



**Public Review Draft**

**Initial Study/  
Negative Declaration**

**City of Santa Clarita  
Climate Action Plan**

**Public Review Draft**

**Initial Study/  
Negative Declaration**

**City of Santa Clarita  
Climate Action Plan**

Lead Agency:  
City of Santa Clarita

City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355

Prepared by:  
ENVIRON International Corporation  
773 San Marin Drive, Suite 2115  
Novato, California, 94945

Contact:  
Dave Peterson  
Assistant Planner II  
(661) 284-1406

May 2012

---

## TABLE OF CONTENTS

1.0 PROJECT DESCRIPTION.....	1
1.1 PURPOSE .....	1
1.2 REGIONAL SETTING .....	1
1.3 CITY CHARACTERISTICS .....	1
1.4 PROJECT BACKGROUND .....	1
1.5 PROJECT OBJECTIVES .....	2
1.6 PROJECT DESCRIPTION.....	2
1.6.1 Emissions Inventory, Baseline and Projections.....	3
1.6.2 Greenhouse Gas Emission Reduction Strategies .....	4
1.6.3 Results of Implementation.....	5
1.6.4 Potential Environmental Impacts. ....	6
2.0 ENVIRONMENTAL CHECKLIST FORM .....	7
2.1 AESTHETICS .....	10
2.2 AGRICULTURE AND FORESTRY RESOURCES.....	12
2.3 AIR QUALITY .....	15
2.4 BIOLOGICAL RESOURCES.....	17
2.5 CULTURAL RESOURCES .....	21
2.6 GEOLOGY AND SOILS.....	23
2.7 GREENHOUSE GAS EMISSIONS .....	27
2.8 HAZARDS AND HAZARDOUS MATERIALS .....	29
2.9 HYDROLOGY AND WATER QUALITY .....	33
2.10 LAND USE AND PLANNING .....	39
2.11 MINERAL RESOURCES .....	41
2.12 NOISE .....	43
2.13 POPULATION AND HOUSING .....	47
2.14 PUBLIC SERVICES.....	49
2.15 RECREATION.....	52
2.16 TRANSPORTATION/TRAFFIC.....	54
2.17 UTILITIES AND SERVICE SYSTEMS.....	58
2.18 MANDATORY FINDINGS OF SIGNIFICANCE .....	62

---

## **1.0 PROJECT DESCRIPTION**

### **1.1 PURPOSE**

The City of Santa Clarita (City) prepared a Draft Climate Action Plan (Proposed CAP) using input from City staff, consultants, and the public. Pursuant to the California Environmental Quality Act (CEQA), the City has also prepared this Initial Study (IS) to assess the environmental effects of implementing the Proposed CAP. This IS consists of a project description, followed by a description of the various environmental effects that may result from implementation of the Proposed CAP. The creation of the document is identified by the City of Santa Clarita's General Plan. Any future development will be subject to the City's standard entitlement and building process. Project level environmental review will be conducted on a case-by-case basis.

### **1.2 REGIONAL SETTING**

The City of Santa Clarita is located in the Santa Clarita Valley. The Santa Clarita Valley is located in Southern California in the northern portion of Los Angeles County. The Valley is situated at the near the western boundary of Los Angeles County and the eastern boundary of Ventura County, approximately 35 miles northwest of downtown Los Angeles. The Santa Clarita Valley includes the City of Santa Clarita and County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, The proposed CAP applies geographically to the City of Santa Clarita only.

### **1.3 CITY CHARACTERISTICS**

The City of Santa Clarita, located approximately 35 miles north of Los Angeles is a premier community for raising families and building businesses. The City has committed to maintaining a quality living environment through long-term planning, fiscal responsibility, community involvement, respect for the environment, and support for business development. The City encompasses over 52 square miles, with a 2010 population of over 176,000. The number of housing units in 2010 was 62,055.

The City of Santa Clarita is a general-law city operating under a council-manager form of government, with the City Council acting as the part-time legislative body of the City. Five members are elected to the City Council at-large on a nonpartisan basis, with members serving four-year terms. Elections are staggered every two years, with the Council-appointed mayor serving a one-year term and acting as the Council's presiding officer.

The City supports a strong and diverse economy through cooperation with local businesses, a highly-skilled labor pool, a variety of transportation facilities, available land and leasable space, available housing, and a high quality of life. Top employers in the Valley include Six Flags California, Princess Cruises, HR Textron, Henry Mayo Newhall Memorial Hospital and the local colleges and school districts. Over 125,000 workers participate in the City's labor force, of which over 60 percent are college graduates. Median household income is over \$ 82,642 annually. Almost 20,000 students are enrolled in the City's three colleges. A diverse array of housing communities meets the needs of City residents, including family-oriented neighborhoods, executive estates, apartments, condominiums, and senior communities.

### **1.4 PROJECT BACKGROUND**

The General Plan for the City of Santa Clarita is the foundation for making land use decisions based on goals and policies related to land use, population growth and distribution, development, open space, resource preservation and utilization, air and water supply and other factors. The vision of the General

Plan is that Santa Clarita Valley is an ideal place to live, work, play, grow a business, and raise a family. The guiding principles implement the vision for the Santa Clarita Valley and are intended to sustain and enhance environmental resources.

The CAP builds from the goals, objectives and policies delineated in the General Plan and develops specific actions to be implemented and monitored to achieve GHG reduction goals. The City's General Plan process developed a number of goals, objectives and policies that address climate change. Accordingly, the General Plan goals, objectives and policies are incorporated into the Climate Action Plan's mitigation plan component and to the extent feasible are translated into measures that result in reductions in GHG emissions. The General Plan will:

- Reduce vehicle miles traveled ;
- Include more focus on higher residential and commercial density including transit oriented development and mixed use development;
- Reduce the valley-wide carbon footprint.

The General Plan contains numerous goals, objectives and policies and project features that would reduce GHG emissions from "business as usual" (BAU) conditions. Using these goals, objectives and policies as a starting point, the CAP identifies those mitigation measures that can be quantified and translated into significant reductions in the GHG emissions by the year 2020.

### **1.5 PROJECT OBJECTIVES**

In January 2011, the City of Santa Clarita began the process of developing a CAP. The purpose of the CAP is to measure the amount of greenhouse gas emissions generated within the City and to develop strategies to reduce the emissions in the future. The plan includes a set of strategies the City can use to reduce the amount of greenhouse gas emissions produced in the community. The CAP includes the following components:

Emissions Inventory – This component includes an inventory of greenhouse gas (GHG) emissions for the entire community from all sources. Emissions of GHG generated within the City of Santa Clarita are primarily from vehicles and energy use.

Emission Forecasts – This component assesses future year activities within the City to create future year forecasts of GHG emissions for the BAU case without any further GHG emissions reductions.

Public Outreach – This component includes engaging community stakeholders and the public to gather feedback on the types of strategies the City can employ to reduce GHG emissions in the future.

Mitigation Plan – This component creates the overall plan for mitigating the GHG emissions based on information from the inventory, the public outreach component and the goals, objectives and policies of the General Plan developed by the City. The goal is to reduce GHG emissions to a level that is consistent with the Global Warming Solutions Act of 2006 (AB 32).

Monitoring Plan – This component of the plan establishes a monitoring program to allow the City to monitor the progress towards reduction the GHG emissions once the CAP has been completed.

### **1.6 PROJECT DESCRIPTION**

The proposed project is the adoption of the Proposed CAP, a document that provides policies and identifies actions intended to reduce GHG emissions within the City and assist in the fight against

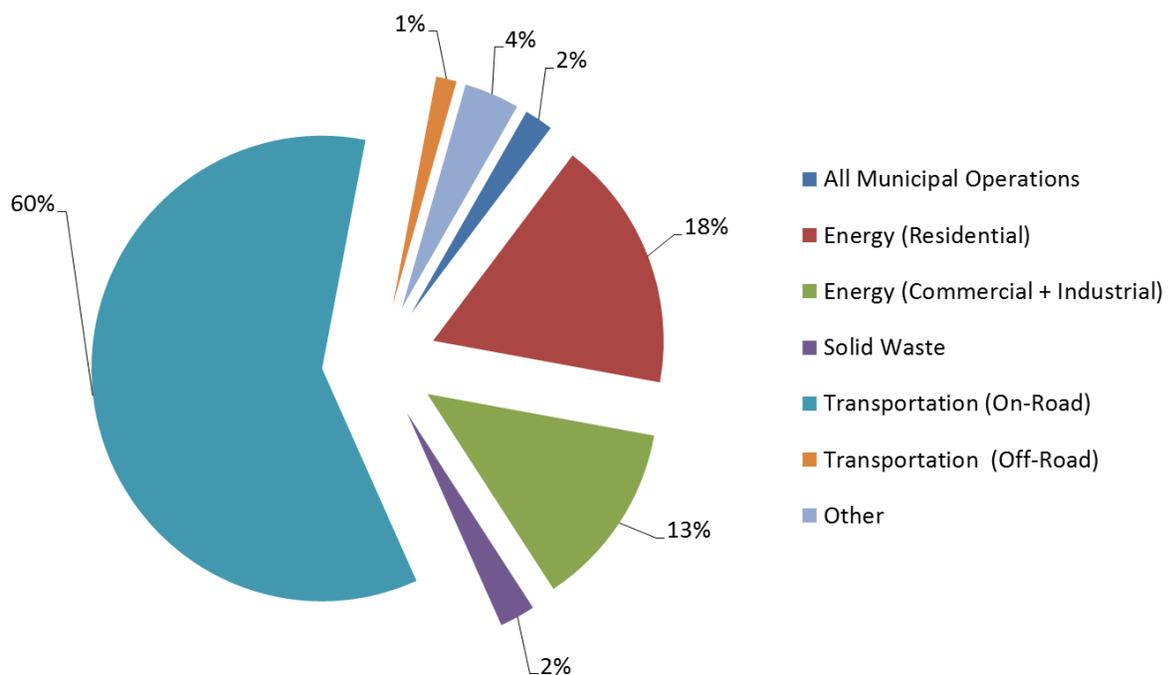
Climate Change. Overall the goal is to reduce Santa Clarita's community-wide GHG emissions below the 2005 baseline emissions by 2020. The Proposed CAP provides general information about climate change and how GHG emissions within the City contribute to such emissions. In addition, the Proposed CAP describes baseline GHG emissions produced in the City and projects GHG emissions that would be expected if the Proposed CAP is not implemented. The strategies, measures, and actions proposed in the Proposed CAP are described in more detail under "Greenhouse Gas Emissions Reduction Measures," below.

