

4.0 REVISED DRAFT EIR PAGES

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

Draft EIR sections that contain revisions are indicated below. Unless otherwise noted, only those pages with revisions are reproduced in this Final EIR.

ES-54	3.4-47-50a	3.4-115	3.16-4
2.0-9	3.4-55	3.4-125	3.16-7
2.0-42	3.4-57-57a	3.4-129	3.16-11-15a
2.0-43a-c	3.4-58-58a	3.4-139	3.16-16 (Figure 3.16-2)
3.1-18 (Figure 3.1-2)	3.4-63	3.7-57	3.17-1
3.3-40	3.4-68-69a-b	3.7-67	3.17-4
3.3-52	3.4-77-78	3.13-126	3.17-13
3.3-57	3.4-95	3.13-146	3.17-15
3.3-59	3.4-97	3.15-3	3.19-3-4
3.3-69	3.4-101	3.15-32	4.0-30
3.3-70a-b	3.4-103-104	3.15-34-35	6.0-9
3.3-87-88	3.4-106	3.15-37	
3.4-44-45	3.4-110	3.15-45-46	

Revised Area Plan Figures:

Exhibit S-6, Santa Clarita Valley Area Plan Very High Fire Hazard Severity Zone

Exhibit CO-10, Santa Clarita Valley Area Plan Ground Water Recharge Areas

Exhibit CO-9 Santa Clarita Valley Area Plan Master Plan of Trails

Exhibit CO-5, Santa Clarita Valley Area Plan Proposed Significant Ecological Areas

Exhibit C-5, Santa Clarita Valley Area Plan Circulation

Project Impacts	Recommended Mitigation Measures	Residual Impact
3.15 Public Services (continued)		
<p>Fire protection within the County’s Planning Area is supplied by the Los Angeles County Fire Department (LACoFD) with six stations currently located in the County’s Planning Area. The LACoFD has several standards to maintain to adequately meet the fire protection needs of the residents of the County’s Planning Area. The 2008-2009 median response time for the OVOV Planning Area was 5 minutes 42 seconds. To adequately meet the standards for each area, there would need to be an increase in the number of fire stations. Joint cooperation between the County, City, state, and federal agencies would also contribute to maintaining adequate response times. Implementation of the proposed policies, and MM 3.15-2 and MM 3.15-3 would reduce potential impacts on fire protection to less than significant.</p> <p>Law enforcement in the County’s Planning Area is served by the Los Angeles Sheriff’s Department with the California Highway Patrol maintaining jurisdiction over the State highways. The Sheriff’s Department, which contains one station in Valencia and a storefront station in Newhall, standard to maintain effective police protection is one officer per 1,000 people. The current number of sworn officers, within the County’s Planning Area, is 171, which provides one officer per 439 residents. With the projected buildout of the Planning Area, the number of officers required to maintain a standard of one officer per 1,000 residents would need to be 237 for the projected population of 237,387 residents. In order to maintain adequate service the County’s Planning Area would need an additional 66 sworn officers. With the implementation of the proposed Area Plan policies and MM 3.15-4 potential impacts on law enforcement would be less than significant.</p>		

Guiding Principles

Management of Growth

1. Growth in the Santa Clarita Valley shall account for the visions and objectives for each community and must be consistent with principles, as subsequently defined in this document, for the protection of the Valley's significant environmental resources. It must also be based on the availability of or ability to provide adequate infrastructure, schools, and public services, and must be carefully planned to benefit the community's economy, lifestyles, and needs.
2. Growth shall occur within and on the periphery of previously developed areas, rather than as "leapfrog" development or in areas of critical environmental habitat or natural hazards, and taking into consideration accessibility to infrastructure and public services.
3. Development shall be prioritized in areas for infill and redevelopment sites within currently developed areas consistent with community character objectives and those for which the City and County have approved entitlements. Commitments for new development outside of these areas shall be made in accordance with the other principles defined in this document.
4. Higher density development, including multi-family housing and mixed use projects that integrate housing with commercial uses, shall be targeted in areas adjacent to existing and planned transit corridors, stations, and key activity centers, such as the Valencia Town Center and portions of Newhall and Soledad Canyon Road.

Environmental Resources

5. The natural buffer area surrounding the entire Valley, which includes the Angeles National Forest, Santa Susana, San Gabriel, Sierra Pelona, and Del Sur mountains, shall be preserved as a regional recreational, ecological, and aesthetic resource.
6. The Santa Clara River corridor and its major tributaries and all key regional habitat linkages/wildlife corridors shall be preserved as open space to accommodate storm water flows and protect critical plant and animal species (riparian vegetation, fish, etc.).
 - a. Uses and improvements within the corridor shall be limited to those that benefit the community's use of the river in its natural state.
 - b. Development on properties adjacent to, but outside of the defined primary river corridor, shall be located and designed to protect the river's water quality, plants, and animal habitats, controlling the type and density of uses, drainage runoff (water treatment), and other relevant elements; and designed to maximize the full range of river amenities, including views and recreational access, while minimizing adverse impacts to the River.
7. The Santa Clarita Valley's prominent ridgelines shall be preserved and hillside development shall be limited to protect their valuable aesthetic and visual qualities intrinsic to the Valley landscape.

**Table 2.0-2
Acres of Land Use Designations
(Revised September 2011)**

Land Use Designation for the County (City)	City Boundary (acres)	County Area	Total OVOV Area (acres)	Percent of OVOV Area
Rural Land 20 (Rural Residential/Non-Urban 1)	0	24,757.05	24,757.05	7.97
Rural Land 10 (Rural Residential/Non-Urban 2)	0	13,334.50	13,334.50	4.29
Rural Land 5 (Rural Residential/Non-Urban 3)	0	9,903.47	9,903.47	3.19
Rural Land 2 (Rural Residential/Non-Urban 4)	1,574.06	17,128.92	18,702.98	6.02
Rural Land 1 (Rural Residential/Non-Urban 5)	1,681.24	2,049.88	3,730.42	1.20
Residential 2 (Urban Residential 1)	2,435.42	5,890.56	8,325.98	2.68
Residential 5 (Urban Residential 2)	9,172.59	6,191.68	15,364.27	4.94
(Urban Residential 3)	2,087.25	0	2,087.25	0.67
Residential 18 (Urban Residential 4)	242.52	667.52	910.04	0.29
Residential 30 (Urban Residential 5)	556.74	345.25	901.99	0.29
(Mixed Use – Corridor)	324.96	0	324.96	0.10
(Mixed Use – Neighborhood)	263.73		263.73	0.08
Major Commercial (Regional Commercial)	512.21	1,154.21	1,666.42	0.54
(Community Commercial)	905.08	0	905.08	0.29
General Commercial (Neighborhood Commercial)	193.57	470.07	663.64	0.21
Industrial Office (Business Park)	3,286.67	1,718.18	5,004.85	1.61
Light Industrial (Industrial)	244.03	1,263.43	1,507.46	0.49
Parks and Recreation, Conservation, and Water (Open Space)	5,502.50	17,517.69	23,020.19	7.40
National Forest	162.26	149,601.75	149,764.01	48.17

Land Use Designation for the County (City)	City Boundary (acres)	County Area	Total OVOV Area (acres)	Percent of OVOV Area
Bureau of Land Management	0	3,427.17	3,666.50	1.18
Specific Plan	2,545.65	14,340.94	16,886.59	5.43
Community Serving (Public Institutional)	1,489	4,238.34	5,728.16	1.84
Transportation Facilities (Transportation Corridor)	533.59	2,952.35	3,485.94	1.12
Total*	33,713	276,953	310,905	100.0

* Note: Numbers have been rounded.

Table 2.0-2a summarizes the changes to land use area designations from November 2010 to August 2011.

Table 2.0-2a
Land Use Designation Area Changes from
November 2010 to August 2011

<u>CG to RL2</u>	<u>1.04</u>
<u>CM to IL</u>	<u>0.66</u>
<u>H2 to OS-C</u>	<u>0.34</u>
<u>H2 to RL10</u>	<u>81.07</u>
<u>H2 to RL5</u>	<u>685.72</u>
<u>H5 to OS-C</u>	<u>27.33</u>
<u>H5 to OS-PR</u>	<u>21.28</u>
<u>H18 to OS-C</u>	<u>7.04</u>
<u>IL to CG</u>	<u>2.92</u>
<u>IL to OS-C</u>	<u>2.22</u>
<u>IO to RL1</u>	<u>179.02</u>
<u>IO to P</u>	<u>30.49</u>
<u>OS-NF to OS-C</u>	<u>145.01</u>
<u>P-CS to IO</u>	<u>0.22</u>

<u>P-TF to <FWY right-of-way></u>	<u>2,952.35</u>
<u>P-TF to CM</u>	<u>14.30</u>
<u>P-TF to IL</u>	<u>16.69</u>
<u>P-TF to IO</u>	<u>27.05</u>
<u>P-TF to OS-C</u>	<u>2.20</u>
<u>P-TF to OS-PR</u>	<u>3.85</u>
<u>P-TF to RL1</u>	<u>0.49</u>
<u>P-TF to RL5</u>	<u>0.19</u>
<u>RL1 to OS-C</u>	<u>77.39</u>
<u>RL1 to OS-PR</u>	<u>3.97</u>
<u>RL2 to CG</u>	<u>2.19</u>
<u>RL2 to H2</u>	<u>39.93</u>
<u>RL2 to OS-C</u>	<u>19.59</u>
<u>RL2 to OS-PR</u>	<u>2.53</u>
<u>RL2 to RL1</u>	<u>79.80</u>
<u>RL5 to OS-C</u>	<u>429.35</u>
<u>RL5 to RL10</u>	<u>2.60</u>

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<u>RL5 to RL2</u>	<u>724.23</u>
<u>RL5 to P</u>	<u>16.45</u>
<u>RL10 to RL20</u>	<u>306.25</u>
<u>RL10 to RL2</u>	<u>261.55</u>
<u>RL10 to RL5</u>	<u>30.93</u>
<u>RL20 to CG</u>	<u>0.76</u>
<u>RL20 to OS-C</u>	<u>34.76</u>

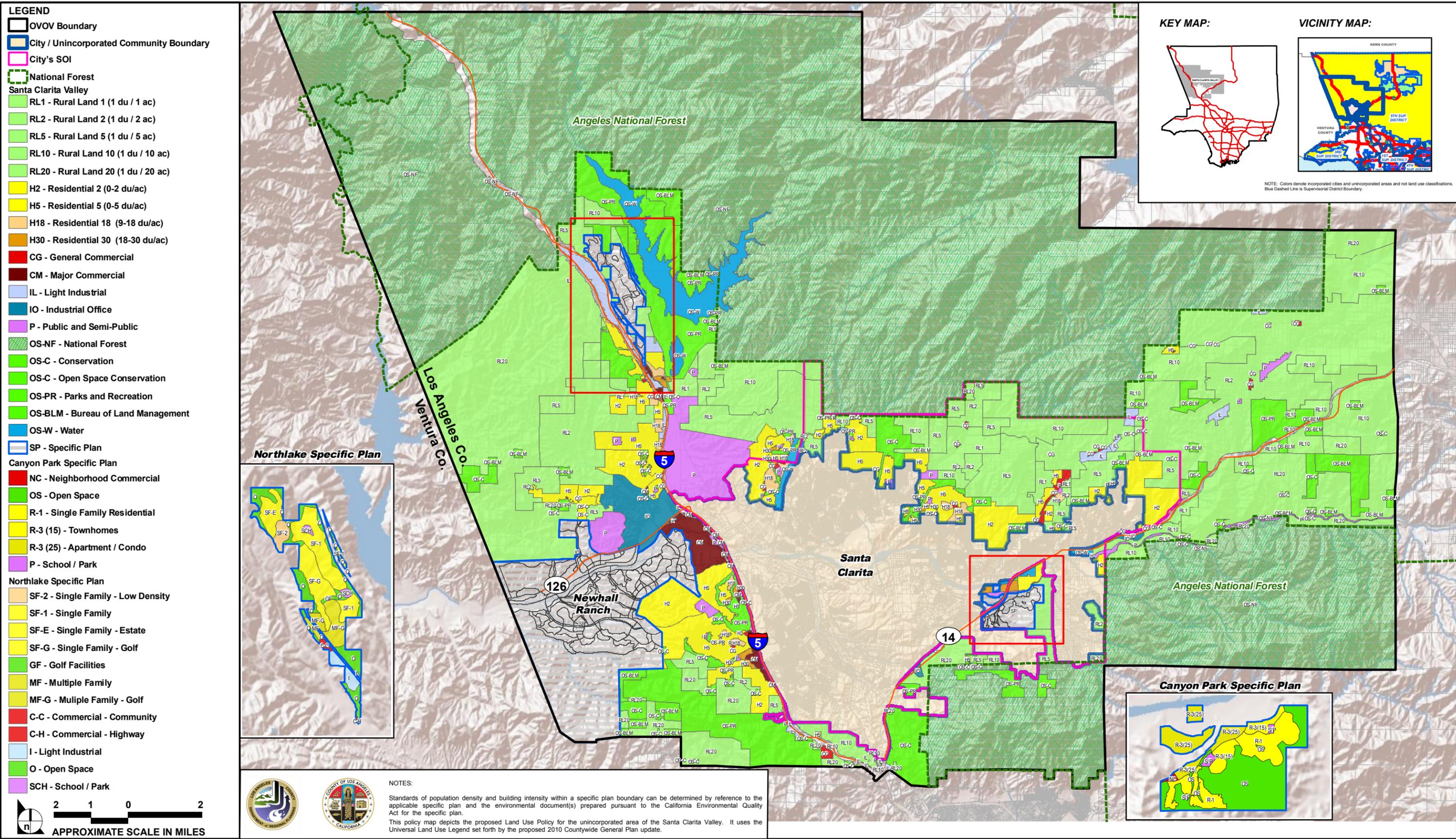


FIGURE 3.1-2

Proposed Area Plan Land Use Policy Map

Goal CO 1 is to achieve a balance between social and economic needs of Santa Clarita Valley residents and protection of the natural environment. **Objective CO 1.4** and **Policy CO 1.4.1** would minimize the long-term impacts posed by harmful chemical and biological materials and in cooperation with appropriate agencies identify pollution sources and adopt strategies to reduce emissions into air and water bodies.

Goal CO 1 would reduce emissions from processing of raw materials by promoting use of recycled content building materials during construction (**Objective CO 1.3**; **Policy CO 1.3.2**).

Proposed Area Plan Policies and Proposed General Plan Goals, Objectives, and Policies

The policies provided below are similar for the County's Area Plan and City's General Plan. The County is evaluating its Area Plan policies while the City is evaluating its General Plan goals, objectives, and policies.

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 1.1.3: Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.

Policy LU 1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use, where appropriate.

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.~~

Goal LU 4: A diverse and healthy economy.

Objective LU 4.1: Promote creation of strong regional and local economies.

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.

Objective LU 4.2: Promote job creation, focusing on employment generators in the technical and professional sectors.

Policy LU 4.2.1: Pursue business attraction and expansion programs for clean industries that provide job opportunities for local residents, particularly in the areas of film/entertainment, biotechnology, aerospace, and technology.

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.

