

EXECUTIVE SUMMARY

This section presents information on the existing and proposed land uses for the County's Planning Area and evaluates the consistency of the proposed Area Plan with applicable land use plans, policies, and regulations. Additionally, this section evaluates potential conflicts with an applicable habitat conservation plan or community conservation plans. The County's Planning Area consists of unincorporated land within the OVOV Planning Area boundaries. The City's Planning Area consists of its incorporated boundaries and adopted Sphere of Influence (SOI). Both the County and City Planning Areas comprise the OVOV Planning Area.

The proposed Area Plan incorporates policies that would ensure that buildout of the County's Planning Area does not physically divide an existing community. The proposed Area Plan would encourage the development of Transit Oriented Development (TOD) thereby promoting compact, walkable communities centered around high quality train and transit systems, thereby reducing residents' dependence on the automobile. The proposed Land Use Map would ensure that large acreages of open space are properly buffered from residential, commercial, and industrial land uses, but, would provide access to these areas for the community to enjoy. Potential impacts on land uses would be less than significant.

The Southern California Association of Governments (SCAG) is the regional planning authority for the Southern California Region. The proposed Area Plan and Land Use Map would be consistent with SCAG's Regional Transportation Plan Policies and Compass/Growth Visioning Principles, and ensure that habitat conservation plans and natural community conservation plans are not impacted within the County's Planning Area. The proposed Area Plan's policies protect and designate areas of natural environmental importance such as the Santa Clara River floodplain, local Significant Ecological Areas (SEA), and rivers, streams, and associated tributaries throughout the County's Planning Area as Open Space or Non-Urban Land Use designations. Therefore, the County's proposed Area Plan would not conflict with any applicable land use plans, policies, or regulations and impacts would be less than significant.

METHODOLOGY

Changes between existing land uses and proposed land uses were evaluated by comparing the existing and proposed Area Plan land use acreages and by comparing the existing and proposed Land Use Policy Maps. The policy consistency analysis evaluates regional plans and policies applicable to the proposed

Area Plan. At the regional level, the regulatory framework applicable to the County's proposed Area Plan includes the SCAG Regional Comprehensive Plan and Guide (RCPG) and SCAG's Regional Transportation Plan. At the local level, the regulatory framework includes the Los Angeles County Code; the Green Building Program (consisting of the Green Building, Low Impact Development, and Drought Tolerant Landscaping Ordinances), which directs the development of greener communities within unincorporated Los Angeles County; and, the Hillside Management Ordinance, which provides development standards for hillside areas within unincorporated Los Angeles County. Additionally, this section discusses whether or not the proposed Area Plan would divide an existing neighborhood, community, or other land uses, or result in secondary impacts on surrounding land uses.

EXISTING SETTING

Existing Land Uses

Existing land uses are described for the County's Planning Area as defined in the 1990 Santa Clarita Valley Area Plan. Existing land uses are shown on **Figure 3.1-1, Existing County Area Plan Land Use Policy Map**. **Figure 3.1-1** defines 21 land uses and six subdivisions. The majority of the land within the County's Planning Area has not been developed. Open space land is predominant in the County's Planning Area. Within the OVOV Planning Area, the proposed County Planning Area boundaries are the same boundaries as the existing County Planning Area boundaries.

Existing Land Use Categories

Residential

Residential land uses are those areas that primarily have housing. This category includes dwelling units developed at various densities and with varying housing types, including single-family detached, single-family attached (condominiums), multiple-family (apartments), mobile-home parks, and senior housing. Special residential uses include live-work units and group living facilities.

Single-family detached units are individual freestanding houses, usually surrounded by a yard. Multi-family attached units are townhouses, flats, or duplexes in which several residences are physically connected to each other, with some private space (yard or patio) devoted to each unit. Multiple-family housing contains more than one dwelling unit in a single structure, with residents sharing services such as laundry facilities and outdoor space. This type of housing ranges from duplexes (two units) to very large complexes containing hundreds of units. Senior housing refers to residential development specifically designed for persons of retirement age, with complimentary services and amenities. Mobile homes refer to occupancy by a single family or household and are a residential use.

LEGEND:

Total Acres: 277,907.5

- N1 Non-Urban 1 (0.5 du/ac)**
- N2 Non-Urban 2 (0.5 to 1.0 du/ac)**
- U1 Urban 1 (1.1 to 3.3 du/ac)**
- U2 Urban 2 (3.4 to 6.6 du/ac)**
- U3 Urban 3 (6.7 to 15.0 du/ac)**
- U4 Urban 4 (15.1 to 40.0 du/ac)**
- C Commercial**
- RR Resort Recreational**
- M Industry**
- P Public Service Facilities**
- AP Airport**
- O Open Space**
- O/BLM Open Space (Bureau of Land Management)**
- O-P Open Space Parks**
- O-NF National Forest**
- O-W Water Body**
- HM Hillside Management**
- W Floodway/Floodplain**
- TC Transportation Corridor**
- SP Specific Plan**
- SEA Significant Ecological Area**

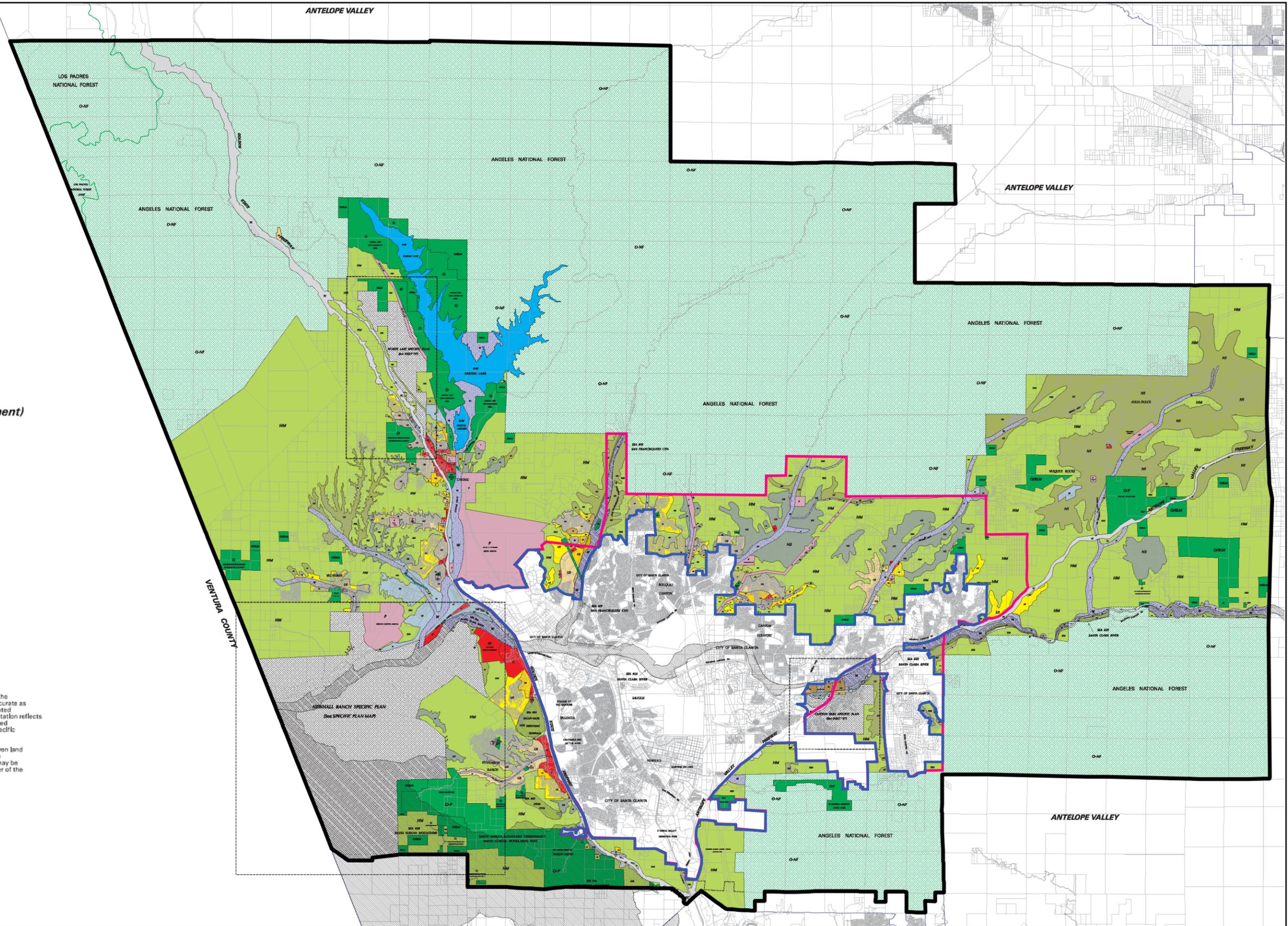
NOTES:

This policy map depicts generalized land use classifications, each of which is intended to describe the dominant use characteristics within the area covered. The location of planning boundaries is as accurate as can be portrayed at this scale. The information on this map represents an interpretation of the adopted Land Use Policy Map from the 1980 General Plan, including subsequent amendments. This interpretation reflects both mapped and written policies of the General Plan (including community and area plans). Updated information regarding public parks, school sites, freeways, rail/transit lines, and other ownership-specific boundaries have been incorporated into this map.

The actual use and intensity of development that may be allowed on private property within any given land classification is determined by a review of this policy map, other mapped and written policies of the General Plan, and the underlying zoning classification. For a professional evaluation of what uses may be allowed in a given land use classification, please contact the Land Development Coordinating Center of the Department of Regional Planning at (213) 974-6411.

Legend:

- OVOV Planning Area
- City of Santa Clarita Boundary
- City Sphere of Influence



SOURCE: Los Angeles County Department of Regional Planning, Los Angeles County General Plan, Santa Clarita Valley Area Plan - May 2005

FIGURE 3.1-1

Existing County Area Plan Land Use Policy Map

The following residential land classifications are included on the existing land use map: Non-Urban 1 (N1) (0.5 dwelling units per acre, or du/ac); Non-Urban 2 (N2) (0.5 to 1.0 du/ac); Urban 1 (U 1) (1.1 to 3.3 du/ac); Urban 2 (U 2) (3.4 to 6.6 du/ac); Urban 3 (U 3) 6.7 to 15.0 du/ac; and Urban 4 (U4) 15.1 to 40.0 du/ac.

Commercial

Commercial development includes retail and offices providing goods and services to the general public, and wholesale and service uses provided to businesses. Commercial uses also include food services, personal services, automobile services, entertainment and hospitality services, and regional commercial uses such as big-box retailers and auto malls. The following commercial land classifications are included on the existing land use map: Commercial (C); and Resort Recreational (RR).

As described in the existing County Area Plan, Community Commercial generally serves several adjoining neighborhoods. Supermarkets, drug stores, small clothing stores and gift shops, hardware stores, shoes stores, jewelry stores, specialty shops, ice cream parlors, candy stores, coffee shops, small restaurants, donut shops, branch banks, and small retail and supporting outlets found in large shopping centers typify what may be located within a community commercial center. Regional Commercial is also described in the existing County Area Plan as a center that would serve a market area of many square miles and a population of 150,000 to 250,000 persons. Included in this commercial land use type would be several major department stores and supporting clothing and service stores, an automobile center, hotel/motels, and other similar facilities. Finally, Resort Recreation is described as commercial facilities and light industrial uses, such as recreational vehicle storage and boat repair, oriented to the recreation activities or travelling needs of the public. These include public or private facilities such as Magic Mountain and Castaic Recreation Area.

Industry

This designation provides for light, medium, and heavy industrial uses with service commercial. Although the existing Land Use Policy Map does not distinguish intensity and type of industry, it implies that the industrial uses be clean, non-polluting, with no offensive odors, and that it is visually attractive. Emphasis is placed on developing designated sites to industrial park standards. The following industrial land classification is included: Industry (M).

Public Service Facilities

Public service facilities include land for existing elementary and high schools, proposed elementary and high schools, hospitals, fire and police stations, airports, and civic facilities. The following public service facilities land use classifications are included: Public Service Facilities (P) and Airport (AP).

Open Space

Open Space areas are considered to be lands under public or private ownership that are essentially free of structures and roads and maintained in an open or natural state. These areas are primarily managed for recreation purposes, the protection of natural resources, and/or for purposes of safeguarding public health and safety. In the existing Area Plan, open space land uses are separated into three major categories:

- **Public:** This designation is recommended to be under public ownership and includes parks, public golf courses, driving ranges, camps, picnic areas, boating areas, amusement parks, dune buggy parks, and those lands which remain undeveloped under the Flood Plain, SEA, and Hillside Management Policies.
- **Private:** Privately owned land designated primarily for recreation uses, such as golf courses, driving ranges, camps, picnic areas, boating areas, amusement parks, dune buggy parks, and those lands which remain undeveloped under the Flood Plain, SEA, and Hillside Management Policies.
- **Angeles and Los Padres National Forest:** These areas include private in-holdings within the forest boundaries that are designated for non-urban uses at a maximum density of 1 unit per 5 acres except within established residential communities where higher densities presently exist. Within these established residential communities, future development may occur at non-urban, and in some instances, low urban densities consistent with the existing character of the area. Commercial uses to support groups within the forest lands may be permitted. In all cases, development proposals are subject to applicable hillside management and flood protection performance standards and criteria. All proposed private and public development projects within the National Forest boundaries are reviewed by both the Regional Planning Commission and the U.S. Forestry Service for compliance with applicable land use and resource management plans.

The following Open Space land use classifications are included on the existing Land Use Policy Map: Open Space (O); Bureau of Land Management (O-BLM); Open Space Parks (O-P); National Forest (O-NF); and Water Body (O-W).

Special Management Areas

The existing Area Plan includes land use designations for Special Management Areas. Many environmental and man-imposed factors impact the ultimate use of land due to their unique

characteristics. Development without adherence to special precautions in areas where these factors exist could result in loss of or severe damage to, life and property, or seriously alter and degrade the natural environment. For these reasons, a series of special land use classifications have been identified on the existing Land Use Policy Map and special standards have been developed in these areas. Special Management Areas include Hillside Management (HM); Floodway/Floodplain (W); and SEA.