The Proposed CAP is the result of community outreach and public participation. The City hosted public workshops in April, May and June of 2011 that presented the inventory results, projections of emissions, and the need for community action regarding climate change and GHG emissions. A total of ten meetings were held with the general public as well as the Boards of local business organizations. The meetings were held throughout the City to elicit more input from interested and concerned residents. Approximately 20 residents attended the sessions and valuable input was received regarding the direction of the CAP effort and what City residents could do to do more in this area. Additional community outreach was held with the community in the spring of 2012.

### **1.6.1 Emissions Inventory, Baseline and Projections**

The City of Santa Clarita 2005 base year GHG emissions inventory was developed to capture GHG emissions from various sectors. 2005 is chosen as the base year and is consistent with the base year established by SB 375 which addresses regional planning and VMT reductions. There are two sub-inventories: (1) The municipal inventory, which covers all sources under the City's municipal operation, and (2) the community inventory, which covers the rest of the sources within the City's boundaries. Since there is no standard inventory protocol for a community wide inventory, the CAP inventory methodology was developed based on procedures established in three documents: The Intergovernmental Panel on Climate Change (IPCC) Guidelines for the National Greenhouse Gas Inventories, the Local Government Operational Protocol (LGOP) covering municipal operations, and the Climate Registry General Reporting Protocol (GRP).

Sectors evaluated were the transportation sector, the building energy sector, the industrial sector, the waste sector and others such as area lighting, potable water, agricultural and refrigerant use. The transportation sector includes on-road vehicles, off-road equipment, and rail travel. For the municipal inventory, on-road vehicles include a fleet of light-duty and heavy-duty vehicles owned and operated by the City, City-wide buses, the County Sheriff vehicles that operate within the City, and solid waste hauling trucks. The Building sector emissions include indirect emissions from electricity consumption (for lighting and appliances) and direct emissions from fuel combustion (for heating, hot water, power generation, and running portable equipment). There are two categories of emission sources in the industrial sector: (1) fuel combustion for industrial operations, (2) fugitive emissions from industrial processes. Since electricity and natural gas use for industrial operation are already captured in the Building Energy sector discussed above, operational fuel combustion in this section refers to additional fossil fuel use (e.g. diesel fuel oil) to power industrial equipment or as power generation feedstock. The waste sector of greenhouse gas emissions includes two major sources: wastewater treatment and solid waste at landfills. The two wastewater treatment facilities serving the City of Santa Clarita are the Valencia Water Reclamation Plant and the Saugus Water Reclamation Plant. The remaining categories included area lighting, potable water, agricultural and refrigerant use. The 2005 base line emissions total 1,717,648 metric tons (MT) of GHG emissions expressed in terms of carbon dioxide equivalency (CO<sub>2</sub>e). The distribution of 2005 baseline emissions is shown in Figure 1.



**Figure 1. 2005 Total Greenhouse Gas Emissions Contribution by Source Category.**

The projected 2020 GHG emissions for the BAU case (without any mitigation measures) were determined to be 1, 987,162 MTCO<sub>2</sub>e.

**1.6.2 Greenhouse Gas Emission Reduction Strategies**

The Proposed CAP identifies several strategies or measures to achieve the City’s GHG reduction target. The Proposed CAP measures include the following;

**Statewide Measures**

Several measures have been adopted at the State level that would achieve significant reductions from the 2020 projected BAU case described above. These include the California Renewable Portfolio Standard (RPS), the Low Carbon Fuel Standard (LCFS), Pavley/AB 1493 and AB 341/Solid Waste Diversion. While the RPS and Pavley/AB 1493 measures were in place prior to this 2020 emissions projection estimate and so are included in the BAU case, the other statewide measures (LCFS, AB 341/Solid Waste diversion) will reduce the GHG emissions by 148,952 MTCO<sub>2</sub>e by 2020.

**CAP Energy Measures**

The Proposed CAP energy measures include Higher Efficacy Public Street and Area Lighting, Replacement of Traffic Lights with LED Traffic Lights, and Onsite Renewable Energy Systems using photovoltaic (PV) to generate electricity. Together these measures will reduce GHG emissions by 6,085 MTCO<sub>2</sub>e.

### Transportation Measures

Transportation Measures include Overall Land Use Transportation Measures including increasing the density of in-city development, improving the diversity of urban and suburban developments (e.g., residential areas in same neighborhood as retail and office buildings), increasing location efficiency (e.g., located in urban area/downtown central business district), destination and transit accessibility(e.g., projects located is an area with high accessibility to destinations) , integration of affordable and below market rate housing, implementation of trip reduction programs such as ridesharing, improving the transit system by expanding the transit network and increasing service frequency, and improving the flow of traffic at city intersections and congested roadways. Additional measures include Providing Pedestrian Network Improvements. Overall, these measures will reduce GHG emissions by 124,631 MTCO<sub>2</sub>e by 2020.

### Water Measures

Water measures included in the Proposed CAP include the Use of Reclaimed Water, Use of Low-Flow Water Fixtures and Water-efficient Landscape Irrigation Systems. Together these measures will reduce GHG emissions by 21,507 MTCO<sub>2</sub>e.

### Vegetation Measures

The Proposed CAP includes two vegetation measures: Urban Tree Planting and New Vegetated Open Space. Together these measures will reduce GHG emission by 40,798 MTCO<sub>2</sub>e by 2020.

### 1.6.3 Results of Implementation

Implementation of the Proposed CAP would result in annual community-wide GHG emissions reduction of approximately 193,020 MTCO<sub>2</sub>e by 2020. This reduction would exceed the City’s goal to reduce Santa Clarita’s community-wide GHG emissions below the 2005 baseline emissions by 2020. In addition, the reduction would exceed the CARB statewide reduction goal of reducing the 2020 business-as-usual (BAU) emissions level of 16 percent. Figure 2 below shows a comparison of BAU projections with the CAP target.

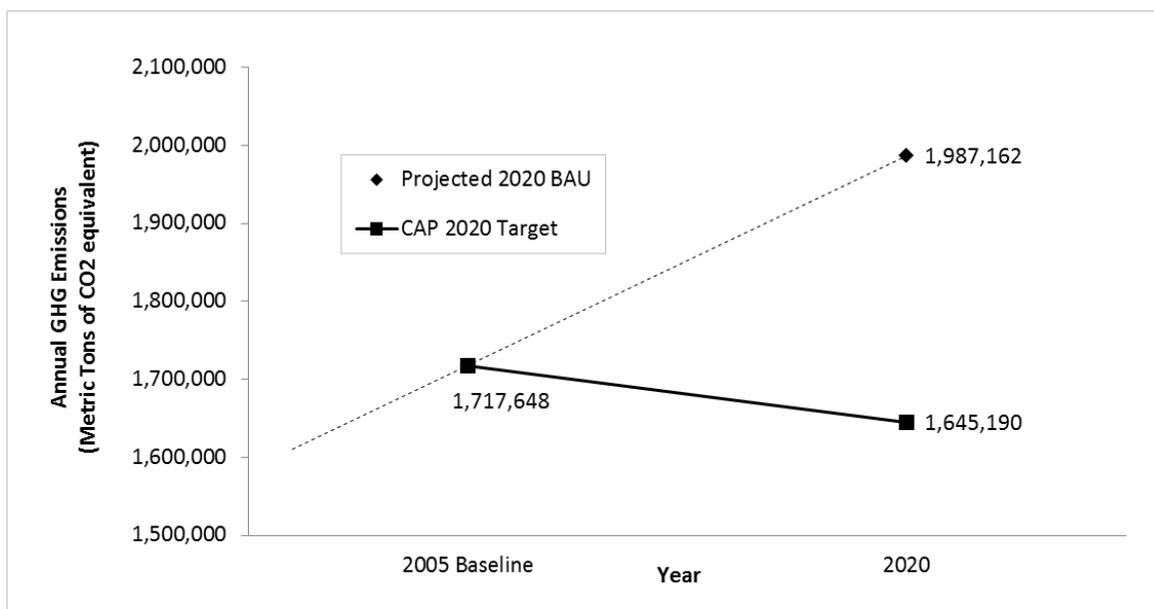


Figure 2. Comparison of Business-as-Usual Projections with the CAP Target.

Table 1 below identifies the GHG emissions reductions that would be expected from each proposed measure.

**Table 1. Annual GHG Emissions Reductions for 2020 from Proposed CAP Measures.**

CAP Measure Description	2020 GHG Emissions Reductions (MT CO <sub>2</sub> e per year)
Install Higher Efficacy Public Street and Area Lighting	83
Replace Traffic Lights with LED Traffic Lights	31
Establish Onsite Renewable Energy Systems - Solar Power	5,971
<b>Total</b>	<b>6,085</b>
Overall Land Use / Location Measures	118,563
Provide Pedestrian Network Improvements	6,068
<b>Total</b>	<b>124,631</b>
Use Reclaimed Water	2,605
Install Low-Flow Water Fixtures	18,256
Use Water-Efficient Landscape Irrigation Systems	646
<b>Total</b>	<b>21,507</b>
Urban Tree Planting	715
Create New Vegetated Open Space	40,083
<b>Total</b>	<b>40,798</b>
<b>TOTAL POTENTIAL REDUCTIONS FROM CAP MEASURES</b>	<b>193,020</b>

#### 1.6.4 Potential Environmental Impacts.

The overall purpose of the Proposed CAP is to reduce the impact that the community will have on global climate change and, therefore, benefit the environment. The following paragraphs summarize the possible impacts that could result from implementation of the Proposed CAP. An analysis of each potential impact is included in the environmental checklist below.