Objective LU 4.4: Expand infrastructure to attract and sustain new business.

Policy LU 4.4.3: Evaluate the feasibility of connecting business activity centers throughout the Santa Clarita Valley with light rail, to provide increased mobility and access for customers and employees between the Valencia Town Center, Whittaker Bermite property, Newhall, Valencia Industrial Center, Magic Mountain and Entrada, Newhall Ranch, and other areas as deemed appropriate.

Objective LU 4.5: Ensure creation of attractive and technology-friendly business environments to attract tenants and employees.

- 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.
- Policy C 1.2.5:** In mixed use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.
- Policy C 1.2.6:** Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, ~~where appropriate.~~
- Policy C 1.2.7:** In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.
- Policy C 1.2.8:** Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.
- Policy C 1.2.9:** Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.
- Policy C 1.2.10:** Protect communities by discouraging the construction of facilities that sever residential neighborhoods.
- Policy C 1.2.11:** Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.
- Policy C 1.2.12:** Balance the anticipated volume of people and goods movement with the need to maintain a walkable and bicycle friendly environment.

the use of intermediate pedestrian connections through or between blocks.

Objective C 2.3: Balance the needs of congestion relief with community values for aesthetics and quality of life.

Policy C 2.3.3: When evaluating road widening projects, consider the impacts of additional traffic, noise, and fumes on adjacent land uses and use context-sensitive design techniques where appropriate.

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.

Policy C 2.4.2: Establish adequate setbacks from major and secondary highways for sensitive receptors and sensitive uses, so as to minimize adverse impacts on these individuals and uses from noise and air pollution caused by truck traffic.

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.

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

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

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

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

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

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

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

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

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

Policy CO 8.1.1: Create and adopt a Climate Action Plan (CAP) for all of the County's unincorporated areas within 18 months of the adoption date of the County's General Plan Update, which sets policy for

all of the County's unincorporated areas, including those within the Santa Clarita Valley. The CAP shall be prepared and submitted for consideration and adoption by the Board of Supervisors as an amendment to the County's newly adopted General Plan to ensure that it receives public and agency input and environmental review pursuant to the California Environmental Quality Act (CEQA) prior to Board action. The CAP shall ~~that meets State requirements and~~ includes the following components and criteria:

- a. Plans and programs to reduce GHG emissions to levels that generally are consistent with specific targets for reduction of the County's current and projected 2020 GHG emissions inventory, and which are reasonably attributable to land uses within the County's unincorporated areas (including both existing and future development) and its internal government operations. ~~State mandated targets, including enforceable reduction measures;~~ Targets shall be generally consistent with reduction targets in Assembly Bill (AB) 32 (Health & Saf. Code, §38500 et seq.), or other applicable local or regional enactments addressing GHG emissions, including applicable California Air Resources Board regulations adopted pursuant to AB 32.
 - (i) The CAP may establish goals beyond 2020, which are generally consistent with the applicable laws and regulations referenced in this policy and based on current science.
 - (ii) The CAP shall include specific and general tools and strategies to reduce the County's current and projected 2020 GHG inventory and to meet the CAP's target for GHG reductions by 2020.
 - (iii) The CAP shall consider GHG reduction strategies, including but not limited to:
 - (a). Measures to improve energy efficiency in existing and future development;

- (b). Increased use of renewable energy, including distributed systems for residential, commercial and industrial buildings, as well as utility-scale renewable energy generation and transmission facilities;
- (c). Water conservation and efficiency measures for existing and future development, including water recycling;
- (d). Solid waste measures, including reduction of waste generation, diversion of waste for reuse, recycling, methane capture, and potential waste to energy efforts;
- (e). Land use, and transportation measures, including promotion of transit and transit-oriented development, alternatives to vehicle travel including pedestrian and bicycle infrastructure, alternative fuel vehicle infrastructure, and other measures; and
- (f). Urban forestry or other means of improving carbon sequestration.

The CAP will also consider the effect of federal, state, and regional actions to reduce GHG emissions within the County in addition to local actions that the County can take. The CAP shall establish a schedule of implementation actions.

(iv) From to time, but at least every five years, the County shall review the CAP's land use and development reduction strategies for residential, municipal, and commercial buildings, and update the requirements to ensure that they help achieve the GHG reduction targets specified in the CAP.

- b. Mechanisms to ensure regular review of progress towards the emission reduction targets established by the CAPClimate Action Plan;
- c. Procedures for reporting on the progress of the CAP to officials and the public;

- d. Procedures for revising the plan CAP as needed to meet GHG emissions reduction targets, including environmental review of any revisions, pursuant to CEQA, as necessary; and
- e. Allocation of funding and staffing for Plan CAP implementation.

After adoption of the Climate Action Plan for all of the County's unincorporated areas, which will occur within 18 months of the adoption date of the County's General Plan Update, which sets policy for all of the County's unincorporated areas, including those within the Santa Clarita Valley, amend ~~this~~ the Santa Clarita Valley Area Plan if necessary to ensure consistency with the adopted Climate Action Plan.

Policy CO 8.1.3: Implement the ordinances developed through the County's Green Building Program.

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

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

Objective CO 8.2: Reduce energy and materials consumption and greenhouse gas emissions in public uses and facilities.

Policy CO 8.2.1: Ensure that all new County buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent, where appropriate.

Policy CO 8.2.2: Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy

- 3.3-3:** Prior to implementing project approval, applicants shall be required to conduct an LST analysis.

Operation

- 3.3-4:** Prior to the issuance of building permits, the applicant shall submit building plans to the County Department of Public Works, Building and Safety Division to demonstrate that all residential buildings are designed to achieve energy efficiency in accordance with the requirements of the ordinances adopted pursuant to the County's Green Building Program and other applicable State and County standards.
- 3.3-5:** Prior to the issuance of building permits, the applicant shall submit building plans to the County Department of Public Works, Building and Safety Division to demonstrate that all commercial buildings shall be designed to achieve energy efficiency in accordance with the requirements of the ordinances adopted pursuant to the County's Green Building Program and other applicable State and County standards.
- 3.3-6:** Prior to final building inspection, the applicant shall provide preferential parking spaces for carpools and vanpools at major commercial and office locations. The spaces shall be clearly identified on plot plans and may not be pooled in one location.
- 3.3-7:** New residential developments shall allow only natural gas-fired hearths and shall prohibit the installation of wood-burning hearths and wood-burning stoves.
- 3.3-8:** Prior to implementing project approval, tract maps and other sensitive uses located within 500 feet from the closest right of way of Interstate 5 and State Route 14 shall be required to conduct a health risk assessment.
- 3.3-9:** Prior to implementing project approval, tract maps and other sensitive uses located within the screening level distances of potential sources of odors, or new sources of odors located within the screening level distances of existing or reasonably foreseeable sensitive uses, as defined by the SCAQMD, shall be required to conduct an odors assessment.
- 3.3-10:** Prior to implementing project approval, tract maps and other sensitive uses located within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or

where TRU unit operations exceed 300 hours per week) shall be required to conduct a health risk assessment.

3.3-11: Prior to implementing project approval, tract maps and other sensitive uses located within 1,000 feet of a chrome plater shall be required to conduct a health risk assessment.

3.3-12: Prior to implementing project approval, tract maps and other sensitive uses located within 300 feet of any dry cleaning operation shall be required to conduct a health risk assessment.

3.3-13: Prior to implementing project approval, tract maps and other sensitive uses located within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) shall be required to conduct a health risk assessment.

3.3-14: Prior to implementing project approval, tract maps and other sensitive uses located immediately downwind of petroleum refineries shall be required to conduct a health risk assessment.

SIGNIFICANCE OF IMPACT WITH MITIGATION FRAMEWORK

Potential air quality impacts from implementation of the proposed Area Plan and General Plan would remain potentially significant after the implementation of mitigation measures.

emissions expected as the OVOV Planning Area builds out. Detailed calculations of the operational emissions are found in **Appendix 3.4**.

GHG Emissions from Existing Conditions

The estimated maximum annual GHG emissions under existing conditions are shown in **Table 3.4-5, Estimated Existing Annual GHG Emissions**. Total GHG emissions are approximately 3,218,100 ~~3,221,900~~ MTCO_{2e}/year.

**Table 3.4-5
Estimated Existing Annual GHG Emissions**

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

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

Motor vehicle and area source emissions are averages for summertime and wintertime emissions. Numbers are rounded to their nearest 100.

GHG Emissions from the Proposed Area Plan and General Plan

As shown in **Table 3.4-6, GHG Emissions from the Proposed Area Plan and General Plan**, the total GHG emissions within the OVOV Planning Area at buildout under the proposed Area Plan and General Plan land use designations would be conservatively estimated at 5,063,800 ~~5,070,300~~ MTCO_{2e}/year. This represents an approximate net increase of 1,845,700 ~~1,848,400~~ MTCO_{2e}/year over existing conditions.

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

General Plan & Area Plan GHG Emissions Sources	Emissions (Metric Tons CO ₂ e/year)
Amortized Construction	19,200
Motor Vehicles	3,602,300
Area Sources (Landscaping; Hearths)	20,000
Natural Gas Consumption	512,300
Electricity Consumption	722,800
Solid Waste Generation	21,800
Water Supply	144,800
Wastewater Treatment	<u>20,600</u> 27,100
Annual Total GHG Emissions	<u>5,063,800</u> 5,070,300
Existing Annual Total GHG Emissions	<u>3,218,100</u> 3,221,900
Net Total Increase of GHG Emissions¹	<u>1,845,700</u> 1,848,400

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

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

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

As shown in **Table 3.4-6**, GHG emissions from motor vehicles represent the majority of the total operational GHG emissions associated with the proposed General Plan and Area Plan. Several regulatory actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles. As discussed previously, reductions associated with the Low Carbon Fuel Standard and the

Program or Green Building Code and the County implementing the ordinances developed through its Green Building Program; promoting orientation of buildings to maximize passive solar heating, minimizing solar heat gain, enhancing natural ventilation, promoting effective use of daylight, and optimizing opportunities for on-site solar generation; encouraging mitigation of the “heat island” effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning; ensuring that all new City and County buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or equivalent of; and supporting the use of sustainable alternative fuel vehicles for machinery and fleets by evaluating fuel sources, manufacturing processes, maintenance costs and vehicle lifetime use.

Achievement of proposed **Goals LU 1, LU 2, LU 3, LU 4, LU 5, LU 6, LU 7, LU 9, C 1, C 2, C 3, C 4, C 5, C 6, C 7, CO 1, CO 3, CO 4, CO 7, CO 8, and CO 10** would directly and indirectly reduce greenhouse gas emissions through a mix of land uses, a diverse and healthy economy, a beautiful urban environment, environmentally responsible development, a unified and well managed network of streets and highways, by direct energy savings, and indirect energy savings through water conservation, and preservation of open space. These goals would be achieved through the proposed objectives and policies, which are listed in their entirety below: **Objective LU 1.1, Policies LU 1.1.3, LU 1.1.5; Objective LU 1.2, Policy LU 1.2.13; Objective LU 2.1, Policy LU 2.1.2; Objective LU 2.3, Policies LU 2.3.2, LU 2.3.5, LU 2.3.6; Objective LU 3.1, Policies LU 3.1.3, LU 3.1.7; Objective LU 3.2, Policies LU 3.2.1, LU 3.2.2; Objective LU 4.1, Policy LU 4.1.3; Objective LU 4.2, Policies LU 4.2.1, LU 4.2.2; Objective LU 4.4, Policy LU 4.4.3; Objective LU 4.5, Policies LU 4.5.2, LU 4.5.3, LU 4.5.4; Objective LU 5.1, Policies LU 5.1.3, LU 5.1.4, LU 5.1.5; Objective LU 5.2, Policies LU 5.2.1, LU 5.2.2, LU 5.2.3, LU 5.2.4, LU 5.2.5; Objective LU 6.1, Policy LU 6.1.3; Objective LU 7.1, Policies LU 7.1.2, LU 7.1.3, LU 7.1.4; Objective LU 9.1, Policy LU 9.1.7; Objective C 1.1, Policies C 1.1.1, C 1.1.2, C 1.1.3, C 1.1.4, C 1.1.6, C 1.1.10, C 1.1.11, C 1.1.12, C 1.1.13; Objective C 1.2, Policies C 1.2.1, C 1.2.2, C 1.2.3, C 1.2.4, C 1.2.5, C 1.2.6, C 1.2.7, C 1.2.8, C 1.2.9, C 1.2.10, C 1.2.11, C 1.2.12; Objective C 1.3, Policies C 1.3.2, C 1.3.6, C 1.3.7; Objective C 2.1, Policy C 2.1.3; Objective C 2.2, Policies C 2.2.6, C 2.2.7; Objective C 3.1, Policies C 3.1.1, C 3.1.2, C 3.1.3, C 3.1.4, C 3.1.5, C 3.1.6, C 3.1.7; Objective C 3.2, Policies C 3.2.1, C 3.2.2, C 3.2.3, C 3.2.4; Objective C 3.3, Policies C 3.3.1, C 3.3.2, C 3.3.3, C 3.3.4, C 3.3.6, C 3.3.7; Objective C 4.1, Policies C 4.1.1, C 4.1.2, C 4.1.3, C 4.1.6, C 4.1.7; Objective C 4.2, Policies C 4.2.1, C 4.2.2, C 4.2.3; Objective C 5.1, Policies C 5.1.2, C 5.1.4; Objective C 5.2, Policies C 5.2.1, C 5.2.4, C 5.2.5; Objective C 5.3, Policies C 5.3.3, C 5.3.4; Objective C 5.4, Policy C 5.4.3; Objective C 6.1, Policy C 6.1.5; Objective C 6.2, Policies C 6.2.1, C 6.2.2, C 6.2.3; Objective C 7.1, Policies C 7.1.1, C 7.1.2, C 7.1.3, C 7.1.4, C 7.1.5, C 7.1.6, C 7.1.7, C 7.1.8, C 7.1.9, C 7.1.10; Objective CO 1.1, Policy CO 1.1.1; Objective CO 1.2, Policy CO 1.2.1; Objective CO 1.3, Policies CO 1.3.1, CO 1.3.2, CO 1.3.3, CO 1.3.4; Objective CO 1.5, Policies CO 1.5.1, CO 1.5.7; Objective CO 3.1, Policies CO 3.1.5, CO 3.1.7, CO 3.1.11; Objective C 3.4, Policy C 3.4.2; Objective CO 3.6, Policy CO 3.6.1; Objective CO 4.1, Policies CO**

4.1.1, CO 4.1.2, CO 4.1.3, CO 4.1.4, CO 4.1.5, CO 4.1.6, CO 4.1.7, CO 4.1.8; Objective CO 4.2, Policies CO 4.2.1, CO 4.2.2, CO 4.2.3; Objective CO 4.3, Policy CO 4.3.4; Objective C 7.1, Policies C 7.1.1, C 7.1.2, C 7.1.3; Objective CO 8.1, Policies CO 8.1.1, CO 8.1.2, CO 8.1.3, CO 8.1.4; Objective CO 8.2, Policies CO 8.2.1, CO 8.2.2, CO 8.2.3, CO 8.2.4, CO 8.2.5, CO 8.2.6, CO 8.2.7, CO 8.2.8, CO 8.2.9, CO 8.2.10, CO 8.2.11, CO 8.2.12, CO 8.2.13, CO 8.2.14; Objective CO 8.3, Policies CO 8.3.1, CO 8.3.2, CO 8.3.3, CO 8.3.4, CO 8.3.5, CO 8.3.6, CO 8.3.7, CO 8.3.8, CO 8.3.9, CO 8.3.10, CO 8.3.11, CO 8.3.12; Objective CO 8.4, Policies CO 8.4.1, CO 8.4.2, CO 8.4.3, CO 8.4.4, CO 8.4.5, CO 8.4.6, CO 8.4.7, CO 8.4.8; Objective CO 10.1, Policies CO 10.1.9 and 10.1.17; and Objective CO 10.2 and Policy CO 10.2.1.

