: Encourage the provision of support services for employees within business park areas, such as dining and personal services where appropriate, to reduce vehicle trips and promote pedestrian-friendly work environments.	<u>Not Applicable:</u> The project would not include business parks.
Mobility	
Goal LU 5: Enhanced mobility through alternative transportation choices and land use patterns.	<u>Consistent:</u> The proposed project has been designed to provide a transit-oriented neighborhood for the eastern Santa Clarita Valley. The proposed project would develop higher density housing near the Metrolink Station, Bus Transfer Station, with trails connecting users to residential areas.
Policy LU 5.1.1: Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.	<u>Consistent:</u> The proposed project includes an extensive pedestrian mobility system consisting of trails, sidewalks and bicycle facilities consistent with this Policy.
Policy LU 5.1.2: Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.	<u>Consistent:</u> The proposed project's Mobility Plan provides for an extensive mobility system throughout the project's four planning areas, linking these areas to each other and trails and walkways.
Policy LU 5.1.3: Ensure that adequate bus turnouts, served by walkways and comfortable, safe, and convenient waiting facilities, are provided for transit users within residential, shopping, and business developments.	<u>Consistent:</u> The proposed project would provide transit-oriented neighborhood for the eastern Santa Clarita Valley. The proposed project would develop higher density housing near the Metrolink Station and Bus Transfer Station, with trails and walkways connecting the residential areas to transit.
Policy LU 5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.	<u>Consistent:</u> The proposed project would locate residential uses near the Metrolink Station and Bus Transfer Station.
Policy LU 5.2.2: Provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores.	<u>Not Applicable:</u> The project would not include commercial uses.
Policy LU 5.2.3: Promote location of non-polluting businesses providing employment opportunities in proximity to neighborhoods, to encourage walking to work.	<u>Not Applicable:</u> The project would not provide employment opportunities.

Policy LU 5.2.4: Encourage transit-oriented development (TOD) through designation of land uses that allow compact, mixed-use development in proximity to rail stations and multi-modal transit facilities, in conformance with applicable policies.	<u>Consistent:</u> The proposed project is a transit-oriented development as it consists of residential uses in proximity to the Metrolink Station and Bus Transfer Station.
Policy LU 5.2.5: Encourage the mix of compatible uses in areas where, though not served by rail or transit, mixed uses will achieve more walkable neighborhoods and trip reduction, in conformance with applicable policies.	<u>Consistent:</u> The proposed project would be served by rail and transit. Though this Policy is not directly applicable to the proposed project due to its transit accessibility, the project has been designed to be walkable.
Community Appearance	
Goal LU 6: A scenic and beautiful urban environment that builds on the community's history and natural setting.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita.
Policy LU 6.1.1: Designate ridgelines throughout the planning area, and preserve these ridgelines from development by encouraging a minimum distance for grading and development from these ridgelines of 50 feet, or more, if determined preferable by the reviewing authority based on site conditions.	<u>Not Applicable:</u> The project side does not include any identified ridgelines.
Policy LU 6.1.2: On the Land Use Map, designate the Santa Clara River corridor, along with its major tributaries, as Open Space.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 6.1.3: Ensure that new development in hillside areas is designed to protect the scenic backdrop of foothills and canyons enjoyed by Santa Clarita Valley communities, through requiring compatible hillside management techniques that may include but are not limited to clustering of development; contouring and landform grading; revegetation with native plants; limited site disturbance; avoidance of tall retaining and build-up walls; use of stepped pads; and other techniques as deemed appropriate.	<u>Not Applicable:</u> The project site is not located in a hillside area.
Policy LU 6.2.1: Promote the inclusion of plazas, courtyards, seating areas, public art, and similar features within commercial centers, business parks, and civic facilities visited by the general public.	<u>Not Applicable:</u> The proposed project would not include commercial centers, business parks, and civic facilities.
Policy LU 6.2.2: Provide and enhance trail heads where appropriate with landscaping, seating, trash receptacles and information kiosks.	<u>Consistent:</u> The project would improve any existing trailhead located on the project site.
Policy LU 6.3.1: Promote planting of street trees throughout urban areas in the Santa Clarita Valley.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would plant trees throughout the site consistent with City requirements.
Policy LU 6.3.2: Develop compatible landscape plans for major arterials traversing the Santa Clarita Valley, including landscaped medians and parkways, and implement these plans in both City and County areas, where feasible and appropriate based on right of way and other conditions.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, portion of the project near Lost Canyon Road would be appropriately landscaped.
Policy LU 6.3.3: Enhance major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and at the northern and southern entrance points on	<u>Not Applicable:</u> The project site is not adjacent to or located along any of the referenced roadways.

Sierra Highway, where feasible and appropriate.	
Policy LU 6.3.4: Require undergrounding of utility lines for new development where feasible, and plan for undergrounding of existing utility lines in conjunction with street improvement projects where economically feasible.	<u>Consistent:</u> Dry utilities will be located within underground conduits, including telephone lines which will be constructed underground throughout the site within phases.
Policy LU 6.3.5: Restrict the establishment of billboards within the planning area.	<u>Not Applicable:</u> The proposed project would not include any billboards.
Policy LU 6.4.1: Maintain the historic buildings in Newhall, including the William Hart Regional Park buildings, the Tom Mix cottages at Heritage Junction, the American Theater, the Melody Ranch, and various other commercial and residential structures designated as local historic resources, through implementation of preservation measures in the Downtown Newhall Specific Plan.	<u>Not Applicable:</u> The project site is not located in Newhall.
Policy LU 6.4.2: Enhance the area around historic Lang Station by requiring a Specific Plan for redevelopment of this area.	<u>Not Applicable:</u> The project site is not located in the Lang Station area.
Policy LU 6.4.3: Maintain cultural resources from pre-historical Native American habitation and historical settlement in the areas around Vasquez Rocks, Elsmere Canyon, and along the Santa Clara River, through designation of these areas as Open Space on the Land Use Map.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, all artifacts collected at this site, would be conveyed to the Fernandeño Tataviam Band of Mission Indians, consistent with State requirements.
Policy LU 6.4.4: Maintain the historic site of Mentryville by designating the site as Open Space on the Land Use Map.	<u>Not Applicable:</u> The project site is not located in the Mentryville area.
Policy LU 6.4.5: Maintain the historic area of the Rancho San Francisco Estancia through implementation of preservation measures in the Newhall Ranch Specific Plan.	<u>Not Applicable:</u> The project site is not located in the historic area of the Rancho San Francisco Estancia.
Policy LU 6.4.6: Through the environmental review and development review and environmental review processes, evaluate impacts on historic and cultural sites from proposed development and require appropriate mitigation.	<u>Consistent:</u> The proposed project would evaluate impacts on historic and cultural sites during the environmental review and development review process.
Policy LU 6.5.1: Require use of high quality, durable, and natural-appearing building materials.	<u>Consistent:</u> The proposed project's Design Guidelines would require the use of high quality, durable and natural-appearing building materials.
Policy LU 6.5.2: Encourage the use of designs and architectural styles that incorporate classic and timeless architectural features.	<u>Consistent:</u> The proposed project's Design Guidelines would require the use of designs and architectural styles that incorporate classic and timeless architectural features.
Policy LU 6.5.3: Require architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would comply with this Policy through implementation of the project's Design Guidelines.
Policy LU 6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would comply with this Policy through implementation of the project's Design Guidelines.

Environmentally Responsible Development	
Goal LU 7: Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.	<u>Consistent:</u> The proposed project is a compact, transit-oriented development with a mix of residential land uses. The proposed project design encourages walkability through its location of residential uses to existing transit. The proposed project also would incorporate energy efficiency measures and water recycling into the project design.
Policy LU 7.1.1: Require shade trees within parking lots and adjacent to buildings to reduce the heat island effect, in consideration of Fire Department fuel modification restrictions.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would incorporate shade trees adjacent to buildings consistent with City requirements.
Policy LU 7.1.2: Promote the use of solar panels and other renewable energy sources in all projects.	<u>Consistent:</u> The proposed project would include roof overhangs, low-energy outdoor lighting, and passive solar systems to enhance energy conservation.
Policy LU 7.1.3: Encourage development of energy-efficient buildings, and discourage construction of new buildings for which energy efficiency cannot be demonstrated.	<u>Consistent:</u> The proposed project's would include energy conservation features such as those mentioned under Policy LU7.1.1, high-efficiency heating, ventilation, and air conditioning (HVAC) equipment, light-emitting diode (LED) lighting, lighting controls, and Energy Star labeled equipment.
Policy LU 7.1.4: Support the establishment of energy-efficient industries in the Santa Clarita Valley.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, as indicated above, the proposed project would be consistent with this Policy.
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.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would monitor growth, and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met.
Policy LU 7.2.2: If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the General Plan in consultation with water districts to ensure adequate long-term supply for existing businesses and residents.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, as indicated above, the proposed project would be consistent with Policy..
Policy LU 7.3.1: Promote the use of permeable paving materials to allow infiltration of surface water into the water table.	<u>Consistent:</u> The proposed project would be designed to include water quality Best Management Practices (BMPs), such as bioretention areas, rain gardens, planter boxes, vegetated swales and permeable pavement to promote infiltration and mitigate any potential water quality impacts.
Policy LU 7.3.2: Maintain stormwater runoff onsite by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable areas, and use of drainage areas as design elements, where feasible and reasonable.	<u>Consistent:</u> The proposed project would be designed to include water quality BMPs, such as bioretention areas, rain gardens, planter boxes, vegetated swales and permeable pavement to promote infiltration and mitigate any potential water quality impacts.
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.	<u>Consistent:</u> The proposed project incorporate sustainable drainage and water quality technologies, such as biofiltration areas, vegetated swales, and filter strips to reduce stormwater runoff and increase groundwater infiltration.

City of Santa Clarita General Plan Consistency Analysis

Policy LU 7.3.4: Implement best management practices for erosion control throughout the construction and development process.	<u>Consistent:</u> BMPs would be implemented consistent with City requirements and this Policy.
Policy LU 7.3.5: Limit development within flood-prone areas to minimize down-stream impacts.	<u>Consistent:</u> All site development would meet City of Santa Clarita, County of Los Angeles and FEMA requirements.
Policy LU 7.4.1: Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.	<u>Consistent:</u> The proposed project's landscape plan would minimize high water areas and emphasize the use of native and drought tolerant plant species. Smart irrigation systems and recycled water would be utilized for all irrigated areas.
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.	<u>Consistent:</u> The project would comply with City requirements per this Policy. Additionally, the project would include a water reclamation plant, which would provide a recycled water supply equal to the project's total demand.
Policy LU 7.5.1: Ensure that all new development provides adequate space for recycling receptacles and bins on site.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would provide recycling receptacles consistent with City requirements.
Policy LU 7.5.2: Promote the use of recycled building materials.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would comply with City requirements related to the use of recycled building materials.
Policy LU 7.6.1: Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels when businesses are closed.	<u>Consistent:</u> The proposed project would comply with City lighting standards and requirements. Lower level lighting would be utilized in most on-site areas.
Policy LU 7.6.2: Preserve habitat connectivity in site planning where feasible, and discourage the creation of open space islands surrounded by paving.	<u>Consistent:</u> The proposed project would preserve the surrounding Significant Ecological Area by developing on an infill site in proximity to other residential uses and the Metrolink Station.
Policy LU 7.6.3: Protect wildlife corridors through site design and appropriate land use designations, including mapped corridors and other corridors that may be identified through biological surveys.	<u>Consistent:</u> The reach of the Santa Clara River corridor located to the north of the project site would be preserved as open space. The proposed project would preserve the surrounding Significant Ecological Area (SEA) by developing on an infill site in proximity to other residential uses and the Metrolink Station.
Policy LU 7.6.4: Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.	<u>Consistent:</u> There are no City-identified hillsides on the project site and the site is generally flat. The proposed project would preserve protected trees and biological resources to the extent feasible. The project would incorporate measures, as appropriate, to reduce impacts to these resources.
Policy LU 7.7.1: Maintain a suitable distance and/or provide buffering to separate aggregate mining and processing activities from nearby residential uses and other uses with sensitive receptors to noise and airborne emissions.	<u>Not Applicable:</u> The project site would not be located in proximity to aggregate mining and processing activities.
Policy LU 7.7.2: Avoid designating land uses in areas with significant mineral resources or utility facilities that would	<u>Not Applicable:</u> There are no significant mineral resources or utility facilities located on the project site.

preclude the future extraction and use of those resources and facilities.	
Policy LU 7.8.1: Adopt and implement consistent policies for protection of oak woodlands and oak trees throughout the planning area.	<u>Consistent:</u> The proposed project would preserve protected trees and biological resources to the extent feasible. The project would incorporate measures, as appropriate, to reduce impacts to these resources.
Policy LU 7.8.2: Protect all designated Significant Ecological Areas (SEA's) from incompatible development.	<u>Consistent:</u> Portions of the project site currently are located within a designated SEA boundary (i.e., SEA 23). However, the project proposes a General Plan amendment and a Specific Plan designation that would change the SEA boundaries to be consistent with identified sensitive biological resources.
Environmental Justice	
Goal LU 8: Equitable and convenient access to social, cultural, educational, civic, medical, and recreational facilities and opportunities for all residents.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita, and is not directly applicable to the proposed project.
Policy LU 8.1.1: Coordinate plans for new residential development with affected school districts to ensure adequate mitigation of impacts on school facilities; provision of facilities and programs to promote academic excellence for Santa Clarita Valley students; coordination on joint use of facilities and transportation; and long-range planning.	<u>Consistent:</u> The project would coordinate plans with affected school districts as part of the development review process.
Policy LU 8.1.2: Implement a master plan for trails throughout the Santa Clarita Valley to serve all residents.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would provide a multi-use path that terminates at a public plaza at the far eastern area of the Specific Plan, which provides an outdoor publicly accessible amenity adjacent to the Metrolink transit station as well as shopping, trails, and other amenities to the north.
Policy LU 8.1.3: Implement a master plan for parks, with special focus on provision of additional playfields for youth sports in locations accessible to underserved neighborhoods.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would further implementation of this Policy through its provision of walkways connecting residential units, adjacent commercial uses, and the Metrolink Station.
Policy LU 8.1.4: Ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in the Santa Clarita Valley, by promoting child care facilities in commercial and residential areas.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 8.1.5: Coordinate with the Los Angeles County Library System to assist in expanding library services as needed to meet the needs of the community.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, consistent with City requirements and this Policy, the project would mitigate impacts to library services through the payment of a library impact fee.
Policy LU 8.1.6: Coordinate with the Arts Alliance and other similar entities to promote access to cultural events and facilities for all residents.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 8.1.7: Work with medical service providers to facilitate preservation and enhancement of health	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

services, including the Santa Clarita Valley's trauma center, provided applications are in conformance with applicable General Plan policies and environmental requirements.	
Policy LU 8.1.8: Work with social service agencies providing assistance to homeless persons to develop and maintain a suitable shelter in the Santa Clarita Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 8.1.9: Assist persons and households with temporary housing needs by promoting transitional housing facilities for victims of domestic violence in multiple-family residential land use designations, subject to applicable zoning requirements.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 8.1.10: Coordinate with agencies that provide services to seniors and the elderly to expand senior facilities, which may include a new senior center.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 8.2.1: In making locational decisions for siting new community facilities, consider ease of access for all users (vehicular, pedestrian, and transit).	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would further implementation of this Policy through its location near the adjacent Metrolink Station and Bus Transfer Station, which would provide transit accessibility for the project and surrounding areas.
Policy LU 8.2.2: Identify neighborhoods that are underserved by public facilities and community services, and plan for equitable distribution of these facilities.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would provide affordable housing opportunities within the City and be located near the Metrolink Station.
Policy LU 8.3.1: Require fair and equitable treatment in considering, adopting, implementing, and enforcing development regulations and policies, including but not limited to providing equal opportunity for public input and considering impacts from development approvals on all segments of the population.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Public Facilities	
Goal LU 9: Adequate public facilities and services, provided in a timely manner and in appropriate locations to serve existing and future residents and businesses.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project's phasing plan is consistent with this Policy as it would bring adequate public facilities and services on-line with residential uses.
Policy LU 9.1.1: Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.	<u>Consistent:</u> The proposed project's phasing plan would bring adequate infrastructure on-line to meet the needs of each phase of development prior to occupancy.
Policy LU 9.1.2: Coordinate review of development projects with other agencies and special districts providing utilities and other services.	<u>Consistent:</u> The City's development review process conducted for the proposed project includes consultation with affected agencies and utilities.
Policy LU 9.1.3: Protect major utility transmission corridors, pumping stations, reservoirs, booster stations, and other similar facilities from encroachment by incompatible uses, while allowing non-intrusive uses such as plant nurseries, greenbelts and recreational trails.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Further, the project site is not located on or adjacent to any major utility transmission corridors, pumping stations, reservoirs, booster stations, or other similar facilities.
Policy LU 9.1.4: Develop and apply compatible standards within City and County areas for design and maintenance of utility infrastructure, in consideration of the character of	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project's utility infrastructure design would consider the character of the community.

each community.	
Policy LU 9.1.5: Work with the Los Angeles County Sheriff's Department to expand law enforcement facilities to meet the needs of the Valley's growing population.	<u>Consistent:</u> The proposed project would pay the required sheriff facilities impact fee.
Policy LU 9.1.6: Coordinate with appropriate agencies and organizations to ensure that landfill expansion needs are met while minimizing adverse impacts to Valley residents.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy LU 9.1.7: Provide for location of additional waste transfer stations and other facilities to promote recycling and reuse of materials within Industrial designations on the Land Use Map, subject to applicable zoning requirements.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Circulation Element	
Multi-Modal Circulation Network	
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.	<u>Consistent:</u> The proposed project would be located adjacent to the proposed multi-modal transit facility (Metrolink Station, Bus Transfer Station, multi-purpose trails, and sidewalks) to serve the project's residential uses.
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.	<u>Consistent:</u> The proposed project would be located adjacent to the proposed multi-modal transit facility (Metrolink Station, Bus Transfer Station, multi-purpose trails, and sidewalks) to serve the project's residential uses.
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.	<u>Consistent:</u> The proposed project would be located adjacent to the proposed multi-modal transit facility (Metrolink Station, Bus Transfer Station, multi-purpose trails, and sidewalks) to serve the project's residential uses.
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.	<u>Consistent:</u> The proposed project would be located adjacent to the proposed multi-modal transit facility (Metrolink Station, Bus Transfer Station, multi-purpose trails, and sidewalks) to serve the project's residential uses.
Policy C 1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.	<u>Consistent:</u> The proposed project's Mobility Plan includes safe and pleasant multi-purpose trails, sidewalks, and bike lanes.
Policy C 1.1.5: Plan for efficient links between circulation systems at appropriate locations, including but not limited to bus-rail connections and pedestrian-bus connections.	<u>Consistent:</u> The proposed project would be located adjacent to the proposed multi-modal transit facility (Metrolink Station, Bus Transfer Station, multi-purpose trails, and sidewalks) to serve the project's residential uses.
Policy C 1.1.6: Encourage multi-modal travel through provision of adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations.	<u>Consistent:</u> The proposed project is a transit-oriented development and would be located adjacent to the proposed Metrolink Station, Bus Transfer Station, sidewalks, and multi-purpose trails. Bicycle storage would be provided for residents and guests.
Policy C 1.1.7: Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.	<u>Consistent:</u> The proposed project's Mobility Plan would provide a safe, convenient, and comprehensive pedestrian/bicycle mobility system throughout the project.

	site
Policy C 1.1.8: Acquire and/or reserve adequate right-of-way in transportation corridors to accommodate multiple travel modes, including bus turnouts, bus rapid transit (BRT), bikeways, walkways, and linkages to trail systems.	<u>Consistent:</u> The proposed project is a transit-oriented development, and would be located adjacent to the Metrolink Station, Bus Transfer Station, sidewalks, and multi-purpose trails.
Policy C 1.1.9: Incorporate funding for all modes of transportation in the capital improvement program, and seek funding from all available sources for multi-modal system development.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 1.1.12: Implement recommendations of the City's Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would assist in the implementation of the City's Non-Motorized Transportation Plan.
Policy C 1.1.13: Activity centers should be designed or improved to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.	<u>Not Applicable:</u> The proposed project would not include activity centers, such as employment or commercial uses.
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.	<u>Consistent:</u> The proposed project would assist in the implementation of this Policy. The proposed project is a transit-oriented development and locates higher density housing in close proximity to a Metrolink Station and Bus Transfer Station.
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.	<u>Consistent:</u> The proposed project's Mobility Plan would include an extensive bicycle/pedestrian system throughout the project site, linking residential land uses to the Metrolink Station and Bus Transfer Station.
Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.	<u>Not Applicable:</u> The proposed project would not include commercial or industrial development.
Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.	<u>Consistent:</u> The proposed project is a transit-oriented development and locates higher density housing in close proximity to a Metrolink Station and Bus Transfer Station.
Policy C 1.2.5: Encourage compact development and mixed uses to locate housing, workplaces, and services within walking or bicycling distance of each other.	<u>Consistent:</u> The proposed project is a compact, transit-oriented development that would place residential uses within walking distance of the Metrolink Station and Bus Transfer Station
Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.	<u>Consistent:</u> The proposed project would include flexible parking and roadway design standards to promote transit use.
Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.	<u>Consistent:</u> The project design would encourage pedestrian mobility through its highly connected circulation grid and small blocks.
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	<u>Consistent:</u> The proposed project's Mobility Plan provides for safe pedestrian connections.

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.	<u>Consistent:</u> The proposed project's Mobility Plan encourages and promotes walking and bicycling through its extensive system of trails, bike paths, and sidewalks.
Policy C 1.2.10: Protect communities by discouraging the construction of facilities that sever residential neighborhoods.	<u>Consistent:</u> The proposed project would not sever existing residential neighborhoods; rather, through its pedestrian mobility system, mix of land uses and multi-modal transit facility, the proposed project would connect surrounding communities to the each other and the project.
Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.	<u>Consistent:</u> The proposed project would assist in the implementation of this Policy. The proposed project utilizes various smart growth policies (e.g., compact development, transit accessibility, etc.) in its design.
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.	<u>Consistent:</u> The proposed project's Mobility Plan would provide a comprehensive network of bicycle and pedestrian trails throughout the project site, linking the various uses together and connecting to the City's trail system.
Policy C 1.3.1: Continue coordinating with the Metropolitan Transportation Authority (MTA or Metro) to implement the County's Congestion Management Program (CMP) for designated CMP roadways.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 1.3.2: Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the SCAQMD Air Quality Management Plan.	<u>Consistent:</u> The proposed project would include a multi-modal transit facility that would contribute to achieving the air quality goals of the SCAQMD Air Quality Management Plan.
Policy C 1.3.3: Coordinate circulation planning with the Regional Transportation Plan prepared by the Southern California Association of Governments (SCAG), to ensure consistency of planned improvements with regional needs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 1.3.4: Continue coordination with Caltrans on circulation and land use decisions that may affect Interstate 5, State Route 14, and State Route 126, and support programs to increase capacity and improve operations on these highways.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, coordination with Caltrans may be required as part of the environmental review process.
Policy C 1.3.5: Ensure consistency with the County's adopted Airport Land Use Plan as it pertains to the Agua Dulce Airport, in order to mitigate aviation-related hazards and protect airport operations from encroachment by incompatible uses.	<u>Not Applicable:</u> The project site is not located in the vicinity of Agua Dulce Airport.
Street and Highway System	
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.	<u>Consistent:</u> The proposed project would further implementation of this Goal through designing an orderly extension from the local roadway system to the internal circulation system of the project site.
Policy C 2.1.1: Protect mobility on arterial highways by limiting excessive cross traffic, access points, and turning movements; traffic signals on arterial highways should be spaced at least ½-mile apart, and the minimum allowable	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

separation should be at least ¼-mile.	
Policy C 2.1.2: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.	<u>Consistent:</u> The proposed project would extend access from Lost Canyon Road through a new east-west private road – Harriman Drive.
Policy C 2.1.3: Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means as appropriate.	<u>Consistent:</u> The proposed project would implement measures, as necessary to ensure compliance with this Policy.
Policy C 2.1.4: Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.1.5: Periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.2.1: Designate roadways within the planning area based on their functional classification as shown on Exhibit C-2.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.2.2: Adopt consistent standard street cross sections for City and County roadways in the planning area, as shown on Exhibit C-3.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.2.3: Coordinate circulation plans of new development projects with each other and the surrounding street network, within both City and County areas.	<u>Consistent:</u> The proposed project's circulation network would be coordinated with the surrounding street network.
Policy C 2.2.4: Strive to maintain a Level of Service (LOS) D or better on most roadway segments and intersections to the extent practical; in some locations, a LOS E may be acceptable, or LOS F may be necessary, for limited durations during peak traffic periods.	<u>Consistent:</u> The proposed project would implement measures, as necessary to ensure compliance with this Policy.
Policy C 2.2.5: Adopt common standards for pavement width in consideration of capacity needs to serve projected travel demand, provided that a reduction in pavement width may be allowed in order to reduce traffic speeds, protect resources, enhance pedestrian mobility, or as otherwise deemed appropriate by the reviewing agency.	<u>Consistent:</u> The proposed project would be consistent with this Policy. Street widths within the project site accommodate projected travel demand while enhancing pedestrian and bicycle mobility.
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.	<u>Consistent:</u> The proposed project’s circulation system would promote a “healthy street” design through the use of reduced street widths, on-street parking, traffic calming, bike routes, landscaped parkways and pedestrian connectivity.
Policy C 2.2.7: Where practical, encourage the use of grid	<u>Consistent:</u> The project would increase connectivity and

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.	walkability through the internal street sections that slow traffic and facilitate pedestrian access.
Policy C 2.2.8: Local street patterns should be designed to create logical and understandable travel paths for users and should provide access between neighborhoods for local residents while discouraging cut-through traffic; cul-de-sac length should not exceed 600 feet, and “dog-leg” cul-de-sacs with one or more turns between the bulb and the outlet should be avoided where possible.	<u>Consistent:</u> The proposed project’s internal circulation system would be designed as local street sections that provide for vehicular, pedestrian, and bicycle connections from the four planning areas to open space areas and the Metrolink Station.
Policy C 2.2.9: Medians constructed in arterial streets should be provided with paved crossover points for emergency vehicles, where deemed necessary by the Fire Department.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with this Policy as required by the City. .
Policy C 2.2.10: The street system design, including block length, width, horizontal and vertical alignments, curves, and other design characteristics, should function safely and effectively without the subsequent need for excessive traffic control devices to slow or deflect traffic.	<u>Consistent:</u> The proposed project’s street system design would function safely and effectively without the subsequent need for excessive traffic control devices. The proposed project’s circulation system would include multi-use path on internal, private streets.
Policy C 2.2.11: For intersections of collector or larger streets, four-way intersections are preferred over offset intersections.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with this Policy as required by the City.
Policy C 2.2.12: Private streets, other than driveways and alleyways typically associated with multi-family development, should be constructed to standards for public rights-of-way, except as otherwise approved by the reviewing agency.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with this Policy as required by the City.
Policy C 2.2.13: Protect the community character of rural areas by requiring use of rural street standards, which may include reduced pavement width, reduced street lighting to protect night skies, rolled curbs, or no curbs and no sidewalks.	<u>Not Applicable:</u> The project site is not located in a rural area.
Policy C 2.2.14: Streets should be designed in context with the terrain and the natural and built features of the area, but excessively circuitous streets should be avoided to minimize unnecessary vehicle, bicycle and pedestrian mileage.	<u>Consistent:</u> The proposed project would also include an extensive and efficient pedestrian/bicycle mobility system.
Policy C 2.2.15: Adopt consistent standards for implementation of Americans with Disabilities Act requirements such as curb ramp design and accessible pedestrian signals.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the project would comply with this Policy as required by the City.
Policy C 2.3.1: Enhance community appearance through landscaping, street lighting, street furniture, bus shelters and benches, and other aspects of streetscape design within the right-of-way, where appropriate.	<u>Consistent:</u> The proposed project would include landscaping that would be visible to those within the public right-of-way, near the project site.
Policy C 2.3.2: Encourage unified treatment of arterial streets within both City and County areas, while permitting	<u>Consistent:</u> The proposed project’s internal roadways would preserve and enhance the village character.

flexibility of streetscape design between neighborhoods and districts to preserve village character.	
Policy C 2.3.3: When evaluating road widening projects, consider the impacts of additional traffic, noise, and fumes on adjacent land uses and use context-sensitive design techniques where appropriate.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Impacts related to additional traffic, noise, and fumes would be evaluated during the environmental review process.
Policy C 2.3.4: Protect residential neighborhoods from cut-through traffic using local streets to avoid congested arterials, through use of street design and traffic control devices.	<u>Consistent:</u> The proposed project's internal roadways would not provide connections to other uses; thereby reducing the ability for cut-through in the residential neighborhood.
Policy C 2.4.1: Require design of pavement sections on major and secondary highways to account for truck traffic, to prevent excessive pavement deterioration from truck use.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.4.2: Establish adequate setbacks from major and secondary highways for sensitive receptors and sensitive uses, so as to minimize impacts on these individuals and uses from noise and air pollution caused by truck traffic.	<u>Consistent:</u> The project's residential uses are setback from major and secondary highways.
Policy C 2.4.3: Prohibit through truck traffic on designated scenic routes.	<u>Not Applicable:</u> There are no designated scenic routes located on the project site.
Policy C 2.4.4: Adopt regulations for truck parking on public streets, to avoid impacts to residential neighborhoods.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.5.1: Maintain a current evacuation plan as part of emergency response planning.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita
Policy C 2.5.2: Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation and emergency response; require two points of ingress and egress for every subdivision or phase thereof, except as otherwise approved for small subdivisions where physical constraints preclude a second access point.	<u>Consistent:</u> The proposed project would be served by adequate emergency and secondary access. The access within the project site would be reviewed by the City as part of the development review process.
Policy C 2.5.3: Require provision of visible street name signs and addresses on all development to aid in emergency response.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would provide visible street name signs and addresses consistent with this Policy per City requirements.
Policy C 2.5.4: Provide directional signage to Interstate 5 and State Route 14 at key intersections in the Valley, to assist emergency evacuation operations.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would provide directional signage per City requirements.
Policy C 2.6.1: Require that new development construct or provide its fair share of the cost of transportation improvements, and that required improvements or in-lieu contributions are in place to support the development prior to occupancy.	<u>Consistent:</u> The project applicant either would construct or pay fair-share fees for transportation improvements.
Policy C 2.6.2: Evaluate the feasibility of establishing a joint City/County Intelligent Transportation Management System (ITMS) impact fee for new development that is unable to otherwise mitigate its impacts to the roadway system through implementation of the adopted Highway Plan.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 2.6.3: Support local, regional, state and federal agencies in identifying and implementing funding	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

alternatives for the Valley's transportation systems.	
Policy C 2.6.4: Coordinate road construction with improvements to other utility systems in the right-of-way.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy 8.6: Encourage Green Building principles for new building and renovation projects.	<u>Consistent</u> : The project applicant would require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan would be developed to achieve energy efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code.
Vehicle Trip Reduction	
Goal C 3 : Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.	<u>Consistent</u> : The proposed project is a transit-oriented development, such that it would create fewer vehicle trips than a typical, suburban residential development with the same number of residential units. The project would locate residential uses adjacent to the Metrolink Station, Bus Transfer Station, trails, sidewalks and bike routes.
Policy C 3.1.1: In evaluating new development projects, require trip reduction measures as feasible to relieve congestion and reduce air pollution from vehicle emissions.	<u>Consistent</u> : The project would locate residential uses adjacent to the Metrolink Station, Bus Transfer Station, trails, sidewalks and bike routes. The transit-oriented development would promote use of alternative transportation to reduce air pollution from vehicle emissions.
Policy C 3.1.2: Promote home-based businesses and live-work units as a means of reducing home-to-work trips.	<u>Consistent</u> : The proposed project would permit home occupation businesses; however, it would not include live-work units.
Policy C 3.1.3: Promote the use of flexible work schedules and telecommuting to reduce home to work trips.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 3.1.4: Promote the use of employee incentives to encourage alternative travel modes to work.	<u>Consistent</u> : The proposed project would encourage the use of alternative travel modes through its proximity to the Metrolink Station and Bus Transfer Station.
Policy C 3.1.5: Promote the use of van pools, car pools, and shuttles to encourage trip reduction.	<u>Not Applicable</u> : The proposed project would not include such uses that would utilize van pools, car pools, or shuttles (i.e. employment centers).
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.	<u>Not Applicable</u> : The proposed project would not include business and employment centers.
Policy C 3.2.1: Adopt clean vehicle purchase policies for City and County fleets.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 3.2.2: Continue to enhance signal timing and synchronization to allow for free traffic flow, minimizing idling and vehicle emissions.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.	<u>Not Applicable</u> : The proposed project would not include infrastructure, such as a parking structure, that would support the use of alternative fuel vehicles.
Policy C 3.3.1: Evaluate parking standards and reduce requirements where appropriate, based on data showing that requirements are in excess of demand.	<u>Not Applicable</u> : This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 3.3.2: In pedestrian-oriented, high density mixed use districts, provide for common parking facilities to	<u>Not Applicable</u> : The proposed project would not include a mixed-use development.