The proposed CAP will implement specific goals, policies and objectives of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. While these projects could potentially result in changes of the visual character of the City, the projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as needed.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as needed.



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems          | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

---

Signature	Date
-----------	------

---

Printed Name	For
--------------	-----

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

**2.1 AESTHETICS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS -- Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

Located in a picturesque valley just north of Los Angeles, Santa Clarita is located approximately 35 miles northwest of downtown Los Angeles. The City is located in the Santa Clarita Valley which is framed by mountain ranges, including the San Gabriel, Santa Susana, and Sierra Pelona ranges. Angeles National Forest land, most of which is undeveloped and protected, surrounds much of the planning area. The natural topography of the Santa Clara River and its many tributary canyons, in conjunction with the National Forest holdings, has focused growth in the Santa Clarita Valley on the more central, level areas between the Valley’s two major freeways (the Golden State (Interstate 5) and Antelope Valley (State Route 14)). The Valley’s topography is characterized by rolling terrain, canyons, creeks, and the Santa Clara River. The river flows from east to west for almost 100 miles from its headwaters near Acton to the Pacific Ocean.

**DISCUSSION**

**A) Have a substantial adverse effect on a scenic vista**

The Proposed CAP proposes strategies and measures that would aid the City in reducing emissions of GHG, and thus would not directly lead to development that would affect scenic vistas. However, the proposed measures encourage the installation of photovoltaic (PV) solar panels and other distributed renewable energy technologies on homes, businesses and City facilities to provide alternative sources of energy. PV panels could be placed on rooftops, and though integrated into rooftops could potentially alter views of the surrounding mountain ranges for homes and businesses located behind the rooftop

panels. However, the placement of PV panels for residential or civic use would likely not be large enough to significantly affect views from other residences located nearby or behind the rooftop panels. Installation of these panels would require standard building permits from the City and could require the issuance of entitlements from the City, which would ensure that PV panels would not have a specific, adverse impact on public health and safety. Implementation of the Proposed CAP would result in **less than significant impact**.

**B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

According to the California Department of Transportation's State Scenic Highway program for Los Angeles County, a portion of the Interstate 5 (I-5) freeway is designated as an "Eligible State Scenic Highway". This designated eligible segment of the I-5 Freeway extends from the I-210 Freeway interchange to the S.R.126/Newhall Ranch Road interchange. The proposed CAP would not damage any scenic resources, such as ridgelines, trees, rock outcroppings, or historic buildings. Therefore there would be **no impact**.

**C) Substantially degrade the existing visual character or quality of the site and its surroundings?**

The Proposed CAP recommends measures for new and existing municipal facilities, city street lighting and private businesses to improve energy efficiency. In addition, the City encourages the use of solar power through its website GreenSantaClarita.com and is actively looking for additional funds to continue the Green Energy Partnership which provides incentives for solar projects. The installation of PV panels on rooftops could result in slight changes to existing visual character. However, rooftop retrofits would be designed to be compatible with existing development. Installation of PV panels would be subject to issuance of a building permit by the city and could be subject to the issuance of entitlements, ensuring that they do not result in a specific, adverse impact on public health and safety. Implementation of the Proposed CAP would result in a **less-than-significant impact**.

**D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Implementation of the Proposed CAP would not result in the development of major light sources, although distributed installation of PV panels on homes, businesses, and City facilities is encouraged to reduce the City's dependence on energy sources that produce GHGs. PV panels are specifically designed to adsorb, not reflect, sunlight. Thus, their placement and orientation on individual properties would not adversely affect the day or nighttime views in the area. Implementation of the Proposed CAP would result in **no impact**

**2.2 AGRICULTURE AND FORESTRY RESOURCES**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURE RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## SETTING

Very little farmland exists in the City. Of the total of 1,994 acres of land designated on the State's Farmland Map for the entire planning area, only 150 acres of farmland are located within the City of Santa Clarita. The California Department of Conservation (CDC) has designated 128 acres as Prime Farmland in the City. The City does not include any Farmland of Statewide Importance.

## DISCUSSION

### **A) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Important (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Since the 2006–2008 FMMP mapping cycle, Farmland that was previously designated shows that these areas have been declassified as Important Farmland designations. Further, land use policy LU 1.17 within the City's General Plan would preserve and protect any important agriculture resources, including farmland and grazing land that exists in the City. The Land Use Policy Map and proposed Area Plan are consistent with the non-conversion of Important Farmland, and would be considered **no impact**.

The Proposed CAP does not include any measures that address possible exposure of (1) future residents to nuances associated with agricultural operations, or (2) currently established nuisances associated with adjacent urban uses. The potential development within the City and the possibility that new development would be located next to agriculturally active lands is unknown at this time. Therefore, any future individual projects that are developed within the City will be analyzed on a project-by-project basis, and mitigation measures would be recommended as needed. Therefore, there is **no impact**.

### **B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Presently, the only Williamson Act contract in the County is for the preservation of open space on Santa Catalina Island (Los Angeles County 2008). Therefore, there are no Williamson Act contracted lands in the City. Farmland that is designated under the 2004–2006 FMMP mapping cycle has been approved and is now urbanized. Therefore, there is **no impact**.

### **C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland reduction (as defined by Government Code section 51104 (g))?**

The Santa Clarita Valley land use development has been shaped by the National Forest lands occupying the mountain ranges to the north, east, and south of Valley communities. The Land Use Maps for the City's General Plan have reinforced the concentration of urban land uses within central portions of the Valley by designating significant areas of open space and rural residential uses between more developed areas and the National Forest lands. The Angeles and Los Padres National Forest are adjacent to the planning area and the proposed CAP does not contemplate any development that would cause the rezoning of forest land, timberland. Therefore, there is **no impact**.

### **D) Result in the loss of forest land or conversion of forest land to non-forest use?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building

new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Therefore, implementation of the Proposed CAP would result have a **less-than-significant impact**.

**E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

The City's General Plan contains a land use policy (LU 1.1.7) to help to conserve existing lands designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. 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 and private uses. Typical uses include recreation, horticulture, limited agriculture, animal grazing, and habitat preservation. The Rural Land designation would provide for non-urban lands that are used for low-density residential uses on large lots, in areas characterized by rural development interspersed with natural open space. Agricultural lands would be included and used for grazing, horticulture, row, field, and tree crops, and limited keeping of livestock, horses and other large animals.

The Proposed CAP does not include any measures that would involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. This would be a **no impact**.

**2.3 AIR QUALITY**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
----------------------	--------------------------------	--	------------------------------	-----------

**III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:**

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The City of Santa Clarita is located in the South Coast Air Basin (SCAB) which is bounded by the Pacific Ocean and Ventura County to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over the basin. The SCAQMD has developed an Air Quality Management Plan (AQMP) to meet the State and Federal ambient air quality standards. Ventura County is located in the South Central Coast Air Basin (SCCAB).

Air quality within the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend towards cleaner air has occurred in spite of continued population growth.

The City of Santa Clarita does not contain any major point sources of air pollution, but traffic from City roadways contribute to both criteria pollutant and GHG emissions. The South Central Coast Air Basin (SCCAB) lies to the immediate west of the Planning Area. Although wind patterns may have an effect on air quality, pollutant transport is primarily known to occur between the SCAB and the SCCAB.

## DISCUSSION

### A) Conflict with or obstruct implementation of the applicable air quality Plan?

The purpose of the Proposed CAP is to reduce GHG emissions within the City to help contribute to global efforts to reduce the effects of climate change. Elements of the CAP include improving energy efficiency in buildings, improving energy management, reducing vehicle use, developing bicycle and pedestrian facilities, enhancing public transit, using renewable energy, increasing water conservation and creating or preserving open space. In addition to reducing GHGs, each of these elements would help reduce criteria air pollutants and would not conflict with or obstruct the SCAQMD's Air Quality Management Plan. Implementation of the Proposed CAP would result in **no impact**.

### B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

In addition to reducing GHGs, each of the measures in the Proposed CAP would help reduce criteria air pollutants and would not conflict with or obstruct the SCAQMD's Air Quality Management Plan. Implementation of the Proposed CAP would result in **no impact**.

### C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

In addition to reducing GHGs, each of the measures in the Proposed CAP would help reduce criteria air pollutants and would not conflict with or obstruct the SCAQMD's Air Quality Management Plan. Implementation of the Proposed CAP would result in **no impact**.

### D) Expose sensitive receptors to substantial pollutant concentrations?

In addition to reducing GHGs, each of the measures in the Proposed CAP would help reduce criteria air pollutants and would not conflict with or obstruct the SCAQMD's Air Quality Management Plan. Implementation of the Proposed CAP would result in **no impact**.

### E) Create objectionable odors affecting a substantial number of people?

The Proposed CAP does not propose strategies or measures that would directly or indirectly result in the creation of objectionable odors. Therefore, there would be **no impact**.

**2.4 BIOLOGICAL RESOURCES**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
----------------------	--------------------------------	--	------------------------------	-----------

**IV. BIOLOGICAL RESOURCES -- Would the project:**

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ENVIRONMENTAL SETTING

Natural areas within the City abut and link to surrounding natural areas of the Valley and general support a similar suite of species and communities as are found in the Valley. The major natural features of the Valley are the Santa Clara River, Santa Susanna Mountains, Liebre Mountains, western San Gabriel Mountains, Castaic Valley, San Francisquito Canyon, Bouquet Canyon, Placerita Canyon, Mint Canyon, Sand Canyon, and Hasley Canyon. A substantial portion of the area, primarily adjacent to the City of Santa Clarita, is undeveloped or open space, and still supports a relatively large number of native plant and animal habitats and communities. Species within the remaining natural areas are adapted to the Mediterranean climate of the region, in that they thrive in the cool, wet winters, and dry, hot summers typical of the area.

Major plant and terrestrial communities include coastal and desert scrub, and chaparral vegetation types. Other vegetation types include bigcone spruce-canyon oak forest, coast live oak woodland, coast live oak riparian forest, juniper woodland, pinyon-juniper woodland, southern sycamore-alder woodland, southern cottonwood-willow riparian woodland and forest, southern willow scrub, freshwater marsh, vernal pools, alluvial fan sage scrub, and native and annual grassland.