Goals C 2, CO 3, CO 4, and CO 8 and the following proposed objectives and policies (Objective C 2.2, Policy C 2.2.6; Objective CO 3.1, Policy CO 3.1.11; Objective CO 3.4, Policy CO 3.4.2; Objective CO 8.3; Policy CO 8.3.7) would promote carbon sequestration through the planning of urban trees, maintaining a healthy mature urban forest, and protecting existing trees through forest management. Terrestrial carbon sequestration reduces global warming by slowing down the buildup of carbon dioxide in the atmosphere. Trees remove (sequester) CO₂ from the atmosphere during photosynthesis to form carbohydrates that are used in plant structure/function and return oxygen back to the atmosphere as a byproduct. Trees, therefore, act as a carbon sink by removing the carbon and storing it as cellulose in their trunk, branches, leaves and roots while releasing oxygen back into the air.

Proposed Area Plan Policies and General Plan Goals, Objectives and Policies

The goals, objectives, and policies listed below are generally the same for the County's Area Plan and City's General Plan. Since this EIR evaluates the County's Area Plan, the goals, objectives, and policies listed below are those in the County's Area Plan. These goals, objectives, and policies address consistency with the state's legislative efforts to reduce GHG emissions. State legislation, especially with respect to global climate change, is subject to a high degree of change given the difficulty in estimating the effects of legislation on future potential impacts, which are also not yet fully understood. Therefore, these goals, objectives, and policies are designed to incorporate flexibility in to accommodate legislative uncertainties. The County is evaluating its Area Plan policies and the City is evaluating its General Plan goals, objectives, and policies.

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 1.1.3: Discourage urban sprawl into rural areas by limiting non-contiguous, “leap-frog” development outside of areas designated for urban use.

Policy LU 1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use, where appropriate.

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.

Goal LU 2: A mix of land uses to accommodate growth, supported by adequate resources and maintaining community assets.

Objective LU 2.1: Provide adequate, suitable sites for housing, employment, business, shopping, public facilities, public utility facilities, and community services to meet current needs and the anticipated needs of future growth.

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.

Objective LU 2.3: Increase mixed-use development to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility, through the following policies:

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.

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.

Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.

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 3.1.3: Promote opportunities for live-work units to accommodate residents with home-based businesses.

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.

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.~~

Goal LU 4: A diverse and healthy economy.

Objective LU 4.1: Promote creation of strong regional and local economies.

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.

Objective LU 4.2: Promote job creation, focusing on employment generators in the technical and professional sectors.

Policy LU 4.2.1: Pursue business attraction and expansion programs for clean industries that provide job opportunities for local residents, particularly in the areas of film/entertainment, biotechnology, aerospace, and technology.

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.

Policy C 1.1.12: Encourage the City of Santa Clarita to implement recommendations of its Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.

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

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

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

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

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.

Policy C 1.2.5: In mixed-use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking distance or bicycling distance of each other.

Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, ~~where appropriate.~~

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

Objective C 2.1: Implement the Circulation Plan (as shown on Exhibit C- 2) for streets and highways to meet existing and future travel demands for mobility, access, connectivity, and capacity.

Policy C 2.1.3: Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means as appropriate.

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

Policy C 2.2.6: Within residential neighborhoods, promote the design of “healthy streets” which may include reduced pavement width, shorter block length, provision of on-street parking, traffic-calming devices, bike routes and pedestrian connectivity, landscaped parkways, and canopy street trees.

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

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.

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

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

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

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

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

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

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

Policy C 3.3.1: Evaluate parking standards and reduce requirements where appropriate, based on data showing that requirements are in excess of demand.

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

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

Policy C 3.3.4: Within transit-oriented development projects, provide incentives such as higher floor area ratio and/or lower parking

- 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 7.1.8:** Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.
- 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.
- Policy C 7.1.10:** Continue to expand and improve the Valley’s multi-use trail system to provide additional routes for pedestrian travel.

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,

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

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

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

Objective CO 7.1: Reduce air pollution from mobile sources.

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

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

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

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

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

Policy CO 8.1.1: Create and adopt a Climate Action Plan (CAP) for all of the County's unincorporated areas within 18 months of the adoption date of the County's General Plan Update, which sets policy for all of the County's unincorporated areas, including those within the Santa Clarita Valley. The CAP shall be prepared and submitted for consideration and adoption by the Board of Supervisors as an amendment to the County's newly adopted General Plan to ensure that it receives public and agency input and environmental review pursuant to the California

Environmental Quality Act (CEQA) prior to Board action. The CAP shall that meets State requirements and includes the following components and criteria:

- a. Plans and programs to reduce GHG emissions to levels that generally are consistent with specific targets for reduction of the County's current and projected 2020 GHG emissions inventory, and which are reasonably attributable to land uses within the County's unincorporated areas (including both existing and future development) and its internal government operations. State mandated targets, including enforceable reduction measures; Targets shall be generally consistent with reduction targets in Assembly Bill (AB) 32 (Health & Saf. Code, §38500 et seq.), or other applicable local or regional enactments addressing GHG emissions, including applicable California Air Resources Board regulations adopted pursuant to AB 32.
 - (i) The CAP may establish goals beyond 2020, which are generally consistent with the applicable laws and regulations referenced in this policy and based on current science.
 - (ii) The CAP shall include specific and general tools and strategies to reduce the County's current and projected 2020 GHG inventory and to meet the CAP's target for GHG reductions by 2020.
 - (iii) The CAP shall consider GHG reduction strategies, including but not limited to:
 - (a). Measures to improve energy efficiency in existing and future development;
 - (b). Increased use of renewable energy, including distributed systems for residential, commercial and industrial buildings, as well as utility-scale renewable energy generation and transmission facilities;
 - (c). Water conservation and efficiency measures for existing and future development, including water recycling;
 - (d). Solid waste measures, including reduction of waste generation, diversion of waste for reuse, recycling,

methane capture, and potential waste to energy efforts;

(e). Land use, and transportation measures, including promotion of transit and transit-oriented development, alternatives to vehicle travel including pedestrian and bicycle infrastructure, alternative fuel vehicle infrastructure, and other measures; and

(f). Urban forestry or other means of improving carbon sequestration.

The CAP will also consider the effect of federal, state, and regional actions to reduce GHG emissions within the County in addition to local actions that the County can take. The CAP shall establish a schedule of implementation actions.

(iv) From to time, but at least every five years, the County shall review the CAP's land use and development reduction strategies for residential, municipal, and commercial buildings, and update the requirements to ensure that they help achieve the GHG reduction targets specified in the CAP.

- b. Mechanisms to ensure regular review of progress towards the emission reduction targets established by the CAPClimate Action Plan;
- c. Procedures for reporting on the progress of the CAP to officials and the public;
- d. Procedures for revising the ~~plan~~ CAP as needed to meet GHG emissions reduction targets, including environmental review of any revisions, pursuant to CEQA, as necessary; and
- e. Allocation of funding and staffing for ~~Plan~~ CAP implementation.

After adoption of the Climate Action Plan for all of the County's unincorporated areas, which will occur within 18 months of the adoption date of the County's General Plan Update, which sets policy for all of the County's unincorporated areas, including those within the Santa Clarita Valley, amend this the Santa Clarita Valley Area Plan if necessary to ensure consistency with the adopted Climate Action Plan.

Policy CO 8.1.2: Participate in the preparation of a regional Sustainable Communities Strategy (SCS) Plan to meet regional targets for greenhouse gas emission reductions, as required by SB 375.

Policy CO 8.1.3: Implement the ordinances developed through the County's Green Building Program.

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

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

Objective CO 8.2: Reduce energy and materials consumption and greenhouse gas emissions in public uses and facilities.

Policy CO 8.2.1: Ensure that all new County buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent where appropriate.

Policy CO 8.2.2: Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures.

Scoping Plan Measure	OVOV Policy/Project Feature
	<p>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.</p> <p>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.</p> <p>Policy LU 5.1.1: Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.</p> <p>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.</p> <p>Policy LU 5.1.3: Ensure that adequate bus turnouts, served by walkways and comfortable, safe, and convenient waiting facilities, are provided for transit users within residential, shopping, and business developments.</p> <p>Policy LU 5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.</p> <p>Policy LU 5.2.2: Provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores.</p> <p>Policy LU 5.2.3: Promote location of non-polluting businesses providing employment opportunities in proximity to neighborhoods, to encourage walking to work.</p> <p>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.</p> <p>Policy LU 5.2.5: Encourage the mix of compatible uses in areas where, though not served by rail or transit, mixed uses will achieve more walkable neighborhoods and trip reduction, in conformance with applicable policies.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Policy C 1.1.12: Encourage the City of Santa Clarita to implement recommendations of its Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.</p> <p>Policy C 1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.</p>

Scoping Plan Measure	OVOV Policy/Project Feature
	<p>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.</p> <p>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.</p> <p>Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.</p> <p>Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.</p> <p>Policy C 1.2.5: In mixed- use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.</p> <p>Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.</p> <p>Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.</p> <p>Policy C 1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.</p> <p>Policy C 1.2.9: Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.</p> <p>Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.</p> <p>Policy C 2.1.1: Protect mobility on arterial highways by limiting excessive cross traffic, access points, and turning movements; traffic signals on arterial highways should be spaced at least ½-mile apart, and the minimum allowable separation should be at least ¼-mile.</p> <p>Policy C 2.1.2: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.</p> <p>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.</p> <p>Policy C 2.2.7: Where practical, encourage the use of grid or modified grid street systems to increase connectivity and walkability; where cul-de-sacs are provided, promote the use of walkways connecting cul-de-sac bulbs to adjacent streets and/or facilities to facilitate pedestrian access; where street connectivity is limited and pedestrian routes are spaced over 500 feet apart, promote the use of intermediate pedestrian connections through or between blocks.</p> <p>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.</p>

ID	Strategy	OVOV Policy/Project Feature
CAT-32	<p>Alternative Fuels: Non-Petroleum Fuels:</p> <p>This strategy involves increasing the use of non-petroleum fuels in California’s transportation sector.</p>	<p>Not applicable: This measure is beyond the scope of the proposed project and beyond the control of the Project Applicant.</p>
Implementing Agency: Business, Transportation, and Housing Agency		
CAT-33	<p>Measures to Improve Transportation Energy Efficiency:</p> <p>This strategy builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.</p>	<p>Project is Consistent:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.</p> <p>Policy LU 3.1.3: Promote opportunities for live-work units to accommodate residents with home-based businesses.</p> <p>Policy LU 3.1.4: Promote development of workforce housing to meet the needs of those employed in the Santa Clarita Valley.</p> <p>Policy LU 3.1.7: Promote development of housing for students attending local colleges, in consideration of access to campuses to the extent practicable.</p> <p>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.</p> <p>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.</p>

ID	Strategy	OVOV Policy/Project Feature
		<p>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.</p> <p>Policy C 1.1.6: Provide adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations.</p> <p>Policy C 1.1.12: Encourage the City of Santa Clarita to implement recommendations of its Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.</p> <p>Policy C 1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.</p> <p>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.</p> <p>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.</p> <p>Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.</p> <p>Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.</p> <p>Policy C 1.2.5: In mixed- use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.</p> <p>Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.</p> <p>Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.</p> <p>Policy C 1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade</p>

Table 3.4-10
Consistency with Office of Planning and Research Suggested Measures

ID	Measures	OVOV Policy/Project Feature
Land Use and Transportation		
OPR-1	<p>Implement land use strategies to encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density development along transit corridors. Encourage compact, mixed-use projects, forming urban villages designed to maximize affordable housing and encourage walking, bicycling and the use of public transit systems.</p>	<p>Project is Consistent:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.</p> <p>Policy LU 3.1.3: Promote opportunities for live-work units to accommodate residents with home-based businesses.</p> <p>Policy LU 3.1.4: Promote development of workforce housing to meet the needs of those employed in the Santa Clarita Valley.</p> <p>Policy LU 3.1.7: Promote development of housing for students attending local colleges, in consideration of access to campuses to the extent practicable.</p> <p>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.</p> <p>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.</p> <p>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.</p>

ID	Measures	OVOV Policy/Project Feature
		<p>Policy C 1.1.6: Provide adequate facilities, including but not limited to bicycle parking and storage, expansion of park-and-ride lots, and provision of adequate station and transfer facilities in appropriate locations.</p> <p>Policy C 1.1.12: Encourage the City of Santa Clarita to implement recommendations of its Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.</p> <p>Policy C 1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.</p> <p>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.</p> <p>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.</p> <p>Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.</p> <p>Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.</p> <p>Policy C 1.2.5: In mixed- use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.</p> <p>Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.</p> <p>Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.</p> <p>Policy C 1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.</p> <p>Policy C 1.2.9: Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.</p> <p>Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.</p>

ID	Measures	OVOV Policy/Project Feature
OPR-2	Encourage infill, redevelopment, and higher density development, whether in incorporated or unincorporated settings.	<p>Project is Consistent:</p> <p>Policy LU 1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed-use, where appropriate.</p>
OPR-3	Encourage new developments to integrate housing, civic, and retail amenities (jobs, schools, parks, shopping opportunities) to help reduce VMT resulting from discretionary automobile trips.	<p>Project is Consistent:</p> <p>See measures discussed above in OPR-1.</p>
OPR-4	Apply advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.	<p>Project is Consistent:</p> <p>Policy C 2.1.1: Protect mobility on arterial highways by limiting excessive cross traffic, access points, and turning movements; traffic signals on arterial highways should be spaced at least ½-mile apart, and the minimum allowable separation should be at least ¼-mile.</p> <p>Policy C 2.1.2: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.</p> <p>Policy C 2.1.3: Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means as appropriate.</p> <p>Policy C 2.1.4: Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.</p> <p>Policy C 2.1.5: Periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.</p> <p>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.</p> <p>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 a LOS F may be necessary, for limited durations during peak traffic periods.</p>

