PRINCESSA CROSSROADS SPECIFIC PLAN

Draft

Prepared for:

City of SANTA CLARITA

23920 Valencia Boulevard
Santa Clarita, CA 91355

SEPTEMBER 2026

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1. Introduction

The Princessa Crossroads Specific Plan (Specific Plan) establishes the development plans, infrastructure, development regulations, design guidelines, and implementation program necessary to achieve the orderly and compatible development of the Specific Plan Area (SPA). The Specific Plan is a proposed new development in the City of Santa Clarita (City), California. The Specific Plan is intended to provide the framework to facilitate new, high-quality business park uses, including a variety of commercial, office, and light industrial uses, and multifamily residential uses within the greater, established Canyon Country community, and to aesthetically integrate the new uses with the adjacent development and open space. This Specific Plan is consistent and compatible with the provisions, goals, and policies, where applicable, of the City of Santa Clarita General Plan (General Plan).

The Specific Plan was prepared in conjunction with a zone change request to change portions of the current underlying zoning of the site from Business Park (BP) and UR-5 (Urban Residential-5) to Specific Plan (SP). The 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 are determined by the adopted specific plan. Therefore, this Specific Plan will serve as the zoning regulations for the SPA (described more fully in **Chapter 2, Development Plan**) in order to establish a more integrated and compatible community than is generally contemplated by the existing zoning.

The SP Zone is intended to achieve the following goals:

A) Promote and protect the public health, safety, and welfare;

B) Implement objectives and policies of the General Plan;

C) Safeguard and enhance environmental amenities and enhance the quality of development;

D) Attain the physical, social, and economic advantages resulting from the comprehensive and orderly planned use of land resources;

E) Lessen congestion and assure convenience of access; secure safety from fire, flood, and other dangers; provide for adequate light, air, sunlight, and open space; promote and encourage conservation of scarce resources; facilitate the creation of a convenient, attractive, and harmonious community; attain a desirable balance of residential and employment opportunities; and expedite the provision of adequate and essential public services;

F) Facilitate development within the City in accordance with the General Plan by permitting greater flexibility and, consequently, more creative and imaginative designs for large-scale development projects than generally is possible under conventional zoning regulations;

G) Promote a more economical and efficient use of land while providing multifamily residential uses and business park uses and preservation of natural and scenic qualities of open space; and

H) Provide a process for the initiation, review, and regulation of a large-scale, well-planned community that affords maximum flexibility within the context of an overall development program and specific, phased development plans coordinated with the provision of necessary public services and facilities.

SC LandCo Parent LLC (Applicant) has filed a development application (Master Case No. 17-104) with the City. The application identified the following discretionary land use entitlements to be in order to facilitate implementation of the Specific Plan:

A) **General Plan Amendment (GPA17-001) and Zone Change (ZC17-002).** A General Plan amendment and Zone Change were required to establish this Specific Plan and establish a Specific Plan zoning designation for the SPA. The Specific Plan was approved in conjunction with a Zone Change and a General Plan Amendment. The Zone Change and General Plan Amendment revised the land use designation, eliminated all of the previous overlay zones and revised the zone within the SPA to Specific Plan (SP). The SPA was previously zoned BP (Business Park), UR-5 (Urban Residential-5, which allows medium and high-density multifamily units at densities between 18 and 30 dwelling units per acre), in both the City's Zoning Code and General Plan, and was partially located within the PD (Planned Development), HS (Homeless Shelter), MOCA (Mineral/Oil Conservation Area) and the RP (Ridgeline Protection) Overlay Zones.

B) **The Princessa Crossroads Specific Plan (SP18-001).** A Specific Plan (SP) was required to be prepared and adopted to systematically implement the General Plan and govern development within the SPA. The adoption of the Specific Plan established the zoning, development plans, infrastructure development plan, development regulations, design guidelines, and implementation provisions governing development within the SPA.

C) **Environmental Impact Report (EIR17-001).** An Environmental Impact Report (EIR) was required for this project to ensure that potential impacts from the Specific Plan were considered and analyzed, and that any mitigation needed to reduce impacts to less than significant were implemented. As such, the Princessa Crossroads Specific Plan EIR was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA). The preparation and processing of the EIR required public notification, stakeholder input, and community participation prior to the City's consideration and certification of the EIR.

1.1 Organization of the Specific Plan

The Specific Plan is divided into six chapters. The content of each chapter is described below.

- **Chapter 1, Introduction**, describes the intent, purpose, structure, and organization of the Specific Plan. This chapter also describes the Specific Plan location, surrounding land uses, and site characteristics, including existing and planned land use designations. In addition, this chapter identifies special characteristics and existing conditions that make this SPA unique and discusses the Specific Plan authorization. The chapter also addresses the relationship between the Specific Plan

and the City's General Plan; SCMC, including the planning, zoning, and subdivision provisions set forth in SCMC Titles 16 and 17, and other laws and regulations.

- **Chapter 2, Development Plan**, identifies the Specific Plan's development plans, including the land use, mobility, landscape, open space, parks and recreation plan needed to support development of the SPA.
- **Chapter 3, Infrastructure Development Plan**, describes the infrastructure and utilities needed to serve the SPA. Specifically, this chapter describes the grading plan, backbone infrastructure systems (sewer, water, water quality, and storm drainage) and utilities (e.g., gas, electricity).
- **Chapter 4, Development Regulations**, sets forth the land use designations, site development standards, allowed land uses and permit requirements, permitted accessory uses, parking, and signage restrictions, and other regulations to guide the location, character, and quality of new development.
- **Chapter 5, Design Guidelines**, sets forth the requirements for new development to comply with the City's 2009 *Community Character and Design Guidelines* as well as other hillside design guidelines set forth in this chapter applicable to hillside development review.
- **Chapter 6, Specific Plan Implementation**, describes the Specific Plan implementation procedures that need to be carried out for the Specific Plan vision to be realized.

1.2 Project Location and Description

1.2.1 Location

The City of Santa Clarita is located between the San Gabriel Mountain Range to the east and the Santa Susana Mountain Range to the west, in the center of the Santa Clarita Valley within the County of Los Angeles (County). The City is generally bound by Interstate 5 (I-5) and State Route 14 (SR-14) to the east, west, and south; is about 1 mile from the Angeles National Forest boundary to the north and east; and is approximately 35 miles northwest of downtown Los Angeles, as shown in **Figure 1-1, Regional Map**. The City is 73 square miles of primarily single-family neighborhoods and open space. The City had an estimated population of 230,428 in 2025, making it the third-largest city in the County.

The Santa Clarita Valley planning area encompasses several distinct communities both within the City limits and in the surrounding unincorporated areas, as set forth in the City's General Plan. The existing communities within the City include most of Newhall, Valencia, Saugus, and Canyon Country, with sub-communities of Sand Canyon, Placerita Canyon, Fair Oaks Ranch, Vista Canyon, West Hills and West Creek. The communities within the unincorporated areas are Stevenson Ranch, Castaic Junction, Val Verde, Hasley Canyon, and Castaic. The SPA is located within the Canyon Country community of the Santa Clarita Valley planning area, as shown in **Figure 1-2, Vicinity Map**. The project site, including property both in and outside of the SPA boundaries includes Assessor Parcel Numbers (APNs) 2836-014-050, -057, -058, and -061.

1.2.2 Surrounding Uses

Locally, the SPA is located directly east of Golden Valley Road between Soledad Canyon Road and Sierra Highway and is generally surrounded by developed land uses, as shown in **Figure 1-3, Specific Plan Area and Surrounding Development**. The surrounding land uses include undeveloped land to the east; residential and Golden Valley to the south; business park, recreational, and residential land uses to the north; and business park land uses to the west. The residential neighborhoods surrounding the SPA are primarily detached and attached homes and with zoning from UR1 to UR4 (Urban Residential-1 to Urban Residential-4). Golden Valley High School is located south of the SPA, and La Mesa Junior High School is to the east. The Santa Clarita Activities Center is to the north of the SPA, and includes a bike park, aquatic center, skate park and dog park. Electrical transmission corridors are located directly west and east of the SPA. Both corridors are owned by the City of Los Angeles Department of Water and Power.

1.2.3 Site Characteristics

The SPA is an approximately 146-acre vacant site in close proximity to existing residential and business park developments. The site has been largely disturbed as numerous dirt roadways cross the SPA providing access to adjacent utilities, unauthorized off-road vehicles, and surrounding residents. Portions of the SPA have also been altered by grading associated with the development of Golden Valley High School, Golden Valley Road and past activities associated with the operation of the adjacent National Technical Systems facility.

The SPA is accessible via Golden Valley Road, an existing major highway directly west of the SPA that connects the area north to Bouquet Canyon Road via Plum Canyon Road and south to SR-14 and is accessible via Soledad Canyon Road or Sierra Highway.

The SPA also is located along the approved extension of Via Princessa, a major highway that extends east to Sierra Highway and SR-14. The extension of Via Princessa from its terminus east of the SPA westerly to Golden Valley Road will provide a second access route directly through the SPA. The City certified a Final EIR for the Via Princessa extension in October 2015 and adopted a related CEQA addendum in May 2025; as of May 2025, the City is currently assembling the necessary funding for the completion of the Via Princessa road project. All right-of-way needed for the Via Princessa improvements has been acquired, excepting the property owned by the Los Angeles Department of Water and Power where easements are being obtained by the City.

Figure 1-4, Site Photographs, illustrates the existing conditions within the SPA. As illustrated by the photographs, the SPA generally includes sloping terrain and is bisected by several drainages, portions of which are under the jurisdiction of the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB). Existing site elevations range from a high of 1,800 feet above sea level at the southern end of the SPA to a low of 1,200 feet above sea level at the northern project boundary. As previously mentioned, the SPA has been disturbed by various utility easements. Other activities have disturbed the area, including illegal dumping of trash and debris and unauthorized off-road vehicles.

1.2.4 Project Summary

The Specific Plan allows for the development of the approximate 146-acre SPA. The SPA is organized into two Planning Areas within the tract map boundaries and includes development of a new community, inclusive of residential and business park uses, and streets, private drives, other related infrastructure, and landscape/open space lots. The Specific Plan permits development of as many as 300 multifamily dwellings units in Planning Area 1 (PA-1), up to 1,500,000 square feet of business park uses, including a variety of commercial, office and light industrial uses, in Planning Area 2 (PA-2), and required parking, landscaping, and other on-site improvements (see **Chapter 6, Implementation**, for allowed modifications to the Planning Areas in accordance with the provisions of this Specific Plan). Various other public and private streets internal to the SPA would provide access to residential and business park development on-site.

Given the existing uses surrounding the SPA shown on **Figure 1-2, Vicinity Map**, the proposed development within the SPA will be sited, oriented and designed to aesthetically integrate and be compatible with the ongoing uses surrounding the SPA as described in Section 1.3.2 above. Specifically, the proposed development will provide residential development, open space, and business park uses that are consistent in type and scale with the surrounding land uses, while providing a buffer from adjacent uses with approximately 60 acres of natural and developed open space. In addition, the design guidelines provided in **Chapter 5, Design Guidelines**, will ensure development is consistent with the identity and character of the greater Canyon Country community, helping to preserve and enhance the individual community's identity.

1.3 Authority

The Specific Plan has been prepared pursuant to the provisions of the California Government Code Sections 65450 through 65457. The California Government Code authorizes local legislative bodies to adopt Specific Plans by resolution as policy documents or by ordinance as regulatory documents. State law allows preparation of Specific Plans as may be required for the systematic execution of the General Plan by local planning agencies and further allows for their adoption and amendment. Government Code Section 65451 governs the content of this Specific Plan, and requires that this document include text or diagrams that specify the following:

- ***Land Use:*** The Specific Plan must identify the distribution, location, and extent of land uses, including open space, within the SPA. This information is included in **Chapter 2, Development Plan**, and **Chapter 4, Development Regulations**, in this Specific Plan.
- ***Public Facilities:*** The Specific Plan must show the existing and proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities located within the SPA and needed to support the land uses proposed in the Specific Plan. This information is included in **Chapter 3, Infrastructure Development Plan**, in this Specific Plan.
- ***Development Standards:*** The Specific Plan must include standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural

resources, where applicable. This information is included in **Chapter 4, Development Regulations**, in this Specific Plan.

- ***Implementation Measures:*** The Specific Plan must include a program of implementation measures, including regulations, programs, and financing measures. This information is included in **Chapter 6, Implementation**, in this Specific Plan.
- ***General Plan Consistency***: The Specific Plan must include a statement of the relationship of the Specific Plan to the General Plan. An analysis of the Specific Plan's consistency with the applicable goals of the City's General Plan is contained in **Appendix 1-1, General Plan Consistency Analysis**, of this Specific Plan.

  For example, and as summarized, Policy Land Use 2.1.1 designates a balance of land uses that meets future community needs. The project would develop up to 300 multifamily units as well as develop up to 1,500,000 square feet of business park/industrial and would meet future community needs.

  Policy Land Use 2.3.1 indicates in a mixed-use development, residential densities at the higher end should be allowed only if the development incorporates a robust mix of non-residential uses. The project would develop up to 1,500,000 square feet of non-residential uses.
- ***Optional Contents:*** The Specific Plan may address any other subject that, in the judgment of the City, is necessary or desirable for implementation of the General Plan's goals and policies. This Specific Plan includes general architectural guidelines, themes and styles, and other applicable architectural guidelines in **Chapter 5, Design Guidelines**.

The Specific Plan is regulatory in nature and will serve as the zoning regulations for the SPA. The Specific Plan was prepared in accordance with SCMC Chapter 17.04, and SCMC Section 17.37.030, Specific Plan (SP) Zone. SCMC Section 17.28.110, Specific and Corridor Plans, includes adoption procedures, as well as requirements for Specific Plans to include use regulations, development regulations, performance standards, and amendment procedures as authorized by Section 65000 et seq. of the California Government Code. Development plans, parcel and/or tract map(s), and other entitlement requests processed in conjunction with or following the adoption of the Specific Plan must be consistent with both the regulations set forth in this Specific Plan and with all other applicable City regulations.

1.4 Administration

The regulations, standards, implementation procedures outlined in **Chapter 6** of this Specific Plan 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 SCMC.

1.5 Relationship to the General Plan, Municipal Code, and Other Laws

1.5.1 Relationship to the General Plan

The Specific Plan implements the goals and policies of the City's General Plan. **Appendix 1-1, General Plan Consistency Analysis**, contains an analysis of the Specific Plan's consistency with the General Plan. Upon adoption of the Specific Plan, the General Plan land use designation was changed from its existing designation to Specific Plan (SP) (Resolution No. [##] dated [date]), in order to provide a mechanism to develop the SPA consistent and compatible with the surrounding existing uses and to provide public benefits and amenities to the Santa Clarita community.

1.5.2 Relationship to the Santa Clarita Municipal Code and Other City Plans

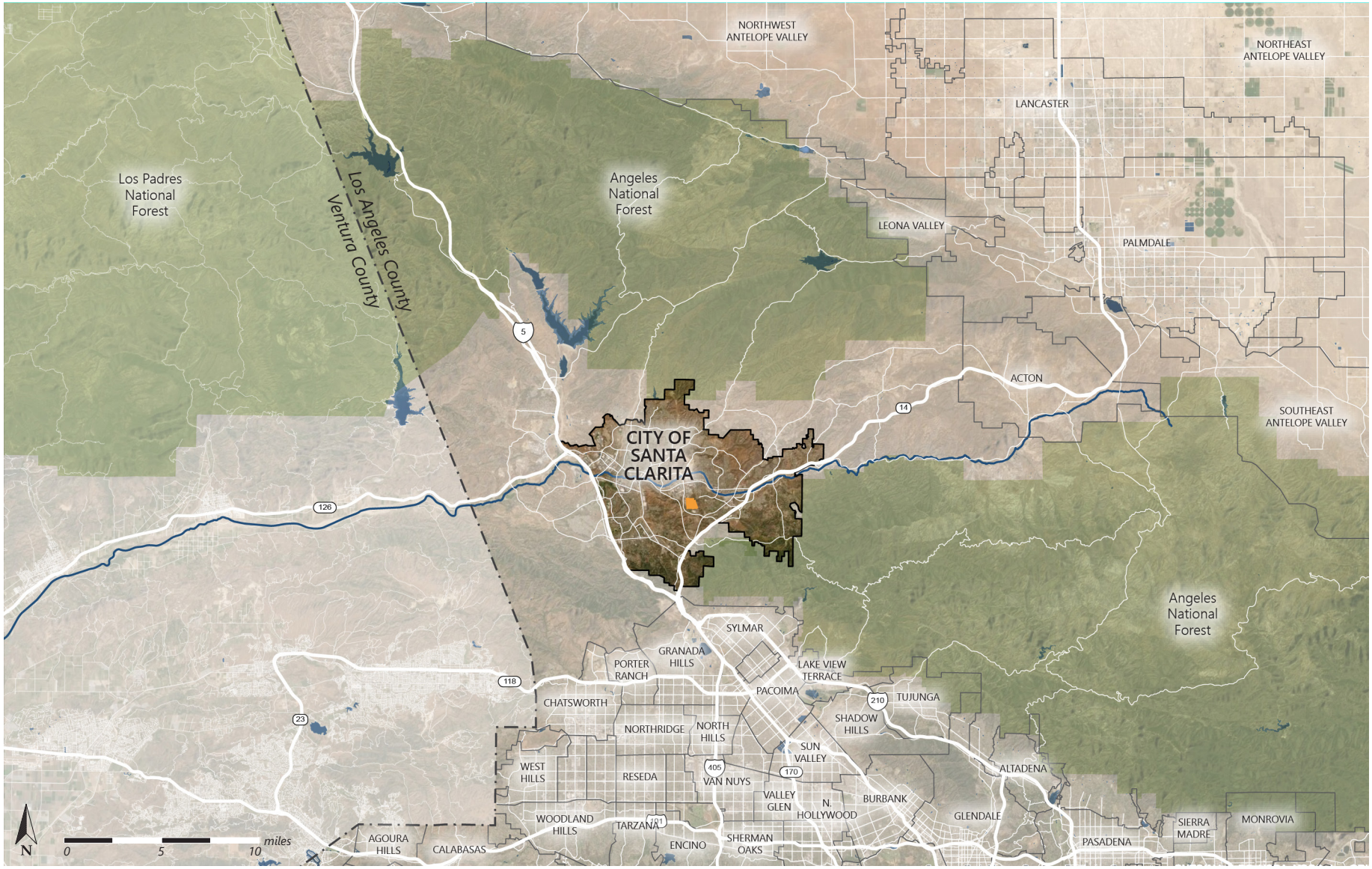
Upon adoption of the Specific Plan, the Zoning for the SPA was changed from BP (Business Park) and UR-5 (Urban Residential-5) to Specific Plan (SP) (Ordinance No. [##] dated [date]) and eliminated the previous overlay zones, and the Specific Plan was incorporated into the SCMC. The Princessa Crossroads Specific Plan provides the allowable land uses, zoning and development regulations, design guidelines, and implementation procedures for the SPA. The regulations contained within the Specific Plan are in addition to those set forth in the planning, zoning, and subdivision provisions set forth in SCMC Titles 16 and 17, and do not convey any rights not otherwise granted under the provisions and procedures contained in the SCMC or other ordinances of the SCMC, except as specifically provided for herein. Whenever the Specific Plan contains provisions that establish regulations, including, but not limited to, uses, densities, intensities, height, floor area ratio, lot width, lot coverage, parking, 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 provisions of this Specific Plan shall control and supersede the applicable provisions of the SCMC.

The SP will also utilize City required plans, including but not limited to the Community Character and Design Guidelines and the City's Non-Motorized Transportation Plan, which are different from, or more restrictive or permissive than would be allowed pursuant to the provisions of the SCMC, the provisions of this Specific Plan shall control and supersede the applicable provisions of the SCMC.

1.5.3 Compliance with California Environmental Quality Act

In accordance with the provisions of CEQA, the Princessa Crossroads Specific Plan EIR (SCH #XXXXXX) analyzes and reviews potential impacts from the Specific Plan's implementation and provides mitigation needed to reduce impacts to less than significant, where feasible. In accordance with CEQA, a Notice of Preparation of the Draft EIR, including a description of the Project, as well as a listing of the environmental topics that were proposed to be analyzed in the EIR and the major permit and project approvals required, was

publicly noticed on March 13, 2025. Subsequently, the Draft EIR was publicly noticed on [date], circulated for public review from [date] to [date], and was certified by the City Council on [date] with Resolution No. [XX].



County Boundary
City of Santa Clarita
Surrounding City Boundaries
Santa Clara River
Plan Area

Figure 1-1: Regional Map

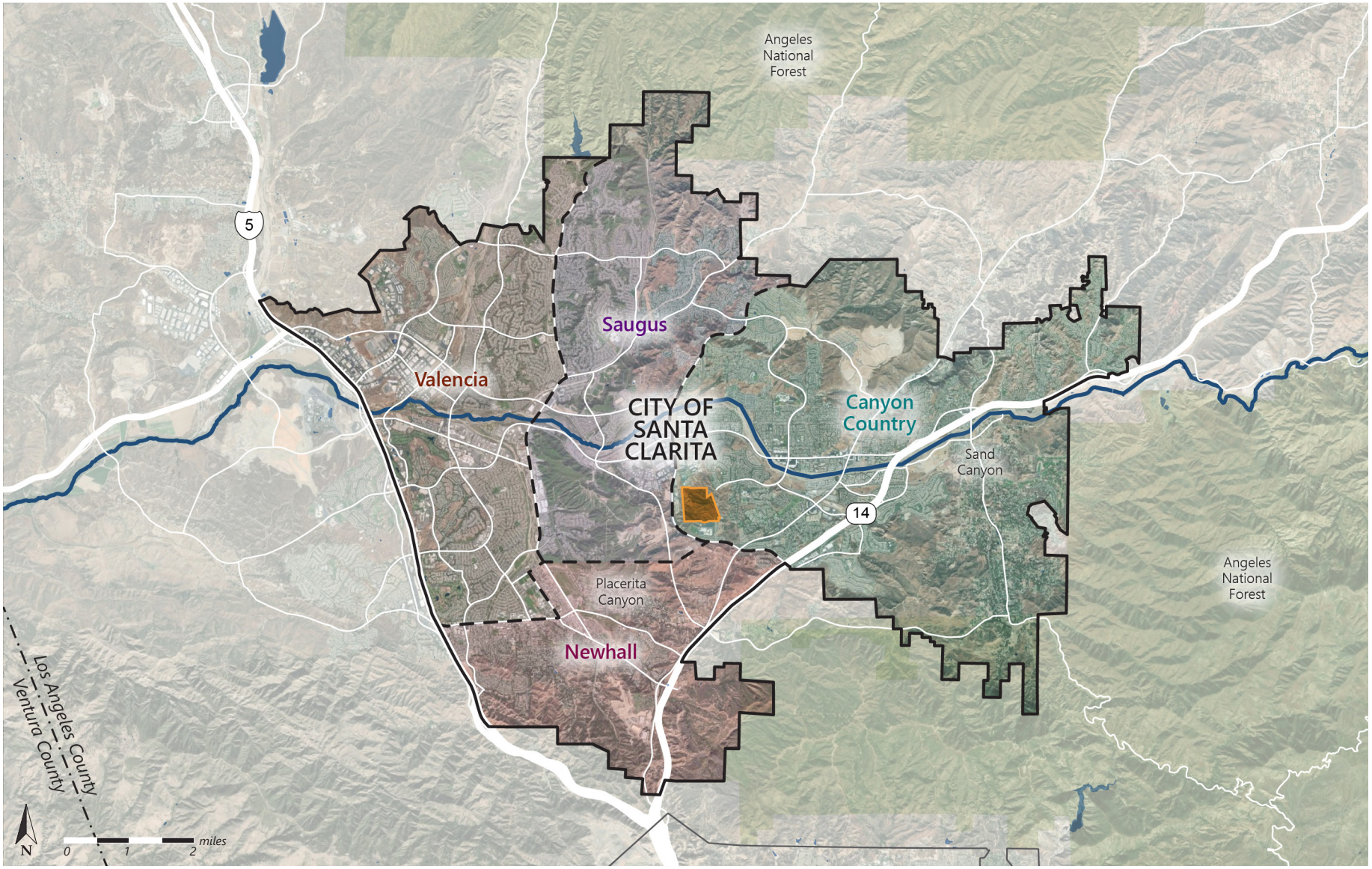


Figure 1-2: Vicinity Map



Figure 1-3: Specific Plan Area and Surrounding Development



Plan Area



Looking east from the City Activites Center



Looking northwest towards Golden Valley Rd.



Looking north towards City Activities Center



Looking northeast towards existing residential



Looking southwest towards Golden Valley HS



Via Princessa terminus

Figure 1-4: Site Photographs

2. Development Plan

2.1 Introduction

The Princessa Crossroads Specific Plan is intended to deliver a new community that serves as a functional extension of the existing Canyon Country community within the City. The Specific Plan is designed to achieve a unified vision with a cohesive architectural theme and a connected vehicular and pedestrian mobility system integrated with the approved extension of Via Princess, which will be one of the primary east-west arterials through the City of Santa Clarita. The Specific Plan is guided by a goal of creating a unique community where residents and community members enjoy accessibility to nearby recreation, employment, shopping, and services.

The approximately 146-acre SPA provides the opportunity to develop as many as 300 multifamily dwellings units, and required parking, landscaping and other on-site improvements, up to 1,500,000 square feet (sq. ft.) of business park uses, including a variety of commercial, office and light industrial uses, and required parking, landscaping and other on-site improvements. In addition, the Via Princessa road extension, which bisects the SPA, will provide easy access to existing, adjacent uses in the Santa Clarita community, to the greater Santa Clarita Valley and beyond.

Pedestrian walkways, a multi-use trail, and bike paths link the SPA with the City's existing bike network and the Santa Clarita Sports Complex to the north while connecting various uses and amenities throughout the community, including the residential and business park uses.

2.2 Objectives

The Specific Plan is based on the following objectives, and realized through the Development and Infrastructure Plans, Development Regulations and Design Guidelines.

The following objectives have been identified for the Project:

1. Optimize development of the Project Site with a new community that provides a diversity of uses, including business park uses, uses serving the local market and light industrial uses, and residential uses in close proximity to Santa Clarita Sports Complex, employment centers, and nearby amenities and regional transit.
2. Promote local and regional economic growth by developing the Project Site with an economically viable business park project that generated tax revenue and creates a diversity of business park and construction jobs in Santa Clarita.
3. Create an employment base of sufficient size and diversity to achieve consistency with the City of Santa Clarita's jobs-housing balance needs.

4. General long term fiscal benefits to Santa Clarita by providing a business park of sufficient scale to attract high-quality tenants as well as achieve economies of scale to provide new infrastructure (including the approved Via Princessa Extension) and other roads and utilities.
5. Generation of new revenue sources by the creation of new job opportunities and economic growth within the City of Santa Clarita through development of an economically viable business park use that creates both new construction and permanent job opportunities.
6. Enhance the housing market and support the City of Santa Clarita in providing its "fair share" of the new housing to meet the varying needs of existing and future residents by permitting the development of as many as 300 residential units in close proximity to existing residential neighborhoods.
7. Provide development with coordinated and attractive streetscapes and high-quality architectural design.
8. Provide development at a human-scale and connect pedestrians with the natural environment by providing an internal pedestrian circulation system that links the residential land uses to the nearby business park uses, and a multi-use trail providing a pedestrian connection to the Santa Clarita Sports Complex to the north of the Project site.
9. Encourage bikeability and the expansion of the City's extensive bike lane network by providing bicyclists a connection from the SPA to the City's bike paths on Golden Valley Road and through the new Class I bike lane on the extension of Via Princessa.
10. Provide a rich set of shared outdoor spaces, including open space and trails.
11. 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.
12. Adopt development regulations that provide a measure of flexibility to respond and adjust to changing economic and market conditions.
13. Facilitate an upgraded Santa Clarita Sports Complex that provides enhanced recreational amenities, including new playing fields, playgrounds and dog park to serve the community by improving upon and adding to the park facility to meet future recreational needs.

2.3 Land Use Plan

The Specific Plan's objectives guide the overall Land Use Plan. **Figure 2-1, Land Use Plan**, and **Table 2-1, Land Use Plan Summary**, provide the framework for development of the Specific Plan. This section establishes the Specific Plan's land use designations (Residential (R), Business Park (BP), and Open Space (OS)) by Planning Area and uses/acreage. **Table 2-2, Planning Area Summary**, shows the Land Use Plan broken down by Planning Area.

Table 2-1 Land Use Plan Summary

Land Use Designation[1]	Use Type	Other Land Uses	Dwelling Units/ Square Feet (sq. ft.)	Acreage (gross)
R	Multifamily Dwellings	Private Streets and Drives, Private Recreation Areas, Landscape Areas, Pedestrian Walkways, Parking	As many as 300 units	8.4
BP	Business Park, including a variety of office and light industrial uses	Internal Streets and Drives, Landscape Areas, Pedestrian Walkways, Parking	Up to 1,500,000 sq. ft.	62.5
OS	Open Space Lots	Developed and Natural Open Space, and Multi-Use Trail	—	58.8
—	Project Roadways	Public and Private Streets; Via Princessa, and Streets A and B, and Drives B, C, and D	—	14.3
—	Water Tank	—	—	2.1
TOTAL			***300 units/ 1,500,000 sq. ft.***	***146.1***

[1] R = Residential; BP = Business Park; OS = Open Space

Table 2-2 Planning Area Summary

Planning Area No.	Land Use Designation[1]	Use Type	Acreage (gross)
Planning Area 1 (PA-1)	R	As many as 300 Multifamily Dwellings, Private Recreation Areas Private Streets: B and D Drives	8.4
Planning Area 2 (PA-2)	BP	Up to 1,500,000 sq. ft. of Business Park Uses Public Streets: Via Princessa, Streets A and B Private Streets: C Drive Water Tank (Lot 10)	62.5

[1] R = Residential; BP = Business Park

Note: In no event shall the project be permitted to exceed a maximum of 300 residential units.

2.3.1 Planning Areas

The Specific Plan site is divided into two Planning Areas as shown in Figure 2-1. Each Planning Area is described below. Regulations governing the development of land uses are found in **Chapter 4, Development Regulations**.

Planning Area 1 (PA-1). PA-1 consists of approximately 8 acres intended for residential uses located within the southeast portion of the SPA. This area consists of multifamily dwelling units with a maximum residential density of 37 dwelling units per acre, so long as the overall unit count in PA-1 does not exceed a maximum of 300 residential units. PA-1 also includes open space, landscaped areas, pedestrian walkways and private outdoor space and recreation areas, as well as parking areas and private drives. The maximum building height in PA-1 is 55 feet (excluding architectural elements, which can extend up to a maximum of 10 feet above the

permitted height limit). Building footprints and building locations in PA-1 shown on figures contained within this Specific Plan can be modified consistent with the requirements of the Specific Plan.

Planning Area 2 (PA-2). PA-2 consists of approximately 63 acres located within the southwest and northeast portion of the SPA. This area consists of up to 1,500,000 sq. ft. of business park uses. PA-2 also includes open space, landscaped areas, pedestrian walkways, as well as parking areas and internal drives and streets. The maximum building height in PA-2 is 75 feet (excluding architectural elements, which can extend up to a maximum of 10 feet above the permitted height limit). Building footprints and building locations in PA-2 shown on figures contained within this Specific Plan can be modified consistent with the requirements of the Specific Plan.

2.3.2 Land Use Designations

The following three land use designations are established by this Specific Plan, and are applied to property within the SPA, as shown on the Specific Plan Land Use Plan (**Figure 2-1, Land Use Plan**):

A) **Residential (R).** The R land use designation is applied to areas appropriate for multifamily dwelling units, with enclosed parking in individual garages, carports, and surface parking. The designation also allows recreation uses, including club houses, parks, playgrounds and pathways, as well as landscaped areas and courtyards, and other on-site improvements, such as landscaped medians, curbs, gutters, sidewalks and streetlights.

B) **Business Park (BP).** The BP land use designation is applied to areas appropriate for a mix of business park uses, including a variety of commercial, office and light industrial uses, including office, warehouse, film, television and recording studios, laboratories, medical services, business support services, and ancillary business-serving uses, with surface parking and landscaped areas. The designation also allows pathways and outdoor employee break areas, and other on-site amenities and improvements, such as landscaped medians, curbs, gutters, sidewalks and streetlights.

C) **Open Space (OS).** The OS land use designation is applied to areas appropriate for natural or developed open space. A multi-use trail at the far northern end of the SPA connects to the off-site City park. See **Figure 2-12, Conceptual Open Space Plan**, for additional details.

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 public and private roadways and pedestrian and bicycle pathways. The Specific Plan's circulation network described below is conceptually shown on **Figure 2-3, Mobility Plan**. Pedestrian pathways are shown on **Figure 2-4, Pedestrian Pathways**.

The Mobility Plan is primarily planned around the City's approved extension of Via Princessa (a Major Highway and one of the City's priority roadway extensions), which will be one of the primary east–west arterials through

the City of Santa Clarita. The extension of Via Princessa will bisect the SPA, providing an access route directly through the SPA, and involves the construction of an approved new roadway segment between Golden Valley Road directly west of the SPA and the existing roadway terminus near Sheldon Avenue to the east of the SPA. The Via Princessa extension connects the community to existing adjacent uses and the greater Santa Clarita community via Golden Valley Road and a connection to Soledad Canyon Road. To the east of the SPA, Via Princessa provides a regional connection east via Sierra Highway and SR-14, as shown on **Figure 2-2, Regional Connectivity**.

The Specific Plan is designed as a new community in proximity to an existing neighborhood commercial center southeast of the SPA, existing residential communities to the east, Golden Valley High School to the south, and the Santa Clarita Sports Complex to the north, which includes a bike park, aquatic center, skate park, dog park, field space and other recreational uses as previously shown on **Figure 1-3, Specific Plan Area and Surrounding Development**. Additionally, there is a large, existing regional shopping center located northwest of the SPA that can be accessed from the SPA via Golden Valley Road, which provides a Class I bike path as detailed below.

The pedestrian walkways, Class I bike path along Via Princessa, and multi-use paths connect various uses and amenities across the SPA and provide a connection to the City's bike paths on Golden Valley Road and the City's Sports Complex, thus creating and enhancing further opportunities for non-vehicular travel and pedestrian mobility.

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 south and west of the Specific Plan site. SR-14, located east of the SPA, 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 south of the SPA. Soledad Canyon Road provides secondary regional access east of the SPA and extends north to Palmdale and Lancaster. Sierra Highway, which intersects Soledad Canyon Road east of the Specific SPA, also provides secondary regional access north to Palmdale and Lancaster. See **Figure 1-1, Regional Map**.

The Santa Clarita Metrolink Station off Soledad Canyon Road, approximately 2 miles west of the SPA, provides users an option of reducing automobile trips and riding the commuter rail line. In addition, the new Vista Canyon Metrolink Station, which opened in 2023, is located approximately 3.5 miles east of the SPA. The Antelope Valley Line, which stops at the Santa Clarita and Vista Canyon Stations, serves the region by connecting Union Station in Downtown Los Angeles to Lancaster in the Northern Los Angeles County area. The City is also presently 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, and the San Fernando Valley. 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 extension of the existing regional circulation pattern in the Santa Clarita Valley and the approved Via Princessa extension. The envisioned development pattern within the SPA, 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 Lost Canyon Road and Soledad Canyon Road, which provide access to the rest of the Santa Clarita Valley. Primary vehicular access to and from PA-2 will be available via 'A' and 'B' Streets off the Via Princessa road extension east of Golden Valley Road, an existing highway directly west of the SPA designated as a "Major Highway" in the Santa Clarita General Plan Circulation Element and the Los Angeles County Master Plan of Highways.

Golden Valley Road, a public street, has a maximum 116-foot-wide right-of-way and provides 35-foot drive lanes in each direction with a 14-foot-wide median; curbs, gutters, and parkways on both sides; a Class I bike path on one side; and a 6-foot-wide sidewalk on the other side. Primary vehicular access to PA-1's residential neighborhood will be available via 'D' Drive off Robert C. Lee Parkway and internally off 'B' Drive (southbound only).

Cross sections for each street servicing the SPA are shown in **Figures 2-5 through 2-11** and described below.