The segment of the Santa Clara River passing through the City of Santa Clarita is a dry channel except during seasonal runoff flows. Regardless of this condition, it supports relatively intact stands of alluvial sage scrub formations, riparian woodland, and southern riparian scrub. The dry zones are essential to the continued genetic isolation of the unarmored three-spined stickleback population in the upper reaches of the River

## DISCUSSION

- A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the Proposed CAP would result in a **less-than-significant impact**.

- B) Have substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulation or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP contemplates continued acquisition of natural lands within the City and surrounding the City for preservation as open space in perpetuity.

In the event that riparian habitat or other sensitive communities could potentially be affected by future actions, project-specific studies and mitigation, if necessary, would be required pursuant to existing CDFG and/or USFWS requirements. Implementation of the Proposed CAP would result in a **less-than-significant impact**.

**C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP contemplates continued acquisition of natural lands within the City and surrounding the City for preservation as open space in perpetuity.

In the event that wetlands could potentially be affected by future actions, project-specific wetland studies and mitigation, if necessary, would be required pursuant to existing Clean Water Act requirements. Implementation of the Proposed CAP would result in a **less-than-significant impact**.

**D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP contemplates continued acquisition of natural lands within the City and surrounding the City for preservation as open space in perpetuity.

In the event that protected wildlife species could potentially be affected by future actions, project specific studies and mitigation, if necessary, would be required pursuant to existing FESA and CESA requirements. Implementation of the Proposed CAP would result in a **less-than-significant impact**.

**E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The Proposed CAP does not contain any components that would directly or indirectly conflict with local policies that protect biological resources including the City of Santa Clarita's Conservation and Open Space Element of the General Plan, Oak Tree Ordinance, Open Space Acquisition District or other local plan or policy. Therefore, there would be **no impact**.

**F) Conflict with the provisions of an adopted Habitat conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?**

A Draft Santa Clarita Valley Habitat Plan is under development and a Conservation of Open Space Element is included in the City of Santa Clarita General Plan. Further protection of locally important habitats is provided through the Significant Ecological Area (SEA) Program, a component of the Los Angeles County General Plan Conservation/Open Space Element. SEAs are ecologically important land and water systems that support valuable habitat for plants and animals, often integral to the preservation of rare, threatened or endangered species and the conservation of biological diversity in the County. The Proposed CAP does not contain any components that would directly or indirectly conflict with these plans. Therefore, there would be **no impact**.

**2.5 CULTURAL RESOURCES**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES -- Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

The Santa Clarita Valley Historical Society and the California Register of Historic Resources (CRHR) list 9 historical properties, sites, and landmarks in the region around the City of Santa Clarita. The locations of these sites surround the City of Santa Clarita but are not located within the City. Of these sites, one is a California Register of Historic Resources, five are State Historic Landmarks, and three are national Register of Historic Places. In addition to these sites, literature surveys prepared for recent studies identified 69 archaeological sites or isolated artifacts within 0.25 mile of the Santa Clara River as it runs through the Santa Clarita Valley. Additional sites are likely present, as the river represented a major resource for Native American groups in the vicinity. These sites generally occur in the same types of locations as archaeological sites, often (but not always) near resource areas such as watercourses, drainages, and woodlands.

**A) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Current policies adopted by the City related to historic resources would reduce the effects of growth and development by (1) requiring development proposals be evaluated for the presence of historic resources and (2) by protecting historic buildings from demolition by undergoing review of appropriate documentation (i.e., cultural resource reports). The Proposed CAP does not propose any strategy or measure that would directly result in an adverse change in the significance of a historical resource.

Therefore there would be **no impact**.

**B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

There are no known archaeological resources in the City of Santa Clarita. There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Proposed CAP could uncover previously unknown archaeological resources. In the event that this occurs, compliance with State regulations pertaining to discovery of archaeological resources would ensure that the impact is **less-than-significant**.

**C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The City of Santa Clarita does not contain any known paleontological or unique geologic features. The proposed project is implementation of a draft plan intended to reduce community-wide GHG emissions and does not include any elements that would directly or indirectly destroy these features. There is a remote possibility that ground disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Proposed CAP could uncover unique paleontological resources or sites or unique geologic features. In the event such resources or features are discovered, compliance with State regulations pertaining to discovery of paleontological resources would ensure that this impact is **less-than-significant**.

**D) Disturb any human remains, including those interred outside of formal cemeteries?**

There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Proposed CAP could uncover previously unknown human remains. In the event this occurs, compliance with State regulations pursuing to discovery of human remains would ensure that the impact is **less-than-significant**.

**2.6 GEOLOGY AND SOILS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS -- Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ENVIRONMENTAL SETTING

Various soil types exist within the City. Erosion is a concern as some topsoil is sandy and varying topography exists. Generally, the potential for soils to exhibit expansive properties occur in low-lying areas, especially near river channels. Certain bedrock and soils in City contain sufficient clay content; thus, the potential for shrink/swell to occur does exist.

The City is located in the vicinity of several known active and potentially active earthquake faults and fault zones. Several faults fall within or adjacent to the City Planning Area including the San Gabriel Fault zone which traverses the planning area from northwest to southeast, extending 87 miles from the community of Frazier Park (west of Gorman) to Mount Baldy in San Bernardino County. The San Gabriel Fault zone under lies the northerly portion of the community from Castaic and Saugus, extending east through Canyon Country to Sunland. The San Andreas Fault Zone is located north of the City of Santa Clarita and extends through the communities of Frazier Park, Palmdale, Wrightwood, and San Bernardino.

Scientists have identified almost 100 faults in the Los Angeles area known to be capable of a magnitude 6.0 or greater earthquake. The January 17, 1994, magnitude 6.7 Northridge Earthquake, which produced severe ground motions causing 57 deaths and 9,253 injuries, left over 20,000 displaced from their homes. Scientists have indicated that such devastating shaking should be considered the norm near any large thrust fault earthquake in the region. Recent reports from the US Geological Survey and the Southern California Earthquake Center conclude that the Los Angeles area could expect one earthquake every year of magnitude 5.0 or more, for the foreseeable future.

## DISCUSSION

- A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
  - i) Rupture of a known earthquake fault, as delineated of the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

There is currently an Alquist-Priolo Special Studies Zone that stretches from approximately the geographic center of the City of Santa Clarita and runs in a northwesterly direction to the approximate location of the City's northwestern corner.

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Any new construction associated with the implementation of the CAP would be required to meet all local, state and federal regulations regarding seismic activities and be considered on a case-by-case basis.

Therefore, there would be **less-than-significant impact**.

#### **ii) Strong seismic ground shaking?**

Increases in population, and the development of residential and non-residential development that will occur upon implementation of the City's General Plan, could result in the increased exposure of persons and property to ground shaking hazards.

Some components of the Proposed CAP include the development of an expanded network of bike and pedestrian facilities and retrofitting existing residential and commercial structures to be more efficient. However, all future projects associated with implementation of the Proposed CAP would be required to meet engineering and structural requirements and comply with all applicable building codes and seismic requirements which would ensure that these project components do not expose people or structures to the risks associated with strong seismic ground shaking. This would be **no impact**.

#### **iii) Seismic-related ground failure, including liquefaction?**

Liquefaction has been observed to occur in soft, poorly graded granular materials (such as loose sands) where the water table is high. Areas in the Valley underlain by unconsolidated alluvium, such as along the Santa Clara River and tributary washes, may be prone to liquefaction. To lessen the potential for property loss, injury, or death resulting from liquefaction during earthquake events, policies are identified in the Area Plan and adopted by the City to reduce these potentially significant impacts. Similar to Item a) ii), all future projects associated implementation of the Proposed CAP would be required to meet engineering and structural requirements , as well as applicable building code requirements. Such compliance would ensure safety to the structure and plan components. This would be a **no impact**.

#### **iv) Landslides?**

Areas susceptible to landslides are identified in the City General Plan. In 2004 the City adopted a five-year Natural Hazard Mitigation Action Plan as a collaborative effort between City staff and citizens, public agencies, non-profit organizations, the private sector, and regional and State agencies. The plan provides a list of activities that may assist the City in reducing risk and preventing loss from natural hazard events, including earthquakes, floods, hazardous material spills, landslides and earth movement, severe weather, and wildland fires and is currently being updated. However, projects that could occur as a result of implementation of the Proposed CAP would not add to this risk or include any elements that would increase the risk of a landslide. Thus the impact would be **no impact**.

#### **B) Result in substantial soil erosion or the loss of topsoil?**

No future projects resulting from the implementation of the Proposed CAP would directly involve major movement of topsoil or directly result in substantial soil erosion. Implementation of the City General Plan policies (CO 2.1.1, CO 2.1.2 and CO 2.2.5) would require review of soil erosion and sedimentation control plans for activities related to development, promotion of conservation of topsoil on development sites by stockpiling for later reuse and require that developers use erosion control techniques during grading and construction in hillside areas. This would ensure a **no impact**.

**C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or Off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

As stated under Item a) iii), the City has already determined areas of liquefaction and landslides within the Planning Area, and taken steps to lessen the potential for property loss, injury, or death resulting from liquefaction during earthquake events. Future projects associated with the implementation of the Proposed CAP would not cause the ground on which they are located to become unstable and result in landslide, lateral spreading, subsidence, liquefaction, or collapse. This would be a **no impact**.

**D) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

As stated in the Environmental Setting, the potential for soils to exhibit expansive properties occur in low-lying areas, especially near river channels. Certain bedrock and soils within the City contain sufficient clay content; thus, the potential for shrink/swell to occur does exist. Structures and infrastructure in these areas can be of risk if they are not engineered and built according to appropriated building codes. However, all projects that may possibly be developed as a result of implementation of the Proposed CAP would be subject to applicable engineering and City building code requirements, which would ensure that they are developed in a way that minimizes the possible effects of expansive soil. Compliance with existing code regulations would ensure a **no impact**.