ID	Measures	OVOV Policy/Project Feature
		<p>Policy C 2.2.13: Protect the community character of rural areas by requiring use of rural street standards, which may include reduced pavement width, reduced street lighting to protect night skies, rolled curbs, or no curbs, and no sidewalks.</p> <p>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.</p> <p>Policy C 2.4.1: Require design of pavement sections on major and secondary highways to account for truck traffic, to prevent excessive pavement deterioration from truck use.</p> <p>Policy C 2.4.2: Establish adequate setbacks from major and secondary highways for sensitive receptors and sensitive uses, so as to minimize <u>adverse</u> impacts on these individuals and uses from noise and air pollution caused by truck traffic.</p> <p>Policy C 2.4.4: Adopt regulations for truck parking on public streets, to avoid impacts to residential neighborhoods.</p>
<p>OPR-5</p>	<p>Incorporate features into project design that would accommodate the supply of frequent, reliable and convenient public transit.</p>	<p>Project is Consistent:</p> <p>Policy C 1.3.1: Continue coordinating with the Metropolitan Transportation Authority (MTA or Metro) to implement the County’s Congestion Management Program (CMP) for designated CMP roadways.</p> <p>Policy C 1.3.3: Coordinate circulation planning with the Regional Transportation Plan prepared by the Southern California Association of Governments (SCAG), to ensure consistency of planned improvements with regional needs.</p> <p>Policy C 1.3.4: Continue coordination with Caltrans on circulation and land use decisions that may affect Interstate 5, State Route 14, and State Route 126, and support programs to increase capacity and improve operations on these highways.</p> <p>Policy C 4.1.1: Develop permanent Metrolink facilities with an expanded bus transfer station and additional park-and-ride spaces at the Via Princessa station, or other alternative location as deemed appropriate to meet the travel needs of residents on the Valley’s east side.</p> <p>Policy C 4.1.2: Coordinate with other agencies to facilitate extension of a passenger rail line from the Santa Clarita Station to Ventura County, which may be used for Metrolink service.</p>

ID	Measures	OVOV Policy/Project Feature
Energy Conservation Policies and Actions		
OPR-11	Recognize and promote energy saving measures beyond Title 24 requirements for residential and commercial projects.	<p>Project is Consistent:</p> <p>Policy CO 8.1.1 (Partial Text): Create and adopt a Climate Action Plan (CAP) for all of the County's <u>unincorporated areas</u> within 18 months of the adoption date of the County's General Plan Update, <u>which sets policy for all of the County's unincorporated areas, including those within the Santa Clarita Valley. The CAP shall be prepared and submitted for consideration and adoption by the Board of Supervisors as an amendment to the County's newly adopted General Plan to ensure that it receives public and agency input and environmental review pursuant to the California Environmental Quality Act (CEQA) prior to Board action.</u></p> <p>Policy CO 8.1.3: Implement the ordinances developed through the County's Green Building Program.</p> <p>Policy CO 8.1.4: Provide information and education to the public about energy conservation and local strategies to address climate change.</p> <p>Policy CO 8.1.5: Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities.</p> <p>Policy CO 8.2.1: Ensure that all new County buildings, and all major renovations and additions, meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent, where appropriate.</p> <p>Policy CO 8.2.2: Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures.</p> <p>Policy CO 8.2.3: Support purchase of renewable energy for public buildings, which may include installing solar photovoltaic systems to generate electricity for County buildings and operations and other methods as deemed appropriate and feasible, in concert with significant energy conservation efforts.</p> <p>Policy CO 8.2.4: Establish maximum lighting levels for public facilities, and encourage reduction of lighting levels to the level needed for security purposes after business hours, in addition to use of downward-directed lighting and use of low-reflective paving surfaces.</p>

measures. The measures are intended to provide recommendations to lead agencies that may be helpful in carrying out their duties under CEQA with respect to greenhouse gases and climate change impacts. As listed below in **Table 3.4-11, Attorney General’s Recommended General Plan Mitigation Measures**, the OVOV proposed Area Plan and General Plan would be consistent with the Attorney General’s recommended measures.

**Table 3.4-11
Attorney General’s Recommended General Plan Mitigation Measures**

ID	Suggested Mitigation Measures	OVOV Policy
Conservation Element		
AG-1	Climate Action Plan or Policy: Include a comprehensive climate change action plan that requires a baseline inventory of greenhouse gas emissions from all sources by a date certain; greenhouse gas emissions reduction targets and deadlines; and enforceable greenhouse gas emissions reduction measures.	<p>Project is Consistent:</p> <p>Policy CO 8.1.1 (Partial Text): Create and adopt a Climate Action Plan (CAP) for all of the County’s unincorporated areas within 18 months of the adoption date of the County’s General Plan Update, which sets policy for all of the County’s unincorporated areas, including those within the Santa Clarita Valley. The CAP shall be prepared and submitted for consideration and adoption by the Board of Supervisors as an amendment to the County’s newly adopted General Plan to ensure that it receives public and agency input and environmental review pursuant to the California Environmental Quality Act (CEQA) prior to Board action.</p>
AG-2	Climate Action Plan Implementation Program: Include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. Allocate funding to implement the plan. Fund staff to oversee implementation of the plan.	<p>Project is Consistent:</p> <p>See measures described above in AG-1.</p>
AG-3	Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.	<p>Project is Consistent:</p> <p>Policy CO 8.1.3: Implement the ordinances developed through the County’s Green Building Program.</p> <p>Policy CO 8.2.2: Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures.</p>

ID	Suggested Mitigation Measures	OVOV Policy
		<p>Policy C 1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.</p> <p>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.</p> <p>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.</p> <p>Policy C 1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops, where available.</p> <p>Policy C 1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.</p> <p>Policy C 1.2.5: In mixed use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.</p> <p>Policy C 1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use, where appropriate.</p> <p>Policy C 1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.</p> <p>Policy C 1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.</p> <p>Policy C 1.2.9: Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.</p> <p>Policy C 1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.</p> <p>Policy C 1.3.1: Continue coordinating with the Metropolitan Transportation Authority (MTA or Metro) to implement the County's Congestion Management Program (CMP) for designated CMP roadways.</p>

ID	Suggested Mitigation Measures	OVOV Policy
		<p>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.</p> <p>Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.</p> <p>Policy LU 3.1.3: Promote opportunities for live-work units to accommodate residents with home-based businesses.</p> <p>Policy LU 3.1.4: Promote development of workforce housing to meet the needs of those employed in the Santa Clarita Valley.</p> <p>Policy LU 3.1.7: Promote development of housing for students attending local colleges, in consideration of access to campuses to the extent practicable.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Policy LU 5.1.1: Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.</p> <p>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.</p> <p>Policy LU 5.1.3: Ensure that adequate bus turnouts, served by walkways and comfortable, safe, and convenient waiting facilities, are provided for transit users within residential, shopping, and business developments.</p> <p>Policy LU 5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.</p>

- 3.4-16 Consistent with the Governor's Million Solar Roofs Plan, the project applicant or designee, acting as the seller of any single-family residence constructed as part of the development of at least 50 homes that are intended or offered for sale, shall offer a solar energy system option to all customers that enter negotiations to purchase a new production home constructed within the OVOV planning area on land for which an application for a tentative subdivision map has been deemed complete. The seller shall disclose the total installed cost of the solar energy system option, and the estimated cost savings.
- 3.4-17 Fire stations and public libraries that contain more than 10,000 square feet of floor area within the OVOV planning area shall be designed and constructed so as to achieve LEED silver certification, in accordance with County policy.
- 3.4-18 The project applicant or designee, shall require new residential developments to participate in the California Energy Commission's New Solar Homes Partnership and include the option for on-site solar photovoltaic systems in at least 50% of residential units.

SIGNIFICANCE OF IMPACT WITH MITIGATION FRAMEWORK

Based on the above quantitative analysis, the OVOV proposed Area Plan and General Plan could potentially impede or conflict with the State's goal of meeting AB 32 given the increase in GHG emissions. However, as demonstrated by the above analysis, the OVOV proposed Area Plan and General Plan would be consistent with project design features and mitigation measures recommended by CARB, OPR, the California Climate Action Team, and the Office of the Attorney General, and would achieve reductions in GHG emissions from business -as -usual conditions. Nonetheless, the project would result in a potentially significant impact on global climate change.

- Policy CO 10.1.2:** The Santa Clara River corridor and its major tributaries and all key regional habitat linkages/wildlife corridors shall be preserved as open space to accommodate storm water flows and protect critical plant and animal species, as follows: (Guiding Principle #6)
- a. Uses and improvements within the corridor shall be limited to those that benefit the community's use of the river in its natural state.
 - b. Development on properties adjacent to, but outside of the defined primary river corridor shall be:
 - i. Located and designed to protect the river's water quality, plants, and animal habitats by controlling the type and density of uses, drainage runoff (water treatment) and other relevant elements; and
 - ii. Designed to maximize the full range of river amenities, including views and recreational access, while minimizing adverse impacts to the river.
- Policy CO 10.1.3:** Through dedications and acquisitions, obtain open space needed to preserve and protect wildlife corridors and habitat, which may include land within SEA's, wetlands, woodlands, water bodies, and areas with threatened or endangered flora and fauna.
- Policy CO 10.1.11:** Partner with conservation agencies and other entities to acquire and maintain open space, combining funding and other resources for joint-use projects, where appropriate.
- Policy CO 10.1.12:** Identify, pursue, and ensure adequate funding sources to maintain open space areas.
- 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.

Effectiveness of the Proposed Area Plan Policies

The proposed Area Plan Policies do not provide a mechanism for the compensation of lost habitats when avoidance or minimization of impacts is considered to be infeasible, nor do they mitigate for the direct mortality of individuals of listed, proposed, or candidate species. Implementation of the proposed Area Plan policies and mitigation measures **MM 3.7-1** through **3.7-3** are proposed to reduce these impacts. **MM 3.7-1** requires preparation of biological site survey reports prepared by a qualified biological

species, losses of habitats occupied by such species, and losses of opportunity for habitat connectivity.

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

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

MM 3.7-3: Impacts on sensitive habitats resulting from implementation of the Area Plan shall be compensated for through the acquisition of lands described in **Policies CO 10.1.3, CO 10.1.11** and **CO 10.1.12**. Said acquisition shall prioritize habitat types that are particularly at risk in the region. At risk habitats include but are not limited to waterways, wetlands and vernal pools; alluvial scrub; native grasslands; savannas, woodlands and forests; holly-leaf cherry and Great basin sagebrush associations; and rocklands.

SIGNIFICANCE OF IMPACTS WITH MITIGATION FRAMEWORK

Potentially significant impacts associated with the County's proposed Area Plan are those relating to:

- special-status species,
- sensitive natural communities,
- federally protected wetlands, and

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.

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 Area 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 7.4: Promote water conservation through building and site design.

Policy LU 7.4.1: Require the use of drought tolerant and non-invasive landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.

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.

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.

- MM 3.13-3 (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.
- MM 3.13-4 (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 Area Plan in consultation with water districts to ensure adequate long-term supply for existing businesses and residents.
- MM 3.13-5 (Policy LU 7.2.3):** Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.
- MM 3.13-6 (Policy LU 7.4.1):** Require the use of drought tolerant and non-invasive landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.
- MM 3.13-7 (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.
- MM 3.13-8 (Policy CO 1.1.1):** In making land use decisions, consider the complex, dynamic, and interrelated ways that natural and human systems interact, such as the interactions between energy demand, water demand, air and water quality, and waste management.
- MM 3.13-9 (Policy CO 4.1.1):** In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.
- MM 3.13-10 (Policy CO 4.1.2):** Provide examples of water conservation in landscaping through use of low water use landscaping in public spaces such as parks, landscaped medians and parkways, plazas, and around public buildings.
- MM 3.13-11 (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.

- 8 minutes or less for suburban areas, and
- 12 minutes or less for rural areas.

The ~~2008-2009~~ median response time for the OVOV Planning Area was 5 minutes 42 seconds. To adequately meet the standards for each area, there would need to be an increase in the number of fire stations. Joint cooperation between the County, the City of Santa Clarita, and state and federal agencies would also contribute to maintaining adequate response times. Implementation of the proposed policies, and mitigation measures **MM 3.15-2** and **MM 3.15-3** would reduce potential impacts on fire protection to less than significant.

Police Protection

Law enforcement in the County's Planning Area is served by the Los Angeles County Sheriff's Department with the California Highway Patrol maintaining jurisdiction over the state highways. The Sheriff's Department, which operates one station in Valencia and a storefront station in Newhall, has a standard of one officer per 1,000 residents to maintain effective police protection. The current number of sworn officers within the County's Planning Area is 171, which provides one officer per 439 residents. With the projected buildout of the Planning Area, the number of officers required to maintain a standard of one officer per 1,000 residents would need to be 237 for the projected population of 237,387 residents. In order to maintain adequate service the County's Planning Area would need an additional 66 sworn officers. With the implementation of the proposed Area Plan policies and mitigation measure **MM 3.15-4**, potential impacts on law enforcement would be less than significant.

COMMUNITY FACILITIES

Summary

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

Mitigation Framework

No mitigation measures are required.

Significance of Impact with Mitigation Framework

SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering the approval or the establishment of conditions for the approval of a development project.²⁹ Because the Government Code states that compliance with SB 50 will provide full and complete mitigation, no significant impact would occur.

EMERGENCY SERVICES AND WILDLAND FIRE PROTECTION

Summary

This section provides information on the existing fire and emergency services in the County's Planning Area. The current staffing, equipment, response times, and standards of these services are described along with their ability to meet the needs of the County's Planning Area. Both urban and wildland fire protection are discussed. The ~~2008-2009~~ median response time for the OVOV Planning Area was 5 minutes and 42 seconds. The standard response time for Los Angeles County Fire Department is 5 minutes or less for urban areas, 8 minutes or less for suburban areas, and 12 minutes or less for rural areas. Impacts on fire protection within the County's Planning Area were less than significant with the incorporation of the proposed Area Plan policies and the implementation of mitigation measures MM 3.15-2 and MM 3.15-3.

Existing Conditions

Urban Fire Protection

Provider and Facilities

As part of the Consolidated Fire Protection District, the County's Planning Area receives urban and wildland fire suppression service from the Los Angeles County Fire Department (LACoFD). Mutual aid or assistance pacts are maintained with several local, state, and federal agencies. As of 2009 there are 13 fire stations with 11 engine companies, one assessment engine, five paramedic squads, one hazardous materials squad, and two ladder trucks serving the County's Planning Area, **Table 3.15-7, Fire Station**

²⁹ California Government Code. Section 65996 (a) and (b). 2008.

Station	Location
Fire Station 126	26320 Citrus Street Santa Clarita, California 91355
Fire Station 132 (Temporary)	29310 Sand Canyon Rd Santa Clarita, California 91387
Fire Station 149*	31770 Ridge Route Castaic, California 91384
Fire Station 156 (Temporary)	24525 W. Copper Hill Dr. Santa Clarita, California 91350

* = Paramedic Units

Source: LACoFD 2008

Volume of Calls

In ~~2007~~2009, the LACoFD stations in the OVOV Planning Area responded to ~~15,396~~15,739 calls within the Planning Area, of which ~~591~~471 were fire and ~~10,097~~10,989 were emergency medical services, **Table 3.15-8, Fire Incidents**. The Fire Department also responded to ~~10~~nine hazardous materials calls, including reports of hazardous conditions. The ~~2008~~2009 median response times throughout the OVOV's Planning Area were 5 minutes 42 seconds. Department goals for ~~response times~~^{1st - arriving units} are:

- Urban: 5.0 minutes or less
- Suburban: 8.0 minutes or less
- Rural: 12.0 minutes or less
- Rural: 12 minutes or less

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

**Table 3.15-8
Fire Incidents**

Incident Type	County's Planning Area	OVOV Planning Area
Fire	<u>315,193</u>	<u>591,471</u>
Emergency Medical Services	<u>7,243,026</u>	<u>10,097,989</u>
Other	<u>2,901,489</u>	<u>4,708,279</u>
Total	<u>10,434,708</u>	<u>15,396,739</u>

Source: Letter from LACoFD. 2008.