2.4.3.1 Via Princessa

The approved Via Princessa road extension will bisect the SPA and involves the construction of an approved new roadway segment between Golden Valley Road directly west of the SPA and the existing roadway terminus near Sheldon Avenue to the east of the SPA. The Via Princessa road extension will provide an access route directly through the SPA and will serve as primary access to and from the SPA. The City certified a Final EIR for the Via Princessa extension in October 2015 and adopted a related CEQA addendum in May 2025. All right-of-way needed for the Via Princessa improvements has been acquired, except the property owned by the Los Angeles Department of Water and Power where easements are being obtained by the City.

The segment within the SPA is a public street with a 136- to 140-foot-wide right-of-way and provides drive lanes in each direction with a 14-foot-wide raised median; curbs, gutters, and parkways on both sides; a Class I bike path on one side; and a 6-foot-wide sidewalk on the other side. Cross-sections are depicted for Via Princessa in **Figure 2-5, Street Sections, Via Princessa**.

2.4.3.2 'A' and 'B' Street

'A' Street is a public street providing internal circulation within the SPA. 'A' Street provides access off Via Princessa to PA-2's business park uses (Lots 4, 5, and 6). It has a maximum right-of-way that ranges between 74 and 98 feet wide, with a 14-foot-wide median, and driving lanes ranging from 12 to 24 feet wide, as well as curbs and gutters, sidewalks, Class II Bike Paths and parkways on both sides of the street. Cross-sections are depicted for 'A' Street in **Figure 2-6, Street Sections, 'A' Street**.

'B' Street is a public street providing internal circulation within PA-2 from Via Princessa to the business park development directly south of Via Princessa. 'B' Street is a two-way roadway terminating at a cul-de-sac and has a 54-foot-wide right-of-way consisting of three drive lanes, including two 12-foot-wide drive lanes and one 13-foot-wide drive lane, with an 8-foot-wide sidewalk and 5-foot-wide parkway on the west side and a 4-foot-wide parkway on the east side. At the cul-de-sac, the public roadway transitions to private 'B' Drive, which continues eastbound as a one-way roadway with a separate emergency-only access lane and connects to private 'D' Drive. 'D' Drive extends generally north-south to Robert C. Lee Parkway and also provides access to PA-1. Together, 'B' Street, 'B' Drive, and 'D' Drive provide an internal circulation connection between Via Princessa and Robert C. Lee Parkway, with general vehicular travel along 'B' Drive limited to one-way eastbound travel. This connection also provides a secondary means of access to Golden Valley High School from Via Princessa, providing an additional route for school-related traffic and helping distribute traffic during school drop-off and pick-up periods. Refer to Section 2.4.3.3 for additional details regarding 'B' Drive and 'D' Drive. A cross-section for 'B' Street is shown on **Figure 2-7, Street Sections, 'B' Street**..

2.4.3.3 'B,' 'C,' and 'D' Drives

'B' Drive is a private street providing internal circulation and a connection from Via Princessa to Robert C. Lee Parkway and Golden Valley High School to the south. Internally, 'B' Drive provides one-way access from 'B' Street to 'D' Drive, which leads to the residential uses in PA-1 as detailed below. 'B' Drive begins south of the 'B' Street fork with 'B' Drive leading to the business park uses in PA-2 (Lot 3). 'B' Drive is a one-way southbound road with a 40-foot-wide right-of-way with curbs and gutters. It has a one-way 14-foot-wide southbound driving lane and parkway, and a 14-foot-wide lane for emergency vehicles only and an 8-foot-wide sidewalk. Cross-sections are depicted for 'B' Drive in **Figure 2-8, Street Sections, 'B' Drive**.

'C' Drive is a private street providing internal circulation within the SPA. 'C' Drive provides access off Via Princessa to the business park uses in PA-2 (Lot 4). It has a maximum 60-foot-wide right-of-way, with a 10-foot median, and 18- and 12-foot-wide driving lanes, as well as curbs and gutters, a sidewalk, and parkway on both sides. A cross-section is depicted for 'C' Drive in **Figure 2-9, Street Sections, 'C' Drive**.

'D' Drive is a private street providing internal circulation and primary access to the residential uses in PA-1 (Lots 1 and 2) via Robert C. Lee Parkway. Internally, 'D' drive can be accessed via 'B' Drive. 'D' Drive has a maximum 46-foot-wide right-of-way, and 14-foot-wide driving lanes, as well as a sidewalk on one side, and curbs and gutters and parkways on both sides. A cross-section is depicted for 'D' Drive in **Figure 2-10, Street Sections, 'D' Drive/ Robert C. Lee Parkway**.

Two additional private drives within the SPA include a 26-foot-wide access road north of PA-2 (Lot 2) that will provide two 13-foot-wide lanes for fire and maintenance access only to and from the northwest corner of the SPA, and a 28-foot-wide City Park access road north of PA-2 (Lot 4) with two 14-foot-wide lanes for fire and maintenance access only and an 8-foot-wide trail as further described in Section 2.5. Both access roads connect to the northern terminus of 'A' Street. Cross-sections are depicted for both access roads in **Figure 2-11, Street Sections, Private Driveways (26 Feet and 28 Feet)**.

2.4.4 Parking Plan

The Specific Plan parking plan consists of private residential and guest parking, and parking for business park uses. Parking in PA-1 will be reserved for residents and their guests and subject to SCMC parking requirements. Parking areas in PA-2 will provide parking for the business park uses consistent with the Specific Plan requirements (refer to Section 4.8, Parking Regulations). A percentage of total parking will include electric vehicle charging stations and handicap parking spaces. Parking regulations are provided in **Chapter 4, Development Regulations**, of this Specific Plan.

The Specific Plan allows for modifications to the parking plan provided based on changes to the number of units and/or use type consistent with the provisions of this Specific Plan, including all corresponding development regulations and parking regulations set forth in **Chapter 4**.

2.5 Open Space, Parks, and Recreation Plan

The Specific Plan includes on-site open space directly adjacent to PA-1. The SPA is also in close proximity to open space and the City's Activities Center. **Figure 2-12, Conceptual Open Space Plan**, illustrates the locations of on- and off-site open space.

The City's Activities Center is located outside of the SPA, is one of the off-site open space areas. An 8-foot-wide multi-use trail at the far northern end of the SPA will connect residents and users from the SPA to the City Activities Center, as shown on **Figure 2-4, Pedestrian Pathways**.

Within the SPA, the Specific Plan provides for active and passive recreational opportunities through common space and private outdoor space. Private and common space shall be provided through a combination of private outdoor space and common areas for each residential unit within the SPA. (Development regulations for common and private outdoor space are provided in **Chapter 4, Development Regulations**). Common spaces may include but are not limited to outdoor areas such as trails and recreational facilities. Private outdoor spaces may include, but are not limited to, outdoor patios, balconies, or decks. All future development shall be subject to an approval of a development and architectural review by the Director of Community Development.

Figure 2-13, Conceptual Landscape Plan, illustrates the conceptual design for private and common recreational areas to be provided within the SPA. Final design for private and common recreational facilities, consistent with the standards established in this Specific Plan, will be prepared, reviewed, and subject to approval of a development and architectural review by the Director of Community Development.

2.6 Planting, Wall, and Fence Plan

The Specific Plan's conceptual planting plan, provided in **Figures 2-14a through 14c, Conceptual Planting Plan**, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften

surrounding architecture and create comfortable, inviting outdoor spaces. Landscaping requirements are provided in **Chapter 4, Development Regulations**.

All plant species listed in **Figure 2-14a through c**, 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. The plant palette provided in the conceptual planting plan provides a list of plant material to select from when preparing final landscape construction documents for development within the SPA. However, substitutions may be required due to availability, soil tests, and other conditions. Final landscaping plans, consistent with the standards established in this Specific Plan, will be prepared, reviewed, and subject to approval by the Director of Community Development. Irrigation system plans will be prepared, reviewed, and approved by the City as part of the final construction plans, and will comply with local California water regulations.

Figure 2-15, Retaining Wall Plan, provides the location of retaining walls within the SPA. Retaining walls shall be constructed within the SPA in accordance with the exhibit shown in Figure 2-16. The Specific Plan's Wall and Fence Plan, shown in **Figures 2-16a through 16c, Conceptual Wall and Fence Plan**, provides the approximate location and conceptual imagery of concrete slump block walls, slump retaining walls, private and common space stucco patio walls, fences, and access gates, and monument “way-finding” walls and features for each planning area in the SPA. As shown on the Conceptual Wall and Fence Plan, 6-foot-high slump block walls are primarily located around the residential pad in PA-1. Wall and fence locations are preliminary and subject to change consistent with the standards and design guidelines provided in this Specific Plan, including the fencing guidelines in **Chapter 5, Design Guidelines**. Detailed wall and fence plans shall be prepared and reviewed for consistency with this Specific Plan as part of future development approvals.

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LEGEND:

- PROJECT BOUNDARY
- RESIDENTIAL (R)
- BUSINESS PARK (BP)
- DEVELOPED OPEN SPACE (OS)
- NATURAL OPEN SPACE (OS)

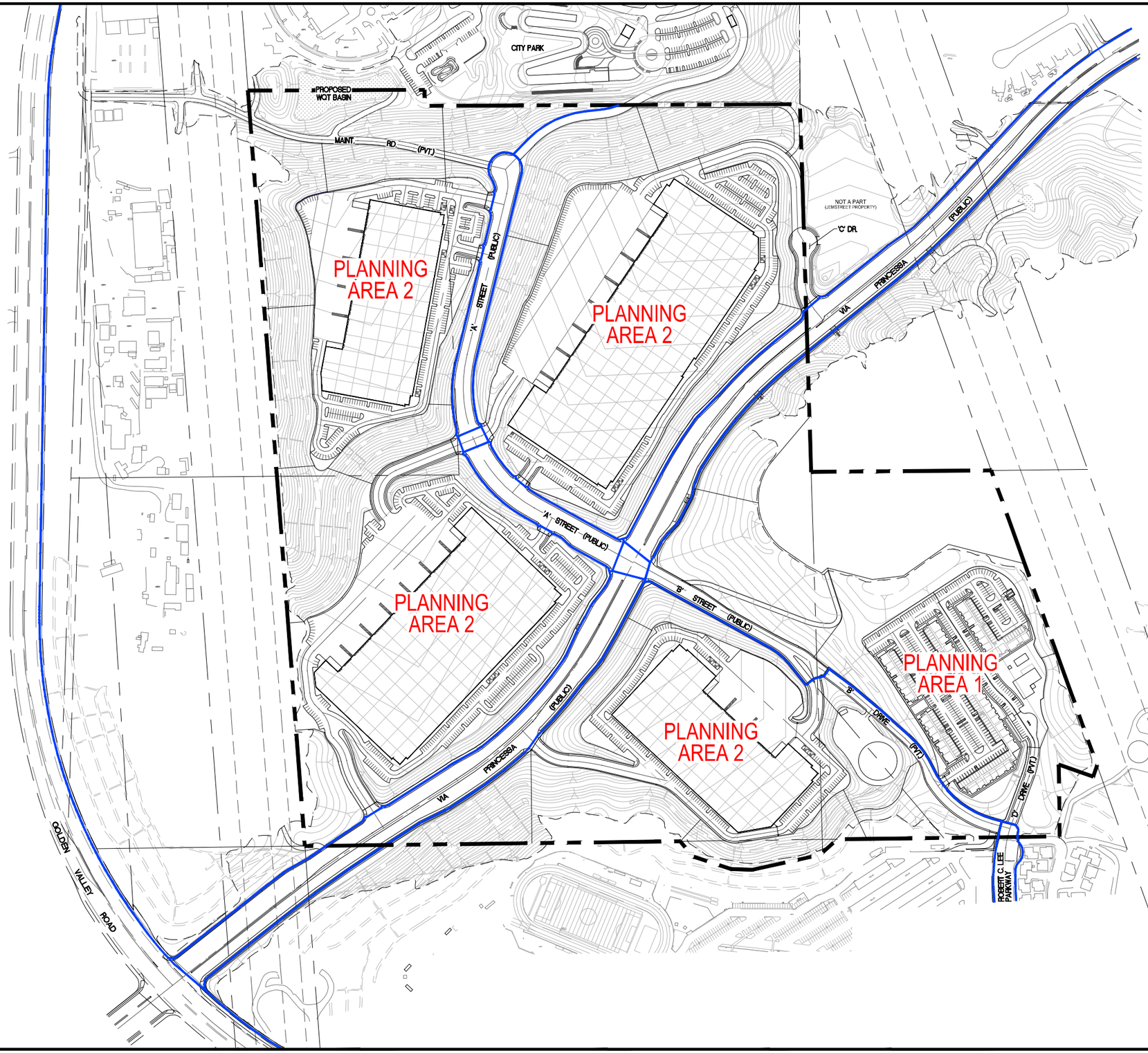
NOT TO SCALE

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-1

PRINCESSA CROSSROADS LAND USE PLAN

L:\CAD\1628\LIB_EXHIBITS\1628_FIG_2-1_OVERALL_LAND_USE_EXHIBIT.dwg



LEGEND

- PROJECT BOUNDARY
- REGIONAL CONNECTIVITY

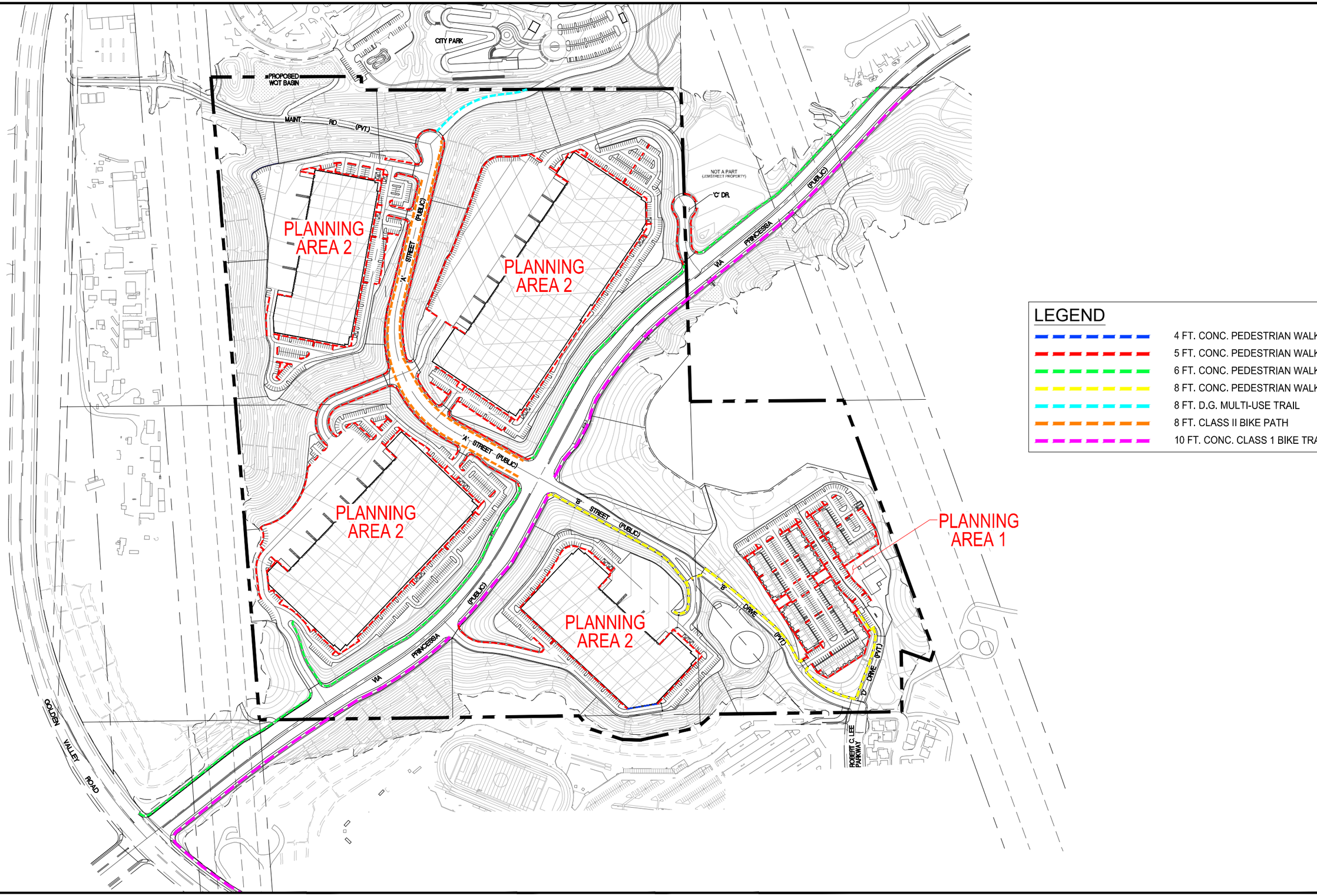
NOT TO SCALE

L:\CAD\1628\EIR EXHIBITS\1628-FIG_2-2_REGIONAL CONNECTIVITY EXHIBIT.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-2

PRINCESSA CROSSROADS REGIONAL CONNECTIVITY

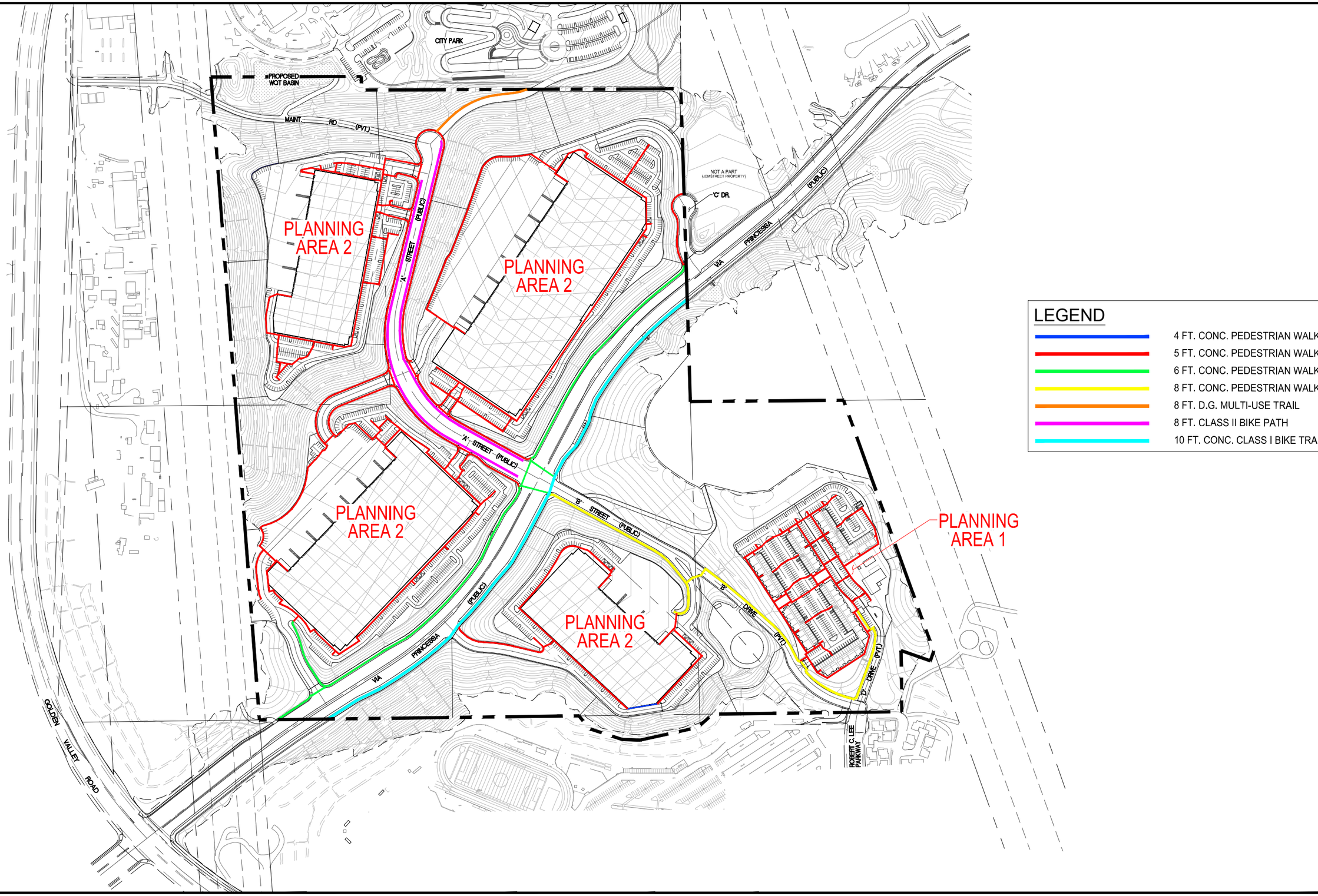


I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-3_MOBILITY_EXHIBIT.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-3

PRINCESSA CROSSROADS MOBILITY PLAN

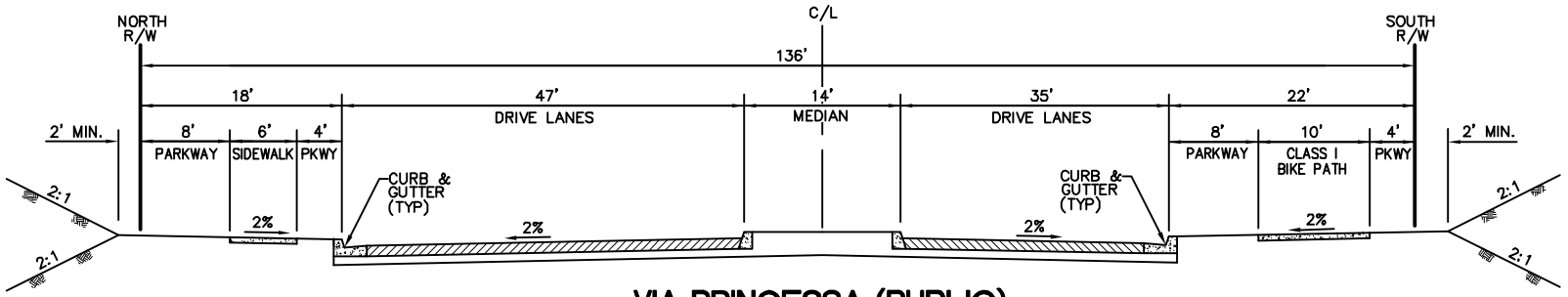


I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-4_PEDESTRIAN PATHWAYS EXHIBIT.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-4

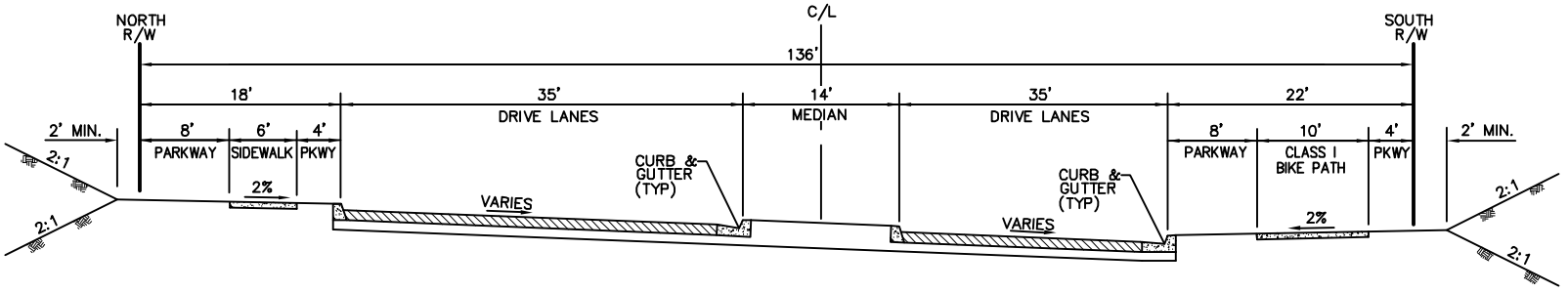
PRINCESSA CROSSROADS PEDESTRIAN PATHWAYS



VIA PRINCESSA (PUBLIC)

STANDARD SECTION

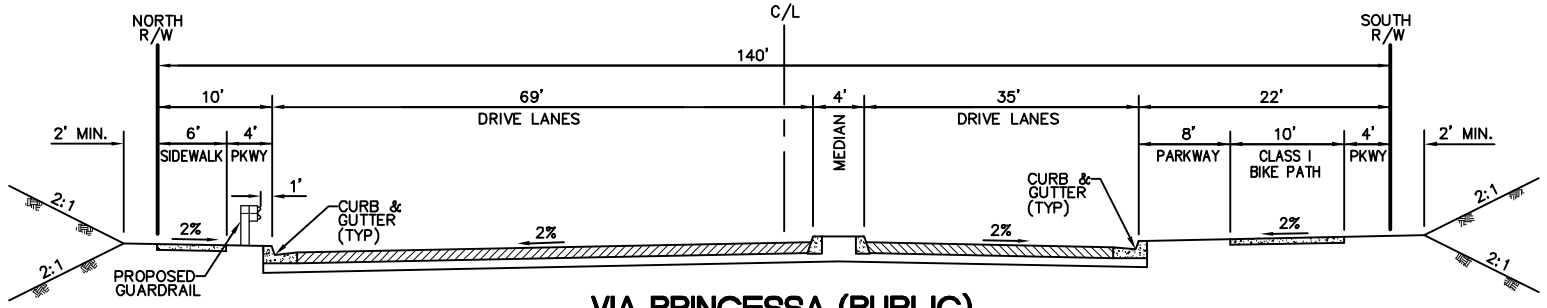
NOT TO SCALE



VIA PRINCESSA (PUBLIC)

SUPERELEVATED SECTION

NOT TO SCALE



VIA PRINCESSA (PUBLIC)

STANDARD SECTION WITH GUARDRAIL

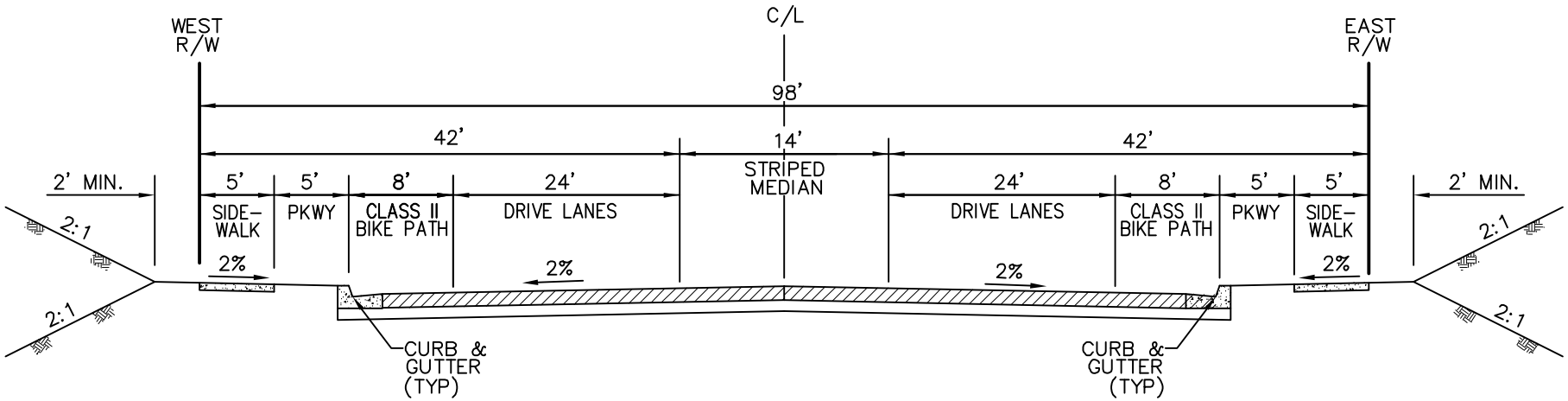
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I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-5_2-11_STREET SECTIONS.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-5

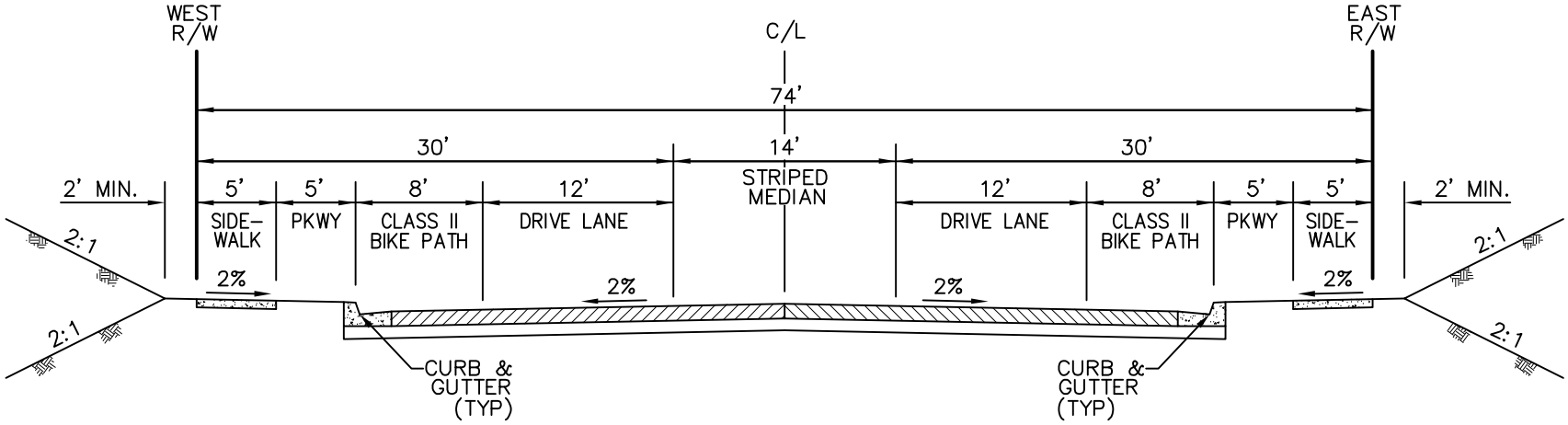
PRINCESSA CROSSROADS STREET SECTION – VIA PRINCESSA



"A" STREET (PUBLIC)

ADJACENT TO PA-2 (BLDG. 2 & 3)

NOT TO SCALE



"A" STREET (PUBLIC)

ADJACENT TO PA-2 (BLDG. 4)

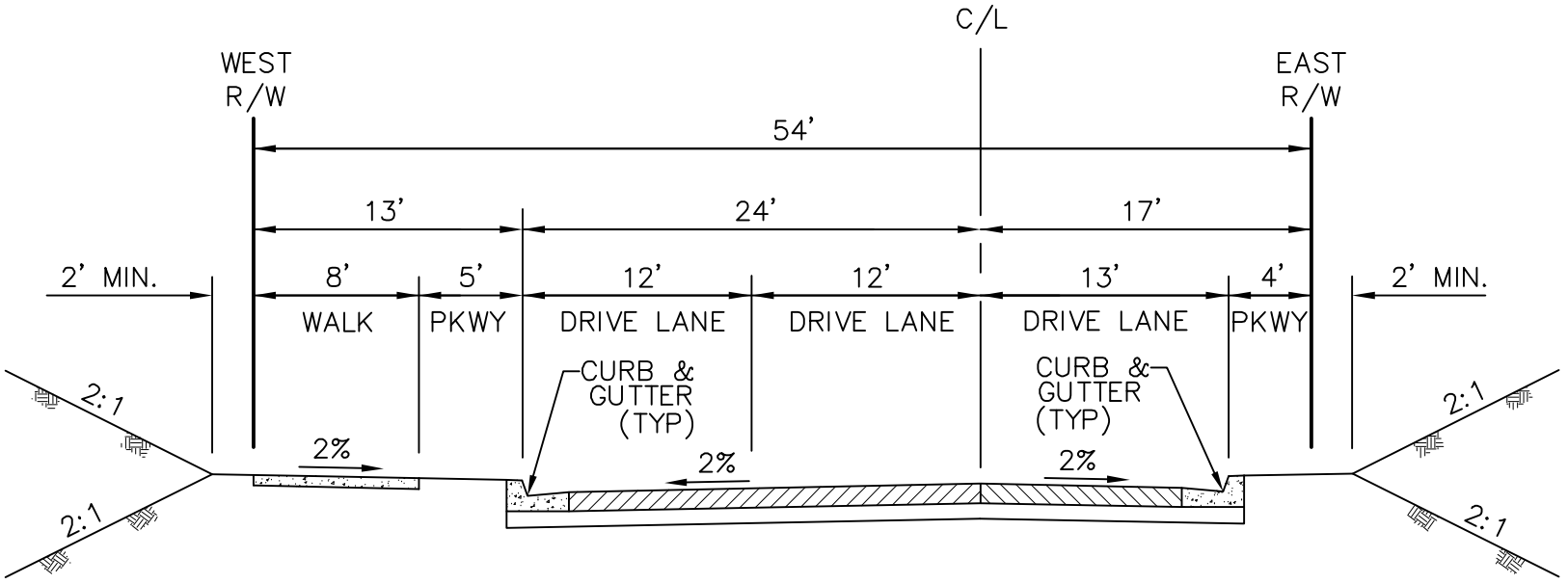
NOT TO SCALE

I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-5_2-11_STREET SECTIONS.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-6

PRINCESSA CROSSROADS STREET SECTION – "A" STREET



"B" STREET (PUBLIC)

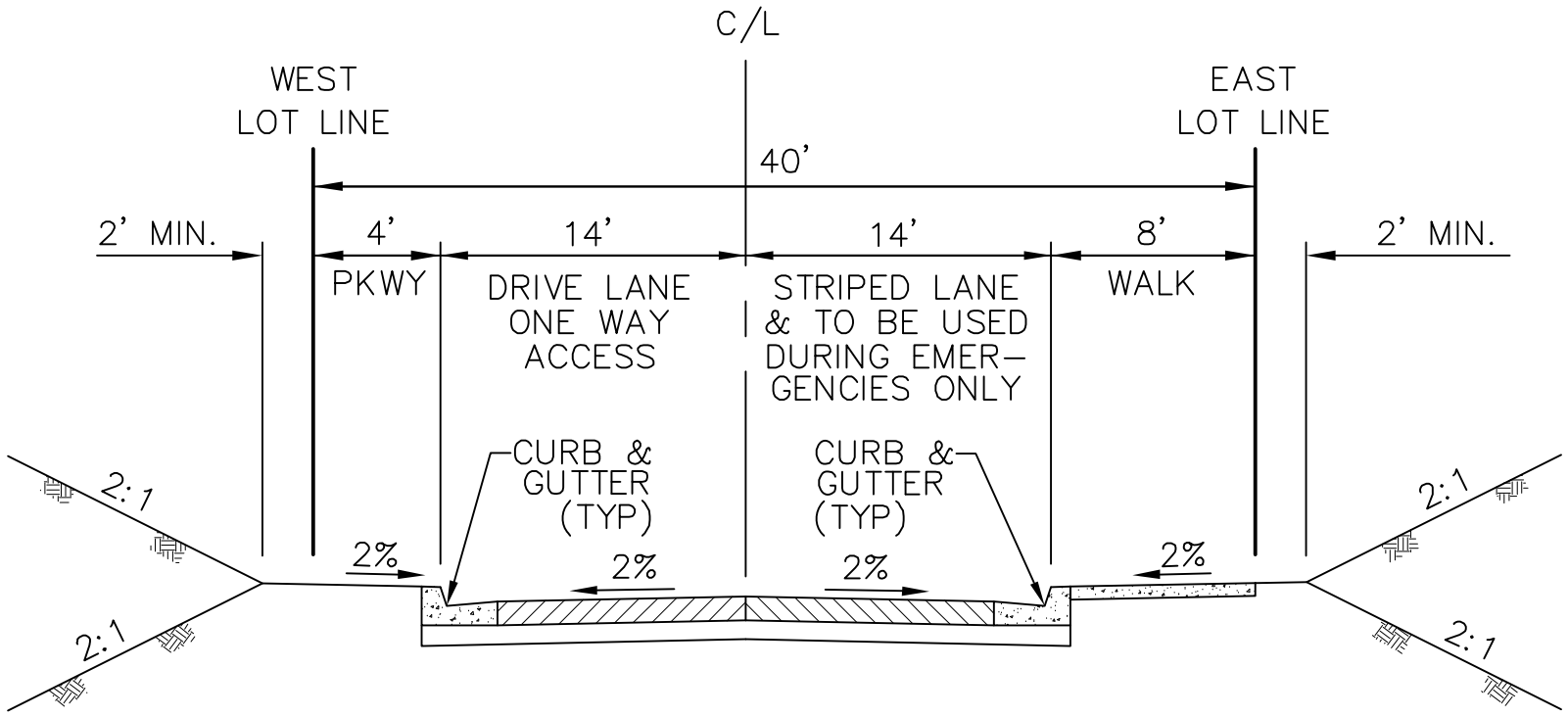
NOT TO SCALE

I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-5_2-11_STREET SECTIONS.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-7