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.	<u>Not Applicable:</u> The proposed project would not include businesses.
Policy C 3.3.4: Within transit-oriented development projects, consider providing incentives such as higher floor area ratio and/or lower parking requirements for commercial development that provides transit and ride-share programs.	<u>Not Applicable:</u> The proposed project would not include commercial uses.
Policy C 3.3.5: Encourage convenient short-term parking in high-activity areas, and all day parking at the periphery of the development areas.	<u>Not Applicable:</u> The proposed project would not include a high-activity area.
Policy C 3.3.6: Site plans should prioritize direct pedestrian access between building entrances, sidewalks and transit stops, by placing parking behind buildings where possible, to the sides of buildings when necessary, and always away from street intersections.	<u>Consistent:</u> The proposed project would include pedestrian access between buildings, sidewalks and transit stops.
Rail Service	
Goal C 4: Rail service to meet regional and inter-regional needs for convenient, cost-effective travel alternatives, which are fully integrated into the Valley's circulation systems and land use patterns.	<u>Consistent:</u> The proposed project would place a number of residential uses in proximity to the Metrolink Station.
Policy C 4.1.1: Develop permanent Metrolink facilities with an expanded bus transfer station and additional park-and-ride spaces at the Via Princessa station, or other alternative location as deemed appropriate to meet the travel needs of residents on the Valley's east side.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.1.2: Coordinate with other agencies to facilitate extension of a passenger rail line from the Santa Clarita Station to Ventura County, which may be used for Metrolink service.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.1.3: Continue to expand and improve commuter services, including park-and-ride lots, bicycle parking and storage, and waiting facilities, at all Metrolink stations.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would place residential uses in proximity to the Metrolink Station with parking, bicycle parking and storage, and waiting facilities.
Policy C 4.1.4: Encourage the preservation of abandoned railroad right-of-way for future transportation facilities, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.1.5: Work with other agencies to increase rail efficiency and public safety through street and track improvements, and grade separations where needs are identified.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.1.6: Provide incentives to promote transit-oriented development near rail stations.	<u>Consistent:</u> The proposed project would be a transit oriented development, and would place residential uses in proximity to the Metrolink Station and Bus Transfer Station.
Policy C 4.1.7: Facilitate coordination of planning for any future high speed regional rail systems in the Valley with Metrolink services.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.1.8: Minimize impacts to passenger rail service and the community from any proposed increase to freight	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

rail service through the Valley.	
Policy C 4.2.1: Continue to work with the Orange Line Development Authority (OLDA) to plan for development of an environmentally sensitive, high speed transportation system with a route through the Santa Clarita Valley, including a regional station hub with associated infrastructure that would provide connections to the Los Angeles Basin, Palmdale Regional Airport, and other destinations.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.2.2: Coordinate with other agencies as needed to facilitate planning for other high-speed rail alternatives in the Santa Clarita Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 4.2.3: Promote and encourage the expansion of Amtrak Rail Service to the Santa Clarita Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Bus Transit	
Goal C 5: Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley.	<u>Consistent:</u> The project proposes residential uses in proximity to a Metrolink Station and Bus Transfer Station. Both transit facilities would make these alternative modes of transportation more accessible to residents in the eastern Santa Clarita Valley.
Policy C 5.1.1: Require that new subdivisions provide for two means of access into and out of the development, in order to provide for transit access, where feasible.	<u>Consistent:</u> The proposed project would have two means of access off Harriman Drive, as well as a connection to the new Metrolink Station.
Policy C 5.1.2: For private gated communities, require the developer to accommodate bus access through the entry gate, or provide bus waiting facilities at the project entry with pedestrian connections to residential streets, where appropriate.	<u>Not Applicable:</u> The proposed project would not be a private, gated community.
Policy C 5.1.3: Consider the operational characteristics of buses when determining acceptable street designs, including grades and turning radii.	<u>Consistent:</u> The proposed project would be adjacent to a Bus Transfer Station. The proposed street designs near bus routes would be reviewed and approved as part of the City's development review process.
Policy C 5.1.4: Provide for location of bus stops within ¼-mile of residential neighborhoods, and include paved bus waiting areas in street improvement plans wherever appropriate and feasible.	<u>Consistent:</u> The Bus Transfer Station is within walking/biking distance of the project's residential units.
Policy C 5.1.5: Location and design of bus turnouts should not obstruct traffic and should provide sufficient merging length for the bus to re-enter the traffic flow.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.1.6: Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.2.1: Require paved waiting areas, accessible by paved walkways and reasonably direct pedestrian routes, for bus stops in new development; and provide for retrofitting of existing bus stops, where feasible and practicable.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.2.2: Adopt and implement consistent design standards for use in both City and County areas for bus shelters, bus benches, trash receptacles, lighting, and other improvements for transit stops that are aesthetically	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

pleasing and consistent with community character.	
Policy C 5.2.3: Adopt and implement common design standards for bus turnouts and merging lanes along arterial streets, in convenient, accessible locations.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.2.4: Enhance way-finding signage along walkways and paseos to direct pedestrians to transit stops.	<u>Consistent:</u> The project applicant would work with the City of Santa Clarita to ensure that appropriate transit station way-finding signage is included on project walkways and trails.
Policy C 5.2.5: Complementary transportation modes should be interconnected at intermodal transit centers, including provisions for bicycles on buses, bicycle parking at transit centers, and park-and-ride at transit stops.	<u>Consistent:</u> The proposed project would connect to the Metrolink Station and Bus Transfer station by walking or biking.
Policy C 5.3.1: Continue to provide fixed route service to significant activity areas and neighborhoods with moderate to high density, and serve low-density and rural areas with dial-a-ride, flexible fixed routes, or other transit services as deemed appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.3.2: Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.	<u>Consistent:</u> The proposed project is a transit-oriented development. The project would consist of residential uses in close proximity to transit and other uses. The design of the proposed project would assist in maximizing transit service efficiency and ridership.
Policy C 5.3.3: Evaluate the feasibility of providing “fly-away” bus transit service to airports located at Burbank, Palmdale, and Los Angeles, and implement this program when warranted by demand.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.3.4: Evaluate the feasibility of providing bus rapid transit (BRT) for key transit corridors when light-rail is not feasible or cost effective.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 5.4.1: Establish transit impact fee rates that are based on the actual impacts of new development on the transit system, and regularly monitor and adjust these fees as needed to ensure adequate mitigation.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project applicant would construct improvements or pay transit impact fees consistent with City requirements.
Policy C 5.4.2: Evaluate the feasibility of establishing a joint City/County transit impact fee to equitably distribute the capital costs of transit system expansion to meet the needs of new development in both County and City areas of the Valley.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project applicant would construct improvements or pay transit impact fees consistent with City requirements.
Policy C 5.4.3: Seek funding for transit system expansion and improvement from all available sources, including local, state, and federal programs and grants.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
<i>Bikeways</i>	
Goal C 6: A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use and utilitarian travel, connecting communities and the region.	<u>Consistent:</u> The proposed project’s Mobility Plan would provide a comprehensive network of bicycle and pedestrian trails, paths and sidewalks throughout the project site.
Policy C 6.1.1: For recreational riders, continue to develop Class I bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the project would ensure connectivity of bicycle facilities within the project site to the surrounding areas.
Policy C 6.1.2: For long-distance riders and those who	<u>Consistent:</u> This Policy is a responsibility of and directed to

bicycle to work or services, provide striped Class II bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.	the City of Santa Clarita. However, the project would ensure connectivity of bicycle facilities within the project site to the surrounding areas.
Policy C 6.1.3: Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.	<u>Consistent:</u> The proposed project would provide the required bike paths required by the City of Santa Clarita consistent with this Policy.
Policy C 6.1.4: Where inadequate right-of-way exists for Class I or II bikeways, provide signage for Class III bike routes or designate alternative routes as appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 6.1.5: Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the project would ensure connectivity of bicycle facilities within the project site to the surrounding areas.
Policy C 6.2.1: Bicycle parking, which can include bicycle lockers and sheltered areas, should be required at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.	<u>Consistent:</u> The proposed project would incorporate bicycle parking/lockers for residents and guests.
Policy C 6.2.2: Bicycle racks on transit vehicles should be provided to give bike-and-ride commuters the ability to transport their bicycles.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 6.2.3: Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the development review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.	<u>Not Applicable:</u> The proposed project would not include commercial uses or other employment opportunities that would require services for bicycle commuters.
<i>Pedestrian Circulation</i>	
Goal C 7: Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.	<u>Consistent:</u> The proposed project would assist in the implementation of this Goal as it would create a safe, walkable community, thereby providing a viable alternative to driving to local destinations.
Policy C 7.1.1: In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.	<u>Consistent:</u> The proposed project would include pedestrian connections within and between the project site. Seating areas, shading, lighting, directional signage, accessibility and convenience would be incorporated into the project design.
Policy C 7.1.2: For existing walled subdivisions, promote the extension of pedestrian access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements where feasible.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 7.1.3: Where feasible and practical, consider grade separated facilities to provide pedestrian connections across arterial streets, flood control channels, utility easements, and other barriers.	<u>Not Applicable:</u> The project site does not include barriers that would require grade-separated facilities.
Policy C 7.1.4: Identify and develop an improvement program to connect existing walkways and paseos to transit and services, where needed and appropriate.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. However, the proposed project would further implementation of this Policy through its inclusion of an extensive pedestrian/bicycle system that would provide direct access to transit and services.
Policy C 7.1.5: In new commercial development, provide for direct, clearly delineated, and preferably landscaped	<u>Not Applicable:</u> The project does not include commercial development.

pedestrian walkways from transit stops and parking areas to building entries, and avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.	
Policy C 7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.	<u>Consistent:</u> The project would include design features that allow for easy access to public sidewalks and transit.
Policy C 7.1.7: Promote use of pedestrian-oriented scale and design features in areas intended for pedestrian use.	<u>Consistent:</u> The proposed project would incorporate pedestrian-oriented scale and design features in pedestrian areas.
Policy C 7.1.8: Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy C 7.1.9: Promote pedestrian-oriented street design through traffic-calming measures where appropriate, which may include but are not limited to bulb-outs or chokers at intersections, raised crosswalks, refuge islands, striping, and landscaping.	<u>Consistent:</u> The proposed project would incorporate pedestrian-oriented street design.
Policy C 7.1.10: Continue to expand and improve the Valley's multi-use trail system to provide additional routes for pedestrian travel.	<u>Consistent:</u> The proposed project would incorporate trails to connect to surrounding uses.
Noise Element	
Noise Environment	
Goal N 1: A healthy and safe noise environment for Santa Clarita Valley residents, employees, and visitors.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with City requirements regulating construction-related noise.
Policy N 1.1.1: Use the Noise and Land Use Compatibility Guidelines contained on Exhibit N-8, which are consistent with State guidelines, as a policy basis for decisions on land use and development proposals related to noise.	<u>Consistent:</u> During the environmental review process, the Noise and Land Use Compatibility Guidelines would be used to assess the potential noise impacts of the project.
Policy N 1.1.2: Continue to implement the adopted Noise Ordinance and other applicable code provisions, consistent with state and federal standards, which establish noise impact thresholds for noise abatement and attenuation, in order to reduce potential health hazards associated with high noise levels.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with the Noise Ordinance requirements during project construction and operation.
Policy N 1.1.3: Include consideration of potential noise impacts in land use planning and development review decisions.	<u>Consistent:</u> The development review and environmental review process would consider potential noise impacts.
Policy N 1.1.4: Control noise sources adjacent to residential, recreational, and community facilities, and those land uses classified as noise sensitive.	<u>Consistent:</u> The environmental review process would ensure the proposed project controls noise sources generated during construction and operations.
Policy N 1.1.5: Monitor and update data and information regarding current and projected noise levels in the planning area.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy N 1.1.6: Provide development review comments on projects proposed by other agencies and special districts that may generate noise impacts affecting land uses within the Santa Clarita Valley, including any freeway and high-speed rail projects.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

Reduction of Noise from Traffic	
Goal N 2: Protect residents and sensitive receptors from traffic-generated noise.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project has been designed in a manner to minimize noise impacts from roadways on sensitive receptors.
Policy N 2.1.1: Encourage owners of existing noise-sensitive uses, and require owners of proposed noise sensitive land uses, to construct sound barriers to protect users from significant noise levels, where feasible and appropriate.	<u>Consistent:</u> The environmental review process would ensure noise sensitive land uses are protected from significant noise levels. .
Policy N 2.1.2: Encourage the use of noise absorbing barriers, where appropriate.	<u>Consistent:</u> The environmental review process would include such measures listed in this Policy, if appropriate.
Policy N 2.1.3: Where appropriate, coordinate with the California Department of Transportation (Caltrans) to ensure that sound walls or other noise barriers are constructed along Interstate 5 and State Route 14 in the immediate vicinity of residential and other noise sensitive developments, where setbacks and other sound alleviation devices do not exist.	<u>Consistent:</u> Proposed residential uses within the project site are separated from SR-14 by the Santa Clara River; given the distance between these areas and SR-14, no noise absorbing barriers would be required. That said, the project applicant would coordinate with Caltrans on the identification of a fair- share mitigation fee for off-site sound walls or other noise barriers, if necessary.
Policy N 2.1.4: Reduce significant noise levels related to through-traffic in residential areas by promoting subdivision circulation designs to contain a hierarchy of streets, which efficiently direct traffic to highways.	<u>Consistent:</u> Internal roads within the proposed project would be arranged in a hierarchy, organized by function, to facilitate access within and around the project site.
Policy N 2.1.5: Encourage employers to develop van pool and other travel demand management programs to reduce vehicle trip-generated noise in the planning area.	<u>Not Applicable.</u> The proposed project would not generate employees.
Policy N 2.1.6: Work with the City of Santa Clarita Transit to improve and expand current public transit services and routes to reduce vehicle trips and resulting noise levels.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. The proposed project would, however, locate residential uses in close proximity to transit options. These transit opportunities provided by the proposed project would reduce vehicle trips and subsequently resulting noise levels.
Policy N 2.1.7: Require vehicle owners to properly maintain their equipment to avoid generating excessive noise levels.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Residential Neighborhoods	
Goal N 3: Protect residential neighborhoods from excessive noise.	<u>Consistent:</u> The proposed project is designed to minimize excessive noise levels in residential neighborhoods.
Policy N 3.1.1: Require that developers of new single-family and multi-family residential neighborhoods in areas where the ambient noise levels exceed 60 CNEL provide mitigation measures for the new residences to reduce interior noise levels to 45 CNEL, based on future traffic and railroad noise levels.	<u>Consistent:</u> The increase in ambient noise levels would be evaluated as part of the environmental review process. The proposed project would comply with this Policy.
Policy N 3.1.2: Require that developers of new single-family and multi-family residential neighborhoods in areas where the projected noise levels exceed 65 CNEL provide mitigation measures (which may include noise barriers, setbacks, and site design) for new residences to reduce outdoor noise levels to 65 CNEL, based on future traffic conditions. This requirement would apply to rear yard areas for single-family developments, and to private open	<u>Consistent:</u> The increase in noise levels would be evaluated as part of the environmental review process. The proposed project would comply with this Policy.

space and common recreational and open space areas for multi-family developments.	
Policy N 3.1.3: Through enforcement of the applicable Noise Ordinance, protect residential neighborhoods from noise generated by machinery or activities that produce significant discernable noise exceeding recommended levels for residential uses.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy N 3.1.4: Require that those responsible for construction activities develop techniques to mitigate or minimize the noise impacts on residences, and adopt standards that regulate noise from construction activities that occur in or near residential neighborhoods.	<u>Consistent:</u> The proposed project would adhere to the City's Noise Ordinance, which regulates the days and times of construction activity.
Policy N 3.1.5: Require that developers of private schools, childcare centers, senior housing, and other noise sensitive uses in areas where the ambient noise level exceeds 65 dBA (day), provide mitigation measures for these uses to reduce interior noise to acceptable levels.	<u>Consistent:</u> The increase in ambient noise levels would be evaluated as part of the environmental review process. The proposed project would comply with this Policy.
Policy N 3.1.6: Ensure that new residential buildings shall not be located within 150 feet of the centerline for Interstate 5.	<u>Consistent:</u> The project site is not located within 150 feet of the centerline for Interstate 5.
Policy N 3.1.7: Ensure that design of parks, recreational facilities, and schools minimize noise impacts to residential neighborhoods.	<u>Consistent:</u> The proposed project design would ensure that the design of parks and recreational facilities minimizes noise impacts to residential neighborhoods.
Policy N 3.1.8: As a condition of issuing permits for special events, require event promoters to mitigate noise impacts to adjacent sensitive uses through limiting hours of operation and other means as appropriate, which may include notification to affected residents.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy N 3.1.9: Implement a buyer and renter notification program for new residential developments where appropriate, to educate and inform potential buyers and renters of the sources of noise in the area and/or new sources of noise that may occur in the future. As determined by the reviewing authority, notification may be appropriate in the following areas: a. Within one mile of Six Flags Magic Mountain theme park, potential buyers and renters should receive notice that noise may occasionally be generated from this facility and that the frequency and loudness of noise events may change over time. b. Within 1,000 feet of the railroad, potential buyers and renters should receive notice that noise may occasionally be generated from this facility and that the frequency and loudness of noise events may change over time. c. Within 200 feet of commercial uses in mixed-use developments, potential buyers and renters should receive notice that the commercial uses within the mixed-use developments may generate noise in excess of levels typically found in residential areas, that the commercial uses may change over time, and the associated noise	<u>Consistent:</u> The proposed project's disclosure documents would make potential buyers and renters aware of the railroad tracks, Metrolink Station, Bus Transfer Station and commercial uses.

levels and frequency of noise events may change along with the use. d. Within 1,000 feet of the Saugus Speedway, in the event speedway operations are resumed in the future.	
Commercial and Industrial Noise	
Goal N 4: Protection of sensitive uses from commercial and industrial noise generators.	<u>Not Applicable.</u> The proposed project would not include commercial and industrial noise.
Policy N 4.1.1: Implement and enforce the appropriate noise ordinance adopted by the City and the County to control noise from commercial and industrial sources that may adversely impact adjacent residential neighborhoods and other sensitive uses.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would not include commercial and industrial noise generators.
Policy N 4.1.2: Require appropriate noise buffering between commercial/industrial uses and residential neighborhoods and other sensitive uses.	<u>Consistent:</u> The project would be appropriately buffered from commercial uses to the north and the Metrolink Station to the west.
Policy N 4.1.3: Adopt and enforce standards for the control of noise from commercial and entertainment establishments when adjacent to residential neighborhoods and other sensitive uses.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would not include commercial and industrial noise generators.
Conservation and Open Space Goals and Policies	
Responsible Management of Environmental Systems	
Goal CO.1: A balance between the social and economic needs of Santa Clarita Valley residents and protection of the natural environment, so that these needs can be met in the present and in the future.	<u>Consistent:</u> The project would balance the social and economic needs of Santa Clarita Valley residents while protecting the environment through developing within an area surrounded by development; thereby reducing urban sprawl.
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.	<u>Consistent:</u> This Policy is the responsibility of and directed to the City of Santa Clarita. That said, the proposed project would include energy efficiency measures, a water reclamation plant and use of recycled water, water quality improvements, and waste management measures.
Policy CO 1.1.2: In making land use decisions, consider the impacts of human activity within watersheds and ecosystems, to maintain the functional viability of these systems.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project will consider impacts within the watershed and ecosystem.
Policy CO 1.1.3: In making land use decisions, encourage development proposals that preserve natural ecosystem functions and enhance the health of the surrounding community.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would preserve the environment through developing within an area surrounded by development; thereby reducing urban sprawl.
Policy CO 1.3.2: Promote reducing, reusing, and recycling in all Land Use designations and cycles of development.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with City requirements related to recycling.
Policy CO 1.2.1: Improve the communities' 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: a. Through the environmental and development	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the environmental review process would address impacts of the proposed development on traffic, noise, air quality, and water quality.

review processes, consider development proposals within the context of renewable resource systems and evaluate potential impacts on a system-wide basis (rather than a project-specific basis), to the extent feasible; b. In planning for new regional infrastructure projects, consider impacts on renewable resources within the context of interrelationships between these systems; 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.	
Policy CO 1.2.2: Working with other agencies as appropriate, develop and apply models and other tools for decision-making to support the sustainability of renewable systems.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would include energy conservation and efficiency features.
Policy CO 1.3.2: Promote reducing, reusing, and recycling in all Land Use designations and cycles of development.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with City requirements related to recycling.
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.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 1.4.2: In cooperation with other appropriate agencies, abate or remediate known areas of contamination, and limit the effects of any such areas on public health.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Moreover, the project site is not known to be contaminated.
Policy CO 1.4.3: Encourage use of non-hazardous building materials, and non-polluting materials and industrial processes, to the extent feasible.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 1.4.4: In cooperation with other appropriate agencies, continue to develop and implement effective methods of handling and disposing of hazardous materials and waste.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project applicant will require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan will be developed to achieve energy

	efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code.
Policy CO 1.5.2: Design and manage public urban infrastructure systems to reduce impacts to natural systems.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 1.5.3: Consider life-cycles for buildings, development patterns, and uses, and their long-term effects on natural systems, through the following measures: a. Through the environmental review and development review processes, consider the impacts of new development on renewable systems through various phases including construction, use and operation, potential reuse, cessation of use, demolition, and reuse or restoration of the development site. b. Ensure that mitigation measures and conditions of approval intended to protect natural systems are adequately funded and monitored for the required timeframe.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would incorporate energy efficiency measures, use recycled water for irrigation purposes, and incorporate electric vehicle charging, all of which would reduce environmental impacts associated with the entire "life-cycle" of the project.
Policy CO 1.5.4: Seek ways to discourage human behavior that may be detrimental to natural systems and to encourage environmental responsibility, through education, incentives, removing barriers, enforcement, and other means as practicable and feasible.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 1.5.5: Promote concentration of urban uses within the center of the Santa Clarita Valley, through incentives for infill development and rebuilding, in order to limit impacts to open space, habitats, watersheds, hillsides, and other components of the Valley's natural ecosystems.	<u>Consistent:</u> The proposed project is an infill development, and is surrounded on all sides by existing development.
Policy CO 1.5.6: Through the development review process, consider the impacts of development on the entire watershed of the Santa Clara River and its tributaries, including hydromodification.	<u>Consistent:</u> The proposed project would comply with this Policy
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.	<u>Consistent:</u> The proposed project is adjacent to a multi-modal transit center (Metrolink Station and Bus Transfer Station) and trail system to reduce vehicle trips and improve walkability. Additionally, the project would incorporate BMPs to reduce water quality impacts; and, energy efficiency and conservation measures.
Policy CO 1.5.8: Consider environmental responsibility in all procurement decisions, including purchasing policies and capital projects.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 1.6.1: Identify environmental conditions that represent a healthy, sustainable community.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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	<u>Consistent:</u> Geographic Information Systems modeling will be used as appropriate during the environmental review process.
Policy CO 1.6.3: Provide information on the condition of	<u>Consistent:</u> The environmental review process will provide

natural systems to decision makers as part of the decision-making process regarding land use and development.	an analysis of existing natural conditions compared to built conditions to inform decision makers.
Geological Resources	
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.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project is an infill development and would result in the preservation of the Santa Clarita Valley's hillsides.
Policy CO 2.1.1: Review soil erosion and sedimentation control plans for development-related grading activities, where appropriate, to ensure mitigation of potential erosion by water and air.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with City and State requirements related to erosion control.
Policy CO 2.1.2: Promote conservation of topsoil on development sites by stockpiling for later reuse, where feasible.	<u>Consistent:</u> Stockpiled native topsoil would be utilized over the bank stabilization for planting of native species.
Policy CO 2.1.3: Promote soil enhancement and waste reduction through composting, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 2.2.1: Locate development and designate land uses to minimize the impact on the Santa Clarita Valley's topography, minimizing grading and emphasizing the use of development pads that mimic the natural topography in lieu of repetitive flat pads, to the extent feasible.	<u>Consistent:</u> The proposed project site is generally flat. When graded, the project site would mimic natural topography, to the extent feasible.
Policy CO 2.2.2: Ensure that graded slopes in hillside areas are revegetated with native drought tolerant plants or other approved vegetation to blend manufactured slopes with adjacent natural hillsides, in consideration of fire safety requirements.	<u>Not Applicable:</u> The project site is not located in a hillside area.
Policy CO 2.2.3: Preserve designated natural ridgelines from development by ensuring a minimum distance for grading and development from these ridgelines of 50 feet or more if determined preferable by the reviewing authority based on site conditions, to maintain the Santa Clarita Valley's distinctive community character and preserve the scenic setting.	<u>Not Applicable:</u> The project site does not include a designated ridgeline.
Policy CO 2.2.4: Identify and preserve significant geological and topographic features through designating these areas as open space or by other means as appropriate.	<u>Consistent:</u> There are no significant geological or topographic features on-site, however the proposed project would preserve open space areas on the western portion of the site.
Policy CO 2.2.5: Promote the use of adequate erosion control measures for all development in hillside areas, including single family homes and infrastructure improvements, both during and after construction.	<u>Not Applicable:</u> The project site is not located in a hillside area.
Policy CO 2.2.6: Encourage building designs that conform to the natural grade, avoiding the use of large retaining walls and build-up walls that are visible from offsite, to the extent feasible and practicable.	<u>Consistent:</u> The proposed project would utilize building designs that conform to the natural grade. The proposed project would not include retaining walls visible to off-site properties.
Policy CO 2.3.1: Identify areas with significant mineral resources that are available for extraction through appropriate zoning or overlay designations.	<u>Not Applicable:</u> There are no significant mineral resource areas on or adjacent to the project site.
Policy CO 2.3.2: Consider appropriate buffers near mineral resource areas that are planned for extraction, to provide for land use compatibility and prevent the	<u>Not Applicable:</u> There are no significant mineral resource areas on or adjacent to the project site.

encroachment of incompatible land uses.	
Policy CO 2.3.3: Through the review process for any mining or mineral extraction proposal, ensure mitigation of impacts from mining and processing of materials on adjacent uses or on the community, including but not limited to air and water pollution, traffic and circulation, noise, and land use incompatibility.	<u>Not Applicable:</u> Mining is not proposed on the project site.
Policy CO 2.3.4: Ensure that mineral extraction sites are maintained in a safe and secure manner after cessation of extraction activities, which may include the regulated decommissioning of wells, clean-up of any contaminated soils or materials, closing of mine openings, or other measures as deemed appropriate by the agencies having jurisdiction.	<u>Not Applicable:</u> The proposed project would not involve any mining operations.
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.	<u>Not Applicable:</u> The proposed project would not involve any mining operations, and the project site was not previously used for mining operations.
Biological Resources	
Goal CO 3: Conservation of biological resources and ecosystems, including sensitive habitats and species.	<u>Consistent:</u> The proposed project is an infill development and would result in the preservation of biological resources and ecosystems.
Policy CO 3.1.1: On the land use map and through the development review process, concentrate development into previously developed or urban areas to promote infill development and prevent sprawl and habitat loss, to the extent feasible.	<u>Consistent:</u> The proposed project is an infill development, as the project site is surrounded on all sides by existing and proposed development.
Policy CO 3.1.2: Avoid designating or approving new development that will adversely impact wetlands, floodplains, threatened or endangered species and habitat, and water bodies supporting fish or recreational uses, and establish a buffer area as deemed appropriate through site specific review.	<u>Consistent:</u> The proposed project would not adversely impact the referenced environmental resources and would provide an adequate buffer between the project site and the Santa Clara River corridor.
Policy CO 3.1.3: On previously undeveloped sites ("greenfields"), identify biological resources and incorporate habitat preservation measures into the site plan, where appropriate. (This policy will generally not apply to urban infill sites, except as otherwise determined by the reviewing agency).	<u>Consistent:</u> The proposed project is infill. That said, the environmental review process identifies biological resources and includes mitigation measures, as necessary, that would require habitat preservation and creation.
Policy CO 3.1.4: For new development on sites with degraded habitat, include habitat restoration measures as part of the project development plan, where appropriate.	<u>Consistent:</u> The proposed project would enhance the open space areas within the site.
Policy CO 3.1.5: Promote the use of site-appropriate native or adapted plant materials, and prohibit use of invasive or noxious plant species in landscape designs.	<u>Consistent:</u> The proposed project's Landscape Plan would promote the use of native and drought tolerant species, and would prohibit the use of invasive or noxious plant species on the project site.
Policy CO 3.1.6: On development project sites, preserve and enhance natural site elements including existing water bodies, soil conditions, ecosystems, trees, vegetation and habitat, to the extent feasible.	<u>Consistent:</u> The proposed project would preserve and enhance natural site elements.
Policy CO 3.1.7: Limit the use of turf-grass on	<u>Consistent:</u> The proposed project's Landscape Plan would

development and promote use of native or adapted plantings to promote biodiversity and natural habitat.	limit the use of turf and promote the use of native and drought-tolerant plants.
Policy CO 3.1.8: On development sites, encourage tree planting to provide habitat and shade to reduce the heat island effect caused by pavement and buildings.	<u>Consistent:</u> The proposed project would plant trees on the project site.
Policy CO 3.1.9: During construction, ensure preservation of habitat and trees designated to be protected through use of fencing and other means as appropriate, so as to prevent damage by grading, soil compaction, pollution, erosion or other adverse construction impacts.	<u>Consistent:</u> The environmental review process would ensure the proposed project would comply with this Policy.
Policy CO 3.1.10: To the extent feasible, encourage the use of open space to promote biodiversity.	<u>Consistent:</u> The project would encourage open space areas on the western portion of the project site.
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 oxygen), and mitigate tree-sidewalk conflicts, in order to maintain a healthy mature urban forest.	<u>Consistent:</u> Pervious materials would be utilized on various walkways/trails within the proposed project.
Policy CO 3.2.1: Protect wetlands from development impacts, with the goal of achieving no net loss (or functional reduction) of jurisdictional wetlands within the planning area.	<u>Consistent:</u> The proposed project would not place the development on wetlands.
Policy CO 3.2.2: Ensure that development is located and designed to protect oak, sycamore, and other significant indigenous woodlands.	<u>Consistent:</u> The proposed project would preserve a protected oak, sycamore, and other significant indigenous woodlands.
Policy CO 3.2.3: Ensure protection of any endangered or threatened species or habitat, in conformance with State and federal laws.	<u>Consistent:</u> The environmental review process would ensure compliance with this Policy. If necessary, measures would be implemented to ensure protection of any endangered or threatened species or habitat.
Policy CO 3.2.4: Protect biological resources in the designated Significant Ecological Areas (SEAs) through the siting and design of development which is highly compatible with the SEA resources. Specific development standards shall be identified to control the types of land use, density, building location and size, roadways and other infrastructure, landscape, drainage, and other elements to assure the protection of the critical and important plant and animal habitats of each SEA. In general, the principle shall be to minimize the intrusion and impacts of development in these areas with sufficient controls to adequately protect the resources.	<u>Consistent:</u> Portions of the project site currently are located within a designated SEA boundary (i.e., SEA 23). However, the project proposes a General Plan amendment and a Specific Plan designation that would change the SEA boundaries to be consistent with identified sensitive biological resources.
Policy CO 3.3.1: Protect the banks and adjacent riparian habitat along the Santa Clara River and its tributaries, to provide wildlife corridors.	<u>Consistent:</u> The proposed project would provide adequate buffer between the project site and Santa Clara River.
Policy CO 3.3.2: Cooperate with other responsible agencies to protect, enhance, and extend the Rim of the Valley trail system through Elsmere and Whitney Canyons, and other areas as appropriate, to provide both recreational trails and wildlife corridors linking the Santa Susana and San Gabriel Mountains.	<u>Not Applicable:</u> The project site is not located in the area referenced by the Policy.
Policy CO 3.3.3: Identify and protect one or more designated wildlife corridors linking the Los Padres and Angeles National Forests through the Valley (the San	<u>Not Applicable:</u> The project site is not located in the area referenced by the Policy.