Services

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

Fire Prevention

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

- A Codes and Ordinances Unit that participates in updating codes to the latest standards;
- Fire Prevention Engineering that assists in plan checking, particularly for fire sprinkler installation and fire alarm plans;
- Inspections of occupancies (except one and two-family dwellings);
- Forestry services that includes a Brush Clearance Compliance Program and a Fuel Modification Program;
- Special Units Section that includes a Petroleum/Chemical Unit, Schools and Institutions Unit, and Fire Investigation Unit;
- Water, Subdivision and Access Unit that reviews development impact issues;
- Area Sections Unit to inspect and plan check specific buildings/structures; and
- Environmental review.

Emergency Medical Services (EMS)

EMS, a second major activity area of the LACoFD, was established in 1969. This service allows paramedics to go straight to a medical call and, if necessary, implement advance life support while being able to contact a nurse at a hospital over a specially designed radio system. Aside from EMS provided by the LACoFD, there is also a private ambulance service in the Planning Area.

Hazardous Materials

Another significant activity of the LACoFD is hazardous materials. The mission of this division is “to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation and disposal of hazardous materials and waters through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight.” Further details regarding hazardous materials management in the County’s Planning Area are addressed in **Section 3.11** of this EIR.

Urban Search and Rescue (USAR)

The USAR service, an activity that requires special training and equipment, allows the LACoFD to offer advanced technical rescue capabilities during disasters. Members of the USAR Committee, which consists of LACoFD personnel certified as California state instructors for Rescue Systems I and Emergency Trench Rescue, are trained in confined space rescue, high angle rescue, the use of Biopack self-contained breathing apparatuses (SCBAs), helicopter rescue, rescue diving, and other specialties.

Fire Service Funding

The LACoFD Fire District provides fire protection and emergency medical services to the County. The majority of funding for fire services is obtained through property taxes. Additionally, voters in the Fire District approved a special tax in 1997 to pay for essential fire suppression and emergency medical services. The special tax is billed on the Joint Consolidated Annual Tax Bill under Detail of Taxes Due, Direct Assessments. The most common rates are single-family residence—~~\$49.93~~56.17; multiple-family residence—~~\$63.07~~70.95 + ~~\$0.00~~64-0072 per square foot over 1,555 square feet; and commercial/industrial—~~\$60.43~~67.98 + ~~\$0.04~~07-0458 per square foot over 1,555 square feet.

Emergency Preparedness

The County of Los Angeles and the City of Santa Clarita both implement programs to facilitate emergency preparedness. The County has an Operational Area Emergency Response Plan, which describes the planned response to emergencies associated with natural and man-made disasters and

Impact 3.15-4 Substantial potentially adverse physical impacts associated with the provision of new or expanded fire protection services or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

The provision of fire stations varies more as a function of the geographic distribution of structures than of population increases. One of the most important criteria for effective firefighting is the response time needed to reach the site of the fire. Existing stations are strategically located to ensure adequate service within the area. Nevertheless, as buildout of the County occurs, more structures will be built and the potential for an increase in structural fires will increase (**Policies LU 3.3.5 and LU 3.3.7**).

Buildout of the Area Plan would increase residential, commercial, and industrial development which would create an increase in demand for fire prevention and suppression services. The County's 2008 population was 75,000 residents. There are currently 6 fire stations within the County's Planning Area (**Figure 3.15-2**). LACoFD has a goal of 5 minutes or less for response times for urban areas, 8 minutes or less for suburban areas, and 12 minutes or less for rural areas (Volume of Calls). In 2009, The the median response time throughout the County's Planning Area was 5-6 minutes 42-30 seconds (**Policies S 3.3.1 to S 3.3.3**). Buildout of the County Planning Area would total approximately 237,387 people. To adequately maintain or reach the response time goals set by LACoFD there would need to be more fire stations located throughout the County's Planning Area (**Policy LU 3.3.4 and Policies S 3.1.1 to 3.1.3**). Potential impacts regarding people's exposure to injury or damage to structures in new development within areas of very high fire hazard severity zone are discussed under Impact 3.11-4 in **Section 3.11, Hazards and Hazardous Materials**.

Providing fire service to foothill areas is currently difficult and will continue to be a hazard in the future. These foothill areas have a greater chance of being exposed to wildland fires. The foothill areas also have a greater density of vegetation, which has a very high oil content that creates fire danger. Wildland fires are a serious and growing hazard. As the County reaches buildout the only undeveloped areas would be the foothills around the County's Planning Area (**Policy CO 2.2.2 and Policy CO 3.4.2**). This would mean that if the United States Forest Service (USFS) cannot adequately contain a fire, then LACoFD would add support (**Policy S 3.2.6**). It also indicates that the County, City of Santa Clarita, and USFS would need to coordinate jurisdiction areas with any new development. This new development would indicate an increasing number of people would be living and playing in wildland/urban intermix areas. Wildland/urban interfaces (WUI) create extremely dangerous and complex fire conditions, posing a safety threat to the public and firefighters (**Policy CO 3.6.5**). As described in **Section 3.11** of this EIR,

Hazards and Hazardous Materials, for any new residential development located within or near a WUI there are required setbacks for landscapes (**Policy LU 3.3.2** and **Policies S 3.2.1 to S 3.2.7**).

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

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

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

Proposed Area Plan Policies

- Policy LU 3.3.2:** In areas subject to wildland fire danger, ensure that land uses have adequate setbacks, fuel modification areas, and emergency access routes.
- Policy LU 3.3.4:** Evaluate service levels for law enforcement and fire protection as needed to ensure that adequate response times are maintained as new residential development is occupied.
- Policy LU 3.3.5:** Through the development review process, ensure that all new residential development is provided with adequate emergency access and that subdivision and site designs permit ready access by public safety personnel.
- Policy LU 3.3.7:** Ensure adequate addressing in all residential neighborhoods for emergency response personnel.
- 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

**Table 3.16-1
Existing Parklands in the County's Planning Area**

County Parks	Acres	Type	Location (see Figure 3.15-1)
Chesebrough County Park ¹	5.1	Neighborhood	21
David March (Plum Canyon)	12.9	Neighborhood	27
Del Valle Park	5.8	Neighborhood	22
Fair Oaks Park	6.0	Neighborhood	69
Hasley Canyon Park	5.4	Neighborhood	23
Jake Kuredjian Park	5.0	Neighborhood	24
Northbridge Park ¹	9.8	Neighborhood	25
Pico Canyon Park	18.0	Neighborhood	26
Tesoro Adobe Park	2.2	Neighborhood	32
West Creek County Park	15.4	Neighborhood	68
Total Neighborhood Parks	85.6		
Hasley Canyon Equestrian Park	16.0	Community	70
Richard Rioux Park	15.5	Community	28
Total Community Parks	31.5		
Castaic Sports Complex	51.0	Regional	30
Val Verde Park	57.6	Regional	29
William S. Hart Park ¹	224.3	Regional	31
Vasquez Rocks	905.0	Regional	44
Total Regional Parks	1,237.9		
Subtotal	1,355		
State Owned/County Operated Parklands	Acres	Type	
Castaic Lake State Recreation Area	8,700.0	Regional	42
Placerita Canyon Nature Center	341.0	Regional	43
Subtotal	9,041.0		

formed to maintain this open space land. On March 7, 2007, a property owner's donation of 400 acres in Elsmere Canyon to the Mountains and Recreation Conservation Authority for use as an open space preserve received final approval. Elsmere Canyon is a natural, riparian area that contains vital links between the Angeles National Forest, Placerita Canyon Nature Center, and Whitney Canyon for the wildlife corridor, connecting the San Gabriel, Santa Susana and Santa Monica mountains. The canyon contains waterfalls, rolling hills, riparian habitats, coastal sage and oak woodlands, and significant ecological, cultural, and historical treasures. Another 800 acres of the canyon are deemed in need of protection in the future.²

Vasquez Rocks

Vasquez Rocks ~~County Park~~ Natural Area located in the community of Agua Dulce west and north of State Route (SR) 14, is an area of unique geologic formations that has been the site of hundreds of film shoots. Sculpted by earthquake activity along the Elkhorn fault, the rock formations were compressed, folded, and tilted up to a height of nearly 150 feet. Erosion has shaped the coarse-grained yellow sandstone into jutting and sweeping formations interspersed with shale and basalt layers. Vasquez Rocks are both a visual and historical landmark in the community.

Santa Clarita Woodlands State Park

This 3,000-plus-acre state park is located west of I-5 and may be accessed via either Lyons Avenue or the Calgrove/The Old Road interchanges. The creation of this park involved a land transaction that included the City of Santa Clarita, Chevron, and the Santa Monica Mountains Conservancy as the primary participants. The transaction involved the donation of 851 acres of land historically owned by Chevron, with the Conservancy purchasing another 2,184 acres.

This state park includes the 145-acre Ed Davis/Towsley Canyon Park at 24255 The Old Road in Newhall, the 3-mile Pico Canyon Trail, the 2.4-mile Rice Canyon Trail, and the 3.8-mile East Canyon Trail. The facilities at Towsley Canyon Park include trails for hiking, mountain biking, and equestrian uses; picnic areas; the Sonia Thompson Nature Center; the Towsley Canyon Lodge available for daily or overnight use; and restroom facilities.

² City of Santa Clarita, *General Plan*. "Draft Conservation and Open Space Element." (2009).

Trail, Fish Canyon Trail, Bear Canyon Trail and Gillette Mine Trail, all described in the **Trails** subsection, below.

Castaic Lake State and County Recreation Area

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

Placerita Canyon Natural Area

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

Federal Land

Angeles National Forest and Los Padres National Forest lands exist within and adjacent to the OVOV Planning Area. Some of the facilities in the national forests include ~~hiking~~ multi-use (equestrian, mountain biking, and hiking) trails and campgrounds.

Angeles National Forest

The Angeles National Forest covers 693,000 acres of land area in the San Gabriel Mountains, which constitutes approximately one quarter of the land located within Los Angeles County. The United States Forest Service administers the National Forest, which is an agency of the United States Department of Agriculture. The Angeles National Forest is supervised in districts, one of which is the Santa Clara/Mojave Rivers Ranger District within the OVOV boundary. The Angeles National Forest offers a wide range of camping (with fees) and picnicking facilities. The Angeles National Forest also provides non-fee Off-Highway Vehicle (OHV) areas such as, Rowher Flats, Drinkwater, Drinkwater Staging Area, Indian Canyon Staging Area (Staging area for both motorized and non-motorized trail users), and a multitude of OHV designated roads connecting Rowher Flats to Drinkwater with continued connectivity further north, all of which are located within the OVOV Planning Area. In addition, there are hundreds of miles of non-motorized, multi-use (equestrian, hiking, and mountain biking) trails in the forest, ~~some of~~

which are located within and adjacent to the OVOV Planning Area (see **Trails** below p. 3.16-14 to 3.16-16). There are four reservoirs in the Angeles National Forest, including Castaic and Pyramid Lakes (~~5 miles northeast and 18 miles north of the site, respectively~~) each providing water skiing, fishing, sail boarding, canoeing, jet skiing, and swimming activities. The operators of the water reservoirs charge entrance fees, as well as provide boat launching, boat rental, and overnight camping fees. In addition to the identified recreational opportunities, the Angeles National Forest provides a home for an array of wildlife. There are ~~four~~ five trails that exist within Angeles National Forest:

- Pacific Crest Trail (Federal)
- Fish Canyon Trail (Federal)
- Bear Canyon Trail (Federal)
- Gillette Mine Trail (County ~~Trail~~ of Los Angeles)
- Los Pinetos Trail (Federal/State/County of Los Angeles)

Los Padres National Forest

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

Trails

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

Santa Clara River Valley, the Angeles National Forest, the unincorporated areas of Los Angeles County, in addition to the San Fernando, La Crescenta, and Simi Valleys.

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

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

State, Federal, and County Trails

Two of the larger trails in the system are described below, followed by a listing of other sState, Federal, or County trails alignments both existing and proposed within the OVOV Planning Area.

Pacific Crest Trail

This segment of the Pacific Crest Trail is 160 miles located along the Sierra Pelona Mountain Range, providing views of the Antelope Valley, various terrain, vegetation wilderness, and the San Gabriel Mountains. Campgrounds, picnic areas, and staging areas are available and managed by the United States Forest Service.

Santa Clara River Trail

The Santa Clara River has been designated as a Significant Ecological Area (SEA) and portions have been preserved as open space to provide flood protection.⁶ The State of California recently adopted the Santa Clara River as a State Recreation Trail Corridor. Its preservation has allowed for the development of a 30-mile-long multi-use (equestrian, mountain biking, and hiking) trail following the river’s banks from I-5, Valencia to Canyon Country to the Ventura/Los Angeles County border, which is the backbone to the Valley’s larger trail system. The unincorporated portion of the County of Los Angeles (County) proposed Santa Clara River Trail alignment within the OVOV planning Area for I-5 to the Ventura/Los Angeles County border has been adopted by the County of Los Angeles Board of Supervisors. The trail adoption permits the County to require trail easements and construction of trail tread when property owners request a discretionary action, such as a conditional use permit (CUP) or the division of land (parcel or tract map) with use of the map act.

~~Other State, Federal, County, or City~~ County/State Trails within OVOV Planning Area. Note: Trail mileage are estimates with (P) = Proposed trail, (E) = Existing trail, and trail jurisdiction as either State, Federal, County, or City.

- William S. Hart Park Trail 2.85 miles (E – County)
- Gavin Canyon Trail 8.0 miles (P – County)
- Pico Canyon Trail 9.0 miles (P & E – County/City)
- Sand Canyon Trail 4.0 miles (P & E – County)
- Castaic Creek Trail 5.0 miles (P – State/County)
- Castaic Lake Trail 2.0 miles (P & E – State/County)
- Bouquet Canyon Extension Trail (Proposed) 7.0 miles (P – County)
- Santa Clarita River Trail (Proposed) 8.0 miles
- Cliffie Stone Trail 1.0 miles
- Bouquet Canyon Trail 9.0 miles
- Placerita Creek Trail 63.0 miles (E – State/County)
- Acton Community Trail 22.0 miles (P – County)

⁶ SCGP, Parks and Recreation Element/Open Space and Conservation Element, June 25, 1991.

- Northside Connector Trail 6.5 miles (P – County)
- Vasquez Loop Trail 17.3 miles (P – County)
- Hasley Canyon Trail 3.4 miles (P & E – County)
- Los Pinetos Trail 3.3 miles (E – State/Federal/County)
- Placerita Canyon Connector Trail 2.8 miles (P – County)
- Mint Canyon Trail 3.7 miles (P & E – County)
- South Fork Trail – Class I 4.0 miles (E – City)
(City of Santa Clarita Trail)

County-Operated Trails

Los Angeles County Riding and Hiking Trail systems can be seen in **Figure 3.16-2, Master Plan of Trails**, include the following trails in the County’s Planning Area.