- **Non-Urban Hillside Areas:** Hillside Management Areas (HM) those areas classified as “Non-Urban” and where the slope of the land typically exceeds 25 percent. Within these areas, it is intended that future development will occur in the most suitable and least environmentally sensitive areas, and will be designed with a scale and intensity that is compatible with the natural resource values and character of that particular area. Additionally, approval of residential development proposals is based upon the ability to mitigate natural hazards and provide for compatible hillside design.
- **Floodplain Management Areas:** These areas include floodways and floodplains identified by the Department of Public Works or the U.S. Army Corps of Engineers. Within the floodway, or watercourse itself, only certain industrial (such as sand and gravel), agricultural, open space, light recreational and groundwater recharge uses can be facilitated. In surrounding floodplains, residential, commercial, or industrial uses can be developed providing appropriate flood protective measures are taken, subject to approval by the Department of Public Works. Such protective measures would require that the bottom elevation of the structure, or first floor, be at least one foot above the level of the design flood. Any development of design features which would increase the level of the design flood by more than one foot would be offset by approved stream improvements.
- **Significant Ecological Areas:** SEAs are ecologically important or fragile land and water areas that are valuable as plant or animal communities. SEAs have been designated for one or more of the following:
 - A habitat for rare and endangered species of plants and animals;
 - A restricted natural community which is scarce on a regional basis;
 - A habitat of restricted distribution in the County;
 - A breeding or nesting ground, an unusual biotic community;
 - A site with critical wildlife and fish value, and/or;
 - A relatively undisturbed habitat.

Future additions and deletions to identified SEAs may be appropriate based on updated, more detailed biotic surveys. Within these land use designations, preservation techniques may include County land use regulations, density transfers, clustering, transfer of development rights, open space easements, deed restrictions, private land gifts and/or public acquisition. Specific protective mechanisms of an SEA are determined through a Conditional Use Permit process that requires individual site level analysis based

on the resource present. Specific biotic surveys are required for review by the County Significant Ecological Area Technical Advisory Committee (SEATAC) as part of the environmental review process.

Existing Land Uses within the County's Planning Area

Table 3.1-1, Existing Land Uses within the County's Planning Area, summarizes the approximate acreages of the land use categories discussed above. Approximately 7 percent of the land is developed (18,038 acres). Developed land includes all land use designations with the exception of OpenSpace/Vacant land use designations. Residential uses account for approximately 2.9 percent or 7,395 acres of the County's Planning Area total acreage. These residential areas are located in the communities of Castaic, Fair Oaks, and Agua Dulce and in small areas along the Interstate 5 corridor southwest of the Santa Clara River.¹ The following communities are located within the County Planning Area, and are further described in **Section 2.0, Project Description**, and the proposed Area Plan Land Use Element.² The following communities include:

- **Castaic:** An unincorporated community located southwest of Castaic Lake Recreational Area, Castaic provides new residential development surrounded by freeway-oriented commercial uses along Castaic/Parker and Lake Hughes Road. The community still provides important services and facilities to the trucking industry traveling north and south along Interstate 5, and there is a need to ensure that long-term parking and servicing of big rigs does not adversely impacts area residents.
- **Val Verde:** Located three miles west of Interstate 5, Val Verde is developed primarily with single-family homes in a rural setting, surrounded by chaparral-covered hillsides and scattered canyon oaks. The community is located near the intersection of San Martinez and Chiquita Canyon Roads in the hills north of State Route 126.
- **Agua Dulce:** Located in the Sierra Pelona Valley north of Canyon Country, Agua Dulce is in the northeast corner of the County Planning Area. The Antelope Valley Freeway (State Route 14) is located to the south, providing access to the community via Agua Dulce Canyon Road and Escondido Canyon Road.
- **West Ranch (Stevenson Ranch, Sunset Pointe, Westridge and Pico Canyon):** Stevenson Ranch is located west of Interstate 5 and north of Pico Canyon Road, and is a master-planned community developed in phases under a plan approved by Los Angeles County. Westridge is a residential community that includes elementary, junior high, and high school sites located adjacent to Stevenson Ranch. Sunset Pointe is a residential community located south of Stevenson Ranch and Pico Canyon is a rural residential area located west of The Old Road.

¹ Los Angeles County Department of Regional Planning, *Santa Clarita Valley Area Plan*, Land Use Element, (February 16, 1984).

² Los Angeles County Department of Regional Planning, *Draft Santa Clarita Valley Area Plan*, Chapter 2, "Land Use Element," (2008), 80.

Commercial/office and industrial uses encompass approximately 0.26 percent (677 acres) and approximately 1.3 percent (3,421 acres) of the County's Planning Area total acreage, respectively. Commercial uses are located on the western side of Interstate 5, just south of the Santa Clara River, and south along the Interstate 5 corridor. Additionally, commercial uses are located on the western and eastern side of Interstate 5 near the community of Castaic. Industrial areas are located near the convergence of the Santa Clara River and Castaic Creek, and in small areas to the west of Interstate 5 corridor throughout the County's Planning Area.

**Table 3.1-1
Existing Land Uses within the County's Planning Area**

| Land Use | County Planning Area (acres) | Percent of County Planning Area |
|---|------------------------------|---------------------------------|
| Residential | 7,395 | 2.87 |
| Single-Family | 2,915 | |
| Multi-Family | 203 | |
| Mobile Homes and Trailer Parks | 69 | |
| Mixed Residential | 0 | |
| Rural Residential | 4,208 | |
| Commercial/Office | 677 | 0.26 |
| Retail and Commercial | 313 | |
| General Office | 34 | |
| Other Commercial | 330 | |
| Industrial | 3,421 | 1.33 |
| Industrial & Light Industrial | 468 | |
| Heavy Industrial | 132 | |
| Oil and Gas Extraction | 2,719 | |
| Wholesaling and Warehousing | 102 | |
| Public Services | 556 | 0.22 |
| Public Facilities | 169 | |
| Special Use Facilities | 227 | |
| Educational Institution | 161 | |
| Transportation, Communication, and Utilities | 5,459 | 2.12 |
| Transportation | 1,147 | |
| Mixed Transportation | 0 | |

| Land Use | County Planning Area (acres) | Percent of County Planning Area |
|---|------------------------------|---------------------------------|
| Communication Facilities | 5 | |
| Utility Facilities | 4,307 | |
| Maintenance Yards | 71 | |
| Other Land Uses | 530 | 0.21 |
| Mixed Commercial and Industrial | 0 | |
| Under Construction | 509 | |
| Mixed Urban | 0 | |
| Military | 21 | |
| Open Space and Vacant | 239,980 | 93.01 |
| Agriculture | 2,764 | |
| Open Space and Recreation | 4,221 | |
| Vacant Undifferentiated (includes Angeles National Forest and State Park) | 230,033 | |
| Water and Water Storage | 2,963 | |
| Total | 258,018 | 100.00 |

Source: City of Santa Clarita and County of Los Angeles, January 2009.

Approximately 2.1 percent or 5,459 acres of the County's Planning Area total acreage is represented by transportation, communication, and utility corridors.

Open Space/Vacant Lands account for approximately 93 percent of the County's Planning Area total acreage or 239,980 acres. Under the Open Space/Vacant Land designation, the sub-designation of open space and recreation uses account for approximately 1.6 percent (4,221 acres) and the sub-designation vacant undifferentiated lands represents approximately 90 percent (230,033 acres) of the County's Planning Area total acreage.

Specific Plans

A Specific Plan is a document, adopted by ordinance or by resolution, that provides policies, implementation measures, and detailed land use, site development, and infrastructure plans for a single project or planned community. The California Government Code (Section 65450) permits the use of Specific Plans to regulate site development, including permitted uses, density, building size, building placement, the provision of open space, landscaping, roadway configuration, and utilities. Specific Plans

are predominantly used in the development of multi-use planned communities. Since the development guidelines established in a Specific Plan focus on the unique needs and characteristics of a specific area, Specific Plans allow for greater flexibility than conventional zoning.

Portions of the County's Planning Area are included in Specific Plans that have already received land use approval. As shown in **Table 3.1-2, Approved Specific Plans**, three Specific Plans have been approved. The approved Specific Plans range in size from 308 acres to approximately 11,963 acres.³

**Table 3.1-2
Approved Specific Plans**

| Specific Plan | Location | Acres | Units | Description |
|-----------------|--|--------|--------|--|
| Fair Oaks Ranch | Between Sierra Highway and State Route 14, near Via Princessa | 308 | 5,400 | Plans for single and multi-family housing and not commercial uses. |
| Northlake | Two miles north of Castaic | 1,780 | 3,623 | Plans for single- and multi-family housing, open space, school sites, and a golf course. |
| Newhall Ranch | One mile west of Interstate 5, west to the Ventura County Line | 11,963 | 20,885 | Plans for four different villages with their own theme. Includes dwelling units, mixed-use development, open space, two special resource management areas, commercial uses, business park, visitor commercial uses, neighborhood parks, golf courses, lake, trails, fire station, library branch, school sites, water and sewer infrastructure |

Note: sq. ft. = square feet.
Source: Los Angeles County Department of Regional Planning, 2008 Preliminary Draft Santa Clarita Valley Area Plan, Chapter 2 Land Use Element, (2008), pg. 30.

Fair Oaks Ranch

The Fair Oaks Ranch Specific Plan is a residential development located between Sierra Highway and State Route 14, near Via Princessa. The project includes 4,763 multi-family units and 637 single-family units on approximately 308 acres, and is nearly built-out. The project is bisected by the Antelope Valley Freeway and contains no commercial uses. Therefore, there is an opportunity to create a service center for Fair Oaks Ranch in the vicinity of the project.

³ Los Angeles County Department of Regional Planning, 2008 Preliminary Draft Santa Clarita Valley Area Plan, Chapter 2, "Land Use Element," (2008), 30.

Northlake

The Northlake Specific Plan was approved for 3,623 residential units, both single-family and multi-family, on 1,330 acres located 2 miles north of Castaic. The plan also calls for 450 acres of open space, school sites, and a golf course; however, the project proponents have requested revisions to the proposed project amenities that are under review by Los Angeles County. When developed, this project would be considered a part of the Castaic Village community.⁴

Newhall Ranch

Los Angeles County adopted the Newhall Ranch Specific Plan on May 27, 2003. The planning area encompasses 11,963 acres and extends approximately 5 miles from east to west, and 5.5 miles from north to south, from about one mile west of Interstate 5 to the Ventura County Line, both north and south of State Route 126. The southerly portion of the site contains steep terrain and high plateaus of the Santa Susana Mountains; over 6,000 acres of the planning area would remain in open space, including two special resources management areas. The adopted plan would allow construction of 20,885 dwelling units, 629 acres of mixed-use development, 67 acres of commercial, 249 acres of business park, and 37 acres of visitor commercial uses. Neighborhood parks, a 15-acre lake, public trails, an 18-hole golf course, fire stations, a branch library, and school sites are also planned, along with water and sewer infrastructure. The Specific Plan states the project's intent is to provide a high-quality master-planned environment, which offers homes, shopping, employment, and recreational opportunities. Development of the project is expected to occur over a 25-year time frame.

A key design feature of the Newhall Ranch Specific Plan is its emphasis on the creation of interrelated villages, separated by significant open space areas and natural landforms. The plan avoids "leap-frog" development into the Santa Susana foothills and instead accommodates projected growth in areas adjacent to existing and planned infrastructure, urban services, transportation routes, and employment centers. Villages proposed by the Newhall Ranch Specific Plan include Landmark Village, Mission Village, Homestead Village, and Potrero Village.

Natural landmarks and topographical features define each village within the Specific Plan. According to the Specific Plan, dividing the large project into villages allows for the creation of convenient village centers and gives future residents optimal access to commercial, recreational, and public facilities. In addition, this design gives future residents access to nature by providing undeveloped open space

⁴ Los Angeles County Department of Regional Planning, 2008 *Preliminary Draft Santa Clarita Valley Area Plan*, Chapter 2, "Land Use Element," (2008), 30.

accessible by trails from each village. Land uses were located to accommodate and preserve major natural landforms and significant environmental features, such as the river corridor, ridgelines, hillsides, creeks, bluffs, and oak woodlands. Each village and its central activity area would be allowed to develop a unique sense of identity, inspired by the natural feature of the site. The village concept was designed to provide residents with a greater sense of identity with their community. Through its design and planned development pattern, the Newhall Ranch Specific Plan reinforces the theme for the Santa Clarita Valley as a Valley of Villages.⁵

Future Specific Plans

Nothing in the proposed Area Plan is interpreted to preclude future review of any application for a Specific Plan. If and when a Specific Plan project is submitted for review and approval, the project would be evaluated based on its own merits and conformance with the applicable policies of the proposed Area Plan.

REGULATORY FRAMEWORK

Regional

SCAG Regional Comprehensive Plan and Guide⁶

The 2008 Regional Comprehensive Plan (RCP) is a guidance document prepared by the SCAG. Preparation of the RCP is mandated by SCAG's Regional Council pursuant to a directive in the agency's 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving SCAG's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP responds to the challenges facing Southern California, as identified in SCAG's annual State of the Region "report card." The RCP is a collaborative effort, incorporating extensive outreach and input from the RCP Task Force, SCAG's policy committees, subregions, local governments, and other key stakeholders.

The Compass Blueprint Growth Vision, produced by SCAG and supported by a regional consensus, is a response to the land use and transportation challenges facing Southern California today and in the future. The Compass Blueprint Growth Vision is driven by four key principles, including: mobility, livability, prosperity, and sustainability. While the RCP is based on the growth management framework of SCAG's

⁵ Los Angeles County Department of Regional Planning, 2008 Preliminary Draft Santa Clarita Valley Area Plan, Chapter 2 Land Use Element, (2008), pg. 30.

⁶ Southern California Association of Governments (SCAG), 2008 *Regional Comprehensive Plan*, Executive Summary, 2-3.

Compass Blueprint Growth Vision, it further promotes environmental policies that help to “green” the Southern California region and recommends key roles and responsibilities for public and private sector stakeholders, inviting them to implement reasonable policies that are within their control.