Gabriel-Castaic connection).	
Policy CO 3.3.4: Support the maintenance of Santa Clarita Woodlands Park, a critical component of a cross-mountain range wildlife habitat corridor linking the Santa Monica Mountains to the Angeles and Los Padres National Forests.	<u>Not Applicable:</u> The project site is not located in the area referenced by the Policy.
Policy CO 3.3.5: Encourage connection of natural open space areas in site design, to allow for wildlife movement.	<u>Consistent:</u> The proposed project would maintain open space as part of the site design.
Policy CO 3.4.1: Coordinate with the United States Forest Service on discretionary development projects that may have impacts on the National Forest.	<u>Not Applicable:</u> The project is not located within nor would it impact a U.S. National Forest.
Policy CO 3.4.2: Consider principles of forest management in land use decisions for projects adjacent to the National Forest, including limiting the use of invasive species, discouraging off-road vehicle use, maintaining fuel modification zones and fire access roads, and other measures as appropriate, in accordance with the goals set forth in the Angeles National Forest Land Management Plan.	<u>Not Applicable:</u> The project site is not adjacent to a U.S. National Forest.
Policy CO 3.4.3: On the Land Use Map, maintain low density rural residential and open space uses adjacent to forest land, and protect the urban-forest interface area from overdevelopment.	<u>Not Applicable:</u> The project site is not adjacent to forest land.
Policy CO 3.4.4: Participate as a stakeholder in planning efforts by the United States Forest Service for land uses within the National Forest, providing input as appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 3.5.1: Continue to plant and maintain trees on public lands and within the public right-of-way to provide shade and walkable streets, incorporating measures to ensure that roots have access to oxygen at tree maturity, such as use of porous concrete.	<u>Consistent:</u> The proposed project would plant trees on the project site.
Policy CO 3.5.2: Where appropriate, promote planting of trees that are native or climactically appropriate to the surrounding environment, emphasizing oaks, sycamores, maple, walnut, and other native species in order to enhance habitat, and discouraging the use of introduced species such as eucalyptus, pepper trees, and palms except as ornamental landscape features.	<u>Consistent:</u> The proposed project's Landscape Plan would promote the use of climactically appropriate trees, such as oaks, sycamores, and other native species, while limiting the use of introduced species.
Policy CO 3.5.3: Protect heritage oak trees pursuant to the zoning ordinance that, due to their size and condition, are deemed to have exceptional value to the community.	<u>Consistent:</u> The proposed project would result in the preservation of a majority of heritage oak trees on the project site.
Policy CO 3.6.1: Minimize light trespass, sky-glow, glare, and other adverse impacts on the nocturnal ecosystem by limiting exterior lighting to the level needed for safety and comfort; reduce unnecessary lighting for landscaping and architectural purposes, and encourage reduction of lighting levels during non-business nighttime hours.	<u>Consistent:</u> The proposed project conditions would ensure that future lighting would not contribute to nighttime visual pollution and light and glare.
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: a. Consideration of reduced parking requirements,	<u>Consistent:</u> The proposed project would consider all of the design concepts listed in this Policy.

where supported by a parking study and/or through shared use of parking areas; b. 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. 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”; d. Breaking up large expanses of paving with natural landscaped areas planted with shade trees to reduce the heat island effect, along with shrubs and groundcover to provide diverse vegetation for habitat.	
Policy CO 3.6.3: Restrict use of unauthorized off-road vehicles within sensitive habitat areas through signage, fencing, or other means as appropriate.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 3.6.4: Provide public information and support with demonstration sites at City facilities on gardening and landscaping techniques to reduce spread of invasive species and pollution from pesticides and fertilizers that threaten natural ecosystems.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 3.6.5: Ensure revegetation of graded areas and slopes adjacent to natural open space areas with native plants (consistent with fire prevention requirements).	<u>Consistent:</u> The proposed project would revegetate graded areas and slopes adjacent to natural areas with native plants.
Policy CO 3.7.1: Support the public education programs offered at the Placerita Canyon Natural Area and Ed Davis Park (Sonia Thompson Nature Center).	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 3.7.2: Seek opportunities for partnerships with schools, non-profit organizations, and volunteers, to increase public access to and information about natural areas.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Water Resources	
Goal CO 4: An adequate supply of clean water to meet the needs of present and future residents and businesses, balanced with the needs of natural ecosystems.	<u>Consistent:</u> The environmental review process would ensure consistency with this Policy.
Policy CO 4.1.1: In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would incorporate water conservation strategies into the project design, including high efficiency irrigation, use of native/drought-resistant landscaping, use of recycled water for non-potable water from the Vista Canyon Water Reclamation Plan, low-flow-rate faucets, low flow-rate toilets.
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.	<u>Consistent:</u> The proposed project would utilize low water use landscaping in public spaces. Additionally, these areas would be served by recycled water.
Policy CO 4.1.3: Promote low water use landscaping design into new residential subdivisions and other private development projects, including a reduction in the allowable amount of turf-grass.	<u>Consistent:</u> The proposed project would utilize low water use landscaping and would minimize turf-grass areas.

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.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, as indicated above, the proposed project would utilize recycled water for irrigation areas and utilize low water use landscaping.
Policy CO 4.1.5: Promote the use of low-flow and waterless plumbing fixtures and appliances in all new residential and non-residential development and residential development of five or more dwelling units.	<u>Consistent:</u> The proposed project would utilize low-flow fixtures and appliances in all residential areas.
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 on existing buildings.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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.	<u>Consistent:</u> As indicated above, the proposed project would utilize water conservation measures in construction and landscape design.
Policy CO 4.1.8: Upon the availability of non-potable water services, discourage and/or consider restrictions on the use of potable water for washing outdoor surfaces.	<u>Consistent:</u> The proposed project would utilize recycled water for irrigation purposes.
Policy CO 4.2.1: In cooperation with the Sanitation District and other affected agencies, seek to expand opportunities for use of recycled water for the purposes of landscape maintenance, construction, water recharge, and other uses as appropriate.	<u>Consistent:</u> As indicated above, recycled water would be utilized by the proposed project for irrigation purposes.
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.	<u>Consistent:</u> As indicated above, the proposed project would use non-potable water from the Vista Canyon Water Reclamation Plant. The project would construct appropriate infrastructure for the delivery of such water.
Policy CO 4.2.3: Promote the installation of rainwater capture and gray water systems in new buildings for irrigation, where feasible and practicable.	<u>Consistent:</u> The proposed project would implement sustainable drainage/water quality technologies, such as retention and detention systems, biofiltration areas, vegetated swales, and hydromodification.
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).	<u>Consistent:</u> The proposed project would include various water quality measures, such as permeable pavement, vegetated swales, and bioretention areas, which would promote groundwater recharge.
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.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 4.3.1: On undeveloped sites proposed for development, promote onsite 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.	<u>Consistent:</u> The proposed project would promote on-site stormwater infiltration through the use of various BMPs.

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.	<u>Not Applicable:</u> The project site is currently vacant and undeveloped.
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.	<u>Consistent:</u> The proposed project would include smaller street sections, and the use of pervious materials. The project's use of these flexible design standards would benefit stormwater retention, groundwater infiltration, and other environmental areas while not creating negative impacts.
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, raingardens, and vegetated swales.	<u>Consistent:</u> The proposed project would incorporate stormwater management into the project design through the use of sustainable drainage/water quality technologies, such as retention and detention systems, biofiltration areas, vegetated swales, and hydromodification.
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.	<u>Consistent:</u> The proposed project would integrate detention basins into the project design.
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.	<u>Consistent:</u> The proposed project would minimize turf and lawn areas and primarily utilize native and drought tolerant plant materials in a design that would retain runoff and permit infiltration.
Policy CO 4.3.7: Reduce the amount of pollutants entering the Santa Clara River and its tributaries by capturing and treating stormwater runoff at the source, to the extent possible.	<u>Consistent:</u> The proposed project would include an extensive water quality plan that would capture and treat stormwater runoff at the lot and project levels.
Policy CO 4.4.1: Cooperate with the Los Angeles County Sanitation District and Regional Water Quality Control Board as appropriate to achieve Total Maximum Daily Load (TMDL) standards for chlorides in the Santa Clara River.	<u>Not Applicable:</u> The Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 4.4.2: Support the cooperative efforts of property owners and appropriate agencies to eliminate perchlorate contamination on the Whittaker-Bermite property and eliminate the use of any industrial chemicals or wastes in a manner that threatens groundwater quality.	<u>Not Applicable:</u> The project site is not located within or adjacent to the Whittaker-Bermite site.
Policy CO 4.4.3: Discourage the use of chemical fertilizers, herbicides and pesticides in landscaping to reduce water pollution by substances hazardous to human health and natural ecosystems.	<u>Consistent:</u> The proposed project would utilize BMPs to limit or eliminate the use of herbicides and pesticides on the project site.
Policy CO 4.4.4: Promote the extension of sanitary sewers for all urban uses and densities, to protect groundwater quality, where feasible.	<u>Consistent:</u> The project would still connect to the sanitary sewer system and dispose of all solids into the system. The project would not include the use of any septic systems.
Cultural and Historical Resources	
Goal CO 5: Protection of historical and culturally significant resources that contribute to community identity	<u>Consistent:</u> The project site does not include other natural or historic conditions of significance

and a sense of history.	
Policy CO 5.1.1: For sites identified on the Historical Resources Map, review appropriate documentation prior to issuance of any permits for grading, demolition, alteration, and/or new development, to avoid significant adverse impacts. Such documentation may include cultural resource reports, environmental impact reports, or other information as determined to be adequate by the reviewing authority.	<u>Not Applicable:</u> The project site does not contain any sites identified on the referenced Historical Resources Map.
Policy CO 5.1.2: Review any proposed alterations to cultural and historic sites identified in the Historical Resources in the Santa Clarita Valley Planning Area Table or other sites which are so designated, based on the guidelines contained in the Secretary of the Interior's Standards for the Treatment of Properties (Title 36, Code of Federal Regulations, Chapter 1, Part 68, also known as 36 CFR 68), or other adopted City guidelines.	<u>Not Applicable:</u> The project site does not contain any sites listed in the referenced Santa Clarita Valley Planning Area Table.
Policy CO 5.1.3: As new information about other potentially significant historic and cultural sites becomes available, update the Cultural and Historical Resources Inventory and apply appropriate measures to all identified sites to protect their historical and cultural integrity.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 5.2.1: In keeping with the Downtown Newhall Specific Plan policies, ensure that the scale and character of new development is compatible with and does not detract from the context of historic buildings and block patterns.	<u>Not Applicable:</u> The project site is not located in Newhall.
Policy CO 5.2.2: Support expansion and enhancement of a city historical park adjacent to the Pioneer Oil Refinery to illustrate historic oil operations in the Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 5.2.3: Ensure that all aspects of community design in Newhall, including street furniture, lighting, trash collection and storage areas, seating, and other accessory structures, are of a design and scale appropriate for the historic character of the district, while maintaining a sense of authenticity.	<u>Not Applicable:</u> The project site is not located in Newhall.
Policy CO 5.2.4: Continue to support "Heritage Junction" and the historical museum within William S. Hart Park as historical resources that illustrate the various phases of settlement within the Santa Clarita Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 5.3.1: For any proposed general plan amendment, specific plan, or specific plan amendment, notify and consult with any California Native American tribes on the contact list maintained by the California Native American Heritage Commission that have traditional lands located within the City's jurisdiction, regarding any potential impacts to Native American resources from the proposed action, pursuant to State guidelines.	<u>Consistent:</u> As required by this Policy, the project applicant will consult with any California Native American tribes on the contact list maintained by the Native American Heritage Commission that have traditional lands located within the City's jurisdiction, and consider the input received in the development decision.
Policy CO 5.3.2: For any proposed development project that may have a potential impact on Native American cultural resources, provide notification to California Native	<u>Consistent:</u> As required by this Policy, the City will consult with any California Native American tribe on the contact list maintained by the Native American Heritage

American tribes on the contact list maintained by the Native American Heritage Commission that have traditional lands located within the City's jurisdiction, and consider the input received in the development decision.	Commission that have traditional lands located within the City's jurisdiction, and consider the input received in the development decision.
Policy CO 5.3.3: Review and consider a cultural resources study for any new grading or development in areas identified as having a high potential for Native American resources, and incorporate recommendations into the project approval as appropriate to mitigate impacts to cultural resources.	<u>Consistent:</u> The environmental review process with review and consider a cultural resources study.
Scenic Resources	
Goal CO 6: Preservation of scenic features that keep the Santa Clarita Valley beautiful and enhance quality of life, community identity, and property values.	<u>Consistent:</u> The dominant topographic feature near the project site is the Santa Clara River, which would not be altered by the proposed project.
Policy CO 6.1.1: Protect scenic canyons, as described in Part I of this element, from overdevelopment and environmental degradation.	<u>Not Applicable:</u> The project site is not located in a scenic canyon.
Policy CO 6.1.2: Preserve significant ridgelines, as shown on the Scenic Resources Map, as a scenic backdrop throughout the community by maintaining natural grades and vegetation.	<u>Not Applicable:</u> The project site is not located along or adjacent to an identified significant ridgeline.
Policy CO 6.1.3: Protect the scenic quality of unique geologic features throughout the planning area, such as Vasquez Rocks, by including these features within park and open space land, where possible.	<u>Not Applicable:</u> There are no unique geologic features located on the project site.
Policy CO 6.3.1: Support the efforts of Los Angeles County to protect the shores of Castaic Lake to preserve its scenic quality from development.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the County of Los Angeles. Further, the project site is not located adjacent to Castaic Lake.
Policy CO 6.3.2: Protect the banks of the Santa Clara River and its major tributaries through open space designations and property acquisitions, where feasible, to protect and enhance the scenic character of the river valley.	<u>Consistent:</u> The Santa Clara River would not be altered by the proposed project..
Policy CO 6.4.1: Preserve scenic habitat areas within designated open space or parkland, wherever possible.	<u>Consistent:</u> The proposed project would provide open space and recreational resources within the project site.
Policy CO 6.4.2: Through the development review process, ensure that new development preserves scenic habitat areas to the extent feasible.	<u>Consistent:</u> The proposed project would provide open space and recreational resource within the project site.
Policy CO 6.5.1: In approving new development projects, consider scenic views at major entry points to the Santa Clarita Valley, including gateways located at Newhall Pass and along Lake Hughes Road, Route 126, Bouquet Canyon Road, Sierra Highway, State Route 14, and other locations as deemed appropriate by the reviewing authority.	<u>Not Applicable:</u> The project site is not located near or adjacent to an entry point to the Santa Clarita Valley.
Policy CO 6.5.2: Establish scenic routes in appropriate locations as determined by the reviewing agency, and adopt guidelines for these routes to maintain their scenic character.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Further, the project site is not located along a scenic route.
Policy CO 6.6.1: Enhance views of the night sky by reducing light pollution through use of light screens, downward directed lights, minimized reflective paving surfaces, and reduced lighting levels, as deemed	<u>Consistent:</u> The proposed project would minimize or reduce light pollution consistent with the requirements of this Policy.

appropriate by the reviewing authority.	
Policy CO 6.6.2: Improve views of the Valley through various policies to minimize air pollution and smog, as contained throughout the General Plan.	<u>Consistent:</u> The project is a transit-oriented development that seeks to minimize emissions by developing residential uses in proximity to transit opportunities.
Policy CO 6.6.3: Restrict establishment of billboards throughout the planning area, and continue abatement efforts to remove existing billboards that impact scenic views.	<u>Not Applicable:</u> The project site would not include any billboards.
Policy CO 6.6.4: Where appropriate, require new development to be sensitive to scenic viewpoints and/or viewsheds through building design, site layout and building heights.	<u>Consistent:</u> The proposed project is designed in a manner that is sensitive to scenic viewpoints and/or viewsheds through building design, site layout and building heights.
Policy CO 6.6.5: Encourage undergrounding of all new utility lines, and promote undergrounding of existing lines where feasible and practicable.	<u>Consistent:</u> Dry utilities will be located within underground conduits, including telephone lines which will be constructed underground throughout the site within phases.
Air Quality	
Goal CO 7: Clean air to protect human health and support healthy ecosystems.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. In addition, the project is a transit-oriented development that seeks to minimize emissions by developing residential uses in proximity to transit opportunities.
Policy CO 7.1.1: Through the mixed land use patterns and multi-modal circulation policies set forth in the Land Use and Circulation Element, limit air pollution from transportation sources.	<u>Consistent:</u> The proposed project would be a transit oriented development. The proposed project design promotes walkability through locating service and transit uses within walking distance of all residential uses on-site, thereby reducing air pollution from transportation sources.
Policy CO 7.1.2: Support the use of alternative fuel vehicles.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would include electric vehicle charging stations.
Policy CO 7.1.3: Support alternative travel modes and new technologies, including infrastructure to support alternative fuel vehicles, as they become commercially available.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would include electric vehicle charging stations.
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.	<u>Consistent:</u> The proposed project would not place any sensitive uses adjacent to high traffic freeways and roads, distribution centers, truck stops; chrome plating facilities, dry cleaners and large gas stations.
Policy CO 7.3.1: Coordinate with local, regional, state, and federal agencies to develop and implement regional air quality policies and programs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Greenhouse Gas Reduction	
Goal CO 8: Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases.	<u>Consistent:</u> The project applicant will require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan will be developed to achieve energy efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code. As discussed previously, the project design

	incorporates various water conservation measures and transit services that would reduce natural resource consumption.
Policy CO 8.1.1: Create and adopt a Climate Action Plan 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; e. Allocation of funding and staffing for plan implementation.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed Specific Plan includes a Sustainability Plan that identifies the project's sustainable development attributes.
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, per SB 375.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
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. Promote 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.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project applicant will require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan will be developed to achieve energy efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code.
Policy CO 8.1.4: Provide information and education to the public about energy conservation and local strategies to address climate change.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.1.5: Coordinate various activities within the community and agency related to GHG emissions reduction activities.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.2.1: Ensure that all new City buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, where appropriate.	<u>Not Applicable:</u> The proposed project does not include any new, renovated or remodeled City buildings.

Policy CO 8.2.2: Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures, with a goal of completing energy repairs in City facilities by 2012.	<u>Not Applicable:</u> The project site does not include any existing public buildings.
Policy CO 8.2.3: Support purchase of renewable energy for public buildings, which may include installing solar photovoltaic systems to generate electricity for city buildings and operations and other methods as deemed appropriate and feasible, in concert with significant energy conservation efforts.	<u>Not Applicable:</u> The proposed project does not include any public buildings.
Policy CO 8.2.4: Establish maximum lighting levels for public facilities, and encourage reduction of lighting levels to the level needed for security purposes after business hours, in addition to use of downward-directed lighting and use of low-reflective paving surfaces.	<u>Consistent:</u> The project applicant would include provisions within the project covenant, codes and restrictions (CC&Rs) that would restrict outdoor lighting during overnight hours to security lighting only.
Policy CO 8.2.5: Support installation of photovoltaic and other renewable energy equipment on public facilities, in concert with significant energy conservation efforts.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project would include EV charging spaces for the multifamily residential units.
Policy CO 8.2.6: Promote use of solar lighting in parks and along paseos and trails, where practicable.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would promote the use of solar lighting in open space areas, where appropriate.
Policy CO 8.2.7: Support the use of sustainable alternative fuel vehicles for machinery and fleets, where practicable, by evaluating fuel sources, manufacturing processes, maintenance costs and vehicle lifetime use.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.2.8: Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.2.9: Reduce heat islands through installation of trees to shade parking lots and hardscapes, and use of light-colored reflective paving and roofing surfaces.	<u>Consistent:</u> The proposed project would include the planting trees in accordance with the Landscape Plan, which would provide shade for parking areas and hardscapes. Additionally, the proposed project would utilize light-colored reflective paving and roofing surfaces, where appropriate.
Policy CO 8.2.10: Support installation of energy-efficient traffic control devices, street lights, and parking lot lights.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project applicant is committed to working with the City of Santa Clarita and Southern California Edison to evaluate the feasibility of an energy efficiency municipal lighting program.
Policy CO 8.2.11: Implement recycling in all public buildings, parks, and public facilities, including for special events.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would comply with all City recycling requirements.
Policy CO 8.2.12: Provide ongoing training to appropriate City employees on sustainable planning, building, and engineering practices.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.2.13: Support trip reduction strategies for employees as described in the Circulation Element.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.3.1: Evaluate site plans proposed for new	<u>Consistent:</u> This Policy is a responsibility of and directed to

development based on energy efficiency pursuant to LEED (Leadership in Energy and Environmental Design) standards for New Construction and Neighborhood Development, including the following: a) location efficiency; b) environmental preservation; c) compact, complete, and connected neighborhoods; and d) resource efficiency, including use of recycled materials and water.	the City of Santa Clarita. That said, the proposed project would be located in an infill site that is surrounded by existing and proposed multi-family and single-family uses, commercial, and transit. Thus, the proposed project is in an efficient location, away from habitat that would contribute to urban sprawl.
Policy CO 8.3.2: Promote construction of energy efficient buildings through requirements for LEED certification or through comparable alternative requirements as adopted by local ordinance.	<u>Consistent:</u> The proposed project incorporates energy efficiency measures into the design. Additionally, the applicant is committed to use “Energy Star” equipment.
Policy CO 8.3.4: Encourage new residential development to include on-site solar photovoltaic systems, or prewiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.	<u>Consistent:</u> The proposed project would incorporate designated spaces on the roof plans to allow for future roof panels, in concert with the energy efficiency measures summarized above (e.g., Title 24 exceedance; use of Energy Star appliances; recycled water use).
Policy CO 8.3.5: Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with other significant energy conservation efforts.	<u>Not Applicable:</u> The proposed project would not include retail and office commercial buildings.
Policy CO 8.3.6: Encourage new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs and paving materials.	<u>Consistent:</u> The proposed project would be designed in a manner to encourage passive solar heating and cooling techniques.
Policy CO 8.3.7: Encourage the use of trees and landscaping to reduce heating and cooling energy loads, through shading of buildings and parking lots.	<u>Consistent:</u> The proposed project would include the planting of trees in accordance with the Landscape Plan, which would reduce heating and cooling energy loads.
Policy CO 8.3.8: Encourage energy-conserving heating and cooling systems and appliances, and energy-efficiency in windows and insulation, in all new construction.	<u>Consistent:</u> The project applicant will require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan will be developed to achieve energy efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code. In addition, Energy Star major appliances would be utilized, where available.
Policy CO 8.3.9: Limit excessive lighting levels, and encourage a reduction of lighting when businesses are closed to a level required for security.	<u>Consistent:</u> The proposed project would minimize lighting levels, consistent with this Policy and as required by the City.
Policy CO 8.3.10: Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.3.11: Consider allowing carbon off-sets for large development projects, if appropriate, which may include funding off-site projects or purchase of credits for	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

other forms of mitigation, provided that any such mitigation shall be measurable and enforceable.	
Policy CO 8.4.1: Encourage and promote the location of enclosed materials recovery facilities (MRF) within the Santa Clarita Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.4.2: Adopt mandatory residential recycling programs for all residential units, including single-family and multi-family dwellings.	<u>Consistent:</u> Recycling areas would be provided for future residents within the proposed project.
Policy CO 8.4.3: Allow and encourage composting of greenwaste, where appropriate.	<u>Consistent:</u> The proposed project would provide open space for active and passive recreation. Composting of greenwaste could occur within the project site, if appropriate.
Policy CO 8.4.4: Promote commercial and industrial recycling, including recycling of construction and demolition debris.	<u>Not Applicable:</u> The proposed project does not include commercial and industrial uses.
Policy CO 8.4.5: Develop and implement standards for refuse and recycling receptacles and enclosures to accommodate recycling in all development.	<u>Consistent:</u> The proposed project would provide recycling areas as required by the City.
Policy CO 8.4.6: Introduce and assist with the placement of receptacles for recyclable products in public places, including at special events.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.4.7: Provide information to the public on recycling opportunities and facilities, and support various locations and events to promote public participation in recycling.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 8.4.8: Take an active role in promoting, incubating, and encouraging businesses that would qualify under the Recycling Market Development Zone program or equivalent, including those that manufacture products made from recycled products, salvage, and resource recovery business parks.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Park, Recreation, and Trail Facilities	
Goal CO 9: Equitable distribution of park, recreational, and trail facilities to serve all areas and demographic needs of existing and future residents.	<u>Consistent:</u> The proposed project includes extensive open space, recreation opportunities, and public/private parks featuring 147,854 square feet of common open space, including a gym, pool, parkways, and trails, and 63,554 square feet of private open space dedicated to rear yards and private patio decks/balconies.
Policy CO 9.1.1: Common park standards shall be developed and applied throughout the Santa Clarita Valley, consistent with community character objectives, with a goal of five acres of parkland per 1000 population.	<u>Consistent:</u> The proposed project would comply with the City's policy of requiring five acres of parkland per 1,000 residents.
Policy CO 9.1.2: A range of parkland types, sizes, and uses shall be provided to accommodate recreational and leisure activities.	<u>Consistent:</u> The proposed project includes extensive open space, recreation opportunities, and public/private parks featuring 147,854 square feet of common open space, including a gym, pool, parkways, and trails, and 63,554 square feet of private open space dedicated to rear yards and private patio decks/balconies.
Policy CO 9.1.3: Provide local and community parks within a reasonable distance of residential neighborhoods.	<u>Consistent:</u> The proposed project's open space would be within walking distance from the proposed residential units.
Policy CO 9.1.4: Explore and implement opportunities to	<u>Not Applicable:</u> This Policy is a responsibility of and

share facilities with school districts, utility easements, flood control facilities, and other land uses, where feasible.	directed to the City of Santa Clarita.
Policy CO 9.1.5: Promote development of more playfields for youth and adult sports activities, in conjunction with tournament facilities, where needed.	<u>Consistent:</u> The proposed project's open space includes play areas for youth and adult activities.
Policy CO 9.1.6: Continue to upgrade and expand existing facilities to enhance service to residents, including extension of hours through lighted facilities, where appropriate.	<u>Not Applicable:</u> The project site does not include any existing park and recreation facilities.
Policy CO 9.1.7: Establish appropriate segments of the Santa Clara River as a recreational focal point, encouraging a beneficial mix of passive and active recreational uses with natural ecosystems by providing buffers for sensitive habitat.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 9.1.8: Make available easily accessible park and recreation facilities throughout the community.	<u>Consistent:</u> The proposed project would provide passive and active recreation. These areas would be readily accessible from the residential uses.
Policy CO 9.1.9: Ensure that new development projects provide a fair share towards park and recreational facilities, phased to meet needs of residents as dwelling units become occupied, pursuant to the Quimby Act (California Government Code Section 66477) and local ordinances as applicable.	<u>Consistent:</u> The proposed project would comply with the City's policy of requiring five acres of parkland per 1,000 residents.
Policy CO 9.1.10: Where appropriate, use flexible planning and zoning tools to obtain adequate park and open space land, including but not limited to specific plans, development agreements, clustering, and transfer of development rights.	<u>Consistent:</u> The proposed project would comply with the City's policy of requiring five acres of parkland per 1,000 residents.
Policy CO 9.1.11: Locate and design parks to address potential adverse impacts on adjacent development from noise, lights, flying balls, traffic, special events, and other operational activities and uses.	<u>Consistent:</u> The open space would act as buffer between the proposed project and the proposed Metrolink Station. The proposed project's other recreational areas would be integrated in the project and would provide active and passive recreational opportunities for future residents.
Policy CO 9.1.12: Establish minimum design standards for both public and private parks to provide for public safety and welfare through lighting, access, crime prevention through design, equipment, visibility, and other aspects of design.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 9.1.13: Provide passive areas for natural habitat, meditation, bird-watching, and similar activities in parks, where feasible and appropriate, including meditation gardens, wildflower and butterfly gardens, botanic gardens, and similar features.	<u>Consistent:</u> The project's proposed open space would include passive areas for natural habitat, meditation, bird-watching and similar activities.
Policy CO 9.1.14: Ensure adequate park maintenance, and encourage programs for volunteers to assist in maintaining local parks, where feasible and appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 9.1.15: Provide a wide variety of recreational programs geared to all ages and abilities, including passive, active, educational, and cultural programs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 9.2.1: Plan for a continuous and unified multi-use trail network for a variety of users, to be developed with common standards, in order to unify Santa Clarita	<u>Consistent:</u> The proposed project would include approximately 1,125-foot-long meandering and centrally located multi-use path to connect with Metro Plaza,

Valley communities and connect with regional and state trails such as the Pacific Crest Trail.	Metrolink Station, Vista Canyon, and the City Master Trail System.
Policy CO 9.2.2: Provide trail connections between paseos, bike routes, schools, parks, community services, streets and neighborhoods.	<u>Consistent:</u> The proposed project would include approximately 1,125-foot-long meandering and centrally located multi-use path to connect with Metro Plaza, Metrolink Station, Vista Canyon, and the City Master Trail System.
Policy CO 9.2.3: Use the Santa Clara River as a major recreational focal point for development of an integrated system of bikeways and trails, while protecting sensitive ecological areas.	<u>Not Applicable:</u> The Santa Clara River is not within the project site.
Policy CO 9.2.4: Ensure that new development projects provide trail connections to local and regional trail systems, where appropriate.	<u>Consistent:</u> The proposed project would include approximately 1,125-foot-long meandering and centrally located multi-use path to connect with Metro Plaza, Metrolink Station, Vista Canyon, and the City Master Trail System.
Policy CO 9.2.5: Promote the expansion of multi-use trails within rural areas of the Santa Clarita Valley.	<u>Consistent:</u> The proposed project trails would be multi-use (bike, pedestrian, equestrian).
Policy CO 9.2.6: Provide trails to scenic vistas and viewpoints.	<u>Consistent:</u> The proposed project would include connect to existing trails, providing users with views from Mitchell Hill across the Santa Clara River.
Policy CO 9.2.7: Explore joint use opportunities to combine trail systems with utility easements, flood control facilities, open spaces, or other uses, where feasible.	<u>Consistent:</u> The project would include multi-use trails, which could be utilized for flood control purposes, and various utility easements.
Policy CO 9.2.8: Ensure that trails are designed to protect habitat, ecosystems, and water quality.	<u>Consistent:</u> The multi-use trails would protect habitat, ecosystems, and water quality.
Policy CO 9.2.9: Pursue funding for trail maintenance and encourage volunteer participation in trail maintenance programs, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Open Space	
Goal CO 10: Preservation of open space to meet the community's multiple objectives for resource preservation.	<u>Consistent:</u> The proposed project includes extensive open space, recreation opportunities, and public/private parks.
Policy CO 10.1.1: Provide and protect a natural greenbelt buffer area surrounding the entire Santa Clarita Valley, which includes the Angeles National Forest, Santa Susana, San Gabriel, and Sierra Pelona Mountains, as a regional recreational, ecological, and aesthetic resource.	<u>Not Applicable:</u> The project site is not located in areas referenced by this Policy.
Policy CO 10.1.2: The Santa Clara River corridor and its major tributaries shall be preserved as open space to accommodate storm water flows and protect critical plant and animal species, as follows: a. Uses and improvements within the corridor shall be limited to those that benefit the community's use of the river in its natural state. b. Development on properties adjacent to, but outside of the defined primary river corridor shall be: i. Located and designed to protect the river's water quality, plants, and animal habitats, by controlling the type and density of uses, drainage runoff (water	<u>Not Applicable:</u> The project site is not located on the Santa Clara River corridor.