Fish Canyon Trail (Forest Trail)

The Fish Canyon Trail travels through the canyon along a year-round stream shaded by oak trees, sycamores, alders, and willows. The 6-mile trail passes through Castaic Lake County Regional Area and joins the Pacific Crest Trail. Campgrounds are available.

Bear Canyon Trail (Forest Trail)

Bear Canyon Trail crosses 5 miles of chaparral area over ridges and summits, through canyons, and eventually connects to the Pacific Crest Trail.

Gillette Mine Trail (County Trail)

The Gillette Mine Trail joins the Pacific Crest Trail after 1 mile of moderately difficult hiking through gold and silver mining ruins.

Los Pinetos Trail (County Trail)

This is ~~an equestrian~~ multi-use trail with camping facilities available by reservation. The 3.3-mile trail begins at the intersection of the Los Pinetos Trail and Placerita Creek Trail near the camping area at the eastern edge of the Placerita Canyon Natural Area. follows a flood control channel through 7 miles of natural area including Placerita Canyon State Park. The trail links to the Rim of the Valley State Trail

from the proposed Placerita Canyon Connector Trail. The southern segment of the trail is within the jurisdiction of the Angeles National Forest Service. All non-motorized trails within the Forest are multi-use (equestrian, mountain-biking, and hiking) regardless of width.

Wilson Canyon Channel Trail (County Trail)

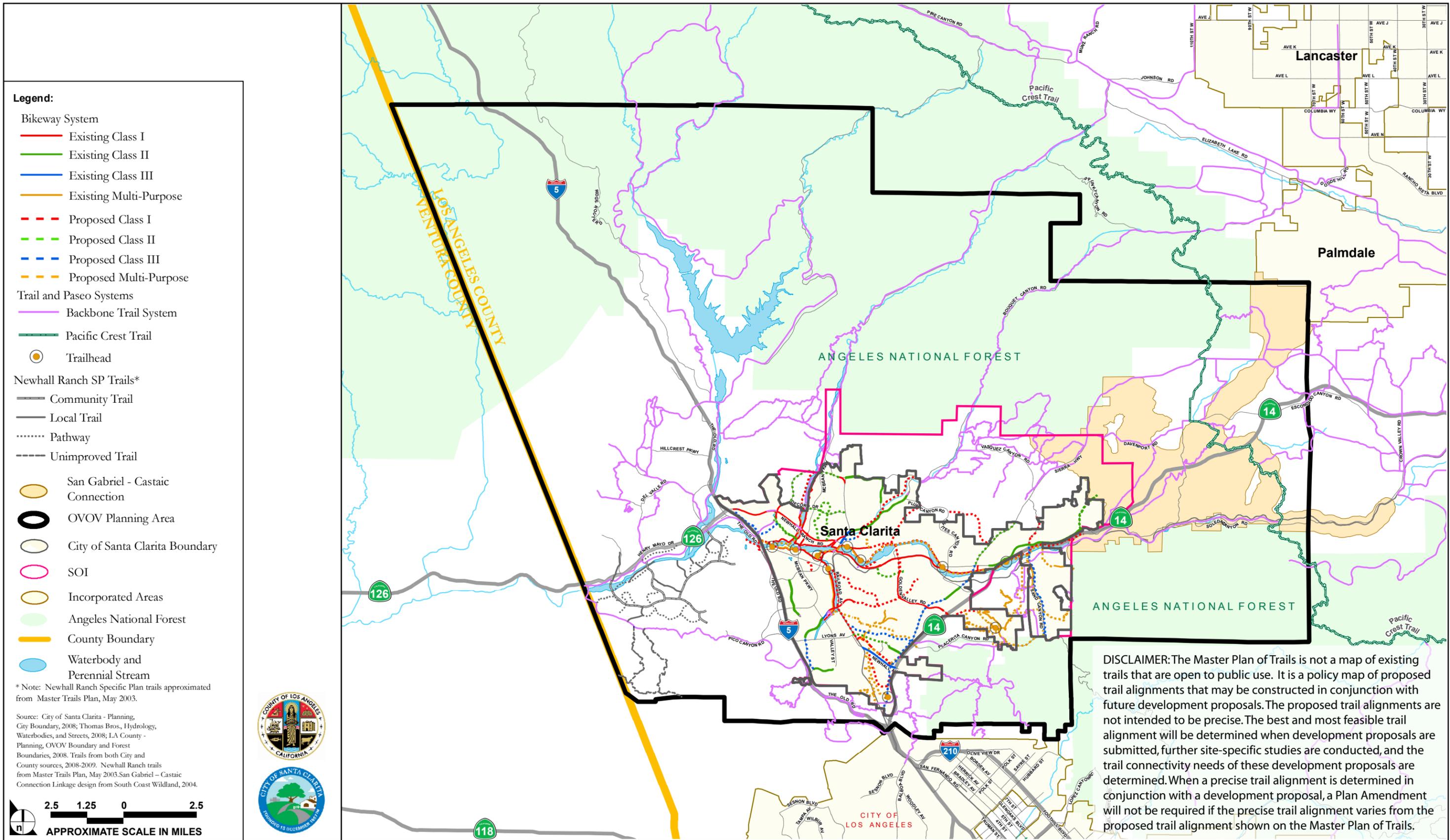
Two miles of moderately difficult hiking in the Angeles National Forest provides views of the San Fernando Valley and Placerita Canyon. This trail is a link to the Rim of the Valley State Trail via the Los Pinetos Trail.

William S. Hart Park Trail (County Trail)

This 2.5-mile nature trail winds through the park past the Hart Museum and designated points of interest including views of the OVOV Planning Area. Separate access is provided for equestrian use.

Placerita Creek Trail (State, County)

The trail is dual-use (equestrian and hiking) and connects to the Los Pinetos Trail at the eastern edge of Placerita Canyon Natural Area and meanders along Placerita Creek eventually connecting to the western edge of the Natural Area. The amenities within the Natural Area include paved/unpaved parking, potable water, toilets, picnic areas, historic structure, shorter internal loop trails, an short interpretive trail, and County operated Nature Center.



SOURCE: City of Santa Clarita, County of Los Angeles, Valleywide General Plan - August 2009

FIGURE 3.16-2

Master Plan of Trails

3.17 UTILITIES AND INFRASTRUCTURE

EXECUTIVE SUMMARY

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

Wastewater Treatment

With implementation of the proposed policies the potential impacts of the Area Plan's buildout on the wastewater treatment system capacity would be less than significant. As the County reaches its Area Plan buildout population of 237,387 residents, new projects would be evaluated for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat additional sources of wastewater. The need for construction of new ~~water or~~ wastewater treatment facilities or expansion of existing facilities as buildout occurs would be determined by the Santa Clarita Valley Sanitation District (SCVSD). The SCVSD provides wastewater conveyance, treatment, and disposal services for residential, commercial, and industrial users in the County and the City of Santa Clarita. The construction of new facilities would be subject to California Environmental Quality Act (CEQA) review. No mitigation measures are required.

Solid Waste

The County's Planning Area uses three landfills within or near the OVOV Planning Area. They include the Chiquita Canyon Landfill, Antelope Valley Landfill, and the Sunshine Canyon Landfill. Landfills throughout the state have permitted maximum capacities (the amount of waste[s] in tons or cubic yards a permitted facility is allowed to receive, handle, process, store, or dispose of). The County does not have adopted solid waste disposed figures and since the County's Planning Area is adjacent to and surrounding the City's Planning Area, it would be reasonable to assume that solid waste disposed figures for the County Area Plan would be similar to those of the City of Santa Clarita. Consequently, solid waste disposed figures used by the City of Santa Clarita are utilized for this analysis. In 2007, the amount of waste disposed by the City's Planning Area was 163,000 tons; therefore, the County's Planning Area waste disposed was approximately 48,512 tons. The projected buildout amount of waste, generated by

Existing Conditions

Sewage Collection and Treatment

The Santa Clarita Valley Sanitation District (SCVSD) (a consolidation of Sanitation Districts Nos. 26 and 32) provides wastewater conveyance, treatment, and disposal services for residential, commercial, and industrial users in the Santa Clarita Valley. The SCVSD operates two WRPs, the Saugus WRP and the Valencia WRP. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS), which optimizes operating efficiencies of the wastewater treatment plants as solids and excess wastewater from the Saugus WRP are diverted to the Valencia WRP for treatment and disposal. The SCVJSS currently processes an average flow of ~~20.8~~20.3 mgd.

Conveyance Systems

The current SCVJSS service area consists of the surrounding unincorporated County areas and the City of Santa Clarita. The wastewater collection system is comprised of service connections that tie into a local collection line network. The local network, comprised of primary and secondary collectors, collects sewage flows directly from developments and discharges it into the Sanitation Districts sewer trunk lines. Approximately 34 miles of trunk sewers covering 11,210 acres of the Santa Clarita Valley make up the base of the SCVJSS conveyance network. From the sewer trunks, wastewater is discharged into water reclamation plants where it is treated. The Sanitation Districts are responsible for the construction and maintenance of trunk sewers. Flow levels and pipe condition are checked biennially. Local lines are owned and maintained by the Los Angeles County Consolidated Sewer Maintenance Districts within its borders.

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

Treatment Facilities

Saugus Water Reclamation Plant

The SWRP was built in 1962 at 26200 Springbrook Avenue, in the central portion of the OVOV Planning Area. The SWRP is a tertiary treatment plant and consists of comminution, grit removal, primary

Impact Analysis

This impact analysis section evaluates the potential effects of the proposed Area Plan policies on existing wastewater facilities within the County's Planning Area using the *State CEQA Guidelines* thresholds of significance.

Impact 3.17-1 Buildout of the proposed Area Plan would potentially exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Increases in population, housing, and commercial and industrial land uses would result in incremental increases in the generation of wastewater. Due to the projected growth, the increased generation of wastewater is considered substantial and may potentially result in a significant impact on existing wastewater service and facilities.

The current daily effluent flows of the SWRP and the VWRP are 5.1 mgd and 15.7 mgd, respectively. The SWRP and the VWRP have current design capacities of 6.5 and 21.6 mgd, respectively, for a total design capacity of ~~34.128.1~~ mgd. As described above in (**Planned Improvements**) the design capacity of both plants would increase to a capacity of ~~34.234.1~~ mgd and would have the capacity to be able to produce more reclaimed water for potential reuse (**Policies CO 4.2.1** and **CO 4.2.2**). As the County reaches its buildout population of 237,387 residents, new projects would need to be evaluated for their potential impact on the wastewater treatment system capacity before the start of construction (**Policy LU 9.1.1**, **Policy CO 4.2.2**). Where deemed appropriate by the reviewing authority, new projects should promote means to enhance water quality by addressing sources of water pollution and by providing the extension of sanitary sewers for all urban uses and densities, to protect groundwater quality, where feasible (**Policy CO 4.4.4**). Extension of sanitary sewers, where deemed appropriate, would help provide for the delivery of recycled water for use in irrigation. As buildout of the Area Plan occurs, the County should protect the capacity of the natural "green" infrastructure to cleanse water, and prevent flood and storm damage and promote more sustainable utilization of renewable resource systems (**Policy CO 1.1.1** and **Policy CO 1.2.1**).

Proposed Area Plan Policies

Policy LU 9.1.1: Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.

avoiding exceedances of wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.

Plan to Plan Analysis

The County's wastewater generation and treatment needs at proposed Area Plan buildout would need to be evaluated on a project-by-project basis for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat the potential additional sources of wastewater. Due to the larger buildout population of the existing Area Plan, there would be potential for greater demand on existing and planned wastewater treatment facilities under the existing Area Plan. Therefore, impacts on wastewater would be greater with the existing Area Plan than those associated with the proposed Area Plan.

Impact 3.17-2 Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could potentially cause significant environmental effects.

Increases in population, housing, and commercial and industrial land uses would result in incremental increases in the generation of wastewater. Due to the projected growth, the increased generation of wastewater is considered substantial and may potentially result in a significant impact on existing wastewater service and facilities.

The current daily effluent flows of the SWRP and the VWRP are 5.1 mgd and 15.7 mgd, respectively. The SWRP and the VWRP have current design capacities of 6.5 and 21.6 mgd, respectively, for a total design capacity of 34.1 mgd. As described above in (**Planned Improvements**) the design capacity of both plants would increase to a capacity of 34.2 mgd and would have the capacity to be able to produce more reclaimed water for potential reuse (**Policies CO 4.2.1 and CO 4.2.2**).

As the County reaches its estimated buildout population of 237,387 residents, new projects would need to be evaluated for their potential impact on the wastewater treatment system before the start of construction (**Policy LU 9.1.1, Policy CO 4.2.2, and Policy CO 4.4.4**). The need for construction of new ~~water or~~ wastewater treatment facilities or expansion of existing facilities as buildout occurs would be determined by the SCVSD. If new facilities were to be constructed, the project(s) would be required to undergo an environmental review per CEQA.

household. However, due to the recent increase in the number of employment opportunities within the Valley, the jobs/housing ratio was estimated to range from 1.3 to 1.5 jobs per household in 2008.⁶

Growth Projections

SCAG is a federally designated metropolitan planning organization for the Southern California region. The County's Planning Area is located within the six-county jurisdiction of SCAG, which includes Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial counties. One of SCAG's primary functions is to forecast population, housing, and employment growth for each region, subregion, and city. The latest forecast was completed as part of the 2008 Regional Transportation Plan (RTP) update, which was adopted in May 2008. The OVOV Planning Area is located in the North Los Angeles Subregion, which also encompasses other unincorporated Los Angeles County areas outside the Santa Clarita Valley as well as the cities of Santa Clarita, Lancaster, and Palmdale.

SCAG growth forecasts for the unincorporated portions of the North Los Angeles Subregion, which includes the County's Planning Area, are shown in **Table 3.19-1, SCAG's Growth Forecast for the Unincorporated North Los Angeles Subregion**. According to SCAG's Growth Forecast, the population of the entire unincorporated subregion is expected to grow from 132,797 residents in the year 2005 to 434,773 residents (+227 percent) in the year 2035; the number of occupied housing units is expected to increase from 39,331 units in the year 2005 to 129,981 units (+230 percent) in the year 2035; and employment in the unincorporated subregion is expected to increase from 34,592 jobs in the year 2005 to 85,289 jobs (146 percent) in the year 2035. This growth represents more than a doubling in population and housing, and a 150 percent increase in employment, over the 30-year period.

Table 3.19-1
SCAG's Growth Forecast for Unincorporated North Los Angeles Subregion

	2005	2010	2015	2020	2025	2030	2035
Population	132,797	194,704	244,463	294,120	342,578	389,595	434,773
Households	39,331	58,090	74,714	92,232	105,907	119,114	129,981
Employment	34,592	46,820	56,539	62,745	70,041	77,831	85,289

Source: Southern California Association of Governments, 2004 Regional Transportation Plan/Growth Vision: Socio-Economic Forecast Report, June 2008.

⁶ Draft Santa Clarita Valley Area Plan, Land Use Chapter (2008), 36.