RCP Relationship to Compass Blueprint and the Regional Transportation Plan

SCAG has prepared the 2008 Regional Transportation Plan (RTP), in addition to the RCP. The RTP is a federal- and state-mandated 20-year transportation plan that envisions the future multi-modal transportation system for the region. In compliance with state and federal requirements, SCAG prepares the Regional Transportation Improvement Program (RTIP) to implement projects and programs listed in the RTP. Updated every other year, the RTIP contains a capital listing of all transportation projects proposed for the region over a six-year period.

The integrated RCP complements both SCAG’s Compass Blueprint Growth Vision and the RTP. For example, the RCP expands upon Federal requirements (contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU) to improve coordination of transportation plans and reinforce mitigation measures needed to address the RTP’s environmental impacts. The RCP incorporates recommendations from the 2008 RTP and also clarifies the need for further action in the future to achieve the RCP’s goals.

Local Agency Formation Commission

The mission of the Local Agency Formation Commission (LAFCO) of Los Angeles County is to encourage the orderly formation, reorganization, and development of local governmental agencies for the distribution of efficient and appropriate public services which is essential to the social, fiscal, and economic well-being of the State.

Local

Los Angeles County Santa Clarita Valley Area Plan

The Santa Clarita Valley Area Plan, in conjunction with the other chapters and elements of the Los Angeles County General Plan, is a coordinated statement of the County’s public policy that provides the Regional Planning Commission and Board of Supervisors with a framework for making critical public

decisions relating to the Santa Clarita Valley and guides them in efforts to improve the quality of life in the Santa Clarita Valley.⁷

Los Angeles County Code

The Los Angeles County Code applies within the County's Planning Area and contains 32 sections (Titles), addressing a variety of issues ranging from consumer protection to public health. Title 22 of the County Code provides direction for proper development and ensures consistency with local zoning.

Hillside Management

To preserve the natural beauty of hillsides in the unincorporated County, areas where the slope is 25 percent or greater are subject to regulations and design guidelines that limit hillside development based on slope, soil, natural drainage channels and seismic and fire hazards. These regulations and design guidelines, including the Hillside Management Ordinance and its Conditional Use Permit (CUP) requirement, ensure that development occurs in a more sensitive manner, respectful of biological resources and the natural topography. Design guidelines for projects in Hillside Management Areas include the following:

- Minimize grading and removal of native vegetation.
- Preserve distinctive natural features and existing topographical forms.
- Preserve prominent skyline ride silhouettes; locate roads and structures below skyline ridges.
- Design circulation routes that incorporate existing contours; undulating road patterns, cul-de-sacs, split roadways, and varying grades.
- Incorporate hiking, bicycle, walking, and equestrian trails where appropriate; integrate trails and open space with existing networks.
- Vary lot sizes, setbacks, and building orientation and elevations to ensure views and avoid monotony.
- Preserve steep hillsides by clustering buildings and using other innovative site design approaches.
- Use flag lot design where essential to reduce grading.
- Preserve significant trees and habitats, natural watercourses, wildlife corridors, and distinctive natural features/

⁷ Los Angeles County Department of Regional Planning, *Santa Clarita Valley Area Plan*, Adopted by the Board of Supervisors February 16, 1984. Comprehensively Updated December 6, 1990, I Introduction.

- Consider the project's appearance from higher, lower, or adjacent roads or development.
- Place water tanks and other unsightly forms below ridgelines and in a bermed and naturally landscaped area.

Green Building Program Ordinances (Title 12, Title 21)

On November 18, 2008, the Los Angeles County Board of Supervisors approved adoption of the Green Building Program (consisting of the Green Building, Low Impact Development, and Drought Tolerant Landscaping Ordinances) into the Los Angeles County Code. The Green Building Program establishes new development standards for projects constructed after January 1, 2009. The standards relate to energy conservation, outdoor and indoor water conservation, resource conservation, and tree planting. Compliance with the Green Building Program is achieved through adherence to County standards, or standards created by recognized third-party green building organizations. Green building practices are intended to conserve water, conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment.

THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to land use and planning are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. Impacts on land use and planning are considered significant if the proposed Area Plan would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, Specific Plan, Local Coastal Program, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

IMPACT ANALYSIS

Impact 3.1-1 Future development permitted by the proposed County Area Plan may physically divide an established community.

Proposed and Existing Land Uses

As shown on **Figure 3.1-2, Proposed Land Use Policy Map**, land use designations such as Open Space (OS), National Forest (OS-NF), and Bureau of Land Management (OS-BLM) dominate the northwestern,

northern, northeastern, and southeastern portions of the County's Planning Area. Land use designations such as Rural Land 1 (RL1), Rural Land 2 (RL2), Rural Land 5 (RUL5), Rural Land 10 (RL10), and Rural Land 20 (RL20), are located in the western portion of the County's Planning Area, and typically just northwest and northeast of the City's adopted Sphere of Influence (SOI). These land use designations ensure a transition from the heavily urbanized areas of the County's Planning Area to the generally unpopulated rural areas. Land uses such as Residential 2 (H2), Residential 5 (H5), Residential 18 (H18) and Residential 30 (H30) are located to the west of Interstate 5, northwest of the City's adopted SOI, and in the communities of Castaic and Val Verde. The majority of land use designations—such as Neighborhood Commercial (CN), Major Commercial (CM), Light Industrial (IL), Office and Professional (IO), and Public and Community Serving (P)—are located west of Interstate 5, northwest of the City of Santa Clarita boundaries and in small areas along Interstate 5 near the community of Castaic.

A description of the proposed land use designations is provided below:⁸

- **Rural Land 20 (RL20):** The Rural Land 20 designation is reserved for lands that are distinguished by significant environmental features and extreme development constraints. Lands in this category are largely undeveloped and consist of rolling hillside areas, steep slopes, and remote mountain lands with limited or no access.

Allowed uses in this category include single-family homes at a density not to exceed 1 du/ 20 acres, agriculture, equestrian uses, and public and institutional facilities serving the local area. Other incidental uses may be allowed, when determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

In order to maintain a dispersed rural environment, the clustering of development will only be permitted if lots are 2 acres or greater in size. Individual homes and other structures shall be designed in consideration of topographic and environmental constraints.

- **Rural Land 10 (RL10):** The Rural Land 10 designation identifies lands in the planning area that include environmental features and are not appropriate for intense development requiring urban services. Lands in this category are largely undeveloped and consist of rolling hillside areas, slopes, and mountain lands with limited or no access.

Allowed uses in this category include single-family homes at a density not to exceed 1 du/10 acres, agriculture, equestrian uses, and public and institutional facilities serving the local area. Other incidental uses may be allowed, when determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

⁸ Los Angeles County Department of Regional Planning, *Preliminary Draft Santa Clarita Valley Area Plan*, Chapter 2, "Land Use," (2008), 56-61.

In order to maintain a dispersed rural environment, the clustering of development will only be permitted if lots are two acres or greater in size. Individual homes and other structures shall be designed in consideration of topographic and environmental constraints.

- **Rural Land 5 (RL5):** The Rural Land 5 designation identifies lands in the County Planning Area that include environmental features and are not appropriate for intense development requiring urban services. Lands in this category are largely undeveloped and consist of rolling hillside areas with limited or no access.

Allowed uses in this category include single-family homes at a density not to exceed 1 du/ 5 acres, agriculture, equestrian uses, and public and institutional facilities serving the local area. Other incidental uses may be allowed, when determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

In order to maintain a dispersed rural environment, the clustering of development will only be permitted if lots are two acres or greater in size. Individual homes and other structures shall be designed in consideration of topographic and environmental constraints.

- **Rural Land 2 (RL2):** The Rural Land 2 designation allows for the maintenance and expansion of rural communities in the County Planning Area that are distinguished by large lot sizes (generally two acres or greater), agricultural and equestrian uses, and an absence of urban services.

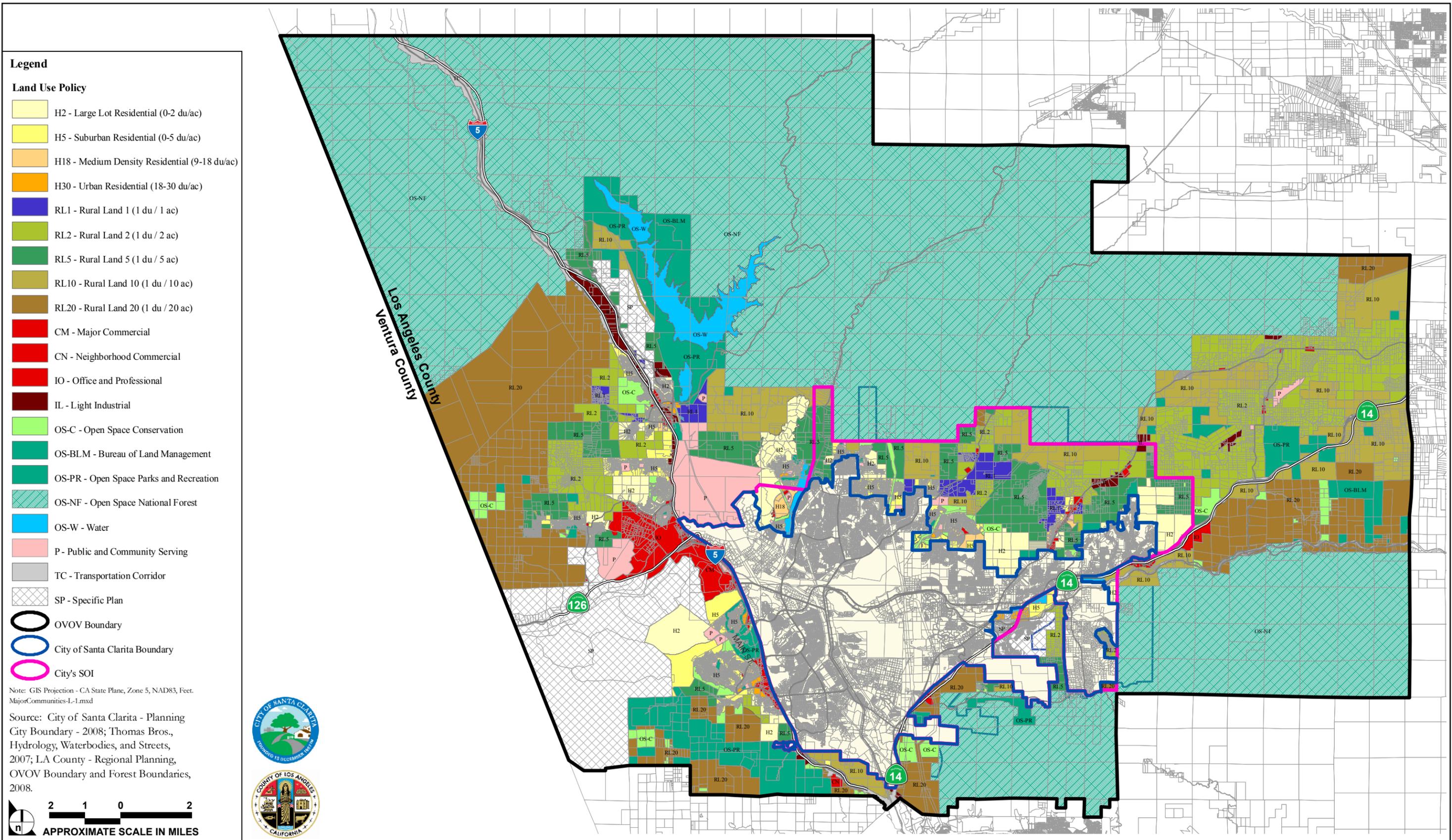
Allowed uses in this category include single-family homes at a density not to exceed 1 du/ 2 acres, limited agriculture, equestrian uses, and public and institutional facilities serving the local area. Other incidental uses may be allowed, when determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

Supportive commercial uses serving the local area, such as grocery stores, restaurants, personal services, and retail sale of specialty goods suited to the rural character of development, such as feed and tack stores, may be allowed within approved activity areas. Each activity area shall not exceed five acres in size; shall be located no closer than one mile to any other activity area or commercial designations; and shall contain no individual use with greater than 10,000 square feet of floor area. Activity areas determined to be consistent with these criteria shall be designated on the zoning map through approval of a zone change.

In order to maintain a dispersed rural environment, the clustering of development will only be permitted if lots are two acres or greater in size. Individual homes and other structures shall be designed in consideration of topographic and environmental constraints.

- **Rural Land 1 (RL1):** The Rural Land 1 designation allows for the maintenance and expansion of rural communities in the County Planning Area that are distinguished by large lot sizes (generally one acre or greater), agricultural and equestrian uses, and the absence of urban service.

Allowed uses in this category include single-family homes at a density not to exceed 1 du/acre, limited agriculture, equestrian uses, and public and institutional facilities serving the local area. Other incidental uses may be allowed, when determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.



Legend

Land Use Policy

- H2 - Large Lot Residential (0-2 du/ac)
- H5 - Suburban Residential (0-5 du/ac)
- H18 - Medium Density Residential (9-18 du/ac)
- H30 - Urban Residential (18-30 du/ac)
- RL1 - Rural Land 1 (1 du / 1 ac)
- RL2 - Rural Land 2 (1 du / 2 ac)
- RL5 - Rural Land 5 (1 du / 5 ac)
- RL10 - Rural Land 10 (1 du / 10 ac)
- RL20 - Rural Land 20 (1 du / 20 ac)
- CM - Major Commercial
- CN - Neighborhood Commercial
- IO - Office and Professional
- IL - Light Industrial
- OS-C - Open Space Conservation
- OS-BLM - Bureau of Land Management
- OS-PR - Open Space Parks and Recreation
- OS-NF - Open Space National Forest
- OS-W - Water
- P - Public and Community Serving
- TC - Transportation Corridor
- SP - Specific Plan
- OVOV Boundary
- City of Santa Clarita Boundary
- City's SOI

Note: GIS Projection - CA State Plane, Zone 5, NAD83, Feet. MajorCommunities-L-1.mxd

Source: City of Santa Clarita - Planning City Boundary - 2008; Thomas Bros., Hydrology, Waterbodies, and Streets, 2007; LA County - Regional Planning, OVOV Boundary and Forest Boundaries, 2008.