treatment) and other relevant elements; and ii. Designed to maximize the full range of river amenities, including views and recreational access, while minimizing adverse impacts to the river.	
Policy CO 10.1.3: Through dedications and acquisitions, obtain open space needed to preserve and protect wildlife corridors and habitat, which may include land within SEA's, wetlands, woodlands, water bodies, and areas with threatened or endangered flora and fauna.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 10.1.4: Maintain and acquire, where appropriate, open space to preserve cultural and historical resources.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. The project site does not contain historical resources.
Policy CO 10.1.5: Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty.	<u>Not Applicable:</u> The project site is generally flat and does not include canyons or ridgelines.
Policy CO 10.1.6: Delineate open space uses within hazardous areas to protect public health and safety, which may include areas subject to seismic rupture, flooding, wildfires, or unsafe levels of noise or air pollution.	<u>Consistent:</u> The project site is adequately buffered from seismic ruptures, flooding wildfires, and unsafe levels of noise or air pollution.
Policy CO 10.1.7: Acquire adequate open space for recreational uses, coordinating location and type of open space with master plans for trails and parks.	<u>Consistent:</u> The proposed project includes extensive open space, recreation opportunities, and public/private parks.
Policy CO 10.1.8: Encourage the use of vacant lots as community gardens, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 10.1.9: Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other open space that provides natural carbon sequestration benefits.	<u>Consistent:</u> The proposed project would include approximately 147,854 square feet of common open space
Policy CO 10.1.10: Ensure that the open space acquisition plan developed pursuant to the 2007 Open Space District formation conforms to General Plan goals and objectives.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 10.1.11: Partner with conservation agencies and other entities to acquire and maintain open space, combining funding and other resources for joint-use projects, where appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 10.1.12: Identify, pursue, and ensure adequate funding sources to maintain open space areas.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 10.1.13: Provide reasonable accommodation to ensure that residents throughout the Santa Clarita Valley have equal access to open space areas, in consideration of the health benefits to residents from access to nature.	<u>Consistent:</u> The proposed project would include connections to Citywide trails, which would provide equal access to open space areas and health benefits to residents from access to nature.
Policy CO 10.1.14: Protect open space from human activity that may harm or degrade natural areas, including but not limited to off road motorized vehicles, vandalism, campfires, overuse, pets, noise, excessive lighting, dumping, or other similar activities.	<u>Consistent:</u> The proposed project would develop on an infill site, thereby reducing human activity in open space areas.
Policy CO 10.1.15: In conformance with State law, ensure	<u>Not Applicable:</u> This Policy is a responsibility of and

that any action by which open space land is acquired or disposed of, restricted, or regulated, be consistent with the open space plan contained in this element.	directed to the City of Santa Clarita.
Policy CO 10.1.16: In conformance with State law, ensure that all development is consistent with the open space plan contained in this element.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy CO 10.1.17: Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, it should be noted that the proposed project would include an on-site EV charging stations.
Policy CO 10.2.1: Encourage provision of vegetated open space of a development project's gross site area, which may include shallow wetlands and ponds, drought resistant landscaping, and pedestrian hardscape that includes a vegetated area.	<u>Consistent:</u> The proposed project would incorporate vegetated open space. Drought resistant landscaping and water quality features, such as shallow wetlands and vegetated swales, would be incorporated into these open space areas.
Policy CO 10.2.2: Encourage that open space provided within development projects be usable and accessible, rather than configured in unusable strips and left-over remnants, and that open space areas are designed to connect to each other and to adjacent open spaces, to the extent reasonable and practicable.	<u>Consistent:</u> The proposed project would include an extensive system that would connect various useable and accessible open space areas.
Policy CO 10.2.3: Where feasible, integrate open space areas with neighboring uses and parcels, to create shared amenities and green spaces.	<u>Consistent:</u> Open space and recreational areas would be integrated with neighboring uses.
Policy CO 10.2.4: Seek opportunities to incorporate site features into the open space of a project design, which may include significant trees, vegetation, terrain, or water features, to provide thermal, acoustic, and aesthetic benefits.	<u>Consistent:</u> The proposed project would include the incorporation of site features into open space areas.
Policy CO 10.2.5: Where appropriate, allow density transfers and clustering to encourage retention of open space.	<u>Not Applicable:</u> The project would not include clustering.
Safety Element	
Geological Hazards	
Goal S 1: Protection of public safety and property from hazardous geological conditions, including seismic rupture and ground shaking, soil instability, and related hazards.	<u>Consistent:</u> The environmental review process would address potential geotechnical impacts and mitigation measures, as required.
Policy S 1.1.1: Maintain maps of potentially active faults and fault zones, based on information available from the Alquist-Priolo Special Studies Zone maps, United States Geological Survey, State Board of Geologists, State Mining and Geology Board, and other appropriate sources.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the project site does not include any potentially active faults.
Policy S 1.1.2: Maintain maps of areas subject to liquefaction and landslides, based on data provided by the State and other appropriate sources.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would mitigate any potential liquefaction impacts.
Policy S 1.1.3: In the event of significant incidents of soil subsidence, compile data and prepare maps showing areas with potential for this hazard.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 1.1.4: Maintain maps showing potential inundation areas from dam failure.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Moreover, there is no dam upstream of the project site.

Policy S 1.2.1: Implement requirements of the Alquist-Priolo Earthquake Fault Zoning Act.	<u>Not Applicable:</u> The project site is not located in an Alquist-Priolo Earthquake fault area.
Policy S 1.2.2: Restrict the land use type and intensity of development in areas subject to fault rupture, landslides, or liquefaction, in order to limit exposure of people to seismic hazards.	<u>Consistent:</u> The environmental review process would address potential geotechnical impacts and mitigation measures, as required.
Policy S 1.2.3: Require soils and geotechnical reports for new construction in areas with potential hazards from faulting, landslides, liquefaction, or subsidence, and incorporate recommendations from these studies into the site design as appropriate.	<u>Consistent:</u> A geotechnical report will be prepared for the proposed project.
Policy S 1.2.4: Enforce seismic design and building techniques in local building codes.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 1.2.5: Consider the potential for inundation from failure of the Castaic or Bouquet Canyon Reservoir dams when reviewing development proposals within potential inundation areas.	<u>Not Applicable:</u> The project site would not be affected by a failure of the Castaic or Bouquet Canyon Reservoir dams.
Policy S 1.3.1: Identify any remaining unreinforced masonry buildings or other unstable structures, and require remediation or seismic retrofitting as needed to meet seismic safety requirements.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 1.3.2: Increase earthquake safety in all public facilities through bracing of shelves, cabinets, equipment and other measures as deemed appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 1.3.3: Provide informational materials to the public on how to make their homes and businesses earthquake safe.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 1.3.4: Cooperate with other agencies as needed to ensure regular inspections of public infrastructure such as bridges, dams, and other critical facilities, and require repairs to these structures as needed to prevent failure in the event of seismic activity.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Flood Hazards	
Goal S 2: Protection of public safety and property from unreasonable risks due to flooding.	<u>Consistent:</u> The environmental review process would ensure risks to public safety and property related to flooding, and appropriate mitigation measures, are included.
Policy S 2.1.1: On the Land Use Map, designate appropriate areas within the floodplain as open space for multi-use purposes, including flood control, habitat preservation, and recreational open space. Development in the floodplain will require necessary mitigation.	<u>Consistent:</u> The environmental review process would ensure risks to public safety and property related to flooding, and appropriate mitigation measures, are included.
Policy S 2.1.2: Promote Low Impact Development standards on development sites, including but not limited to minimizing impervious surface area and promoting infiltration, in order to reduce the flow and velocity of stormwater runoff throughout the watershed.	<u>Consistent:</u> The proposed project would include project design features that satisfy the Los Angeles County Low Impact Development requirements for new development.
Policy S 2.1.3: Promote the use of vegetated drainage courses and soft-bottom channels for flood control facilities to the extent feasible, in order to achieve water quality and habitat objectives in addition to flood control.	<u>Consistent:</u> The proposed project would utilize vegetated swales for flood control and water quality purposes.

Policy S 2.1.4: Cooperate with other agencies as appropriate regarding the related issues of flood control, watershed management, water quality, and habitat protection.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 2.1.5: Promote the joint use of flood control facilities with other beneficial uses where feasible, such as by incorporating detention basins into parks and extending trails through floodplains.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 2.2.1: Prepare and maintain maps of floodways and floodplains based on information from the Federal Emergency Management Agency (FEMA) and other appropriate sources, in order to qualify for FEMA's National Flood Insurance Program.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 2.2.2: Identify areas subject to localized short-term flooding due to drainage deficiencies.	<u>Consistent:</u> The environmental review process would identify areas within the project site subject to flooding, and incorporate mitigation measures, if applicable.
Policy S 2.3.1: Implement drainage master plans designed to handle storm flows from the 100-year storm.	<u>Consistent:</u> The proposed project's flood protection infrastructure would be designed to accommodate the FEMA 100-year flood and the more conservative County Capital Flood.
Policy S 2.3.2: Include funding for drainage and flood control improvements in the annual City budget.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 2.4.1: Require that new development comply with FEMA floodplain management requirements.	<u>Consistent:</u> The proposed project would adhere to the FEMA floodplain management requirements.
Policy S 2.4.2: On the Land Use and Zoning Maps, restrict the type and intensity of land use in flood-prone areas, or require flood-proof construction, as deemed appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 2.5.1: Address drainage problems that cause flooding on prominent transportation corridors by working with multi-jurisdictional agencies and stakeholders to construct needed drainage improvements.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 2.5.2: Provide for the maintenance of drainage structures and flood control facilities to avoid system malfunctions and overflows.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Fire Hazards	
Goal S 3: Protection of public safety and property from fires.	<u>Consistent:</u> The proposed project would protect public safety and property from fire by complying with all City and County Fire Department regulations.
Policy S 3.1.1: Coordinate on planning for new fire stations to meet current and projected needs.	<u>Consistent:</u> The environmental and development review process would ensure coordinate for new fire stations and appropriate mitigation measures.
Policy S 3.1.2: Program adequate funding for capital fire protection costs, and explore all feasible funding options to meet facility needs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 3.1.3: Require adequate fire flow as a condition of approval for all new development, which may include installation of additional reservoir capacity and/or distribution facilities.	<u>Consistent:</u> The proposed project will meet all Fire Department regulations.
Policy S 3.2.1: Identify areas of the Santa Clarita Valley that are prone to wildland fire hazards, and address these areas in fire safety plans.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

Policy S 3.2.2: Enforce standards for maintaining defensible space around structures through clearing of dry brush and vegetation.	<u>Consistent:</u> The proposed project would include a Fuel Modification Plan, landscape plan, and irrigation plan consistent with Fire Department regulations for the project site.
Policy S 3.2.3: Establish landscape guidelines for fire-prone areas with recommended plant materials, and provide this information to builders and members of the public.	<u>Consistent:</u> The proposed project would include a Fuel Modification Plan, landscape plan, and irrigation plan consistent with Fire Department regulations for the project site.
Policy S 3.2.4: Require sprinkler systems, fire resistant building materials, and other construction measures deemed necessary to prevent loss of life and property from wildland fires.	<u>Consistent:</u> The proposed project would meet all Fire Department regulations.
Policy S 3.2.5: Ensure adequate secondary and emergency access for fire apparatus, which includes minimum requirements for road width, surface material, grade, and staging areas.	<u>Consistent:</u> The proposed project would meet all Fire Department regulations.
Policy S 3.2.6: For areas adjacent to the National Forest, cooperate with the United States Forest Service regarding land use and development issues.	<u>Not Applicable:</u> The project site is not adjacent to a National Forest.
Policy S 3.2.7: Continue to provide information and training to the public on fire safety in wildland interface areas.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 3.3.1: Plan for fire response times of five minutes in urban areas, eight minutes in suburban areas, and 12 minutes in rural areas.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 3.3.2: Require the installation and maintenance of street name signs on all new development.	<u>Consistent:</u> The proposed project would meet all Fire Department regulations.
Policy S 3.3.3: Require the posting of address numbers on all homes and businesses that are clearly visible from adjacent streets.	<u>Consistent:</u> The proposed project would meet all Fire Department regulations.
Hazardous Materials	
Goal S 4: Protection of public safety and property from hazardous materials.	<u>Consistent:</u> Potential impacts to public safety and property related to hazardous materials, and appropriate mitigation measures would be discussed as part of the environmental review process.
Policy S 4.1.1: Continue to support clean-up efforts and re-use plans for the Whittaker-Bermite property.	<u>Not Applicable:</u> The project site is not located on the Whittaker-Bermite site.
Policy S 4.1.2: Coordinate with other agencies to address contamination of soil and groundwater from hazardous materials on various sites, and require that contamination be cleaned up to the satisfaction of the City and other responsible agencies prior to issuance of any permits for new development.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 4.2.1: On the Land Use Map, restrict the areas in which activities that use or generate large amounts of hazardous materials may locate, to minimize impacts to residents and other sensitive receptors in the event of a hazardous materials incident.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Moreover, the project does not propose to generate large amounts of hazardous materials.
Policy S 4.2.2: Through the development review process, ensure that any new development proposed in the vicinity of a use that stores or generates large amounts of	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. Moreover, the project site is not located adjacent to a use that stores or

hazardous materials provides adequate design features, setbacks, and buffers to mitigate impacts to sensitive receptors in the event of a hazardous materials incident.	generates large amounts of hazardous materials.
Law Enforcement	
Goal S 5: Protection of public safety through the provision of law enforcement services and crime prevention strategies.	<u>Consistent:</u> Projected needs for law enforcement services would be evaluated as part of the environmental review process.
Policy S 5.1.1: Participate in a multi-jurisdictional task force to evaluate alternatives for combining public safety services with administrative services within a centralized government complex serving the entire Santa Clarita Valley.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 5.1.2: Provide staff assistance to assess future law enforcement needs, and work together with the County, Sheriff's Department, and other partners to develop and implement plans for meeting these needs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 5.1.3: Cooperate on implementation of funding mechanisms for law enforcement services.	<u>Consistent:</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would pay the adopted sheriff facility fee in accordance with City requirements.
Policy S 5.2.1: Promote and participate in the Business Watch program to assist business owners in developing and implementing crime prevention strategies.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 5.2.2: Promote and support Neighborhood Watch programs to assist residents in establishing neighborhood crime prevention techniques.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 5.2.3: Provide code enforcement services to maintain minimum health and safety standards and as a deterrent to crime.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Accidents	
Goal S 6: Reduced risk to public safety and property damage from accidental occurrences.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would be designed in a manner to reduce risk to public safety and property damage.
Policy S 6.1.1: Continue tree trimming and maintenance programs for trees in the right-of-way and on public property, to limit damage from falling limbs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 6.1.2: Promote the planting of tree types appropriate to the local climate, to avoid breakage by brittle, non-native trees.	<u>Consistent:</u> The proposed project would plant trees that are appropriate to the local climate.
Policy S 6.2.1: In designing or reviewing development plans, ensure that lighting levels are adequate to provide safe and secure nighttime use of each site, while limiting excessive or unnecessary light and glare.	<u>Consistent:</u> The proposed project would include lighting levels that are adequate to provide safe and secure use of each site, while limiting excessive or unnecessary light and glare.
Policy S 6.2.2: Consider CPTED Principles (Crime Prevention Through Environmental Design) in reviewing development proposals, to increase public safety through establishing defensible space, clearly delineated public and private areas, and effective surveillance of common areas.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 6.2.3: In designing or reviewing development	<u>Not Applicable:</u> This Policy is a responsibility of and

plans, ensure that pedestrian pathways, stairs, steps and ramps are designed to provide clear and unimpeded passage in order to avoid trip hazards and conflicts with vehicles.	directed to the City of Santa Clarita.
Policy S 6.2.4: Continue to monitor traffic accident data in order to evaluate and address any traffic control needs to enhance public safety.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 6.2.5: Use traffic calming devices and reduced street widths to slow traffic speeds and reduce accidents, where deemed appropriate.	<u>Consistent:</u> The proposed project would incorporate traffic calming devices and reduced street widths throughout the project site.
Policy S 6.3.1: In cooperation with other agencies, ensure adequate shelter for homeless persons to limit their exposure to accidental injury and illness.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 6.3.2: Implement the provisions of the Americans with Disabilities Act to ensure safe travel paths and accommodations for persons with disabilities.	<u>Consistent:</u> The proposed project would comply with the requirements of the Americans with Disabilities Act.
Emergency Planning	
Goal S 7: Protection of the public through planning for disaster response and recovery, in order to minimize damage from emergency incidents or terrorist activities.	<u>Not Applicable:</u> This Goal is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.1.1: Regularly update emergency preparedness and response plans that are consistent with State plans.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.1.2: Continue to provide regular training to public officials and the public on emergency procedures.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.1.3: Ensure that evacuation routes are clearly posted throughout the City.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.1.4: Strengthen communication and cooperation between agencies, citizens and non-profit groups to plan for disaster response.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.2.1: In cooperation with other agencies, plan for temporary shelters for residents displaced by disasters and emergency incidents.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.2.2: Plan for expedited plan check, permitting, and inspection programs to aid recovery efforts involving the rebuilding of damaged structures.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.2.3: Ensure that proper record-keeping procedures are in place for purposes of obtaining reimbursement from State and Federal agencies.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy S 7.2.4: Purchase disaster and recovery supplies locally to assist local businesses in their recovery efforts.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Housing Element	
Adequate Sites	
Goal H 1: Provide adequate sites to accommodate 8,322 new housing units between 2013 and 2021.	<u>Consistent.</u> The proposed project provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market rate apartments, age-qualified apartments, affordable senior apartments, and market rate townhomes.
Objective: Provide adequate sites at a range of densities to accommodate future housing needs.	<u>Consistent.</u> The proposed project provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market rate apartments, age-qualified apartments, affordable

	senior apartments, and market rate townhomes.
Policy H1.1.1: Encourage a variety of housing types such as single-family attached (townhouses), multi-family units, planned unit developments mixed use housing and other housing types that make housing more affordable.	<u>Consistent.</u> The proposed project provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market rate apartments, age-qualified apartments, affordable senior apartments, and market rate townhomes.
Policy H1.1.2: Encourage the development of new affordable units through the provision of incentives.	<u>Consistent.</u> The proposed project would include affordable senior apartments and affordable units within the residential areas.
Policy H1.1.3: Replace housing units demolished by the redevelopment agency for redevelopment projects.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H1.1.4: Establish minimum densities for residential land use districts in the Land Use Element of the General Plan.	<u>Consistent.</u> The proposed project requests a zone change from Business Park to the proposed Specific Plan. The Specific Plan establishes minimum densities for the project site.
<i>Assist in the Development of Affordable Housing</i>	
Goal H.2: Assist in the development of adequate housing to meet the needs of extremely low, very low, low and moderate income households (Government Code Section 65583(c)(2)).	<u>Consistent.</u> The proposed project would include affordable senior apartments and affordable units within the residential areas.
Objective H 2.1.1: Assist in the development of new and rehabilitated housing to provide at least 273 units for households with very low and low incomes.	<u>Consistent.</u> The proposed project would include affordable senior apartments and affordable units within the residential areas.
Policy H 2.1.1: Target one third of housing subsidies to extremely low income households in new affordable development.	<u>Consistent:</u> This Goal is a responsibility of and directed to the City of Santa Clarita. That said, the proposed project would be designed in a manner to reduce risk to public safety and property damage.
Policy H 2.1.2: Require that all units developed under any of the City affordable housing programs remain affordable for the longest possible time or at least 55 years.	<u>Consistent.</u> Any units developed under the City's affordable housing program will remain affordable for at least 55 years.
Policy H 2.1.3: Encourage the development of housing affordable to lower income groups in areas well served by public transportation, schools, retail, and other services.	<u>Consistent.</u> The proposed project would place affordable units in walking distance to open space, multi-use trails., and the Metrolink Station and Bus Transfer.
Policy H 2.1.4: Encourage the transition of the homeless population to stable housing.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
<i>Conserve and Improve the Existing Housing Stock</i>	
Goal H.3: Conserve and improve the existing housing stock through Community Preservation, rehabilitation loans, and a handy worker program.	<u>Consistent.</u> The proposed project would introduce 498 residential units to the current housing stock on a currently vacant parcel.
Objective H 3.1: Bring existing housing units up to an established standard of habitability.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H 3.1.1: Enforce existing standards of habitability.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H 3.1.2: Provide rehabilitation assistance to income-eligible homeowners for repairs related to safety, habitability and accessibility standards.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H 3.1.3: Provide grants and loans to income-eligible owner-occupants of single family homes for emergency and minor safety, habitability and accessibility repairs.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.

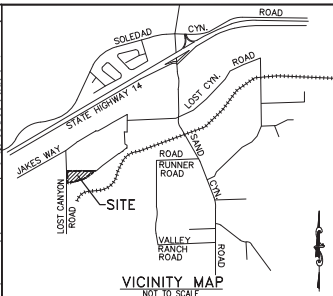
Preserve Units at Risk of Conversion to Market Rate Rents	
Goal H 4: Preserve affordability of existing homes that are at risk of converting to market-rate rents during the planning period.	<u>Consistent.</u> The proposed project would include affordable senior apartments and affordable units within the residential areas.
Objective H 4.1.1: Preserve 232 units at risk of losing their subsidies and converting to market rents between 2013 and 2021.	<u>Consistent.</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That being said, the proposed project would include affordable senior apartments and affordable units.
Policy H 4.1.2: Monitor the status of at-risk units throughout the planning period to identify units which are at planned for imminent conversion to market rate units.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H 4.2: Work with non-profit housing organizations to preserve at-risk units.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Address and Remove or Mitigate Constraints	
Goal H-5: Address and, where appropriate and legally possible, remove government constraints to the maintenance, improvement, and development of housing for all income levels.	<u>Consistent.</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That being said, the proposed project would include affordable senior apartments and affordable units.
Objective H 5.1: Where possible, reduce or remove government restraints on housing as necessary and feasible.	<u>Consistent.</u> This Policy is a responsibility of and directed to the City of Santa Clarita. That being said, the proposed project would include affordable senior apartments and affordable units.
Policy H 5.1.1: Expedite application review, permitting, and inspection procedures for affordable housing projects.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H 5.1.2: Consider fee reductions and/or deferrals for affordable housing projects when deemed appropriate.	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Equal Housing Opportunities	
Goal H6: Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status or disability. (Government Code Section 65583(c)(5).	<u>Consistent.</u> The proposed project provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market rate apartments, age-qualified apartments, affordable senior apartments, and market rate townhomes.
Objective H 6.1: Promote fair housing practices and prohibit discrimination.	<u>Consistent.</u> The proposed project provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market rate apartments, age-qualified apartments, affordable senior apartments, and market rate townhomes. The proposed project would promote fair housing practices and prohibit discrimination.
Policy H 6.1.1: Ensure compliance with fair housing laws by adopting development guidelines that encourage the development of mixed-income housing in every zone district and in every area of the community.	<u>Consistent.</u> The proposed project would be in compliance with fair housing laws.
Policy H 6.1.2: Provide fair housing services that include public information, counseling and investigation	<u>Not Applicable:</u> This Policy is a responsibility of and directed to the City of Santa Clarita.
Policy H 6.1.3: Prohibit discrimination in housing.	<u>Consistent.</u> The proposed project prohibit discrimination in housing.
Persons With Disabilities Including Persons with Developmental Disabilities	
Goal H 7: The housing needs of persons with disabilities,	<u>Consistent:</u> The proposed project would assist in the

including persons with developmental disabilities are typically not addressed by Title 24 Regulations. The housing needs of persons with disabilities, in addition to basic affordability, range from slightly modifying existing units to requiring a varying range of supportive housing facilities.

implementation of this Policy through its inclusion of various housing types that would accommodate households with varied income levels and age-restricted units for senior citizens. Further, nothing in the site design would preclude individuals with special needs from residing at the project.

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APPENDIX 1.0-3
Tentative Tract Map No. 83087



- ABBREVIATIONS:**

- | | |
|--------|-----------------------------------|
| AC | ACRES |
| APWA | AMERICAN PUBLIC WORKS ASSOCIATION |
| BVC | BEGINNING VERTICAL CURB |
| EVC | END VERTICAL CURB |
| EX | EXISTING |
| FF | FINISH FLOOR |
| FM | FORCE MAIN |
| FS | FINISHED SURFACE |
| FW | FIRE WATER |
| GB | GRADE BREAK |
| HP | HIGH POINT |
| L | LENGTH |
| MIN | MINIMUM |
| P.C.C. | PORTLAND CEMENT CONCRETE |
| PI | POINT OF INTERSECTION |
| PROP | PROPOSED |
| R | RADIUS |
| R/W | RIGHT OF WAY |
| SF | SQUARE FOOT |
| SD | STORM DRAIN |
| SS | SANITARY SEWER |
| STD | STANDARD |
| TB | TO BE IMPACTED |
| TBR | TO BE REMOVED |
| TR | TO REMAIN |
| W | WATER |

GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.

GROSS AREA:	20.42 AC
NET AREA:	18.19 AC
TOTAL LOTS:	5
TOTAL D.U.:	503
DENSITY:	26.4 DU/AC
EXISTING ZONING:	BP
PROPOSED ZONING:	UR5

CUT: 450,000 cy
FILL: 450,000 cy
IMPORT/EXPORT:: 0 cy

BLUMAX SANTA CLARITA, LLC,
A DELAWARE LIMITED LIABILITY COMPANY
2001 WILSHIRE BLVD., SUITE 401
SANTA MONICA, CA 94303
PHONE: (310) 556-6390
ATTN: KEVIN HARRISON

FLOOD INSURANCE RATE MAPS COMMUNITY PANEL NUMBERS
NO. 06037C0840F AND 06037C0845F ZONE X

CONTOURS ARE BASED ON AN AERIAL PHOTOGRAMETRIC SURVEY PERFORMED BY VERTEX AND DON READ CORPORATION FLOWN ON MAY 2017.

L 1668 DATUM NAVD 88(1995 ADJUSTMENT) ELEVATION 1586.011
SAND CANYON ROAD AND 161M NORTH OF LIVE OAK SPRINGS CANYON ROAD
8.2M NORTHEAST OF POWER POLE #1155006E MKD (PI 24)
DESCRIPTION: CS MON IN WELL 250MM DN @ PI 600MM EAST OF CENTERLINE

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING NORTH 89°44'29" WEST OF THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN, AS SHOWN ON MAP OF TRACT NO. 69164-01 FILED IN BOOK 1396 PAGES 40 THROUGH 48 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

2840-004-009

ALL RESIDENTIAL, COMMERCIAL AND OFFICE LOTS WITHIN
THIS TENTATIVE MAP MAY BE FURTHER AIRSPACE
SUBDIVIDED FOR CONDOMINIUM PURPOSES.

CABLE TV	CHARTER COMMUNICATIONS 14221 COWELLO STREET VAN NUYS, CA 91405 (661) 483-3030 ATTN: ROBERT REHMS
ELECTRIC	SOUTHERN CALIFORNIA Edison CO 3589 FOOTHILL DRIVE THOUSAND OAKS, CA 91361 (661) 607-0512 ATTN: JOSHUA YANEZ
GAS	SOUTHERN CA. GAS COMPANY 9040 DARDALE AVENUE CHATSWORTH, CA. 91313 (818) 701-7567 ATTN: JOHN CURRAN
SEWER	LOS ANGELES COUNTY SEWER MAINTENANCE DEPARTMENT 1712 NORTH DAVENPORT LANCASTER, CA. 93535 (626) 300-3370 ATTN: MARISA MORALES
TELEPHONE	AT&T 26971 N. FURNIVAL AVENUE SANTA CLARITA, CA 91351 (661) 251-8799 ATTN: BRYAN MONTGOMERY
WATER	SANTA CLARITA VALLEY WATER AGENCY 18221 SUMMIT CIRCLE SANTA CLARITA, CA. 91350 (661) 259-2737 ATTN: BRENT PAYNE

- (A) PROPOSED LANDSCAPE EASEMENT TO THE CITY OF SANTA CLARITA
- (B) PROPOSED ROAD EASEMENT TO THE CITY OF SANTA CLARITA – LOST CANYON ROAD
- (C) PROPOSED STORM DRAIN EGRESS EASEMENT TO THE CITY OF SANTA CLARITA
- (D) PROPOSED NEW LOT LINE ADJUSTMENT WITH THE CITY OF SANTA CLARITA
- (E) PROPOSED ROAD EASEMENT – HARRIMAN DRIVE

EASEMENTS BASED ON CHICAGO TITLE COMPANY PRELIMINARY REPORT
POLICY NO.: 00125823-994-LT2-KD

1. Water rights, claims or title to water, whether or not disclosed by the public records.
2. An easement affecting the portion of said land and for the purposes stated herein and incidental purposes (No representation is made as to the present ownership of said easement)
- In Favor of: Southern California Edison Company, Ltd
- For: public utilities
- Recorded: in Book 20996, Page 385, of Official Records
- Affects: A portion of said land more particularly described therein

5. Easement(s) for the purpose(s) shown below and rights incidental thereto as condemned by an instrument.
 Entitled: Amended Final Order of Condemnation
 Court: Superior Court
 Case No.: BC 317474
 In favor of: Castaic Lake Water Agency, a California water agency
 Purpose: water pipeline
 Recording Date: May 5, 2006
 Recording No: 06-0997584, Official Records
 Affects: that portion of said land described therein

SHOW HEREON AS (5)

6. Matters contained in that certain document
Entitled: Memorandum of Grading, Improvements, and Easement Agreement
Dated: November 13, 2009
Executed by Rachel Jorgensen, Successor Trustee of the Marital Deduction Trust of The Cloyd Family Trust,
dated November 3, 2003, Goldman Family Limited Partnership, a Delaware limited partnership, Vista Canyon
Living, LLC, a California limited liability company and Vista Canyon Phase 1, LLC, a Delaware limited
liability company.
Recording Date: November 16, 2016
Recording No. 20161433058, Official Records
Reference is hereby made to said document for full particulars.
7. Any rights, claims or interests that may exist or arise by reason of the following facts disclosed by a map
dated June 5, 2019 last revised July 9, 2019 of an ALTA/NSPS Land Survey completed June 4, 2019
prepared by or under the responsible charge of Michael A. Kennoda LS 5642, of/or Verlex Survey, Inc.,
are hereby acknowledged to be as follows:
- A. There is a street located across the north and south sides of surveyed property.
 - B. There is a vehicular access across the west and south lines of surveyed property.
 - C. A Y-ditch extends across the west line of surveyed property.
 - D. There are street lights and pull boxes on the north and south sides of surveyed property.
 - E. There is a 36" steel pipe in the northwest corner of surveyed property.
 - F. There are water valves on the north side of the surveyed property.
 - G. Fire hydrant lies 1-3 feet east of the west line of surveyed property.