REGULATORY FRAMEWORK

SCAG Regional Housing Needs Assessment

California law requires regional Councils of Governments (COGs) throughout the state to periodically make projections of anticipated growth in employment and population within their member counties. Based on these projections, the COGs calculate a fair share of the need for new housing in each jurisdiction within their member counties. This process is known as the Regional Housing Needs Assessment (RHNA). Each city or county in a COG planning region must ensure that its Housing Element is consistent with the RHNA prepared by that COG, and must identify sufficient, appropriately zoned land in the land use element of the General Plan and its components, including Area and Community Plans, to accommodate the housing growth estimated by the RHNA.

The unincorporated portion of the Santa Clarita Valley is located within the SCAG planning area, which includes the counties of Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial. In 2007, SCAG calculated the RHNA for its six-county region for the period 2006 to 2014. SCAG has estimated the number of new units for very low, low, moderate and above moderate-income households needed in unincorporated Los Angeles County to meet its fair share of the region's housing needs. These numbers are presented in **Table 3.19-2, Regional Housing Needs Assessment (Years 2006 to 2014)**. Between 2006 and 2008, 3,613 new units were constructed within the unincorporated County areas; in addition, 2,265 housing units have been approved throughout the unincorporated County areas.⁷ Based on the development of these 5,878 total housing units, the development of at least 51,298 additional dwelling units within the County is required to meet the remainder of its RHNA allocation.

Table 3.19-2
Regional Housing Needs Assessment (Years 2006 to 2014)

Income Level	Number of Units	Percent of Total
Very Low (50% or less of median)	14,425	25.2%
Low (51% to 80% of median)	9,073	15.9%
Moderate (80% to 120% of median)	9,816	17.2%
Above Moderate (>120% of median)	23,862	41.7%
Total	57,176	100%

Source: Los Angeles County Housing Element (August 2008), 2-24.

⁷ Los Angeles County Housing Element (August 2008), 2-24.

Wastewater

Implementation of the proposed Area Plan policies related to wastewater would ensure adequate wastewater facilities as development occurs, thereby reducing the effects of future development and avoiding exceedances of wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. As buildout occurs, the need for construction of new ~~water or~~ wastewater treatment facilities or expansion of existing facilities would be determined by the Santa Clarita Valley Sanitation District. If new facilities were to be constructed, the project(s) would be required to undergo an environmental review per CEQA. Implementation of the proposed Area Plan policies related to wastewater and the implementation of the objectives of the *Final 2015 Santa Clarita Valley Joint Sewerage System Facilities* would ensure adequate wastewater capacity to serve the buildout of the County's Planning Area.

Solid Waste

The County's Planning Area uses three landfills within or near the OVOV Planning Area. They include the Chiquita Canyon Landfill, Antelope Valley Landfill, and the Sunshine Canyon Landfill. Landfills throughout the state have permitted maximum capacities (the amount of waste[s] in tons or cubic yards a permitted facility is allowed to receive, handle, process, store, or dispose of). The County does not have adopted solid waste disposed figures. However, since the County's Planning Area is adjacent to and surrounds the City's Planning Area, it would be reasonable to assume that solid waste disposed figures for the County's Area Plan would be similar to those for the City of Santa Clarita. Consequently, solid waste disposed figures used by the City of Santa Clarita are utilized for this analysis. In 2007, the amount of waste disposed by the City's Planning Area was 163,000 tons which would correlate to 48,512 tons of waste disposed for the County's Planning Area. The projected buildout amount of waste, generated by the County's Planning Area, would be 550.4 tons per day or 209,909.2 tons per year. Based on the 2008 Annual Report of the County of Los Angeles Countywide Integrated Waste Management Plan a Disposal Capacity Shortfall is expected to occur beginning in 2014 at landfills in the County of Los Angeles. The shortfall in capacity is estimated to be at 1,172 tons per day (tpd) beginning in 2014 and estimated to increase to 11,665 tpd in the year 2023. Development of proposed expansions and exporting up to 10,000 tpd of solid waste out of the County would not be able to meet the Daily Disposal Demand of the County. With implementation of the development in the OVOV County Planning Area, the estimated amount of solid waste that would be generated would contribute to the shortfall of capacity in the Los Angeles County landfill system. Therefore, the impacts from buildout to the solid waste system would be significant and unavoidable even with the incorporation of **MM 3.17-1** to **MM 3.17-5**.

**Table 6.0-1
Existing Area Plan and Proposed Area Plan Land Use Designations**

Land Use Categories	Existing Area Plan Land Use Categories	Existing County Land Use Acres	Proposed Area Plan Land Use Categories	Proposed County Land Use Acres¹	Change in Acres (existing to proposed)
Rural Land	Sum of acreages in N1, N2, and HM designations	76,839	Sum of acreages in RL1, RL2, RL5, RL10, and RL20 designations	67,926	-8,913
Urban Residential	Sum of acreages in U1, U2, U3, and U4 designations	6,271	Sum of acreages in H2, H5, H18, and H30 designations	13,878	7,607
Commercial	Sum of acreages in C and RR designations	1,053	Sum of acreages in CN and CG designations.	1,681	628
Industrial	Acreage in M designation	1,411	Sum of acreages in IL and IO designations	3,151	1,740
Public and Community Service	Sum of acres in P and AP designations	3,693	Acreage in P-CS designation	3,853	160
Transportation Corridor	Acreage in TC designations	3,185	Acreage in P-TF designation	3,331	146
Other Land Uses	Acreage in W designations	5,029	N/A	0	-5,029
Open Space	Sum of acreages in all OS designations	165,192	Sum of acreages in all OS designations	168,771	3,579
Specific Plan	Acreage in SP designations	14,283	Acreage in SP designation.	14,341	58

Source: Existing Area Plan Figures – County of Los Angeles Department of Regional Planning, March 2009. Proposed Area Plan Figures – Project Description, Table 2.0-2.

¹ The County acres includes the unincorporated County land and the City SOI within the OVOV Planning Area. Approximately 18,901.48 acres of land comprise the City's SOI area.

Transportation and Circulation

Transportation and circulation is defined in terms of roadway capacities, Level of Service (LOS), total number of average daily trips (ADT), and the miles traveled. As defined in the proposed project, the LOS ranges from A (least amount of congestion) to F (most traffic). Buildout of the existing County Area Plan and City General Plan would have a total of 1,487,994 ADTs. With buildout of the proposed Area Plan and the City's proposed General Plan, 3,288,386 ADTs would be generated, which would represent an

Revised Area Plan Figures

Legend

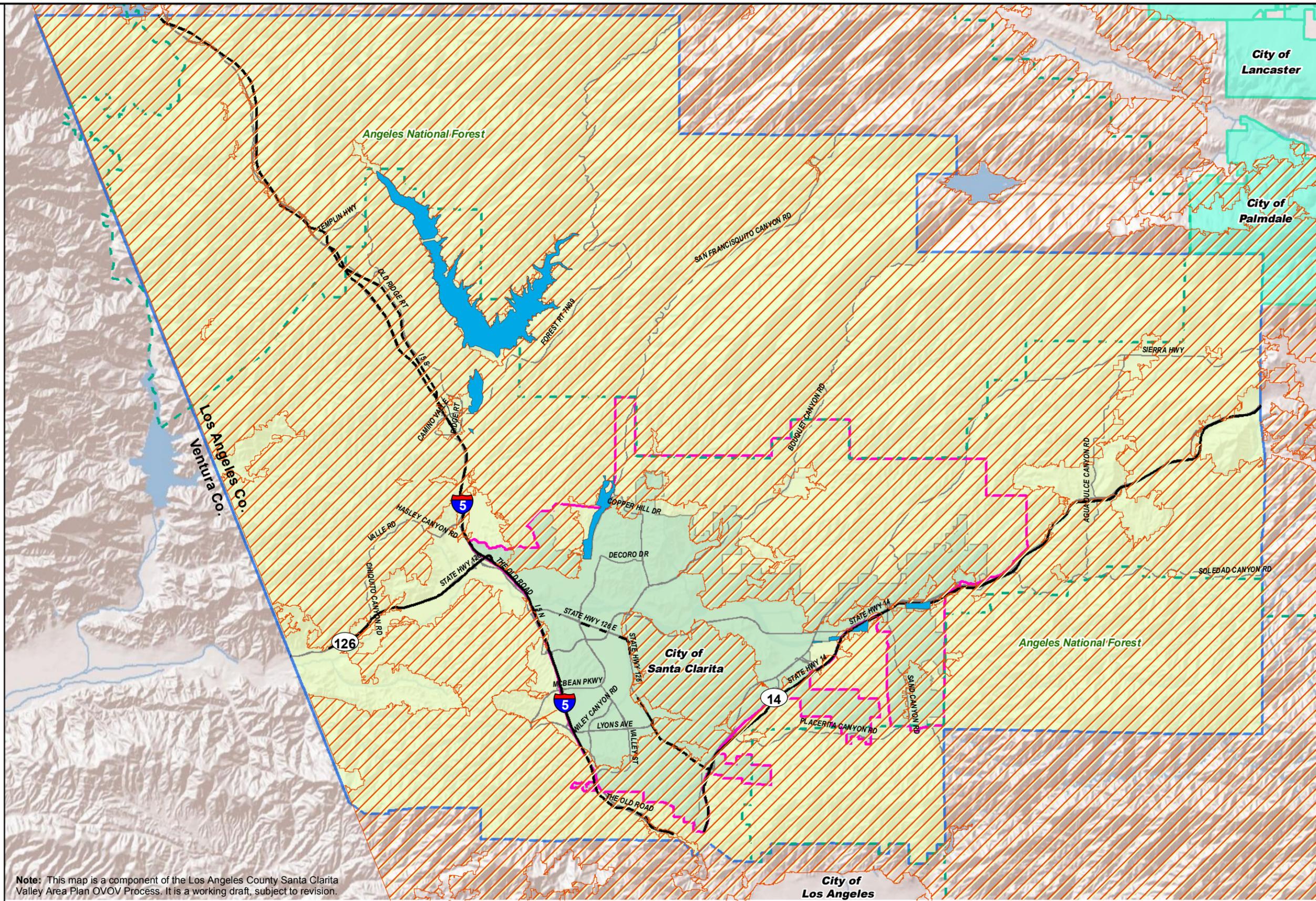
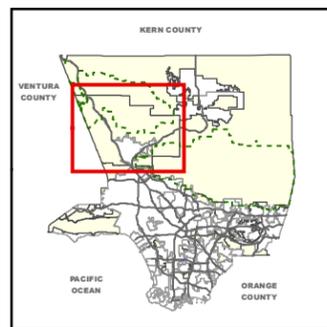
-  Very High Fire Hazard Severity Zone
-  Planning Area
-  City's SOI
-  Incorporated Planning Area
-  Incorporated Cities
-  National Forest
-  Lakes and Reservoirs

Sources: Fire Hazard Zones - City of Santa Clarita, Los Angeles County Fire and California Department of Forestry and Protection, 2005-2008.

Note: Data for other incorporated cities not included.

*** Very High Fire Hazard Severity Zone:**
From Title 32 of the County Code (Fire Code): shall mean areas that are highly vulnerable to wildfire. The designation of such zones shall be made by the Board of Supervisors and shall be based on fuel loading, slope, fire weather and other relevant factors in accordance with Chapter 6.8 of Title 5 of the California Government Code commencing with Section 51175.

VICINITY MAP:

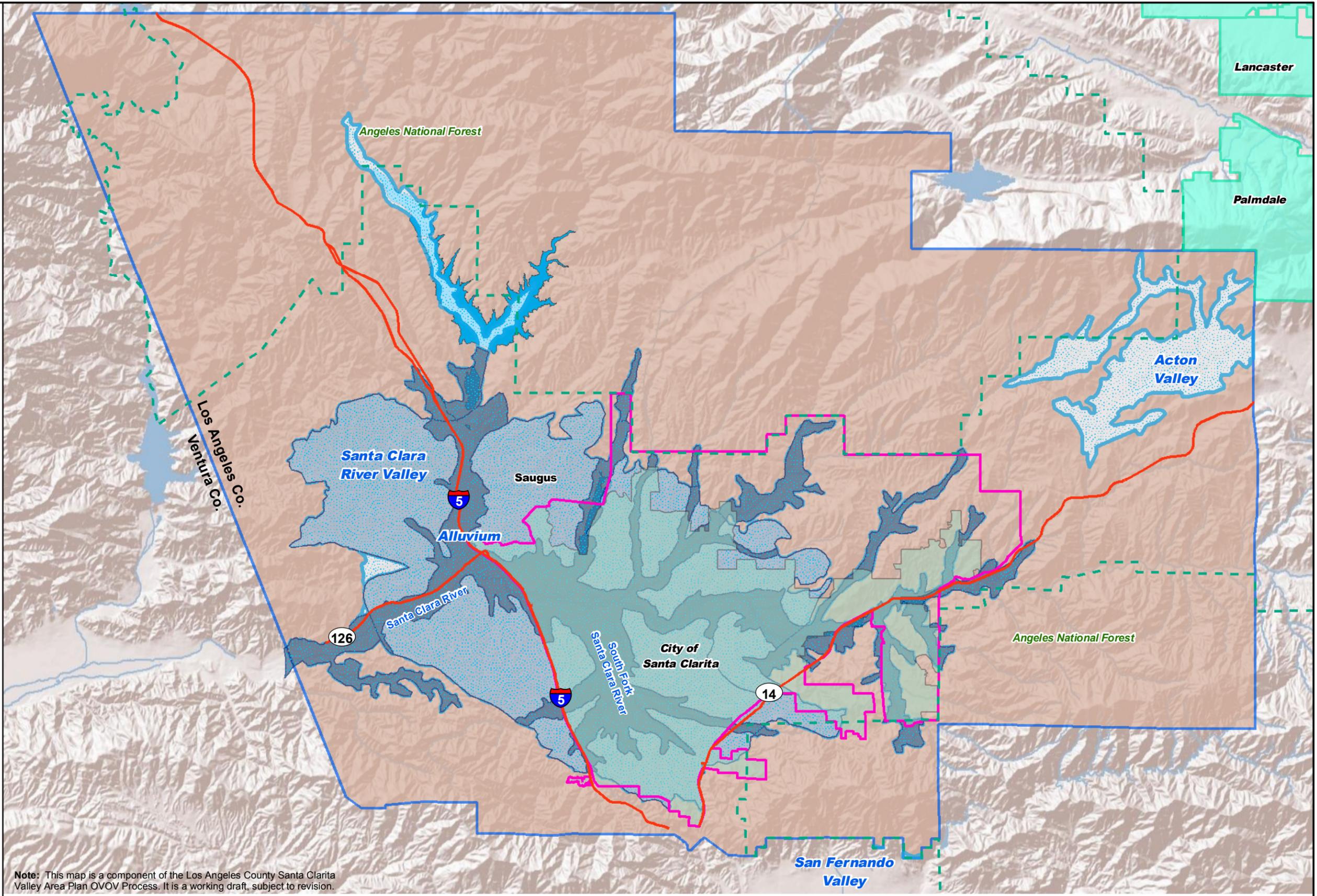


Note: This map is a component of the Los Angeles County Santa Clarita Valley Area Plan OVOV Process. It is a working draft, subject to revision.

