

New or Revised Policies for Final Draft Area Plan

Land Use Element

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

Policy LU-1.2.6: In Placerita Canyon, ensure compatibility of development with existing rural, equestrian lots and the adjacent National Forest land; maintain community character in accordance with the City's Placerita Canyon Special Standards District (PCCD); provide an orderly transition between existing rural and low-density residential uses and proposed new development; and require the provision of needed infrastructure. Support efforts by the City and the Placerita Canyon Property Owners Association to work together to amend the PCSSD to provide additional certainty and expectations for the developed areas within the PCSSD and to create flexibility and continuity, subject to the provisions outlined above, for undeveloped properties within the PCSSD. These changes will include transitional density provisions and rules and regulations that will clearly outline development codes within Placerita Canyon.

Policy LU-3.2.2: In planning residential neighborhoods, include pedestrian linkages, landscaped parkways with sidewalks, and separated trails for pedestrians and bicycles.

Policy LU-7.3.6: Support emerging methods and technologies for the on-site capture, treatment, and infiltration of stormwater and greywater, and amend the County Code to allow these methods and technologies when they are proven to be safe and feasible.

Policy LU-7.7.3: Encourage the operators of existing surface mines to consider an end use site restoration plan that will result in land use conversions to aide in implementing the jobs-housing balance policies, economic vitality goals and policies, and which will reinforce the image of the Santa Clarita Valley as an eco-conscious community.

Policy LU-8.1.12: The City, County and the school districts shall cooperate to identify appropriate land to construct new school facilities throughout the planning area. Annual information and update meetings between the planning agencies and the districts are encouraged

Policy LU-8.1.13: In meeting state law for mitigation, there may be times when additional resources are required in order for the district to fully provide necessary

services. Accordingly, Developers are encouraged to reach full mitigation agreements with the appropriate school districts impacted by their proposed project. Mitigation may include, but might not be limited to, modifications to existing school sites.

Policy LU-8.1.14: Developers of infill projects shall be aware of the potential cumulative effect that these smaller projects have on schools. Pre and post construction, infill projects shall be monitored to evaluate student generation rates.

Policy LU-8.1.15: Proposed school sites shall be sufficiently sized, pre-identified and on California Department of Education and Department of Toxic Substances Control approvable land. Further site design considerations shall include appropriate pedestrian and bicycle access.

Circulation Element

Policy C-1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops.

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

Policy C-1.3.3: Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the South Coast Air Quality Management District Air Quality Management Plan.

Policy C-1.3.4: Coordinate circulation planning with the Regional Transportation Plan prepared by the Southern California Association of Governments (SCAG), to ensure consistency of planned improvements with regional needs.

Policy C-1.3.5: Continue coordinating with Caltrans on circulation and land use decisions that may affect Interstate 5, State Route 14, and State Route 126, and support programs to increase capacity and improve operations on these highways.

Policy C-1.3.6: Collaborate with Caltrans and Metro to implement the recommendations of the North County Combined Highways Corridor Study and support efforts by Metro to update this Study after SCAG adopts a Sustainable Communities Strategy.

Policy C-1.3.7: Support the Golden State Gateway Coalition in its advocacy efforts to improve the Interstate 5 corridor, recognizing that the corridor facilitates regional and international travel that impacts the Santa Clarita Valley.

Policy C-1.3.8: Ensure consistency with the County's adopted Airport Land Use Plan as it pertains to the Agua Dulce Airport, in order to mitigate aviation-related hazards and protect airport operations from encroachment by incompatible uses.

Policy C-1.3.9: Support the expansion of Palmdale Regional Airport and the extension of multi-modal travel choices between the airport and the Santa Clarita Valley, in conformance with regional planning efforts.

Policy C-1.3.10: Apply for regional, State, and Federal grants for bicycle and pedestrian infrastructure projects.

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.

Policy C-2.6.3: Coordinate with Caltrans and other local, regional, state and federal agencies in identifying and implementing funding alternatives for the Valley's transportation systems.