THAT PORTION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF SANTA CLARITA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE MARCH 29, 1877, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID SOUTH HALF, DISTANT THEREON SOUTH 89 DEGREES 57 MINUTES 20 SECONDS EAST 124.57 FEET FROM THE WESTERLY LINE OF SAID SOUTHEAST QUARTER; THENCE ALONG SAID NORTHERLY LINE SOUTH 89 DEGREES 57 MINUTES 20 SECONDS EAST TO THE POINT OF BEGINNING; THENCE ALONG THE WESTERLY LINE OF SAID SOUTH HALF WEST 89 DEGREES 57 MINUTES 20 SECONDS INTERSECTION OF SAID NORTHERLY LINE WITH THE NORTHWESTERLY LINE OF THE 100 FOOT WIDE STRIP OF LAND DESCRIBED IN DEED DATED APRIL 22, 1890, FROM JOHN T. HUMPHREY'S TO THE SOUTHERN PACIFIC RAILROAD COMPANY; THENCE ALONG SAID WESTERLY LINE OF SAID SOUTH HALF WEST 89 DEGREES 57 MINUTES 20 SECONDS 124.57 FEET TO THE POINT OF BEGINNING; THENCE ALONG SAID SOUTH HALF SOUTH 53 DEGREES 28 MINUTES 53 SECONDS EAST 157.20 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG SAID LINE TO THE RIGHT (TANGENT TO SAID CURVE) 44.44 FEET TO A POINT; THENCE ALONG SAID LINE 44.44 FEET 35 SECONDS (TANGENT TO SAID CURVE AT THE LAST MENTIONED POINT) BEARS SOUTH 56 DEGREES 04 MINUTES 05 SECONDS WEST AND NORTH OF SAID CURVE BEARS SOUTH 59 DEGREE 56 MINUTES 04 SECONDS WEST 50.00 FEET TO A POINT; THENCE ALONG SAID LINE 50.00 FEET TO A POINT; THENCE 11 MINUTES 20 SECONDS WEST 50.00 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A COMPOUND CURVE TO THE RIGHT (TANGENT TO SAID CURVE A THE LAST MENTIONED POINT BEARS SOUTH 64 DEGREE 04 MINUTES 05 SECONDS WEST) 271.82 FEET TO A POINT; THENCE ALONG SAID LINE 271.82 FEET, 10 DEGREES 53 MINUTES 36 SECONDS (CENTRAL ANGLES), 500.36 (ARC), 1759.91 FEET, 8 DEGREES 01 MINUTES 14 SECONDS (CENTRAL ANGLES), 246.36 (ARC), TO A POINT IN THE NORTHERLY LINE OF SAID SOUTH HALF; THENCE ALONG SAID NORTHERLY LINE NORTH 89 DEGREES 57 MINUTES 20 SECONDS WEST TO THE PACIFIC RAILROAD COMPANY RECORDED APRIL 26, 1890, IN BOOK 642, PAGE 277, OF DEEDS, RECORDS OF SAID COUNTY; THENCE ALONG SAID LAST MENTIONED NORTHERLY LINE TO A LINE HAVING A BEARING OF NORTH 89 DEGREES 57 MINUTES 20 SECONDS WEST 124.57 FEET TO THE POINT OF BEGINNING; THENCE ALONG SAID LINE NORTH 2 DEGREES 00 MINUTES 00 SECONDS WEST TO THE POINT OF BEGINNING.

APN: 2840-004-009

1. LOT LINES CAN BE ADJUSTED AND ADDITIONAL RESIDENTIAL OR COMMERCIAL LOTS MAY BE CREATED TO THE SATISFACTION OF THE CITY PLANNING DEPARTMENT AS LONG AS THE MAXIMUM NUMBER OF APPROVED RESIDENTIAL UNITS AND/OR THE MAXIMUM SQUARE FOOTAGE OF COMMERCIAL/OFFICE APPROVED IS NOT EXCEEDED.

2. ALIGNMENT AND GEOMETRICS OF STREETS ARE APPROXIMATE. ADJUSTMENTS TO STREETS CAN BE MADE WITH APPROVAL BY THE CITY OF SAN JUAN, CLARITA PLANNING DEPARTMENT AND THE ENGINEERING DEPARTMENT.
3. GRADES SHOWN ON THIS TENTATIVE MAP ARE APPROXIMATE. GRADES MAY DEVIATE UP TO TEN FEET WITH APPROVAL OF CITY PLANNING AND ENGINEERING DEPARTMENT.
4. PERMISSION IS REQUESTED FOR MULTIPLE (PHASED/UNIT) TRACT MAPS.
5. PERMISSION IS REQUESTED TO COMBINE LOTS.
6. PERMISSION IS REQUESTED TO CREATE ADDITIONAL LANDSCAPE/OPEN SPACE OR PUBLIC USE LOTS TO THE SATISFACTION OF THE CITY PLANNING DEPARTMENT.
7. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS AND PROVIDE MAINTENANCE EASEMENTS TO THE SATISFACTION OF THE CITY OF SAN JUAN, CLARITA PLANNING AND ENGINEERING DEPARTMENT.
8. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., SEALES, TRANSIT SHELTERS, WATER QUALITY BASINS, ETC.) MAY BE RELOCATED TO THE SATISFACTION OF THE CITY OF SAN JUAN, CLARITA PLANNING AND ENGINEERING DEPARTMENTS.
9. PERMISSION IS REQUESTED TO MASS GRADE.
10. LOTS DESIGNATED FOR MULTI-FAMILY HOUSING MAY BE FURTHER SUBDIVIDED FOR CONDOMINIUM PURPOSES.
11. RESIDENTIAL UNITS MAY BE TRANSFERRED BETWEEN PLANNING AREAS SUBJECT TO APPROVAL OF THE CITY PLANNING DEPARTMENT.



PLAN PREPARED FOR:

NEW URBAN WEST, INC.
2001 WILSHIRE BLVD., SUITE 401
SANTA MONICA, CA 91405
TEL: (310) 556-6390
ATTN: KEVIN HARBISON

PLANS PREPARED BY:
ALLIANCE LAND PLANNING & ENGINEERING INC.
2248 FARADAY AVE.
CARLSBAD, CA 92008
(760) 431-9896
PLANS PREPARED UNDER THE DIRECTION OF:

CRAIG M. WHITTEKER R.C.E. 51929
DATE 3/19/20

[illegible]

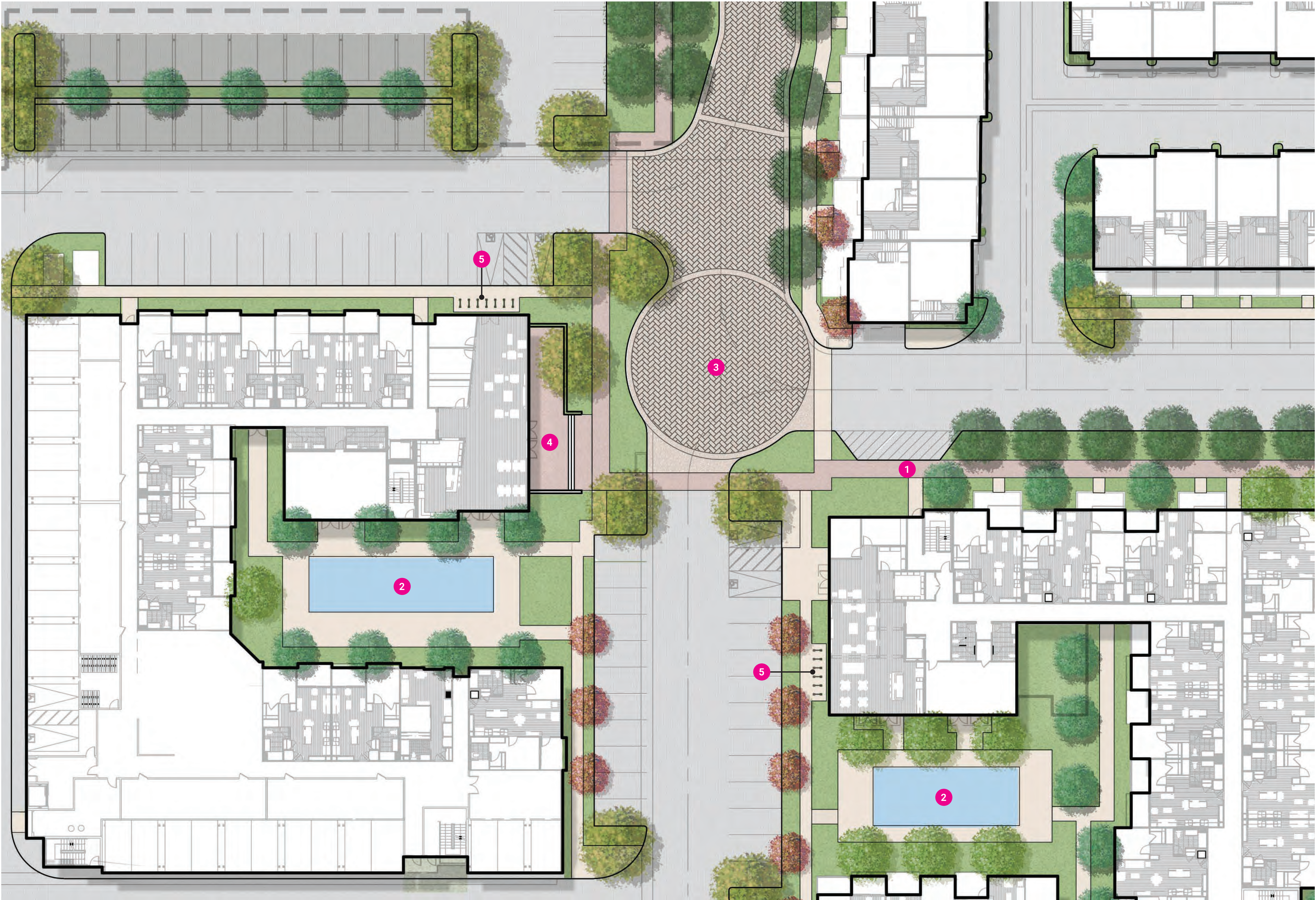
ET OF	CITY OF SANTA CLARITA	1 SHEETS
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METROWALK
TENTATIVE TRACT MAP 83087
FOR CONDOMINIUM PURPOSES

APPENDIX 4.0-1
Conceptual Landscape Plan



OVERALL LANDSCAPE PLAN



- Legend:
- 1 Interior "trail" through project core
 - 2 Resident recreation / pool area
 - 3 Enhanced vehicular entry
 - 4 Leasing entry / patio
 - 5 Bike racks

North
0' 8' 16' 32'
LANDSCAPE ENLARGEMENT
WEST ENTRY

NEW
URBAN
WEST
INC

METROWALK
2001 Wilshire Blvd. Ste 401 Santa Monica, California 90403
P. 310. 566. 6393 F. 310. 566. 6389

WM WITHEE MALCOLM
ARCHITECTS
2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com
Job No. B9040 Date: 10.20/2020 LS-1.02



- Legend:
- 1 Interior "trail" through project core
 - 2 Resident recreation/pool area
 - 3 Passive play area & gathering space
 - 4 Enhanced vehicular entry
 - 5 Circulation "node" with small shade structure
 - 6 Bike racks

North
0' 8' 16' 32'
LANDSCAPE ENLARGEMENT

EAST ENTRY

NEW
URBAN
WEST
INC

METROWALK

2001 Wilshire Blvd. Ste 401 Santa Monica, California 90403
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WM WITHEE MALCOLM
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2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com
Job No. B9040 Date: 10.20/2020 LS-1.03



Playground (Ages 2-5)



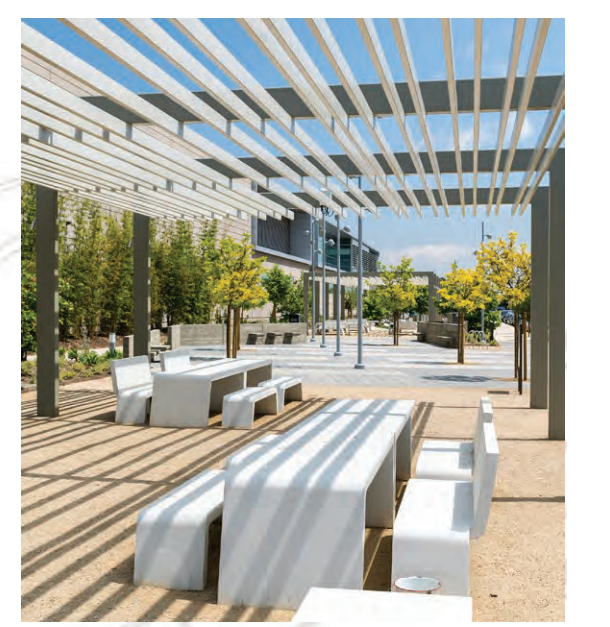
Playground (Ages 6-12)



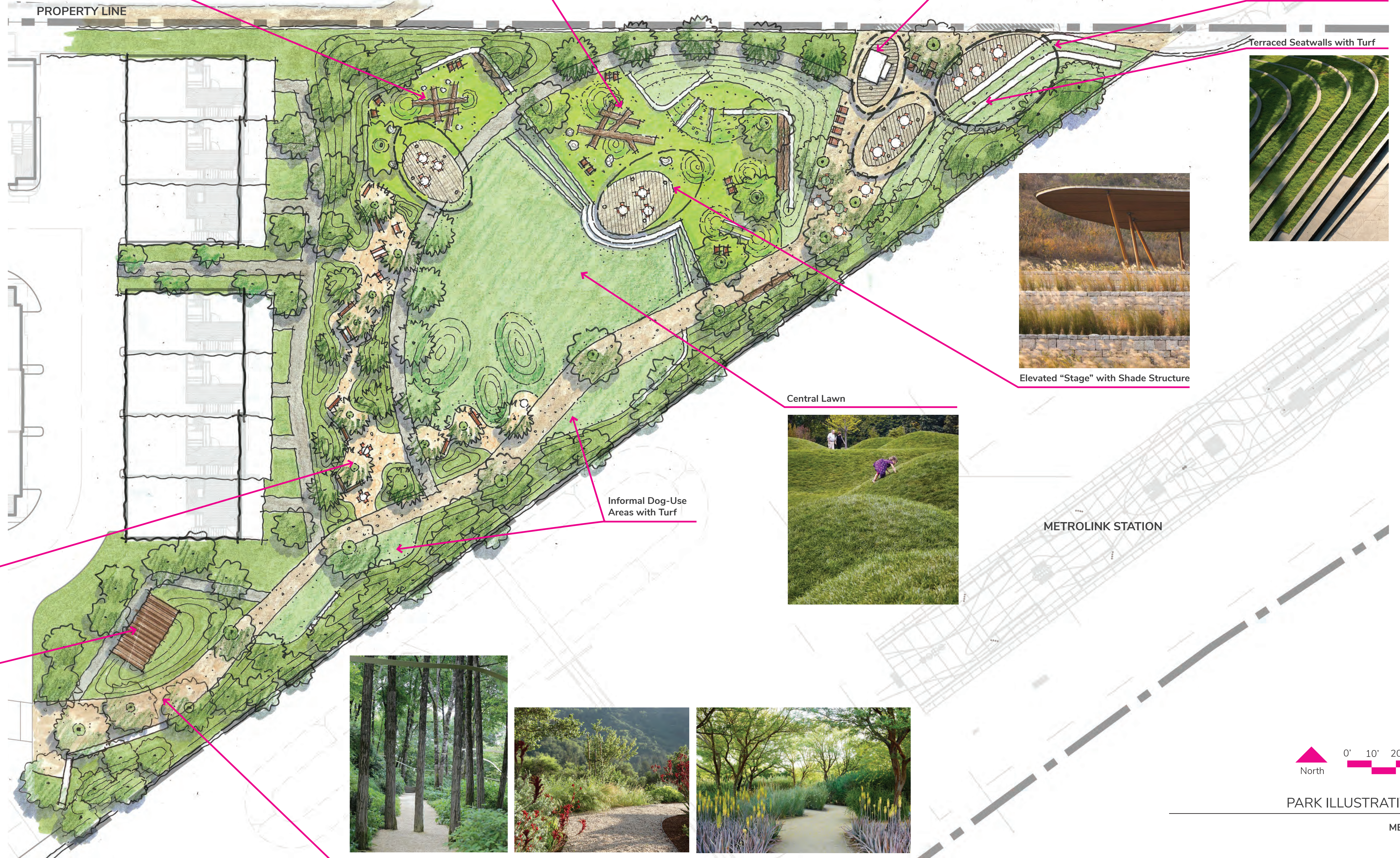
ADJACENT MIXED-USE



Coffee Kiosk



Sculptural Shade Structure, TYP.



Botanical Experience

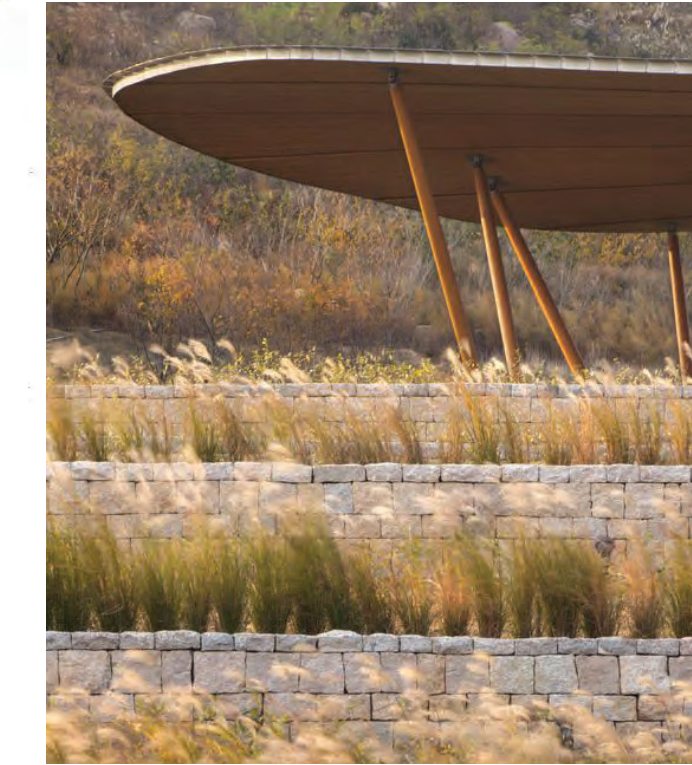
Seating Space with Shade Structure



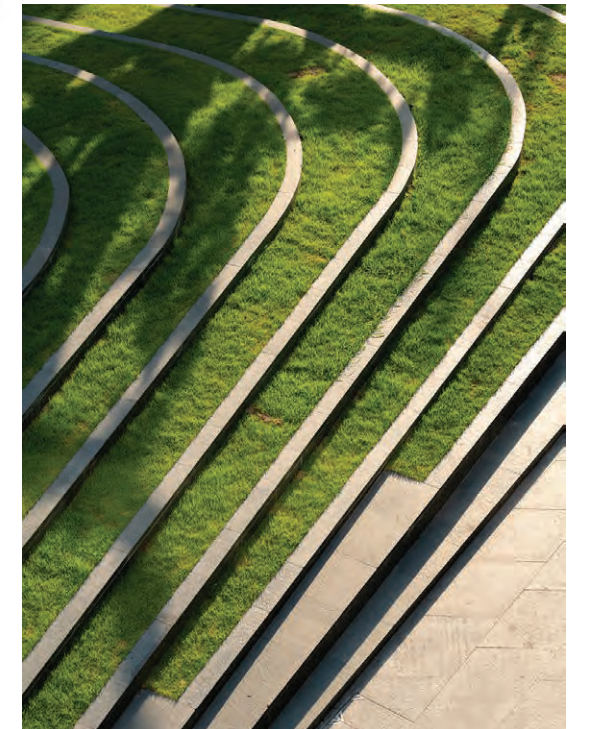
Central Lawn



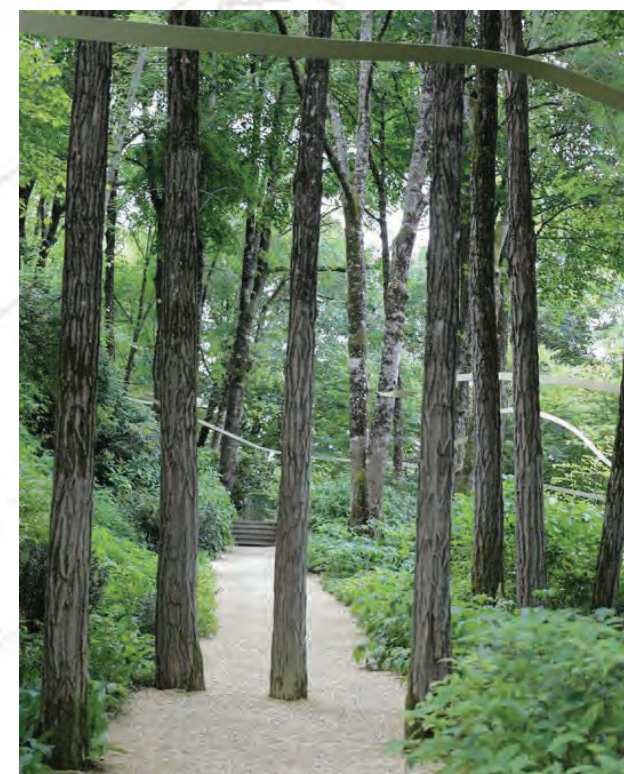
Informal Dog-Use Areas with Turf



Elevated "Stage" with Shade Structure



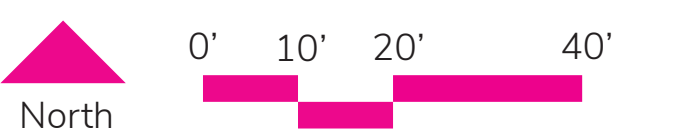
Terraced Seatwalls with Turf



Primary "Trail" Connection with Oak Trees for Shade



METROLINK STATION



PARK ILLUSTRATIVE PLAN

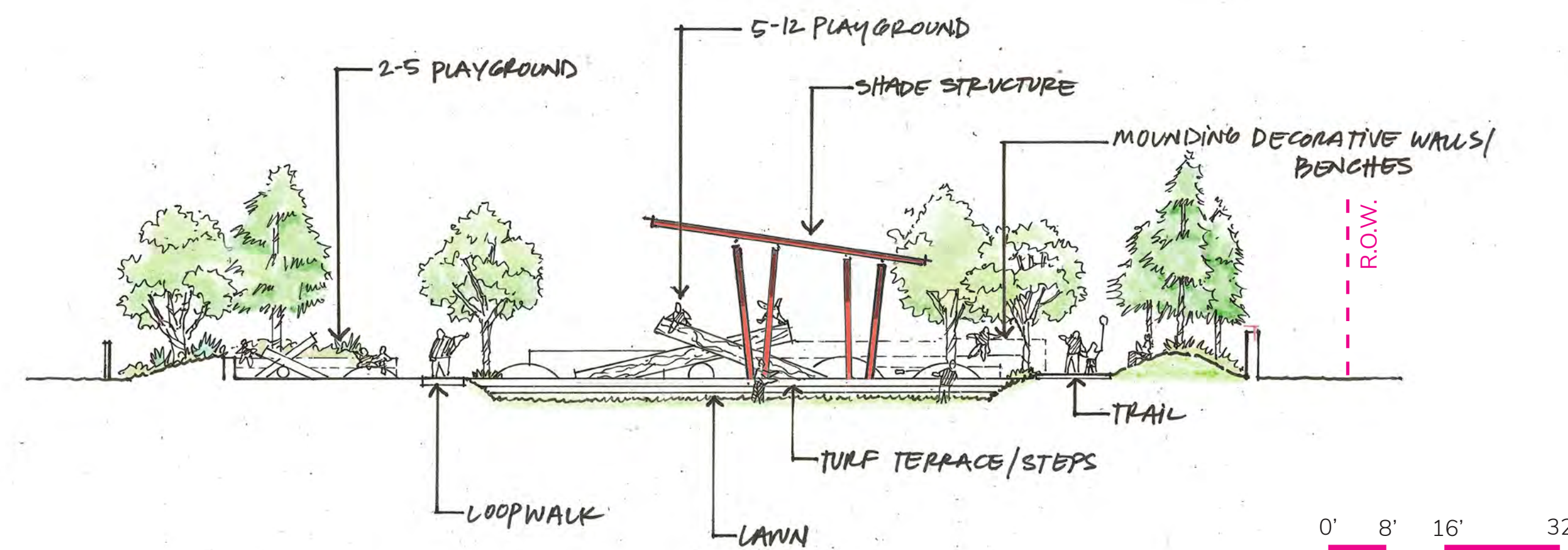
METRO PLAZA

NEW
URBAN
WEST
INC

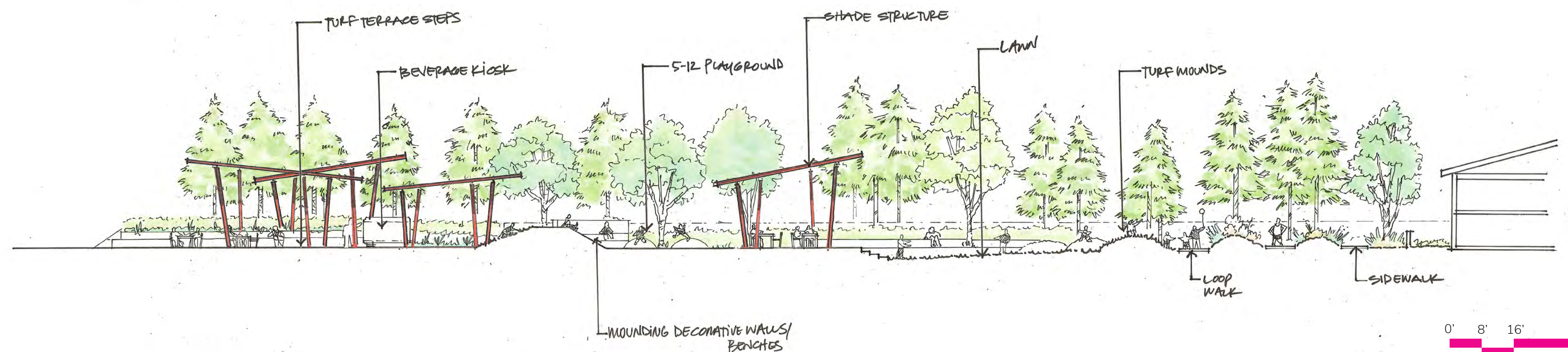
METROWALK

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P. 310. 566. 6393 F. 310. 566. 6389

WM WITHEE MALCOLM
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2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com
Job No. B9040 Date: 10.20.2020 **LS-1.04**



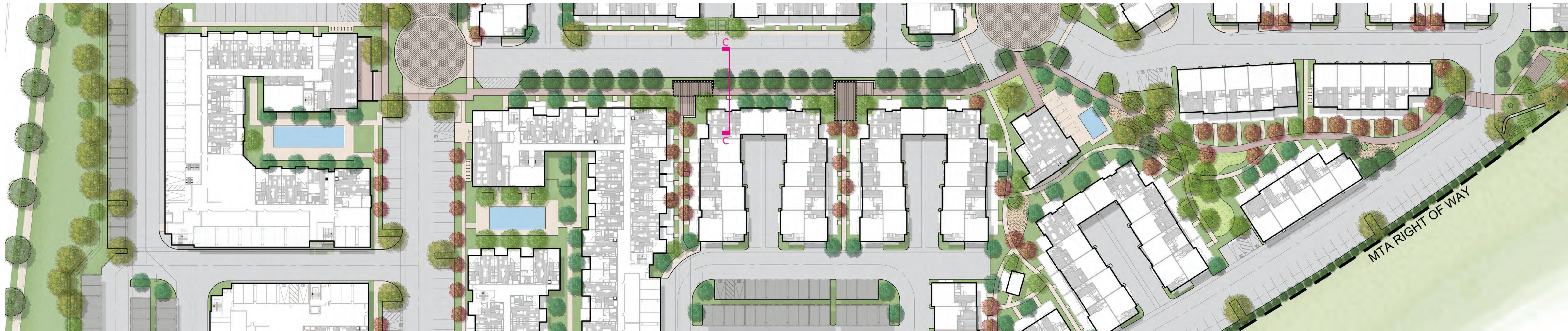
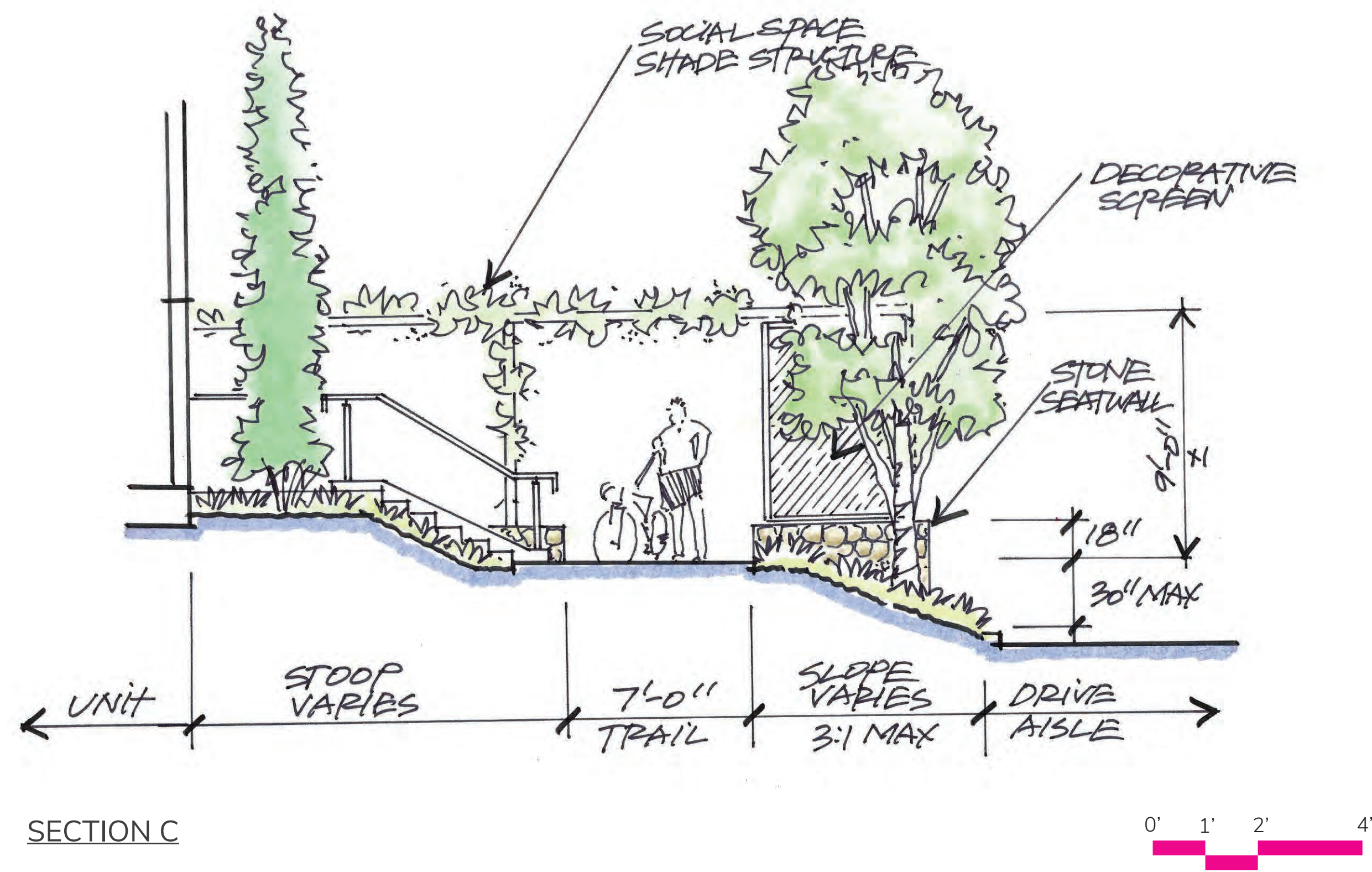
SECTION A