PRINCESSA CROSSROADS STREET SECTION – "B" STREET



"B" DRIVE (PRIVATE)

PRIVATE DRIVEWAY & FIRE LANE

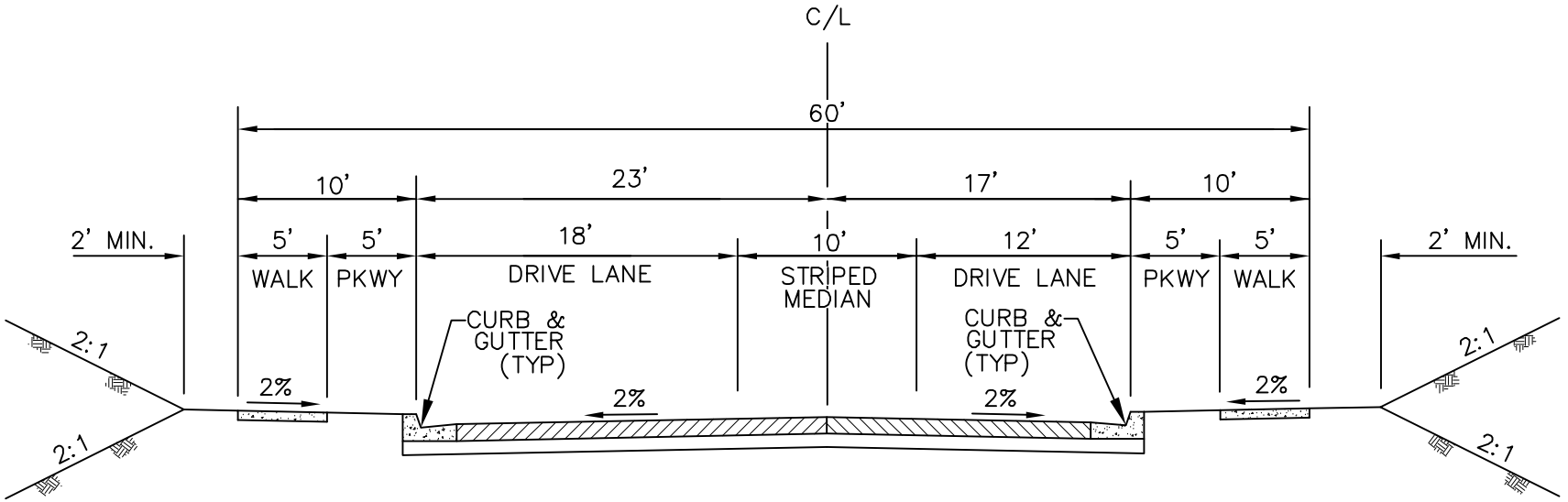
NOT TO SCALE

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-8

PRINCESSA CROSSROADS STREET SECTION - "B" DRIVE

I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-5_2-11_STREET SECTIONS.dwg



"C" DRIVE (PRIVATE)

PRIVATE DRIVEWAY & FIRE LANE

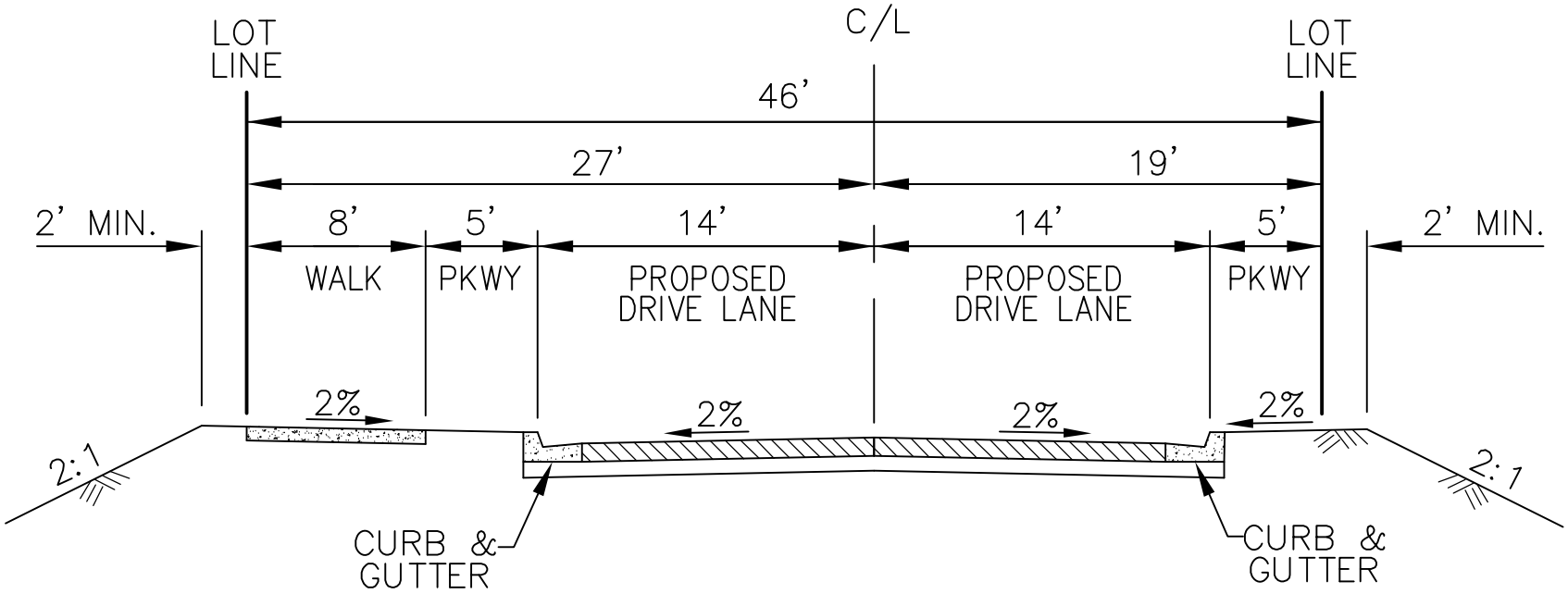
NOT TO SCALE

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-9

PRINCESSA CROSSROADS STREET SECTION – "C" DRIVE

I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-5_2-11_STREET SECTIONS.dwg



'D' DRIVE (PRIVATE)

PRIVATE DRIVEWAY & FIRE LANE

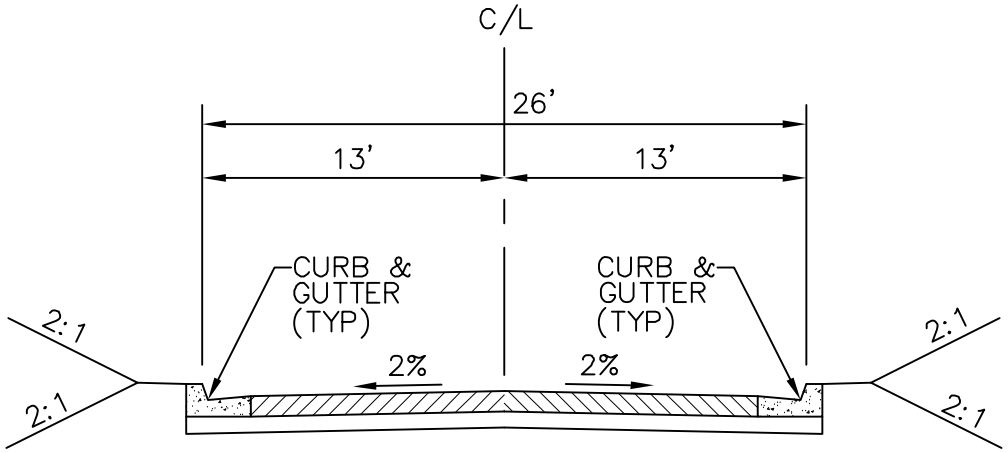
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SOURCE: ALLIANCE–MAY 2026

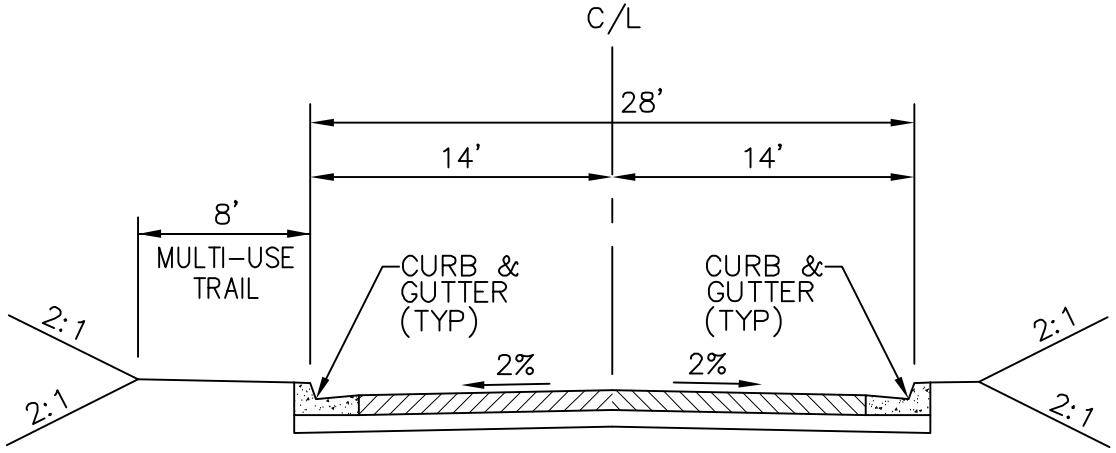
FIGURE 2-10

PRINCESSA CROSSROADS STREET SECTION – "D" DRIVE



26' PRIVATE STREETS
(PRIVATE DRIVE & FIRE LANE)

NOT TO SCALE



28' PRIVATE STREETS
(PRIVATE DRIVE & FIRE LANE)

NOT TO SCALE

I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-5_2-11_STREET SECTIONS.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 2-11

PRINCESSA CROSSROADS STREET SECTION – PRIVATE DRIVEWAY

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LEGEND

ON-SITE OPEN SPACE	3.2 AC
ON-SITE UNDEVELOPED LAND GRADED SLOPES	46.1 AC
WATER TANK SITE	2.1 AC

TOTAL ON-SITE GROSS ACREAGE= 146.1 AC

TOTAL OPEN SPACE= 51.4 AC

CITY PARK SITE GRADED PAD	25.6 AC

NOT TO SCALE

I:\CAD\1628\EIR EXHIBITS\1628-FIG_2-12_OPEN SPACE EXHIBIT.dwg

SOURCE: ALLIANCE-MAY 2026

FIGURE 2-12

PRINCESSA CROSSROADS OPEN SPACE PLAN

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LEGEND

1. PA-1 (Lot 1 & 2; Multi-Family Residential) Central Pool and Spa Rec Area with lounge seating, picnic tables, and fire-pit lounge seating area.
2. PA-1 (Lot 1 & 2; Multi-Family Residential) Tot-lot Play Area (Ages 5-12) with rubberized play surface, shade trees, and seating.
3. PA-1 (Lot 1 & 2; Multi-Family Residential) Central Lounge Area with corn hole over faux turf, Adirondack seating, and fire table.
4. PA-1 (Lot 1 & 2; Multi-Family Residential) mailbox and parcel locker units, per USPS review and approval.
5. Vehicular entryways with Specimen tree and enhanced vehicular paving.
6. Transformer per others, to be screened by vegetation.
7. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
8. Proposed tree, per Planting Plan.
9. 5' wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
10. Accessible parking stall and striping, per Civil plans.
11. Guest / resident parking stall.
12. Bike racks (3 bike racks total to accommodate 6 bike parking spaces).
13. Proposed main entry monument wall / pilaster feature.
14. Adjacent, water tank, per Civil Engineer Plans.
15. City LMD Parkway, per separate submittal.
16. City LMD Parkway Trees, per separate submittal.
17. Proposed secondary entry pilaster feature
18. Community dog bag station.













*Conceptual images (provided herein are conceptual, in nature, and subject to change)

Conceptual Landscape Plan

CROSSROADS, VIA PRINCESSA - SANTA CLARITA

Scale: 1" = 100'

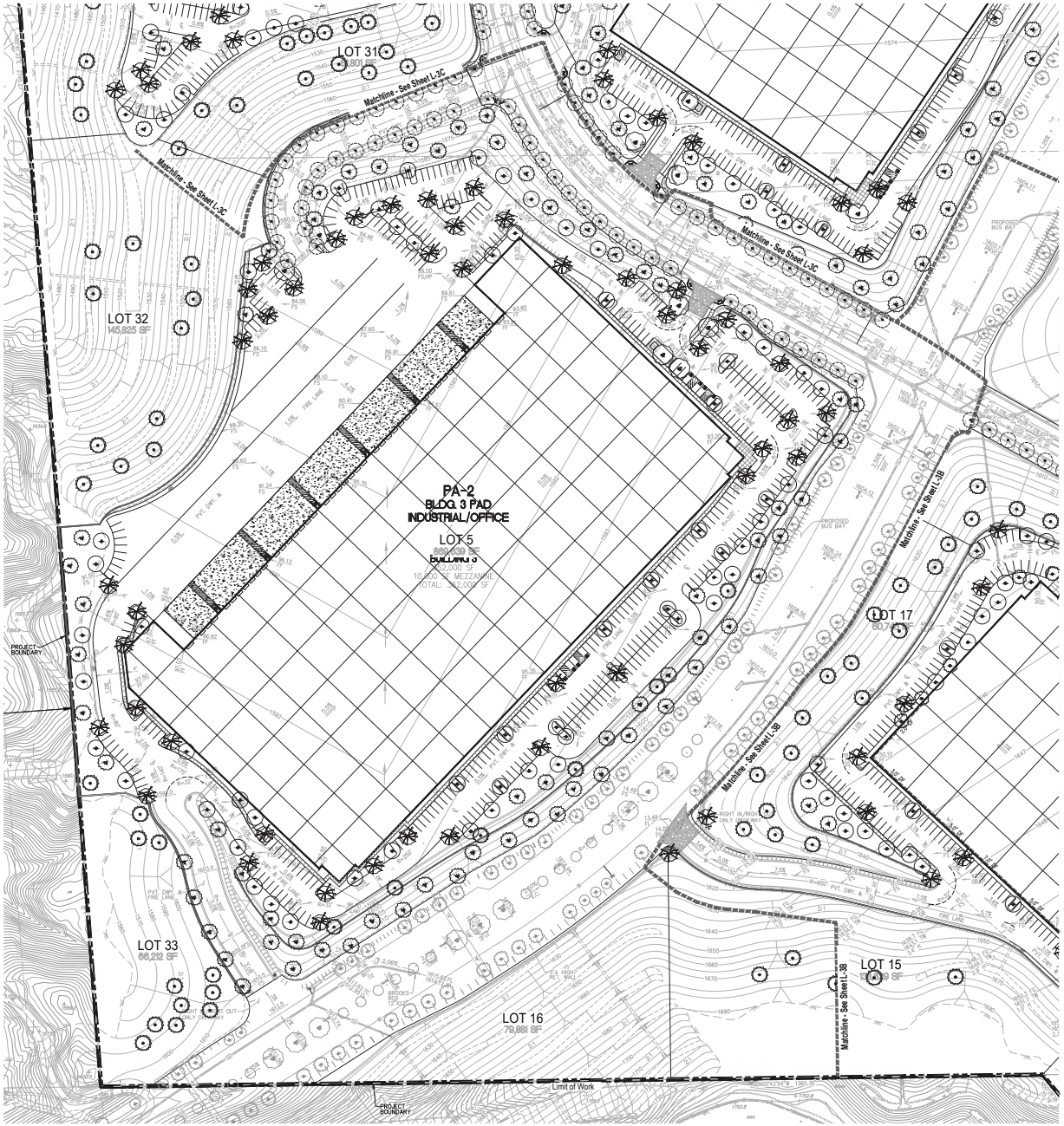
L-1

2nd City DRC Submittal
Project No: ORL11-D
Date: July 08, 2026

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-13

CONCEPTUAL LANDSCAPE PLAN



PLANTING LEGEND

Symbol	Type/Form	Suggestions	Trunk	Size	Canopy Size (5-10 Yr.)	WUCOLS (Reg. 4)	Qty.	FM Zone
	PALMS	Botanical Name (Common Name)						
	Vertical	Phoenix dactylifera (Date Palm)	Single	18' BT	35-45'	Low	15	B-30
	TREES							
	Evergreen Native	Quercus agrifolia (Coast Live Oak)	Natural	48"/96"	35-45'	Low	195	B-30
	Specimen	Magnolia 'D.D. Blanchard (Southern Magnolia)	Single	48"/60" Box	15-30'	Low	27	B
		Olea 'Wilsonii' (Wilson Olive)	Single/ Multi		20-25'	Low		A-15
	Specimen Native	Ulmus parvifolia 'True Green' (True Green Chinese Elm)	Single	24"/36" Box	30-40'	Med	150	B
	Accent	Lagerstroemia ixf 'Natchez' (White Crape Myrtle)	Single	36" Box	15-20'	Med	36	A-10
	Street & Buffer	Tristania conferta (Brisbane Box) Podocarpus gracilior (Fern Pine)	Single	24"/36" Box	20-25'	Med	405	A-15 B
	Deciduous Native	Platanus racemosa (California Sycamore)	Single	24"/36" Box	35-40'	Med	147	B
	Flowering	Arbutus unedo (Strawberry Tree)	Single/ Multi	24" Box	10-15'	Low	25	A-15
		Cercis c. 'Forest Pansy (Forest Pansy Redbud)	Single/ Multi		20-25'	Med		A-10
	Vertical	Acacia stenophylla (Shoestring Acacia)	Single	24"/36" Box	15-20'	Med	43	A-15
		Melaleuca quinquenervia (Cajeput tree)	Multi/ Low Br.		20-25'	Med		A-15
	Columnar	Prunus c. 'Bright n Tight' (Cherry Laurel)	Columnar	24" Box	6-8'	Med	28	B
	Proposed City Parkway Tree	Geijera parviflora (Australian Willow) **City LMD Parkway Tree (Final Selections / Locations per City's Direction)	Single	24" Box	20-25'	Low	189	A-15
					TOTAL TREE QTY=		1,260	

ACCENT SHRUBS

Botanical Name	Common Name	Size & Spacing	WUCOLS (Reg 4)
Agave sp.	Agave	15G @ 42" o.c.	Low
Aloe sp.	Aloe	5G @ 30" o.c.	Low
Dasylirion longissimum	Mexican Grass Tree	15G @ 30" o.c.	Low
Hesperaloe sp.	Red / Yellow Yucca	15G @ 36" o.c.	Low
Sedum sp.	Sedum	5G @ 30" o.c.	Low
Yucca sp.	Yucca	15G @ 42" o.c.	Low

SHRUBS

Botanical Name	Common Name	Size & Spacing	WUCOLS
Anigozanthos	Kangaroo Paw	5G @ 24" o.c.	Low
Baccharis pilularis	Coyote Brush	5G @ 60" o.c.	Low
Berberis t. 'Atropurpurea'	Redleaf Japanese Barberry	5G @ 42" o.c.	Medium
Callistemon c. 'Little John'	Dwarf Bottlebrush	5G @ 36" o.c.	Low
Cotoneaster d. 'Lowfast'	Bearberry Cotoneaster	1G @ 60" o.c.	Medium
Dianella Variegated spp.	Variegated Flax Lily	5G @ 24" o.c.	Medium
Feijoa sellowiana	Pinapple Guava	15G @ 48" o.c.	Medium
Ligustrum j. 'Texanum'	Wax Leaf Privet	5G @ 36" o.c.	Medium
Nandina domestica	Heavenly Bamboo	5G @ 30" o.c.	Low
Pittosporum spp.	Pittosporum	5G @ 48" o.c.	Medium
Rhaphiolepis spp.	Rhaphiolepis	5G @ 30" o.c.	Medium
Rosmarinus o. 'Tuscan Blue'	Rosemary	15G @ 42" o.c.	Low
Salvia spp.	Mexican Sage	5G @ 48" o.c.	Low
Westringia f. 'Morning Light'	Coast Rosemary	5G @ 36" o.c.	Low

GRASSES

Botanical Name	Common Name	Size & Spacing	WUCOLS
Carex divulsa	Berkeley Sedge	1G @ 24" o.c.	Low
Juncus patens	Juncus	5G @ 36" o.c.	Low
Nassella pulchra	Purple Needlegrass	1G @ 36" o.c.	Low
Muhlenbergia rigens	Deer Grass	1G @ 36" o.c.	Low

GROUNDCOVERS

Cotoneaster 'Lowfast'	Lowfast Cotoneaster	1G @ 72" o.c.	Low
Eremophila g. 'Mingenew Gold'	Gold Emu Bush	1G @ 72" o.c.	Low
Myoporum 'Putah Creek'	'Putah Creek' Myoporum	1G @ 72" o.c.	Low

VINES & ESPALIERS

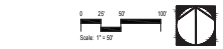
Botanical Name	Common Name	Size & Spacing	WUCOLS
Macfadyena unguis-cati	Cat's Claw Vine	5G / Per Plan	Low

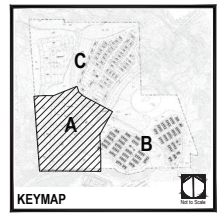
FUEL MODIFICATION ZONE

1. Zone A - Setback Zone: (shown 20' wide) Min. 20' wide clear area next to structures (Owner maintained area). Permanently Irrigated.
2. Zone B - Irrigation Zone/Transition Zone: (shown 80' wide) Min. 20FT wide to 80FT area next to Zone A (up to 100FT from structures). Also includes engineered slopes. Permanently Irrigated.
3. Zone C - Native Brush Thinning Zone: (shown 100' wide) Min. 50 FT to 100 FT wide area next to Zone B (up to 200 FT from structures). Thinned and maintained but NOT Irrigated.

NOTES:

1. Irrigation (all subsurface and/or point source) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881) .
2. Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
3. Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer in future phase.
4. The plant palette listed provides a list of plant material to select from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, soils tests, or other conditions.
5. All trees within 5' of hardscape to be installed with deep root barriers.





L-3A

Conceptual Planting Plan A

CROSSROADS, VIA PRINCESSA - SANTA CLARITA

2nd City DRC Submittal
Project No: ORL11-D
Date: July 08, 2026

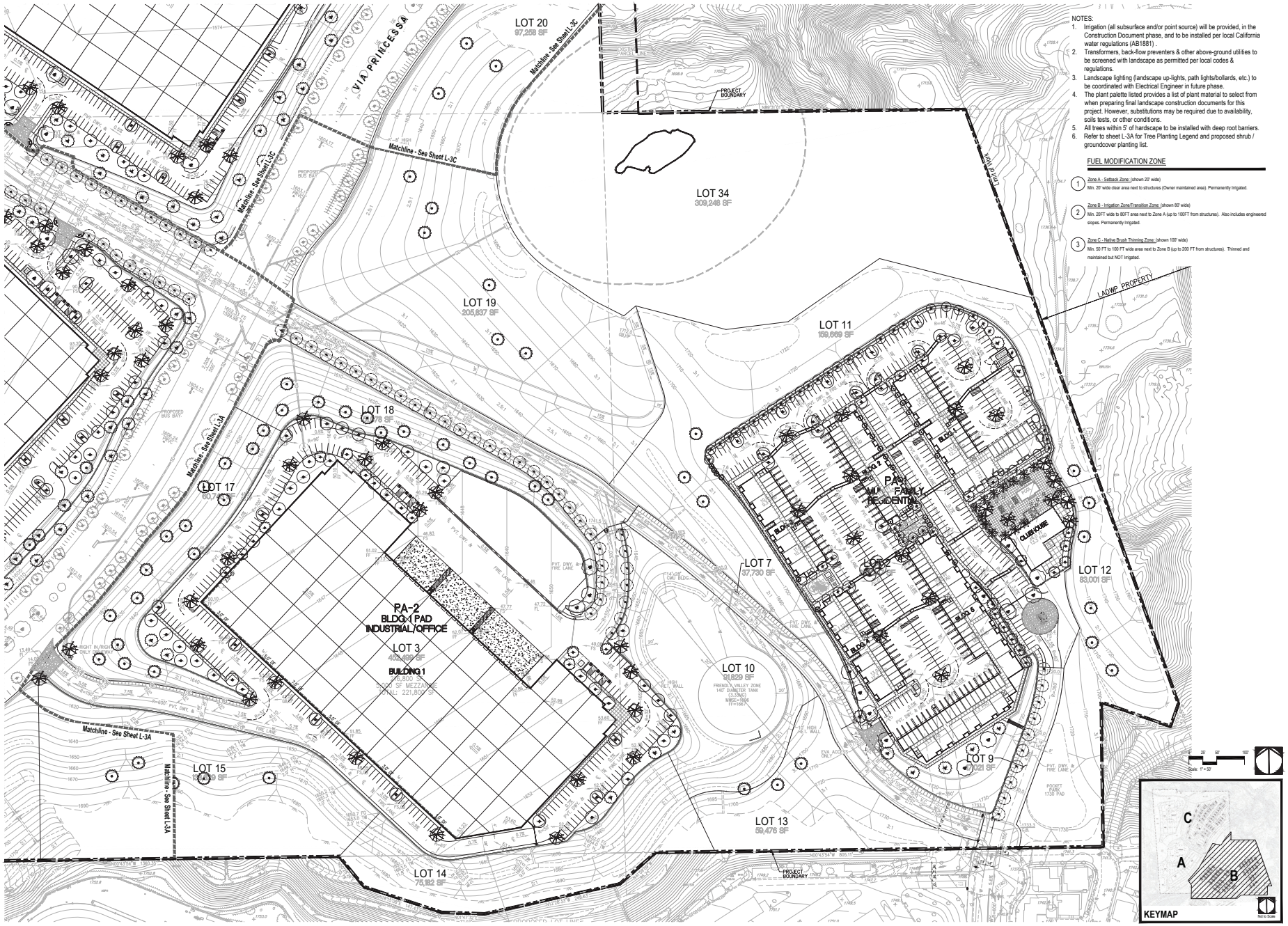
OAKRIDGE LANDSCAPE

studio PAD

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-14A

CONCEPTUAL PLANTING PLAN A



Conceptual Planting Plan B

L-3B

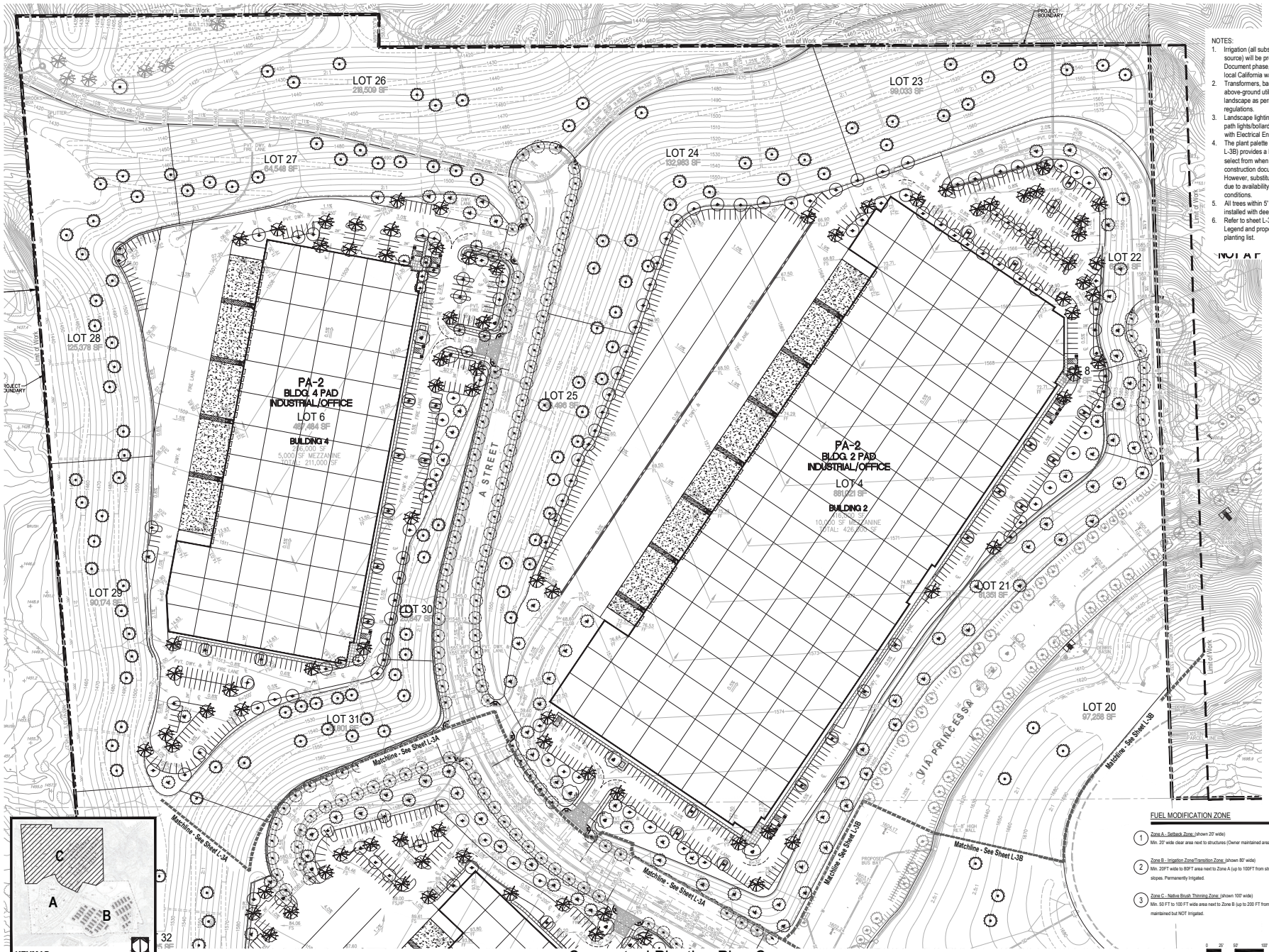
CROSSROADS, VIA PRINCESSA - SANTA CLARITA

2nd City DRC Submittal
Project No: ORL11-D
Date: July 08, 2025

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-14B

CONCEPTUAL PLANTING PLAN B



Conceptual Planting Plan C

CROSSROADS, VIA PRINCESSA - SANTA CLARITA

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-14C

CONCEPTUAL PLANTING PLAN C



NOT TO SCALE

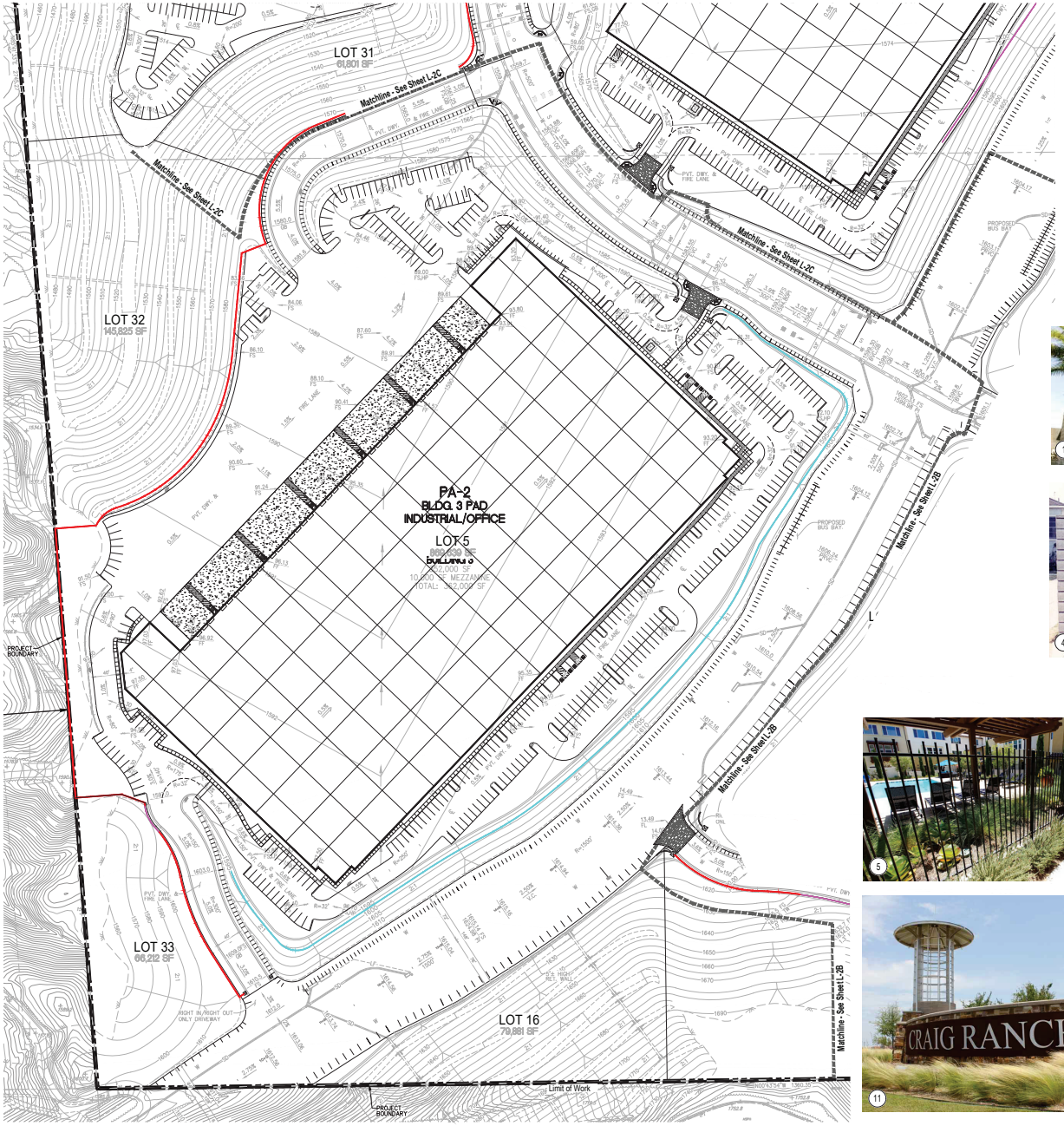
SOURCE: ALLIANCE–MARCH 2026

FIGURE 2-15

RETAINING WALL EXHIBIT

L:\CAD\1628\EIR EXHIBITS\1628 RETAINING WALL EXHIBIT.dwg

INTENTIONALLY BLANK



WALL, FENCE & GATE LEGEND

1. 6'-0" High slump CMU wall, with CMU cap (6ft past finish grade, retaining per Civil Plans; tan color).
2. Slump CMU retaining wall (height and retaining conditions per Civil Plans; tan color).
3. 3'-6" High stucco over CMU patio wall, with flat stucco cap (tan color).
4. 5'-0" High T.S. over slump CMU combo retaining wall.
5. 5'-6" High T.S. pool fence (black color).
6. 5'-6" High T.S. fence (black color).
6. 6'-6" High (18" sq.) stucco or slump over CMU pilaster, with 20" sq. (4" H) cap (tan color).
7. 5'-6" High maintenance access gate (black color).
8. 5'-0" High metal ADA accessible pool gate (black color).
9. 3'-0" High metal low patio gate (black color).
10. ±8'-0" High primary monument "way-finding" feature for commercial development.
11. ±7'-0" High secondary monument "way-finding" wall / pilaster feature at vehicular entries, with enhanced cap.
12. EVA access only gate.



