

2.1 INTRODUCTION

The Specific Plan is designed to deliver a premier mixed-use, transit-oriented neighborhood to the eastern Santa Clarita Valley. The Specific Plan is guided by the goal of creating a unique, environmentally sensitive neighborhood where people can live, work, play, and shop. The Specific Plan reflects the rich heritage of the site and retains the character of the surrounding area while bringing a new vibrant mixed-use neighborhood to the community.

The size of the Specific Plan site provides a unique opportunity to plan an integrated neighborhood that balances the environmental sensitivity of the Santa Clara River with the opportunity to create a “town center” for this portion of the Santa Clarita Valley. This design concept is intended to maximize walkability and encourage day-to-day interaction between the mix of land uses within the Specific Plan. The Specific Plan also is committed to parks, recreation, and open space, and includes trails and the preservation of important river resources in and along the Santa Clara River.

The Specific Plan's design includes a new multi-modal transit hub, entailing a Metrolink Station, commuter platform, parking, Bus Transfer Station, and accessory improvements, to facilitate transit and reduce automobile trips. The multi-modal hub is enhanced further by an integrated, extensive network of trails and pedestrian connections, including two significant extensions of the Santa Clara River Trail.

In addition, the Specific Plan creates a one-of-a-kind opportunity for new employment in the eastern Santa Clarita Valley with premier office, retail, and live/work uses integrated within a street system oriented around a "Main Street" (Vista Square). A diversity of housing types will be provided, in conjunction with a proposed trail system and public and private parks connecting to Vista Square and the new City/Metrolink transit center. The Specific Plan will make significant on- and off-site roadway improvements to facilitate access to and from the subject property.

Upon buildout, the Specific Plan will allow a maximum of 1,100 residential dwelling units; up to 950,000 square feet of commercial and office, retail, theater, restaurant, and hotel uses; and open space, parks, trails, public and private street system, utilities, and associated amenities.

2.2 SPECIFIC PLAN OBJECTIVES

The Specific Plan's design is based on the following land use planning, economic, and resource conservation objectives:

2.2.1 LAND USE PLANNING OBJECTIVES

- (1) Create a new transit-orientated community with interrelated neighborhoods that allows for residential, retail/commercial, office, hotel, and recreational uses, while preserving and enhancing significant natural and historical resources.
- (2) Provide a sensitive and protective interface with the Santa Clara River Corridor by utilizing appropriate setback, grading, landscape, buried bank stabilization, and water quality treatments.
- (3) Provide development and transitional land use patterns that do not conflict with surrounding communities and land uses.
- (4) Arrange land uses to reduce vehicle miles traveled and energy consumption, and to encourage the use of transit.
- (5) Design neighborhoods to create a unique identity and sense of place.
- (6) Design neighborhoods to locate a variety of residential and non-residential land uses in close proximity to each other and major road corridors, transit, and trails.
- (7) Provide a rich set of public spaces, including roadways that range from lively streetscapes to pedestrian passages.
- (8) Implement sustainable development principles, including greater energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy sources.
- (9) Create and enhance opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal pedestrian circulation system that links residential neighborhoods to nearby schools, neighborhood parks, trail systems, neighborhood retail/commercial and adjacent park and recreation areas.
- (10) Foster the design and integration of a mutually beneficial relationship between the natural and built environments, and implement sensitive land use transition treatments, attractive streetscapes, and high quality design themes.
- (11) Provide a meandering trail with public access adjacent to the Santa Clara River Corridor.
- (12) Integrate a new community into the City's existing and planned circulation network.
- (13) Provide a landscape design that emphasizes a pleasant neighborhood character and inviting streetscapes.

- (14) Facilitate the expansion of transit facilities by providing property and participate in the funding of a new City/Metrolink transit center and associated facilities, and direct pedestrian access to such facilities from the Specific Plan's commercial, retail, office, and residential areas.
- (15) Provide neighborhood parks and improvements that offset park dedication requirements and meet the recreation needs of local residents.