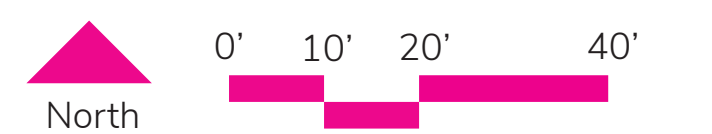
SECTION B

PARK SECTION

METRO PLAZA

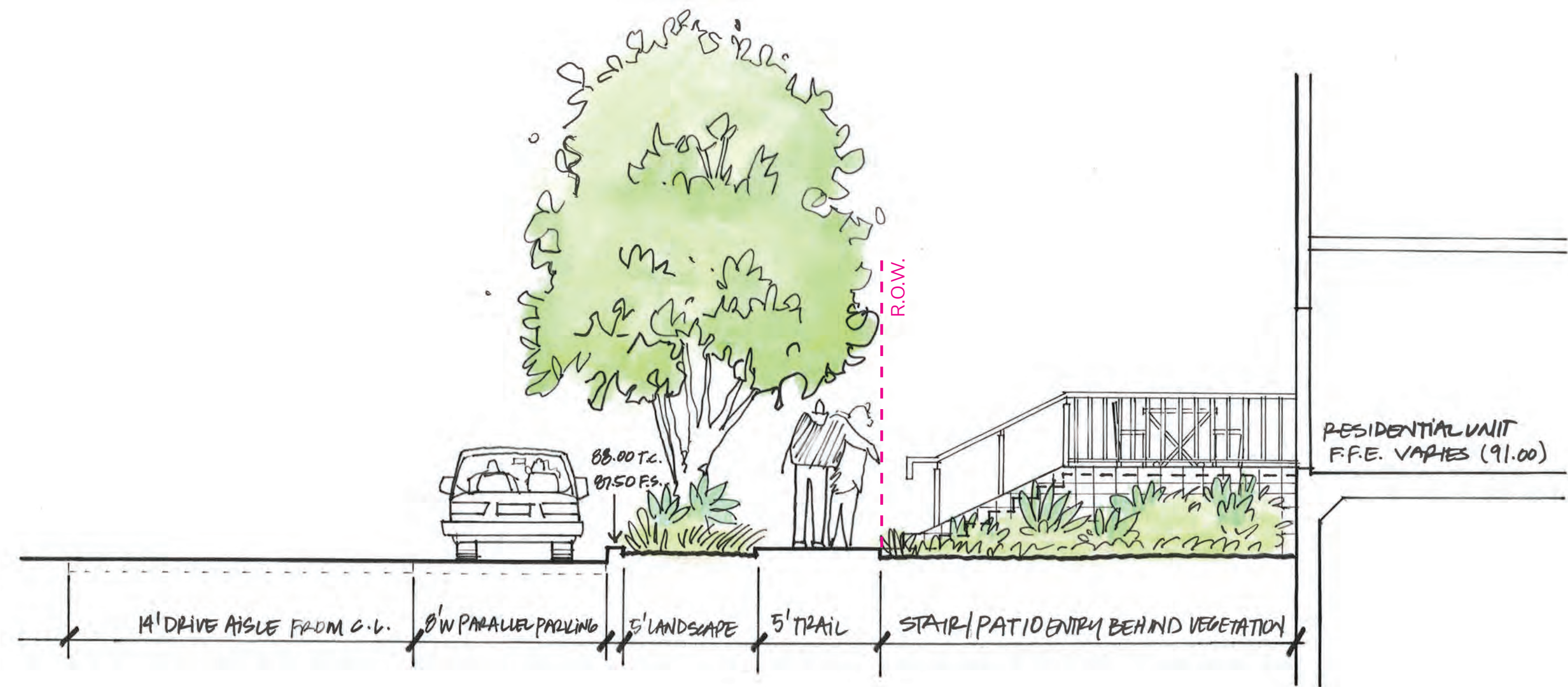


PLAN VIEW

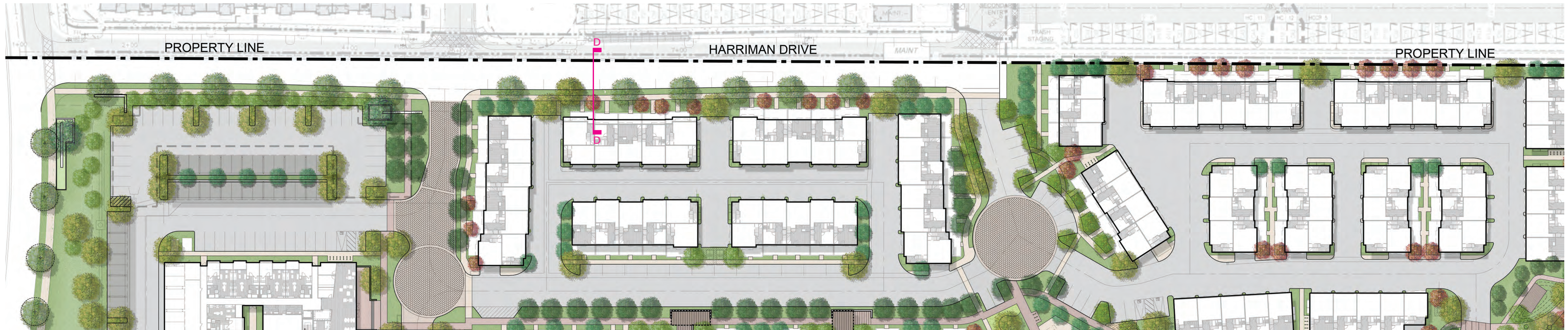


MAIN TRAIL

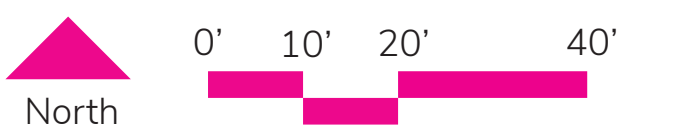
TOWNHOUSE CONNECTION



SECTION D



PLAN VIEW



HARRIMAN DRIVE

TOWNHOUSE CONNECTION

NEW
URBAN
WEST
INC

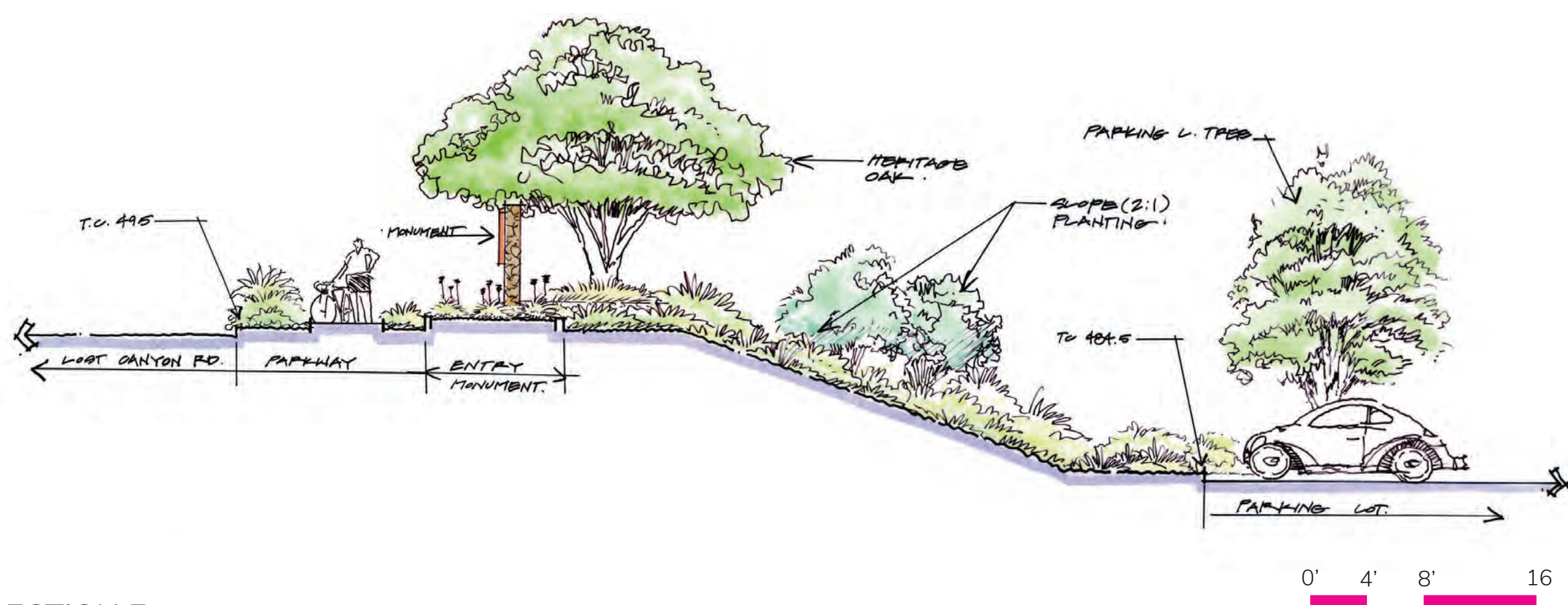
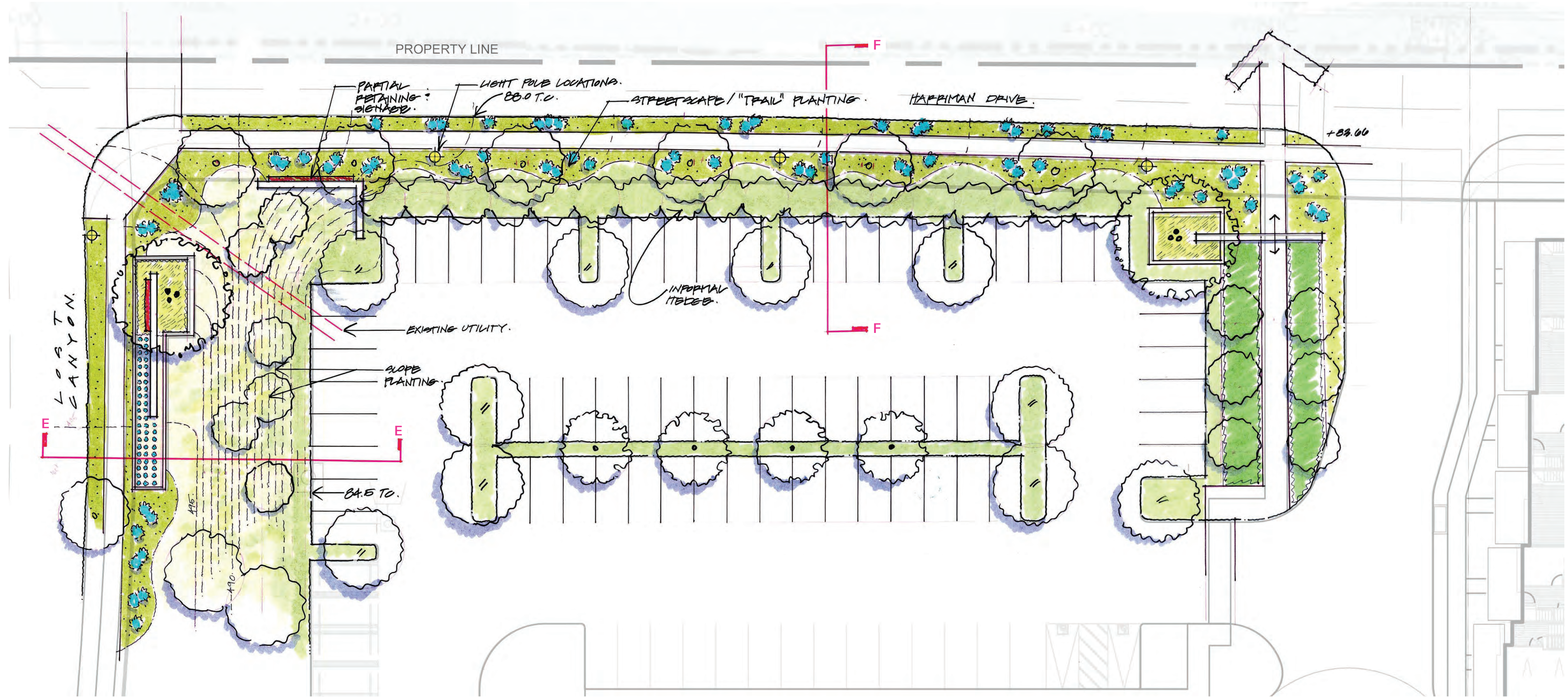
METROWALK

2001 Wilshire Blvd. Ste 401 Santa Monica, California 90403
P. 310. 566. 6393 F. 310. 566. 6389

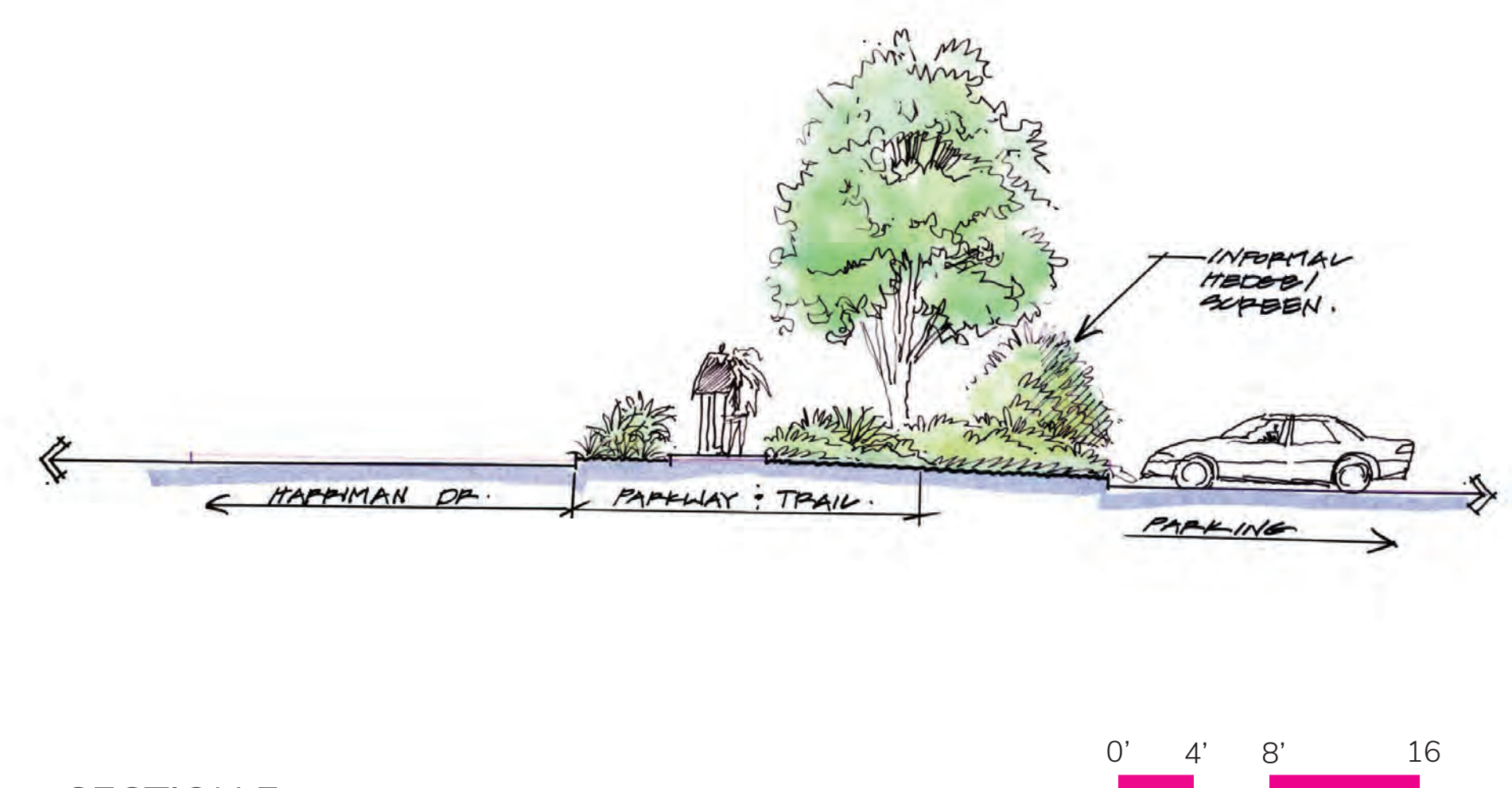
WM WITHEE MALCOLM
ARCHITECTS

2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com

Job No. B9040 Date: 10.20.2020 **LS-1.07**



SECTION E



SECTION F

PROJECT ENTRY STUDY

HARRIMAN DRIVE & LOST CANYON RD

NEW
URBAN
WEST
INC

METROWALK

2001 Wilshire Blvd. Ste 401 Santa Monica, California 90403
P. 310. 566. 6393 F. 310. 566. 6389

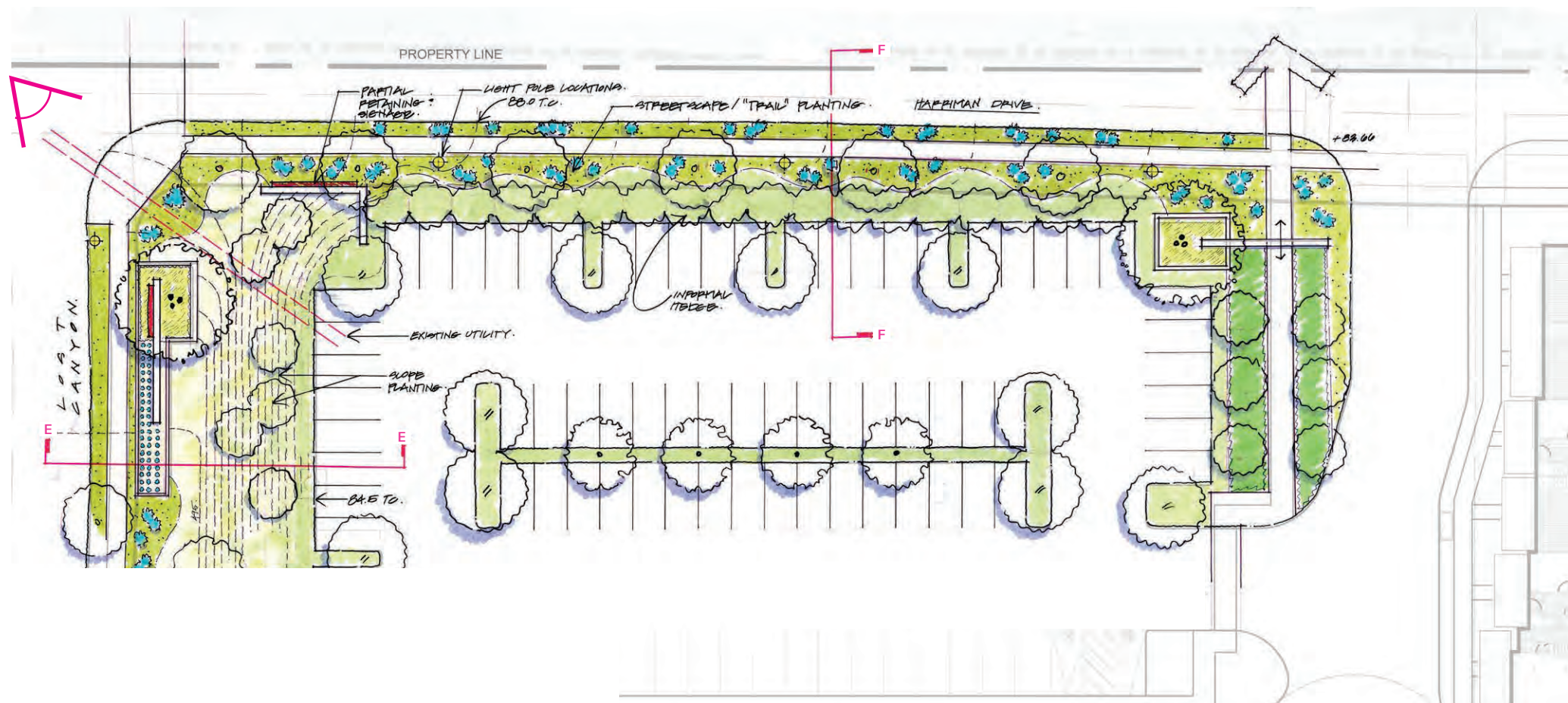
WM WITHEE MALCOLM
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2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com

Job No. B9040 Date: 10.20.2020 **LS-1.08**



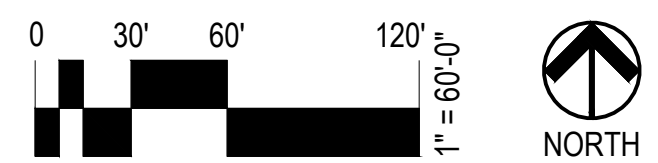
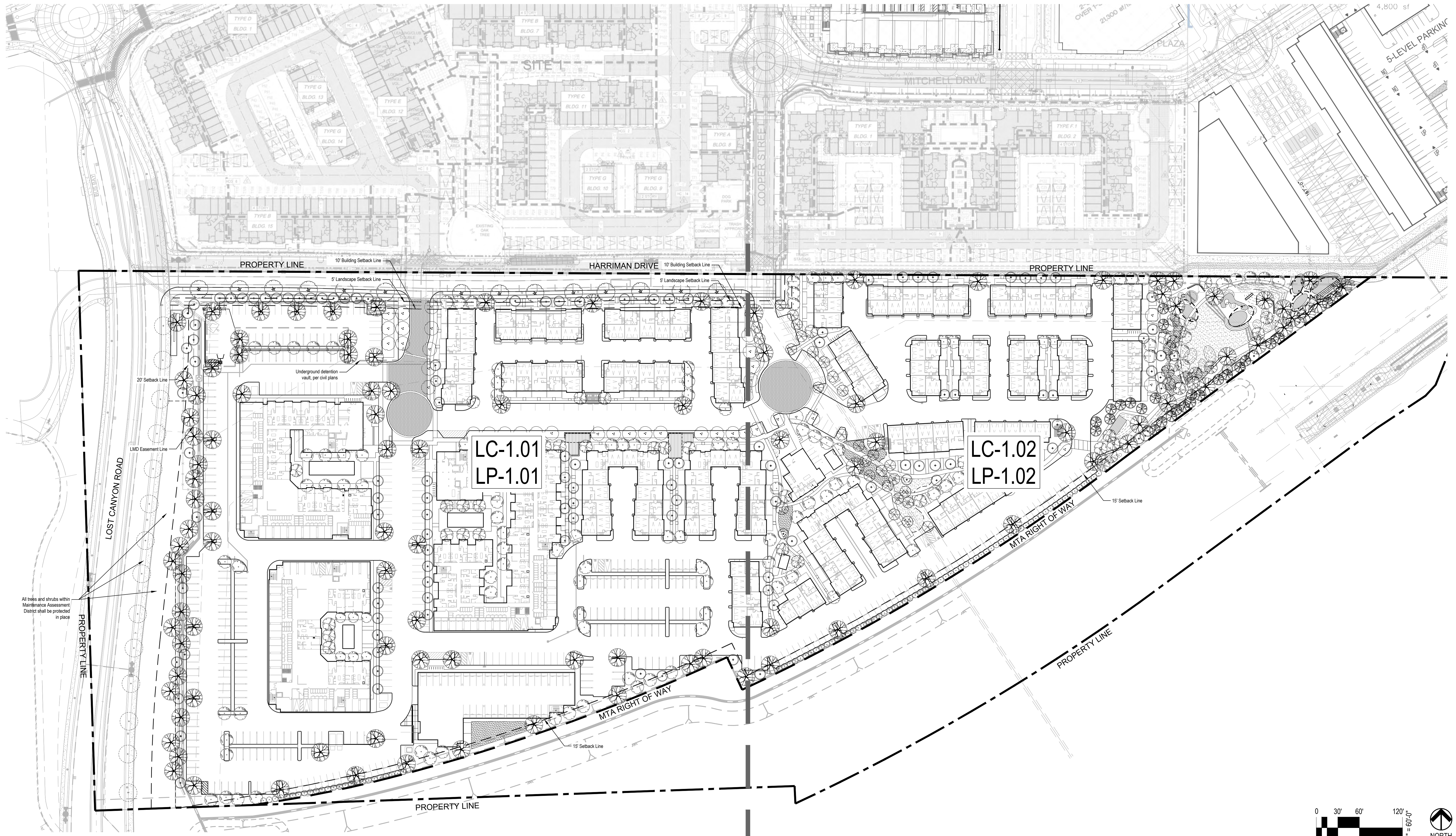
3D VIEW



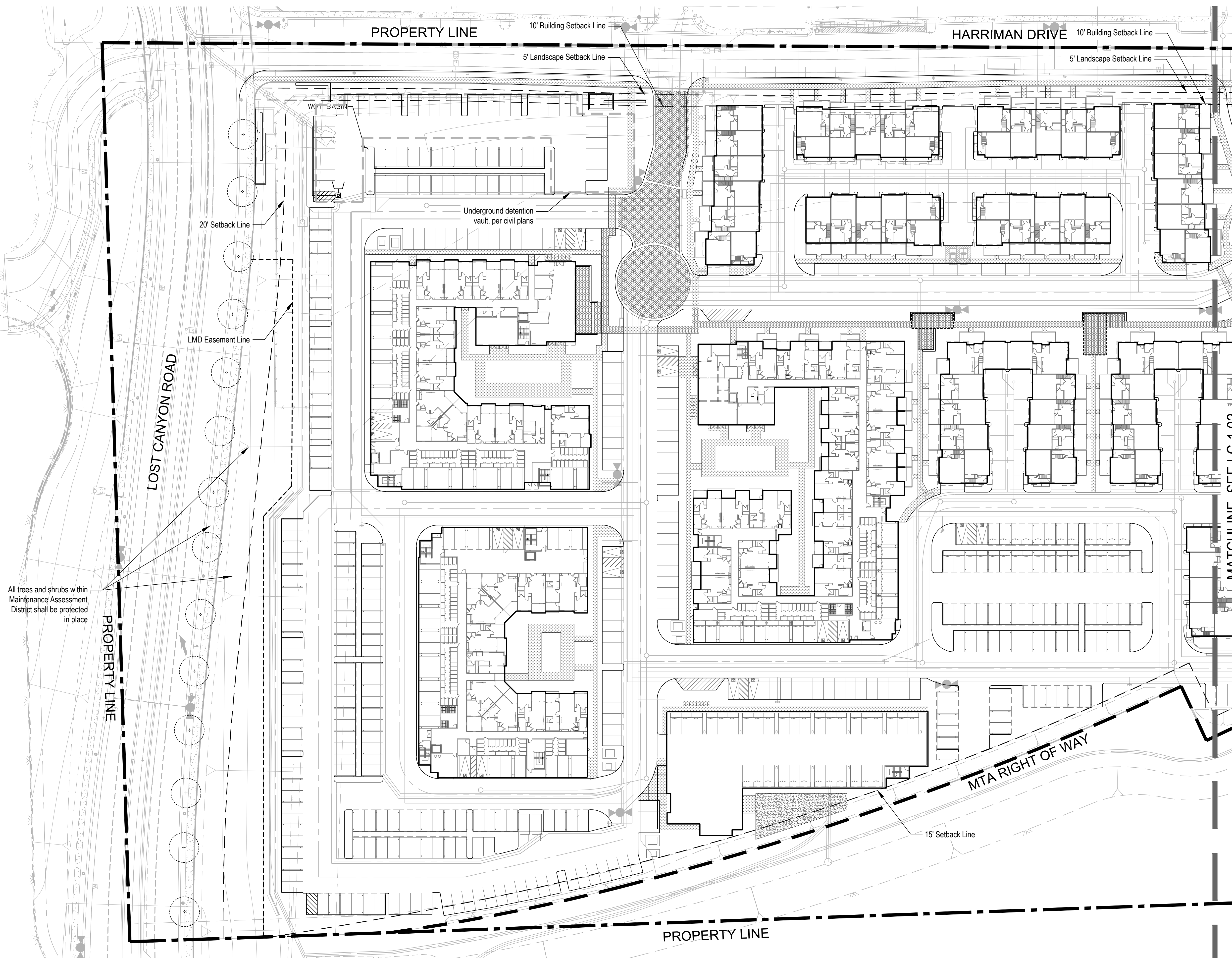
KEY MAP

PROJECT ENTRY STUDY - 3D VIEW

HARRIMAN DRIVE & LOST CANYON RD

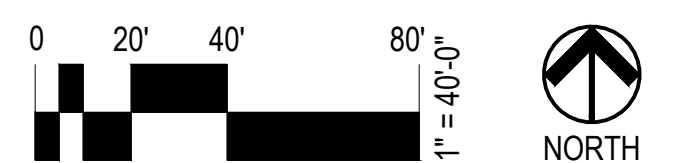


LANDSCAPE SITE PLAN



PAVING MATERIAL LEGEND

- STANDARD SITE PEDESTRIAN PAVEMENT**
 POTENTIAL MATERIALS:
 • NATURAL GRAY PAVING WITH ETCHED OR BROOM FINISH
 • DECOMPOSED GRANITE
 • INTEGRAL COLOR CONCRETE WITH ETCHED FINISH
 • PRECAST CONCRETE PAVERS
 • PORCELAIN OR STONE TILE
 (AT SIGNIFICANT LOCATIONS SUCH AS BUILDING ENTRIES)
 *A VARIETY OF MATERIALS WILL BE UTILIZED AS APPROPRIATE IN DIFFERENT CONDITIONS
- ENHANCED PEDESTRIAN PAVEMENT AT TRAIL**
 POTENTIAL MATERIALS:
 • NATURAL GRAY PAVING WITH ETCHED OR BROOM FINISH
 • INTEGRAL COLOR CONCRETE WITH ETCHED FINISH
 • PRECAST CONCRETE PAVERS
 • NATURAL STONE
- ENHANCED VEHICULAR PAVEMENT AT PROJECT ENTRY**
 POTENTIAL MATERIALS:
 • INTEGRAL COLOR CONCRETE WITH DECORATIVE SCORING
 • PRECAST CONCRETE PAVERS
 • LITHOCRETE
- ENHANCED PEDESTRIAN PAVEMENT AT PARK**
 POTENTIAL MATERIALS:
 • NATURAL GRAY PAVING WITH ETCHED OR BROOM FINISH
 • INTEGRAL COLOR CONCRETE WITH ETCHED FINISH
 • PRECAST CONCRETE PAVERS
 • NATURAL STONE
- INFORMAL PATHS**
 POTENTIAL MATERIALS:
 • DECOMPOSED GRANITE
- ENHANCED PLAY PAVEMENT AT PARK**
 POTENTIAL MATERIALS:
 • RESILIENT SURFACING



LANDSCAPE PAVING AND CIRCULATION PLAN

**NEW
URBAN
WEST
INC**

METROWALK

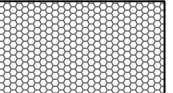
2001 Wilshire Blvd . Ste 401 . Santa Monica . California 90403
 P. 310. 566. 6393 F. 310. 566. 6389

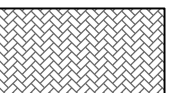
**WITHEE MALCOLM
ARCHITECTS**
 2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com
 Job No. B9040 Date.10.20.2020 **LC-1.01**



PAVING MATERIAL LEGEND

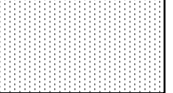
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STANDARD SITE PEDESTRIAN PAVEMENT
POTENTIAL MATERIALS:
• NATURAL GRAY PAVING WITH ETCHED OR BROOM FINISH
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• INTEGRAL COLOR CONCRETE WITH ETCHED FINISH
• PRECAST CONCRETE PAVERS
• PORCELAIN OR STONE TILE
(AT SIGNIFICANT LOCATIONS SUCH AS BUILDING ENTRIES)
*A VARIETY OF MATERIALS WILL BE UTILIZED AS APPROPRIATE IN DIFFERENT CONDITIONS
- 

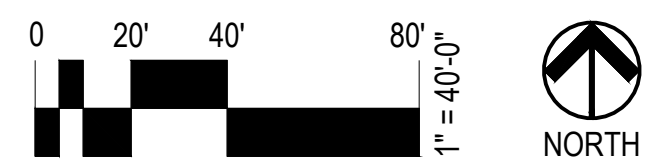
ENHANCED PEDESTRIAN PAVEMENT AT TRAIL
POTENTIAL MATERIALS:
• NATURAL GRAY PAVING WITH ETCHED OR BROOM FINISH
• INTEGRAL COLOR CONCRETE WITH ETCHED FINISH
• PRECAST CONCRETE PAVERS
• NATURAL STONE
- 

ENHANCED VEHICULAR PAVEMENT AT PROJECT ENTRY
POTENTIAL MATERIALS:
• INTEGRAL COLOR CONCRETE WITH DECORATIVE SCORING
• PRECAST CONCRETE PAVERS
• LITHOCRETE
- 