2 1 0 2

APPROXIMATE SCALE IN MILES

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

FIGURE 3.1-2

Proposed Land Use Policy Map

Supportive commercial uses serving the local area, such as grocery stores, restaurants, personal services, and retail sale of specialty goods suited to the rural character of development, such as feed and tack stores may be allowed within approved activity areas. Each activity area shall not exceed 5 acres in size; shall be located no closer than one mile to any other activity area or commercial designations; and shall contain no individual use with greater than 10,000 square feet of floor area. Activity areas determined to be consistent with these criteria shall be designated on the zoning map through approval of a zone change.

In order to preserve the unique character of these areas, the clustering of development will only be permitted if lots are one acre or greater in size. Individual homes and other structures shall be designed in consideration of topographic and environmental constraints.

- **Residential 2 (H2):** The Large Lot Residential designation provides for neighborhoods of single-family homes and other residential uses at densities that require urban services generally on large lots. Many of these neighborhoods provide a transition between higher density, urban development and rural communities throughout the County's Planning Area, and designation of this district is appropriate in such rural/urban interface areas.

Allowed uses in this designation include single-family homes and other residential uses at a density not to exceed 2 du/acre. Other incidental uses may be allowed, when determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

Supportive commercial and institutional uses serving the local area, such as stores, restaurants, personal services, limited medical services, and retail sale of specialty goods appropriate to the surrounding neighborhood, may be allowed within a proposed development, pursuant to the standards and requirements of the applicable zoning ordinance.

The clustering of development is encouraged on lands with significant environmental and/or topographical features, in order to preserve open space for protection of natural features and/or resources, recreational amenities, or to act as a buffer to surrounding rural communities.

- **Residential 5 (H5):** The Suburban Residential designation provides for neighborhoods of single-family detached residential subdivisions and other residential uses that typify much of the residential uses at a density not to exceed 5 du/ acre. Other incidental uses may be allowed, where determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

The H5 designation is also applied to existing residential developments within the County's Planning Area that are surrounded by Rural Land designations, in order to recognize these exiting neighborhoods as conforming to the Area Plan. However, the H5 density designation in these areas should not be interpreted as setting a precedent for expanding urban development into adjacent Rural Land designations, because these areas are not served with adequate levels of urban infrastructure to accommodate greater densities or intensities or use. Examples of this use of the H5 designation include and are limited to three communities which existed on the effective date of the Area Plan, which are described below:

- Sleepy Valley, a small community in the northeastern portion of the County's Planning Area adjacent to the Angeles National Forest, generally located along Sierra Highway between Oak Street and Steele Avenue;
- Val Verde, a small community in the western portion of the County's Planning Area adjacent to Newhall Ranch and the Valencia Commerce Center, generally located along San Martinez Road and Chiquito Canyon Road; and,
- Tract 25965, a small subdivision in the southern portion of the County's Planning Area adjacent to the Angeles National Forest, generally located at the intersection of Placerita Canyon Road and Running Horse Road.

Supportive commercial and institutional uses serving the local area, such as stores, restaurants, personal services, limited medical services, and retail sale of specialty goods appropriate to the surrounding neighborhood, may be allowed within a proposed development, pursuant to the standards and requirements of the applicable zoning ordinance.

Clustering of residential development is encouraged on lands with significant environmental and/or topographical features, where such clustering will preserve hillsides, significant topographic or environmental features, or set aside open space and/or recreational facilities.

- **Residential 18 (H18):** The Urban Medium Density Residential designation provides for mixed neighborhoods of detached and attached dwellings that maintain a medium-density residential appearance through such design characteristics as walkways connecting front doorways to the street; front porches; private open space for each unit (in addition to common areas); building height of two to three stories; landscaped yards; and recreational amenities. Allowed uses include single-family detached and attached homes, and multiple-family dwellings, at a minimum density of 9 and maximum density of 18 du/acre. Other incidental uses may be allowed, where determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

Supportive commercial and institutional uses serving the local area, such as stores, restaurants, personal services, limited medical services, and retail sale of specialty goods appropriate to the surrounding neighborhood, may be allowed within a proposed development, pursuant to the standards and requirements of the applicable zoning ordinance. Live-work units may also be allowed as permitted by and subject to the requirements of the underlying zone.

- **Residential 30 (H30):** The Urban Residential designation provides for medium to high density multi-family housing, such as apartment and condominium complexes, in areas easily accessible to transportation, employment, retail, and other urban services. Allowed uses include multi-family housing at a minimum density of 18 and maximum density of 30 du/ acre, configured in buildings of two to three stories in height with provision for common and private open space and recreational amenities. Other incidental uses may be allowed, where determined to be in conformance with the primary use based on the standards and requirements of the applicable zoning ordinance.

Supportive commercial and institutional uses serving the local areas, such as stores, restaurants, personal services, and retail sale of specialty goods appropriate to the surrounding neighborhood

maybe be allowed within a proposed development, pursuant to the standards and requirements of the applicable zoning ordinance. Live-work units may be also allowed as permitted by and subject to the requirements of the underlying zone.

- **Major Commercial (CM):** The Major Commercial designation is applied to central and regional commercial districts in the County Planning Area, generally located around the major community centers. This designation is intended to promote development of regional focal points for commercial, entertainment, cultural, and business uses serving the general public and drawing from market areas encompassing the entire County's Planning Area. Typical uses include regional shopping centers; retail sale of automobiles and recreational vehicles, furniture, and home improvements; large-scale entertainment uses such as theaters and arenas; corporate offices and financial institutions; and hospitality services, including hotels and restaurants. Buildings in this district may not exceed 55 feet in height, unless a greater height is granted through a discretionary procedure prescribed by the applicable zoning ordinance. Coverage of the development site by buildings shall not exceed 90 percent.

Residential uses may be permitted in this designation as allowed by the zoning ordinance, provided that approval of residential uses in commercial designations does not adversely impact job creation or economic development in the County Planning Area. Where appropriate, mixed-use development incorporating multiple-family residential with commercial uses is allowed in this designation, pursuant to the zoning ordinance. Residential uses within the CM designation shall include no less than 18 and nor more than 50 du/ acre.

- **Neighborhood Commercial (CN):** The Neighborhood Commercial designation provides for small neighborhood shopping districts to serving the short-term needs for goods and services of residents in the immediate area. Typical uses include supermarkets and grocery stores, drug stores, restaurants, personal services, repair services, automotive services, and other local-serving shops and services. Neighborhood commercial centers should be integrated into surrounding neighborhoods with appropriate screening, buffering, and pedestrian access. More intensive uses that are incompatible with adjacent neighborhoods, such as bars nightclubs, heavy automobile repair, and businesses with outdoor operations or storage, are not appropriate in this designation. Buildings shall not exceed 35 feet in height and coverage of the development site by buildings shall not exceed 75 percent.

Limited residential uses such as multi-family dwellings within mixed-use developments, live-work units, and community care facilities may be permitted in this designation as allowed by the zoning ordinance, provided that approval of residential uses in commercial designations shall not adversely impact job creation or economic development. Residential uses within the CN designation shall include no less than six and no more than 18 dwelling units per acre.

- **Office and Professional (IO):** The Office and Professional designation is intended to permit a variety of office, research and development, light assembly and fabrication, warehousing and distribution, and supportive commercial uses within an environment characterized by master-planned developments maintaining a high quality is expected to provide enhanced landscaping and outdoor amenities to create a campus-like setting, with no outdoor storage visible to the general public. This designation is appropriate in locations with good access and visibility from freeways and major arterials. Site areas should be large enough to accommodate comprehensive planning, and design

shall provide compatibility with and linkage to adjacent developments. Buildings shall not exceed 55 feet in height, unless a greater height is granted through a discretionary procedure prescribed by the applicable zoning ordinance. Coverage of the development site by buildings shall not exceed 90 percent.

- **Light Industrial (IL):** The Light Industrial designation is intended to permit a variety of industrial uses, including the manufacture and assembly of products and goods, processing materials, warehousing, and distribution activities. Some limited commercial uses which are incidental to and/or supportive of the primary industrial uses may also be allowed. This designation permits the most intensive types of industrial uses allowed in the County Planning Area, subject to development regulations of the underlying zone. The industrial activities may include storage and distribution of goods, processing of recycled materials, batch plants, heavy equipment repair, with no outdoor storage visible to the general public. Heavy industrial uses that involve processing of raw materials, generation or treatment of large amounts of hazardous substances, or that result in the emission of odors, fumes, pollutants, vibration noise, or other noxious, hazardous, or nuisance conditions, will not be allowed. Encroachment of incompatible uses, such as general retail, is not appropriate in Industrial areas. Buildings shall not exceed 35 feet in height and coverage of the development site by buildings shall not exceed 90 percent.
- **Open Space (OS):** The Open Space designation is intended to identify and reserve land for both natural and active open space uses, including public and private parks, conservancy lands, nature preserves, wildlife habitats, water bodies and adjacent riparian habitat, wetlands areas dedicated to open space use, drainage easements, cemeteries, golf courses, and other open space areas dedicated for public or private use. Typical uses include recreation, horticulture, limited agriculture, animal grazing, and habitat preservation. Accessory uses incidental to the primary use, such as restrooms, visitor centers, clubhouses, maintenance structures, and manager's offices, may be allowed provided that such structures do not exceed 35 feet in height or cover more than 10 percent of the site area.
- **National Forest (OS-NF):** The National Forest designation includes public lands within the Angeles National Forest. Single family homes at a density not to exceed 1 du/5 acres will be permitted on private in-holdings.
- **Bureau of Land Management (OS-BLM):** The Bureau of Land Management designation includes public lands owned by the Federal Bureau of Land Management.
- **Specific Plan (SP):** The Specific Plan designation indicates those land in the County Planning Area governed by an adopted Specific Plan. Allowable land uses and intensity of development are those permitted by the adopted Specific Plan.
- **Public and Community Serving (P):** The Public and Semi-Public Facilities designation identifies land which is or will be used for various types of public or quasi-public facilities owned and operated by public agencies, special districts, or non-profit organizations, including but not limited to civic and governmental offices, public works yards, public or private schools, libraries, hospitals, museums, fire stations, police stations, landfills, and prisons. Building height and coverage will be determined by the lead agency for each project, based upon the type and intensity of use. Privately owned facilities serving the general public with transportation services, such as airports, may also be appropriate in this designation.

- **Transportation Corridor (TC):** The Transportation Corridor designation is used to indicate major transportation facilities such as freeways and railroad lines.

Table 3.1-3, Proposed Area Plan Land Use Designations and Acres, shows the acreage of land uses that the proposed Area Plan land use policy map would designate within the County's Planning Area.

**Table 3.1-3
Proposed Area Plan Land Use Designations and Acres**

| Land Use Designation | County's Planning Area Acreage¹ | County's Planning Area Percent |
|------------------------------------|---|---|
| Rural Land 20 (RL20) | 25,630.92 | 8.29 |
| Rural Land 10 (RL10) | 13,875.82 | 3.79 |
| Rural Land 5 (RL5) | 10,011.83 | 3.56 |
| Rural Land 2 (RL2) | 16,829.92 | 5.48 |
| Rural Land 1 (RL1) | 1,765.42 | 1.02 |
| Residential 2 (H2) | 6,536.45 | 3.50 |
| Residential 5 (H5) | 6,218.38 | 4.71 |
| Residential 18 (H18) | 703.32 | 0.33 |
| Residential 30 (H30) | 353.83 | 0.29 |
| Major Commercial (CM) | 1,213.82 | 0.55 |
| Neighborhood Commercial (CN) | 473.23 | 0.12 |
| Office and Professional (IO) | 1,827.16 | 1.60 |
| Light Industrial (IL) | 1,208.46 | 0.47 |
| Open Space (OS) | 15,580.78 | 6.44 |
| National Forest (OS-NF) | 149,746.75 | 48.70 |
| Bureau of Land Management (OS-BLM) | 3,427.17 | 1.46 |
| Specific Plan (SP) | 14,340.94 | 5.46 |

| Land Use Designation | County's Planning Area Acreage ¹ | County's Planning Area Percent |
|----------------------------------|---|--------------------------------------|
| Public and Community Serving (P) | 3,853.14 | 1.70 |
| Transportation Corridor (TC) | 3,355.65 | 1.31 |
| Total | 276,953 | 100.00 |

Source: County of Los Angeles, August 2009.

Notes: ¹ The County acres include 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.

Table 3.1-4, Comparison of Existing and Proposed Land Use Designations, summarizes the approximate changes in acreage between existing and proposed land use categories for Rural Land, Urban Residential, Commercial, Industrial, Public and Community Service, Transportation Corridor, Other Land Uses, Open Space, and Specific Plan land uses. Rural Land use designations would decrease by 8,725 acres. Urban Residential land uses would increase by 7,541 acres. Commercial and Industrial land uses would increase by 634 and 1,625 acres respectively. Public and Community Service land uses would increase by 160 acres. Transportation Corridor land uses would increase by 171 acres. Open Space would increase by 3,562 acres, and Specific Plan land uses would increase by 58 acres.

**Table 3.1-4
Compared Existing and Proposed 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 Acres ¹ | 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 | 68,114 | -8,725 |
| Urban Residential | Sum of acreages in U1, U2, U3, and U4 designations | 6,271 | Sum of acreages in H2, H5, H18, and H30 designations | 13,812 | 7,541 |
| Commercial | Sum of acreages in C and RR designations | 1,053 | Sum of acreages in CN and CM designations. | 1,687 | 634 |
| Industrial | Acreage in M designation | 1,411 | Sum of acreages in IL and IO designations | 3,036 | 1,625 |

| Land Use Categories | Existing Area Plan Land Use Categories | Existing County Land Use Acres | Proposed Area Plan Land Use Categories | Proposed County Land Use Acres ¹ | Change in Acres (existing to proposed) |
|------------------------------|--|--------------------------------|--|---|--|
| Public and Community Service | Sum of acres in P and AP designations | 3,693 | Acreage in P designation | 3,853 | 160 |
| Transportation Corridor | Acreage in TC designations | 3,185 | Acreage in TC designation | 3,356 | 171 |
| 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 | 168,754 | 3,562 |
| Specific Plan | Acreage in SP designations | 14,283 | Acreage in SP designation. | 14,341 | 58 |

Source: County of Los Angeles Department of Regional Planning, March 2009.