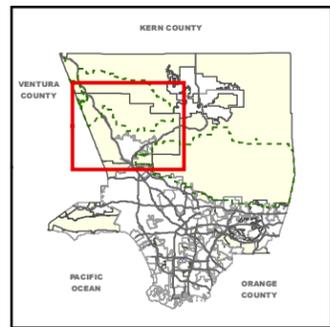
SOURCE: County of Los Angeles - September 2011

Legend

-  Planning Area
-  Incorporated Cities
-  National Forest
-  City's SOI
-  Incorporated Planning Area
-  Santa Clara River Valley
-  Alluvium Aquifer
-  Saugus Aquifer
-  State Designated Groundwater Basins
-  Acton Valley
-  San Fernando Valley
-  Lakes and Reservoirs



VICINITY MAP:



Note: This map is a component of the Los Angeles County Santa Clarita Valley Area Plan OVOV Process. It is a working draft, subject to revision.

SOURCE: County of Los Angeles - September 2011

Legend

County Trail System

— Adopted County Trail System

— Federal/National Forest Trails

Newhall Ranch SP Trails

— Community Trail

— Local Trail

..... Pathway

--- Unimproved Trail

— Trails Pacific Crest

■ Planning Area

■ City's SOI

■ Incorporated Cities

■ Incorporated Planning Area

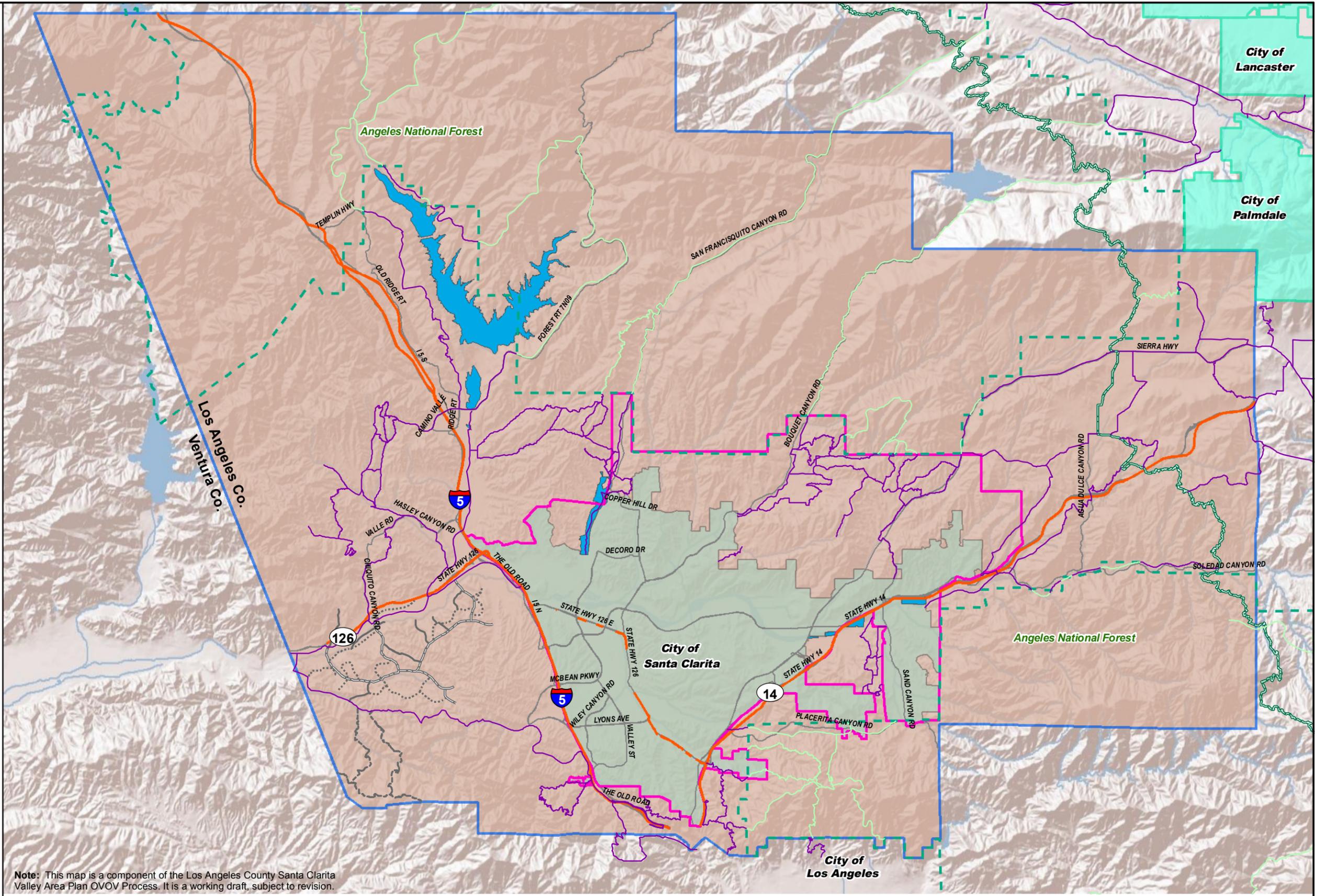
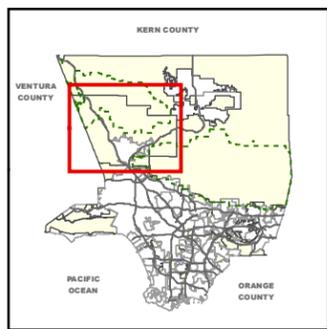
■ Lakes and Reservoirs

■ National Forest

DISCLAIMER:

The Master Plan of Trails is not a map of existing trails that are open to public use. It is a policy map of proposed trail alignments that may be constructed in conjunction with future development proposals. The proposed trail alignments are not intended to be precise. The best and most feasible trail alignment will be determined when development proposals are submitted, further site-specific studies are conducted, and the trail connectivity needs of these development proposals are determined. When a precise trail alignment is determined in conjunction with a development proposal, a Plan Amendment will not be required if the precise trail alignment varies from the proposed trail alignment shown on the Master Plan of Trails.

VICINITY MAP:

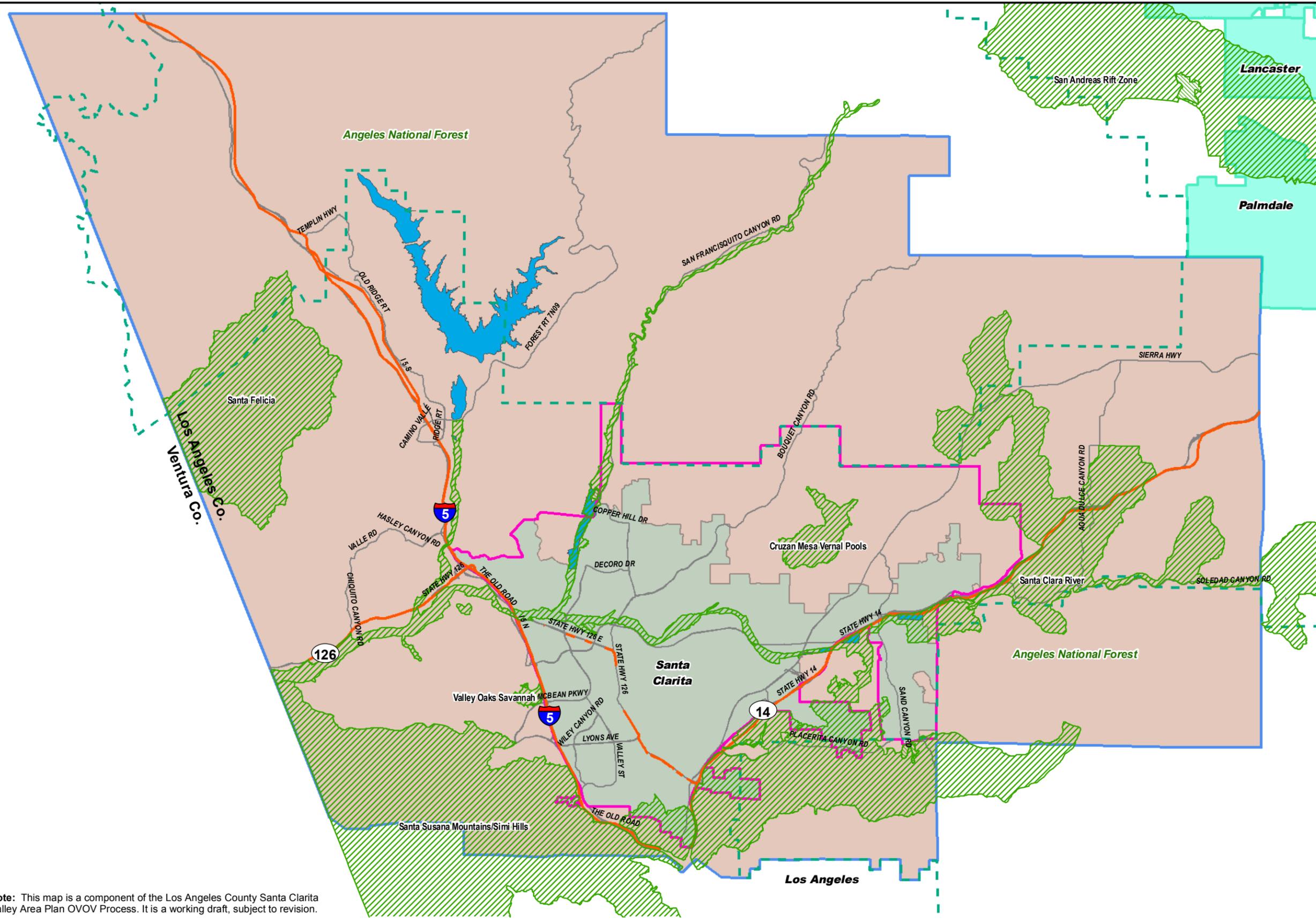


Note: This map is a component of the Los Angeles County Santa Clarita Valley Area Plan OVOV Process. It is a working draft, subject to revision.

SOURCE: County of Los Angeles - September 2011

Legend

-  Significant Ecological Area
-  Ecological Transition Area
-  Planning Area
-  City's SOI
-  Incorporated Cities
-  Incorporated Planning Area
-  National Forest
-  Lakes and Reservoirs



Note: This map is a component of the Los Angeles County Santa Clarita Valley Area Plan OVOV Process. It is a working draft, subject to revision.



APPROXIMATE SCALE IN MILES

2 1 0 2

SOURCE: County of Los Angeles, Valleywide General Plan - September 2011

Legend

- Planning Area
- City's SOI
- Incorporated Cities
- Incorporated Planning Area
- Lakes and Reservoirs

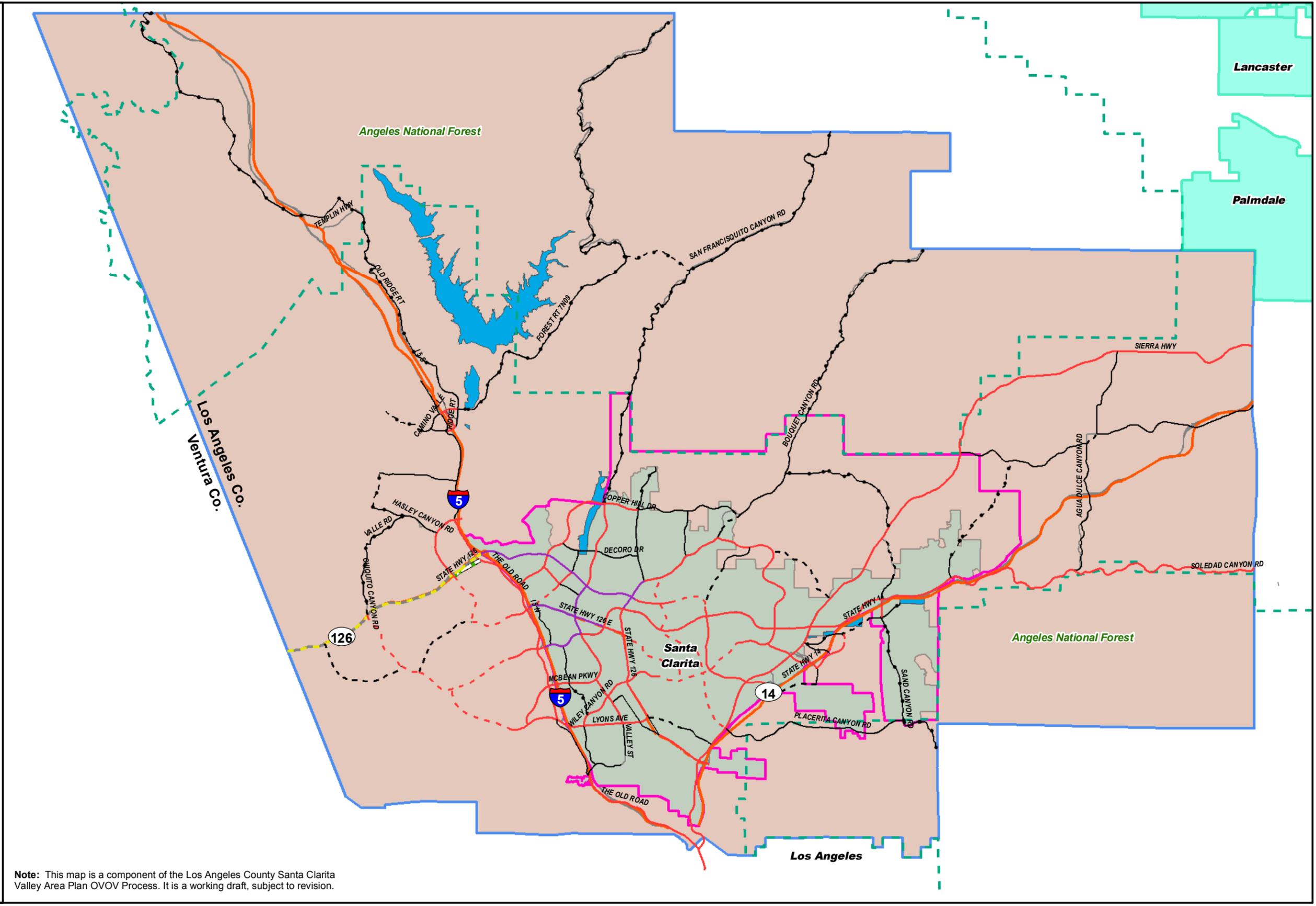
Highway Plan Designation

- Major Highway - Existing (8 Lanes)
- Major Highway - Existing (6 Lanes)
- Major Highway - Proposed (6 Lanes)
- Secondary Highway - Existing (4 Lanes)
- Secondary Highway - Proposed (4 Lanes)
- Limited Secondary Highway - Existing (2 Lanes)
- Limited Secondary Highway - Proposed (2 Lanes)
- Parkway - Existing
- Parkway - Proposed
- Expressway - Existing
- Expressway - Proposed
- National Forest

VICINITY MAP:

Logos: Los Angeles County, City of Los Angeles, and the Valleywide General Plan logo.

Scale: 2 1 0 2
APPROXIMATE SCALE IN MILES



Note: This map is a component of the Los Angeles County Santa Clarita Valley Area Plan OVOV Process. It is a working draft, subject to revision.

SOURCE: County of Los Angeles, Valleywide General Plan - September 2011