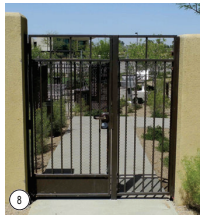


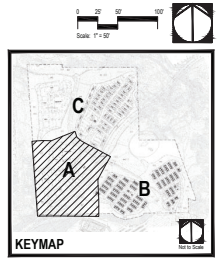












Conceptual Wall & Fence Plan A

L-2A

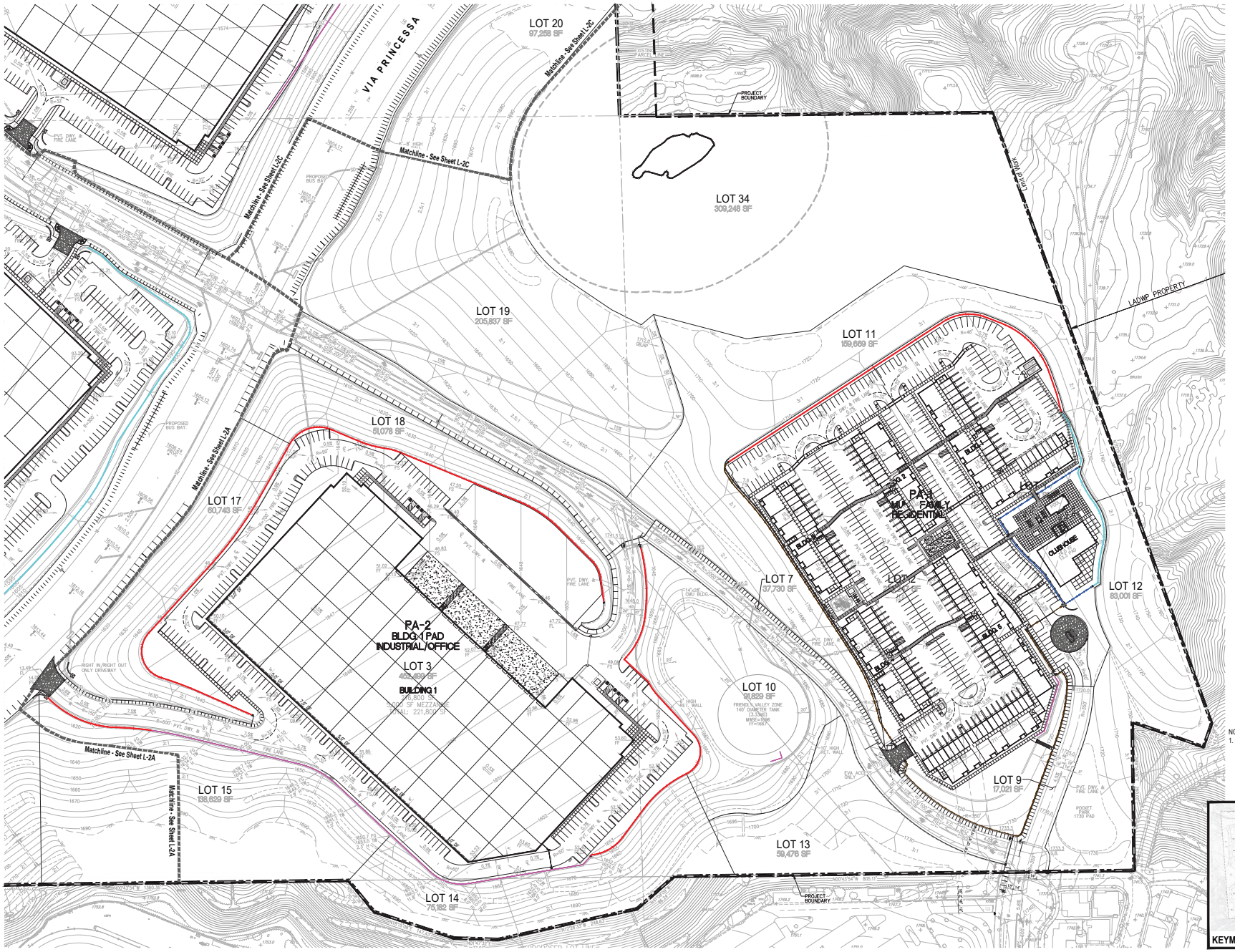
CROSSROADS, VIA PRINCESSA - SANTA CLARITA

2nd City DRC Submittal
Project No: ORL11-D
Date: July 08, 2026

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-16A

CONCEPTUAL WALL AND FENCE PLAN A



Conceptual Wall & Fence Plan B

L-2B

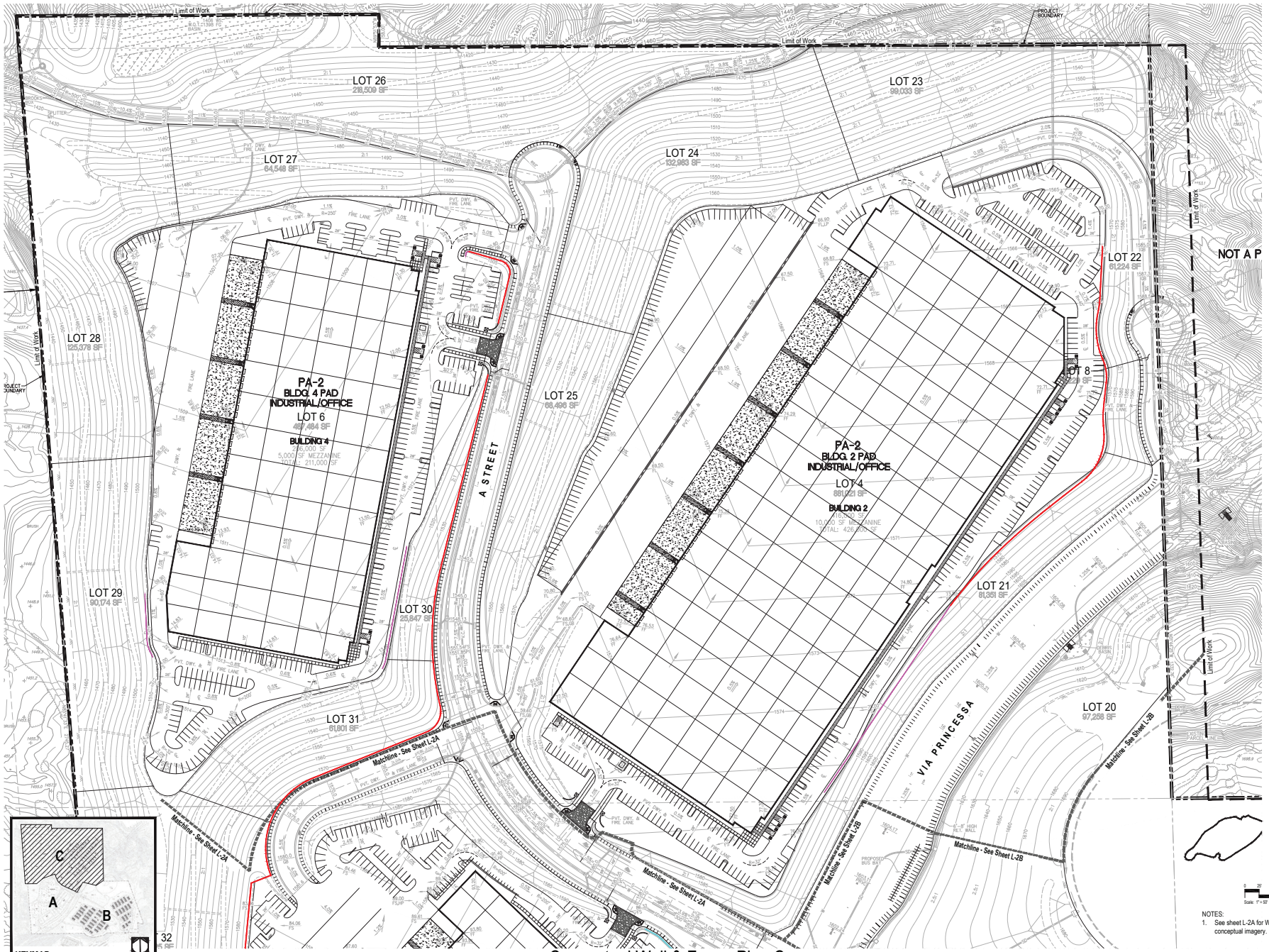
CROSSROADS, VIA PRINCESSA - SANTA CLARITA

2nd City DRC Submittal
Project No: ORL11-D
Date: July 08, 2026

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-16B

CONCEPTUAL WALL AND FENCE PLAN B



Conceptual Wall & Fence Plan C

L-2C

CROSSROADS, VIA PRINCESSA - SANTA CLARITA

2nd City DRC Submittal
Project No: ORL11-D
Date: July 08, 2026

OAKRIDGE LANDSCAPE

studio PAD

SOURCE: OAKRIDGE LANSCAPE, STUDIO PAD LANDSCAPE ARCHITECTURE JULY 07, 2023

FIGURE 2-16C

CONCEPTUAL WALL AND FENCE PLAN C

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3. Infrastructure Development Plan

3.1 Introduction

This chapter addresses the Specific Plan's infrastructure development plans for grading, drainage and water quality, water service, wastewater service, and dry utilities. The infrastructure/improvement plans presented in this chapter describe the extent and general description and layout of the proposed infrastructure and associated improvements, and the designs intended to establish the standards which the final plans must conform to. However, the plans presented in this chapter are preliminary and are subject to change. Detailed engineering designs, consistent with the design standards established in this chapter, will be prepared in accordance with the conceptual plans presented in this Specific Plan, reviewed, and approved by the City of Santa Clarita (City) as part of the final construction or grading plans.

3.2 Conceptual Grading Plan

The Princessa Crossroads Specific Plan project is located on an approximately 146-acre SPA site surrounded by residential and commercial land uses. The SPA is irregularly shaped, and the topography consists of rugged rolling hills that decline in elevation generally from the southeast to the northwest direction. Elevations on the SPA range from a high of approximately 1,790 feet above sea level (asl) at the southeast portion of the site, to a low of approximately 1,420 feet asl in the northwest portion of the site, as shown on **Figure 3-1, Existing Topography**.

Topography will be altered within the SPA to form two Planning Areas separated by roads and graded slopes. PA-1, a residential planning area, and PA-2, a business park planning area, are shown in **Figure 3-2, Conceptual Grading Plan**. The approved grading design for the road extension of Via Princessa traverses through the SPA, providing access to each Planning Area via interconnecting Streets 'A' and 'B' and Drives 'B,' 'C,' and 'D.' Based on the Via Princessa roads grading limits, a majority of the SPA will be graded as part of the Via Princessa extension road project. Grading of the SPA outside of the Via Princessa Road footprint is described below.

PA-1 consists of approximately 8 acres located within the southeast portion of the SPA. PA-1 includes one graded area for residential use. The residential area in PA-1 is accessible via 'D' Drive off Robert C. Lee Parkway, which provides access from the south, and internally off 'B' Street and 'B' Drive, which provides access from the north and will have an elevation ranging approximately from 1,707 to 1,711 feet asl.

PA-2 consists of approximately 63 acres covering the western portion of the SPA and will have an elevation ranging from approximately 1,653 feet asl at the southeast end of PA-2's graded site (Lot 3) to 1,563 feet asl at the northeast end (Lot 4) before sloping down to the northern property line at approximately 1,470 feet asl.

Grading both within and outside of the SPA including the approved Via Princessa Road extension totals 5,000,000 cubic yards of cut and fill balanced on-site and approximately 5,000,000 cubic yards of additional remedial grading.

3.3 Drainage/Water Quality

The SPA is located in the Santa Clarita Valley which falls under the regulatory authority of the Los Angeles Regional Water Quality Control Board. Runoff from the SPA ultimately flows to the receiving waters of the Santa Clara River. However, the Specific Plan incorporates measures to reduce flows and impacts from development that meet or exceed the ongoing National Pollutant Discharge Elimination System Permit requirements which implement measures to reduce flows and impacts. The Specific Plan includes a comprehensive series of drainage, water quality improvements, and treatment control and infiltration Best Management Practices (BMPs) designed to allow for a system to both protect development and preserve downstream receiving waters from the SPA.

The SPA is divided into three major drainage basins and drainage pattern flows from southeast to northwest towards existing drainage systems outside of the SPA on Golden Valley Road and Centre Pointe Parkway, northwest of the SPA, as shown in **Figure 3-3, Existing Drainage**. Outside of the SPA, the existing drainage systems to the west and south of the SPA are located within Golden Valley Road and Centre Pointe Parkway. The Specific Plan requires construction of new drainage and water quality improvements to allow for a system that protects development from erosion and potential flooding. In addition to construction of conventional drainage improvements like storm drains and retention/detention systems, the Specific Plan's new drainage and water quality improvements incorporate sustainable drainage and water quality technologies, which may include biofiltration areas, vegetated swales, and filter strips along with a regional water quality basin. Final drainage and water quality improvements will be prepared, reviewed, and approved by the City as part of the final construction plans, in conformance with the conceptual plans provided in this Specific Plan.

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 design features 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.

The Specific Plan includes a comprehensive series of drainage and water quality facilities designed to allow for a system to protect development. The Specific Plan's drainage concept is designed to provide drainage and maintain stormwater flows from the SPA during and after buildout. As proposed, on-site surface runoff will

be conveyed to a network of treatment structures, including water quality treatment units, detention and retention systems, vegetated swales, and water quality basin(s).

Figure 3-4, Proposed Drainage and Water Quality Plan, illustrates the Specific Plan's drainage related improvements. Developed condition flow patterns generally match the existing condition and run northward except for the basin in the southwest corner of the SPA, which will flow south into a 54-inch RCP located on the east side of Golden Valley Road at the intersection of Golden Valley Road/Via Princessa extension intersection. One existing detention basin, located just north of the SPA and southeast of the City of Santa Clarita Sports Complex, will be removed, and a water quality basin will be added just to the west of it in the northwest corner of the SPA. The other existing detention basin north of the SPA will remain.

Site runoff from the development will be collected and drained via a series of catch basins and underground storm drain systems. A splitter will be used to divert water quality flows to the proposed water quality basin at the northern central portion of the SPA. Flows not connected to this line will be treated with individual water quality units. All points of discharge from the SPA are into existing storm drain systems, and based on detailed estimates prepared for the project, developed condition flows will not exceed the capacity of the existing storm drain systems.

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

In addition, the Specific Plan incorporates methodologies to meet or exceed NPDES permit and LID requirements and will use LID practices and treatment control BMPs as part of the final drainage/water quality design for the SPA. 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), 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, as shown on **Figure 3-5, Conceptual Illustration of Treatment Control/Infiltration BMPs**.

3.4 Water Service

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 amount delivered from each source varies year-to-year due to hydrologic and other conditions.

Figure 3-6, Existing and Proposed Water System, depicts the existing off-site potable water lines and the proposed on-site potable water lines and associated infrastructure to serve the SPA. The SPA is within the boundaries of the Santa Clarita Valley Water Agency (SCVWA will be served through extensions of the existing Friendly Valley Zone and Golden Valley Zone. To the west of the SPA, there is an existing 16-inch-diameter SCVWA potable water pipeline in Golden Valley Road. On the southeast border of the SPA, there is an existing 16-inch-diameter SCVWA potable water pipeline in Robert C. Lee Parkway.

As shown on **Figure 3-6**, the potable water delivery system consists of a network of varying sized water mainlines that generally follow major roadways, including 16-inch-diameter pipelines in the approved extension of Via Princessa, 12-inch-diameter pipelines in 'A' Street, 12- to 16-inch-diameter pipelines in 'B' Street and 12-inch-diameter pipelines in 'B' Drive. Proposed potable water pipelines will supply water to this development by connecting to the existing water infrastructure at four locations as detailed below:

- Connection Point No.1 – Connect to the Friendly Valley Zone at the existing 16-inch main at the northern portion of the intersection of the approved Via Princessa extension and Golden Valley Road.
- Connection Point No.2 – Connect to the Golden Valley Zone at the existing 16-inch main at the southern portion of the intersection of the approved Via Princessa extension and Golden Valley Road.
- Connection Point No.3 – Connect to the Golden Valley Zone at the existing 16-inch main at the intersection of Robert C. Lee Parkway and Vicenza Lane.
- Connection Point No.4 – Connect to the Friendly Valley Zone at the existing 16-inch pipeline at the westerly end of the existing Via Princessa, approximately 230 feet west of Sheldon Avenue.

A future 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.

New potable water storage will be provided by SCVWA. As fully discussed in the project's technical memorandum, which also provides financing details,[1] SCVWA will site one new Friendly Valley storage tank in the SPA. The proposed tanks will be sited on a tank pad between PA-1 and PA-2 (Lot 10) at an elevation of approximately 1,665 feet. Additionally, a new booster pump station will be provided by SCVWA just west of

[1] Hydraulic Analysis for "The Crossroads at Golden Valley" Development Project – Tract Map 75026 – Technical Memorandum Work No. S17-607.

the SPA. The new Friendly Valley Pumping Station would be located off Golden Valley Road, south of Centre Pointe Parkway, and north of the Golden Valley Sheriff Station. It will be supplied by the existing 16-inch suction pipe from the Honby Zone and will have a discharge pipe to supply the Friendly Valley Zone.

3.5 Wastewater Service

The SPA requires wastewater infrastructure to serve the site. All flows from the SPA will flow to the north connecting to an existing downstream sewer system, consisting of approximately 5,290 linear feet of gravity sewer pipe ranging in size from 10 to 18 inches west of the SPA, is of adequate size and capacity to accept the proposed flows from the SPA. The Santa Clarita Valley Sanitation District will treat the wastewater generated by the SPA.

Figure 3-7, Existing and Proposed Wastewater System, depicts the on-site sewer system to serve the SPA. As shown on **Figure 3-7**, the sewer system consists of a network of sewer mainlines that are within the planned roadways, including a sewer line in 'A' Street, a sewer line in 'B' Street, and a sewer line in 'B' Drive. Future sewer mainlines will collect the sewage from laterals located on individual lots and outlet into the proposed sewer mains in 'A' Street, 'B' Street, and 'B' Drive. Near the northwest corner of the SPA, the City will collect all sewage from the SPA into its existing manhole/10-inch-diameter sewer line located in Hope Canyon Road, approximately 1,300 feet south of the Golden Valley Road and Centre Pointe Parkway intersection.

3.6 Dry Utilities

The SPA requires electric, natural gas, cable and telecommunication infrastructure to serve the Princessa Crossroads Specific Plan project. Utility infrastructure will be constructed underground throughout the SPA within phases as development commences.

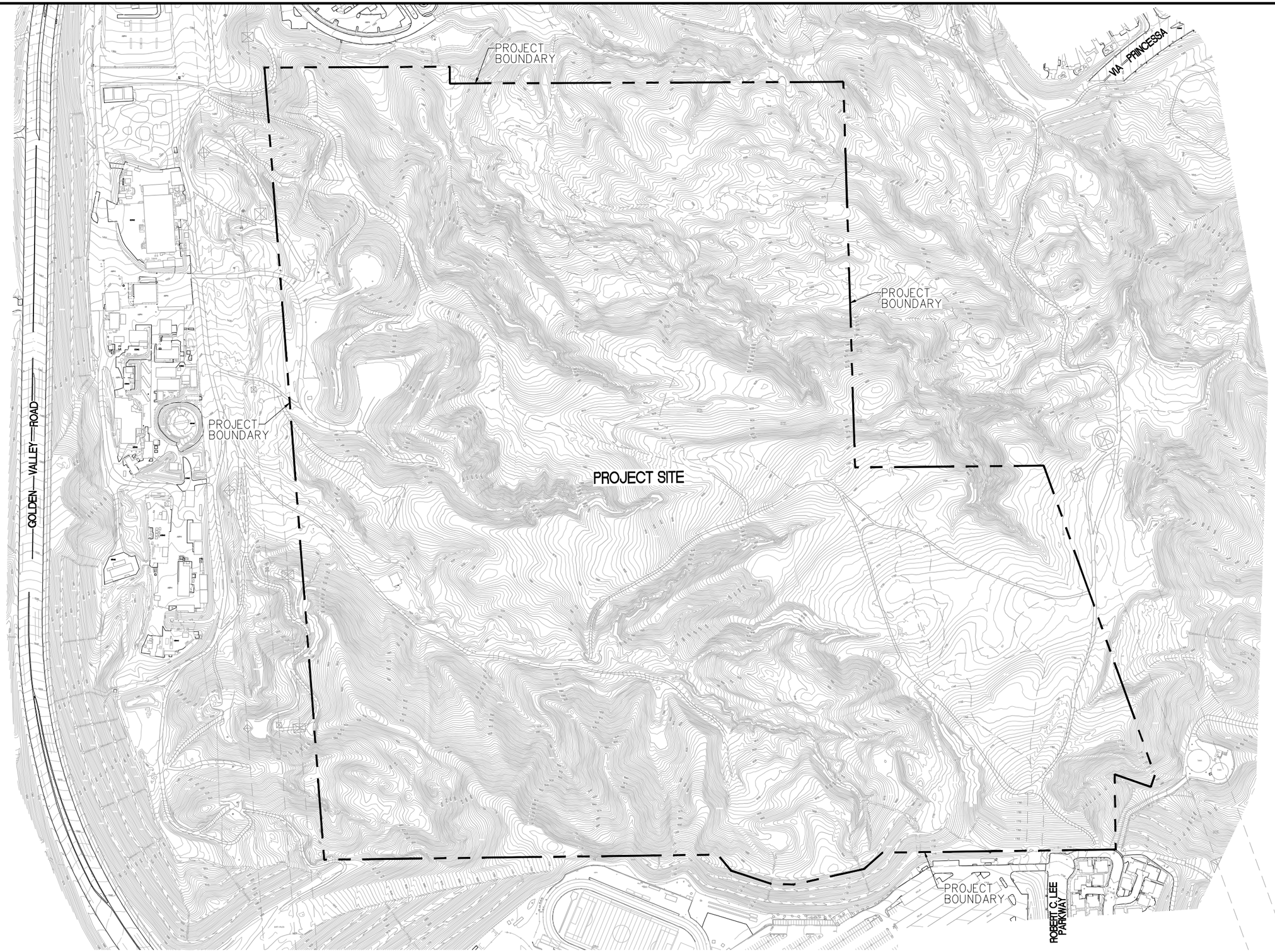
Electric, telecommunication, and natural gas infrastructure will be installed to serve the SPA, as shown in **Figure 3-8, Conceptual Dry Utilities**. These "dry" joint trench utility lines will be located within underground conduits in the private drives and public street corridors/rights-of-way. Prior to and during the final infrastructure/improvement plan stages, consultation with all appropriate utilities will be required to determine the extent of the dry utilities needed to serve the SPA.

For electricity service, the SPA is located within the Southern California Edison service area. The existing electricity line in Via Princessa will be extended to service the SPA through joint utility trenches proposed within Via Princessa and adjoining streets. New electricity lines will be constructed underground throughout the SPA within phases as development commences.

Telecommunications service will come from the existing phone service line in Via Princessa Telecommunication lines will be constructed underground throughout the SPA within phases as development commences.

For natural gas service, the SPA is within the Southern California Gas Company service area. Natural gas service will come from the existing off-site natural gas service line located in Via Princessa to the east of the SPA. Natural gas lines will be constructed underground throughout the SPA within phases as development commences.

Cable and internet service will extend from the existing service line in Via Princessa to the east of the site.

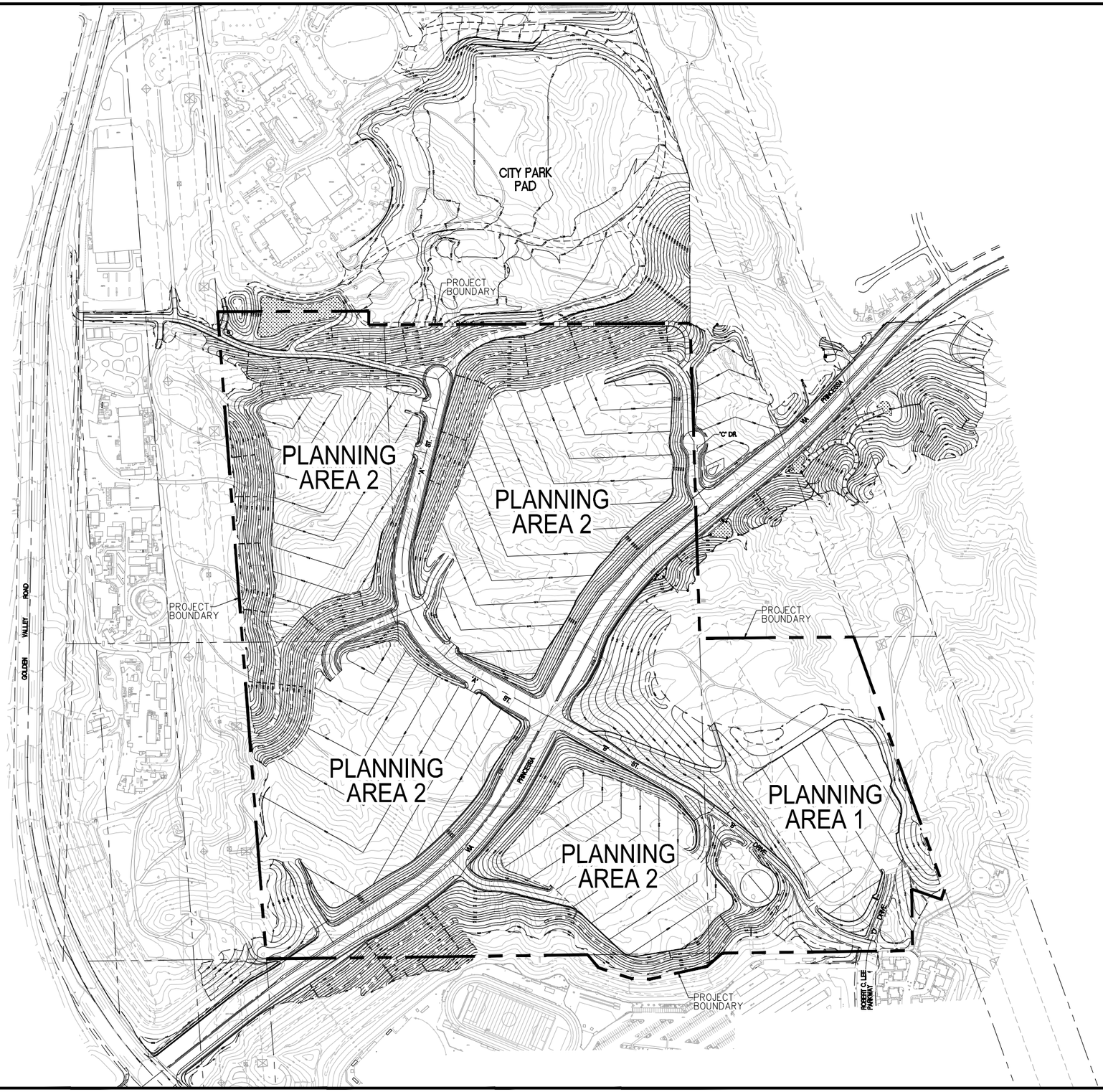


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SOURCE: ALLIANCE-MAY 2026

FIGURE 3-1

PRINCESSA CROSSROADS EXISTING TOPOGRAPHY



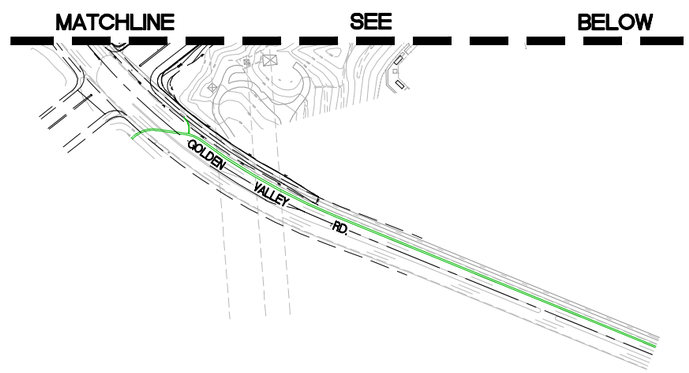
SOURCE: ALLIANCE–MAY 2026

FIGURE 3-2

PRINCESSA CROSSROADS CONCEPTUAL GRADING PLAN

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LEGEND:

PROJECT BOUNDARY

EXISTING STORM DRAIN LINE

NOT TO SCALE

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SOURCE: ALLIANCE–MAY 2026

FIGURE 3-3

PRINCESSA CROSSROADS EXISTING DRAINAGE

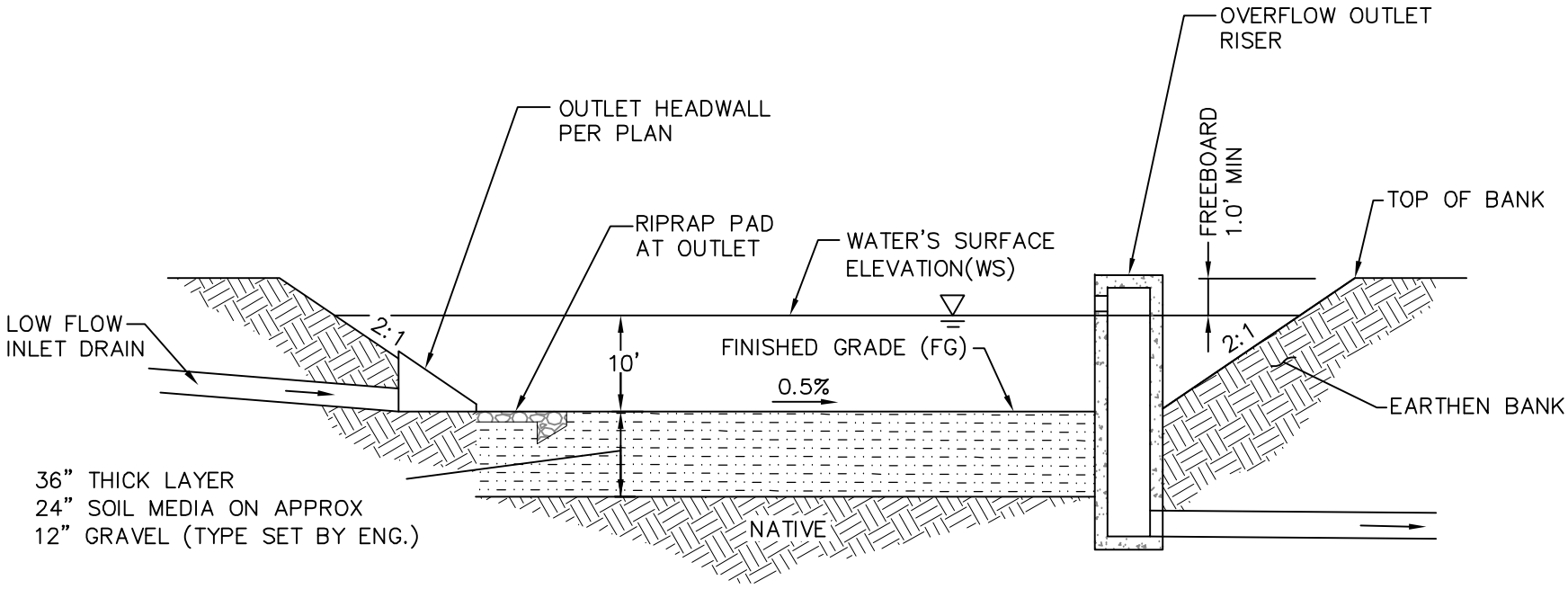


I:\CAD\1628\EIR EXHIBITS\1628-FIG_3-4_PROPOSED DRAINAGE SYSTEM EXHIBIT.dwg

SOURCE: ALLIANCE-MAY 2026

FIGURE 3-4

PRINCESSA CROSSROADS PROPOSED DRAINAGE AND WATER QUALITY PLAN



EARTHEN INFILTRATION BASIN DETAIL

NOT TO SCALE

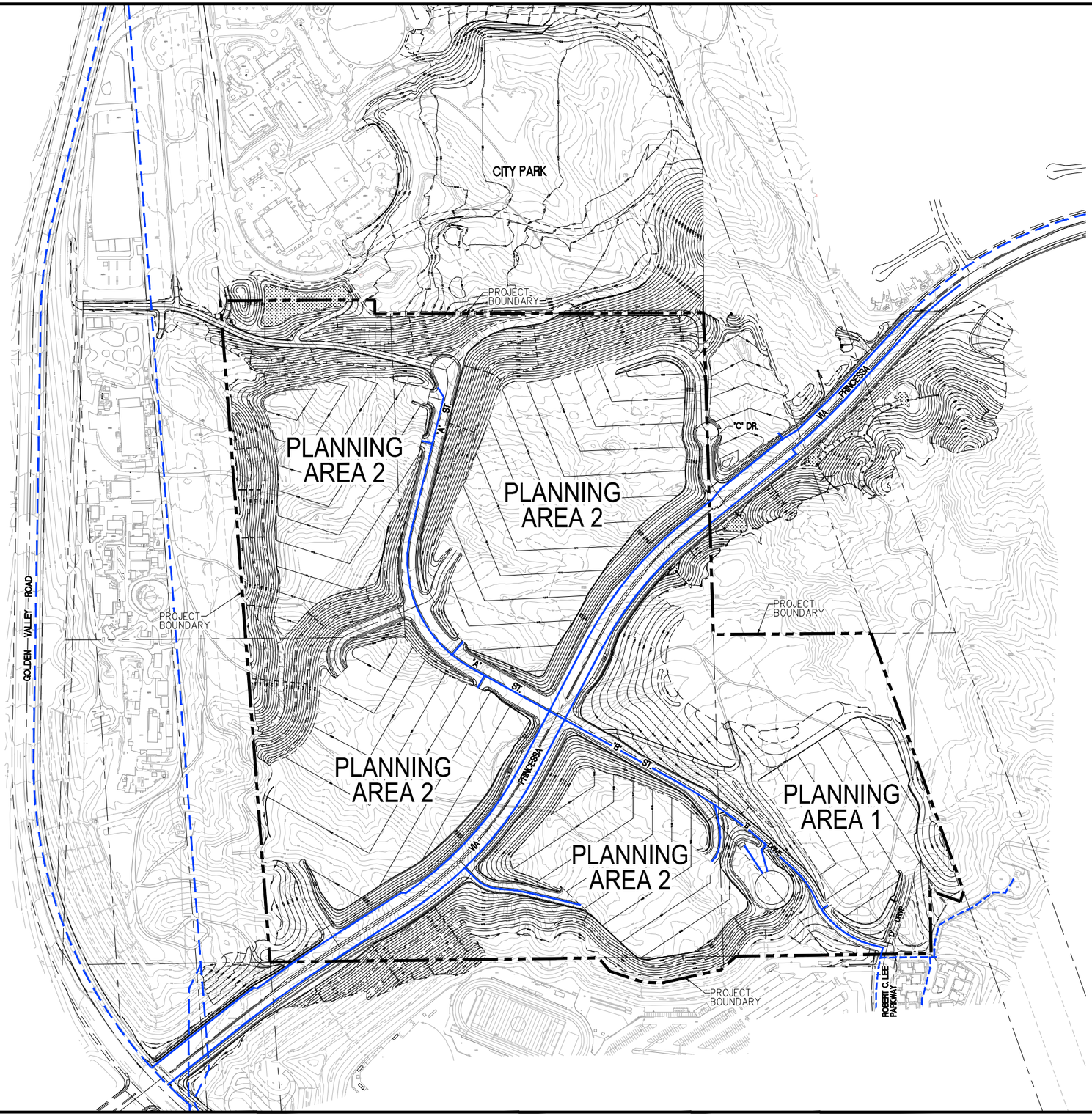
I:\CAD\1628\EIR EXHIBITS\1628-FIG_3-5_ TREATMENT CONTROL-INFILTRATION EXHIBIT.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 3-5

PRINCESSA CROSSROADS CONCEPTUAL ILLUSTRATION OF TREATMENT CONTROL/ INFILTRATION BMPs

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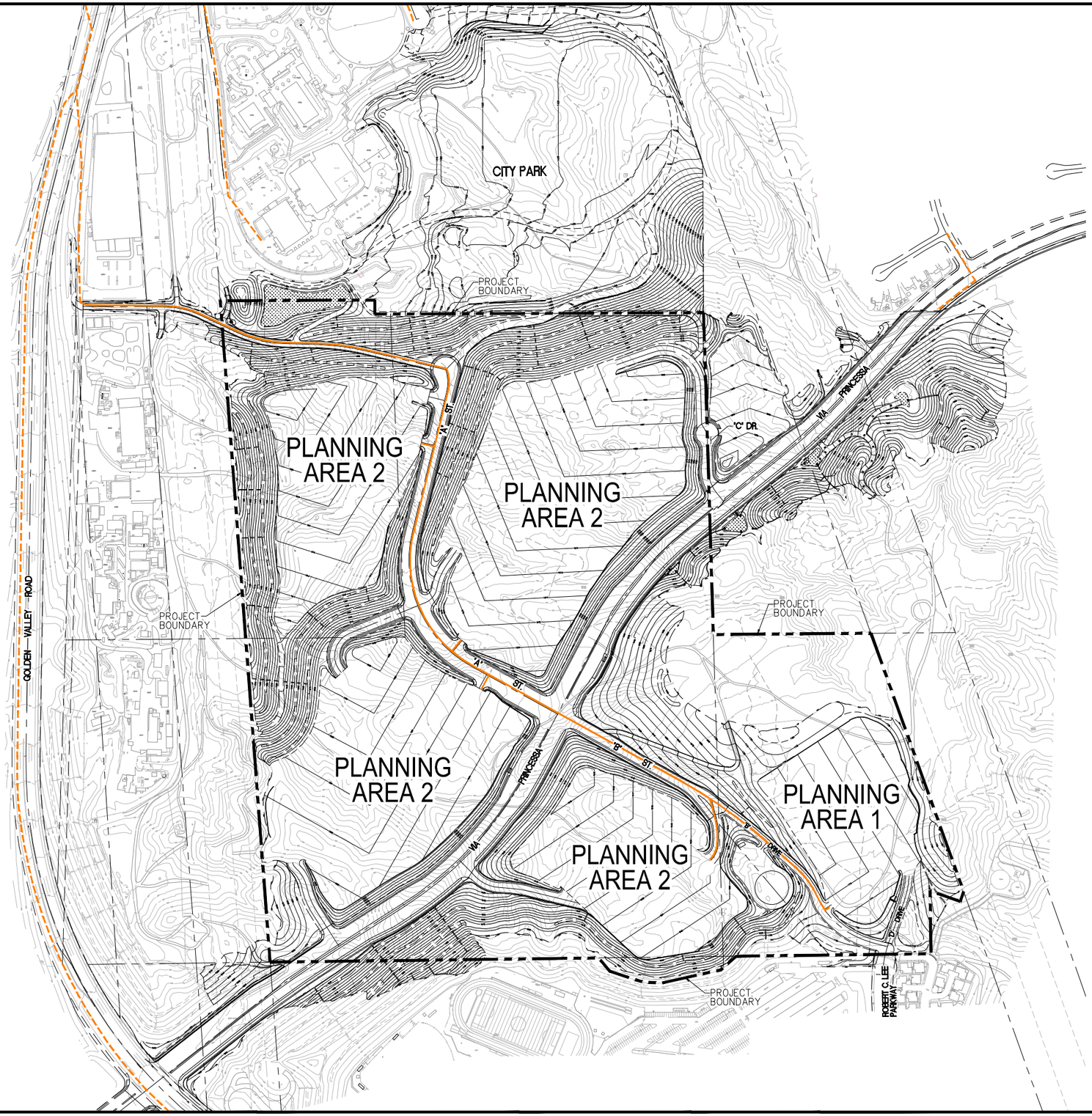


SOURCE: ALLIANCE–MAY 2026

FIGURE 3-6

PRINCESSA CROSSROADS EXISTING AND PROPOSED WATER SYSTEM

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I:\CAD\1628\EIR EXHIBITS\1628-FIG_3-7_WASTEWATER SYSTEM EXHIBIT.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 3-7

PRINCESSA CROSSROADS EXISTING AND PROPOSED WASTEWATER SYSTEM



I:\CAD\1628\EIR EXHIBITS\1628-FIG_3-8_CONEPTUAL DRY UTILITIES EXHIBIT.dwg

SOURCE: ALLIANCE–MAY 2026

FIGURE 3-8

PRINCESSA CROSSROADS CONCEPTUAL DRY UTILITIES

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4. Development Regulations

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 SPA 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, the Specific Plan must be consistent with the City's adopted General Plan. **Appendix 1-1, General Plan Consistency Analysis**, of this Specific Plan, demonstrates the Specific Plan's consistency with the General Plan.