**E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

There are currently a few areas in the City that use septic tanks and alternative waste water disposal systems due to the lack of wastewater disposal infrastructure. As of 2005, there were 858 dwellings that use septic systems that are not under control of the sanitation district. Soils within the City are capable of adequately supporting the use of septic tanks; however, analysis of individual site-specific developments would be required to conclude that these soils would be supportive of such a system. Future developments within the City's Planning Area would be required to include an analysis of on-site soil capability to adequately support the use of septic tanks. Therefore there would be **no impact**.

**2.7 GREENHOUSE GAS EMISSIONS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GREENHOUSE GAS EMISSIONS.- Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The Proposed CAP establishes the 2005 GHG emissions baseline inventory for the City. The total emissions of GHG in 2005 were estimated to 1,709,556 MTCO<sub>2</sub>e<sup>1</sup>. The emissions were developed separately for community-wide sources and municipal sources. Of this total, the emissions from on-road vehicles were the main source of GHG emissions for the City in 2005 (nearly 60%) followed by residential energy use (18%) and commercial/industrial energy use (13%). The municipal operations emissions make up approximately 2% of the total emissions. This emissions profile is typical for a City with the characteristics of Santa Clarita.

A large portion of the GHG reductions would be achieved by the decrease in vehicle miles traveled in the City via changes in land use patterns and a greater emphasis of transit and alternative transportation programs. Other significant reductions are due to the creation or acquisition of new vegetated space in line with the goals of the City’s Open Space Preservation District and water use measures. Applying estimated reductions from CAP measures shows that the resulting 2020 net emissions are expected to be approximately 4% below the 2005 baseline level. The reduction represents a level that is 4% below the 2005 baseline emissions level and is also consistent with the overall Statewide Goals of AB 32 of greater than 16% reduction below 2020 BAU forecasts. Figure -1 shows a comparison of Business-as-Usual (BAU) Projections with the CAP Target.

**DISCUSSION**

**A) Generate GHG’s either directly or indirectly, that may have a significant impact on the environment?**

Implementation of strategies and measures proposed within the Proposed CAP would result in annual community-wide GHG emissions of approximately 1,645,190 MTCO<sub>2</sub>e in 2020 which would represent a reduction of approximately 17 percent below the business-as-usual projections in 2020. Table 1 in the

<sup>1</sup> MTCO<sub>2</sub>e represents Metric Tonnes of Carbon Dioxide equivalent emissions.

Project Description identifies the MMT CO<sub>2</sub>e reductions and percentages that would be expected from implementation of each proposed CAP measure. Thus implementation of the Proposed CAP would both directly and indirectly reduce community-wide GHGs. There would be **no impact**.

**B) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?**

California has adopted a wide variety of regulations to reduce the State's GHG emission. AB 32, the California Global Warming Solutions Act of 2006 requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs CARB to develop and implement regulations that reduce statewide GHG emissions. The Climate Change Scoping Plan was approved by CARB in December 2008 and subsequently revised in August of 2011. The Revised Scoping Plan contains primary strategies California will implement to achieve reductions that will achieve 1990 levels. Considering the updated statewide BAU estimate of 507 MMTCO<sub>2</sub>E by 2020, a 16 percent reduction below the estimated BAU levels would be necessary to return to 1990 levels (i.e., 427 MMTCO<sub>2</sub>E) by 2020. CARB encourages local governments to adopt a reduction goal for both municipal community-wide operations that parallel the State commitment to reduce GHG emissions.

The Proposed CAP identifies the City's goals and measures that will be implemented to reduce community-wide and municipal GHG emissions. The measures are being implemented in a manner consistent with AB32. Implementation of the measures proposed in the Proposed CAP would result in an annual community-wide reduction in GHG emissions of approximately 193,000 MTCO<sub>2</sub>e by 2020 from local measures and an additional reduction of approximately 148,952 MTCO<sub>2</sub>e by 2020 from statewide measures. This would reduce GHG emissions from the Business-as-usual projections for **2020 by 17** percent. This would exceed the GHG reduction targets of 16 percent established by CARB in its revised scoping plan. This would also exceed the City's goal to reduce 2020 GHG emissions to a level below the 2005 GHG emissions baseline by 4 percent. There are no regional or local plans or statewide measures that conflict with the Proposed CAP Therefore, there would be **no impact**.

**2.8 HAZARDS AND HAZARDOUS MATERIALS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

Hazardous materials include any substance or combination of substances which, because of quantity, concentration, or characteristics, may cause or significantly contribute to an increase in death or serious injury, or pose substantial hazards to humans and/or the environment. These materials may include pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels. Hazardous materials are present in all urban environments in one form or another, including gasoline and diesel, household chemicals, paints, and cleansers. In Santa Clarita, major generators and users of hazardous materials may include business such as gas stations, dry cleaners, medical offices, and public buildings. Minor quantities of hazardous materials may also be found in household chemicals, cleaning products, and paint.

**DISCUSSION**

**A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita’s General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would be **less-than-significant impact**.

**B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

Implementation of the Proposed CAP would likely result in rehabilitation and renovation of older residential and commercial structure with the City. Structures built prior to 1978 may contain asbestos-containing building materials and lead paint. If not properly handled and released into the environment in large enough quantities, these materials could pose a threat to construction workers and public safety.

However, these renovations would primarily be small-scale activities, and no single renovation would likely result in releases large enough to pose a health hazard to the general public. Construction workers work in close proximity to these materials may have a slight chance of exposure to these materials. These projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as needed. Compliance with these processes would ensure a **less-than-significant impact**.

**C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Rehabilitation and renovation of older residential and commercial structures would primarily be small-scale activities. Demolition and construction activities involving hazardous materials removal are heavily regulated, and construction workers must comply with applicable federal and state safety regulations. The Proposed CAP would not result in the development or construction of new sources of hazardous emissions or uses that would handle hazardous materials, wastes, or substances within one-quarter mile of an existing or proposed school. This would be **no impact**.

**D) Be located on a site which is included on a list of hazardous materials sites complies pursuant to Government Code 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review relating to hazardous material sites would occur on a case-by-case basis as required by law.

There would be a **less-than-significant impact**.

**E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

Agua Dulce Airport is a public-use airport located 2 miles (3.2 km) east of the central business district of Agua Dulce. Agua Dulce is located to the Northeast of the City of Santa Clarita and is part of the unincorporated area of Los Angeles County. The City of Santa Clarita is not located within the boundaries of an airport land use plan or within two miles of a public airport or public use airport. In addition to Agua Dulce, the closest airports in the area are the Bob Hope Airport (BUR) located about 20 miles south of Santa Clarita in the City of Burbank. There would be **no impact**.

**F) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No private airstrips are located in the vicinity of Santa Clarita. There would be **no impact**.

**G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The Proposed CAP recommends measures to reduce GHG emissions. It does not include any recommendations that would physically interfere with the City's Emergency Operations Plan or any established emergency evacuation plan. There would be **no impact**.

**H) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

There is a potential for wildland fires in areas. As part of the Consolidated Fire Protection District, the entire planning area, including the City, receives urban and wildland fire protection services from the Los Angeles County Fire Department. In addition, local fire response resources include those of the Fire Services mutual aid system, the California Division of Forestry, and the United States Forest Service. This includes six fire stations within the County which are geared toward providing urban fire protection services. Others are geared to respond to brush fires along the urban-wildland interface. However, the Proposed CAP does not recommend GHG reduction measures that would result in any projects that would increase this risk or place new people or structures in areas susceptible to the threat of wildland fire. Compliance with existing building codes which require maintenance of fire-safe clearance areas around existing homes and businesses would ensure **no impact**.

**2.9 HYDROLOGY AND WATER QUALITY**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY -- Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Insurance Rate Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The Santa Clarita Valley contains many natural streams and creeks that function as storm drain Channels, conveying surface water runoff into the Santa Clara River. The drainage system, including natural streams as well as constructed storm drain infrastructure within City, is adequate to handle normal precipitation in the region. High intensity rainfalls, in combination with alluvial soils, sparse vegetation, erosion, and steep gradients, can result in significant debris-laden flash floods. With the rapid urbanization of the Valley since 1960, stormwater volumes have increased due to increased impervious surface area from parking lots, rooftops, and streets. Flood control facilities have been constructed to mitigate the impacts of development on drainage patterns throughout the surrounding area.

The Santa Clarita Valley Sanitation District provides residents and businesses in the City of Santa Clarita and surrounding unincorporated areas with high quality wastewater management services while protecting water quality, public health and the environment. The Sanitation District operates a regional waste water collection system as well as the Saugus and Valencia Water Reclamation Plants, which discharge to the Santa Clara River.

**DISCUSSION**

**A) Violate any water quality standards or waste discharge requirements?**

The Proposed CAP recommends energy efficiency renovations within existing residential and commercial structures. Construction associated with these projects could increase erosion and adversely affect urban runoff.

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita’s General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result

in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

The construction activities that may result in water-borne erosion from grading or stockpiling are regulated through various techniques called “best management practices.” Water quality management plans and stormwater pollution prevention plans are required for development projects to meet the requirements of the NPDES Program to maintain water quality. Proper enforcement and compliance with both the National Discharge Elimination System (NPDES) requirements and the City’s Stormwater Runoff Ordinance will ensure that water quality would not be adversely affected by construction and renovation activities resulting from the implementation of the Proposed CAP. There would be **less-than-significant impact**.

**B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level( e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permit have been granted)?**

The Proposed CAP recommends numerous water conservation measures, which may result in reduced demand for groundwater supplies from the limited number of wells in Santa Clarita. The Proposed CAP does not recommend any strategies or measures that would require additional water supply that would be attained from groundwater supplies.

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita’s General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

There would be **less-than-significant impact**.

**C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on-or off-site erosion or siltation?**

The Proposed CAP does not recommend any strategy or measure that would directly alter drainage patterns. No streams or rivers are anticipated to be altered.

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Compliance with existing regulations would result in a **less-than-significant impact**.

**D) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on-or off-site flooding?**

The CAP does not recommend any strategy or measure that would directly alter the course of a stream or river or increase the rate or amount of surface runoff.

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would be a **less-than-significant impact**.

**E) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June,

2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would be a **less-than-significant impact**.