2.2.2 ECONOMIC OBJECTIVES

- (1) Enhance and augment the housing market by providing a variety of housing types and densities to meet the varying needs of future residents.
- (2) Adopt development regulations that provide flexibility to respond and adjust to changing economic and market conditions.
- (3) Provide a tax base to support public services and infrastructure.
- (4) Provide a project jobs/housing balance of at least two jobs for every one residential unit.
- (5) Adopt development regulations and guidelines that allow site, parking and facility sharing, and other innovations that reduce the costs of providing public services.

2.2.3 RESOURCE CONSERVATION OBJECTIVES

- (1) Restore and minimize impacts to important biotic resources.
- (2) Maintain the use of the Santa Clara River as a major east/west open space corridor.
- (3) Establish a Santa Clara River Corridor and adopt measures to maintain, enhance, and protect important river habitat values and functions.
- (4) Provide native revegetation of river and setback areas when temporarily disturbed due to development activities.
- (5) Minimize impacts to the Santa Clara River and its resources.
- (6) Minimize impacts to oak trees and incorporate, where possible, oak trees into public spaces.

2.3 LAND USE PLAN

The Specific Plan's objectives, above, guide the overall Land Use Plan. The Land Use Plan (**Figure 2.0-1**) and the Specific Plan Summary (**Table 2.0-1**) provide the framework for development of the Specific Plan area. This section establishes the Specific Plan's land use

designations by Planning Area and uses/acreage. **Table 2.0-2, Land Use Plan Statistical Summary**, also is provided to show the Land Use Plan statistical summary broken down by Planning Area and land use designation (Residential (R), Mixed-Use (MU), Open Space (OS), and Other (O)), all of which are linked by a system of trails, public streets, and private drives.

This zoning approach differs from conventional zoning, which typically divides areas into zones that rigidly segregate residential, commercial, and non-residential uses into distinct areas, and thereby require residents to drive for nearly all daily activities.

**Table 2.0-1
Specific Plan Summary**

Planning Area No.	Commercial Square Footage	Office Square Footage	Dwelling Units	Other Land Uses	Acreage
Planning Area-1 (PA 1)	n/a	n/a	480	Water Reclamation Plant, Private Drives, Private Recreation Areas, Landscape Areas, Trails	11.5
Planning Area-2 (PA 2)	164,000 sf retail plus a 200-room hotel (140,000 sf)	646,000	325	Metrolink and Bus Transfer Stations, Vista Square, Community Garden, Town Green, Private Recreation Areas, Trails	32
Planning Area-3 (PA 3)	n/a	n/a	295	Oak Park/River Education Center, Private Recreation Area, Trails, Landscape Areas	40.8
Santa Clara River Corridor	n/a	n/a	n/a	River Corridor, Mitchell Hill Open Space	87.3
Public Streets	n/a	n/a	n/a	n/a	13.7
TOTAL	164,000 sf plus a 200-room hotel (140,000 sf)	646,000	1,100		185.3

Notes:

The Specific Plan allows for a transfer of up to 81 residential units from PA-2 to PA-3 and the transfer of up to 74 residential units from PA-3 to PA-2; however, in no event shall the project be permitted to exceed a maximum of 1,100 residential units.

Source: Tentative Tract Map No. 69164 (April 2011).



Figure 2.0-1

**Table 2.0-2
Land Use Plan Statistical Summary**

Planning Areas	Land Use Designation ¹	Use Type	Acres (gross)	Dwelling Units	Square Footage		
					Retail	Office	Hotel
PA-1	R	Attached Residential, Private Recreation Areas	10.5	480	--	--	--
	O	Water Reclamation Plant	1	-	-	-	-
PA-2	MU	Offices, Retail, Hotel, ² Theater, Parking Structures (including Metrolink Parking), Residential, Private Recreation Areas	30	325	164,000	646,000	140,000
	O	Community Garden, Town Green, Metrolink and Bus Transfer Stations	2	-	-	-	-
PA-3	R	Attached and Detached Residential, Private Recreation Area	30	295	--	--	--
	O	Oak Park	10.8	--	--	--	--
Other Areas							
River Corridor (including Mitchell Hill Open Space)	OS	River	87.3	--	--	--	--
Public Streets	O	Streets	13.7	--	--	--	--
TOTAL			185.3	1,100	164,000	646,000	140,000

Notes:

¹ R = Residential; MU = Mixed Use; OS = Open Space; and O = Other. OS includes the Santa Clara River Corridor, including buried bank stabilization areas.