All subsequent land use entitlements and permits (e.g., Development Reviews, Architectural Reviews, Administrative Review, Minor Use Permits, etc.) implementing the Specific Plan must also be consistent with the Specific Plan unless amended.

4.3 Existing Uses and Severability

Existing uses within the SPA 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 the provisions of SCMC Chapter 17.05 (Legal Nonconforming Uses, Lots and Structures); and

B) Existing land uses that may continue within the SPA 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.

4.4 Land Use Designations

4.4.1 Land Use Plan and Zones

The entirety of the SPA is zoned Specific Plan (SP).

The Specific Plan establishes three land use designations. The following three land use designations are applied to the property within the SPA, as shown on the Land Use Plan (**Figure 2-1, Land Use Plan**):

A) **Residential (R).** The R land use designation is applied to areas appropriate for multifamily residential uses with parking garages, carports, surface parking, and standard multifamily accessory uses. The designation also allows recreational uses and amenities, including club houses and recreation rooms, parks, playgrounds and pathways, as well as landscaped open space areas, plazas and courtyards, and other on-site improvements, such as landscaped medians, curbs, gutters, sidewalks and streetlights.

B) **Business Park (BP).** The BP land use designation is applied to areas appropriate for a mix of business park uses, including a variety of commercial business park, office, and light industrial uses, including office, warehouse, film, television and recording studios, laboratories, medical services, business support services, and ancillary business-serving uses, with surface parking and landscaped areas. The designation also allows pathways and outdoor employee break areas, and other on-site amenities and improvements, such as landscaped medians, curbs, gutters, sidewalks and streetlights.

C) **Open Space (OS).** The OS land use designation is applied to areas appropriate for natural or developed open space. A multi-use trail at the far northern end of the SPA connects to the off-site City park. See **Figure 2-12, Conceptual Open Space Plan**, for additional details.

4.5 Allowed Land Uses/Permit Requirements

4.5.1 Introduction

This section sets forth the permitted land uses within the R, BP, and OS land use designation zones. Each Land Use Type identified in this section is defined in SCMC Chapter 17, Division 5, Use Classifications and Required Parking. These definitions shall be applied within the SPA.

Any one or more land uses identified in this section as allowed land uses within a specific land use designation zone may be established on any parcel within that zone, subject only to the planning permit requirements in **Chapter 6, Implementation**.

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 SCMC Section 6.2.7, Substantial Conformance; and Adjustments and Variances. Temporary uses are allowed within the SPA in compliance with the Temporary Use Permit requirements of the SCMC.

4.5.2 Permitted Use Types

The Permitted Use Types matrix (**Table 4-1**) below identifies the uses that shall be permitted in the SPA. All uses permitted by right are indicated by the symbol "P". Uses requiring an Administrative Permit (AP) or Minor Use Permit (MUP) are also indicated by the appropriate symbol. A primary use is the main principal use of land or structures on the site. 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 this Specific Plan.

Land uses not listed in Table 4-1 shall be subject to the applicable provisions of Division 5 of the SCMC, including the use types and associated permit requirements applicable to the UR-5 Zone for PA-1 and the BP Zone for PA-2. The Director of Community Development may deem additional uses to be permitted based on a finding that the use is similar in nature and operation to the permitted uses listed in this subsection, in accordance with SCMC Chapter 17.04 (Interpretations).

Table 4-1 Permitted Use Types

Residential Use Types			
The following uses shall be permitted in the Residential (R) land use designation within the SPA and shall only apply to Planning Area 1.			
Primary Uses			**Notes**
1.	Multifamily A building designed for occupancy by three (3) or more families living independently of each other, each in a separate dwelling unit, which may be owned individually or by a single landlord. Includes apartments, townhomes, row houses, duplexes/two family uses, triplexes, and fourplexes.	P	
2.	Leasing Office Includes offices for the lease of dwelling units on the tract upon which the office is located.	P	
Secondary Uses			**Notes**
1.	Home Occupation Businesses	P	Home occupation businesses shall be in accordance with SCMC Chapter 17.65 (Home Occupations).
2.	Parking Areas, including covered and uncovered spaces, carports and tandem parking	P	

Table 4-1 Permitted Use Types

Business Park (BP) Use Types			
The following uses shall be permitted in the Business Park (BP) land use designation within the SPA and shall only apply to Planning Area 2.			
Primary Uses			**Notes**
1.	Eating and Drinking Establishments. Includes retail establishments primarily engaged in the retail sale of prepared food and/or beverages, but excludes those uses classified under "nightclubs." A maximum of five (5) alcohol sales uses is permitted within the SPA. The following are permitted eating and drinking establishment use types:		Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types). All new alcohol sales uses that offer for sale alcoholic beverages for on-site or off-site consumption shall be in accordance with the provisions of SCMC Section 17.66.020 (Alcohol Sales).
	a. Banquet Facilities	P	Banquet facilities serving alcohol shall require a MUP.
	b. Catering Establishments	P	
	c. Ghost Kitchens, Food Production, Delivery	P	
	d. Restaurants. Including Limited Service, Full Service, Take Out/Delivery	P	Restaurant establishments serving alcohol shall require an AP. Alcoholic beverage service may be provided as an accessory or subordinate use in accordance with the provisions of SCMC Section 17.66.020 (Alcohol Sales).
2.	Alcohol Production/Storage		
	a. No on-site consumption	P	
	b. On-site consumption	MUP	
3.	Business Support Services	P	Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types).
4.	Distribution/Distribution Showrooms	P	Use shall be defined in accordance with SCMC Section 17.44.010 (Industrial Use Types).
5.	Food Stores. Including Supermarket/Grocery and Convenience Store	P	Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types). Alcohol sales (beer, wine, or other spirits) within a supermarket/grocery use shall be limited to less than ten percent (10%) of the shelf space for the sale of goods and shall be in accordance with the provisions of SCMC Section 17.66.020 (Alcohol Sales).
6.	Laboratories	P	Use shall be defined in accordance with SCMC Section 17.44.010 (Industrial Use Types).
7.	Manufacturing, Light, including Auto Repair and Services; Data Centers; Construction Companies; Computer Hardware and Software.	P	Use shall be defined in accordance with SCMC Section 17.44.010 (Industrial Use Types).
8.	Medical Services	P	Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types).
9.	Personal Services	P	Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types). Massage therapy shall be consistent with SCMC Chapter 5.08 (Massage).

Table 4-1 Permitted Use Types

10.	Professional Offices	P	Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types).
11.	Retail Sales, General	P	Use shall be defined in accordance with SCMC Section 17.43.010 (Commercial Use Types).
12.	Studios, Recording. Including Movie, Music, Radio, Television, and Studio/Film Rental Business	P	Use shall be defined in accordance with SCMC Section 17.44.010 (Industrial Use Types).
13.	Warehousing	P	Use shall be defined in accordance with SCMC Section 17.44.010 (Industrial Use Types).
14.	Wireless Telecommunication Facilities.	P	Use shall be defined and regulated in accordance with SCMC Chapter 17.69 (Wireless Communication Facilities and Satellite Dish Antennas).
	a. Attached to building	P	
	b. Standalone tower	MUP	
Secondary Uses			**Notes**
1.	Food Trucks	P	Food Truck Vendors shall comply with the provisions of SCMC Section 11.37.080 (Peddlers of Prepared Food Products from Motor Vehicles Permitted).
Open Space (OS) Use Types			
The uses permitted in the Open Space (OS) land use designation zone within the SPA shall be those permitted in the Open Space (OS) Zone of SCMC Section 17.36.010 (Open Space (OS) Zone).			

4.6 Site Development Standards

4.6.1 Purpose and Intent

This section sets forth the Development Standards governing each land use designation zone shown on the Land Use Plan (**Figure 2-1, Land Use Plan**), and described in **Section 4.4, Land Use Designations**, above. The Specific Plan's Development Standards are set forth in the Site Development Standards Matrix (**Table 4-2**).

4.6.2 Development Standards

The Site Development Standards Matrix (**Table 4-2**) below provides the standards for residential and non-residential uses in the R and BP Zones. The development standards in this Specific Plan shall supersede the requirements in the SCMC, but where they are silent, the SCMC shall apply.

Table 4-2 Site Development Standards

Site Development Standards		Land Use Designation Zones	
		Residential (R) Zone	Business Park (BP) Zone
Maximum residential units		300	N/A
Minimum residential density (units per gross acre)		37	N/A
Minimum net lot area (in square feet)		5,000	N/A
Minimum lot width (in feet)		50	N/A
Maximum lot coverage		N/A	90%
Minimum distance between buildings (in feet)		10[1]	See Note 4
Maximum height of a structure without a CUP (in feet)[2,3]		55	75[4]
Maximum height of accessory structures (in feet)		20	25
Minimum setbacks (in feet):[5]			
a.	From public right-of-way (major or secondary highway)	10	10
b.	From public right-of-way (not on a major or secondary highway)	5	5
c.	From residential property line	25	50
d.	Front setback	20	N/A
e.	Side setback	5	N/A
f.	Rear setback	15	N/A
Minimum Private Outdoor Space		As defined and regulated in SCMC Section 17.57.030.E, except in no case shall an area be less than 60 square feet.	N/A
Minimum Recreation Facilities		As defined and regulated in SCMC Section 17.57.030.G.	N/A
Minimum Residential Storage Space per Unit		If a fully enclosed garage is not provided, a minimum of 100 cubic feet of lockable, enclosed storage per unit shall be provided in the garage, carport area, accessory units, or in-unit. Multiple storage areas may be provided.	N/A

1. A minimum distance between structures shall be required in accordance with SCMC Section 17.57.050, the provisions of the City Building Code (SCMC Title 18), and fire regulations.
2. 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.
3. Buildings and structures exceeding the maximum building height in the planning area 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. The total height of the structure shall be measured from the lowest point of the structure to the highest point of the structure. Loading docks that extend below the grade of the finished floor shall not be counted as the lowest point. The 75-foot maximum building height for Business Park uses is intended to provide flexibility for contemporary industrial, logistics, research and development, and specialized employment uses consistent with the objectives of this Specific Plan. Proposed buildings shall comply with all applicable provisions of the California Building Code, including allowable building heights based on occupancy, construction type, and fire protection systems.
5. 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.

4.6.2.1 Landscaping Requirements

Landscaping requirements within the SPA shall be addressed as follows:

A) Forty-eight (48) inch box trees shall be provided along visible street frontages.

B) All setback areas shall be landscaped and maintained in accordance with the Conceptual Planting Plan, provided in **Figures 2-14a–14c, Conceptual Planting Plan**.

C) On-site trees and landscaping shall be completed in accordance with the Conceptual Planting Plan, provided in **Figures 2-14a–14c, Conceptual Planting Plan**.

D) Additional landscape requirements are listed for parking areas in Section 4.8.3, Parking Specifications for Development.

E) On-site and parking lot landscaping shall be completed in accordance with the Conceptual Planting Plan, provided in **Figures 2-14a–14c, Conceptual Planting Plan**.

4.6.3 Signage

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 SCMC Section 17.51.080 (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.

4.7 Parking Regulations

4.7.1 Purpose and Intent

Parking regulations within the Specific Plan are intended to provide the requisite number of parking spaces for all uses, while reinforcing a pedestrian- and bicycle-friendly character and accessibility to transit, jobs, 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 residential and business park community that provides for the sufficient parking needs for businesses and residents, while in turn promoting and facilitating walking and biking between land uses within the SPA.

4.7.2 Required Parking

The number of parking spaces provided for each permitted use type within the SPA shall conform to the provisions below, as applicable to each land use designation zone.

A) **Residential (R).** The number of parking spaces for residential land uses within the R zone shall conform to the requirements of the SCMC provisions regulating parking allowed for the use types (See SCMC, Chapter 17, Division 5, Use Classifications and Required Parking).

B) **Business Park (BP).** The number of parking spaces provided for each land use within the BP zone shall conform to the requirements of the SCMC provisions regulating parking for allowed use types on private property (see SCMC, Chapter 17, Division 5, Use Classifications and Required Parking).

4.7.2.1 Parking Incentives in Business Park (BP) Zone

As an incentive to support the General Plan objective of promoting the creation of strong regional and local economies, the following may be applied to office and industrial buildings in the BP zone as follows:

A) A maximum reduction of required on-site parking of twenty percent (20%) by right. A further reduction can be approved by the Director of Community Development based upon a City-approved parking demand analysis and

B) Development review of on-site structured parking provided the structured parking does not exceed the height of the proposed office or industrial building associated with the structured parking.

4.7.3 Parking Specifications for Development

With the exception of the standards provided below, all required parking areas in the SPA shall be developed in accordance with the parking requirements set forth in SCMC Section 17.51.060, Parking Standards, and SCMC Section 17.51.030, Landscaping and Irrigation Standards.

A) **Parking Facilities Design.** Assigned residential parking spaces shall be shaded by a carport or garage. Carports shall be provided in accordance with the approved architectural plans and in compliance with SCMC Section 17.51.060.F.2, Carports for Required Parking.

B) **Residential Parking Landscaping Standards**.

1. 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 sq. ft. of cumulative root planting area.
2. Shrub and ground coverage shall be installed in and near carport areas to provide additional visual relief from concrete hardscape in parking areas.

5. Design Guidelines

5.1 Purpose and Intent

The Specific Plan also incorporates by reference the 2009 *Santa Clarita Community Character and Design Guidelines*. Specific to the SPA, the desired architectural style will be "Rustic Californian." Based on the 2009 *Community Character and Design Guidelines*, this style represents a mix of the architectural elements found in Mission Revival, Arts and Crafts, Craftsmen, and Ranch styles. Commonly recognized elements authentic to each of these architectural styles will be utilized within Crossroads Princessa, including the introduction of natural materials such as stone veneer, exposed timbers, and selective accents.

The "Rustic Californian" architectural style incorporates 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*. The comprehensive nature of the City's 2009 *Community Character and Design Guidelines* allows Crossroads Princessa to incorporate the community character and design elements associated with the Specific Plan's Residential (single-family and multifamily) and Business Park land use designations. Specific to those land use designations the 2009 *Community Character and Design Guidelines* will provide direction for new development.

5.2 Grading Background

The project site presently slopes downward from south to north. At the southern boundary of the site the existing high point is generally at an elevation of 1,760 feet. At the southern boundary of the site, the elevation is 1,420 feet. The site planning and grading techniques to be utilized in the SPA are intended to minimize impacts on significant natural and topographic features. Development within the Planning Areas will utilize landform and contour grading, stepped building pads, and curvilinear street alignments to reflect existing hillside conditions and reduce the visual prominence of manufactured slopes. Required drainage benches and basins are designed to blend with adjacent landforms and are landscaped to foster a natural appearance. Landscaping and grading transitions between developed areas and natural drainage courses are designed to be consistent with existing topography.

As shown in **Figure 3-2, Conceptual Grading Plan**, the highest pad elevation (PA-1) is at 1,711 feet. This pad is located directly east of Golden Valley High School. The pad elevation for Building 1 in PA-2 is 1,650 feet. This pad is located directly south of the intersection Via Princessa and 'B' Street. The elevation of Via Princessa at its intersection with 'A' Street is 1,600 feet. The pad elevation for Building 2 in PA-2 is 1,570 feet. This pad is located directly east of Via Princessa and "A" Street. The pad elevation for Building 3 in PA-2 is 1,571 feet. This pad is located directly west of Via Princessa and 'A' Street. The pad elevation for Building 4 in PA-2 is 1,510 feet. This pad is located south of the Building 2 pad. As demonstrated by the above information, the project will mimic the existing downward sloping of the site from south to north.

Several visual simulations, provided in **Appendix 1-2, Visual Simulations**, have been prepared for the project and clearly show the project emulating the existing contours of the site. **Figures 5-1 through 5-6** capture six before and after conceptual views with implementation of the Specific Plan, which are described below.

Figure 5-1, View 1: This viewpoint is located north of the Santa Clara River, looking generally south toward the SPA from an existing residential street. The existing condition shows a foreground of residential rooftops with hills in the background. The proposed view demonstrates that new development remains visually subordinate to the surrounding hills and does not alter the overall ridgeline profile when viewed from established neighborhoods north of the river.

Figure 5-2, View 2: This viewpoint is located within hillside open space adjacent to the SPA, looking across an existing natural slope toward the SPA. The proposed view illustrates contour grading and stepped pads integrated into the hillside. Landscape planting on manufactured slopes reduces visual contrast and re-establishes slope texture consistent with surrounding terrain.

Figure 5-3, View 3: This viewpoint is located at the existing terminus of Via Princessa, looking west toward the SPA. The proposed view shows the Via Princessa extension continuing into the SPA with a curvilinear alignment. The roadway and associated slopes follow the existing hillside form, minimizing abrupt grade changes and retaining the visual continuity of the corridor.

Figure 5-4, View 4: This viewpoint is looking northeast from an elevated off-site location off Golden Valley Road looking toward the SPA and associated ridgeline areas. The proposed view demonstrates that buildings are sited on graded benches below the dominant ridgeline, with the natural hills remaining visually prominent above the development. Buildings do not silhouette against the sky.

Figure 5-5, View 5: This viewpoint is looking northeast from Golden Valley High School toward the SPA for a closer view of the proposed business park buildings. The proposed view shows the business park buildings integrated into the regraded hillside, with building massing visually absorbed into the mid-slope condition and framed by natural landforms beyond.

Figure 5-6, View 6: This viewpoint is looking north from Robert C. Lee Parkway adjacent to Golden Valley High School toward Planning Area 1. The view shows the proposed residential buildings on the east side of ‘D’ Drive and illustrates proposed building heights similar to existing residential on the east side of the street, as well as roadway improvements and landscaping that soften the appearance of existing and proposed graded slopes.

Building setbacks, heights and forms will be designed to blend with the surrounding terrain. Although the Specific Plan allows buildings in the BP designation up to 75 feet in height, the visual simulations demonstrate that these buildings of that height do not visually dominate the hillside or ridgeline. As shown in **Figures 5-4 and 5-5**, buildings are set into graded pads below the primary ridgeline elevation and remain visually subordinate to the surrounding hills. This approach ensures that buildings do not silhouette against the sky and that the overall ridgeline form remains defined by natural landforms rather than development.

5.3 Ridgeline Conditions and Disturbance Context

Although the SPA concentrates development primarily within the disturbed areas of the SPA, parts of PA-1 include a primary ridgeline extending from south to north. From PA-1 this ridgeline extends north through the Los Angeles Department of Water and Power (DWP) property (used for electrical transmission lines) and ultimately down to the Via Princessa Extension (see **Figure 3-2, Conceptual Grading Plan**). As shown in **Figure 3-2, Conceptual Grading Plan**, a portion of the ridgeline would be impacted by grading associated with the approved extension of Via Princessa. As shown on Figure 5-6, View 6, the portion of the ridgeline in PA-1 has been graded in the past to accommodate Golden Valley High School and a residential community to the south (see CEQA Net SCH No. 19980721076 for more information on the Golden Valley Road Extension and High School Project). This ridgeline has been previously altered and is heavily disturbed.

The portion of the ridgeline that will be impacted by implementation of the SPA, as seen in Figures 5-6, View 6, is not visually prominent or dominant, when viewed either from the SPA, from the surrounding areas, or from major corridors. As indicated above, the upper or more prominent portion of this ridgeline has been substantially altered by previous development of Golden Valley High School, the residential neighborhood and DWP transmission lines. Therefore, this ridgeline has already been substantially degraded. Therefore, the portion of the ridgeline that would be affected by project development no longer meets the criteria for significant ridgelines found in SCMC Chapter 17.80, Grading. When viewed on and off site, this ridgeline is currently indistinguishable from other neighboring unidentified ridgelines and does not visually dominate the Santa Clarita Valley landscape. It does not appear prominent in size as compared to the hillsides or mountain terrain of which it is a part, is not silhouetted against the sky, does not serve as a significant natural backdrop feature, does not separate communities, is not visually dominant in the view from surrounding development or major corridors, and is not within a significant ecological area, historical or cultural importance like those that connect park or trail systems.

In conclusion, implementation of the SPA demonstrates creative and imaginative site design that preserves the SPA's natural contours and hillsides and the prominent visual features of the site to the greatest extent possible. Implementation of the SPA will complement the community character by combining residential and business park uses with open space and an off-site park in a design that is sensitive to the hillside and ridgeline areas. Consequently, the SPA is proper in relation to adjacent uses, the development of the community and the various goals and policies of the City's General Plan.

5.4 Hillside Design Guidelines

The following design guidelines are intended to guide implementation of hillside development standards in the SPA.

A) **Natural ambience.** Where feasible, conserve natural features of the SPA, more specifically in the areas southeast of Via Princessa.

B) **Exposed landscapes.** Ensure that building forms, setbacks, pad elevations, and grading design minimize disruption to the regional scenic views by locating taller structures on graded pads below primary ridgelines, increasing setbacks from slopes and ridgelines where necessary, and incorporating landscaping and architectural articulation to reduce apparent building height.

C) **Thoughtful design.** Encourage designs that are sensitive to the scale, form, materials, and building use, specifically encouraging job centers in close proximity to residential uses.

D) **Design Techniques.** Encourage flexible siting and design techniques withing hillside areas in order to preserve steep slopes or other unique physical features, including clustering of residential units and business park development.

E) **Hillside Development.** Ensure that new development in hillside areas is designed to protect the scenic backdrop of foothills and canyons enjoyed by the 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; and other techniques as deemed appropriate.

F) **Graded Slopes.** Ensure that graded slopes in hillside areas are revegetated with native drought tolerant plants to blend manufactured slopes with adjacent natural hillsides.

G) **Fire safety.** Incorporate fire prevention and safety measures including fuel modification requirements pursuant to the provisions of the Los Angeles County Fire Department.

H) **Public safety.** Prioritize the health, safety, and general welfare of the public, not only current and future community residents but also residents of the City of Santa Clarita as a whole.

5.5 Site Planning

The following hillside design guidelines direct the design of sites.

A) **Setbacks.** Provide a minimum setback of ten (10) feet from top of slope and/or an average setback of ten (10) feet from the edge of the graded pad where a structure is within public view.

B) **Slope maintenance.** A Homeowner's Association (HOA) and/or Property Owner's Association (POA) shall be formed for all of the properties within Planning Areas (PA) 1 and 2 to maintain all slope areas outside of the building pads. PA-1 and PA-2 can each have their own separate HOAs if requested. The HOA should be only for the owners of the properties in PA-1 and PA-2.

5.6 Architectural Design

5.6.1 Building Mass, Form, Scale, and Façade Articulation

The following hillside design guidelines direct the design of building mass, form, scale, and facade articulation.

A) **Thoughtful design.** Maximize the dimensions of a building parallel to the direction of the slope to better incorporate the residence to the natural terrain.

B) **Terraced decks.** Avoid building terraced decks outside of privacy walls or on slopes.

5.6.2 Roofs

The following hillside design guidelines direct the design of roofs:

A) **Exposed landscapes.** Preserve all views from within and outside the SPA by designing structures so the slope angle of the roof pitch is generally at or below the angle of the natural hillside or manufactured slope.

B) **Design versatility.** Incorporate a variety of roof orientations and types into the design of the development.

5.6.3 Exterior Materials and Colors

The following hillside design guideline directs the design of exterior materials and colors.

A) **Modern and rustic characteristics.** Utilize simplistic color schemes with mostly subtle earth tones on building exteriors to blend into Canyon Country's picturesque landscape. Integrate brighter tones or shining materials only as modern building accents to the rustic-style architecture, but usage of brighter tones or shining materials must be minimal to avoid overpowering the landscape.

5.7 Landscaping

The following hillside design guidelines direct the design of landscaping.

A) **Thoughtful design.** Design landscaping (e.g., trees, shrubs, flowers, hedges, groundwater, hardscape, etc.) to complement the surrounding architectural style and blend structures into the site.

B) **Irrigation.** Plant and temporarily irrigate all cut and fill slopes with an automatic irrigation system to prevent erosion. Plant all cut or fill slopes exceeding 5 feet vertical height with adequate plant material to protect the slope against erosion.

C) **Hidden slopes.** Plant slopes consistent with City and Los Angeles County Fire Department Fuel Modification requirements.

D) **Water conscious**. Select plant material according to compatible climatic, soil and ecological characteristics of the region, avoiding plant material that requires excessive water.

5.8 Fencing

The following hillside design guidelines direct the design of fencing. Wall and fence development regulations are provided in **Chapter 2, Development Plan**, of this Specific Plan and the Conceptual Wall and Fence Plan shown in **Figures 2-16a through 2-16c, Conceptual Wall and Fence Plan**.

A) **Alignment with Topography.** Fences shall be located and aligned to follow natural topography to the greatest extent feasible and shall avoid excessive stepping or abrupt grade changes where visible from public streets or open space.

B) **Decorative Fencing Along Public Frontages.** Fences and privacy walls that are adjacent to or visible from public streets, public trails, parks, or other prominent public spaces shall be decorative in appearance and constructed of materials and colors that blend with the surrounding environment and complement the landscape. Decorative walls and fencing may include stucco, Concrete Masonry Units (CMU), metal fencing with architectural detailing, pilasters, or combinations thereof, consistent with **Chapter 2** and **Figures 2-16a through 2-16c**.

C) **Perimeter and Security Fencing.** Fencing around the perimeter of a parcel and/or building site is permitted to provide security and controlled ingress and egress. Such fencing is intended to restrict access by the general public and may fully enclose a site where required for operational or safety purposes, subject to the following:

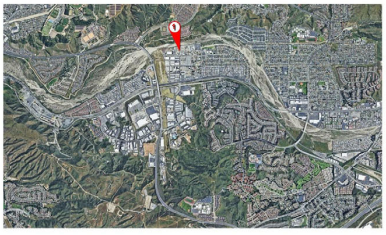
1. Perimeter fencing visible from public streets or public spaces shall comply with subsection B above.
2. Perimeter fencing not visible from public streets or public spaces may include decorative metal fencing, painted metal fencing, or black vinyl-coated chain-link fencing, provided that it is not visible from any public right-of-way.
3. All perimeter fencing shall comply with the height, setback, and material standards established in **Chapter 2, Development Plan**, of this Specific Plan.





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View 1



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FIGURE 5-1

VIEW 1

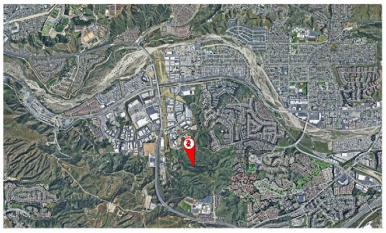




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View 2

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FIGURE 5-2

VIEW 2

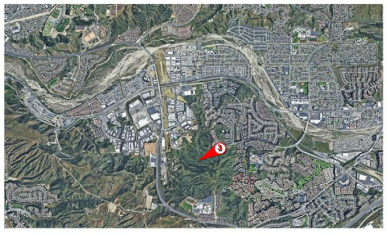




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View 3

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FIGURE 5-3

VIEW 3

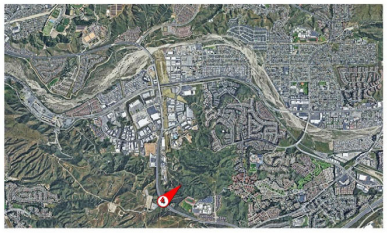




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View 4

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FIGURE 5-4

VIEW 4

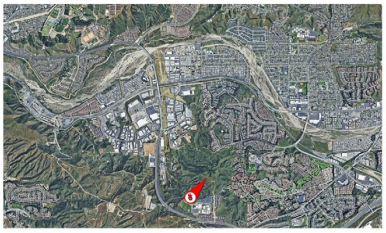




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View 5

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SOURCE: VISIONSCAPE IMAGERY 2026

FIGURE 5-5

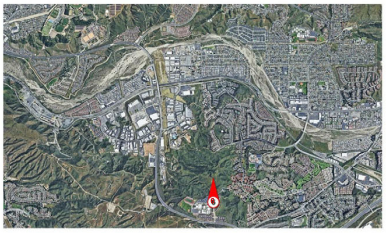
VIEW 5





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View 6



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FIGURE 5-6

VIEW 6

6. Implementation

6.1 Introduction

This chapter sets forth the implementation procedures for the Princessa Crossroads Specific Plan (Specific Plan). The implementation procedures described below provide the mechanisms for review and approval of development within the Specific Plan Area (SPA) and implementation of the regulatory provisions set forth in **Chapter 4, Development Regulations** and **Chapter 5, Design Guidelines**.

This chapter also contains the mechanism for approving minor modifications and criteria under which the City's Director of Community Development (Director) may determine whether an amendment to the Specific Plan is required. In addition, the chapter provides a discussion of the California Government Code provisions governing the amendment of specific plans.

6.2 Implementation Procedures

The City of Santa Clarita (City) adopted the Specific Plan by ordinance. Development within the SPA will be implemented through the subdivision mapping, development and design review, and permitting processes, as described below. Before a permit of any type is granted, the developer shall demonstrate as part of the Development Review, Architectural Review, Administrative Review and Minor Use Permit process, to the satisfaction of the Director, that the proposed development is in substantial conformance with the Specific Plan and all applicable design guidelines. Where the Specific Plan's development regulations and design guidelines are silent, the applicable development regulations and design guidelines contained within the SCMC shall apply. Where the provisions or procedures of the SCMC conflict with the provisions of this Specific Plan, the Specific Plan shall apply.

6.3 Specific Plan Entitlements

The following entitlements are being approved in conjunction with the Specific Plan, to allow a project under the Specific Plan, and are consistent with the SPA requirements:

A) **Tentative Tract Map No. 75026 (TTM17-002).** A Tentative Tract Map (TTM) is required to subdivide the SPA property under SCMC Title 16, Subdivisions, as is required for all subdivisions creating five or more parcels. The TTM organized the SPA into two Planning Areas (PA-1 and PA-2) and created 34 lots for residential and business park uses, public streets, private drives, infrastructure, and landscape/open space areas, facilitating construction of as many as 300 multifamily dwelling units; and up to 1,500,000 square feet of building area for business park uses, not including required parking.

B) **Conditional Use Permit (CUP17-003).** A Conditional Use Permit (CUP) is required for the project to allow grading in excess of 100,000 cubic yards.

C) **Hillside Development Review (HR17-002).** Hillside Development Review (HDR) is required because the project site contains a protected ridgeline as identified in the City's General Plan. As such, the Hillside Development Review permit was processed concurrently in accordance with SCMC Section 17.51.020 Hillside Development, to allow for development to occur in the SPA in areas which have an average cross slope greater than 10 percent.

D) **Ridgeline Alteration Permit (RLA17-001).** A Ridgeline Alteration Permit (RAP) is required and processed concurrently in accordance with SCMC Section 17.26.130.

6.4 Future Compliance with Assembly Bill (AB) 98

AB 98, as amended by SB 415, establishes standards related to warehouse and logistics development, including building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The applicable requirements depend on the characteristics of the proposed development, including the presence of nearby sensitive receptors, the size of the building, and applicable zoning.

As amended by SB 415, AB 98 generally applies to new logistics use developments unless an exemption applies. A logistics use development is defined as an individual building in which cargo, goods, or products are moved or stored for later distribution to business or retail companies, or both, that does not predominantly serve retail customers through onsite purchases and where heavy-duty trucks are primarily involved in the movement of cargo, goods, or products. SB 415 also defines a logistics park as a development consisting of multiple buildings containing logistics use developments and clarifies that most AB 98 development standards are applied on a building-by-building basis.

- Projects that meet the definition of a logistics use development are exempt from AB 98 in the following circumstances:
- Projects approved by a local agency prior to AB 98's effective date;
- Projects for which a local entitlement process commenced prior to September 30, 2024; and
- Mixed-use developments that may create sensitive receptors on the project site, provided there are no existing sensitive receptors within 900 feet of a loading bay.

The Princessa Crossroads Specific Plan application was submitted prior to September 30, 2024, and is therefore exempt from the requirements of AB 98, as amended by SB 415. However, future development proposals within the Specific Plan Area that qualify as logistics use developments and are not otherwise exempt shall comply with the applicable provisions of AB 98, as amended by SB 415.

6.5 Phasing

The buildout of the Specific Plan is programmed to occur over approximately four to seven years, 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. It is anticipated that buildout

would occur in multiple phases. The grading phase, both on- and off-site, would occur first. The building and remaining construction phase would follow, with the construction of residential uses in Planning Area 1 and business park uses in Planning Area 2 phased out over time. (See **Figure 2-1, Land Use Plan**, for Planning Area boundaries.)

6.6 Development Review, Architectural Review, Administrative Review, and Minor Use Permit Review

Development review approval is required prior to the issuance of any building permit for multifamily dwelling units, commercial, or industrial development projects consistent with the SPA. Projects proposed within the SPA shall be subject, as applicable, to the City's Development Review, Architectural Review, Architectural Design Review and Minor Use Permit Review permitting procedures and requirements in accordance with the provisions SCMC Sections 17.23.110, Architectural Design Review; 17.23.120, Development Review; 17.23.100, Administrative Review; and 17.24.120, Minor Use Permit review. Development Review applications shall be reviewed administratively and approved at the staff level.

