

**Table ES-1  
Summary of Project Impacts and Recommended Mitigation Measures**

Project Impacts	Recommended Mitigation Measures	Residual Impact
<p><b>3.1 Land Use</b></p> <p>The proposed Area Plan incorporates policies that would ensure that buildout of the County’s Planning Area does not physically divide an existing community (for example, by construction of a major roadway) and would ensure that a community’s character is maintained. Land use policies are included to promote revitalization, promote green building, sustainability, and development of diverse housing options to serve residents of the County’s Planning Area. Potential impacts on land uses would be less than significant.</p> <p>The Southern California Association of Governments (SCAG) is the regional planning authority for the Southern California Region. The proposed Area Plan and Land Use Map would be consistent with SCAG’s Regional Transportation Plan Policies and Compass/Growth Visioning Principles, and ensure that habitat conservation plans and natural community conservation plans are not impacted within the County’s Planning Area. The proposed Area Plan’s policies protect and designate areas of natural environmental importance such as the Santa Clara River floodplain, local SEAs, and rivers, streams, and associated tributaries throughout the County’s Planning Area as Open Space or Non-Urban Land Use designations. The County’s proposed Area Plan would not conflict with any applicable land use plans, policies, or regulations and impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

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<b>3.2 Transportation and Circulation</b>		
<p>The proposed Area Plan would promote denser, transit-oriented development in areas where transit use is already high. Emphasis is also placed on introducing mixed-use development in order to allow residents to reach services in ways that are not exclusively automobile-dependent, such as by walking, biking and rail. Grouping mixed uses together also reduces the need for residents to make multiple vehicle trips to obtain services and reach employment centers, resulting in a net reduction in the number of vehicles on the roadway. For these reasons, trip generation, vehicle miles traveled, and impacts on arterial roadways and intersections would be incrementally reduced with the proposed Area Plan as compared with the existing Area Plan. Therefore, impacts would be less than significant.</p> <p>Adherence to the proposed Area Plan policies would ensure that the planned improvements to the I-5 and SR-14 freeways would be implemented. With these roadway improvements, operating conditions along both freeways would improve. Operating conditions along Congestion Management Program (CMP) roadways would improve with buildout of the proposed County Area Plan and City General Plan in place of the current County Area Plan and City General Plan; impacts on CMP roadways would be less than significant.</p> <p>The proposed Area Plan policy ensures consistency with the Airport Land Use Plan for the Agua Dulce Airport, the only airport that influences land use within the OVOV Planning Area. Impacts would be less than significant.</p> <p>Implementation of the proposed Area Plan policies would establish several roadway design standards for future development within the County’s Planning Area. Since the proposed Area Plan would provide the framework to avoid roadway hazards, as opposed to increasing their occurrence, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Recommended Mitigation Measures	Residual Impact
<b>3.2 Transportation and Circulation (continued)</b>		
<p>The proposed Area Plan policies are designed to maintain adequate emergency access throughout the County’s Planning Area. They would promote mobility to allow for acceptable response times by emergency vehicles, and ensure emergency access to various types of properties. Additionally, the County would maintain a current evacuation plan. Since the proposed Area Plan would provide the framework to ensure adequate emergency access, impacts would be less than significant.</p> <p>Implementation of the proposed Area Plan policies would allow adjustments to the parking requirements for individual development projects, where appropriate. Implementation of the proposed Area Plan would not generate a parking demand that exceeds code requirements. Therefore, parking demand impacts would be less than significant.</p> <p>The proposed Area Plan policies address the deficiencies in the existing alternative transportation system, and provide direction for the expansion and improvement of alternative transportation throughout the Santa Clarita Valley. Therefore, implementation of the proposed Area Plan would encourage and enhance, as opposed to conflict with, plans supporting alternative transportation. Impacts would be less than significant.</p> <p>The proposed Area Plan policies would encourage the creation of walkable communities and neighborhoods by considering pedestrian access in all phases of development planning, including site design, subdivision design, and public improvement projects. Additionally, the policies seek to create a unified and well-maintained bikeway system, which includes connection of the gaps in the existing system. The proposed Area Plan has been designed to reduce, as opposed to cause, hazards and barriers to pedestrians and bicyclists; therefore, impacts are considered less than significant.</p>		