² PA-2 includes a four-story hotel/s with 200 rooms, as shown on Tentative Tract Map No. 69164.

Source: Tentative Tract Map No. 69164 (April 2011)

2.3.1 LAND USE DESIGNATION ZONES*

The following land use designation zones are established by this Specific Plan, and are applied to property within the Specific Plan area, as shown on the Specific Plan Land Use Plan (Figure 2.0-1):

1. **Residential (R).** The R land use designation zone is applied to areas appropriate for a variety of attached and detached residential units, including condominiums, apartments, residential flats, attached residential with surface parking, and attached residential with parking structure. The R designation includes for rent and for sale units. The designation also allows recreation, trails, landscaped areas, and parking areas to support the residential areas.
2. **Mixed-Use (MU).** The MU land use designation zone is applied to areas appropriate for a wide-range of land uses, and allows multi-family residential, office, retail, and general commercial uses, and office over retail, hotel/lodging, theatre, cinema or performing arts, studios, health/fitness facilities, churches, child care facilities, community assembly, and outdoor dining. Civic uses also are encouraged in this zone. Street frontages in the MU zone are pedestrian-oriented, and parking structures, surface parking and subterranean parking are allowed. Further, this zone contemplates a variety of office uses, including areas appropriate for business, financial, professional, business support service, processing, administrative, bank, medical services, and other office and supporting uses. This zone will accommodate local and regional employment needs and enhance the Specific Plan's housing/employment balance objectives. This zone also contemplates a variety of retail uses, including areas appropriate for restaurant, café, coffee shop (including outdoor seating), market, general retail, food service (including drive-through facilities), and entertainment.
3. **Open Space (OS).** The OS land use designation zone is applied to the Santa Clara River Corridor, including the Mitchell Hill Open Space, buried bank stabilization areas and the Santa Clara River Trail.
4. **Other (O).** The O land use designation zone is applied to areas containing public facilities, streets, and recreation areas. Areas covered by the O designation include the water reclamation plant, Oak Park, public streets, Metrolink Station, Bus Transfer Station, Community Garden, River Education Center and Town Green.

2.3.2 PLANNING AREAS

The Specific Plan site is to be developed in three Planning Areas, as shown on Tentative Tract Map No. 69164. The Planning Areas are described below.

Planning Area 1 (PA-1). PA-1 consists of approximately 11.5 acres located within the southwest portion of the Specific Plan site. This area consists of a maximum of 480 attached, multi-family condominium units, which may be sold or leased. Three private recreational areas (0.39 acre), trails, water quality improvements, surface and structure parking, and other open areas also are provided within PA-1. The water reclamation plant also is located in PA-1. The maximum building height in PA-1 is 50 feet (excluding architectural elements, which can extend up to a maximum of 60 feet). Building footprints, building locations, multi-family product types shown on TTM 69164 within PA-1 can be modified consistent with the requirements of the Specific Plan.