For all projects within the SPA, design review determinations shall be made by the Director. Any decision by the Director is subject to appeal pursuant to SCMC Chapter 17.01, Appeals or Certification of Review.

6.7 Business Park (BP) Zone Incentives

As provided in **Chapter 4, Development Regulations**, the following incentives may be applied to office and industrial buildings in the BP designation:

A) A reduction of required on-site parking of twenty percent (20%) by right based upon a parking demand analysis; a further reduction over 20% can be approved by the Director based upon a parking demand analysis.

B) Development review of on-site structured parking provided the structured parking does not exceed the height of the proposed office or industrial building associated with the structured parking.

C) Office and industrial buildings may be constructed up to a maximum height of 75 feet, as provided in Table 4-2. The increased height is intended to provide flexibility for contemporary business park development, including high-clear warehouse and distribution facilities, research and development, data center, cold storage, advanced manufacturing, and other specialized employment uses. Increased building height accommodates evolving industry standards, specialized building functions, and changing market demands while enhancing the Specific Plan area's ability to attract and retain high-quality employers and employment-generating uses. All proposed buildings shall comply with the applicable provisions of the California Building Code, including allowable building heights based on occupancy, construction type, and fire protection systems.

6.8 Minor Modifications/Substantial Conformance

Minor Modifications. Minor modifications to the Specific Plan may be approved in accordance with SCMC Chapter 17.09 (Minor Permit Modifications). Minor modifications are intended to allow limited administrative adjustments that remain in substantial conformance with the Specific Plan and do not result in a substantial alteration or material deviation from its land use plan, development standards, or design guidelines.

The following list identifies examples of modifications that may qualify as minor modifications, subject to a determination by the Director pursuant to SCMC Chapter 17.09. This list is illustrative and not exhaustive.

A) **Design Guidelines.** Minor modifications to design guidelines necessary to respond to actual site conditions, community expectations and preferences may be permitted, provided such modifications are in substantial conformance with the design criteria specified in the Specific Plan.

B) **Alignment, Location, and Design of Vehicular Private Drives and Pedestrian Pathways and/or Parking Spaces.** Modifications and changes to the alignment, location, and design of vehicular private drives, including Drives 'A' and 'B,' and Drives 'C' and 'D,' or other internal private drives; and pedestrian pathways; and/or layout of the parking, may be permitted subject to the final approved site plan, provided that such adjustments do not change the requirement of providing adequate infrastructure and/or public facilities within the Specific Plan.

C) **Open Space Plan.** Modifications to the approved Conceptual Open Space Plan's design and layout may be permitted, so long as the amount of open space provided remains consistent with the required open space approved under the Specific Plan.

D) **Utilities.** Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be allowed if also approved by the City Engineer.

E) **Interpretation for Unlisted Uses.** As set forth above, the Director may determine that a use that is not listed in Section 4.5, substantially complies with the land use designation in which the use is requested and, therefore, is permitted within that land use designation.

F) **Other administrative items** determined to be appropriate by the Director within the scope of authority of the Specific Plan and SCMC.

Substantial Conformance Determination. The Director shall review a request for a determination of Substantial Conformance and may make approvals at an administrative level. The Director is responsible for ensuring that construction activities and future uses are in substantial conformance with the approved Specific Plan. This includes deciding whether proposed projects or uses are in substantial conformance with the conditions, permitted use chart, regulations, and guidelines of the Specific Plan and other applicable SCMC provisions that do not conflict with the Specific Plan, including but not limited to the following:

A) Determinations regarding issues, conditions, or situations that arise and are not addressed by the Specific Plan.

B) Additions, deletions, or changes to the Specific Plan text, figures, tables, or appendices that substantially comply with the Specific Plan.

C) Adjustments to the plans contained in **Chapter 2, Development Plan**, provided that such adjustments do not change the requirement of providing adequate infrastructure and/or public facilities within the Specific Plan.

6.9 Final Engineering and Construction Documents

Except for the Development and Design Review process noted in **Section 6.6, Development Review, Architectural Review, Administrative Review, and Minor Use Permit Review**, the review and approval of all construction documents, final maps, CC&Rs, maintenance district formation, grading plans, improvement plans, building permits, and associated technical reports for projects proposed within the SPA shall be processed ministerially in accordance with applicable City standards, procedures, and requirements. Such approvals shall be required to demonstrate substantial conformance with the Specific Plan and all applicable conditions of approval prior to permit issuance.

6.10 Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director or his/her designee in a manner consistent with the vision, guiding principles, purpose, and intent established in this Specific Plan.

6.11 Adjustments and Variances

Adjustments and Variances. Adjustments and Variances are considered a form of relief from the development standards identified in **Chapter 4, Development Regulations**, of this Specific Plan and the applicable development standards in the SCMC. Requests for Adjustments or Variances may be granted in accordance with the requirements and findings of SCMC Section 17.24.100, Adjustments, and Section 17.25.120, Variances.

6.12 Specific Plan Amendments

Amendments to the Specific Plan may be requested at any time and shall be processed in accordance with SCMC Section 17.28.110(H), Adoptions and Amendments, and applicable provisions of the California Government Code (Sections 65453–65454).

Any proposed change to the Specific Plan that does not qualify as a Substantial Conformance or a Minor Modification pursuant to **Section 6.8, Minor Modifications/Substantial Conformance**, **Section 6.11 Adjustments and Variances** and SCMC Chapter 17.09 shall be processed as a Specific Plan Amendment.

The Director shall determine whether a proposed change constitutes a Minor Modification, Substantial Conformance, or requires a Specific Plan Amendment.

Specific Plan Amendments may require additional environmental review in accordance with the California Environmental Quality Act (CEQA), including but not limited to CEQA Guidelines Section 15162, based on the nature and scope of the proposed amendment.

Appendix 1-1
General Plan Consistency Analysis

Appendix 1-1 Consistency Analysis with Santa Clarita General Plan

Policy	Compliance with Policy
Land Use Element	
Goal LU 1: An interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.	
Objective LU 1.1: Maintain an urban form for the Santa Clarita Valley that preserves an open space greenbelt around the developed portions of the Valley, protects significant resources from development, and directs growth to urbanized areas served with infrastructure.	
Policy LU 1.1.1: Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban uses on the Land Use Map.	**Consistent.** The existing Project site is zoned and designated in the City's General Plan as Business Park (BP) and Urban Residential-5 (UR-5). Additionally, small portions of the site along the southern boundary are designated as Public Institutional (PI) and Neighborhood Commercial (CN). As such, the Project site would not redesignate open space for non-urban uses.
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.	**Consistent.** The existing Project site is zoned and designated in the City's General Plan as Business Park (BP) and Urban Residential-5 (UR-5). Additionally, small portions of the site along the southern boundary are designated as Public Institutional (PI) and Neighborhood Commercial (CN). As such, the Project would not encourage urban sprawl into rural areas.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Specific Plan incorporates approximately 60 acres of on-site open space, landscape buffers, and trail connections that maintain separation between developed areas. Additionally, the drainage and grading plan is designed to respect the site's natural drainage courses to the extent feasible given the need to accommodate the proposed land uses to ensure the community character is preserved.
Objective LU 1.2: Maintain the distinctive community character of villages and neighborhoods throughout the planning area by establishing uses, densities, and design guidelines appropriate to the particular needs and goals of each area, including but not limited to the following:	
Policy LU 1.2.13: 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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project's Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of public and private roadways and pedestrian and bicycle pathways.

Policy	Compliance with Policy
Objective LU 1.3: Plan for density and intensity of development that respects and is reflective of the natural terrain.	
Policy LU 1.3.1: Encourage subdivision design techniques that reflect underlying physical topography or other unique physical features of the natural terrain.	**Consistent.** As discussed in Section 3.0, *Project Description*, a Tentative Tract Map (TTM) is required to subdivide the Project Area under Title 16 (Subdivisions) of the SCMC, as is required for all subdivisions creating five or more parcels. The Project's grading and site design have been developed in consideration of the site's existing topography, including retention of a buffer along the designated ridgeline and drainage courses.
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.	**Consistent.** As discussed in Section 4.1, *Aesthetics*, the Project site would alter the existing conditions of the site through removal of the hilly, naturally vegetated terrain to provide residential and business park uses. However, within the context of the surrounding area, which is developed with urban uses, the proposed Project would be compatible in terms of massing, scale, height, and color with the existing development, and it does not significantly block any views of the surrounding mountains or ridgelines as discussed above.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the proposed drainage concept and stormwater management program seek to incorporate low-impact development (LID) practices wherever feasible; effectively manage wet and dry weather runoff water quality by limiting increases in runoff pollutants and flows at the source through design features and BMPs; avoid or minimize impacts to water quality through site design and use of sustainable drainage/water quality technologies; and comply fully with the local and regional NPDES permit requirements.
Goal LU 2: A mix of land uses to accommodate growth, supported by adequate resources and maintaining community assets.	
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the site. Additionally, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the Project site. The Project's mix of residential, open space, and industrial/commercial land uses would meet future community needs in a manner that is economically viable.

Policy	Compliance with Policy
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. Additionally, as discussed above, the Project would provide a mix of residential, business park with some commercial and light industrial, and open space, consistent with this policy.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the Project site; additionally, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the site, providing a range of land use types.
Objective LU 2.2: Protect significant community resources from encroachment by incompatible uses, where feasible and appropriate.	
Policy LU 2.2.1: Identify areas of scenic or aesthetic value to the community, and minimize the designation of uses in these areas that would diminish their aesthetic quality.	**Consistent.** As discussed in Section 4.1, *Aesthetics*, proposed development under the Specific Plan would change the visual character of the Project site, but compliance with the design guidelines and development standards in the Specific Plan would prevent the substantial degradation of the visual character of the Project site and its surrounding areas. Impacts on visual quality pursuant to Threshold 4.1-3 would be less than significant, and no mitigation is required.
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.	**Consistent.** As discussed in Section 4.4, *Cultural Resources*, pursuant to Threshold 4.5-1, the Project has a low potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 based on available information and in consideration of the topography within Project APE. Implementation of MM CUL-1 would reduce any potential impacts to less-than-significant levels pursuant to Threshold 4.5-1 should buried resources be discovered as part of construction activities.
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.	**Consistent.** The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project area. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City's Sports Complex/Recreational Center.

Policy	Compliance with Policy
Objective LU 2.3: Increase mixed-use development where appropriate to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility, through mixed-use zoning:	
Policy LU 2.3.1: In a mixed-use development, residential densities at the higher end of the allowed range should be allowed only if the development incorporates a robust mix of non-residential uses.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the site. Additionally, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the Project area, providing a robust range of non-residential uses.
Policy LU 2.3.2: Either vertical or horizontal integration of uses shall be allowed in a mixed-use development, with an emphasis on tying together the uses with appropriate pedestrian linkages.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. Additionally, as discussed above, the Project would provide a mix of residential, open space, and industrial land uses, consistent with this policy.
Policy LU 2.3.3: Manufacturing, processing of goods and materials, and warehousing shall not be allowable uses in a mixed-use development although some light manufacturing and warehousing may be appropriate in second story units.	**Consistent.** The proposed Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial and light industrial uses. The Project plan and land uses will occur in compliance with the provisions of the Specific Plan and with approval by the City. The Project would not include land uses that would not be consistent with the vision of the Specific Plan.
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.	**Consistent.** The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project area. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City's Sports Complex/Recreational Center.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. Additionally, as discussed above, the Project would provide a mix of residential, business park, inclusive of some commercial and light industrial, and open space, consistent with this policy.

Policy	Compliance with Policy
Goal LU 3: Healthy and safe neighborhoods for all residents.	
Objective LU 3.1: Provide for a diversity of housing types available to provide safe and suitable homes for all economic levels, household sizes, age groups and special needs groups within the community.	
Policy LU 3.1.2: Provide a mix of housing types within neighborhoods that accommodate households with varied income levels.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units, adding to the City's housing mix and broadening the range of housing types available in this area. Additionally, the Project would comply with the Americans with Disabilities Act (ADA) requirements where feasible.
Policy LU 3.1.5: Promote development of housing that is affordable to residents, including households with incomes in the very low-, low-, and moderate-income classifications, through provision of adequate sites on the Land Use Map, allowance for density bonuses and other development incentives.	
Policy LU 3.1.6: Promote development of housing suitable to residents with special needs, including but not limited to senior citizens and persons with disabilities.	
Policy LU 3.1.7: Promote development of housing for students attending local colleges, in consideration of access to campuses to the extent practicable.	
Objective LU 3.2: Promote walkable neighborhoods that provide safe access to community services and essential services.	
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. Additionally, as discussed above, the Project would provide a mix of residential, business park, inclusive of some commercial and light industrial, and open space, consistent with this policy.
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.	
Objective LU 3.3: Ensure that the design of residential neighborhoods considers and includes measures to reduce impacts from natural or man-made hazards.	
Policy LU 3.3.1: 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.	**Consistent.** As discussed in Section 4.6, *Geology and Soils*, Section 4.2, *Air Quality*, and Section 4.9, *Hydrology and Water Quality*, of this EIR, the Project would be designed and constructed in accordance with applicable seismic safety, air quality, and flood control regulations and standards, and would not place residential uses in areas of unmitigated hazard. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ); however, compliance with the Los Angeles County Fire Code and applicable regulatory requirements the Project's approved Wildfire Evacuation Plan, would reduce wildfire-related risk to a less-than-significant level.

Policy	Compliance with Policy
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.	**Consistent.** As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project site is located within VHFHSZ and a Local Responsibility Area (LRA). The Project would be designed to comply with Los Angeles County Fire Code standards requiring fuel modification zones, ignition-resistant building materials, adequate emergency vehicle access, and adequate water supply and pressure for fire suppression. The Project is also required to implement the Wildfire Evacuation Plan. With these measures, impacts related to wildland fire exposure would be less than significant, and no mitigation is required.
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.	**Consistent.** As discussed in Section 4.13, *Public Services*, the Project site is served by LACoFD Fire Station 104 and the Los Angeles County Sheriff's Department Santa Clarita Valley Station, both of which are located within approximately 1.5 miles of the Project site. Based on correspondence with LACoFD, Fire Station 104 has an estimated response time of approximately 6.0 minutes, and existing fire and law enforcement facilities have adequate capacity to serve the Project without requiring new or expanded facilities construction of which would cause significant environmental impacts. Impacts to fire protection and law enforcement services would be less than significant, and no mitigation is required.
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.	**Consistent.** As discussed in Section 4.8, *Hazards and Hazardous Materials* and Section 3.0, *Project Description*, the Project's Specific Plan includes a circulation network designed in coordination with LACoFD and the Los Angeles County Sheriff's Department to provide adequate emergency vehicle access to all residential development areas. The Project would comply with the Los Angeles County Fire Code requirements for emergency access, and all subdivision and site designs would be reviewed by LACoFD's Land Development Unit to confirm adequate access for public safety personnel prior to approval.
Policy LU 3.3.6: Ensure adequate street-lighting in all urban residential neighborhoods, as appropriate, for each community.	**Consistent.** Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), and entry lights, consistent with this policy.
Policy LU 3.3.7: Ensure adequate addressing in all residential neighborhoods for emergency response personnel.	**Consistent.** All buildings will have adequate addressing for emergency response personnel, consistent with this policy.

Policy	Compliance with Policy
Policy LU 3.3.8: Within multiple family residential projects comprised of multiple buildings, ensure that project designs include crime prevention measures such as delineating public and private open space, designs for defensible space, easy surveillance by residents of all outdoor and indoor common areas, lack of dead end aisles or paths, and similar measures.	**Consistent.** The Project incorporates defensible space design principles, including clear delineation of public and private open space, orientation of residential units and common areas to promote natural surveillance, and site circulation that avoids dead-end aisles and paths, consistent with Crime Prevention Through Environmental Design (CPTED) principles. The Project would further support these measures through the placement of common open space, pedestrian walkways, private outdoor areas, parking areas, and building entries in a manner that distinguishes resident-only areas from shared spaces and provides visible, accessible routes through the residential planning area. These design features would improve visibility, reduce isolated or concealed areas, and allow residents, visitors, and property management to more readily observe outdoor common areas, thereby promoting safety and reinforcing the intended function of public, semi-public, and private spaces within the multifamily component of the Project.
Objective LU 3.4: Encourage creation of pleasant neighborhoods that provide a high quality of life for residents.	
Policy LU 3.4.1: Promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage “eyes on the street” for safety purposes.	**Consistent.** The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project area. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City’s Sports Complex/Recreational Center.
Policy LU 3.4.2: Ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement.	**Consistent.** The Specific Plan’s conceptual planting plan, provided on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces, consistent with this policy.
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.	**Consistent.** The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project site. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City’s Sports Complex/Recreational Center.

Policy	Compliance with Policy
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwellingunits, adding to the City's housing mix and broadening the range of housing types available in this area.
Policy LU 3.4.6: Promote mixed-density residential neighborhoods that are consistent with community character, and avoid over-development of high density multiple family units in any particular location.	
Policy LU 3.4.7: Minimize the prominence of areas devoted to automobile parking and access in the design of residential neighborhoods.	**Consistent.** The Specific Plan parking plan consists of private residential and guest parking and parking for business park uses. Parking in PA-1 will be reserved for residents and their guests. Parking spaces will be provided to accommodate the parking ratios in the Parking Demand Analysis. Parking areas in PA-2 will provide parking for the business park uses in compliance with the SCMC provisions (SCMC, Chapter 17, Division 5, Use Classifications and Required Parking) consistent with the Specific Plan requirements (refer to Section 4.8, Parking Regulations). However, in addition to on-site parking, the Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project area; moreover, 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 public and private roadways and pedestrian and bicycle pathways, consistent with this policy.
Policy LU 4.1.3: Direct business creation and expansion for larger companies within and adjacent to existing and planned business centers and major transportation corridors.	**Consistent.** The existing Project site is zoned and designated in the City's General Plan as Business Park (BP) and Urban Residential-5 (UR-5). Additionally, small portions of the site along the southern boundary are designated as Public Institutional (PI) and Neighborhood Commercial (CN). As such, the Project would encourage the development of business in areas within planned business centers.
Policy LU 4.1.4: Promote economic opportunity for all segments of the community, including small businesses and new businesses.	
Objective LU 4.2: Promote job creation, focusing on employment generators in the technical and professional sectors.	
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the Project site; additionally, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the Project site, providing a range of land uses contributing to both the City's job and housing supply.

Policy	Compliance with Policy
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within southeast portion of Project site. Also, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial and light industrial uses, parking, landscaping, and other improvements on approximately 63 acres, within the southwest and northeast portions of the site, providing a range of land uses and would introduce new jobs in proximity to housing.
Policy LU 4.2.5: Promote development of uses that create job opportunities for residents through the Santa Clarita Enterprise Zone and other business assistance programs as appropriate.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the Project site; additionally, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the site, providing a range of land uses contributing to both the City's job and housing supply.
Objective LU 4.3: Enhance older commercial and industrial areas.	
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses in proximity to 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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses in proximity to Soledad Canyon Road.

Policy	Compliance with Policy
Objective LU 4.4: Expand infrastructure to attract and sustain new business.	
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.	**Consistent.** The proposed Project would introduce dry utility infrastructure to serve the proposed development. Utility infrastructure will be constructed underground throughout the Project site in phases. The existing electricity line in Via Princessa will be extended to service the Project site through joint utility trenches proposed within Via Princessa and adjoining streets. New electricity lines will be constructed underground throughout the Project site in phases as development commences. Telecommunications service will be provided by AT&T and extended from the existing phone service line. Telecommunication lines will be constructed underground throughout the Project site in phases as development commences. The Project site is within the Time Warner Cable and Direct TV cable service area. Existing service lines and will be extended to the Project site.
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.	**Consistent.** As discussed in Section 4.17, *Utilities and Service Systems*, impacts related to utilities and service systems would be less than significant, and no mitigation would be required. Moreover, as discussed throughout this EIR, a number of existing utilities would be expanded and new utilities implemented as part of the Project.
Objective LU 4.5: Ensure creation of attractive and technology-friendly business environments to attract tenants and 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.	**Consistent.** The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project site. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City's Sports Complex/Recreational Center.
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.	**Consistent.** The Project would incorporate energy- and water-efficient building technologies, including compliance with Title 24 and CALGreen requirements and provision of electric vehicle charging infrastructure. The Project's business park component may also accommodate ancillary commercial uses, such as dining and personal services, that would serve on-site employees, reducing vehicle trips and promoting a pedestrian-friendly work environment consistent with these policies.
Policy LU 4.5.4: Encourage the provision of support services for employees within business park areas, such as dining and personal services where appropriate, to reduce vehicle trips and promote pedestrian-friendly work environments.	

Policy	Compliance with Policy
Goal LU 5: Enhanced mobility through alternative transportation choices and land use patterns.	
Objective LU 5.1: Provide for alternative travel modes linking neighborhoods, commercial districts, and job centers.	
Policy LU 5.1.1: Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. All walkways and bicycle facilities will have adequate lighting and illumination.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways.
Objective LU 5.2: Coordinate land use designations with support services and public transit in order to encourage vehicle trip reduction.	
Policy LU 5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.	**Consistent.** The Santa Clarita Metrolink Station off Soledad Canyon Road, approximately 2 miles west of the Project site, provides users an option of reducing automobile trips and riding the commuter rail line. In addition, the new Vista Canyon Metrolink Station, which opened in 2023, is located approximately 3.5 miles east of the site. The Antelope Valley Line, which stops at the Santa Clarita and Vista Canyon Stations, serves the region by connecting Union Station in Downtown Los Angeles to Lancaster in the Northern Los Angeles County area. The City is also presently 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, and the San Fernando Valley. The Los Angeles Department of Transportation (LADOT) also provides commuter service with stops in the Santa Clarita Valley.
Policy LU 5.2.3: Promote location of non-polluting businesses providing employment opportunities in proximity to neighborhoods, to encourage walking to work.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would develop as many as 300 multifamily dwelling units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the Project site; additionally, the Project would develop up to 1,500,000 square feet of business park uses, inclusive of some commercial uses and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the site, providing a robust range of non-residential uses in proximity to residential neighborhoods.

Policy	Compliance with Policy
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.	**Consistent.** The Santa Clarita Metrolink Station off Soledad Canyon Road, approximately 2 miles west of the Project site, provides users an option of reducing automobile trips and riding the commuter rail line. In addition, the new Vista Canyon Metrolink Station, which opened in 2023, is located approximately 3.5 miles east of the site. The Antelope Valley Line, which stops at the Santa Clarita and Vista Canyon Stations, serves the region by connecting Union Station in Downtown Los Angeles to Lancaster in the Northern Los Angeles County area. The City is also presently 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, and the San Fernando Valley. The LADOT also provides commuter service with stops in Santa Clarita Valley.
Goal LU 6: A scenic and beautiful urban environment that builds on the community's history and natural setting.	
Objective LU 6.1: Maintain the natural beauty of the Santa Clarita Valley's hillsides, significant ridgelines, canyons, oak woodlands, rivers and streams.	
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.	**Consistent.** As discussed in Section 4.1, *Aesthetics*, the Project site would alter the existing conditions of the site through removal of the hilly, naturally vegetated terrain to provide residential and business park uses. However, within the context of the surrounding area, which is developed with urban uses, the proposed Project would be compatible in terms of massing, scale, height, and color with the existing development, and it does not significantly block any views of the surrounding mountains or ridgelines as discussed above.
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.	
Objective LU 6.3: Beautify streetscapes and gateways to the community.	
Policy LU 6.3.1: Promote planting of street trees throughout urban areas in the Santa Clarita Valley.	**Consistent.** The Specific Plan's conceptual planting plan, provided on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces
Policy LU 6.3.2: Develop compatible landscape plans for major arterials traversing the Santa Clarita Valley, including landscaped medians and parkways, and implement these plans in both City and County areas, where feasible and appropriate based on right of way and other conditions.	

Policy	Compliance with Policy
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, and Section 4.17, *Utilities and Service Systems*, all new utility lines serving the Project would be installed underground in accordance with the Specific Plan's Development Regulations and applicable utility provider requirements, consistent with this policy.
Objective LU 6.4: Protect the Santa Clarita Valley's significant historical and cultural resources in a scenic setting through appropriate land use designations.	
Policy LU 6.4.6: Through the environmental review and development review processes, evaluate impacts on historic and cultural sites from proposed development and require appropriate mitigation.	**Consistent.** Impacts associated historic and cultural resources were evaluated in Section 4.4, *Cultural Resources*; impacts would be less than significant with mitigation incorporated.
Objective LU 6.5: Promote high-quality development that enhances the urban environment and builds long-term value.	
Policy LU 6.5.1: Require use of high quality, durable, and natural-appearing building materials pursuant to applicable ordinances.	**Consistent.** Chapter 5, Design Guidelines, of the Specific Plan identifies architectural guidelines, themes, and styles to guide the placement and design of new development, including hillside design guidelines and development standards for hillside development review applicable to the Project site.
Policy LU 6.5.2: Encourage the use of designs and architectural styles that incorporate classic and timeless architectural features.	
Policy LU 6.5.3: Require architectural enhancement and articulation on all sides of buildings (360-degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.	
Policy LU 6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.	
Goal LU 7: Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.	
Objective LU 7.1: Achieve greater energy efficiency in building and site 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.	**Consistent.** As discussed in Section 3.0, *Project Description*, and Section 4.5, *Energy*, as outlined in PDF ENE-1, the Project would be required to provide sufficient shade trees to ensure that at least 30% of the automobile parking areas are shaded within 15 years following completion of Project construction. The measure would reduce the heat island effect and moderate building cooling loads, consistent with this policy.
Policy LU 7.1.2: Promote the use of solar panels and renewable energy sources in all projects.	**Consistent.** One of the objectives of the Project, as outlined in the Specific Plan is to "implement

Policy	Compliance with Policy
Policy LU 7.1.3: Encourage development of energy-efficient buildings and discourage construction of new buildings for which energy efficiency cannot be demonstrated.	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." As discussed in Section 4.5, *Energy*, the Project's business park and residential buildings would be required to comply with the applicable/current Title 24, Part 6 Building Energy Efficiency Standards and the CALGreen Code. For residential development, compliance with California Green Building Code requirements would entail prohibiting the use of natural gas and installing solar equipment, such as panels and battery storage units. Compliance with the applicable regulatory requirements would ensure the Project would not result in wasteful, inefficient, or unnecessary consumption of energy to the extent feasible and would support the establishment of energy-efficient industries within the Santa Clarita Valley. Additionally, implementation of PDF ENE-1 would provide features that would serve to reduce operational energy source emissions, such as provision of all-electric appliances, installation of photovoltaic infrastructure on rooftops, and requirements of Energy Star rated heating, cooling and lighting fixtures.
Policy LU 7.1.4: Support the establishment of energy-efficient industries in the Santa Clarita Valley.	
Objective LU 7.2: Ensure an adequate water supply to meet the demands of growth.	
Policy LU 7.2.1: Monitor growth, and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met.	**Consistent.** As discussed in Section 4.17, *Utilities and Service Systems*, A Water Supply Assessment (WSA), dated September 3, 2024, was prepared for the Project by SCVWA in accordance with applicable sections of the California Public Resources Code (PRC) and California Water Code (SCVWA 2024). The WSA is included as Appendix L to this Draft EIR. According to the WSA, the Project's total estimated water demand at build-out using the methodology from the 2020 UWMP is approximately 423 AFY in an average/normal year. In addition, the total estimated Project demand is calculated to be 448 AFY in a single dry year and 431 AFY in multiple-dry years. The demand associated with the proposed Project was included in SCVWA's 2020 UWMP. As discussed in Section 4.17, *Utilities and Service Systems*, the Project's WSA determined that the SCVWA would have sufficient water supply available to serve the Project and other existing and reasonably foreseeable future development during normal, single-dry and multiple dry years.
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.	
Policy LU 7.2.3: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	
Objective LU 7.3: Protect surface and ground water quality through design of development sites and drainage improvements.	
Policy LU 7.3.1: Promote the use of permeable paving materials to allow infiltration of surface water into the water table.	**Consistent.** As discussed in Section 4.9, *Hydrology and Water Quality*, the Project's drainage and stormwater management program incorporates low-

Policy	Compliance with Policy
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.	impact development (LID) design features, including permeable paving where feasible, bioretention/biofiltration areas, and other on-site treatment measures that promote infiltration and reduce stormwater runoff. The Project would implement construction-phase erosion control best management practices through its Stormwater Pollution Prevention Plan, and the Project site is not located within a FEMA-designated 100-year floodplain. The Project's drainage design reflects current LID and stormwater capture technologies and would be updated to reflect emerging methods as they are approved by the City, consistent with these policies.
Policy LU 7.3.3: Seek methods to decrease impermeable site area where reasonable and feasible, in order to reduce stormwater runoff and increase groundwater infiltration, including use of shared parking and other means as appropriate.	
Policy LU 7.3.4: Implement best management practices for erosion control throughout the construction and development process.	
Policy LU 7.3.5: Limit development within flood-prone areas to minimize down-stream impacts.	
Policy LU 7.3.6: Support emerging methods and technologies for the onsite capture, treatment, and infiltration of stormwater and greywater, and amend the City Code to allow these methods and technologies when they are proven to be safe and feasible.	
Objective LU 7.4: Promote water conservation through building and site design.	
Policy LU 7.4.1: Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.	**Consistent.** The Specific Plan's conceptual planting plan, provided on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces
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.	**Consistent.** As discussed in Section 4.5, *Energy*, all new development within the Project would be required to comply with CALGreen Code and California Plumbing Code requirements for low-flow plumbing fixtures in non-residential and multifamily residential buildings, which reduce both water demand and the energy needed for water conveyance and heating, consistent with this policy. Additionally, implementation of PDF ENE-1 would require all heating, cooling and lighting and appliance fixtures to be Energy Star rated to ensure energy efficiency and conservation.
Objective LU 7.5: Promote waste reduction through site and building design.	
Policy LU 7.5.1: Ensure that all new development provides adequate space for recycling receptacles and bins on site.	**Consistent.** Adequate space will be provided for on-site recycling receptacles and bins.
Policy LU 7.5.2: Promote the use of recycled building materials.	**Consistent.** Project Objective LU 7.1 is to implement sustainable principles, including greater energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, recycled materials, and renewable energy sources.

Policy	Compliance with Policy
Objective LU 7.6: Protect natural habitats through site design where reasonable and feasible.	
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.	**Consistent.** Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), entry door lights, interior lighting visible through windows, and vehicle headlights from vehicles coming to and from the Project site. Pole lighting would be oriented down and away from adjacent properties; small light bollards mainly installed around walkways would also be facing down toward the path and away from adjacent properties; and accent lighting installed for signage, trees, and building features would be pointed down and away from the adjacent properties consistent with the Specific Plan and City requirements.
Policy LU 7.6.2: Preserve habitat connectivity in site planning where feasible and discourage the creation of open space islands surrounded by paving. **Policy LU 7.6.3:** Protect wildlife corridors through site design and appropriate land use designations, including mapped corridors and other corridors that may be identified through biological surveys. **Policy LU 7.6.4:** Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.	**Consistent.** As discussed in Section 3.0, *Project Description*, an Oak Tree Permit (OTP) is required prior to the removal, pruning, cutting and/or encroachment into the protected zone of oak trees within the Project site. To accommodate the proposed development, the OTP allows for on-site removal of five coast live oak trees (*Quercus agrifolia*), in fair to failing condition, none of which is classified as "Heritage." As discussed in Section 4.3, *Biological Resources*, the Project site does not function as a wildlife corridor and does not provide connectivity to regionally identified landscape-scale habitats due to the surrounding urban development, the adjacent high school, and Golden Valley Road, all of which substantially limit wildlife movement into and out of the site. The Project's approximately 60 acres of open space have been strategically sited, in part, to preserve habitat value and avoid the creation of isolated open-space areas surrounded entirely by development and paving, consistent with these policies.
Objective LU 7.8: Protect significant woodlands, heritage oak trees, and other biological resources from the impacts of development.	
Policy LU 7.8.1: Adopt and implement consistent policies for protection of oak woodlands and oak trees throughout the planning area. **Policy LU 7.8.3:** Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.	**Consistent.** As discussed in Section 3.0, *Project Description*, an Oak Tree Permit (OTP) is required prior to the removal, pruning, cutting and/or encroachment into the protected zone of oak trees within the site. To accommodate the proposed development, the OTP allows for on-site removal of five coast live oak trees (Quercus agrifolia), in fair to failing condition, none of which is classified as "Heritage."

Policy	Compliance with Policy
Policy LU 7.8.4: Preserve habitat connectivity in site planning where feasible, and discourage the creation of open space islands surrounded by paving.	**Consistent.** As discussed in Section 4.3, *Biological Resources*, the Project site is surrounded by existing urban development and a well-traveled arterial roadway that already restricts wildlife movement, and the Biological Resources Assessment concludes that the site does not function as a wildlife corridor or connect to regional habitat linkages. The Project's approximately 60 acres of open space would be sited and designed, to the extent feasible, to avoid creating isolated open space islands, consistent with this policy. Accordingly, the Project would not conflict with a mapped or biologically identified wildlife corridor.
Policy LU 7.8.5: Protect wildlife corridors through site design and appropriate land use designations, including mapped corridors and other corridors that may be identified through biological surveys.	
Policy LU 7.8.6: Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels when businesses are closed.	**Consistent.** Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), entry door lights, interior lighting visible through windows, and vehicle headlights from vehicles coming to and from the Project site. Pole lighting would be oriented down and away from adjacent properties; small light bollards mainly installed around walkways would also be facing down toward the path and away from adjacent properties; and accent lighting installed for signage, trees, and building features would be pointed down and away from the adjacent properties consistent with the Specific Plan and City requirements.
Goal LU 8: Equitable and convenient access to social, cultural, educational, civic, medical, and recreational facilities and opportunities for all residents.	
Objective LU 8.1: Work with service providers to plan for adequate community facilities and services to meet the needs of present and future residents.	
Policy LU 8.1.1: 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.	**Consistent.** As discussed in Section 4.13, *Public Services*, the William S. Hart Union High School District and Saugus Union School District were contacted regarding the Project's potential impacts on school facilities. Consistent with State law, the Project would be subject to the applicable statutory school impact fees under Government Code Sections 65995 and 17620, which are deemed full mitigation for school facility impacts under CEQA. With payment of these fees, impacts to school services would be less than significant.
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.	**Consistent.** As discussed in Section 4.13, *Public Services*, the Project would be served by the Santa Clarita Public Library system, and the Project's development impact fees, including the library facilities and technology mitigation fee under SCMC Section 17.51.010(B), would contribute funding toward library facilities and services needed to serve Project residents and employees, consistent with this policy.