Notes: ¹ The County Acres include 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.

Figure 3.1-3, Land Use Change Map for the Planning Area, shows the proposed changes in residential and commercial/industrial land uses from existing and proposed land uses. A down zone is an area where the proposed OVOV residential designation is less dense than the current Area Plan and an upzone is an area where the proposed designation is more dense than the current Area Plan. The proposed Area Plan would allow a balance of land uses in appropriate amounts to meet future community needs, while ensuring that no land use designation is over-represented in a manner that is not economically viable (**Policy LU 2.1.1**). The proposed Area Plan would adopt a compatible set of land use designations between the County and City for land in the Santa Clarita Valley, to be implemented through standards and zones applied by each agency to ensure compatibility with the character of each area and with the goals of the County's Area Plan (**Policy LU 2.1.4**). In addition, the proposed Area Plan has identified areas with hazardous conditions to ensure that uses in or adjacent to these areas pose minimal risk to public health or safety (**Policy LU 2.1.5**).

The most significant change in the proposed Land Use Policy Map includes the decrease in Rural Residential Land Uses (a decrease of 8,725 acres from the existing land use map). Within the Rural Residential Land Uses areas there are areas designated as Non-Urban Hill Side Areas (HM) by the existing Land Use Policy Map. This land would be converted to primarily RL land use designations under the proposed land use policy map. For the most part, the RL designation of the proposed Land Use Policy Map will be equally as dense or less dense than the existing HM designation. The proposed Area

Plan and Land Use Policy Map would ensure that special resources such as open space, SEAs, and culturally significant areas are compatible with adjoining land uses.

Existing Communities and Approved Specific Plans

The proposed Area Plan is designed to protect existing communities and provide direction for the development and revitalization of different communities located within the County's Planning Area. The proposed Area Plan contains policies directed at specific communities and approved Specific Plans: Pico Canyon (**Policy LU 1.2.10**), and Fair Oaks (**Policy LU 1.2.12**). The Pico Canyon area extends into both County and City areas and includes the Santa Clarita Woodlands State Park, Towsley Canyon State Park, Ed Davis Park, and the historic oil town of Mentryville.

The proposed Area Plan would allow the use of Specific Plan process to plan for cohesive, vibrant, pedestrian-oriented communities with access to public transit, and opportunities for living and working with the same community (**Policy LU 1.2.13**). Implementation of these policies would ensure that the Area Plan creates residential and urbanized areas in an orderly fashion, while providing for the protection of Open Space lands within the County's Planning Area.

Community Character

The proposed Area Plan will provide policies that preserve community character, ensuring that the future development of infill and redevelopment projects in currently developed areas will be consistent with community character objectives and promote economic opportunity for all segments of the community (**Policies LU 4.1.4, 4.1.5, and 9.1.4**). The proposed Area Plan will promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage "eyes on the street" for safety purposes (**Policy LU 3.4.1**); will ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement (**Policy LU 3.4.2**); will provide appropriate levels of code enforcement to ensure maintenance of neighborhoods in a clean, healthy, and safe condition (**Policy LU 3.4.3**); within higher density housing developments, will ensure provision of adequate recreational and open space amenities to ensure a higher quality of living (**Policy LU 3.4.4**); will ensure compatibility between single-family and multiple-family residential development through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations (**Policy LU 3.4.5**); will

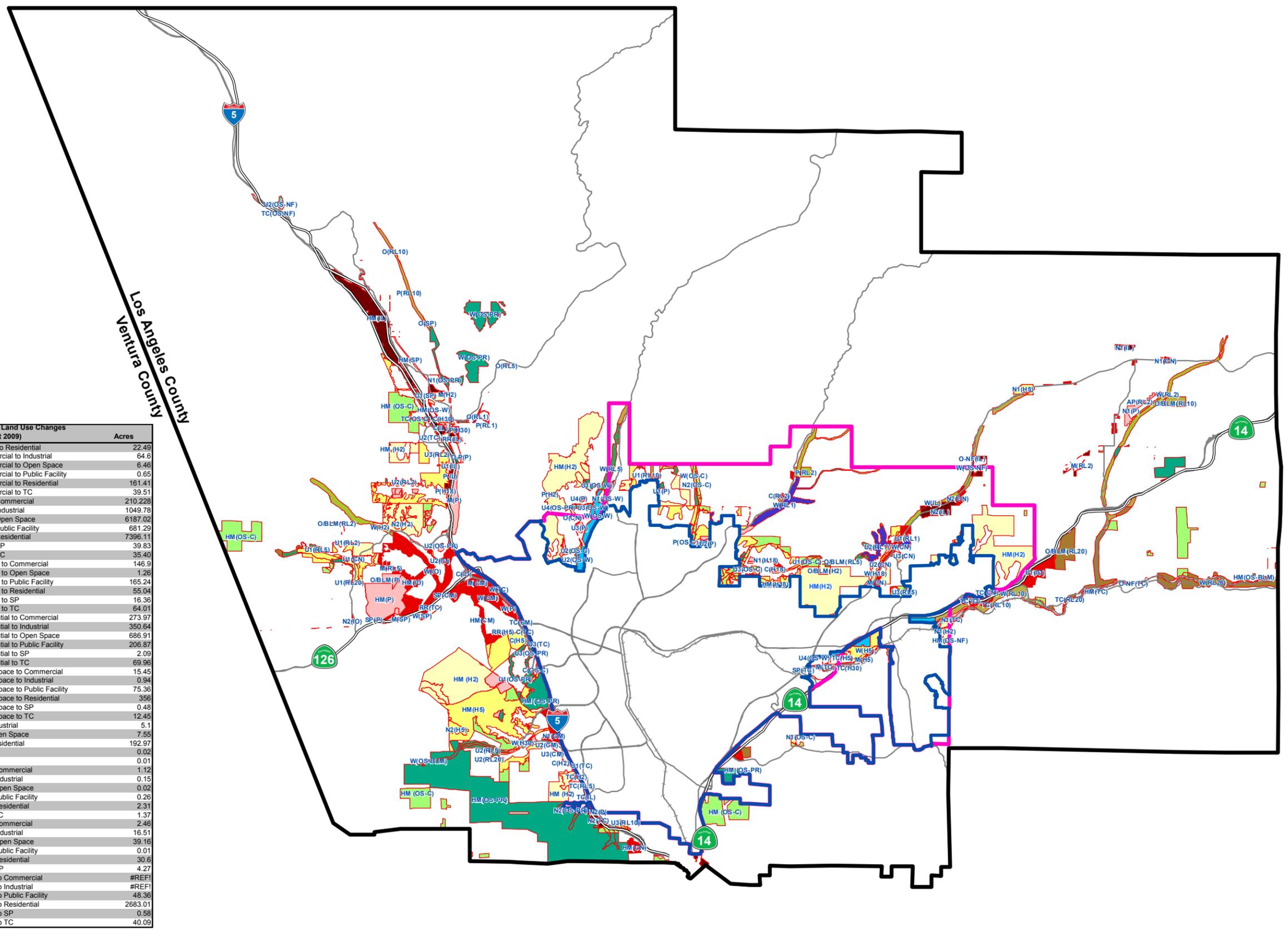
Legend

Land Use Policy

-  OVOV Boundary
-  City of Santa Clarita Boundary
-  City's SOI
-  H2 - Large Lot Residential (0-2 du/ac)
-  H5 - Suburban Residential (0-5 du/ac)
-  H18 - Medium Density Residential (9-18 du/ac)
-  H30 - Urban Residential (18-30 du/ac)
-  RL1 - Rural Land 1 (1 du / 1 ac)
-  RL2 - Rural Land 2 (1 du / 2 ac)
-  RL5 - Rural Land 5 (1 du / 5 ac)
-  RL10 - Rural Land 10 (1 du / 10 ac)
-  RL20 - Rural Land 20 (1 du / 20 ac)
-  CM - Major Commercial
-  CN - Neighborhood Commercial
-  IO - Office and Professional
-  IL - Light Industrial
-  OS-C - Open Space Conservation
-  OS-BLM - Bureau of Land Management
-  OS-PR - Open Space Parks and Recreation
-  OS-NF - Open Space National Forest
-  OS-W - Water
-  P - Public and Community Serving
-  TC - Transportation Corridor
-  SP - Specific Plan



| County Land Use Changes (August 2009) | Acres |
|---------------------------------------|---------|
| Airport to Residential | 22.49 |
| Commercial to Industrial | 64.6 |
| Commercial to Open Space | 6.46 |
| Commercial to Public Facility | 0.65 |
| Commercial to Residential | 161.41 |
| Commercial to TC | 39.51 |
| HM to Commercial | 210.228 |
| HM to Industrial | 1049.78 |
| HM to Open Space | 6187.02 |
| HM to Public Facility | 681.29 |
| HM to Residential | 7396.11 |
| HM to SP | 39.83 |
| HM to TC | 35.40 |
| Industry to Commercial | 146.9 |
| Industry to Open Space | 1.26 |
| Industry to Public Facility | 165.24 |
| Industry to Residential | 55.04 |
| Industry to SP | 16.36 |
| Industry to TC | 64.01 |
| Residential to Commercial | 273.97 |
| Residential to Industrial | 350.64 |
| Residential to Open Space | 686.91 |
| Residential to Public Facility | 206.87 |
| Residential to SP | 2.09 |
| Residential to TC | 69.96 |
| Open Space to Commercial | 15.45 |
| Open Space to Industrial | 0.94 |
| Open Space to Public Facility | 75.36 |
| Open Space to Residential | 356 |
| Open Space to SP | 0.48 |
| Open Space to TC | 12.45 |
| P to Industrial | 5.1 |
| P to Open Space | 7.55 |
| P to Residential | 192.97 |
| P to SP | 0.02 |
| P to TC | 0.01 |
| SP to Commercial | 1.12 |
| SP to Industrial | 0.15 |
| SP to Open Space | 0.02 |
| SP to Public Facility | 0.26 |
| SP to Residential | 2.31 |
| SP to TC | 1.37 |
| TC to Commercial | 2.46 |
| TC to Industrial | 16.51 |
| TC to Open Space | 39.16 |
| TC to Public Facility | 0.01 |
| TC to Residential | 30.6 |
| TC to SP | 4.27 |
| Water to Commercial | #REF! |
| Water to Industrial | #REF! |
| Water to Public Facility | 48.36 |
| Water to Residential | 2683.01 |
| Water to SP | 0.58 |
| Water to TC | 40.09 |



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

FIGURE 3.1-3

Land Use Change Map for the Planning Area

promote mixed-density residential neighborhoods that are consistent with community character, avoiding over-development of high-density multiple-family units in any particular location (**Policy LU 3.4.6**), and will help prevent crime within multiple family residential projects (**Policy LU 3.3.8**). The proposed Area Plan encourages the development of a range of childcare services and facilities to serve the needs of working families (**Policy LU 4.1.6**). The proposed Area Plan will also minimize the prominence of areas devoted to automobile parking and access in the design of residential neighborhoods (**Policy LU 3.4.7**); and will require architectural design treatment along all sides of new housing to promote continuity of architectural scale and rhythm, avoiding the appearance of blank walls (360 degree enhancement) (**Policy LU 3.4.8**).

Other policies focusing on maintaining and developing community character include planting of street trees throughout urban areas in the County's Planning Area (**Policy LU 6.3.1**); encouraging street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing landscape and provide pedestrian protection (**Policy LU 3.4.9**); developing compatible landscape plans for major arterials including landscaped medians and parkways (**Policy LU 6.3.2**); enhancing major entrance points, including on and off ramps from Interstate 5 and State Route 14 as well as entrances along State Route 126 and Sierra Highway (**Policy LU 6.3.3**); undergrounding of utility lines for new development where feasible, and plan for undergrounding of existing utility lines in conjunction with street improvement projects (**Policy LU 6.3.4**); and restricting the establishment of billboards (**Policy LU 6.3.5**).

To further encourage maintenance of neighborhoods, the use of high quality, durable, and natural-appearing building materials will be required (**Policy LU 6.5.1**). Designs and architectural styles that incorporate classic and timeless architectural features (**Policy LU 6.5.2**) will be encouraged as will architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets (**Policy LU 6.5.3**). New development will be evaluated in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods (**Policy LU 6.5.4**).

The proposed Area Plan would guide where and in what manner future development would occur. Growth in the County's Planning Area shall account for the visions and objectives for each community. Because the proposed Area Plan and existing Specific Plans provide policies reflective of the unique intentions for the quality and character of the distinct communities, implementation of the proposed Area Plan would not physically divide any established community. No significant impact to an established community would occur.

Proposed Area Plan Policies

- Policy LU 1.2.11:** In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat.
- Policy LU 1.2.12:** In the Fair Oaks community, facilitate location of commercial and community services in proximity to residences to serve local needs.
- 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.
- Policy LU 2.1.1:** On the Land Use Map, designate a balance of land uses in appropriate amounts to meet future community needs while ensuring that no use designation is over-represented in a manner that is not economically viable.
- Policy LU 2.1.3:** Provide a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments.
- Policy LU 2.1.4:** Adopt a compatible set of land use designations between the County and City of Santa Clarita for land in the Santa Clarita Valley, to be implemented through standards and zones applied by each agency to ensure compatibility with the character of each area and with the goals of the County's Area Plan and the City's General Plan.
- Policy LU 2.1.5:** Identify areas with hazardous conditions and ensure that uses in or adjacent to these areas pose minimal risk to public health or safety.
- Policy LU 3.3.3:** Identify neighborhoods in which uses that pose a potential hazard to human health and safety may be over-concentrated, and address public safety through use of buffer areas, policies on siting decisions for such uses, changing land use designations, or other means as deemed appropriate.