Planning Area 2 (PA-2). PA-2 consists of approximately 32 acres, located within the south central portion of the Specific Plan site. PA-2 consists of 325 attached, residential condominium units (*e.g.*, apartments, live/work units, residential flats, residential over retail), and two private recreation areas. All of the residential units in PA-2 may be leased. Up to 81 of the 325 residential units within PA-2 can be transferred to PA-3. In addition, PA-2 includes 646,000 square feet of office space; 164,000 square feet of retail space (including restaurants and a theater); a 200-room hotel/s (consisting of approximately 140,000 square feet); up to four parking structures and accessory surface and subterranean parking; the multi-modal transit hub, consisting of the Metrolink Station and Bus Transfer Station; Vista Square-Pedestrian Plaza; Town Green; Community Garden; and associated park, trails, swales, private drives, and public streets. Recreational areas, trails, water quality improvements, and other open areas also are provided within PA-2. The Town Green and Community Garden would be maintained by a property owners' association. The maximum height in PA-2 for retail/commercial buildings is 55 feet (excluding architectural elements, which can extend up to a maximum height of 66 feet). Excluding architectural elements, the maximum height for the two office buildings in PA-2 located adjacent to the Lost Canyon Road/Vista Canyon Road intersection is 95 feet, and 60 feet for office buildings located south of these two office buildings. Architectural elements could extend up to 114 feet and 72 feet, respectively. All residential structures within PA-2 will have a maximum height of 50 feet (excluding architectural elements, which would extend up to 60 feet). PA-2 includes a unique mix of office, retail, and residential uses with a street system oriented around "Main Street" (Vista Square), "Plaza at Vista Square," and the theater. Vista Square includes diagonal on-street parking, sidewalks, landscaping, public amenities (*e.g.*, benches, bike racks, and outdoor dining), and other traffic calming features to balance the needs of pedestrians with those of cars, and to enable pedestrian-oriented shops, restaurants, and services. This vibrant area also is in close proximity to the multi-modal transit hub to facilitate transit, reduce automobile trips, and create a place to live, work, play, and shop.

Building footprints and land uses shown on TTM 69164 within PA-2 can be modified or relocated consistent with the requirements of the Specific Plan.

Planning Area 3 (PA-3). PA-3 consists of approximately 40.8 acres, located within the southeast portion of the Specific Plan site. PA-3 consists of up to 295 residential units, which can be either single-family or multi-family attached units. Up to 74 of the 295 residential units in PA-3 can be transferred to PA-2. The maximum height of the residential structures within PA-3 is 35 feet. The 10.8-acre Oak Park/River Education Center within PA-3 is to be improved and dedicated to the City, while the private park and recreation facilities (1 acre) are to be utilized by future residents and maintained by a homeowners' association. Trails, water quality improvements, and other open areas also are provided within PA-3. To support the residential uses within PA-3, the area also includes one public street (Lost Canyon Road) and private streets/drives.

Building footprints, building locations, multi-family and single-family product types shown on TTM 69164 within PA-3 can be modified and relocated consistent with the requirements of the Specific Plan. **Other Areas.** The Specific Plan includes other areas within its boundary. These areas include: (a) the buried bank stabilization/protection along the north and south side of the Santa Clara River; (b) the reach of the Santa Clara River Corridor (including the Mitchell Hill Open Space) within the Specific Plan boundary; and (c) the public streets and private drives in and out of the Specific Plan site.

2.3.3 OFF-SITE IMPROVEMENTS

To facilitate development of the Specific Plan, the applicant is responsible for the grading and construction of off-site improvements. The off-site improvements consist of:

- (a) The extension of Lost Canyon Road (approximately 800 feet), from its present terminus at the northerly abutment of the bridge over the Metrolink railroad tracks within Fair Oaks Ranch, across adjacent properties to the Specific Plan site. The right-of-way for this road is proposed at 95 feet, which will accommodate two vehicular lanes in each direction, a raised landscaped median, parkway, sidewalk, and Class III bike lanes. Approximately 160,000 cubic yards of grading is necessary to complete this improvement.
- (b) The extension of Jakes Way (approximately 250 feet) from its present terminus directly west of the Specific Plan site to the proposed roundabout at Lost Canyon Road and Jakes Way. The right-of-way for this road is proposed at 92 feet, which will accommodate one vehicular lane in each direction, parkway, sidewalk, and Class III bike lanes. Approximately 2,000 cubic yards of grading is necessary to complete this improvement. Buried bank stabilization also is necessary along this roadway extension, and will connect to the existing concrete-gunite flood protection located directly north of the existing Jakes Way.