**F) Otherwise substantially degrade water quality?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would be a **less-than-significant impact**

**G) Place housing within a 10-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

As a result this would result in a **less-than-significant impact**.

**H) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

Development within a flood plain could cause potential impacts associated with the inundation of residential and commercial units, if a 100-year type of flood would occur in these areas. However the Proposed CAP does not include the types of development that would impede or redirect flood flow. There would be a **no impact**.

**I) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

The Proposed CAP does not include a requirement for development that would expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

This would result in **no impact**.

**J) Result in inundation by seiche, tsunami, or mudflow?**

The Proposed CAP does not recommend measures that would result in inundation by seiche, tsunami, or mudflow. There would be **no impact**.

**2.10 LAND USE AND PLANNING**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The City has compiled growth statistics and projections when preparing the Land Use Map for the General Plan updates. As of 2010, there were approximately 62,055 dwelling units in the City. The estimated population of the City in 2010 was approximately 176,000. From these numbers, it is expected that growth, and the related issues of quality of life, will continue to be pressing for Valley residents and decision makers in the coming decades.

The General Plan encourages 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.

**DISCUSSION**

**A) Physically divide an established community?**

The Proposed CAP includes measures to improve connectivity within Santa Clarita and to promote alternative transportation methods. The Proposed CAP does not recommend any measures that would physically divide the community. There would be **no impact**.

**B) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

The Proposed CAP proposes measures to reduce GHG emissions. The proposed CAP will implement specific goals, policies and objectives of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan and, hence, all other pertinent local land use plans and programs. For these reasons, this would be a **no impact**.

**C) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

A Draft Santa Clarita Valley Habitat Plan is under development and a Conservation of Open Space Element is included in the City of Santa Clarita General Plan. Further protection of locally important habitats is provided through the Significant Ecological Area (SEA) Program, a component of the Los Angeles County General Plan Conservation/Open Space Element. Implementation of the CAP contemplates continued acquisition of natural lands within the City and surrounding the City for preservation as open space in perpetuity. The CAP does not propose any conflicts with these plans and strategies.

There would be **no impact**.

**2.11 MINERAL RESOURCES**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES - Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The Santa Clarita Valley contains extensive mineral resources. Gold mining and oil production have, historically, been the primary mineral extraction activities in and around the Santa Clarita Valley area. Other minerals mined in the surrounding region include construction aggregate (sand and gravel), titanium, tuff, and rock. Within the City, areas that have significant mineral aggregate resources have been designated by a zoning overlay district that permits extraction, along with other compatible uses.

The majority of the existing oil and natural gas fields are located in the western portion of the Valley some of which are within the City of Santa Clarita. As of 2005 there were 85 oil producing and 9 natural gas wells within the City. The oil production in 2005 from these wells was 68,198 barrels and the gas production was 603,451 million cubic feet. Several wells have been abandoned and several are idle (currently not abandoned or used for production).

**DISCUSSION**

**A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

General Plan policies related to mineral resources ensure that future development in the City would not have significant adverse impacts on mineral resources.

The City of Santa Clarita has an overlay category that is used to designate areas that have significant mineral aggregate resource areas as determined by SMARA, and/or oil fields. This latter category, the Mineral/Oil Conservation Areas (MOCA) is located primarily in the southeastern portion of the City. The purpose of this overlay is to permit the continuation of the mineral/oil usage while providing development of the area if specific requirements are met. The proposed CAP will not alter the existing MOCA overlay. Therefore, there would be a **no impact**.

**B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Proximity of housing units to extraction sites would require the determination of a transition area and buffer zones from any proposed mining area to the housing area. The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

There would be a **less-than-significant impact**.

**2.12 NOISE**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE -- Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

Motor vehicles currently comprise the predominant noise source in the City; aircraft, industrial and commercial activities are not significant noise sources. As development occurs within the City, significant construction noise would occasionally occur. There is also potential for significant vibration impacts during pile driving.

Motor vehicle noise on freeways and other roadways are the primary noise sources in the City. The Southern Pacific Railroad, which runs from the southern portion of the Valley to the center of the City of Santa Clarita and then directly to the east, is also a significant noise source. The Southern Pacific Railroad line handles two types of trains in the Santa Clarita area: Metrolink commuter rail and freight. Of the two, freight rail noise is the more dominant noise source.

Based on 2008 train schedules, 24 Metrolink trains traverse Santa Clarita Valley each day. No precise numbers of daily freight trains could be provided; however, it was estimated that 12 freight trains pass through the City each day. Although the Agua Dulce Airport is located approximately 20 miles Northeast of Santa Clarita, sporadic airplane or helicopter operations over the City is not loud and consistent enough to be significant.

## DISCUSSION

### **A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

While the Proposed CAP does not recommend any measures that would generate excessive amounts of noise, construction activity associated with recommended energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems could possibly result in temporary increases in noise levels.

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would result in a **less-than-significant impact**.

### **B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would result in a **less-than-significant impact**.

**C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

The Proposed CAP includes numerous recommendations designed to reduce the number and length of vehicle trips in Santa Clarita, which could lead to a decrease in ambient noise levels. The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would result in a **less-than-significant impact**.

**D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project:**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would result in a **less-than-significant impact**.

- E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No portion of the City of Santa Clarita is within an airport land use plan areas, and there are not airports within two miles of the City. There would be **no impact**.

- F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No private airstrip is located within or near Santa Clarita. There would be **no impact**.

**2.13 POPULATION AND HOUSING**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING -- Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

As of 2010, the City population was approximately 176,000. The number of housing units in 2010 was 62,055. Top employers in the Valley include Six Flags California, Princess Cruises, HR Textron, Henry Mayo Newhall Memorial Hospital and the local colleges and school districts. Over 125,000 workers participate in the City’s labor force, of which over 60 percent are college graduates. Median household income is over \$ 82,642 annually. Almost 20,000 students are enrolled in the City’s three colleges. A diverse array of housing communities meets the needs of City residents, including family-oriented neighborhoods, executive estates, apartments, condominiums, and senior communities.

The City of Santa Clarita currently, encompasses the communities of Canyon Country, Newhall, Saugus, and Valencia. The area of the incorporated City is about 52.6 square miles, and the sphere of influence includes an additional 29.5 square miles. The City is required to plan for its sphere of influence, which includes land contiguous to existing City boundaries that may be annexed into the City at some future date.

**DISCUSSION**

- A) Induce substantial population grow in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The City of Santa Clarita is continuing to experience population growth. Growth was about 0.6 percent in 2008 according to the State Department of Finance. The City of Santa Clarita continues to attract high-

paying, high quality jobs to the area to support the growth of the City's population. Many of the City's residents are traveling to neighboring cities for work, because there are not enough jobs available in the City matching the skills of residents. To this end, the City of Santa Clarita is focused on creating a quality jobs/housing balance, attracting companies in the targeted industry sectors to ensure the needs of the community and its residents are met. However, the policies of the City Plan include the Area Plan policies to promote urban infill and discourage the introduction of new uses on remote and undeveloped land. The City's General Plan states that the Land Use Map and the development review process shall concentrate development into previously developed or urban areas to promote infill development and prevent sprawl and habitat loss. Additionally, the Area Plan promotes incentives for infill development and rebuilding to limit impacts on open space and other natural, undeveloped areas (Policy CO 1.5.5). While these policies are intended to protect natural resources, they also limit the indirect inducement of future growth.

The Proposed CAP includes measures that seek to reduce GHG emissions. Proposed measures include encouraging transit- and pedestrian-oriented development within the City and retrofitting existing residential and commercial buildings to make them more energy efficient. Commercial and residential energy efficiency retrofits that may occur as a result of the Proposed CAP would update homes already located in Santa Clarita to make them more efficient and may or may not include additions to make homes larger and accommodate more people. Although increases in the number of housing units may result based on the City's promotion of transit- and pedestrian-oriented growth, the growth would not be a result of the Proposed CAP measures. This would be a **less-than-significant impact**.

**B) Displace substantial numbers of existing home, necessitating the construction of replacement housing elsewhere?**

Although Proposed CAP measures encourage energy efficient retrofits for existing homes, such homes are not expected to be displaced, thus replacement housing would not be necessary because of the CAP. There would be **no impact**.

**C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Although Proposed CAP measures encourage energy efficient retrofits for existing homes, the measures would not result in displacement of substantial numbers of people thus necessitating the construction of replacement housing elsewhere. There would be **no impact**.

**2.14 PUBLIC SERVICES**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

Fire protection within the City is supplied by the Los Angeles County Fire Department (LACoFD) with six stations currently located in the County. The LACoFD has several standards to maintain to adequately meet the fire protection needs of the residents of the County including the City. Joint cooperation between the County, the City of Santa Clarita, and state and federal agencies contributes to maintaining adequate response times.

Law enforcement in the City is served by the Los Angeles County Sheriff’s Department which is housed within the Department’s Santa Clarita Valley Station located in Valencia The California Highway Patrol maintaining jurisdiction over the state highways. The Sheriff’s Department, which operates one station in Valencia and a storefront station in Newhall, has a standard of one officer per 1,000 residents to maintain effective police protection.

Henry Mayo Newhall Memorial Hospital, located in Valencia, is the primary acute care hospital serving the planning area with 230 beds for inpatient care. The Santa Clarita Convalescent Hospital in Newhall is a 99-bed facility specializing in senior care, including physical therapy and rehabilitation. Kaiser Permanente operates a facility on Tourney Road that offers family medicine, internal medicine,

obstetrics, gynecology, dermatology, optometry, endocrinology, physical therapy, and a pharmacy. Facey Medical Group is the largest medical care provider, with six facilities throughout the Valley in Canyon Country, Valencia, Stevenson Ranch and Castaic, with urgent care provided at the Valencia office.

Seven public school districts serve the Santa Clarita Valley planning area, listed below:

- William S. Hart Union High School District;
- Saugus Union Elementary School District;
- Newhall Elementary School District;
- Sulphur Springs Union Elementary School District;
- Castaic Union School District;
- Acton-Agua Dulce Unified School District; and
- Collages in the City include the west campus of the College of the Canyons (COC) is located on 158 acres in Valencia and contains 664,623 square feet of building space, including a 950-seat theater and Masters College located on 100 acres in Placerita Canyon.