Objective C-2.7: Pursue the safety, efficiency, and tranquility of existing and future residential streets by properly planning for local, collector and arterial roadways and limiting residential driveway access onto collector or arterial roadways.

Policy C-2.7.1: To the extent feasible, plan residential subdivisions with sufficient arterial and non-loaded collector streets so that projected traffic volumes on local residential streets with unrestricted driveway access remains below 2000 ADT.

Policy C-2.7.2: Discourage direct driveway access onto collector streets within single-family residential subdivisions. Limit driveway access from multi-family residential and commercial development onto collector streets to the extent possible.

Policy C-2.7.3: Where feasible, design new residential subdivisions with more than 200 residential units with direct access to an existing arterial roadway or an existing non-loaded collector street. Discourage new large residential subdivisions from having primary access through local neighborhood streets.

Conservation & Open Space Element

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

Policy CO-4.1.9: Support the development of additional facilities to store or bank stormwater, particularly on lands located outside the groundwater recharge areas that are depicted on Figure CO-10.

Policy CO-4.1.10: Support emerging methods and technologies for the on-site capture, treatment, and infiltration of stormwater and greywater, and amend the County Code to allow these methods and technologies when they are proven to be safe and feasible.

Policy CO-4.2.4: Protect areas with substantial potential for groundwater recharge as depicted on Figure CO-10, and promote recharge of groundwater basins throughout the watershed (excluding the river bed) to assure water quality and quantity. The greatest consideration should be given to the Alluvial Aquifer and Saugus Aquifer groundwater recharge areas, followed by groundwater recharge areas for other groundwater basins that are designated by the State of California.

Policy CO-4.2.7: Develop and use groundwater sources to their safe yield limits, but not to the extent that degradation of the groundwater basins occurs.

Policy CO-4.3.8: Protect the viability of surface water, since it provides a habitat for fish and other water-related organisms, as well as being an important environmental component for land based plants and animals.

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

- a. Plans and programs to reduce GHG emissions to levels that generally are consistent with specific targets for reduction of the County's current and projected 2020 GHG emissions inventory, and which are reasonably attributable to land uses within the County's unincorporated areas (including both existing and future development) and its internal government operations. Targets shall be generally consistent with reduction targets in Assembly Bill (AB) 32 (Health & Safety Code, §38500 et seq.), or other applicable local or regional enactments addressing

GHG emissions, including applicable California Air Resources Board regulations adopted pursuant to AB 32.

(i) The CAP may establish goals beyond 2020, which are generally consistent with the applicable laws and regulations referenced in this policy and based on current science.

(ii) The CAP shall include specific and general tools and strategies to reduce the County's current and projected 2020 GHG inventory and to meet the CAP's target for GHG reductions by 2020.

(iii) The CAP shall consider GHG reduction strategies, including but not limited to:

(a). Measures to improve energy efficiency in existing and future development;

(b). Increased use of renewable energy, including distributed systems for residential, commercial and industrial buildings, as well as utility-scale renewable energy generation and transmission facilities;

(c). Water conservation and efficiency measures for existing and future development, including water recycling;

(d). Solid waste measures, including reduction of waste generation, diversion of waste for reuse, recycling, methane capture, and potential waste to energy efforts;

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

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

The CAP will also consider the effect of federal, state, and regional actions to reduce GHG emissions within the County in addition to local

actions that the County can take. The CAP shall establish a schedule of implementation actions.

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

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

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

Policy CO 9.2.1: Plan for a continuous and unified multi-use (equestrian, bicycling, and pedestrian/hiking) trail network for a variety of users, to be developed with common standards, in order to unify Santa Clarita Valley communities and connect with City, Regional, State, and Federal trails such as the dual-use (equestrian and hiking) Pacific Crest Trail.