Project Impacts	Recommended Mitigation Measures	Residual Impact
<p><b>3.3 Air Quality</b></p> <p>The proposed Area Plan policies are designed to reduce air emissions during construction by reducing the amount of infrastructure that would be required, reducing volatile organic compound (VOCs) emissions from pavement, reducing fugitive dust emissions; encouraging use of recycled content building materials, and by cooperating with other appropriate agencies to identify pollution sources and adopt strategies to reduce their emissions. Implementation of these policies would reduce potential Area Plan air quality impacts under this criterion to less than significant.</p> <p>Implementation of the proposed policies would further ensure that the Area Plan would not conflict with or obstruct implementation of the Final 2007 Air Quality Management Plan, and that air quality impacts under this criterion would be less than significant.</p> <p>The proposed policies would reduce to less than significant mobile and stationary source emissions of pollutants that currently exceed state and/or federal standards, and for which the project region is nonattainment.</p> <p>The proposed Area Plan policies are designed to reduce emissions of toxic air contaminants (TACs) and the potential for CO hotspots, as well as reducing potential to exposure to TACs by sensitive receptors. Implementation of these policies would reduce potential Area Plan air quality impacts under this criterion to less than significant.</p> <p>Odor impacts associated with the proposed Area Plan would be less than significant. The proposed policies are designed to ensure the potential sources of odors in the OVOV Planning Area would be less than significant. Implementation of these policies would reduce potential Area Plan air quality impacts under this criterion to less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Recommended Mitigation Measures	Residual Impact
<b>3.4 Global Climate Change</b>		
<p>The proposed policies are designed to reduce GHG emissions during construction. Implementation of these policies would reduce potential Area Plan air quality impacts under this criterion to less than significant.</p> <p>The proposed policies are designed to directly and indirectly reduce greenhouse gas emissions, and to sequester carbon dioxide. Implementation of these policies would reduce potential Area Plan air quality impacts under this criterion to less than significant.</p> <p>The proposed Area Plan and General Plan would not impede or conflict with the state’s goal of meeting AB 32. As demonstrated both the proposed Area Plan and General Plan would be consistent with project design features and mitigation measures recommended by CARB, OPR, the California Climate Action Team, and the Office of the Attorney General and would achieve reductions in GHG emissions from business as usual conditions so as to not impede the state’s ability to meet AB 32. As a result, the project would result in a less than significant impact on global climate change.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Recommended Mitigation Measures	Residual Impact
<b>3.5 Agricultural Resources</b>		
<p>Implementation of the proposed Area Plan policies would provide the conservation needs for Prime Farmland, Unique Farmland, and Farmland of Statewide Importance located within the County’s Planning Area, and thus would not result in the urbanization of these Important Farmlands. The <b>Land Use Policy Map</b> would, therefore, be consistent in providing that these Important Farmland areas are designated as Rural designations on the proposed <b>Land Use Policy Map</b>; therefore, impacts would be less than significant.</p> <p>The proposed Area Plan does not contain any policies that would reduce the exposure of future residents to nuisances associated with agricultural operations or expose farms to nuisances exposed from urban uses. Therefore, these potential impacts would continue to be significant. However, implementation of mitigation measure <b>MM 3.5-1</b> would reduce these impacts to a less than significant level.</p>	<p><b>3.5-1</b> The County of Los Angeles shall implement a Right-to-Farm Ordinance in order to protect existing agricultural operations from future residents that could produce nuisances and to inform new residents of existing agricultural operations within the County’s Planning Area that could produce nuisances such as excess noise, odor, vector control problems, vermin infestation, and pesticide overspray with implementation of the proposed Area Plan.</p>	<p>Less than significant</p>