## DISCUSSION

**A) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environment impacts, in order to maintain acceptable service rations, response times, or other performance objectives for any of the following public services:**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

### Fire protection:

As discussed under "Population and Housing" implementation of the Proposed CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased fire protection services. Thus, implementation of the Proposed CAP would not result in a need for additional Fire Department facilities. This would be **no impact**.

### Police protection:

As discussed under "Population and Housing" implementation of the Proposed CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased police protection services. Thus, implementation of the Proposed CAP would not result in a need for additional Police Department facilities. This would be **no impact**.

### Schools:

As discussed under "Population and Housing" implementation of the Proposed CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased school services. Thus, implementation of the Proposed CAP would not result in a need for additional educational facilities. This would be **no impact**.

Parks:

As discussed under “Population and Housing” implementation of the Proposed CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for additional park services. This would be no **impact**.

Other Public Facilities:

As discussed under “Population and Housing” implementation of the Proposed CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased public services or expanded government facilities. This would be no **impact**.

**2.15 RECREATION**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The physical characteristics of the Santa Clarita Valley, in conjunction with the large amount of undeveloped land, afford Valley residents and visitors a wide array of open space that provide plentiful passive and active recreational opportunities.

In an innovative partnership, the County teamed with developer Newhall Land to preserve the 6,000 acres of the Newhall Ranch high country, located between the City of Santa Clarita limits and the Ventura County line. The Newhall Ranch High Country Recreation and Conservation Joint Powers Agency was formed to maintain this open space land. On March 7, 2007, a property owner’s donation of 400 acres in Elsmere Canyon to the Mountains and Recreation Conservation Authority for use as an open space preserve received final approval. Elsmere Canyon is a natural, riparian area that contains vital links between the Angeles National Forest, Placerita Canyon Nature Center, and Whitney Canyon for the wildlife corridor, connecting the San Gabriel, Santa Susana and Santa Monica mountains. The Santa Clarita Woodlands State Park, a 3,000-plus-acre state park is located west of I-5 and may be accessed via either **Lyons Avenue** or the Calgrove/The Old Road interchanges

The Conservation and Open Space Element of the City General Plan includes preservation of open space resources including active and passive parks and natural open areas for resource conservation. It is anticipated that future dedications of parkland will be made from new developments. These future dedications and the planned parks listed below would count towards meeting the required standard of 3 acres of parkland per 1,000 residents (Quimby Act) and the goal of the Area Plan standard of 5 acres of parkland per 1,000 residents. As of October 2007, 15 County maintained parks are proposed for the County’s Planning Area, including nine neighborhood parks and six community parks. Planned parks will add approximately 162.7 acres to the unincorporated County parkland inventory in the County’s Planning Area.

**DISCUSSION****A) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Implementation of the Proposed CAP is not expected to result in substantial population growth, and thus would not result in increased physical deterioration of parks and recreational facilities. Conversely, the Proposed CAP promotes the expansion of the current network of bike and pedestrian trails, which could provide additional recreational facilities within the City and possibly lessen wear on existing facilities. This would result in **no impact**.

**B) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

The proposed CAP will implement specific goals, objectives and policies of the City of Santa Clarita's General Plan. The General Plan was adopted by the City Council of the City of Santa Clarita in June, 2011. The CAP is, therefore, consistent with the General Plan. Implementation of the CAP could result in the construction of photovoltaic panels or other alternative energy infrastructure or facilities, building new bike paths and walking infrastructures, retrofitting buildings, and constructing new or infill mixed-use projects. The projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

Implementation of the CAP could also result in short-term construction emissions and noise impacts from construction activities could potentially occur. Such construction projects could also result in higher urban runoff and ambient noise levels, and additional temporary needs for services and utilities. Any projects would undergo the standard entitlement and building process by the City. Any project specific environmental review would occur on a case-by-case basis as required by law.

This would result in **no impact**.

**2.16 TRANSPORTATION/TRAFFIC**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC - Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ENVIRONMENTAL SETTING

The primary regional roadways serving the Santa Clarita Valley are the Interstate-5 (I-5) and State Route-14 (SR-14) freeways, passing through the Santa Clarita Valley in the north-south direction, and State Route-126 (SR-126) expressway, which connects the Santa Clarita Valley to Ventura County.

The I-5 freeway serves inter-regional travel in the north-south direction from California's southern border with Mexico to Washington's northern border with Canada. The I-5 freeway is classified as an urban interstate. The I-5 freeway generally consists of four mix-flow lanes in each direction through the area. Through the SR-14 interchange area, the I-5 freeway consists of three mix-flow lanes in each direction along with two dedicated truck bypass lanes which are separated from the mainline lanes. A truck weigh station facility operated by the California Highway Patrol is located on the northbound side of the I-5 freeway just south of the SR-126 interchange. High Occupancy Vehicle (HOV) lanes are located just south of the Santa Clarita Valley.

The SR-14 freeway, which runs from the I-5 freeway at Newhall Pass to US 395, is one of the four major north-south corridors serving California. This corridor connects the Eastern Sierra and Western Nevada regions to the Southern California region. The SR-14 freeway is designated as a Super Truck Route (STR), and is also part of the Surface Transportation Assistance Act (STAA) truck network, which provides freeway access for oversized trucks. Within Los Angeles and Ventura Counties, the SR-14 freeway serves as a major commuter route between Antelope Valley cities such as Palmdale and Lancaster and the Los Angeles area. The SR-14 freeway generally consists of three to six lanes in each direction, including one HOV lane in each direction. From the I-5 freeway to the Newhall Avenue interchange; there are five mix-flow lanes and one HOV lane in each direction; from the Newhall Avenue interchange to the Golden Valley Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Golden Valley Road interchange to the Sierra Highway interchange, there are four mix-flow lanes and one HOV lane in each direction; from the Sierra Highway interchange to the Sand Canyon Road interchange; there are three mix-flow lanes and one HOV lane in each direction; from the Sand Canyon Road interchange to the Soledad Canyon Road interchange, there are two mix-flow lanes and one HOV lane in each direction; and from the Soledad Canyon Road interchange to the Escondido Canyon Road interchange, there are three mix-flow lanes and one HOV lane in each direction.

Secondary regional access to Santa Clarita is provided to motorists via SR-126, which extends from the City of Ventura east to the I-5 freeway. SR-126 was once designated along portions of Magic Mountain Parkway and San Fernando Road between the I-5 and SR-14 freeways; however, these roadways were turned over to the City in 2002 and no longer serve as a State highway alignment.

Several north-south arterials run through the planning area. In addition several east-west arterials serve the Santa Clarita Valley and provide access to the I-5 and SR-14 freeways. Within the Santa Clarita Valley, connectivity of the street network is interrupted by topographic constraints, including rolling terrain, canyons, and the Santa Clara River. In addition, due to the prevalent pattern of cul-de-sac streets with limited connectivity within residential subdivisions, traffic is funneled onto collector and arterial streets. As a result, regional traffic is concentrated onto a limited number of arterial streets.

The City of Santa Clarita Transit provides connections with services by Metrolink, Antelope Valley Transit Authority, Metro, and other regional transit providers. City of Santa Clarita Transit provides service on nine local fixed routes, nine commuter express routes, four station link routes, and supplemental school day service. Local routes provide service seven days a week while the remaining services operate on weekdays only. Express buses operate to and from the Antelope Valley, downtown Los Angeles, Van

Nuys, Westwood/Century City, and Woodland Hills. City of Santa Clarita Transit's regional routes serve several park-and-ride lots located throughout the Santa Clarita Valley, as well as the Santa Clarita and Newhall Metrolink stations. The areas generating the highest transit ridership are Newhall and Canyon Country in the vicinity of the intersection of Soledad Canyon Road and Sierra Highway.

The City of Santa Clarita Transit also provides daily Dial-a-Ride (DAR) service within the Santa Clarita Valley to provide service to senior citizens and disabled residents. Much of the DAR services are to the Adult Day Care Center and the Senior Center in Newhall. The updated TDP proposes several operational improvements to improve efficiency of this program.

The City of Santa Clarita Transit operates local commuter service into and out of Century City, downtown Los Angeles, the Antelope Valley, and Warner Center. Most of these routes are well used; use is monitored and adjustments are made to times if necessary to accommodate demand. The busiest commuter transit stops serve the Metrolink stations and park-and-ride lots. Commuters have identified the need to increase service to downtown Los Angeles during mid-day hours, and to provide service to the North Hollywood Metrolink Station, which has service to the Orange and Red Lines. City of Santa Clarita Transit will continue to expand service to meet customer needs as funding allows. Metrolink provides commuter service between Santa Clarita and downtown Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, and the Antelope Valley. The Antelope Valley line operates on the Union Pacific rail line, which is also used for occasional freight rail service. Metrolink's Santa Clarita station near Soledad Canyon Road in Saugus, about 2 miles east of Valencia, provides parking for about 500 vehicles, restroom facilities, and a passenger drop-off area. The station also serves as a major transit center for buses. The Via Princessa station, which opened as a temporary facility in 1994, contains 420 parking spaces. The Jan Heidt Newhall station in Newhall contains 250 parking spaces.

Amtrak rail service does not operate between Bakersfield and Santa Clarita. However, Amtrak operates an extensive network of daily express buses along the I-5 freeway that connects throughout Southern California, to and from the daily San Joaquin trains that originate at the Bakersfield Amtrak station. Of these connecting Bakersfield buses, a total of 5 daily northbound and 6 daily southbound trips stop in Santa Clarita at the Newhall Metrolink station.

## DISCUSSION

### **A) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation**

Implementation of the Proposed CAP measures would increase the availability of transit service for Santa Clarita residents, add additional bike and pedestrian facilities, and discourage single-occupancy vehicle use. Achieving each of these goals would result in a reduction in traffic loads, which would reduce the number of vehicle trips, volume to capacity ration, and intersection congestion within the City. Furthermore, no proposed measure would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. This would be a **no impact**.