- Policy LU 3.3.8:** Within multiple family residential projects comprised of multiple buildings, ensure that project designs include crime prevention measures such as delineating public and private open space, designs for defensible space, easy surveillance by residents of all outdoor and indoor common areas, lack of dead end aisles or paths, and similar measures.
- Policy LU 3.4.1:** Promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage “eyes on the street” for safety purposes
- Policy LU 3.4.2:** Ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement.
- Policy LU 3.4.3:** Provide appropriate levels of code enforcement to ensure maintenance of neighborhoods in a clean, healthy, and safe condition.
- Policy LU 3.4.4:** Within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a high quality living environment.
- Policy LU 3.4.5:** Ensure compatibility between single family and multiple family residential developments through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations.
- Policy LU 3.4.7:** Minimize the prominence of areas devoted to automobile parking and access in the design of residential neighborhoods.
- Policy LU 3.4.8:** Require architectural design treatment along all sides of new housing to promote continuity of architectural scale and rhythm and avoid the appearance of blank walls (360 degree enhancement).
- Policy LU 3.4.9:** Encourage street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing streetscape and provide pedestrian protection.
- Policy LU 4.1.6:** Encourage the development of a range of child care services and facilities to serve the needs of working families, including public and private child care

centers, infant care, and after-school care, through supportive zoning regulations and permitting procedures.

- Policy LU 6.3.1:** Promote planting of street trees throughout urban areas in the Santa Clarita Valley.
- Policy LU 6.3.2:** Develop compatible landscape plans for major arterials traversing the Santa Clarita Valley, including landscaped medians and parkways, and implement these plans in both County and City of Santa Clarita areas, where feasible and appropriate based on right of way and other conditions.
- Policy LU 6.3.3:** Enhance major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and at the northern and southern entrance points on Sierra Highway, where feasible and appropriate.
- Policy LU 6.3.4:** Require undergrounding of utility lines for new development where feasible, and plan for undergrounding of existing utility lines in conjunction with street improvement projects where economically feasible.
- Policy LU 6.3.5:** Restrict the establishment of billboards within the planning area.
- Policy LU 6.5.1:** Require use of high quality, durable, and natural-appearing building materials, pursuant to the ordinances developed through the County's Green Building Program.
- Policy LU 6.5.2:** Encourage the use of designs and architectural styles that incorporate classic and timeless architectural features.
- Policy LU 6.5.3:** Require architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.
- Policy LU 6.5.4:** Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.

Policy LU 9.1.4: Develop and apply compatible standards within County and City of Santa Clarita areas for design and maintenance of utility infrastructure, in consideration of the character of each community.

Effectiveness of Proposed Area Plan Policies

The above policies are designed to provide continuity and smart land use designation decisions for the County's Planning Area. The proposed Area Plan and Land Use Policy Map would not physically divide an established community. Therefore, impacts would be less than significant.

Impact 3.1-2 **Future development permitted by the proposed Area Plan may conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.**

Buildout under the proposed Area Plan would facilitate controlled growth and development of the County's Planning Area. A consistency analysis for the proposed Area Plan policies is provided below to ensure that the County's Planning Area will be consistent with SCAG policies and plans.

SCAG Regional Transportation Plan Goals and Policies

RTP G1 **Maximize mobility and accessibility for all people and goods in the region.**

Analysis (Consistent):

The County's proposed Area Plan would maximize mobility and accessibility for all people and goods in the region with the implementation of numerous improvements to local roadways systems, which are included in the Circulation Element. Alternative modes of transportation would facilitate movement of people and goods into and out of the County's Planning Area. The proposed Area Plan includes the following policies to ensure that mobility and accessibility are key to the future of the County's Planning Area and ensure consistency with RTP G1.

Proposed Area Plan Policies

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.

- 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.
- Policy LU 5.2.1:** Designate higher-density residential uses in areas served by public transit and a full range of support services.
- 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.
- Policy C 1.1.2:** Promote expansion of alternative transportation options to increase accessibility to all demographic and economic groups throughout the community, including mobility-impaired persons, senior citizens, low-income persons, and youth.
- Policy C 1.2.2:** 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 1.2.7:** In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.

RTP G2 Ensure travel safety and reliability for all people and goods in the region.

Analysis (Consistent):

The proposed Area Plan would promote safety for all types of mobility within the County's Planning Area. Policies are provided to promote safe and reliable travel for people and goods, whether they are walking, bicycling, using alternative forms of transportation such as buses and trains, or jogging. The following policies would ensure travel safety and reliability for all people and goods in the region and ensure consistency with RTP G2.

Proposed Area Plan Policies

- 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 5.1.1:** Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.
- Policy C 1.1.7:** Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.
- Policy C 1.2.8:** 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 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.
- Policy S 6.2.3:** In reviewing development plans, ensure that pedestrian pathways, stairs, steps and ramps are designed to provide clear and unimpeded passage in order to avoid trip hazards and conflicts with vehicles.
- Policy S 6.2.4:** Continue to monitor traffic accident data in order to evaluate and address any traffic control needs to enhance public safety.

RTP G3: Preserve and ensure a sustainable regional transportation system.

Analysis (Consistent):

The County would preserve and ensure a sustainable roadway and transportation system by conforming to regional plans through its proposed Area Plan and Land Use and Circulation Elements. The following policies would ensure that the proposed Area Plan is consistent with RTP G3.

Proposed Area Plan Policies

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

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

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

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.

RTP G4: Maximize the productivity of our transportation system.

Analysis (Consistent):

The proposed Area Plan would help maximize productivity of the transportation system by providing for and maintaining well-designed roads, streets, and highways. Level of Service on intersections within the County's Planning Area would be maintained at a LOS D or better. Additionally, the proposed Area Plan would allow for development of Transient Oriented Development (TOD), which would facilitate movement of residents and employees. The following proposed policies would ensure that the proposed Area Plan is consistent with RTP G4.

Proposed Area Plan Policies

Policy LU 5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.

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.

Policy C 1.1.8: Acquire and/or reserve adequate right-of-way in transportation corridors to accommodate multiple travel modes, including bus turnouts, bus rapid transit (BRT), bikeways, walkways, and linkages to trail systems.

Policy C 1.1.9: Incorporate funding for all modes of transportation in the capital improvement program, and seek funding from all available sources for multi-modal system development.

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

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

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.

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.

RTP G5: Protect the environment, improve air quality, and promote energy efficiency.

Analysis (Consistent):

The proposed Area Plan is intended to protect the environment, improve air quality, and promote energy efficiency while supporting buildout of its projected population increase. The proposed Land Use Element would provide for Open Space land use designations that protect environmentally sensitive areas throughout the County's Planning Area, specifically within any of the designated SEAs, particularly along the Santa Clara River, and its tributaries; ridgelines and hillside areas. The proposed Area Plan would improve air quality, by allowing residential land uses to be interconnected with commercial and industrial land uses, and allowing for the creation of a pedestrian/bicycle linkage system that would reduce automobiles mileage and reduce the number of average daily trips (ADTs). Additionally, any new developments that are proposed within the County's Planning Area would use

green building techniques, thereby promoting energy efficiency on an individual development basis. The following policies would ensure that the proposed Area Plan is consistent with RTP G5.

Proposed Area Plan Policies

- Policy LU 1.1.1:** Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Rural Land on the Land Use Map.
- Policy LU 1.1.4:** Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.
- Policy LU 1.1.6:** Preserve the rural lifestyle in canyons and low-density, outlying areas of the Santa Clarita Valley, through designating these areas as Rural Land on the Land Use Map where appropriate.
- Policy LU 1.3.2:** Substantially retain the integrity and natural grade elevations of significant natural ridgelines and prominent landforms that form the Valley's skyline backdrop.
- Policy LU 1.3.3:** Discourage development on ridgelines and lands containing 50% slopes so that these areas are maintained as natural open space.
- Policy LU 1.3.4:** Encourage density transfers where appropriate to facilitate development in more suitable locations while retaining significant natural slopes and areas of environmental sensitivity, provided that urban densities (exceeding one dwelling unit per acre) are not permitted in rural areas.
- Policy LU 1.3.5:** Encourage flexible siting and design techniques within hillside areas in order to preserve steep slopes or other unique physical features, including clustering of residential units, provided all residential lots meet the applicable minimum lot size requirements of the Land Use Element and the Zoning Ordinance, including Community Standards Districts.
- Policy LU 1.3.6:** Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas.

- Policy LU 2.2.3:** Consistent with adopted plans, ensure that adequate open space is set aside and protected from development throughout the planning area in order to provide the benefits of watershed management, habitat preservation and connectivity, and recreational opportunities.
- 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.
- Policy LU 5.2.3:** Promote location of non-polluting businesses providing employment opportunities in proximity to neighborhoods, to encourage walking to work.
- 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 1.2.7:** In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.
- 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 2.6.4:** Coordinate road construction with improvements to other utility systems in the right-of-way.
- RTP G6: Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.**

Analysis (Consistent):

The proposed Land Use Policy Map promotes growth patterns that allow residents and employees to gain easier access to different modes of transportation, thus improving the cost-effectiveness of expenditures in key transportation areas. Additionally, the proposed Area Plan would allow for the development of TOD that would encourage land use and growth patterns that complement transportation investments. The following Area Plan policies would provide consistency with RTP G6.

Proposed Area Plan Policies

- 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.
- 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.
- 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 1.2.4:** Consider location, availability, and accessibility of transit in evaluating new development plans.
- Policy C 1.2.5:** Encourage compact development and mixed uses to locate housing, workplaces, and services within walking or bicycling distance of each other.
- Policy C 2.6.2:** Evaluate the feasibility of establishing a joint City/County Intelligent Transportation Management System (ITMS) impact fee for new development that is unable to otherwise mitigate its impacts to the roadway system through implementation of the adopted Highway Plan.
- Policy C 2.6.3:** Support local, regional, state and federal agencies in identifying and implementing funding alternatives for the Valley's transportation systems.
- RTP G7:** **Maximize the security of our transportation system through improved systems monitoring, rapid recovery planning, and coordination with other security, and coordination with other security agencies.**

Analysis (Consistent):

Implementation of the proposed Area Plan would ensure that the County's Planning Area provides a transportation system that is safe and reliable. The proposed Area Plan would ensure that roadways within the County's Planning Area are updated with the best safety features to prevent accidents, and reduce vehicle traffic. Additionally, the proposed Area Plan would allow for repair and redevelopment of

roadways that are heavily traveled in the region and that pose safety issues. The following policies would ensure Area Plan consistency with RTP G7.

Proposed Area Plan Policies

- Policy C 2.5.1:** Maintain a current evacuation plan as part of emergency response planning.
- Policy C 2.5.2:** Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation and emergency response; require two points of ingress and egress for every subdivision or phase thereof, except as otherwise approved for small subdivisions where physical constraints preclude a second access point.
- Policy C 2.5.4:** Provide directional signage to Interstate 5 and State Route 14 at key intersections in the Valley, to assist emergency evacuation operations.
- Policy LU 9.1.5:** Work with the Los Angeles County Sheriff's Department to expand law enforcement facilities to meet the needs of the Santa Clarita Valley's growing population.

Compass/Growth Visioning Principals

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability, and prosperity. The following Regional Growth Principles are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. The following analysis determines if the proposed Area Plan's policies are consistent with the Compass/Growth Visioning Principals of SCAG.

Principle 1: Improve Mobility for all residents.

- GV P1.1:** Encourage transportation investments and land use decisions that are mutually supportive.

Analysis (Consistent):

The proposed Area Plan would encourage the placement of land uses that complement and support transportation investments. One example is the use of TOD and the incorporation of mixed-use development. The proposed Area Plan would implement the following policies that would ensure compliance with GV P1.1.

Proposed Area Plan Policies

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.

GV P1.2: Locate new housing near existing jobs and new jobs near existing housing.

Analysis (Consistent):

Implementation of the County's proposed Area Plan would ensure that new housing is near existing jobs and that new jobs are near existing housing through the placement of complementary residential and mixed-use land uses near commercial and industrial land uses. Buildout under the proposed Land Use Map would enable residents and employees to decrease their reliance on motor vehicles. The proposed Area Plan would be consistent with GV P1.2 by implementing the following policies.

Proposed Area Plan Policies

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.

Policy C 1.2.5: Encourage compact development and mixed uses to locate housing, workplaces, and services within walking or bicycling distance of each other.

Policy LU 4.5.4: Encourage the provision of support services for employees within business park areas, such as dining and personal services where appropriate, to reduce vehicle trips and promote pedestrian-friendly work environments.

GV P1.3: Encourage transit-oriented development.

Analysis (Consistent):

The proposed Area Plan would allow for development of TOD, thereby encouraging land use and growth patterns within walking distance of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking and transit use without excluding the automobile. The following Area Plan policies would ensure consistency with GV P1.3.

Proposed Area Plan Policies

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

Policy C 4.1.6: Provide incentives to promote transit-oriented development near rail stations.

Policy C 5.2.4: Enhance way-finding signage along walkways and paseos to direct pedestrians to transit stops.

Policy C 5.3.1: Continue to provide fixed route service to significant activity areas and neighborhoods with moderate to high density, and serve low-density and rural areas with dial-a-ride, flexible fixed routes, or other transit services as deemed appropriate.

Policy C 5.3.2: Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

Policy C 5.4.1: Establish transit impact fee rates that are based on the actual impacts of new development on the transit system, and regularly monitor and adjust these fees as needed to ensure adequate mitigation.

Policy C 5.4.2: Evaluate the feasibility of establishing a joint City/County transit impact fee to equitably distribute the capital costs of transit system expansion to meet the needs of new development in both County and City areas of the Valley.

Policy C 5.4.3: Seek funding for transit system expansion and improvement from all available sources, including local, state, and federal programs and grants.

Policy LU 6.4.2: Enhance the area around historic Lang Station by requiring a Specific Plan for redevelopment of this area.

GV P1.4: Promote a variety of travel choices.

Analysis (Consistent):

The proposed Area Plan would allow the County to accommodate growth for different types of travel choices, besides reliance on the automobile. The proposed Area Plan encourages bicycle/pedestrian linkages, and development near existing transportation infrastructure including trains and buses. The following policies would ensure that the proposed Area Plan is consistent with GV P1.4.