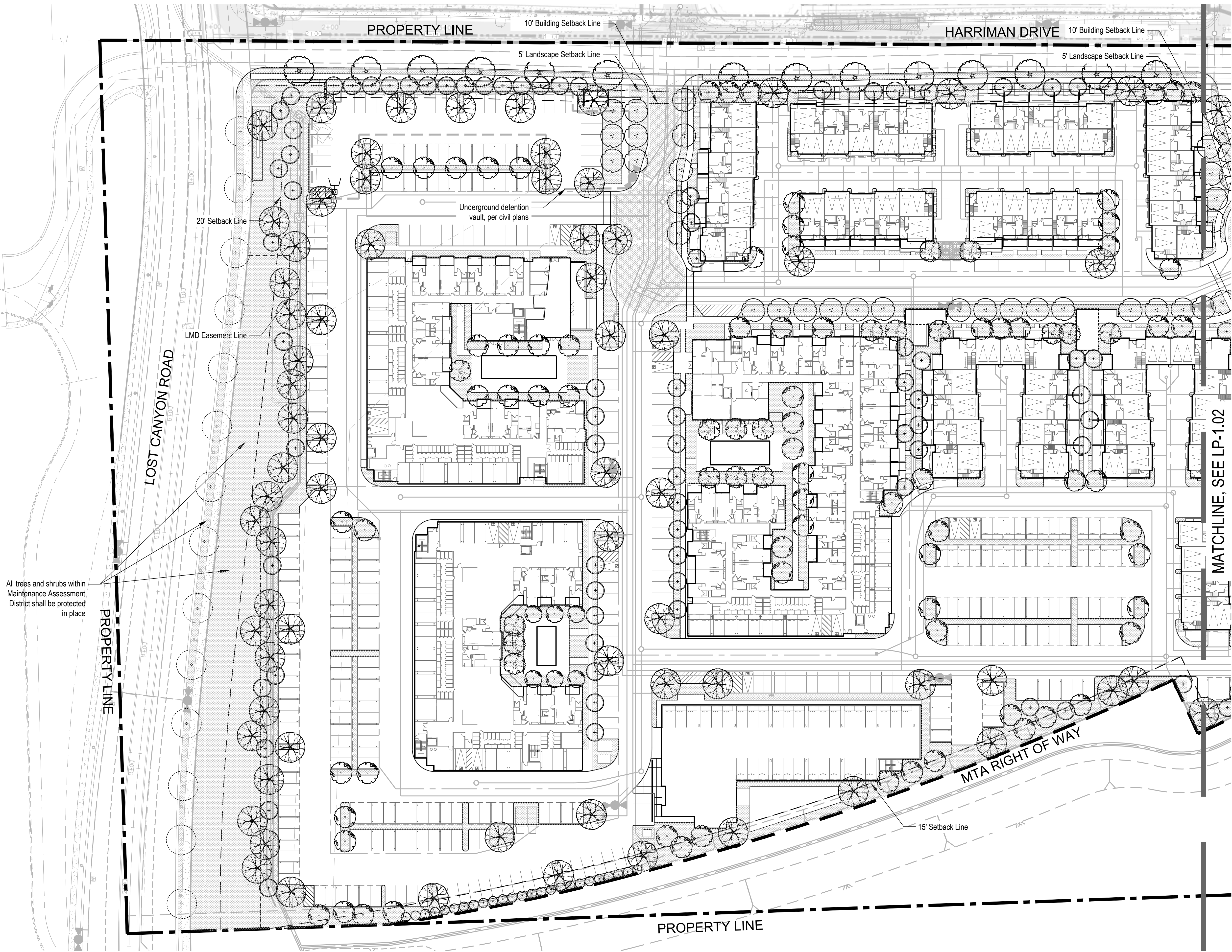
ENHANCED PEDESTRIAN PAVEMENT AT PARK
POTENTIAL MATERIALS:
• NATURAL GRAY PAVING WITH ETCHED OR BROOM FINISH
• INTEGRAL COLOR CONCRETE WITH ETCHED FINISH
• PRECAST CONCRETE PAVERS
• NATURAL STONE
- 

INFORMAL PATHS
POTENTIAL MATERIALS:
• DECOMPOSED GRANITE
- 

ENHANCED PLAY PAVEMENT AT PARK
POTENTIAL MATERIALS:
• RESILIENT SURFACING



LANDSCAPE PAVING AND
CIRCULATION PLAN



PLANT PALETTE

NOTE:
1. WUCOLS PLANT WATER NEEDS IDENTIFIED IN PARENTHESIS (H=HIGH, M=MODERATE, L=LOW, VL=VERY LOW)

TREES

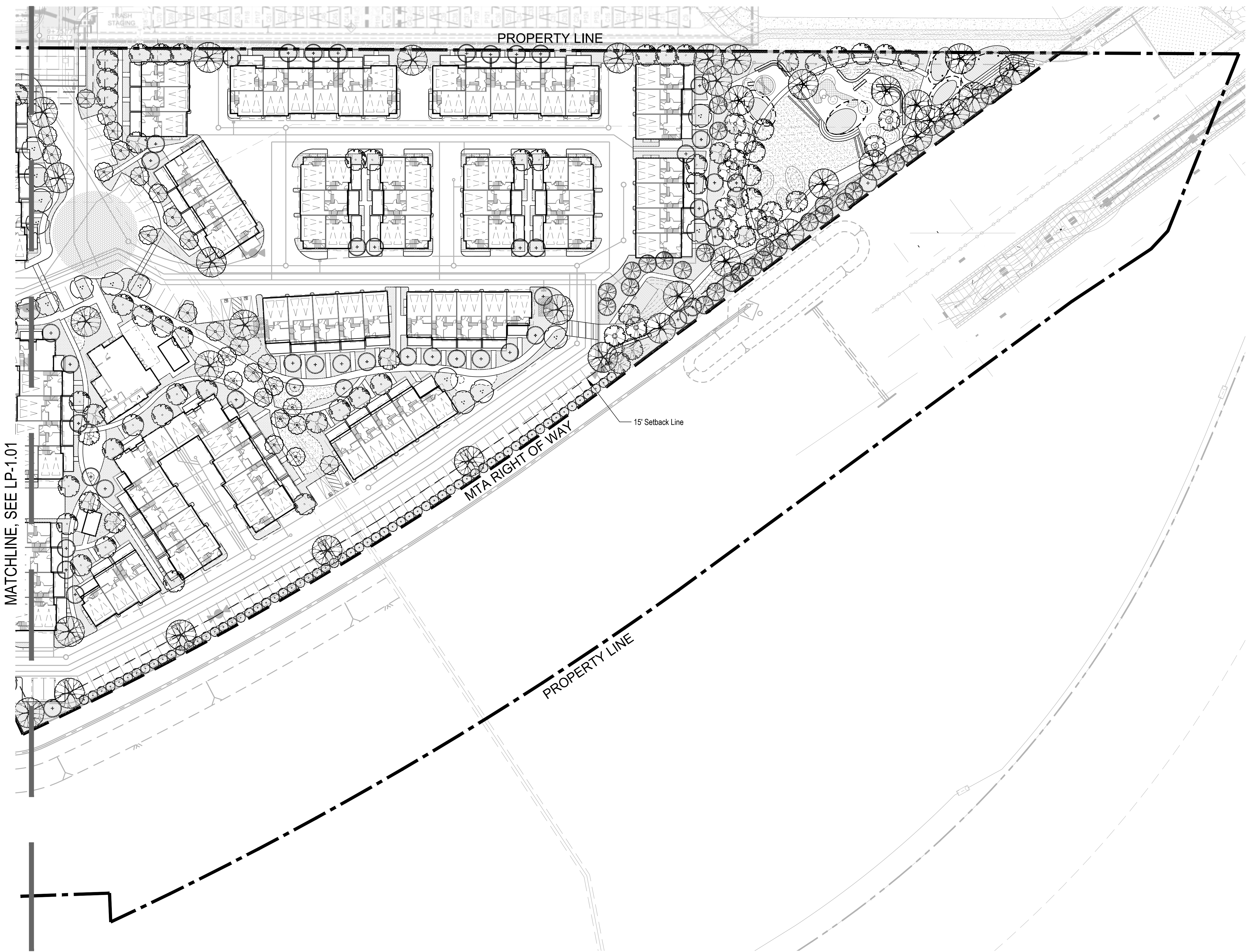
- PERIMETER STREET TREES [24" BOX]**
PISTACIA CHINENSIS - CHINESE PISTACHE (M)
- OAKS TREES [24" BOX AND LARGER]**
QUERCUS AGRIFOLIA - COAST LIVE OAK (VL)
QUERCUS ILEX - HOLLY OAK (L)
QUERCUS VELUTINA - BLACK OAK
QUERCUS LOBATA - VALLEY OAK (M)
QUERCUS ENGELMANII - MESA OAK (L)
QUERCUS SUBER - CORK OAK (L)
- PROMENADE STREET TREE (YEAR-ROUND INTEREST) [36" BOX]**
ARBUTUS MARINA - MARINA ARBUTUS (STANDARD-TRUNK) (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
MAGNOLIA GRANDIFLOIRA - SOUTHERN MAGNOLIA (M)
OLEA EUROPA - COMMON OLIVE (L)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
- SCULPTURAL ACCENT TREE [24" BOX AND LARGER]**
CHILOPSIS LINEARIS - DESERT WILLOW (L)
CERCIDIUM 'DESERT MUSEUM' - DESERT MUSEUM PALO VERDE (L)
POPULUS FREMONTII - FREMONT'S COTTONWOOD (M)
POPULUS TRICHOCARPA - BLACK COTTONWOOD (M)
- EVERGREEN TREE [24" BOX AND LARGER]**
LOPHOSTEMON CONFERTUS - BRISBANE BOX (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
OLEA EUROPA - COMMON OLIVE (L)
- SMALL SCALE CANOPY TREE [24" BOX]**
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CERCIS CANADENSIS 'FOREST PANSY' - PURPLE LEAF REDBUD (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
ARBUTUS MARINA - MARINA ARBUTUS (MULTI-TRUNK) (M)
- LARGE-SCALE SHRUBS WITH TREE-LIKE HABIT [24" BOX]**
ACACIA PODALYRIIFOLIA - PEARL ACACIA (M)
ARBUTUS UNEDO - STRAWBERRY TREE (L)
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CHILOPSIS LINEARIS - DESERT WILLOW (L)
LAURUS NOBILIS - SWEET BAY (L)
LEPTOSPERMUM PETERSONII - LEMON SCENTED TEA TREE (L)
PRUNUS ILICIFOLIA - HOLLYLEAF CHERRY (VL)
- LARGE SCREEN SHRUBS [15 GALLON AND LARGER]**
PODOCARPUS MACROPHYLLUS (M)
FEIJOA SELLOWIANA (M)
DODONEA VISCOSA (L)
RHUS INTEGRIFOLIA (L)
CUPRESSUS SPP. (L)
- PARK CANOPY TREE [24" BOX AND LARGER]**
ACACIA STENOPHYLLA - SHOESTRING ACACIA (M)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
PROSOPIS CHILENSIS - THORNLESS CHILEAN MESQUITE (L)
RHUS LANCEA - AFRICAN SUMAC (L)
FRAXINUS DIPETALA - CALIFORNIA ASH (L)
- EXISTING PARKWAY TREES AT LOST CANYON ROAD**
PROTECT IN PLACE

GROUNDPLANE PLANTING

- GENERAL PLANTING AREAS (SHRUBS, GROUNDCOVER & VINES)
-SEE SHEET LP-1.03 TO SEE LIST OF PLANTING PALETTE
- TURF - SPECIES TBD



LANDSCAPE PLANTING PLAN



PLANT PALETTE

NOTE:
1. WUCOLS PLANT WATER NEEDS IDENTIFIED IN PARENTHESIS (H=HIGH, M=MODERATE, L=LOW, VL=VERY LOW)

TREES

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LAGERSTROEMIA X 'NATCHEZ' - GRAPE MYRTLE (M)
ARBUTUS MARINA - MARINA ARBUTUS (MULTI-TRUNK) (M)
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ACACIA PODALYRIIFOLIA - PEARL ACACIA (M)
ARBUTUS UNEDO - STRAWBERRY TREE (L)
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CHILOPSIS LINEARIS - DESERT WILLOW (L)
LAURUS NOBILIS - SWEET BAY (L)
LEPTOSPERMUM PETERSONII - LEMON SCENTED TEA TREE (L)
PRUNUS ILICIFOLIA - HOLLYLEAF CHERRY (VL)
- LARGE SCREEN SHRUBS [15 GALLON AND LARGER]
PODOCARPUS MACROPHYLLUS (M)
FEIJOA SELLOWIANA (M)
DODONEA VISCOSA (L)
RHUS INTEGRIFOLIA (L)
CUPRESSUS SPP. (L)
- PARK CANOPY TREE [24" BOX AND LARGER]
ACACIA STENOPHYLLA - SHOESTRING ACACIA (M)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
PROSOPIS CHILENSIS - THORNLESS CHILEAN MESQUITE (L)
RHUS LANCEA - AFRICAN SUMAC (L)
FRAXINUS DIPETALA - CALIFORNIA ASH (L)
- EXISTING PARKWAY TREES AT LOST CANYON ROAD
PROTECT IN PLACE

GROUNDPLANE PLANTING

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-SEE SHEET LP-1.03 TO SEE LIST OF PLANTING PALETTE
- TURF - SPECIES TBD



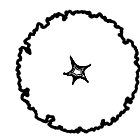
LANDSCAPE PLANTING PLAN

PLANT PALETTE

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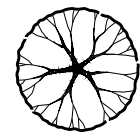
TREES

QTY



PERIMETER STREET TREES [24" BOX]
PISTACIA CHINENSIS - CHINESE PISTACHE (M)

14



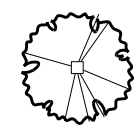
OAKS TREES [24" BOX AND LARGER]
QUERCUS AGRIFOLIA - COAST LIVE OAK (VL)
QUERCUS ILEX - HOLLY OAK (L)
QUERCUS VELUTINA - BLACK OAK
QUERCUS LOBATA - VALLEY OAK (M)
QUERCUS ENGELMANII - MESA OAK (L)
QUERCUS SUBER - CORK OAK (L)

104



PROMENADE STREET TREE (YEAR-ROUND INTEREST) [36" BOX]
ARBUTUS MARINA - MARINA ARBUTUS (STANDARD-TRUNK) (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
MAGNOLIA GRANDIFLOIRA - SOUTHERN MAGNOLIA (M)
OLEA EUROPA - COMMON OLIVE (L)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)

40



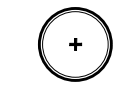
SCULPTURAL ACCENT TREE [24" BOX AND LARGER]
CHILOPSIS LINEARIS - DESERT WILLOW (L)
CERCIDIUM 'DESERT MUSEUM' - DESERT MUSEUM PALO VERDE (L)
POPULUS FREMONTII - FREMONT'S COTTONWOOD (M)
POPULUS TRICHOCARPA - BLACK COTTONWOOD (M)

46



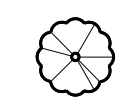
EVERGREEN TREE [24" BOX AND LARGER]
LOPHOSTEMON CONFERTUS - BRISBANE BOX (M)
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
OLEA EUROPA - COMMON OLIVE (L)

126



SMALL SCALE CANOPY TREE [24" BOX]
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CERCIS CANADENSIS 'FOREST PANSY' - PURPLE LEAF REDBUD (M)
LAGERSTROEMIA X 'NATCHEZ' - CRAPE MYRTLE (M)
ARBUTUS MARINA - MARINA ARBUTUS (MULTI-TRUNK) (M)

126



LARGE-SCALE SHRUBS WITH TREE-LIKE HABIT [24" BOX]
ACACIA PODALYRIIFOLIA - PEARL ACACIA (M)
ARBUTUS UNEDO - STRAWBERRY TREE (L)
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)
CHILOPSIS LINEARIS - DESSERT WILLOW (L)
LAURUS NOBILIS - SWEET BAY (L)
LEPTOSPERMUM PETERSONII - LEMON SCENTED TEA TREE (L)
PRUNUS ILICIFOLIA - HOLLYLEAF CHERRY (VL)

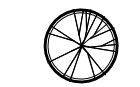
27



LARGE SCREEN SHRUBS [15 GALLON AND LARGER]
PODOCARPUS MACROPHYLLUS (M)
FEUJOA SELLOWIANA (M)
DODONEA VISCOSA (L)
RHUS INTEGRIFOLIA (L)
CUPRESSUS SPP. (L)

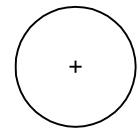
89

(EXCLUDED FROM TREE COUNT)



PARK CANOPY TREE [24" BOX AND LARGER]
ACACIA STENOPHYLLA - SHOESTRING ACACIA (M)
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)
PROSOPIS CHILENSIS - THORNLESS CHILEAN MESQUITE (L)
RHUS LANCEA - AFRICAN SUMAC (L)
FRAXINUS DIPETALA - CALIFORNIA ASH (L)

26



EXISTING PARKWAY TREES AT LOST CANYON ROAD
PROTECT IN PLACE

TOTAL:
507

LANDSCAPE AREA CALCULATIONS

NET ACRES: 17.88
SITE AREA DEVOTED TO LANDSCAPING: 144,187 SQFT (18.5 % OF TOTAL SITE NET ACREAGE)

PARKING LOT TOTAL AREA: 174,449 SQFT
PARKING LOT AREA DEVOTED TO LANDSCAPING: 11,669 SQFT (6.7% OF TOTAL PARKING AREA)

TREE COVERAGE CALCULATION

NET ACRES: 17.88
TOTAL TREES: 507
TREES PER ACRE: 28.4

GENERAL PLANTING AREAS

LARGE SCREENING SHRUBS

BAMBUSA DOLICHOMERITHALLA - GREEN STRIPE BLOWGUN BAMBOO (24" BOX)
BAMBUSA OLDHAMII - GIANT TIMBER BAMBOO (24" BOX)
PRUNUS CAROLINIANA - CAROLINA CHEERY LAUREL
HETEROMELES ARBUTIFOLIA - TOYON
FEUJOA SELLOWIANA - PINEAPPLE GUAVA

LARGE ACCENT SHRUBS

*ALOE HERCULES - HERCULES TREE ALOE (L)
ALOE BAINESII - TREE ALOE (L)
*ALOE AFRICANA - SPINY ALOE
*ARBUTUS UNEDO 'COMPACTA' (MULTI-TRUNK) - STRAWBERRY TREE (L)
DASYLIRION WHEELERI - DESERT SPOON (VL)
DRACAENA DRACO - DRAGON TREE (L)
PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' - SILVER SHEEN KOHUHU (L)
ECHIUM CANDICANS - PRIDE OF MADEIRA
OLEA 'LITTLE OLLIE' - DWARF OLIVE

MEDIUM SIZE MASSING SHRUBS

ACACIA C. 'COUSIN ITT' - LITTLE RIVER WATTLE
ANIGOZANTHOS SPP. - KANGAROO PAW (L)
BOUGAINVILLEA ROSENKA - ROSENKA BOUGAINVILLEA (L)
CALLISTEMON 'LITTLE JOHN' - DWARF BOTTLE BRUSH (M)
CARISSA SPP. NATAL PLUM (M)
CHONDRPETALUM TECTORUM - SMALL CAPE RUSH
DASYLIRION WHEELERI - DESERT SPOON (VL)
LOPHOMYRTUS 'RED DRAGON' - NEW ZEALAND MYRTLE
PHORMIUM SPP. - NEW ZEALAND FLAX (M)
RHAPHIOLEPIS SPP - YEDDO HAWTHORN (L)
SALVIA SPP. - SALVIA (L)
SENECIO DECARYI - MADAGASCAR SENECIO (L)
SENNA ARTEMISIOIDES - FEATHERY CASSIA (VL)
WESTRINGIA 'BLUE GEM' - BLUE GEM COAST ROSEMARY (L)
WESTRINGIA 'MUNDI' - MUNDI COAST ROSEMARY (L)
AGAVE 'BLUE FLAME' - BLUE FLAME AGAVE

SMALL SIZE ACCENT SUCCULENTS, GRASSES & GROUNDCOVERS

AEONIUM SPP. - AEONIUM (L)
*AGAVE 'BLUE GLOW' & 'BLUE FLAME' - AGAVE (L)
*ALOE SPP. - 'BLUE ELF', 'ROOIKAPPIE', 'CYNTHIA GIDDY'- ALOE (L)
ASPARAGUS D. 'MYERS' - FOXTAIL FERN (L)
BOUGAINVILLEA 'ROSENKA' - ROSENKA BOUGAINVILLEA (L)
BULBINE FRUTESCENS - STALKED BULBINE (L)
CAREX TUMULICOLA - BERKELEY SEDGE (L)
DIANELLA C. 'CLARITY BLUE' - CLARITY BLUE DIANELLA (L)
DIANELLA TASMANICA 'VARIEGATA' - VARIEGATED FLAX LILY (L)
*FESTUCA MAIREI - ATLAS FESCUE (L)
GREVILLEA L. 'PROSTRATE' - PROSTRATE WOOLY GREVILLEA (L) (GROUNDCOVER)
LANTANA MONTEFIDENSIS - TRAILING LANTANA (L)
LEYMUS C. 'CANYON PRINCE' - CANYON PRINCE WILD RYE (L)
LOMANDRA LONGIFOLIA 'BREEZE, LM300 PP15,420' - DWARF MAT RUSH (L)
MUHLENBERGIA CAPILLARIS - HAIRY AWN MUHLY (L)
PENNISETUM 'FAIRY TAILS' - EVERGREEN FOUNTAIN GRASS (L)
PORTULACARIA AFRA 'VARIEGATA' - RAINBOW BUSH (VL)
ROSMARINUS SPP. - 'ROMAN BEAUTY' - ROSEMARY SPP. (L)
*SENECIO MANDRALISCAE - BLUE CHALK STICKS (L) (GROUNDCOVER)
SESLERIA AUTUMNALIS - AUTUMN MOOR GRASS
TRACHELOSPERMUM JASMINOIDES - STAR JASMINE
CARISSA SP. - NATAL PLUM
ANIGOZANTHOS 'BIG RED' - RED KANGAROO PAW (L)
CALLISTEMON 'LITTLE JOHN' - DWARF BOTTLEBRUSH (L)
LEONOTIS LEONURUS - LION'S TAIL
PITTOSPORUM CRASSIFOLIUM 'COMPACTUM' - KARO SHRUB
ROSMARINUS O. 'COLLINGWOOD INGRAM' - SHRUB ROSEMARY
SALVIA LEUCANTHA - MEXICAN SAGE (L)

SHADE CONDITION SHRUBS & GROUNDCOVERS

ASPARAGUS D. 'MYERS' - FOXTAIL FERN (L)
CARRISA M. 'GREEN CARPET' - GREEN CARPET NATAL PLUM (M) (GROUNDCOVER)
DIANELLA TASMANICA 'VARIEGATA' - VARIEGATED FLAX LILY (L)
LOMANDRA LONGIFOLIA 'BREEZE, LM300 PP15,420' - DWARF MAT RUSH
RHAPHIOLEPIS U. MINOR - YEDDO HAWTHORN
TRACHELOSPERMUM JASMINOIDES - STAR JASMINE (M) (GROUNDCOVER)
CYCAS REVOLUTA - SAGO PALM
DIOON SP.
ASSORTED FERNS

TURF & GRASSES

MARATHON II
HYBRID DWARF BERMUDAS

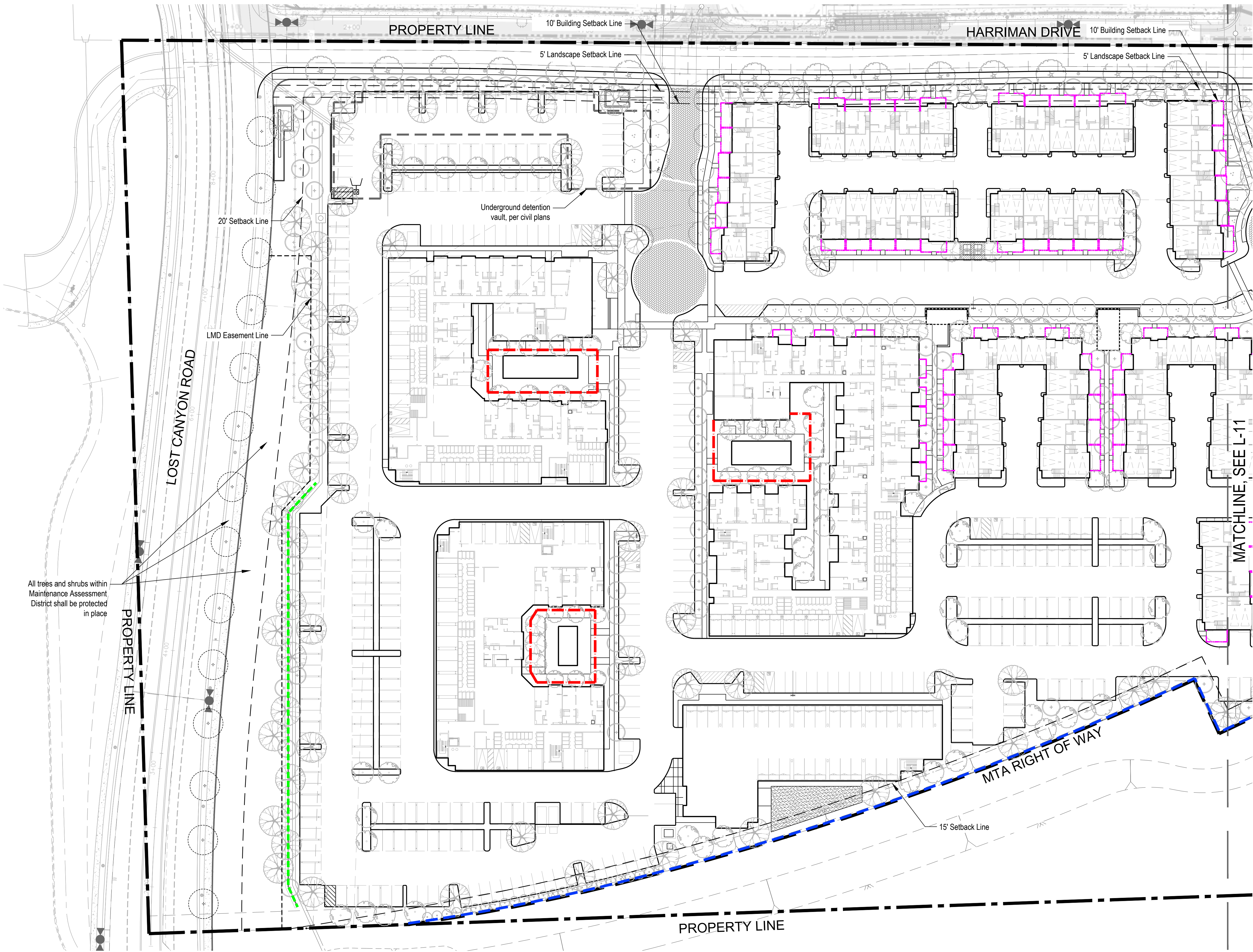
VINES

CLYSTOMA CALLISTEGIODES - LAVENDER TRUMPET VINE
FICUS REPENS - CREEPING FIG
PYROSTEGIA VENUSTA - FLAME VINE
TRACHELOSPERMUM JASMINOIDES - STAR JASMINE
SOLANDRA MAXIMA - CUP OF GOLD
DISTICTIS SP. - TRUMPET VINE

INSTALLED IN WATER QUALITY BASINS

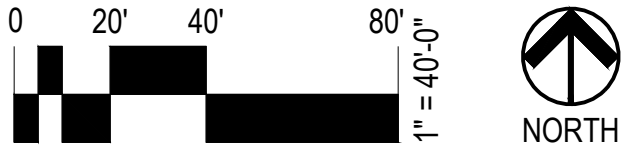
*NATIVE MOW FREE SOD AVAILABLE @ S&S SEEDS
-FESTUCA IDAHOENSIS - IDAHO FESCUE (L)
-FESTUCA OCCIDENTALIS - WESTERN MOKELUMNE FESCUE (L)
-FESTUCA RUBRA - MOLATE FESCUE (M)
*NATIVE MOW FREE SOD ABOVE WITH (1) GALLON GRASSES @ 30" O.C.
*CHONDRPETALUM ELEPHANTINUM - LARGE CAPE RUSH (L)
*FESTUCA MAIREI - ATLAS FESCUE (L)
*PENNISETUM 'FAIRY TAILS' - FAIRY TAILS FOUNTAIN GRASS
MUHLENBERGIA CAPILLARIS - PINK MUHLY (L)

LANDSCAPE PLANTING SCHEDULE

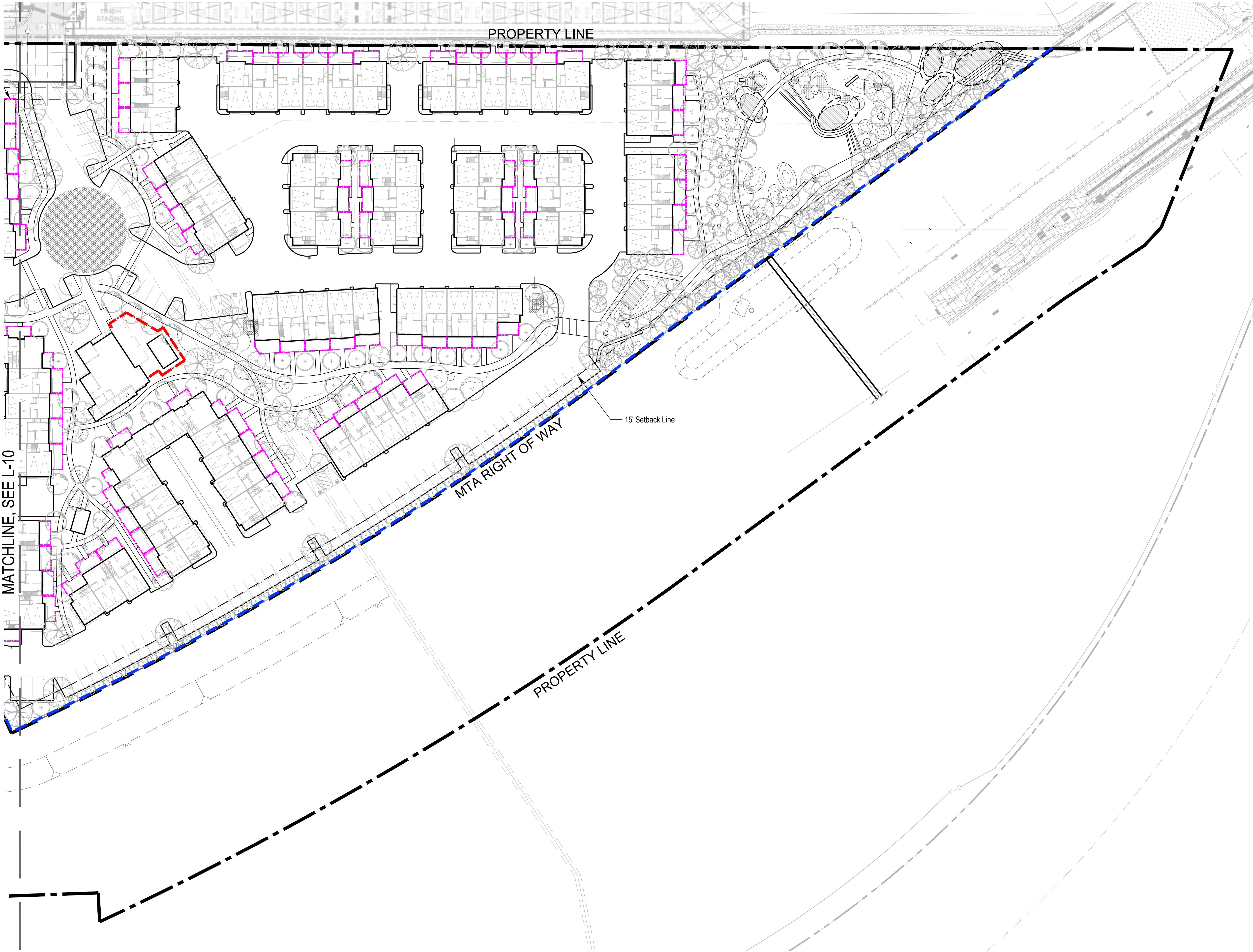


WALL & FENCE LEGEND		
CALLOUT	SYMBOL	DESCRIPTION
W-1		SOUND BARRIER WALL • HEIGHT: 6'-0" • MATERIAL: CMU BLOCK • COLOR: NEUTRAL EARTH TONES • FINISH: SPLIT-FACE OR PAINTED • RETAINS IN SPECIFIC AREAS (SEE CIVIL PLANS) • TREATED WITH ANTI-GRAFFITI COATING
W-2		POOL ENCLOSURE (CODE COMPLIANT) FENCE • HEIGHT: 6'-0" • MATERIALS: WOOD AND/OR STEEL • STEEL COLOR: BLACK OR BRONZE TO BLEND WITH LANDSCAPE • FINISH: NATURAL WOOD / PAINTED STEEL • ALL FENCE AND GATES AHSLL BE CODE COMPLIANT
W-3		PATIO WALL & PRIVACY SCREEN (SEE ARCHITECT'S PLANS FOR MORE INFORMATION) • WALL HEIGHT: AS REQUIRED BY GRADING PLAN • WALL MATERIAL: CMU BLOCK WITH PLASTER OR CIP CONCRETE • WALL COLOR/FINISH: PAINTED, TO MATCH ARCHITECTURE • SCREEN HEIGHT: 42" • SCREEN MATERIAL: WOOD OR DECORATIVE METAL • SCREEN COLOR/FINISH: PAINTED, TO COMPLEMENT ARCH.
W-4		RETAINING WALL (SEE CIVIL'S PLANS FOR MORE INFORMATION) • WALL HEIGHT: HEIGHT VARIES (8' MAX) SEE CIVIL PLANS • WALL MATERIAL: CMU BLOCK WITH PLASTER OR CIP CONCRETE • WALL COLOR/FINISH: PAINTED, TO MATCH ARCHITECTURE

- NOTES:
1. WALLS AND FENCES SHALL BE CONSISTENT WITH THE PROJECT ARCHITECTURE IN REGARDS TO MATERIAL, STYLE & COLOR, IN ORDER TO PROVIDE A COHESIVE PROJECT AESTHETIC.
 2. REFER TO GRADING PLANS FOR MORE INFORMATION ON RETAINING CONDITIONS.