Project Impacts	Recommended Mitigation Measures	Residual Impact
<p><b>3.6 Aesthetics</b></p> <p>Resources within the County’s Planning Area as well as the City’s Planning Area include a variety of natural and manmade elements as well as the viewsheds to those elements that serve as visual landmarks and contribute to the unique character of the County’s Planning Area. Although specific scenic resources in the County’s Planning Area are identified, it is not intended to provide an exhaustive inventory, as the nature of these resources is somewhat subjective and not easily quantified. Implementation of the proposed Area Plan would increase development within the unincorporated portion of the Santa Clarita Valley, which, if unregulated, would contribute to the obstruction of views, damage scenic resources, conflict with the Valley’s rural character, and generate substantial levels of light and glare. However, the proposed Area Plan includes policies that would ensure the protection of scenic resources and corridors, promote quality construction that enhances the County Planning Area’s urban form, increase open space, and landscaping, and limit light overspill. For these reasons, implementation of the County’s Area Plan would result in a less than significant impact on aesthetics.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Recommended Mitigation Measures	Residual Impact
<b>3.7 Biological Resources</b>		
<p>Potentially significant impacts associated with the proposed Area Plan are those relating to special-status species, sensitive communities, federally protected wetlands, wildlife movement, and nursery sites. The proposed Area Plan policies address avoidance and minimization of impacts on habitats, provisions for the acquisition of habitats in cooperation with conservation groups, provisions for no net loss of jurisdictional wetlands within the County’s Planning Area, and provisions for the identification and protection of at least one designated wildlife corridor linking the two units of the Angeles National Forest through the Valley.</p> <p>The proposed policies do not provide a mechanism for the compensation of lost habitats when avoidance of impacts or minimization of impacts to a level that is less than significant is considered to be infeasible; mitigate for the direct mortality of individuals of listed, proposed, or candidate species. In conjunction with the proposed Area Plan policies, mitigation measures <b>MM 3.7-1</b> through <b>3.7-3</b> would reduce these potential impacts. <b>MM 3.7-1</b> requires preparation of biological site survey reports prepared by a qualified biological consultant for proposed projects. <b>MM 3.7-2</b> addresses direct mortality of special-status species through construction activities. <b>MM 3.7-3</b> addresses impacts on sensitive habitats from implementation of the proposed Area Plan through land acquisition.</p>	<p><b>3.7-1</b> Biological site survey reports shall include an analysis of the potential for a proposed project to result in direct mortality of individuals of listed, proposed, or candidate species, losses of habitats occupied by such species, and losses of opportunity for habitat connectivity.</p> <ul style="list-style-type: none"> <li>• Reports must be prepared by qualified biological consultants.</li> <li>• Reports must include specific information regarding site location, on-site and surrounding biological resources, observed and detected species, site photographs, vegetation map, literature sources, timing of surveys, project footprint, anticipated project impacts, proposed mitigation measures, and additional recommended surveys.</li> </ul> <p><b>3.7-2</b> If special-status species may potentially be subject to direct loss through implementation of construction activities, mitigation measures proposed as part of biological site survey reports shall include a requirement for preconstruction special-status species surveys, followed by measures to ensure avoidance, relocation or safe escape of special-status species from construction activity, whichever action is the most appropriate. If special-status species are found to be brooding, denning, nesting, etc. on site during the preconstruction survey, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitat areas. A qualified biologist shall be on site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.</p>	<p>Significant and Unavoidable</p>

Project Impacts	Recommended Mitigation Measures	Residual Impact
<b>3.7 Biological Resources (continued)</b>		
<p>Although the loss of sensitive habitats may be compensated for through land acquisition, the loss of special-status species and wildlife movement opportunities would remain significant. Special-status species are dependent on a variety of habitat types, not all of which are necessarily sensitive, such as annual grassland and various common scrub and chaparral types. Consequently, the conversion of all types of currently undeveloped wildlife habitat to Residential, Commercial and Industrial uses permitted under the proposed Area Plan would result in impacts on special-status species that would remain significant at the plan level.</p> <p>Impacts on wildlife movement opportunities would also be significant and unmitigable because of the loss of connectivity for wildlife movement through the County’s Planning Area; this connectivity would not be recoverable once the area has been developed.</p>	<p><b>3.7-3</b> Impacts on sensitive habitats resulting from implementation of the Area Plan shall be compensated for through the acquisition of lands described in <b>Policies CO 10.1.3, CO 10.1.11 and CO 10.1.12</b>. Said acquisition shall prioritize habitat types that are particularly at risk in the region. At risk habitats include but are not limited to waterways, wetlands and vernal pools; alluvial scrub; native grasslands; savannas, woodlands and forests; holly-leaf cherry and Great basin sagebrush associations; and rocklands.</p>	<p>Significant and Unavoidable</p>