Proposed Area Plan Policies

Rail Service

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 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.

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.

Policy C 4.1.3: Continue to expand and improve commuter services, including park-and-ride lots, bicycle parking and storage, and waiting facilities, at all Metrolink stations.

- Policy C 4.1.4:** Encourage the preservation of abandoned railroad right-of-way for future transportation facilities, where appropriate.
- Policy C 4.1.5:** Work with other agencies to increase rail efficiency and public safety through street and track improvements and grade separations, where needs are identified.
- Policy C 4.1.7:** Facilitate coordination of planning for any future high speed regional rail systems in the Valley with Metrolink services.
- Policy C 4.1.8:** Minimize impacts to passenger rail service and the community from any proposed increase to freight rail service through the Valley.
- Policy C 4.2.1:** Continue to work with the Orange Line Development Authority (OLDA) to plan for development of an environmentally sensitive high speed transportation system with a route through the Santa Clarita Valley, including a regional transit hub with associated infrastructure that would provide connections to the Los Angeles Basin, Palmdale Regional Airport, and other
- Policy C 4.2.2:** Coordinate with other agencies as needed to facilitate planning for other high-speed rail alternatives in the Santa Clarita Valley.
- Policy C 4.2.3:** Promote and encourage the expansion of Amtrak Rail Service to the Santa Clarita Valley.
- 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.

Bus Service

- Policy C 5.1.2:** For private gated communities, require the developer to accommodate bus access through the entry gate, or provide bus waiting facilities at the project entry with pedestrian connections to residential streets, where appropriate.

- Policy C 5.1.3:** Consider the operational characteristics of buses when determining acceptable street designs, including grades and turning radii.
- Policy C 5.1.4:** Provide for location of bus stops within ¼-mile of residential neighborhoods, and include paved bus waiting areas in street improvement plans wherever appropriate and feasible.
- Policy C 5.1.5:** Locate and design bus turnouts to limit traffic obstruction and to provide sufficient merging length for the bus to re-enter the traffic flow.
- Policy C 5.1.6:** Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.
- Policy C 5.2.1:** Require paved waiting areas, accessible by paved walkways and reasonably direct pedestrian routes, for bus stops in new development; and provide for retrofitting of existing bus stops, where feasible and practicable.
- Policy C 5.2.2:** Adopt and implement consistent design standards for use in both City and County areas for bus shelters, bus benches, trash receptacles, lighting, and other improvements for transit stops that are aesthetically pleasing and consistent with community character.
- Policy C 5.2.3:** Adopt and implement common design standards for bus turnouts and merging lanes along arterial streets, in convenient, accessible locations.
- Policy C 5.2.5:** Complementary transportation modes should be interconnected at intermodal transit centers, including provisions for bicycles on buses, bicycle parking at transit centers, and park-and-ride at transit stops.
- Policy C 5.3.3:** Evaluate the feasibility of providing “fly-away” bus transit service to airports located at Burbank, Palmdale, and Los Angeles, and implement this program when warranted by demand.
- Policy C 5.3.4:** Evaluate the feasibility of providing bus rapid transit (BRT) for key transit corridors when light-rail is not feasible or cost effective.

Bikeways

- Policy C 6.1.1:** For recreational riders, continue to develop Class 1 bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.
- Policy C 6.1.2:** For long-distance riders and those who bicycle to work or services, provide striped Class 2 bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.
- Policy C 6.1.3:** Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.
- Policy C 6.1.4:** Where inadequate right-of-way exists for Class 1 or 2 bikeways, provide signage for Class 3 bike routes or designate alternative routes as appropriate.
- Policy C 6.1.5:** Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.
- Policy C 6.2.1:** Require bicycle parking, which can include bicycle lockers and sheltered areas, at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.
- Policy C 6.2.2:** Provide bicycle racks on transit vehicles to give bike-and-ride commuters the ability to transport their bicycles.
- Policy C 6.2.3:** Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.

Pedestrian

The proposed Area Plan would provide for walkable communities in which interconnected walkways provide a safe, comfortable, and viable alternative to driving for local destinations. Information of the proposed Area Plan policies that would facilitate and promote pedestrian-friendly travel are addressed in GV P2.3, below.

Air Travel

Policy S 6.4.1: Require all new development in the vicinity of the Agua Dulce Airpark to comply with the Airport Land Use Plan and applicable Federal Aviation Administration (FAA) regulations.

Principle 2: Foster livability in all communities

GV P2.1: Promote infill development and redevelopment to revitalize existing communities.

Analysis (Consistent):

The proposed Area Plan would provide the County's Planning Area direction in revitalizing communities within its boundaries by promoting infill development and redevelopment in communities such as Castaic, Pico Canyon, and Fair Oaks. The following policies would help to ensure that the proposed Area Plan is consistent with the GV P2.1 while maintaining community character.

Proposed Area Plan Policies

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

Policy LU 1.2.8: In Castaic, promote expansion of neighborhood commercial uses to serve local residents; address traffic congestion; ensure compatibility between highway-oriented commercial uses and nearby residential uses; and maintain community character in accordance with the County's Castaic Area Community Standards District.

Policy LU 1.2.9: In Val Verde, protect the existing rural lifestyle and small town community character while providing residents with additional access to needed services; ensure compatibility between existing residential areas and the nearby landfill; and maintain community character in accordance with the County's Castaic Area Community Standards District.

Policy LU 1.2.11: In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure

compatibility of new development with the adjacent Significant Ecological Area and habitat.

- Policy LU 1.2.12:** In the Fair Oaks community, facilitate location of commercial and community services in proximity to residences to serve local needs.
- Policy LU 4.3.2:** Promote business development in Castaic and Val Verde to provide a greater range of goods and services to area residents.
- Policy LU 4.3.3:** Promote revitalization of commercial uses along Sierra Highway between Soledad Canyon Road and Vasquez Canyon Road, to encourage businesses serving the Canyon Country neighborhoods and support services for the College of the Canyons east campus.
- Policy LU 4.3.4:** Promote business development that upgrades and revitalizes older commercial corridors, including Lyons Avenue, Railroad Avenue, Newhall Avenue, Main Street, and Soledad Canyon Road, in a manner that reflects each area's character, architecture, and history.
- Policy LU 4.3.5:** Support efforts by the City of Santa Clarita to coordinate with property owners and environmental agencies, and provide assistance as appropriate, to promote clean-up and redevelopment of the Whittaker Bermite property as a business and employment center.

GV P2.2: Promote developments that provide a mix of uses.

Analysis (Consistent)

The County's proposed Area Plan and Land Use Map promote the development of a mix of uses within urbanized communities in its Planning Area. The proposed Area Plan and Land Use Map would allow for supportive commercial uses to serve local areas that are designated as Rural Land 20 (RL20), Rural Land 10 (RL10), Rural Land 5 (RL5), Rural Land 2 (RL2), Rural Land 1 (RL1), Residential 2 (H2), Residential 5 (H5), Residential 18 (H18) and Residential 30 (H30). These uses would include stores, restaurants, personal services, limited medical services, and retail sale of specialty goods. A mix of uses would allow residents easy convenience to local retail and commercial areas, while reducing dependence on the automobile. The following policies would ensure that the Area Plan and proposed Land Use Map are consistent with SCAG principle GV P2.2.

Proposed Area Plan Policies

Policy LU 2.1.1: On the Land Use Map, designate a balance of land uses in appropriate amounts to meet future community needs while ensuring that no use designation is over-represented in a manner that is not economically viable.

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.

Policy LU 2.1.3: Provide a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments.

GV P2.3: Promote “people scaled,” pedestrian-friendly (walkable) communities.

Analysis (Consistent):

One of the main goals of the proposed Area Plan and Land Use Map is to encourage future development to be more pedestrian friendly and less reliant on the automobile. The proposed Area Plan would promote this idea by encouraging new development and revitalization to include pedestrian linkages between communities and land uses that would allow residents and employees alike to walk, jog, or bicycle to different locations within the County’s Planning Area. The proposed Area Plan would be consistent with GV P2.3 through implementation of the following principles.

Proposed Area Plan Policies

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 7.1.1: In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design,

which may include seating, shading, lighting, directional signage, accessibility, and convenience.

Policy C 7.1.2: For existing walled subdivisions, promote the extension of pedestrian access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements where feasible.

Policy C 7.1.3: Where feasible and practical, consider grade separated facilities to provide pedestrian connections across arterial streets, flood control channels, utility easements, and other barriers.

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: Promote use of 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 LU 8.2.1: In making locational decisions for siting new community facilities, consider ease of access for all users (vehicular, pedestrian, and transit).

GV P2.4: Support the preservation of stable, single-family neighborhoods.

Analysis (Consistent):

Although the proposed Area Plan does not contain specific in supporting the preservation of stable, single-family neighborhoods, the proposed Area Plan Land Use Map does offer land use designations

that support single-family neighborhoods. The proposed Land Use Map designates Rural Land 20 (RL20), Rural Land 10 (RL10), Rural Land 5 (RL5), Rural Land 2 (RL2), Rural Land 1 (RL1), Residential 2 (H2), and Residential 5 (H5) on the proposed Land Use Map. Since the proposed Land Use Map allows for single-family residential neighborhoods within these land use designations, the proposed Area Plan policy would be consistent with GV P2.4.

Proposed Area Plan Policy

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

Principle 3: Enable prosperity for all people

GV P3.1: Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.

Analysis (Consistent):

The proposed Area Plan and Land Use Map would allow for the placement and development of housing for all different levels of income within the County's Planning Area. **Section 3.19, Population and Housing**, of this EIR, discusses the different types of housing needs the County's Planning Area would require to fulfill estimated population increases as buildout of the proposed Area Plan occurs. The following policies would provide consistency between the proposed Area Plan and GV P3.1.

Proposed Area Plan Policies

Policy LU 3.1.2: Promote a mix of housing types within neighborhoods that accommodate households with varied income levels.

Policy LU 8.1.8: Work with social service agencies providing assistance to homeless persons to develop and maintain a suitable shelter in the Santa Clarita Valley.

Policy LU 8.1.9: Assist persons and households with temporary housing needs by promoting transitional housing facilities for victims of domestic violence in multiple family residential land use designations, subject to the provisions of the County Zoning Ordinance.

Policy LU 8.1.10: Coordinate with agencies that provide services to seniors and the elderly to expand senior facilities, which may include a new senior center.

GV P3.2: Support educational opportunities that promote balanced growth.

Analysis (Consistent):

The proposed Area Plan and Land Use Map allow for development of educational facilities. Residential land uses would be located within areas of educational facilities and school districts to provide equal opportunity for all residents to gain an education. Additionally, the proposed Area Plan and Land Use Map have land use designations that provide development space for educational type facilities, including libraries, cultural event areas, and facilities for all residents. The proposed Area Plan policies support educational opportunities that promote balanced growth throughout the County's Planning Area and are consistent with GVP3.2.

Proposed Area Plan Policies

Policy LU 8.1.1: Coordinate plans for new residential development with affected school districts to ensure adequate mitigation of impacts on school facilities; provision of facilities and programs to promote academic excellence for Santa Clarita Valley students; coordination on joint use of facilities and transportation; and long-range planning.

Policy LU 8.1.5: Coordinate with the Los Angeles County Library System to assist in expanding library services as needed to meet the needs of the community.

Policy LU 8.1.6: Coordinate with the Arts Alliance and other similar entities to promote access to cultural events and facilities for all residents.

GV P3.3: Ensure environmental justice regardless of race, ethnicity or income class.

Analysis (Consistent):

Housing types would be available for all levels of income throughout the County's Planning Area, as further described in **Section 3.19, Population and Housing**, of this EIR and the Housing Element. Amenities would be available for residents throughout the County's Planning Area regardless of race, ethnicity, and age or income class. With implementation of the following policies, the proposed Area Plan would be consistent with GV P3.3.

Proposed Area Plan Policies

Policy LU 3.1.1: On the Land Use Map, designate adequate land for residential use at various densities to provide a mix of housing opportunities for all segments of the population, including attached, detached, senior, and mixed use housing types, which are consistent with community character and meet the region's housing goals.

Policy LU 8.1.2: Implement a master plan for trails throughout the Santa Clarita Valley to serve all residents.

Policy LU 8.1.3: Implement master plans for parks, with special focus on provision of additional playfields for youth sports in locations accessible to underserved neighborhoods.

Policy LU 8.1.4: Ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in the Santa Clarita Valley, by promoting child care facilities in commercial and residential areas, subject to the provisions of the County Zoning Ordinance.

Policy LU 8.2.2: Identify neighborhoods that are underserved by public facilities and community services, and plan for equitable distribution of these facilities.

Policy LU 8.3.1: Require fair and equitable treatment in considering, adopting, implementing, and enforcing development regulations and policies, including but not limited to providing equal opportunity for public input and considering impacts from development approvals on all segments of the population.

Policy S 6.3.1: In cooperation with other agencies, ensure adequate shelter for homeless persons to limit their exposure to accidental injury and illness.

Policy S 6.3.2: Implement the provisions of the Americans with Disabilities Act to ensure safe travel paths and accommodations for persons with disabilities.

Principle 3: Enable prosperity for all people

GV P3.4: Support local and state fiscal policies that encourage balanced growth.

Analysis (Consistent):

The County's proposed Area Plan would be consistent with SCAG GV P3.4. As stated in **Section 3.19, Population and Housing**, of this EIR, the proposed Area Plan would be consistent with the employment/housing forecast predicted under SCAG analysis, allowing for balanced growth.

GV P3.5: Encourage civic engagement.

Analysis (Consistent):

Civic engagement can mean a feeling of belonging and working to make a difference in the civic life of our communities. It can take many forms from volunteerism to organizational involvement to electoral participation. Residents and employees can take it upon themselves to engage in civic engagements, and would not be required under an Area Plan to do so. However, the following Area Plan policies promote civic engagement and consistency with GV P3.5.

Proposed Area Plan Policies

Policy LU 8.1.4: Ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in the Santa Clarita Valley, by promoting child care facilities in commercial and residential areas, subject to the provisions of the County Zoning Ordinance.