**B) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

The traffic analysis conducted for the General Plan based on the traffic model demonstrates at General Plan buildout (2030-35), there will be 5 arterial roadway segments in the City at LOS F, but no intersections at LOS F. All intersections will operate at LOS E (operating at maximum capacity) or better at buildout. The Proposed CAP is consistent with the General Plan's Circulation Element and the Congestion Management Plan, as required by State law. This would be **no impact**.

**C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

The closest airport is the Agua Dulce Airport located approximately 20 miles Northeast of Santa Clarita. The Proposed CAP does not include any strategy or measure that would directly or indirectly affect air traffic patterns. There would be **no impact**.

**D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The Proposed CAP does not include any measure that would promote the development of hazardous design features or incompatible uses. Rather, the Proposed CAP promotes the development of new bike and pedestrian facilities built to current standards, which would provide greater safety for pedestrians, bicyclists, and drivers. This would be a **no impact**.

**E) Result in inadequate emergency access?**

The Proposed CAP recommends measures that would increase safety for drivers, pedestrians, and bicyclists and seeks to reduce the number of automobiles on City streets, both of which may actually make access for emergency vehicles easier and more efficient. No measure proposed within the Proposed CAP would result in the development of uses or facilities that would degrade emergency access. This would be **no impact**.

**F) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Supporting and increasing access to alternative transportation is a major focus of the Proposed CAP. The Proposed CAP would enhance adopted policies, plans, and programs supporting alternative transportation. There would be **no impact**.

**2.17 UTILITIES AND SERVICE SYSTEMS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The Santa Clarita Valley Sanitation District (SCVSD) (a consolidation of Sanitation Districts Nos. 26 and 32) provides wastewater conveyance, treatment, and disposal services for residential, commercial, and industrial users in the Santa Clarita Valley. The SCVSD operates two WRPs, the Saugus WRP and the Valencia WRP. These facilities are interconnected to form a regional treatment system known as the

Santa Clarita Valley Joint Sewerage System (SCVJSS), which optimizes operating efficiencies of the wastewater treatment plants as solids and excess wastewater from the Saugus WRP are diverted to the Valencia WRP for treatment and disposal. The SCVJSS currently processes an average flow of 20.8 mgd. As the City reaches buildout, new projects would be evaluated for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat additional sources of wastewater. The need for construction of new water or wastewater treatment facilities or expansion of existing facilities as buildout occurs would be determined by the Santa Clarita Valley Sanitation District (SCVSD).

Solid waste from Santa Clarita goes to three landfills within or near the City. They include the Chiquita Canyon Landfill, Antelope Valley Landfill, and the Sunshine Canyon Landfill. Nearby landfills are approaching full capacity for waste disposal and the projected amount of landfill capacity, for the County's Planning Area, would be in a shortfall of 22,626 tons per day, six days per week in the year 2021. According to the County's OVOV EIR, the impacts from buildout to the solid waste system would be significant and unavoidable even with the incorporation of mitigation measures.

Southern California Edison (SCE) is the primary provider of electric service to the City. The two most prevalent energy conservation programs include the Los Angeles Department of Water and Power (LADWP) "Green LA" program and the public education and outreach facilitated by the County Web site: [www.888CleanLA.com](http://www.888CleanLA.com). Other energy conservation programs include Title 24 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) measure enforced by the County's Building and Safety Division and energy conservation programs promoted by SCE and state agencies.

Natural gas service is provided by the Southern California Gas Company (SCG). SCG operates numerous natural gas pipelines in the City and County. Gas service lines range in size from 2- to 34-inch mains. In the eastern part of the Valley, a 30-inch gas line runs along the Santa Clara River. In the western portion of the Valley a 34-inch and a 22-inch main cross the river. Most of the transmission and distribution lines currently serving the City operate at a medium pressure of approximately 30 to 60 pounds per square inch (psi), except for those located in industrial areas where large natural gas users are prevalent and require higher-pressure lines.

Telephone service to the City is provided by AT&T and Verizon Communications. As development continues, the telephone companies would provide additional system capacity and service connections. There are cellular towers located throughout the Valley.

Cable television service in the City is provided by Time Warner Cable, and AT&T and satellite television service is provided by DirecTV, and Dish Network. Geographically, the east side of the Valley covering Canyon Country and parts of Saugus are served by Time Warner Cable. In addition to the cable television franchise with Time Warner in July of 2006, the Santa Clarita City Council executed a Public Benefits Agreement with AT&T that allows them to make competitive television service available for Santa Clarita Valley residents. AT&T began offering television services to the Santa Clarita Valley in 2007 and is expected to serve up to roughly 30,000 homes in the area.

**DISCUSSION****A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

As the City continues to expand, new projects would be evaluated for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat additional sources of wastewater. Implementation of the Proposed CAP would not result in a significant increase in population. Measures included in the Proposed CAP include the use of reclaimed water, use of low-flow water fixtures and water-efficient landscape irrigation systems all of which will reduce water demand. Thus, there would be no increase in demand for wastewater treatment as a result of the Proposed CAP that would exceed treatment requirements. This would be a **no impact**.

**B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

As the City continues to expand, new projects would be evaluated for their potential impact on the capacity and effectiveness of the wastewater treatment system to treat additional sources of wastewater. Measures included in the Proposed CAP include the use of reclaimed water, use of low-flow water fixtures and water-efficient landscape irrigation systems all of which will reduce water demand. Implementation of the Proposed CAP would not result in a significant increase in population. Thus, resulting needs for water and wastewater treatment would not increase as a result of the Proposed CAP. No expanded or new treatment facilities would be required. This would be **no impact**.

**C) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Increases in population due to new development could increase the amount of storm water runoff, which could necessitate the need for more and larger storm water drainage facilities. However, the implementation of the Proposed CAP would not result in a significant increase in either population or new development. Measures included in the Proposed CAP include the use of reclaimed water, use of low-flow water fixtures and water-efficient landscape irrigation systems all of which will actually reduce water demand. Thus, it is not likely that storm water runoff would increase with the implementation of the Proposed CAP to the extent that new or expanded drainage facilities would be needed. This would be a **no impact**.

**D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Implementation of the Proposed CAP would not result in a significant increase in population. Thus no new water supplies as a result of the Proposed CAP would be required. In order to maintain flexibility in identifying the optimum wastewater conveyance management solution and, in turn reclaimed water production through the planning horizon, the Sanitation Districts will on a case-by-case basis evaluate the needs of the SCVJSS every two years, through 2015 and take whatever steps are necessary to assure adequate water supplies. The Proposed CAP recommends numerous water conservation measures, which could actually reduce the City's water demand. This would be **no impact**.

**E) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

Measures included in the Proposed CAP include the use of reclaimed water, use of low-flow water fixtures and water-efficient landscape irrigation systems all of which will reduce water demand. Implementation of the Proposed CAP would not result in a significant increase in population. Thus, resulting needs for water and wastewater treatment would not increase as a result of the Proposed CAP. No expanded or new treatment facilities would be required. This would be **no impact**.

**F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Implementation of the Proposed CAP would not result in a significant increase in population. Thus, there would not be a substantial increase in the City's waste stream or need for solid waste collection services or landfill capacity as a result of the Proposed CAP. In addition, the Proposed CAP includes numerous measures designed to promote recycling and decrease the City's overall waste stream, therefore potentially lengthening the lifespan of the three landfills within or near the Planning Area. Additionally, AB 371 requires cities, counties, and regional agencies to increase solid waste diversion to 75 percent by year 2020. This would be a **no impact**.

**G) Comply with federal, state and local statutes and regulations related to solid waste?**

The Proposed CAP does not recommend any measure that does not comply with solid waste regulations. In fact, the Proposed CAP recognizes the recent adoption and implementation of AB 371 to increase solid waste diversion throughout the state by 2020 and incorporates this as a measure for GHG emissions reductions. Accordingly, the Proposed CAP promotes recycling and measures to reduce the City's waste stream and achieve the statewide goal of increasing solid waste diversion to 75 percent by 2020. There would be **no impact**.

**2.18 MANDATORY FINDINGS OF SIGNIFICANCE**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**A) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

The purpose of the Proposed CAP is to reduce community-wide GHG emissions in Santa Clarita with the intention of reduction environmental impacts associated with global climate change. The Proposed CAP proposes measures to lessen numerous environmental impacts and does not contain any measure that would either directly or indirectly substantially reduce habitat, reduce wildlife populations, threaten animal or plant communities, or restrict the range of species. Any CAP related project proposed in close

proximity to sensitive resources would be subject to project level environmental review in order to avoid impacts. Continued compliance with the City's established environmental review process would ensure a **less-than-significant impact**.

While there are some known prehistoric or archaeological remains in the Santa Clarita Valley, the Proposed CAP would not have an impact on these remains. The Proposed CAP recommends energy efficiency retrofits and rehabilitation of potentially historic residential structures, as well as potential for PV panels or other distributed renewable energy devices to be installed on residential and commercial facilities, such activities are subject to review by the City which routinely ensures that the historical integrity of structures is not compromised. Continued compliance with the City's established review process would ensure a **less-than-significant impact** to historic and pre-historic resources.

**B) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects.)**

The Proposed CAP would not result in any adverse environmental impacts that are cumulatively considerable. The project is intended to contribute to a cumulative reduction in GHG emissions which will have beneficial cumulative environmental effects. Measures within the Proposed CAP that may result in indirect adverse environmental impacts are evaluated throughout this initial study. However, as all impacts are considered less-than-significant or no impact, it is unlikely that any impact would contribute to a significant cumulative impact. This would be a **less-than-significant impact**.

**C) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

The Proposed CAP is a policy document intended to reduce Santa Clarita's community-wide GHG emissions. This will help cumulatively address the adverse environmental impacts associated with global climate change, while also protecting and enhancing the quality of life in the City. Its measures strive to protect the environment, enhance human health and safety, and conserve natural resources, both within and beyond the City. Adoption and implementation of the Proposed CAP would result in beneficial environmental impacts, and would not cause substantial adverse direct or indirect effects on human beings resulting from a change in the physical environment. There would be **no impact**.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009