Policy	Compliance with Policy
Policy LU 8.1.13: In meeting state law for mitigation, there may be times when additional resources are required in order for the district to fully provide necessary services. Accordingly, Developers are encouraged to reach full mitigation agreements with the appropriate school districts impacted by their proposed project. Mitigation may include, but might not be limited to, modifications to existing school sites.	**Consistent.** As discussed in Section 4.13, *Public Services*, the Project would be subject to the statutory school impact fees authorized under Senate Bill 50 and Government Code Sections 65995 and 17620. Payment of these fees is deemed full and complete mitigation of a project's impact on school facilities under State law, consistent with this policy.
Objective LU 8.3: Promote equitable development and utilization of land.	
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.	**Consistent.** The Project's development review process, including the General Plan Amendment, Zone Change, and Specific Plan entitlements, is subject to the City's standard public noticing and hearing requirements, which provide for equal opportunity for public input from all segments of the community, consistent with this policy.
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.	
Objective LU 9.1: Coordinate land use planning with provision of adequate public services and facilities to support development.	
Policy LU 9.1.1: Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.	**Consistent.** As discussed in Section 4.17, *Utilities and Service Systems*, impacts associated utilities and service systems would be less than significant. The Project's water, sewer, and dry utility infrastructure improvements would be designed, permitted, and constructed to meet applicable purveyor and City standards, and would be required to be in place and operational prior to occupancy of Project uses. Additionally, the Project's development review has included coordination with the Santa Clarita Valley Water Agency, Burrtec Waste Industries, Southern California Edison, and other applicable utility purveyors and special districts to ensure the provision of adequate utility infrastructure and services. The Project's utility infrastructure, including water, sewer, and dry utility improvements, would be designed and constructed in accordance with the applicable design and maintenance standards of the City of Santa Clarita and the relevant utility purveyors, in consideration of the character of the surrounding community.
Policy LU 9.1.2: Coordinate review of development projects with other agencies and special districts providing utilities and other services.	
Policy LU 9.1.3: Protect major utility transmission corridors, pumping stations, reservoirs, booster stations, and other similar facilities from encroachment by incompatible uses, while allowing non-intrusive uses such as plant nurseries, greenbelts and recreational trails.	
Policy LU 9.1.4: Develop and apply compatible standards within City and County areas for design and maintenance of utility infrastructure, in consideration of the character of each community.	
Policy LU 9.1.5: Work with the Los Angeles County Sheriff's Department to expand law enforcement facilities to meet the needs of the Santa Clarita Valley's growing population.	**Consistent.** As discussed in Section 4.13, *Public Services*, the Project site is located within the service area of the Los Angeles County Sheriff's Department's Santa Clarita Valley Station, and the analysis concludes that existing law enforcement facilities, together with payment of applicable development impact fees, would be adequate to serve the Project.
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.	**Consistent.** As discussed in Section 4.17, *Utilities and Service Systems*, the Project would be served by Burrtec Waste Industries and would generate solid waste consistent with levels accounted for in regional

Policy	Compliance with Policy
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.	and County landfill capacity planning, specifically the Sunshine Canyon Landfill. Additionally, the Project would comply with all applicable regulatory requirements to promote recycling during construction and operations.
Objective LU 9.2: Coordination of City and County sewer master planning and sewer mitigation to support future development and avoid fiscal impacts to local government or the existing community.	
Policy LU 9.2.1: Ensure that the cost of extending new sewer infrastructure is fully borne by the new development that is served, and is not passed on to the existing community.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project site requires wastewater infrastructure to serve the site. The existing downstream sewer system, consisting of approximately 5,290 linear feet of gravity sewer pipe ranging in size from 10- to 18-inches west of the site, is of adequate size and capacity to meet the proposed flow from the site. The Santa Clarita Valley Sanitation District (SCVSD) will treat the wastewater generated by the site. The Project would require payment of applicable fees to fund construction of new facilities, as necessary. The sewer system consists of a network of sewer mainlines that are within the planned roadways, including a 10-inch sewer line in 'A' Street, an 8-inch sewer line in 'B' Street, and a sewer line in 'B' Drive. Future sewer mainlines will collect the sewage from laterals located on individual lots and outlet into the proposed sewer mains in 'A' Street, 'B' Street, and 'B' Drive. Near the northwest corner of the site, the City will collect all sewage from the Project site into its existing manhole/10-inch-diameter sewer line located in Hope Canyon Road, approximately 1,300 feet south of the Golden Valley Road and Centre Pointe Parkway intersection.
Policy LU 9.2.2: Require that all new development mitigates its impact on existing sewer capacity by upgrading facilities when warranted or payment of a fee to allow construction of new facilities when needed.	
Policy LU 9.2.4: Facilitate the efficient construction of sewer infrastructure by sizing facilities to accommodate anticipated future sewer flows within the sewershed.	
Policy LU 9.2.5: Cooperate with the development community to allow reimbursement for the cost of constructed sewer facilities with a capacity that exceeds what would be required to mitigate a project's own sewer impact.	
Policy LU 9.2.6: Coordinate to ensure that new development projects have agreed to mitigate both City and County sewer impacts prior to project approval.	
Policy LU 9.2.7: Ensure that properties which benefit from increased density or intensity of development resulting from a General Plan Amendments fully mitigate their increased sewer impact at the time that development or redevelopment occurs on their properties.	
Circulation Element	
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project's Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of public and private roadways and pedestrian and bicycle pathways. Moreover, the Santa Clarita Metrolink Station off Soledad Canyon Road, approximately 2 miles west of the Project site, provides users an option of reducing automobile trips and riding the commuter rail line. In addition, the new Vista Canyon Metrolink Station, which opened in 2023, is located approximately 3.5 miles east of the site. The Antelope Valley Line, which stops at the
Objective C 1.1: Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.	
Policy C 1.1.1: Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.	

Policy	Compliance with Policy
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.	Santa Clarita and Vista Canyon Stations, serves the region by connecting Union Station in Downtown Los Angeles to Lancaster in the Northern Los Angeles County area. The City is also presently 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, and the San Fernando Valley. The Los Angeles Department of Transportation (LADOT) also provides commuter service with stops in the Santa Clarita Valley.
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.	**Consistent.** As discussed in Section 4.15, *Transportation*, the Project's VMT Impact Analysis identifies several Project components, including increased residential density, a mix of on-site uses, Class II bike lanes, encouragement of remote work and telecommuting, and an on-site pedestrian network connecting to off-site facilities, that work together to reduce reliance on single-occupancy vehicle trips and support an integrated multi-modal transportation system.
Policy C 1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. As discussed in Section 4.15, *Transportation*, the Project's internal pedestrian and bicycle network is designed to connect to off-site facilities and nearby transit stops, and the Specific Plan's Design Guidelines require bicycle parking facilities at the Project's multi-family residential and commercial/business park sites. The Project's transportation improvements have been designed to comply with applicable City roadway design standards and would not introduce geometric design features that create hazards for the traveling public, consistent with these policies.
Policy C 1.1.6: Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage, expanded park-and-ride lots, and adequate station and transfer facilities in appropriate locations.	
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.	
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. Additionally, the signage regulations as included in the Specific Plan are intended to result in functional, attractive signage that incorporates a uniformly high level of design, graphics,
Objective C 1.2: Coordinate land use and circulation planning to achieve greater accessibility and mobility for users of all travel modes.	

Policy	Compliance with Policy
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.	continuity, consistency, and maintenance throughout the Project site. As discussed further in Section 3.0, *Project Description*, one of the purposes of the signage regulation is to avoid traffic hazards to motorists, bicyclists, and pedestrians caused by visual distractions and obstructions.
Policy C 1.2.2: Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.	
Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.	
Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.	**Consistent.** The Santa Clarita Metrolink Station off Soledad Canyon Road, approximately 2 miles west of the Project area, provides users an option of reducing automobile trips and riding the commuter rail line. In addition, the new Vista Canyon Metrolink Station, which opened in 2023, is located approximately 3.5 miles east of the site. The Antelope Valley Line, which stops at the Santa Clarita and Vista Canyon Stations, serves the region by connecting Union Station in Downtown Los Angeles to Lancaster in the Northern Los Angeles County area. The City is also presently 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, and the San Fernando Valley. The LADOT also provides commuter service with stops in Santa Clarita Valley.
Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.	**Consistent.** As discussed in Section 4.15, *Transportation*, the Project's VMT Impact Analysis demonstrates that smart growth-oriented Project characteristics, including increased residential density, a mix of uses, bicycle facilities, and a pedestrian network, would reduce VMT by approximately 35.4 percent for the residential component and approximately 4.4 percent for the employment (industrial) component.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways.

Policy	Compliance with Policy
Policy C 1.3.3: Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the South Coast Air Quality Management District Air Quality Management Plan.	**Consistent.** As discussed in Section 4.2, *Air Quality*, the Project's trip reduction features and multi-modal transportation options support the VMT reduction strategies identified in the SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP). As discussed in Section 4.2, *Air Quality*, the Project would be consistent with the applicable AQMP, and this impact would be less than significant.
Policy C 1.3.8: 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.	**Consistent.** As discussed above, the Project would not conflict with the County's Airport Land Use Plan.
Policy C 2.1.5: At the time of project level review, 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.	**Consistent.** As discussed in Section 4.15, *Transportation*, the Project's Local Transportation Analysis (LTA) evaluated intersection operations, traffic accident data, and physical roadway conditions in accordance with the City's Transportation Analysis Guidelines. The Project would construct roadway and intersection improvements identified in the LTA, where warranted, consistent with this policy.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, and Section 4.15, *Transportation*, the Project's internal circulation plan has been coordinated with the City's roadway network and reviewed and preliminarily approved by the City, with intersections and roadways designed to comply with applicable City standards, consistent with this policy.
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.	**Consistent.** As discussed in Section 4.15, *Transportation*, the Project's Local Transportation Analysis evaluated intersection and roadway operations using the City's adopted performance criteria; where warranted, the Project would implement roadway improvements identified in the LTA to maintain acceptable levels of service. The LTA outlined a list of improvements that would address the potential impacted roadway operating conditions under the proposed Project.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project's internal residential street network incorporates traffic-reducing design features, landscaped parkways, sidewalks, and bicycle and pedestrian connectivity consistent with "healthy streets" design principles.

Policy	Compliance with Policy
Policy C 2.2.8: Local street patterns should be designed to create logical and understandable travel paths for users and to 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.	**Consistent.** 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 public and private roadways and pedestrian and bicycle pathways. The Specific Plan's circulation network described below is conceptually shown on Exhibit 3-2, Mobility Plan. Pedestrian pathways are shown on Exhibit 3-3, Pedestrian Pathways. As discussed in Section 3.0, *Project Description*, the Project's internal street layout has been designed to provide logical, understandable travel paths that connect Project planning areas while discouraging cut-through traffic, and does not include cul-de-sacs exceeding 600 feet or "dog-leg" configurations.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, any private streets within the Project's multi-family residential component would be constructed to standards consistent with public rights-of-way, subject to City approval.
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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project's internal street network has been designed in consideration of the site's terrain while avoiding excessively circuitous routes, minimizing unnecessary vehicle, bicycle, and pedestrian travel distances.
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.	**Consistent.** The Specific Plan's conceptual planting plan, on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses on 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
Objective C 2.4: Allow trucks to utilize only major and secondary highways as through routes, to minimize impacts of truck traffic on surface streets and residential neighborhoods.	**Partially Consistent.** As discussed in Section 3.0, *Project Description*, the proposed Project's Mobility Plan is planned around the future extension of Via Princessa, that the City of Santa Clarita has already officially approved and designated as a major east-west route. It will bisect the Project site area and provide an access route directly through the site. Primary vehicular access to and from PA-2 within the site will be available via 'A' and 'B' Streets off the Via Princessa extension from Golden Valley Road, an existing highway directly west of the Project area designated as a "Major" Highway. Although the Project cannot prohibit trucks from utilizing the local streets, the buildout of Via Princessa extension will provide a pathway for trucks to connect to the regional highway network, minimizing truck traffic on local residential streets.

Policy	Compliance with Policy
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.	**Consistent.** As discussed in Section 4.2, *Air Quality*, the Project would comply with all applicable setbacks. Additionally, the Project's Health Risk Assessment concluded that the Project would not expose sensitive receptors to substantial pollutant concentrations from roadway or truck traffic. This impact would be less than significant.
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, except as otherwise approved for small subdivisions where physical constraints preclude a second access point.	**Consistent.** As discussed in Section 3.0, *Project Description*, and Section 4.8, *Hazards and Hazardous Materials*, the Project's provides at least two points of ingress and egress for the residential and business park planning areas, and the Project's Wildfire Evacuation Plan identifies evacuation routes and procedures to support emergency response and evacuation, consistent with this policy.
Policy C 2.5.3: Require provision of visible street name signs and addresses on all development to aid in emergency response. **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.	**Consistent.** As discussed in Section 3.0, *Project Description*, the signage regulations as included in the Specific Plan govern the design and maintenance of all signage within the Project site. 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 site. 1. 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. All signage within the Project area shall conform to the requirements of the UDC provisions regulating signage on private property (SCMC Chapter 17.51, SCMC Section 17.51.080).
Objective C 2.6: Ensure that funding and phasing of new transportation improvements is coordinated with growth.	
Policy C 2.6.1: Require that new development construct transportation improvements or provide its fair share of the cost of transportation such improvements, and ensure that required improvements or in-lieu contributions are in place to support the development prior to occupancy.	**Consistent.** As discussed in Section 4.15, *Transportation*, and Section 3.0, *Project Description*, the Project would construct the roadway and intersection improvements identified in the Local Transportation Analysis and/or pay applicable traffic impact fees for its fair share of area-wide transportation improvements, which would be secured prior to occupancy consistent with this policy.

Policy	Compliance with Policy
Objective C 2.7: Pursue the safety, efficiency and tranquility of existing and future residential streets by properly planning for local, collector and arterial roadways and limiting residential driveway access onto collector or arterial roadways.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project's internal street hierarchy and residential access design, described above, are intended to promote safety and limit residential driveway access onto collector and arterial roadways, consistent with this objective.
Policy C.2.7.1: To the extent feasible, plan residential subdivisions with sufficient arterial and non-loaded collector streets so that projected traffic volumes on local residential streets with unrestricted driveway access remains below 2000 ADT.	**Consistent**. As discussed in Section 4.15, *Transportation*, the Project's residential planning area (PA-1) is planned with direct access to 'A' Street and Via Princessa, an arterial roadway, minimizing the potential for residential local street traffic volumes to exceed 2,000 ADT.
Policy C.2.7.2: Discourage direct driveway access onto collector streets within single family residential subdivisions. Limit driveway access from multi-family residential and commercial development onto collector streets to the extent possible.	**Consistent**. The Project's residential planning area has been designed to minimize direct driveway access onto collector streets to the extent possible.
Policy C.2.7.3: Where feasible, design new residential subdivisions with more than 200 residential units with direct access to an existing arterial roadway or an existing non-loaded collector street. Discourage new large residential subdivisions from having primary access through local neighborhood streets.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Project's residential component, which has over 200 residential units, is designed with direct access to Via Princessa and 'A' Street, both of which function as arterial or collector roadways, rather than relying on local neighborhood streets for primary access.
Goal C 3: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.	
Objective C 3.1: Promote the use of travel demand management strategies to reduce vehicle trips.	
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.	**Consistent**. As discussed in Section 4.15, *Transportation*, the Project incorporates trip reduction measures, including increased residential density, a mix of on-site residential and employment-generating uses, bicycle facilities, an on-site pedestrian network, and encouragement of remote work and telecommuting. The Project would also implement MM TRA-1, which requires a ridesharing program for the employment portion of the Project, and MM TRA-2, which requires commute trip reduction marketing for the employment portion of the Project. These measures would support the use of carpools, vanpools, transit, bicycling, walking, flexible work schedules, and telecommuting; reduce reliance on single-occupancy vehicle trips; and help reduce congestion and vehicle emissions.
Policy C 3.1.2: Promote home-based businesses and live-work units as a means of reducing home-to-work trips.	
Policy C 3.1.3: Promote the use of flexible work schedules and telecommuting to reduce home to work trips.	
Policy C 3.1.4: Promote the use of employee incentives to encourage alternative travel modes to work.	
Policy C 3.1.5: Promote the use of van pools, car pools, and shuttles to encourage trip reduction.	
Policy C 3.1.6: Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work.	

Policy	Compliance with Policy
Objective C 3.2: Encourage reduction in airborne emissions from vehicles through use of clean vehicles and transportation system management.	
Policy C 3.2.4: The City/County will encourage new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.	**Consistent**. As discussed in Section 4.2, *Air Quality*, the Project would provide on-site electric vehicle (EV) charging stations, supporting and promoting the use of electric vehicles. PDF-2 states the minimum number of automobile EV charging stations required by the California Code of Regulations Title 24 shall be provided prior to issuance of a Certificate of Occupancy. In addition, all buildings shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional automobile EV charging stations in the future. Electrical infrastructure shall be provided such that EV charging stations can be installed on 20% of the Project's total automobile parking spaces.
Objective C 3.3: Make more efficient use of parking and maximize economic use of land, while decreasing impervious surfaces in urban areas, through parking management strategies.	
Policy C 3.3.1: Evaluate parking standards and reduce requirements where appropriate, based on data showing that requirements are in excess of demand.	**Consistent.** The Specific Plan parking plan consists of private residential and guest parking and parking for business park uses. Parking in PA-1 will be reserved for residents and their guests. Parking spaces will be provided to accommodate the parking ratios in the Parking Demand Analysis. Parking areas in PA-2 (parking for the business park uses) will conform to the requirements of SCMC provisions for allowed use types on private property (SCMC, Chapter 17, Division 5, Use Classifications and Required Parking) consistent with the Specific Plan requirements (refer to Section 4.8, Parking Regulations).
Policy C 3.3.2: In pedestrian-oriented, high density mixed use districts, provide for common parking facilities to serve the district, where appropriate.	
Policy C 3.3.3: Promote shared use of parking facilities between businesses with complementary uses and hours, where feasible.	
Policy C 3.3.5: Encourage convenient short-term parking in high-activity areas, and all day parking at the periphery of the development areas.	

Policy	Compliance with Policy
Policy C 3.3.6: In the development review process, prioritize direct pedestrian access between building entrances, sidewalks and transit stops, by placing parking behind buildings where possible, to the sides of buildings when necessary, and always away from street intersections.	**Consistent**. As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways. Moreover, the Santa Clarita Metrolink Station off Soledad Canyon Road, approximately 2 miles west of the Project site, provides users an option of reducing automobile trips and riding the commuter rail line. In addition, the new Vista Canyon Metrolink Station, which opened in 2023, is located approximately 3.5 miles east of the Project site. The Antelope Valley Line, which stops at the Santa Clarita and Vista Canyon Stations, serves the region by connecting Union Station in Downtown Los Angeles to Lancaster in the Northern Los Angeles County area. The City is also presently 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 and the San Fernando Valley. The LADOT also provides commuter service with stops in the Santa Clarita Valley.
Goal C 5: Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley.	**Consistent.** The City is presently 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, and the San Fernando Valley. The Los Angeles Department of Transportation (LADOT) also provides commuter service with stops in the 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.	**Consistent**. As discussed in Section 3.0, *Project Description*, and Section 4.8, *Hazards and Hazardous Materials*, the Project's residential and business park planning areas are each designed with at least two points of ingress and egress, providing for transit access and emergency response consistent with this policy.
Policy C 5.1.3: Consider the operational characteristics of buses when determining acceptable street designs, including grades and turning radii.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Project's internal street design has been developed in consultation with the City's roadway design standards, which account for the operational characteristics of transit and emergency vehicles, including appropriate grades and turning radii, consistent with this policy.
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.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Project's residential planning area is located along Via Princessa, within one-quarter mile of potential future transit stops, and the Project's street improvement plans would accommodate paved bus waiting areas where appropriate and feasible, consistent with this policy.

Policy	Compliance with Policy
Policy C 5.2.4: Enhance way-finding signage along walkways and paseos to direct pedestrians to transit stops.	**Consistent.** As discussed in Section 3.0, *Project Description*, the signage regulations as included in the Specific Plan govern the design and maintenance of all signage within the Project site. 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 site. 1. 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. All signage within the Project area shall conform to the requirements of the UDC provisions regulating signage on private property (SCMC Chapter 17.51, SCMC Section 17.51.080).
Objective C 5.3: Explore opportunities to improve and expand bus transit service.	
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.	Consistent. As discussed in Section 4.15, *Transportation*, the Project's residential and business park uses would generate activity levels supportive of continued fixed-route transit service along Via Princessa, and the Project's mix of residential and business park uses concentrates development along this arterial roadway in a manner that supports transit service efficiency and ridership, consistent with these policies.
Policy C 5.3.2: Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.	
Goal C 6: A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use and utilitarian travel, connecting communities and the region.	
Objective C 6.1: Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make bicycling an attractive and feasible mode of transportation.	
Policy C 6.1.1: For recreational riders, continue to develop Class I bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project's Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of public and private roadways and pedestrian and bicycle pathways.

<table>
<tr><th>Policy</th><th>Compliance with Policy</th></tr>
<tr><td>Policy C 6.1.2: For long-distance riders and those who bicycle to work or services, provide striped Class II bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.</td><td rowspan="3">Consistent. As discussed in Section 3.0, Project Description, the Project's Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of public and private roadways and pedestrian and bicycle pathways.

Further, as discussed in Section 3.0, Project Description, the signage regulations as included in the Specific Plan govern the design and maintenance of all signage within the Project site. 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 site.
1. 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.
All signage within the Project area shall conform to the requirements of the UDC provisions regulating signage on private property (SCMC Chapter 17.51, SCMC Section 17.51.080).</td></tr>
<tr><td>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.</td></tr>
<tr><td>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.</td></tr>
<tr><td colspan="2">Objective C 6.2: Encourage provision of equipment and facilities to support the use of bicycles as an alternative means of travel.</td></tr>
<tr><td>Policy C 6.2.1: Require bicycle parking, which can include bicycle lockers and sheltered areas at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.</td><td rowspan="2">Consistent. As discussed in Section 3.0, Project Description, the Project would provide an appropriate amount of bicycle parking spaces in accordance with the California Green Building Standards Code (as adopted by the SCMC) and located consistent with the SCMC Section 17.51.060.I (On-Site Bicycle Parking Requirement) to promote the inclusion of services for bicycle commuters.</td></tr>
<tr><td>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.</td></tr>
</table>

Policy	Compliance with Policy
Goal C 7: Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.	
Objective C 7.1: A continuous, integrated system of safe and attractive pedestrian walkways, paseos and trails linking residents to parks, open space, schools, services, and transit.	
Policy C 7.1.1: In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.	**Consistent**. Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), entry door lights, interior lighting visible through windows, and vehicle headlights from vehicles coming to and from the Project site. However, pole lighting would be oriented down and away from adjacent properties; small light bollards mainly installed around walkways would also be facing down toward the path and away from adjacent properties; and accent lighting installed for signage, trees, and building features would be pointed down and away from the adjacent properties consistent with the Specific Plan and City requirements.
Policy C 7.1.2: For existing walled subdivisions, extend pedestrian access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements where feasible.	**Consistent**. As discussed in Section 3.0, *Project Description*, 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 public and private roadways and pedestrian and bicycle pathways.
Policy C 7.1.4: Identify and develop an improvement program to connect existing walkways and paseos to transit and services, where needed and appropriate.	
Policy C 7.1.5: In new commercial development, provide for direct, clearly delineated, and preferably landscaped pedestrian walkways from transit stops and parking areas to building entries, and avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.	
Policy C 7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.	
Policy C 7.1.7: Utilize pedestrian-oriented scale and design features in areas intended for pedestrian use.	
Policy C 7.1.9: 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.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Project's internal street design incorporates traffic-calming features such as landscaping, striping, and pedestrian crossing treatments to promote pedestrian-oriented street design, consistent with this policy.

Policy	Compliance with Policy
Noise Element	
Goal N 1: A healthy and safe noise environment for Santa Clarita Valley residents, employees, and visitors.	
Objective N 1.1: Protect the health and safety of the residents of the Santa Clarita Valley by the elimination, mitigation, and prevention of significant existing and future noise levels.	
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.	**Consistent**. As discussed in Section 4.11, Noise, the Project's Noise and Vibration Technical Report evaluated the compatibility of the Project's proposed residential land use with the projected noise environment using the City's Noise and Land Use Compatibility Guidelines, and this analysis was incorporated into the Project's environmental and land use planning review. The Project would incorporate MM NOI-1 through NOI-3 to ensure all noise and vibration impacts would result in less-than-significant impacts.
Policy N 1.1.3: Include consideration of potential noise impacts in land use planning and development review decisions.	
Policy N 1.1.4: Control noise sources adjacent to residential, recreational, and community facilities, and those land uses classified as noise sensitive.	
Goal N 2: Protect residents and sensitive receptors from traffic-generated noise.	
Objective N 2.1: Prevent and mitigate adverse effects of noise generated from traffic on arterial streets and highways through implementing noise reduction standards and programs.	
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.	**Consistent**. As discussed in Section 4.11, Noise, the Project would incorporate MM NOI-1, which requires the installation a 10-foot-tall temporary noise barrier along the perimeter of the construction site that abuts Sensitive Receptors 1, 2 and 5, respectively to protect them from significant noise levels.
Policy N 2.1.2: Encourage the use of noise absorbing barriers, where appropriate.	
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.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Project's internal circulation system is designed with a hierarchy of streets that direct through-traffic to Via Princessa and 'A' Street, both of which connect to the regional roadway network, thereby reducing through-traffic within the residential planning area.
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.	**Consistent**. As discussed in Section 4.15, *Transportation*, the Project incorporates trip reduction measures, including increased residential density, a mix of on-site residential and employment-generating uses, bicycle facilities, an on-site pedestrian network, and encouragement of remote work and telecommuting. The Project would also implement MM TRA-1, which requires a ridesharing program for the employment portion of the Project, and MM TRA-2, which requires commute trip reduction marketing for the employment portion of the Project. These measures would assist in reduction of vehicle trip-generated noise within the Project vicinity.

Policy	Compliance with Policy
Goal N 3: Protect residential neighborhoods from excessive noise.	
Objective N 3.1: Prevent and mitigate significant 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.	**Consistent**. As discussed in Section 4.11, Noise, the Project's Noise and Vibration Technical Report identifies areas of the Project site where exterior and/or interior noise levels are projected to exceed the City's 60/45 CNEL and 65 CNEL thresholds due to roadway traffic. As such, the Project would incorporate MM NOI-1 through MM NOI-3 to ensure impacts to noise and vibration would be less than significant and would reduce interior noise levels to 45 CNEL and outdoor use area noise levels to 65 CNEL or less. The Project's residential uses would also be subject to the City's Noise Ordinance and construction noise regulations, which govern noise from machinery, activities, and construction. The Project does not propose private schools, childcare centers, or senior housing; any such uses developed within the Specific Plan area would be evaluated for compliance with applicable interior noise standards at the time of individual project review. The Project's residential planning area is not located within 150 feet of the centerline of Interstate 5, and the Project's parks, recreational facilities, and open space have been sited and designed to minimize noise impacts on residential neighborhoods, consistent with these policies.
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 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.	
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.	
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.	
Policy N 3.1.6: Ensure that new residential buildings shall not be 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.	

Policy	Compliance with Policy
Goal N 4: Protection of sensitive uses from commercial and industrial noise generators.	
Objective N 4.1: Prevent, mitigate, and minimize noise spillover from commercial and industrial uses into adjacent residential neighborhoods and other noise sensitive uses.	
Policy N 4.1.1: Implement and enforce the applicable Noise Ordinance to control noise from commercial and industrial sources that may adversely impact adjacent residential neighborhoods and other sensitive uses.	**Consistent**. As discussed in Section 4.11, Noise, the Project's business park and commercial uses would be subject to the City's Noise Ordinance, which regulates permissible noise levels from commercial and industrial sources, and the Project's site plan provides for separation and, where appropriate, landscaped buffers between the business park (PA-2) and residential (PA-1) planning areas to reduce noise impacts on residential uses.
Policy N 4.1.2: Require appropriate noise buffering between commercial or industrial uses and residential neighborhoods and other sensitive uses.	
Conservation and Open Space Element	
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.	
Objective CO 1.1: Protect the capacity of the natural "green" infrastructure to absorb and break down pollutants, cleanse air and water, and prevent flood and storm damage.	
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.	**Consistent**. As discussed throughout Section 4.0, Impact Analysis, of this EIR, the Project's environmental analysis considered the interrelationships among energy demand (Section 4.5, *Energy*), water demand (Section 4.17, *Utilities and Service Systems*), air and water quality (Sections 4.2, *Air Quality*, and 4.9, *Hydrology and Water Quality*), and waste management (Section 4.17, *Utilities and Service Systems*). As discussed in Section 4.3, *Biological Resources*, and Section 4.9, *Hydrology and Water Quality*, the Project's design incorporates measures intended to minimize impacts to the Santa Clara River watershed and on-site aquatic resources and to preserve natural ecosystem functions to the extent feasible while accommodating the proposed development, consistent with these policies. The Project incorporates all relevant mitigation measures to ensure that all environmental impacts would result in less than significant.
Policy CO 1.1.2: In making land use decisions, consider the impacts of human activity within watersheds and ecosystems, to maintain the functional viability of these systems.	
Policy CO 1.1.3: In making land use decisions, encourage development proposals that preserve natural ecosystem functions and enhance the health of the surrounding community.	
Objective CO 1.3: Conserve and make more efficient use of non-renewable resource systems, such as fossil fuels, minerals, and materials.	
Policy CO 1.3.2: Promote reducing, reusing, and recycling in all Land Use designations and cycles of development.	**Consistent.** Project OBJ-7 is to 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.
Policy CO 1.3.4: Promote and encourage cogeneration projects for commercial and industrial facilities, provided they meet all applicable environmental quality standards including those related to air and noise and provide a net reduction in greenhouse gas (GHG) emissions associated with energy production.	**No Conflict**. The Project does not propose cogeneration facilities; however, nothing in the Specific Plan or Project design would preclude future cogeneration projects for commercial and industrial facilities that meet applicable environmental quality standards, and the Project would not conflict with this policy.

Policy	Compliance with Policy
Objective CO 1.5: Manage urban development and human-built systems to minimize harm to ecosystems, watersheds, and other natural systems, such as urban runoff treatment trains that infiltrate, treat and remove direct connections to impervious areas.	
Policy CO 1.5.1: Promote the use of environmentally-responsible building design and efficiency standards in new development, and provide examples of these standards in public facilities.	**Consistent**. As discussed in Section 4.5, *Energy*, and Section 4.2, *Air Quality*, the Project would be designed and constructed in compliance with Title 24 Building Energy Efficiency Standards and the CALGreen Code, which promote environmentally responsible building design and efficiency.
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:	**Consistent**. As discussed in Section 4.5, *Energy*, the Project's buildings would be designed and constructed in compliance with Title 24 Building Energy Efficiency Standards and the CALGreen Code, and the Project's energy analysis considered the long-term energy demand of the Project's buildings over their operational life. Compliance with applicable mitigation measures and conditions of approval identified in this EIR would be monitored through the City's standard development review and building permit processes.
a. Through the environmental review and development review processes, consider the impacts of new development on renewable systems through various phases including construction, use and operation, potential reuse, cessation of use, demolition, and reuse or restoration of the development site.	
b. Ensure that mitigation measures and conditions of approval intended to protect natural systems are adequately funded and monitored for the required timeframe.	
Policy CO 1.5.6: Through the development review process, consider the impacts of development on the entire watershed of the Santa Clara River and its tributaries, including hydromodification.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the Project would be designed to comply with applicable stormwater quality, drainage, and hydromodification requirements, including implementation of low-impact development (LID) features, site design BMPs, source-control BMPs, and treatment-control BMPs to manage runoff from the Project site. The Project's drainage and stormwater management program would retain, treat, and/or convey runoff in accordance with applicable City, County, and regional permit requirements, thereby considering potential effects on the Santa Clara River watershed and its tributaries, including hydromodification. In addition, the Project incorporates principles of environmental sustainability at multiple scales through a compact mixed-use development pattern, pedestrian and bicycle facilities, on-site open space and landscaping, drought-tolerant plantings, stormwater management features, and energy- and water-efficiency measures required by Title 24, CALGreen, and the Specific Plan. As discussed in Section 4.15, *Transportation*, the Project would also reduce vehicle trips through increased residential density, a mix of on-site residential and employment-generating uses, bicycle facilities, an on-site pedestrian network, and transportation demand management measures for the employment component.
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.	

Policy	Compliance with Policy
Objective CO 1.6: To the extent feasible, minimize long-term effects of development on natural systems and adjust development strategies as needed to promote sustainability.	
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.	
Objective CO 2.1: Control soil erosion, waterway sedimentation, and airborne dust generation, and maintain the fertility of topsoil.	
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.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the Project would be required to prepare and implement a Stormwater Pollution Prevention Plan incorporating erosion and sediment control best management practices for all grading activities, in accordance with the Construction General Permit. The Project would also promote conservation of topsoil and soil enhancement where feasible.
Policy CO 2.1.2: Promote conservation of topsoil on development sites by stockpiling for later reuse, where feasible.	
Policy CO 2.1.3: Promote soil enhancement and waste reduction through composting, where appropriate.	
Objective CO 2.2: Preserve the Santa Clarita Valley's prominent ridgelines and limit hillside development to protect the valuable aesthetic and visual qualities intrinsic to the Santa Clarita Valley landscape.	
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.	**Consistent**. As discussed in Section 4.1, *Aesthetics*, the Project site would alter the existing conditions of the site through removal of the hilly, naturally vegetated terrain to provide residential and business park uses. However, within the context of the surrounding area, which is developed with urban uses, the proposed Project would be compatible in terms of massing, scale, height, and color with the existing development, and it does not significantly block any views of the surrounding mountains or ridgelines as discussed above. Additionally, the Project's grading plan has been designed in consideration of the site's existing topography to the extent feasible given the need to accommodate the Project's proposed residential and business park land uses. The Project's would comply with the City's ridgeline preservation standards pertaining to setbacks from the designated ridgeline, and the Project's approximately 60 acres of on-site open space have been sited, in part, to preserve significant topographic features, including the site's ridgeline and drainage courses. The Project would comply with Los Angeles County Fire Code fuel modification requirements and slope stability recommendations from the Project's geotechnical studies, As discussed in Section 4.9, *Hydrology and Water Quality*, the Project would implement erosion control best management practices during construction pursuant to its Stormwater Pollution Prevention Plan, and post-construction erosion control
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 and slope stability requirements.	
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 appropriate by the reviewing authority based on site conditions, to maintain the Santa Clarita Valley's distinctive community character and preserve the scenic setting.	
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.	
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.	

Policy	Compliance with Policy
Policy CO 2.2.6: Encourage building and grading 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.	measures (e.g., revegetation, drainage improvements) would be incorporated into the Project's hillside areas.
Objective CO 2.3: Conserve areas with significant mineral resources and provide for extraction and processing of such resources in accordance with applicable laws and land use policies.	
Goal CO 3: Conservation of biological resources and ecosystems, including sensitive habitats and species.	
Objective CO 3.1: In review of development plans and projects, encourage conservation of existing natural areas and restoration of damaged natural vegetation to provide for habitat and biodiversity.	
Policy CO 3.1.2: 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 an adequate buffer area as deemed appropriate through site specific review.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, the Project site supports wetlands and other aquatic resources, riparian habitat, and habitat for special-status species. As such, the Project would incorporate MM BIO-1 through MM BIO-9, including pre-construction surveys and species-specific avoidance and relocation measures, to reduce potential impacts to a less-than-significant level.
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).	
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.	
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.	**Consistent.** The Specific Plan's conceptual planting plan, provided on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces.
Policy CO 3.1.6: On development sites, preserve and enhance natural site elements including existing water bodies, soil conditions, ecosystems, trees, vegetation and habitat, to the extent feasible.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, the Project's site design was developed in consideration of on-site natural features, including drainage courses, oak trees, and native vegetation communities, to the extent feasible given the site's proposed land uses. Where preservation is infeasible, the Project would incorporate MM BIO-1 through MM BIO-9, including pre-construction surveys and species-specific avoidance and relocation measures, to reduce potential impacts to a less-than-significant level.
Policy CO 3.1.7: Limit the use of turf-grass on development sites and promote the use of native or adapted plantings to promote biodiversity and natural habitat.	**Consistent**. The Specific Plan's Conceptual Landscape Plan emphasizes the use of native and drought-tolerant plant species and limits the use of turf, and requires tree planting within parking lots and along

Policy	Compliance with Policy
Policy CO 3.1.8: On development sites, require tree planting to provide habitat and shade to reduce the heat island effect caused by pavement and buildings.	streetscapes to provide shade and reduce the heat island effect. As discussed in Section 4.3, *Biological Resources*, mitigation measure MM BIO-2 requires pre-construction nesting bird surveys and exclusion buffers, and construction best management practices would be implemented to protect designated habitat and trees from construction impacts where applicable. The Project's landscape and hardscape design would incorporate pervious paving materials in pedestrian areas where feasible.
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.	
Policy CO 3.1.10: To the extent feasible, encourage the use of open space to promote biodiversity.	
Policy CO 3.1.11: Promote use of pervious materials or porous concrete on sidewalks to allow for planted area infiltration, allow oxygen to reach tree roots (preventing sidewalk lift-up from roots seeking oxygen), and mitigate tree-sidewalk conflicts, in order to maintain a healthy mature urban forest.	
Objective CO 3.2: Identify and protect areas which have exceptional biological resource value due to a specific type of vegetation, habitat, ecosystem, or location.	
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.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, the Project site supports state and federally protected waters on-site which would be temporarily and permanently impacted by Project development. The Project applicant would obtain permits from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and CDFW, and implement off-site compensatory mitigation pursuant to MM BIO-9, achieving no net loss of wetland function. With implementation of MM BIO-9, this impact would be reduced to a less-than-significant level, consistent with this policy.
Policy CO 3.2.2: Ensure that development is located and designed to protect oak, and other significant indigenous woodlands.	**Consistent.** As discussed in Section 3.0, *Project Description*, an Oak Tree Permit (OTP) is required prior to the removal, pruning, cutting and/or encroachment into the protected zone of oak trees within the Project site. To accommodate the proposed development, the OTP allows for on-site removal of five coast live oak trees (*Quercus agrifolia*), in fair to failing condition, none of which is classified as “Heritage.”
Policy CO 3.2.3: Ensure protection of any endangered or threatened species or habitat, in conformance with State and federal laws.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, the Project site supports habitat for several special-status species, including slender mariposa lily,

Policy	Compliance with Policy
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.	coastal California gnatcatcher, and Crotch's bumble bee, among others. Implementation of mitigation measures MM BIO-1 through MM BIO-9—including protocol-level surveys, restoration planning, and species-specific avoidance, capture, and relocation measures—would ensure protection of these species in conformance with State and federal law. No Los Angeles County-designated Significant Ecological Areas are located within or adjacent to the Project site; therefore, the SEA-specific portion of this policy does not apply to the Project. With implementation of MM BIO-1 through MM BIO-9, impacts would be reduced to a less-than-significant level.
Objective CO 3.3: Protect significant wildlife corridors from encroachment by development that would hinder or obstruct wildlife movement.	
Policy CO 3.3.5: Encourage connection of natural open space areas in site design, to allow for wildlife movement.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, the Project's approximately 60 acres of open space were sited, to the extent feasible, to connect with adjacent natural areas; however, the Biological Resources Assessment concludes that existing surrounding urban development, a high school, and Golden Valley Road already restrict wildlife movement into and out of the site independent of the Project. The Project's open space design does not further impede wildlife movement beyond existing conditions.
Objective CO 3.4: Ensure that development in the Santa Clarita Valley does not adversely impact habitat within the adjacent National Forest lands.	
Objective CO 3.5: Maintain, enhance, and manage the urban forest throughout developed portions of the Santa Clarita Valley to provide habitat, reduce energy consumption, and create a more livable environment.	
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.	**Consistent.** The Specific Plan's conceptual planting plan, provided on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces.
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.	