Policy LU 8.1.6: Coordinate with the Arts Alliance and other similar entities to promote access to cultural events and facilities for all residents.

Policy LU 8.1.10: Coordinate with agencies that provide services to seniors and the elderly to expand senior facilities, which may include a new senior center.

Principle 4: Promote sustainability for future generations

GV P4.1: Preserve rural, agricultural, recreational and environmentally sensitive areas.

Analysis (Consistent):

The proposed Area Plan would promote the preservation of rural, agricultural, recreational, and environmentally sensitive areas within the County's Planning Area through implementation of **Policies LU 1.1.1, LU 1.1.4, LU 1.1.6, LU 1.1.7, LU 6.4.4, LU 7.8.1, LU 7.8.2, LU 9.1.3, CO 1.5.6, CO 1.6.1 through CO 1.6.3, and CO 5.2.4** The proposed Area Plan and Land Use Map would expand SEAs and protect them from incompatible development through appropriate land use designations. Additionally, sensitive

areas of the Santa Clara River and its associated tributaries would be protected from incompatible development through appropriate land use designations. Therefore, the proposed Area Plan and Land Use Map would preserve rural, agricultural, recreational, and environmentally sensitive areas within the County Planning Area. The following Area Plan policies, including those mentioned above, would ensure consistency with GV P4.1.

Proposed Area Plan Policies

- Policy LU 1.1.1:** Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Rural Land on the Land Use Map.
- Policy LU 1.1.4:** Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.
- Policy LU 1.1.6:** Preserve the rural lifestyle in canyons and low-density, outlying areas of the Santa Clarita Valley, through designating these areas as Rural Land on the Land Use Map where appropriate.
- Policy LU 1.1.7:** Preserve and protect important agricultural resources, including farmland and grazing land, through designating these areas as Rural Land on the Land Use Map where appropriate.
- Policy LU 6.4.4:** Maintain the historic site of Mentryville by designating the site as Open Space on the Land Use Map.
- Policy LU 7.8.1:** Adopt and implement policies for protection of oak woodlands and oaks trees throughout the planning area that are compatible with City of Santa Clarita policies.
- Policy LU 7.8.2:** Protect all designated Significant Ecological Areas (SEA's) from incompatible development.
- Policy LU 9.1.3:** Protect major utility transmission corridors, pumping stations, reservoirs, booster stations, and other similar facilities from encroachment by incompatible

uses, while allowing non-intrusive uses such as plant nurseries, greenbelts and recreational trails.

Policy CO 1.5.6: Through the development review process, consider the impacts of development on the entire watershed of the Santa Clara River and its tributaries, including hydromodification.

Policy CO 1.6.1: Identify environmental conditions that represent a healthy, sustainable community.

Policy CO 1.6.2: Use Geographic Information Systems, modeling, and other tools to indicate the locations of natural systems, such as floodplain and floodway areas, oak tree woodlands, Significant Ecological Areas, and plant and animal species habitat.

Policy CO 1.6.3: Provide information on the condition of natural systems to decision makers as part of the decision-making process regarding land use and development.

Policy CO 5.2.4: Continue to support “Heritage Junction” and the historical museum within William S. Hart Park as historical resources that illustrate the various phases of settlement within the Santa Clarita Valley.

GV P4.2: Focus development in urban centers and existing cities.

Analysis (Consistent):

As described above, the proposed County’s Area Plan and Land Use Map would encourage the development, revitalization, and maintenance of urban centers. The proposed Area Plan would fulfill this by implementing **Policy LU 1.2.1** through **Policy LU 1.2.13**. Additionally, the following policies would be implemented, providing consistency with Policy GV P4.2.

Proposed Area Plan Policies

Policy LU 1.1.2: On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure.

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

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

GV P4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.

Analysis (Consistent):

As discussed above, the proposed Area Plan would implement policies that would help reduce air pollution, such as developing residential areas near and adjacent to commercial areas where residents can use alternative modes of transportation to move around the County's Planning Area, and by developing residential land uses near transit centers. The proposed Area Plan would fulfill this by implementing **Policy C 1.2.2, Policy C 1.2.3, Policy C 1.2.5, Policy C 1.2.6, Policy C 1.2.8, Policy C 1.2.9, and Policy C 1.2.10.** Additionally, the proposed Area Plan would provide guidance on efficiently using resources, such as water, and guidance on helping to reduce waste. The following policies would provide strategies to accommodate growth that uses resources efficiently and eliminate pollution and significantly reduce waste and consistency with GV P 4.3.

Proposed Area Plan Policies

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

- Policy LU 7.3.4:** Implement best management practices for erosion control throughout the construction and development process.
- Policy LU 7.4.1:** Require the use of drought tolerant 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.
- Policy LU 7.5.1:** Ensure that all new development provides adequate space for recycling receptacles and bins on site.
- Policy LU 7.5.2:** Promote the use of recycled building materials.
- Policy LU 7.6.1:** Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels when businesses are closed.
- Policy LU 7.6.4:** Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.
- Policy LU 7.7.1:** Maintain a suitable distance and/or provide buffering to separate aggregate mining and processing activities from nearby residential uses and other uses with sensitive receptors to noise and airborne emissions.
- Policy LU 7.7.2:** Avoid designating land uses in areas with significant mineral resources or utility facilities that would preclude the future extraction and use of those resources and facilities.
- 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 1.2.4:** Consider location, availability, and accessibility of transit in evaluating new development plans.

- 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.
- Policy C 1.3.2:** Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the South Coast Air Quality Management District Air Quality Management Plan.
- Policy CO 1.4.2:** In cooperation with other appropriate agencies, abate or remediate known areas of contamination, and limit the effects of any such areas on public health.
- Policy CO 1.5.8:** Consider environmental responsibility in all procurement decisions, including purchasing policies and capital projects.
- Policy CO 1.6.3:** Provide information on the condition of natural systems to decision makers as part of the decision-making process regarding land use and development.
- Policy CO 2.3.5:** Promote remediation and restoration of mined land to a condition that supports beneficial uses, which may include but are not limited to recreational open space, habitat enhancement, groundwater recharge, or urban development.
- GV P4.4: Utilize “green” development techniques.**

Analysis (consistent):

The proposed Area Plan would ensure that any development or redevelopment that occurs within the County’s Planning Area would use green development techniques, such as those described in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, and the California Green Builder Program. Enforcing Area Plan **Policy LU 7.1.1, Policy LU 7.1.2, Policy LU 7.1.3, and Policy LU 7.1.4**, as described above, would ensure compliance with this SCAG principle. Additionally, prior to approval, each proposed development within the County’s Planning Area would be analyzed pursuant to the County’s Green Building Program to ensure that appropriate green development techniques are being used in the best available manner and consistency with GV P4.4.

Proposed Area Plan Policies

- Policy LU 7.3.1:** Promote the use of permeable paving materials to allow infiltration of surface water into the water table.
- Policy LU 7.3.2:** Maintain stormwater runoff on site by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable areas and use of drainage areas as design elements, where feasible and reasonable.
- Policy CO 1.2.2:** Working with other agencies as appropriate, develop and apply models and other tools for decision-making to support the sustainability of renewable systems.
- Policy CO 1.4.3:** Encourage use of non-hazardous building materials, and non-polluting materials and industrial processes, to the extent feasible.
- Policy CO 1.5.2:** Design and manage public urban infrastructure systems to reduce impacts to natural systems.
- Policy CO 1.5.3:** Consider life-cycles for buildings, development patterns, and uses, and their long-term effects on natural systems, through the following measures:
- a. Through the environmental review and development review processes, consider the impacts of new development on renewable systems through various phases including construction, use and operation, potential reuse, cessation of use, demolition, and reuse or restoration of the development site.
 - b. Ensure that mitigation measures and conditions of approval intended to protect natural systems are adequately funded and monitored for the required timeframe.
- Policy CO 1.5.4:** Seek ways to discourage human behavior that may be detrimental to natural systems and to encourage environmental responsibility, through education, incentives, removing barriers, enforcement, and other means as practicable and feasible.

Congestion Management Program)

The Congestion Management Program (CMP) was enacted by the State Legislature to address traffic congestion in California’s urbanized counties. The Legislature noted that the existing transportation system relies upon an overcrowded street and highway system that impacts the economic vitality of the

state and diminishes the quality of life in many communities. The current CMP for Los Angeles County was adopted in 2002, and it is required by law to be updated biennially.

The CMP was created for the purposes of linking land use, transportation and air quality decisions; developing a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel; and proposing transportation projects eligible to compete for state gas tax funds.

The requirements for the CMP became effective with voter approval of Proposition 111 in June 1990. Proposition 111 provided for a nine-cent increase in the state gas tax over a five-year period to generate revenues to fund transportation investment statewide. In order to receive these funds, jurisdictions must comply with CMP requirements.

By statute, the CMP has five elements: (1) a system of highways and roadways with a minimum level of service performance standards designated for highway segments and key roadway intersections on the system, (2) transit standards for frequency and routing of transit service and coordination between transit operators, (3) a trip reduction and travel demand management element promoting alternative transportation methods, (4) a land use impact analysis program, and (5) a seven-year capital improvement program of projects.

Local jurisdictions are responsible for assessing the impacts of new development on the CMP highway system when preparing project EIRs and for selecting appropriate measures to mitigate such impacts from a “toolbox” of strategies. To be classified as a CMP roadway, the roadway must meet the following criteria:

- it must be an existing State Highway (both freeways and arterials), and
- it must be a principal arterial, defined as:
 - routes that complete gaps in the State Highway system,
 - routes providing connections with the CMP systems in adjacent counties, or
 - routes along major inter-jurisdictional travel corridors, providing primary, high volume or multi-modal transportation.

Several CMP roadways exist within the County’s Planning Area, including State Route 126 (SR-126) and Interstate 5 (I-5). SR-126 is designated by the CMP as a State Highway (Arterial) and I-5 is designated as a State Freeway. For a detailed discussion of project impacts on CMP roadways and consistency with the

CMP, refer to **Section 3.2, Transportation and Circulation**, of this EIR. As indicated in **Section 3.2**, the proposed General Plan is consistent with the CMP.

Air Quality Management Plan (AQMP)

The intent of the Air Quality Management Plan (AQMP) is to establish a comprehensive program that would result in the achievement of federal and state air quality standards. The County's Planning Area is located in the South Coast Air Basin, which, at the time of this writing, fails to meet the National Ambient Air Quality Standards (NAAQS), and State Ambient Air Quality Standards (SAAQS) established under the Federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the South Coast Air Basin is classified by the U.S. EPA as an extreme non-attainment area for ozone (the only area in the nation to be classified as such), a serious non-attainment area for CO and PM₁₀, and a non-attainment area for NO₂. The U.S. EPA designates the Basin as an attainment area for SO₂ and lead. The AQMP for the South Coast Air Quality Management District is incorporated into the State Implementation Plan (SIP). The SIP constitutes all AQMPs prepared by all Air Quality Management Districts in the state. The SIP is the state's effort to comply with state air quality standards. For detailed discussion of the County's Planning Area's consistency with the AQMP, refer to **Section 3.3, Air Quality**, of this EIR.

Impact 3.1-3 Conflict with an applicable habitat conservation plan or natural community conservation plan.

The County's Planning Area contains areas designated or proposed as critical habitat for the unarmored stickleback, arroyo toad, California red-legged frog, and coastal California gnatcatcher. Future development projects would be subject to consultation with the U.S. Fish Wildlife Service if project implementation could result in impacts on any of these species. However, the County's Planning Area does not contain any areas falling within the purview of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan. Implementation of the County's proposed Area Plan would therefore not conflict with the provisions of such a conservation plan.

The proposed Area Plan protects mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Rural Land on the Land Use Map (**Policy LU 1.1.1**); concentrates urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure (**Policy LU 1.1.2**); discourages urban sprawl into rural areas by limited non-contiguous, "leap-frog" development outside of areas

designated for urban use (**Policies LU 1.2.3, LU 7.6.2 and LU 7.6.4**) and protects all designated SEAs from incompatible development (**Policy LU 7.8.2**). Impacts would be less than significant.

Proposed Area Plan Policies

- Policy LU 1.1.1:** Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Rural Land on the Land Use Map.
- Policy LU 1.1.2:** On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure.
- 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 1.1.4:** Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.
- Policy LU 1.1.5:** Promote infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density or mixed uses where appropriate.
- Policy LU 1.1.6:** Preserve the rural lifestyle in canyons and low-density, outlying areas of the Santa Clarita Valley, through designating these areas as Rural Land on the Land Use Map where appropriate.
- Policy LU 1.1.7:** Preserve and protect important agricultural resources, including farmland and grazing land, through designating these areas as Rural Land on the Land Use Map where appropriate.
- Policy LU 1.2.11:** In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat.

- Policy LU 7.6.2:** Preserve habitat connectivity in site planning where feasible, and discourage the creation of open space islands surrounded by paving.
- Policy LU 7.6.3:** Protect wildlife corridors through site design and appropriate land use designations, including mapped corridors and other corridors that may be identified through biological surveys.
- Policy LU 7.8.1:** Adopt and implement policies for protection of oak woodlands and oaks trees throughout the planning area that are compatible with City of Santa Clarita policies.
- Policy LU 7.8.2:** Protect all designated Significant Ecological Areas (SEA's) from incompatible development.

Effectiveness of Proposed Area Plan Policies

As discussed above, the proposed Area Plan and Land Use Map would allow for the preservation of environmentally sensitive areas within the County's Planning Area through the expansion of SEAs and appropriate land use designations. The above noted policies of the proposed Area Plan would provide guidance for decision makers to develop the best environmentally friendly areas within the County's Planning Area, and reducing the possibility of conflict with habitat conservation plans.

Mitigation Framework

The proposed Area Plan policies, when implemented, would provide sufficient guidance for development of land use areas within the County's Planning Area and no mitigation measures would be required.

Significance of Impacts with Mitigation Framework

Implementation of the proposed policies as set forth in the proposed County's Area Plan, as discussed above, would reduce potential impacts associated with land use to less than significant levels.