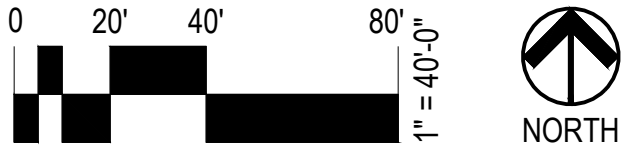


WALL & FENCE DIAGRAM

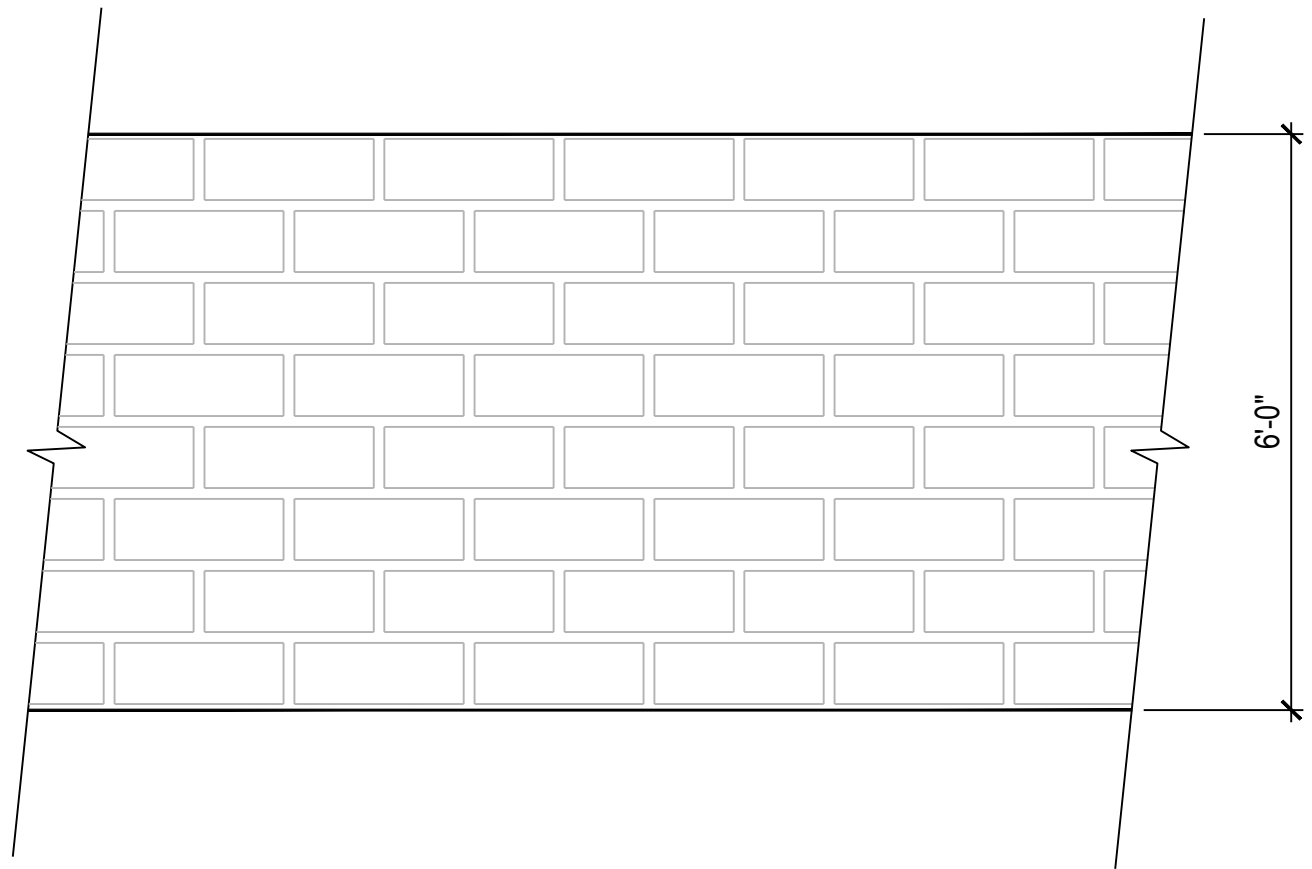


WALL & FENCE LEGEND		
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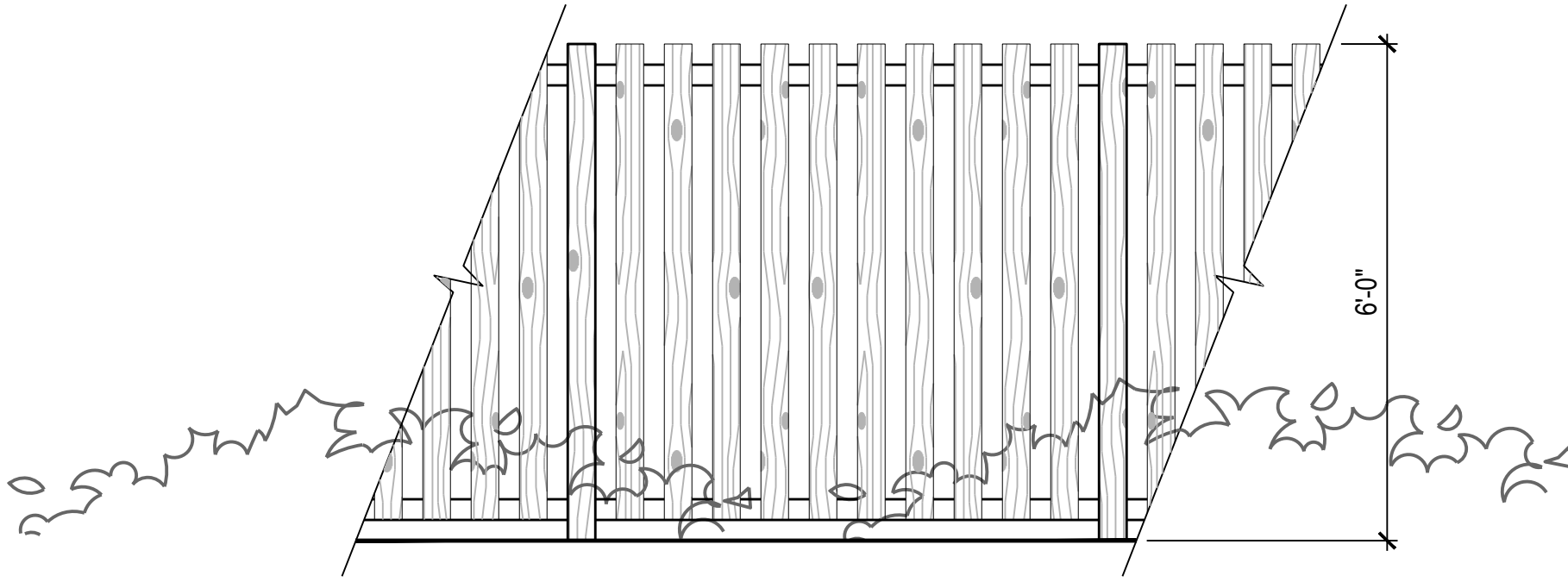
WALL & FENCE DIAGRAM



W-1

SOUND BARRIER WALL

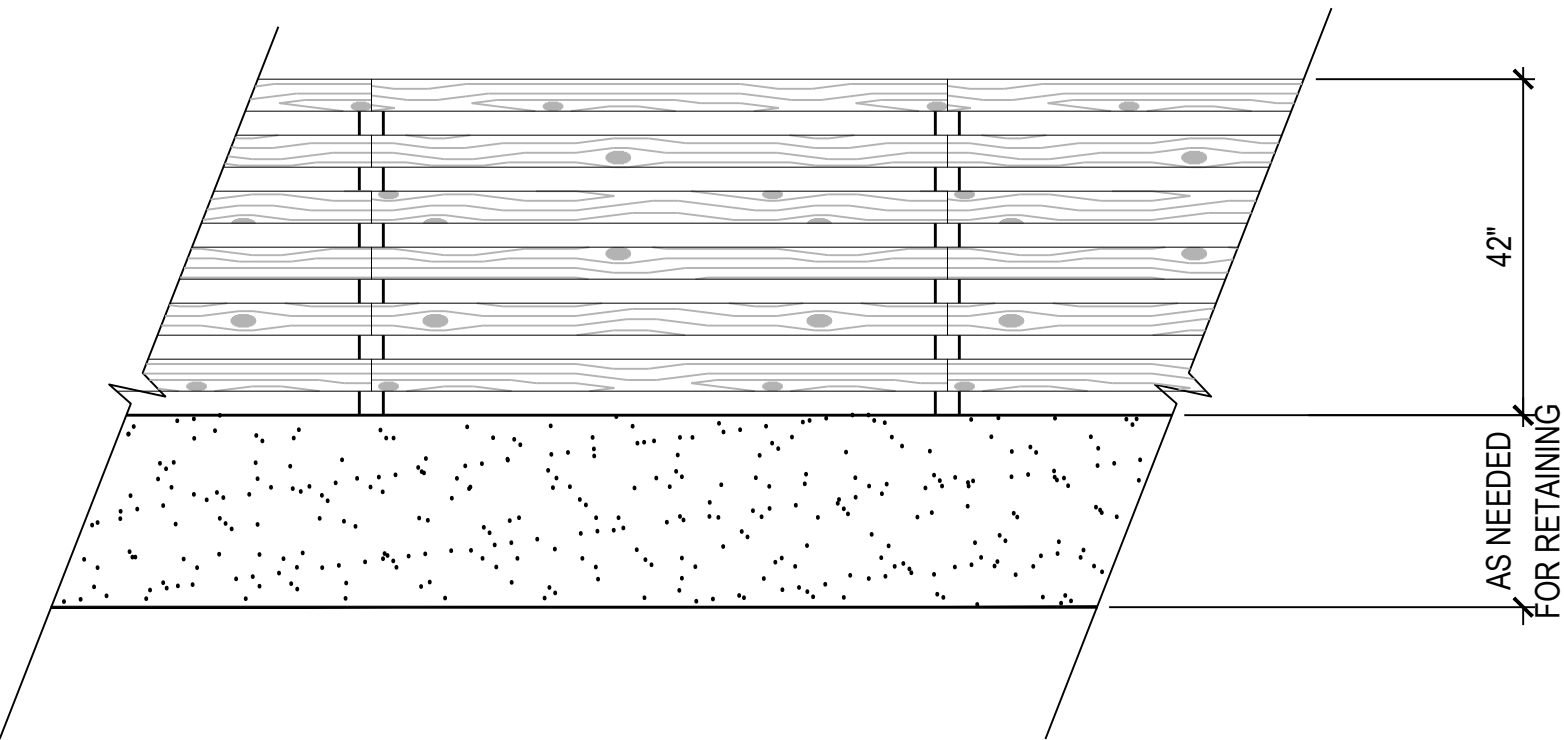
SCALE: 1/2" = 1'-0"



W-2

POOL ENCLOSURE (CODE COMPLIANT) FENCE

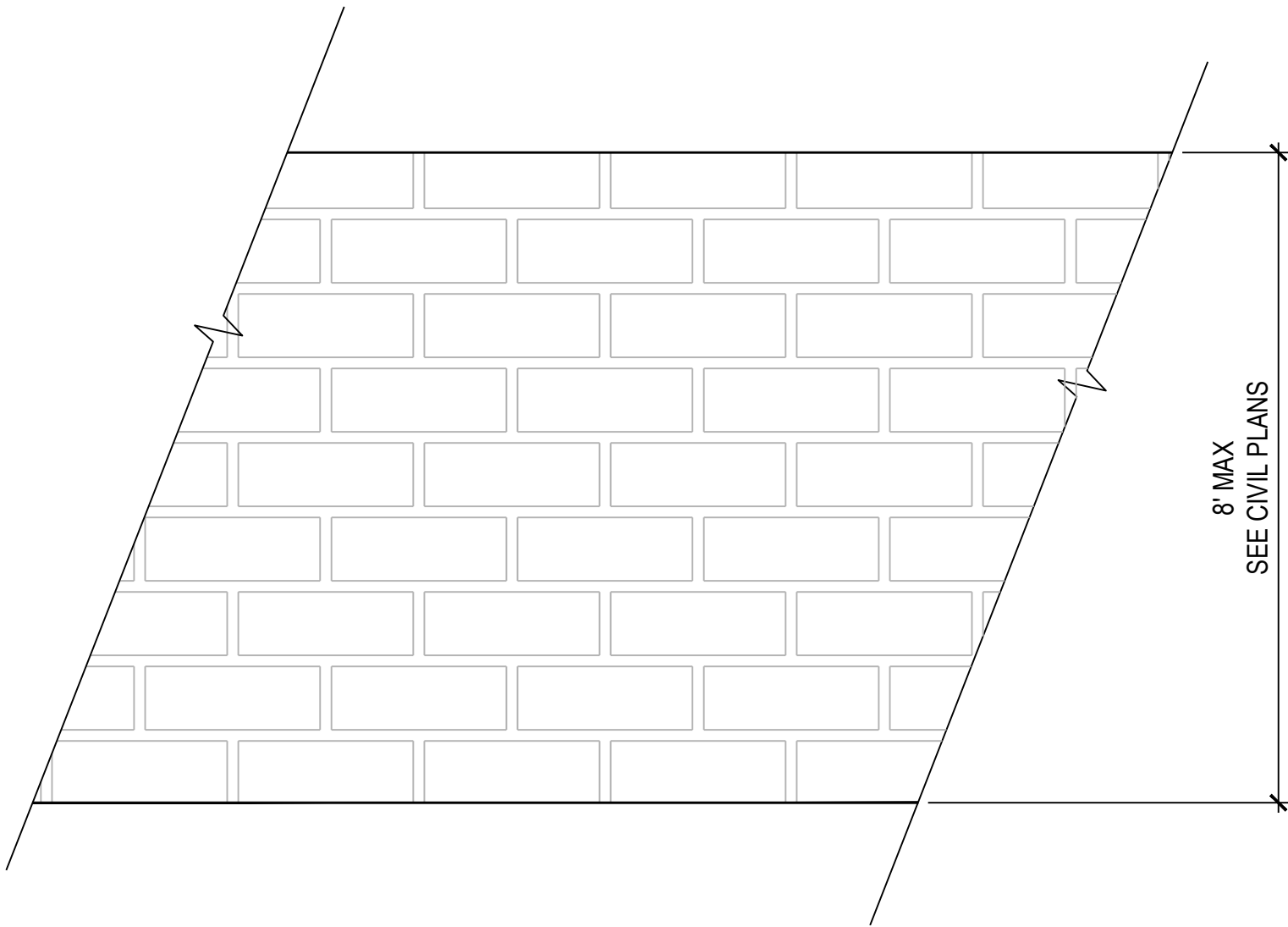
SCALE: 1/2" = 1'-0"



W-3

PATIO WALLS

SCALE: 1/2" = 1'-0"



W-4

RETAINING WALLS

SCALE: 1/2" = 1'-0"

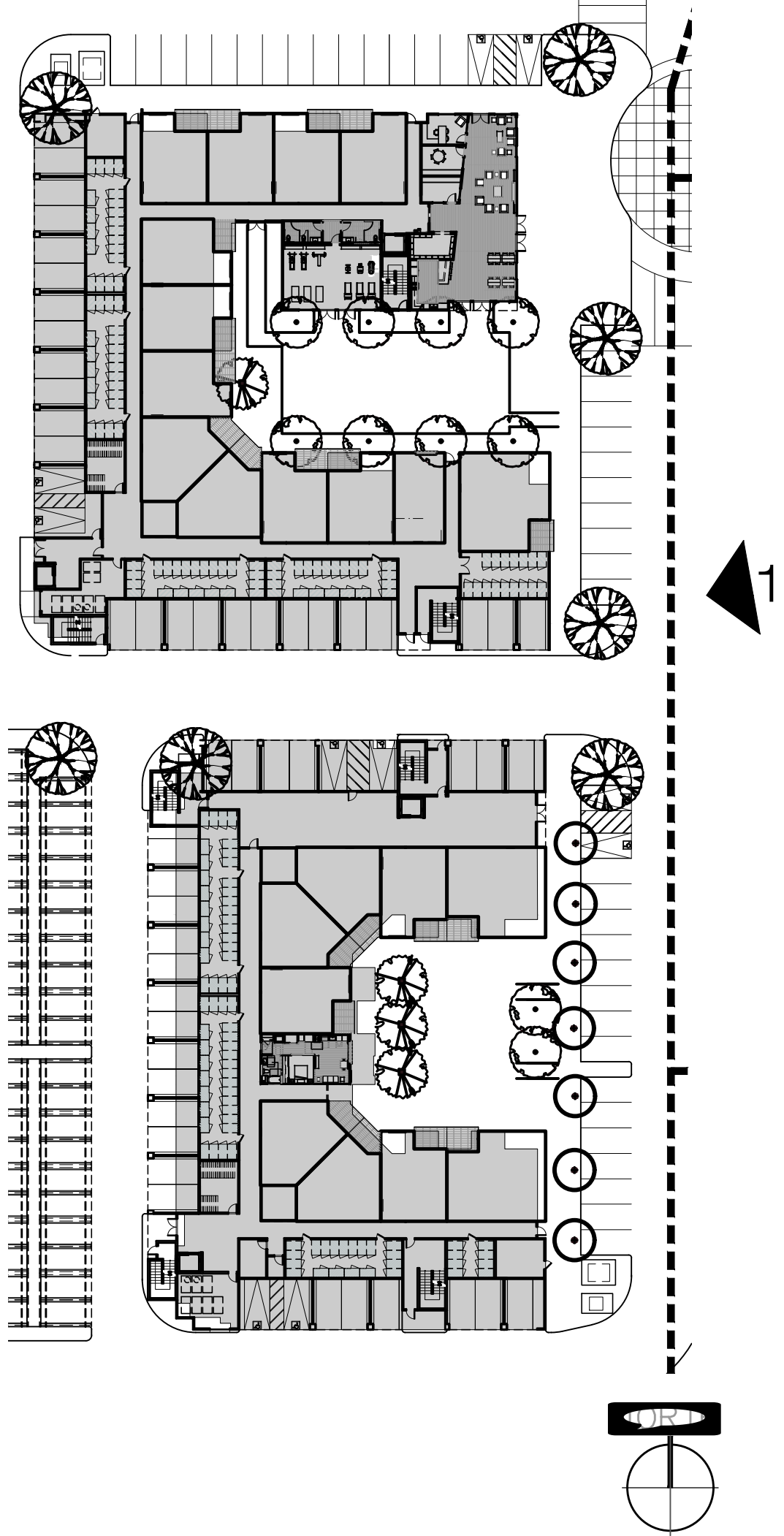
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NOTES:

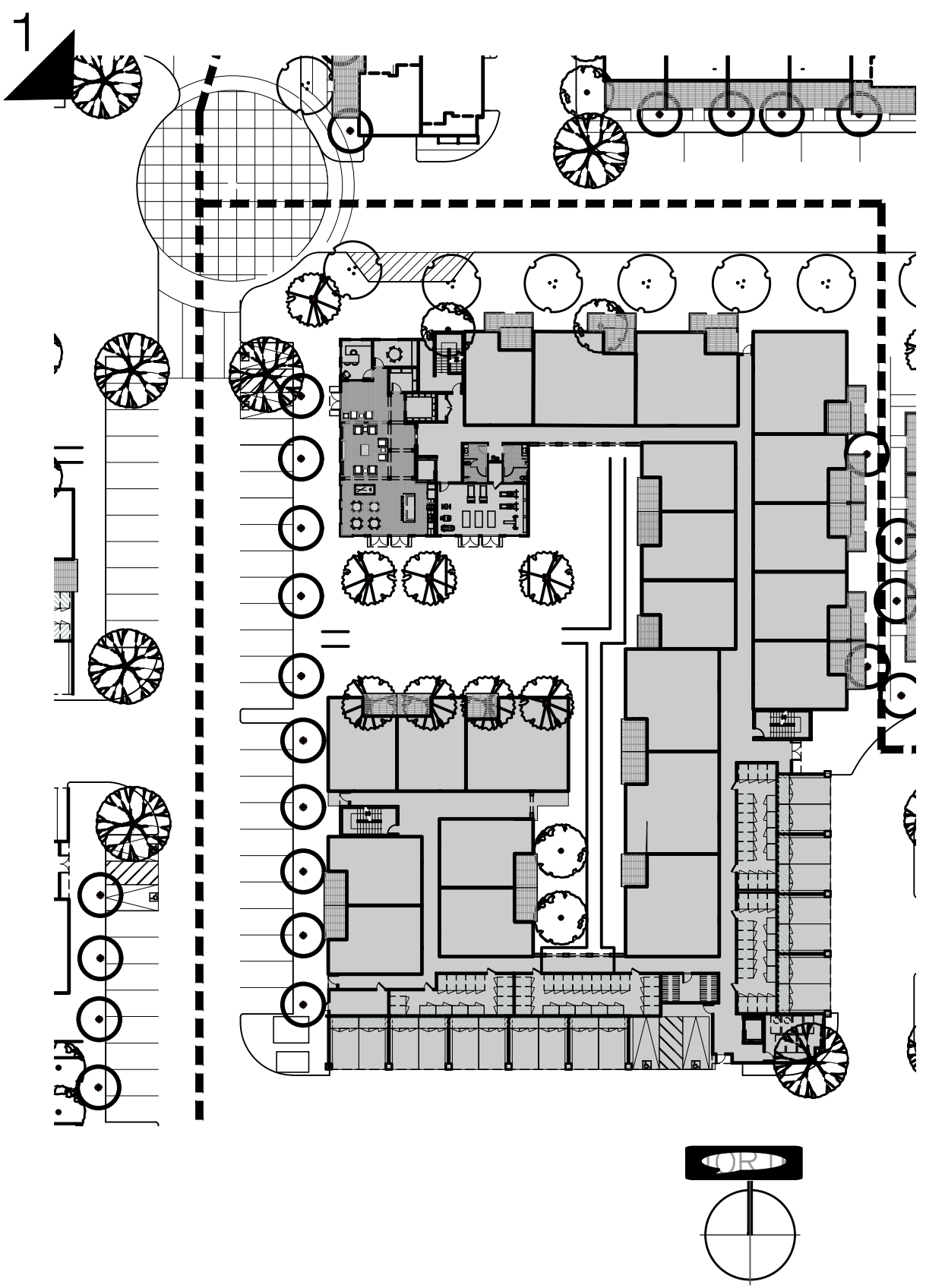
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2. REFER TO GRADING PLANS FOR MORE INFORMATION ON RETAINING CONDITIONS.

WALL & FENCE ELEVATIONS

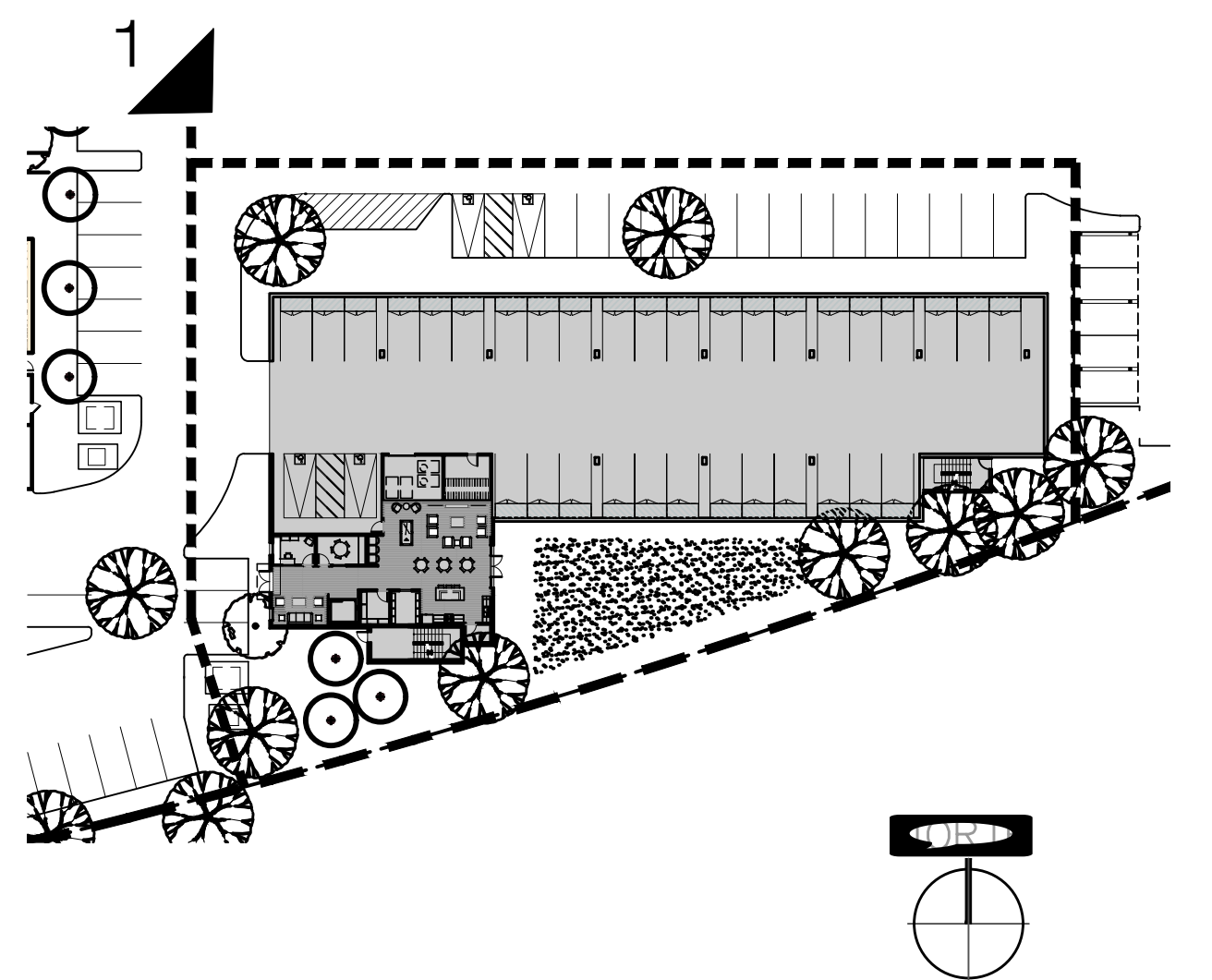
APPENDIX 5.0-1
Plan Renderings



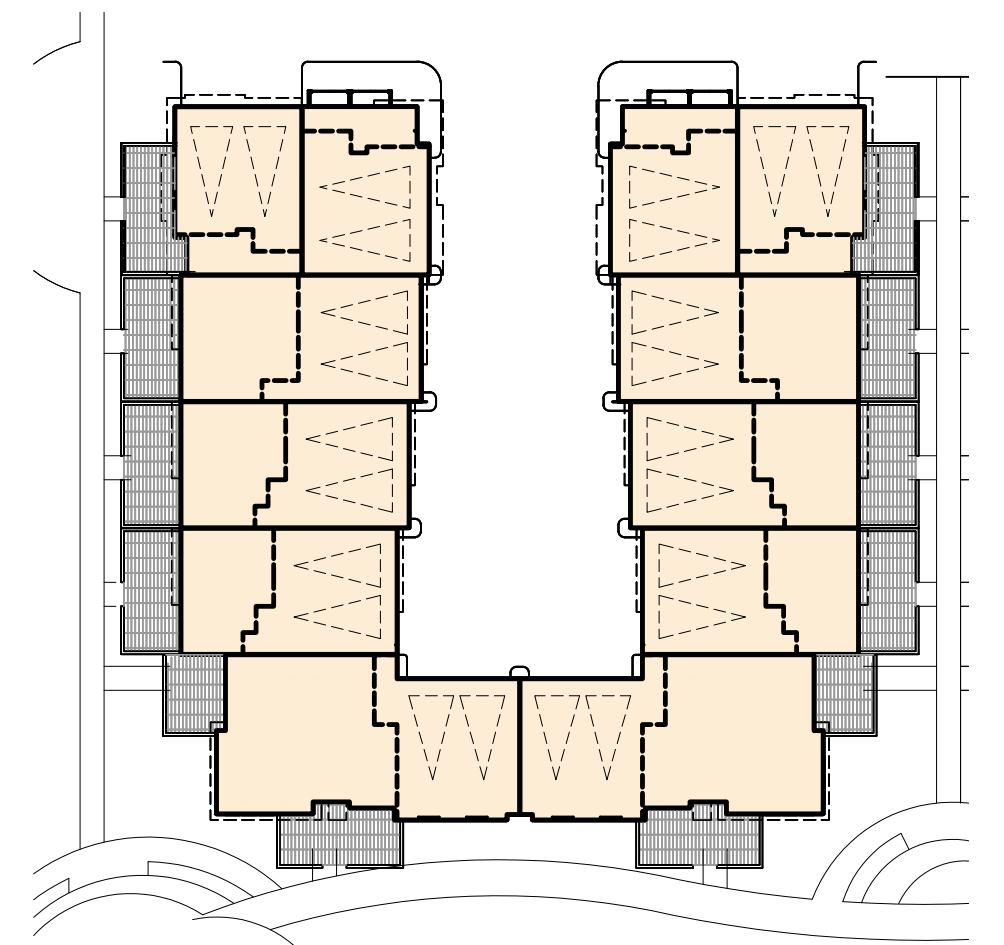
ALL AGE - MARKET RATE PERSPECTIVE



AGE QUALIFIED BUILDING PERSPECTIVE



SENIOR AFFORDABLE BUILDING - PERSPECTIVE



PERSPECTIVE
PLEX 12 BUILDING