Policy	Compliance with Policy
Policy CO 3.5.3: Pursuant to the requirements of the zoning ordinance, protect heritage oak trees that, due to their size and condition, are deemed to have exceptional value to the community.	**Consistent.** As discussed in Section 3.0, *Project Description*, an Oak Tree Permit (OTP) is required prior to the removal, pruning, cutting and/or encroachment into the protected zone of oak trees within the Project site. To accommodate the proposed development, the OTP allows for on-site removal of five coast live oak trees (*Quercus agrifolia*), in fair to failing condition, none of which is classified as "Heritage."
Objective CO 3.6: Minimize impacts of human activity and the built environment on natural plant and wildlife communities.	
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.	**Consistent**. Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), entry door lights, interior lighting visible through windows, and vehicle headlights from vehicles coming to and from the Project site. However, pole lighting would be oriented down and away from adjacent properties; small light bollards mainly installed around walkways would also be facing down toward the path and away from adjacent properties; and accent lighting installed for signage, trees, and building features would be pointed down and away from the adjacent properties consistent with the Specific Plan and City requirements.
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).	**Consistent**. As discussed in Section 3.0, *Project Description*, Project would be consistent with LACoFD fuel modification requirements, including planting of native, fire-resistant plant species.
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.	
Objective CO 4.1: Promote water conservation as a critical component of ensuring adequate water supply for Santa Clarita Valley residents and businesses.	
Policy CO 4.1.3: Require low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turf-grass.	**Consistent.** The Specific Plan's conceptual planting plan, provided on Exhibits 3-16a through 3-16c, *Conceptual Planting Plan*, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces.
Policy CO 4.1.5: Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new non-residential development and residential development of five or more dwelling units.	**Consistent.** As discussed in Section 4.17, *Utilities and Service Systems*, A Water Supply Assessment (WSA), dated September 3, 2024, was prepared for the Project by SCVWA in accordance with applicable sections of the California Public Resources Code (PRC) and

Policy	Compliance with Policy
Policy CO 4.1.7: Apply water conservation policies to all pending 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.	California Water Code (SCVWA 2024). The WSA is included as Appendix X to this Draft EIR. According to the WSA, the Project's total estimated water demand at build-out using the methodology from the 2020 UWMP is approximately 423 AFY in an average/normal year. In addition, the total estimated Project demand is calculated to be 448 AFY in a single dry year and 431 AFY in multiple-dry years. The demand associated with the proposed Project was included in SCVWA's 2020 UWMP. As discussed under Threshold 4.17-2, the Project's WSA determined that the SCVWA would have sufficient water supply available to serve the Project and other existing and reasonably foreseeable future development during normal, single-dry and multiple dry years. Additionally, the would be required to comply with CALGreen Code and California Plumbing Code low-flow and water-efficiency requirements, including low-flow and/or waterless plumbing fixtures and appliances, and the Project's landscape irrigation infrastructure.
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.	
Policy CO 4.2.6: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	
Objective CO 4.3: Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source.	
Policy CO 4.3.1: 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.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the Project's drainage design incorporates LID features, including bioretention areas, pervious paving where feasible, and preservation of natural drainage patterns to the extent practicable, to promote on-site stormwater infiltration. As discussed in Section 3.0, *Project Description*, the Specific Plan's Conceptual Landscape Plan requires shade trees within parking lots and along streetscapes to help reduce heat island effects, and the Project's site design and Oak Tree Permit process were developed to minimize removal of protected oak trees where feasible, supporting the enhancement of habitat and biodiversity.
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.	
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.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Specific Plan's Conceptual Landscape Plan minimizes the use of turf and mounded lawn areas draining onto hardscape, favoring drought-tolerant landscape designs that retain runoff and promote 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.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the Project's stormwater management program incorporates LID BMPs designed to capture and treat runoff at the source prior to discharge, reducing pollutant loading to the Santa Clara River and its tributaries.

Policy	Compliance with Policy
Objective CO 4.4: Promote measures to enhance water quality by addressing sources of water pollution.	
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.	**No Conflict**. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project site is not part of the Whittaker-Bermite property; however, the Project would comply with all applicable federal, State, and local regulations governing the use, storage, and disposal of hazardous materials to prevent groundwater contamination. As discussed in Section 3.0, *Project Description*, the Specific Plan's Design Guidelines encourage integrated pest management practices and limit the use of chemical fertilizers, herbicides, and pesticides in landscaped areas, consistent with these policies.
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.	
Policy CO 4.4.4: Promote the extension of sanitary sewers for all urban uses and densities, to protect groundwater quality, where feasible.	**Consistent.** As discussed in Section 3.0, *Project Description*, The Project site requires wastewater infrastructure to serve the site. The existing downstream sewer system, consisting of approximately 5,290 linear feet of gravity sewer pipe ranging in size from 10 to 18 inches west of the Project site, is of adequate size and capacity to meet the proposed flow from the site. The Santa Clarita Valley Sanitation District (SCVSD) will treat the wastewater generated within the Project site. The sewer system consists of a network of sewer mainlines that are within the planned roadways, including a 10-inch sewer line in 'A' Street, an 8-inch sewer line in 'B' Street, and a sewer line in 'B' Drive. Future sewer mainlines will collect the sewage from laterals located on individual lots and outlet into the proposed sewer mains in 'A' Street, 'B' Street, and 'B' Drive. Near the northwest corner of the Project site, the City will collect all sewage from the site into its existing manhole/10-inch-diameter sewer line located in Hope Canyon Road, approximately 1,300 feet south of the Golden Valley Road and Centre Pointe Parkway intersection.
Goal CO 5: Protection of historical and culturally significant resources that contribute to community identity and a sense of history.	
Objective CO 5.1: Protect sites identified as having local, state, or national significance as a cultural or historical resource.	
Policy CO 5.1.1: For sites identified on the Cultural and Historical Resources Map (Exhibit CO-6), 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.	**Consistent**. As discussed in Section 4.4, *Cultural Resources*, and Section 4.16, *Tribal Cultural Resources*, impacts associated with cultural and tribal cultural resources would be less than significant with mitigation incorporated.

Policy	Compliance with Policy
Policy CO 5.1.2: Review any proposed alterations to cultural and historic sites identified in Table Co-1 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.	
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.	
Objective CO 5.3: Encourage conservation and preservation of Native American cultural places, including prehistoric, archaeological, cultural, spiritual, and ceremonial sites on both public and private lands, throughout all stages of the planning and development process.	
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.	**Consistent**. As discussed in Section 4.4, *Cultural Resources*, and Section 4.16, *Tribal Cultural Resources*, impacts associated with cultural and tribal cultural resources would be less than significant with mitigation incorporated. Tribal consultation has occurred in accordance with applicable State guidelines, as described in Section 4.16, *Tribal Cultural Resources*.
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 American tribes on the contact list maintained by the Native American Heritage Commission that have traditional lands within the City's jurisdiction, and consider the input received prior to a discretionary 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.	**Consistent**. As discussed in Section 4.4, *Cultural Resources*, and Section 4.16, *Tribal Cultural Resources*, impacts associated with cultural and tribal cultural resources would be less than significant with mitigation incorporated.
Policy CO 8.2.5: Support installation of photovoltaic and other renewable energy equipment on public facilities, in concert with significant energy conservation efforts.	**Consistent**. The Project does not include public facilities; however, as discussed in Section 4.5, *Energy*, and Section 3.0, *Project Description*, the Project's buildings are designed with photovoltaic-ready roof infrastructure, and the Specific Plan's Design Guidelines encourage solar or energy-efficient lighting along the Project's paseos, trails, and parks,
Policy CO 8.2.6: Promote use of solar lighting in parks and along paseos and trails, where practical.	

Policy	Compliance with Policy
Policy CO 8.2.7: Support the use of sustainable alternative fuel vehicles for machinery and fleets, where practical, by evaluating fuel sources, manufacturing processes, maintenance costs and vehicle lifetime use.	sustainable alternative fuel vehicles for maintenance and fleet operations where practical, shade trees and light-colored reflective paving and roofing to reduce heat island effects, and energy-efficient street and parking lot lighting. As discussed in Section 4.15, *Transportation*, the Project incorporates trip reduction measures, including increased residential density, a mix of on-site residential and employment-generating uses, bicycle facilities, an on-site pedestrian network, and encouragement of remote work and telecommuting. The Project would also implement MM TRA-1, which requires a ridesharing program for the employment portion of the Project, and MM TRA-2, which requires commute trip reduction marketing for the employment portion of the Project. These measures would support the use of carpools, vanpools, transit, bicycling, walking, flexible work schedules, and telecommuting; reduce reliance on single-occupancy vehicle trips; and help reduce congestion and vehicle emissions.
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.	
Policy CO 8.2.10: Support installation of energy-efficient traffic control devices, street lights, and parking lot lights.	
Policy CO 8.2.12: Provide ongoing training to appropriate City employees on sustainable planning, building, and engineering practices.	
Policy CO 8.2.13: Support trip reduction strategies for employees as described in the Circulation Element.	
Policy CO 8.2.14: Reduce extensive heat gain from paved surfaces through development standards wherever feasible.	
Objective CO 8.3: Encourage the following green building and sustainable development practices on private development projects, to the extent reasonable and feasible.	
Policy CO 8.3.1: Evaluate site plans proposed for new development based on energy efficiency pursuant to LEED (Leadership in Energy and Environmental Design) standards for New Construction and Neighborhood Development, including the following: a) location efficiency; b) environmental preservation; c) compact, complete, and connected neighborhoods; and d) resource efficiency, including use of recycled materials and water.	**No Conflict.** The Project would be developed to meet or exceed the standards established in the Green Building Code. In addition, the Project would implement many of the LEED standards for new development. The Project includes PDF-1 through PDF-3, which demonstrate the Project's location efficiency (increased residential density, mix of uses, and jobs-housing balance), pedestrian and bike lane connectivity, and energy and water efficiency.
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.	**No Conflict.** The Project would be developed to meet or exceed the standards established in the Green Building Code. Furthermore, the Project would implement many of the LEED standards for new development, as shown in PDF-1 through PDF-3.
Policy CO 8.3.4: Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.	**Consistent.** As stated in Section 4.7, Greenhouse Gas Emissions, PDF-3 outlines that Project buildings shall include an electrical system and other infrastructure sufficiently sized to accommodate the potential installation photovoltaic arrays in the future up to 50% of the total roof area of the Project.
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.	**Consistent.** As stated in Section 4.7, Greenhouse Gas Emissions, PDF-3 outlines that Project buildings shall include an electrical system and other infrastructure sufficiently sized to accommodate the potential installation photovoltaic arrays in the future up to 50% of the total roof area of the Project.

Policy	Compliance with Policy
Policy CO 8.3.6: Require new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs, shade trees, and paving materials.	**Consistent.** As stated in Section 4.7, Greenhouse Gas Emissions, PDF-3 outlines that the Project shall be designed such that each industrial building features skylights that cover a minimum of 3% of the total roof area of the Project. In addition, the Project will be designed to optimize GHG reduction through building orientation, light-colored roofs and shade trees.
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.	**Consistent.** As stated in Section 4.7, Greenhouse Gas Emissions, PDF-3 outlines that the Project will ensure sufficient shade trees are provided so that at least 30% of the automobile parking areas will be shaded within 15 years after Project construction is complete (excluding the truck courts where trees cannot be planted due to interference with truck maneuvering).
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.	**Consistent.** As stated in Section 4.7, Greenhouse Gas Emissions, PDF-3 outlines that the Project building plans shall specify that all heating, cooling, lighting, and appliance fixtures installed be Energy Star-rated. Information on energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs shall be provided to future tenants of the Project.
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.	**Consistent**. Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), entry door lights, interior lighting visible through windows, and vehicle headlights from vehicles coming to and from the Project site. However, pole lighting would be oriented down and away from adjacent properties; small light bollards mainly installed around walkways would also be facing down toward the path and away from adjacent properties; and accent lighting installed for signage, trees, and building features would be pointed down and away from the adjacent properties consistent with the Specific Plan and City requirements.
Goal CO 8.4: Reduce energy consumption for processing raw materials by promoting recycling and materials recovery by all residents and businesses throughout the community.	
Policy CO 8.4.2: Adopt mandatory residential recycling programs for all residential units, including single-family and multi-family dwellings.	**Consistent.** Project Objective 7, as outlined in Section 3.0, *Project Description*, is to 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. The Project will include recycling bins and designated recycling locations for residential and industrial project
Policy CO 8.4.4: Promote commercial and industrial recycling, including recycling of construction and demolition debris.	

Policy	Compliance with Policy
Policy CO 8.4.5: Develop and implement standards for refuse and recycling receptacles and enclosures to accommodate recycling in all development.	components. While no demolition will be required, building construction debris will be recycled to the extent feasible.
Goal CO 9: Equitable distribution of park, recreational, and trail facilities to serve all areas and demographic needs of existing and future residents.	
Objective CO 9.1: Develop new parklands throughout the Santa Clarita Valley, with priority given to locations that are not now adequately served, and encompassing a diversity of park types and functions (including passive and active areas) in consideration of the recreational needs of residents to be served by each park, based on the following guidelines:	
Policy CO 9.1.2: A range of parkland types, sizes, and uses shall be provided to accommodate recreational and leisure activities.	**Consistent**. The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project site. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City's Sports Complex/Recreational Center.
Policy CO 9.1.3: Provide local and community parks within a reasonable distance of residential neighborhoods.	
Policy CO 9.1.8: Make available easily accessible park and recreation facilities throughout the Santa Clarita Valley.	
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.	
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.	
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.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Specific Plan's park and recreational facilities have been sited and designed in consideration of potential noise, lighting, and traffic impacts on adjacent development, incorporating buffers and design measures to minimize such impacts. The Specific Plan's Design Guidelines establish design standards for the Project's parks and recreational facilities addressing lighting, access, safety, and CPTED principles, consistent with these policies.
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.	
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.	**Consistent**. The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project site. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City's Sports Complex/Recreational Center.

Policy	Compliance with Policy
Objective CO 9.2: Recognize that trails are an important recreational asset that, when integrated with transportation systems, contribute to mobility throughout the Santa Clarita Valley.	
Policy CO 9.2.1: Plan for a continuous and unified multi-use (equestrian, bicycling and pedestrian/hiking) trail network for a variety of users, to be developed with common standards, in order to unify Santa Clarita Valley communities and connect with County, regional, State trails and Federal such as the Pacific Crest Trail.	**Consistent**. As discussed in Section 3.0, *Project Description*, the Project's Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of public and private roadways and pedestrian and bicycle pathways. The Specific Plan's multi-use trail network is designed to connect with existing and planned Santa Clarita Valley trail systems and to provide trail connections to local and regional trail systems adjacent to the Project site. The Project's trail alignment and design would avoid or minimize impacts to sensitive habitat and water quality to the extent feasible, and would incorporate applicable mitigation measures where trails are located near aquatic resources, consistent with these policies.
Policy CO 9.2.4: Ensure that new development projects provide trail connections to local and regional trail systems, where appropriate.	
Policy CO 9.2.8: Ensure that trails are designed to protect habitat, ecosystems, and water quality.	
Goal CO 10: Preservation of open space to meet the community's multiple objectives for resource preservation.	
Objective CO 10.1: Identify areas throughout the Santa Clarita Valley which should be preserved as open space in order to conserve significant resources for long-term community benefit.	
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.	**No Conflict**. The Specific Plan's Design Guidelines and homeowners'/property association governing documents would establish rules that may restrict off-road vehicle use, dumping, campfires, and other activities that could harm the Project's open space areas.
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.	**Consistent.** As discussed herein, the Project would be consistent with the General Plan Open Space element.
Objective CO 10.2: Ensure the inclusion of adequate open space within development projects.	
Policy CO 10.2.1: Encourage provision of vegetated open space on a development project's site, which may include shallow wetlands and ponds, drought tolerant landscaping, and pedestrian hardscape that includes vegetated areas.	**Consistent**. The Specific Plan includes extensive on- and off-site open space, and recreation opportunities, including approximately 60 acres of on-site open space within the Project site. The off-site improvements will include grading of approximately 30 acres of off-site undeveloped land and developing an approximately 30.1-acre pad(s) that will ultimately be developed as an expansion of the City's Sports Complex/Recreational Center.
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 practical.	
Policy CO 10.2.3: Where feasible, integrate open space areas with neighboring uses and parcels, to create shared amenities and green spaces.	

Policy	Compliance with Policy
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.	
Safety Element	
Goal S 1: Protection of public safety and property from hazardous geological conditions, including seismic rupture and ground shaking, soil instability, and related hazards.	
Objective S 1.2: Regulate new development in areas subject to geological hazards to reduce risks to the public from seismic events or geological instability.	
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.	**No Conflict**. As discussed in Section 4.6, *Geology and Soils*, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, however the site is partially located within a liquefaction hazard zone and landslide zone. As such, the Project's site design and construction would be required to comply with all applicable seismic safety requirements of the California Building Code, and the Project would implement MM GEO-1, which would require compliance with the Geotechnical Evaluation recommendations to limit the exposure of people to seismic hazards.
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.	**Consistent**. As discussed in Section 4.6, *Geology and Soils*, a site-specific Geotechnical Evaluation prepared by R.T. Frankian & Associates (RTFA), dated April 3, 2026, was prepared for the Project. The Project design and construction would incorporate the recommendations of these studies to address potential geologic hazards, as outlined in MM GEO-1.
Goal S 2: Protection of public safety and property from unreasonable risks due to flooding.	
Objective S 2.1: Plan for flood protection as part of a multi-objective watershed management approach for the Santa Clara River and its tributaries.	
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.	**Consistent**. As discussed in Section 3.0, *Project Description*, the proposed drainage concept and stormwater management program seek to incorporate low-impact development (LID) practices wherever feasible; effectively manage wet and dry weather runoff water quality by limiting increases in runoff pollutants and flows at the source through design features and BMPs; avoid or minimize impacts to water quality through site design and use of sustainable drainage/water quality technologies; and comply fully with the local and regional NPDES permit requirements.
Policy S 2.3.1: Implement drainage master plans designed to handle storm flows from the 100-year storm.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the Project site is located within Flood Zone X, which represents areas of minimum flood hazard. Additionally, the Project would comply with all applicable regulatory requirements during construction and operations, including preparation of a SWPPP, SUSMP and compliance with LID requirements.

Policy	Compliance with Policy
Objective S 2.4: Implement flood safety measures in new development.	
Policy S 2.4.1: Require that new development comply with FEMA floodplain management requirements and local flood mitigation standards as conditions of development.	
Goal S 3: Protection of public safety infrastructure and property from fires.	
Objective S 3.1: Provide adequate fire protection infrastructure to maintain acceptable service levels as established by the Los Angeles County Fire Department.	
Policy S 3.1.1: Coordinate on planning for new fire stations to meet current and projected needs.	**Consistent**. As discussed in Section 4.13, *Public Services*, the Project site is located within the service area of LACoFD Fire Station 104. Based on correspondence with LACoFD, Fire Station 104 has an estimated response time of approximately 6.0 minutes, and existing fire and law enforcement facilities have adequate capacity to serve the Project without requiring new or expanded facilities that would cause significant environmental impacts. Impacts to fire protection and law enforcement services would be less than significant, and no mitigation is required. Additionally, as discussed in Section 4.17, *Utilities and Service Systems*, the Project would be required to provide adequate fire flow and fire protection infrastructure, including fire hydrants and water distribution facilities meeting LACoFD and Santa Clarita Valley Water Agency standards, and the Project's water system improvements have been designed to maintain adequate fire flow.
Policy S 3.1.3: Require adequate fire flow and adequate fire protection as a condition of approval for all new development.	
Policy S 3.1.4: Maintain adequate fire flow infrastructure, including identifying location of anticipated additional water supply, maintenance, and long-term integrity of water supply, which may include installation of additional reservoir capacity and/or distribution facilities.	
Objective S 3.2: Provide for the specialized needs of fire protection services in both urban and wildland interface areas.	
Policy S 3.2.2: Enforce standards for maintaining defensible space around structures, roadside fuel reductions, and consider establishing community fire breaks through clearing of dry brush and vegetation.	**Consistent**. As discussed in Section 4.18, Wildfire, the Project would require review and approval by various City and County agencies. Specifically, the Project Applicant has initiated the review of fire protection design elements with the County of Los Angeles Fire Department Fire Prevention Division (Fire Prevention Division) to establish water system requirements and fire hydrant locations. The Fire Prevention Division has also established preliminary conditions of approval that the Project must adhere to. These conditions outline emergency responder access, public fire hydrant and fuel modification plan requirements, among others.
Policy S 3.2.4: Require sprinkler systems, fire resistant roofs and building materials, and other construction measures deemed necessary to prevent loss of life and property from wildland fires.	**Consistent**. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project would be designed to comply with Los Angeles County Fire Code standards requiring ignition-resistant building materials, and other applicable construction measures such as fire sprinkler systems.

Policy	Compliance with Policy
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.	**Consistent**. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project's planning areas are each designed with at least two points of ingress and egress meeting LACoFD requirements for road width, surface material, grade, and staging areas for fire apparatus.
Policy S 3.2.7: Implement wildfire mitigation strategies as identified in the Local Hazard Mitigation Plan, including community education, evaluating access routes, and prescribed burning.	**Consistent**. As discussed in Section 4.18, Wildfire, the Project would implement the approved Wildfire Evacuation Plan, which incorporates the "Ready, Set, Go!" model and other wildfire strategies consistent with the City's Local Hazard Mitigation Plan. The Wildland Fire Evacuation Plan also provides an evacuation route map and various evacuation preparation tools that would result in faster evacuations and a population that understands the potential wildfire threat and actions they may be directed to take.
Objective S 3.3: Maintain acceptable emergency response times throughout the planning area.	
Policy S 3.3.1: Plan for fire response times of no more than five minutes in urban areas, eight minutes in suburban areas, and 12 minutes in rural areas.	**Consistent**. As discussed in Section 4.13, *Public Services*, the Project site is served by LACoFD Fire Station 104 with an estimated response time of approximately 6.0 minutes, consistent with the urban area response time goal. Additionally, the Project's circulation design provides multiple points of access to support emergency response.
Policy S 3.3.2: Require the installation and maintenance of street name signs on all new development and the posting of address numbers on all homes and businesses that are clearly visible from adjacent streets.	**Consistent.** As discussed in Section 3.0, *Project Description*, the signage regulations as included in the Specific Plan govern the design and maintenance of all signage within the Project site. 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 site. 1. 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. All signage within the Project area shall conform to the requirements of the UDC provisions regulating signage on private property (SCMC Chapter 17.51, SCMC Section 17.51.080).

Policy	Compliance with Policy
Policy S 3.3.3: Identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios, and plan for the evacuation needs of developments with only one point of access.	**Consistent**. As discussed in Section 4.18, Wildfire, the Project's Wildfire Evacuation Plan identifies evacuation routes and procedures, and the Project's planning areas are each provided with at least two points of access, avoiding reliance on a single point of access. The Wildland Fire Evacuation Plan provides an evacuation route map and various evacuation preparation tools that would result in faster evacuations and a population that understands the potential wildfire threat and actions they may be directed to take.
Objective S 3.4: Maintain development standards and land use regulations that prioritize fire safe development.	
Policy S 3.4.1: Ensure that all new development and redevelopment in Fire Hazard Severity Zones comply with Board of Forestry requirements, Fire Safe Regulations, and current versions of the California Building Code (CBC), California Fire Code (CFC), and Title 14 of the California Code of Regulations (CCR).	**Consistent**. The Project would be designed and constructed in compliance with Board of Forestry requirements, Fire Safe Regulations, and the applicable California Building Code and California Fire Code provisions for development within a Very High Fire Hazard Severity Zone.
Policy S 3.4.2: Strive to minimize new residential development in Very High Fire Hazard Severity Zones by giving processing and funding preference to new residential developments outside of the VHFHSZ. Ensure that all new residential developments located within the VHFHSZ meet or exceed all applicable Fire Safe Standards.	**Consistent**. The Project site is located within a Very High Fire Hazard Severity Zone, and the Project's residential development would meet or exceed all applicable Fire Safe Standards, including fuel modification, ignition-resistant construction, and emergency access requirements.
Policy S 3.4.4: Require new development in Very High Fire Hazard Severity Zones to develop fire protection plans and enter into long term vegetation landscape maintenance agreements, and maintain access for emergency response vehicles, and require new residential development to maintain Fuel Modification Plans.	**Consistent**. The Project would be required to prepare a fire protection plan and Fuel Modification Plan, and to maintain long-term vegetation management and emergency access consistent with LACoFD requirements for development within a Very High Fire Hazard Severity Zone.
Objective S 3.5: Work cooperatively with relevant organizations and agencies for fire prevention, protection, and response.	
Goal S 4: Protection of public safety and property from hazardous materials.	**Consistent**. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project would comply with all applicable federal, State, and local regulations governing the transport, use, storage, and disposal of hazardous materials, and would not create a significant hazard to the public or the environment. Impacts related to hazardous materials would be less than significant.

Policy	Compliance with Policy
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.	**Consistent**. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project would coordinate with the appropriate regulatory agencies to address any soil or groundwater contamination if identified on the Project site, and would be required to complete remediation to the satisfaction of the City and other responsible agencies prior to issuance of development permits, consistent with this policy. Based on the 2025 Phase I ESA, there were no hazardous materials or hazardous materials storage on the Project site and ultimately concluded that there were no significant data gaps, and no RECs or CREC were identified on-site. The 2025 Phase I ESA reported that the historical NTS operations on-site and the adjoining 'main' NTS facility revealed evidence of an HREC. Based on the results of confirmatory sampling from the PEA, on November 5, 2007, the DTSC issued an NFA letter for the eastern portion of the NTS property, which spans 120 acres and includes the Project site. The issuance of NFA status indicates that there are no suspected or known impacts at the site, at or above threshold levels, that would trigger additional investigations or remediation by DTSC. As such, the identified HREC would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
Objective S 4.2: Cooperate with other agencies to ensure proper handling, storage, and disposal of hazardous materials.	
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.	**Consistent**. The Project's proposed land uses, multifamily residential and business park uses inclusive of some commercial and light industrial uses, would not include activities involving the use or generation of large quantities of hazardous materials that would require restriction under the Land Use Map.
Policy S 4.2.2: Through the development review process, ensure that any new development proposed in the vicinity of a use that stores or generates large amounts of hazardous materials provides adequate design features, setbacks, and buffers to mitigate impacts to sensitive receptors in the event of a hazardous materials incident.	**Consistent**. As discussed, the Project would comply with all applicable federal, State, and local regulations governing the transport, use, storage, and disposal of hazardous materials, and would not create a significant hazard to the public or the environment. As determined by the 2025 Phase I ESA, the HREC on site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Policy	Compliance with Policy
Policy S 4.2.3: Require businesses to verify procedures for storage, use, and disposal of hazardous materials.	**Consistent**. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project's business park component would be required to comply with applicable federal, State, and local regulations governing the storage, use, and disposal of hazardous materials. The Project would comply with all applicable federal, State, and local regulations governing the transport, use, storage, and disposal of hazardous materials, and would not create a significant hazard to the public or the environment
Goal S 5: Protection of public safety through the provision of law enforcement services and crime prevention strategies.	
Objective S 5.1: Cooperate with the Los Angeles County Sheriff's Department's plans for expansion of facility space to meet current and future law enforcement needs in the Santa Clarita Valley.	
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.	**Consistent**. As discussed in Section 4.13, *Public Services*, the Project's environmental review process included coordination with the Los Angeles County Sheriff's Department to assess the Project's law enforcement service needs, concluding that existing facilities have adequate capacity to serve the Project.
Policy S 5.1.3: Cooperate on implementation of funding mechanisms for law enforcement services.	**Consistent**. As discussed in Section 4.13, *Public Services*, the Project would be subject to applicable development impact fees that fund law enforcement facilities and services to serve the new development as needed.
Objective S 5.2: Cooperate with the Sheriff's Department on crime prevention programs to serve residents and businesses.	
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.	**Consistent**. Street trees within the Project's public rights-of-way would be maintained through the City's or an appropriate maintenance entity's ongoing tree trimming and maintenance program.
Policy S 6.1.2: Promote the planting of tree types appropriate to the local climate, to avoid breakage by brittle, non-native trees.	**Consistent.** The Specific Plan's conceptual planting plan, provided on Exhibits 3-16a through 3-16c, Conceptual Planting Plan, focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment in each planning area. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces
Objective S 6.2: Increase public safety through the design of public facilities and urban spaces.	**Consistent**. The Specific Plan's Design Guidelines incorporate public safety principles into the design of the Project's public spaces, parks, and trails.

Policy	Compliance with Policy
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.	**Consistent**. Upon completion, the proposed Project would introduce new sources of light and glare compared to the existing condition at the site. While the specific type of exterior lighting may not be known at this time, it is anticipated that these light sources would include streetlights, pole lights, exterior security lights, small light bollards, parking lot lights, pathway lighting, lighted signs and addresses, accent landscape lighting (e.g., plant up-lighting, in-tree lighting), entry door lights, interior lighting visible through windows, and vehicle headlights from vehicles coming to and from the Project site. However, pole lighting would be oriented down and away from adjacent properties; small light bollards mainly installed around walkways would also be facing down toward the path and away from adjacent properties; and accent lighting installed for signage, trees, and building features would be pointed down and away from the adjacent properties consistent with the Specific Plan and City requirements.
Policy S 6.2.2: In reviewing development plans, consider Crime Prevention Through Environmental Design (CPTED) principles to increase public safety through establishing defensible space, clearly delineated public and private areas, and effective surveillance of common areas.	**Consistent**. The Project would incorporate CPTED principles, including defensible space, clear delineation of public and private areas, and natural surveillance of common areas, consistent with this policy.
Policy S 6.2.3: In designing or reviewing development plans, ensure that pedestrian pathways, stairs, steps, and ramps are designed to provide clear and unimpeded passage in order to avoid trip hazards and conflicts with vehicles.	**Consistent**. The Project's pedestrian pathways, stairs, and ramps would be designed in compliance with applicable City design standards and accessibility requirements to provide clear, unimpeded pedestrian passage and avoid conflicts with vehicles.
Policy S 6.2.4: Continue to monitor traffic accident data in order to evaluate and address any traffic control needs to enhance public safety.	**Consistent**. As discussed in Section 4.15, *Transportation*, the Project's LTA considered existing traffic accident data as part of its evaluation of roadway conditions. The Project's LTA evaluated intersection and roadway operations using the City's adopted performance criteria; where warranted, the Project would implement roadway improvements identified in the LTA to maintain acceptable levels of service to enhance public safety. The LTA outlined a list of improvements that would address the potential impacted roadway operating conditions under the proposed Project.
Policy S 6.2.5: Use traffic calming devices and reduced street widths to slow traffic speeds and reduce accidents, where deemed appropriate.	**Consistent**. The Project's internal residential street design incorporates traffic-calming devices and appropriately reduced street widths to slow vehicle speeds and enhance pedestrian and bicycle safety.
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.	**Consistent.** All Project elements would be implemented in accordance with the Americans with Disabilities Act.

Policy	Compliance with Policy
Policy S 8.2.1: Assess impact of climate change on community infrastructure and incorporate consideration of climate change impacts as part of infrastructure planning and operations.	**Consistent**. The Project's design incorporates energy-efficient buildings and infrastructure consistent with current Title 24 standards, which account for projected climate conditions.
Policy S 8.2.3: Prioritize climate mitigation actions and retrofits in neighborhoods that currently experience social or environmental injustice or bear a disproportionate burden of potential public health impacts.	**No Conflict**. This policy addresses citywide prioritization of climate mitigation actions in disadvantaged neighborhoods; the Project site is not identified as a disadvantaged community, and the Project would not conflict with the City's ability to prioritize such actions elsewhere in the City.
Policy S 8.2.4: Support green infrastructure, such as bioswales, permeable pavements, green roofs, rainwater harvesting, and alternative irrigation techniques, such as subsurface drip irrigation, to manage extreme weather hazards and to reduce use of climate-sensitive water supplies.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the Project's stormwater management program incorporates green infrastructure features, including bioretention/bioswale areas and permeable paving where feasible, and the Project's landscape design incorporates water-efficient irrigation techniques.

Source: Santa Clarita General Plan.

Appendix 1-2
Visual Simulations





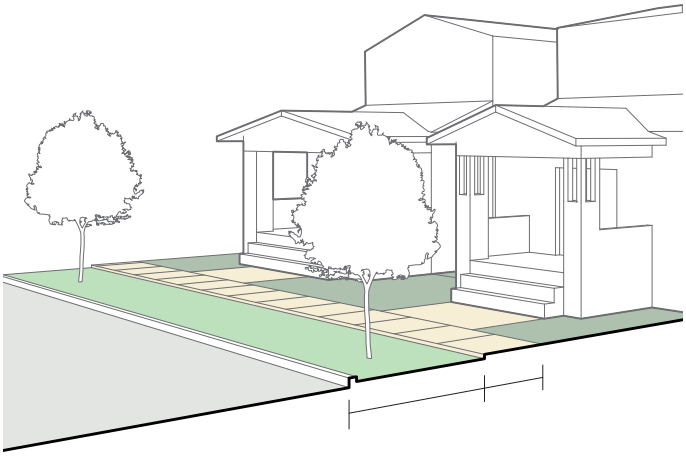




Examples of desired architectural styles and character that blend in with surrounding communities. Top: Mission Revival. Middle left: Craftsman. Middle right: Arts and Crafts. Bottom: Ranch.



The attached townhomes are oriented towards the street and incorporate different roof forms and awnings to create visual interest along the street-facing facade.



Continuous public sidewalks along the public street, buffered by a landscape setback with shade trees, improve the walkability and desirability of residential neighborhoods.



The above townhomes integrate tuck-under parking at the back of the bulding to hide it from the pedestrian entrance.



The above townhomes incorporate decorative details, such as the framing and shading devices along the windows, exposed decorative structural elements, and detailed garage to add rustic elements to the design.



These townhomes incorporate varying rooflines consistent with the Arts and Crafts style to create versitility in the architecture.



The above townhomes use changing materials and colors to create a distinct base, middle, and top.



The use of natural materials, natural colors, and elements of major and minor massing relate to the existing Canyon Country context.

5.4.3 Landscaping



Drought-tolerant landscaping makes up the front yard and landscape buffer for this multi-family building.



This industrial building has a different roof form and differing windows and canopies to define the pedestrian entrance. Exterior lighting is provided throughout the business park to enhance safety.



The increased landscaping at the building entrance enhances the pedestrian experience of the business park.



This industrial building fluctuates roof heights to add interest to the longer building facade.



Courtyard space incorporated into the business park provide more opportunities for landscaping and outdoor seating, both of which break up the monotony of buildings and parking in business parks.