Safety Element

N/A

Noise Element

N/A

New or Revised Text for Final Draft Area Plan

Introduction

Note: Add these paragraphs after the bullet points under Section VIII: How to Use the Santa Clarita Valley Area Plan:

In some instances, this Area Plan's land use designation boundaries follow Highways that were proposed at the time this Area Plan was prepared, as depicted on the Highway Plan in this Area Plan. During the time this Area Plan is in effect, it is possible that the alignment of the proposed Highways will be adjusted pursuant to review and approval by the County's Interdepartmental Engineering Committee (IEC). In those instances, it is the intent of this Area Plan to allow adjustments to this Area Plan's land use designation boundaries to follow the adjusted Highway alignment without a Plan Amendment. Such adjustments may be made by the reviewing authority (Director, Hearing Officer, or Regional Planning Commission), provided that the reviewing authority finds:

- The adjustment is necessitated by an adjusted Highway alignment that was approved by the IEC in a duly noticed public meeting;
- The adjustment maintains the basic relationship between land use types; and
- The adjustment is consistent with the goals and objectives of this Area Plan.

If a Highway, street, or right-of-way is vacated, it is the intent of this Area Plan to allow the adjoining Area Plan land use designation to be extended into the vacated Highway, street, or other right-of-way without a Plan Amendment.

Land Use Element

Note: Add this paragraph to the end of the description of Sand Canyon under Section V: Valley of Villages:

The eastern portion of the Sand Canyon region, outside the Santa Clarita city limits, is home to disturbed lands resulting from current and past aggregate mining practices, former military industrial support activities, and Superfund hazard properties. It is to the benefit of the region to have these properties restored to an economic land use rather than left in a disturbed state. These highly impaired lands are appropriate for future conversion to land uses complementary to the surrounding topography, national forest, and Santa Clara River setting. Such land uses should be consistent with the policies of this plan including jobs/housing balance, shortened commute times, and siting of new uses largely within the footprint of the disturbance area. Such uses should be planned so as to avoid adverse effects on the Santa Clara River Significant Ecological Area.

Note: Add this paragraph to the end of the discussion of Libraries under Section XI: Coordination of Land Use Plan With Resources and Other Agencies:

In 2010, the Santa Clarita City Council voted to take over operations of the libraries located within the City limits starting July 1, 2011.

Note: Add this paragraph to the end of the discussion of Mineral Resources under Section XI: Coordination of Land Use Plan With Resources and Other Agencies:

Finally, the Land Use Element must consider restoration and re-use of mined areas once mining operations cease. Where restoration to open space is not a practical end use solution, an alternative development program which contributes to economic development, jobs-housing balance, and/or destination eco-tourism should be encouraged.

Circulation Element

Note: Add this subsection to Section VII: Recommendations for Street and Highway System after subsection entitled "Additional Access for Castaic:"

San Francisquito Canyon Road Extension

The Circulation Element includes a proposed extension of San Francisquito Canyon Road, north of Copper Hill Drive that would connect directly to McBean Parkway. Prior to the adoption of this Area Plan, the proposed extension was designated as a Secondary Highway. As mentioned earlier in this Element, the proposed extension was recommended to be reclassified as a Limited Secondary Highway as a result of the traffic analysis conducted for this Area Plan. Accordingly, the proposed extension is now designated as a Limited Secondary Highway on the Master Plan of Highways (see Exhibit C-2 in this Area Plan).

The community expressed concerns regarding the proposed extension of San Francisquito Canyon Road. Although the community acknowledged that a Limited Secondary Highway would have fewer potential impacts on the local community than a Secondary Highway, they requested that the proposed extension be completely removed from the Master Plan of Highways. The request was evaluated and it was determined that the proposed extension should remain on the Master Plan of Highways. The determination was based on the need for safe, effective circulation in the area, as the proposed extension is superior to the current alignment of San Francisquito Canyon

Road. However, the community's concerns were acknowledged, especially as they related to equestrian users.

Prior to the construction of the proposed extension of San Francisquito Canyon Road, the County will conduct outreach to the community and will investigate any concerns that are expressed. To ensure that concerns are addressed and potential impacts are minimized, the County will also implement any required traffic mitigations. These mitigations could include an equestrian crossing above or below the roadway, provided that the crossing is technically, environmentally, and financially feasible.

Conservation & Open Space Element

N/A

Safety Element

N/A

Noise Element

N/A