- (c) Grading on portions of the adjacent properties to the south for slope and drainage purposes.
- (d) The extension of the Santa Clara River Regional Trail easterly from the Specific Plan site will either be constructed along the Santa Clara River at a width of 12 feet (assuming necessary easements can be acquired) or along Lost Canyon Road at a width of up to 10 feet from the project boundary to Sand Canyon Road. The trail will consist of decomposed granite or a similar surface and include a pedestrian/equestrian bridge crossing over the Sand Canyon Wash.
- (e) The widening and completion of roadway improvements on Lost Canyon Road under SR-14, within the existing right-of-way. This roadway presently is partially improved and used for public access. Proposed improvements would include the addition of pavement, curb gutter, and sidewalk (east side).
- (f) The import of up to 500,000 cubic yards of dirt from one or both of the following borrow sites: (a) the George Carvalho Santa Clarita Sports Complex; and/or (b) the Centre Pointe Business Park. Development on both of the borrow sites previously has been approved by the City of Santa Clarita.
- (g) Construction of the platform and accessory station improvements within the Metrolink right-of-way as part of a new multi-modal transit hub.
- (h) Grading and various trail improvements within the Metrolink right-of-way adjacent to the site.
- (i) Construction of various off-site roadway infrastructure improvements.

2.4 MOBILITY PLAN

2.4.1 INTRODUCTION

The Specific Plan's Mobility Plan provides for a transportation/circulation system utilizing existing routes and new facilities. The Mobility Plan incorporates vehicular and non-vehicular modes of transportation in a system of roads, bike lanes, trails, and pedestrian pathways. Roads are arranged in a hierarchy, organized by function, to facilitate access within and around the Specific Plan site. The Plan seeks to implement street sections that slow traffic and create a pleasant walking environment and reduce urban "heat island" effect.³ The Specific Plan's

³ The term "heat island" describes built environment areas that are hotter than nearby rural or open areas. Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, greenhouse gas emissions, heat-related illness and mortality, and water quality. (See <http://www.epa.gov/heatisland/index.htm>, last visited April 8, 2011.)

circulation network described below is conceptually shown on **Figure 2.0-2, Specific Plan Circulation Network**.

The Specific Plan also is guided by its proximity and access to the existing Metrolink rail right-of-way, located adjacent to the southern boundary of the Specific Plan site. Traditionally, these rights-of-way were viewed as "constraints" to proposed development. However, today, planning principles recognize that commuter rail lines and transit stations can be more than travel nodes because a segment of the community wants the option of riding the train or utilizing transit to travel to and from work, combined with the vitality that tends to surround such transit-oriented areas. Proximity to transit reduces automobile trips and creates a place to live, work, play, and shop.

Consistent with these planning principles, the Specific Plan proposes to provide the land needed to develop a new multi-modal transit hub within PA-2 and partner with the City and MTA on the related facilities. The Mobility Plan creates and enhances opportunities for non-vehicular travel and pedestrian mobility by facilitating transit with the new City/Metrolink transit center and directing pedestrian access to such facilities from the Specific Plan's office, commercial, retail, hotel, and residential areas.

The Specific Plan's other key feature consists of a mix of office, commercial, retail, and residential uses surrounded by a Main Street thoroughfare (Vista Square), which, like the rest of the project, is designed as a pedestrian-oriented environment. This town center design is intended to calm traffic in order to balance the needs of pedestrians to those with cars, and to enable pedestrian-oriented shops, restaurants, and services. The design concept for "Vista Square" is to create a feeling that people are at the center of an exciting and dynamic place with sidewalk dining, shops, traffic-calming features, and streetscape improvements. Parking along Vista Square is addressed through diagonal on-street parking, along with other parking in PA-2 in the form of strategically located "park-once" parking structures in close proximity to Vista Square.

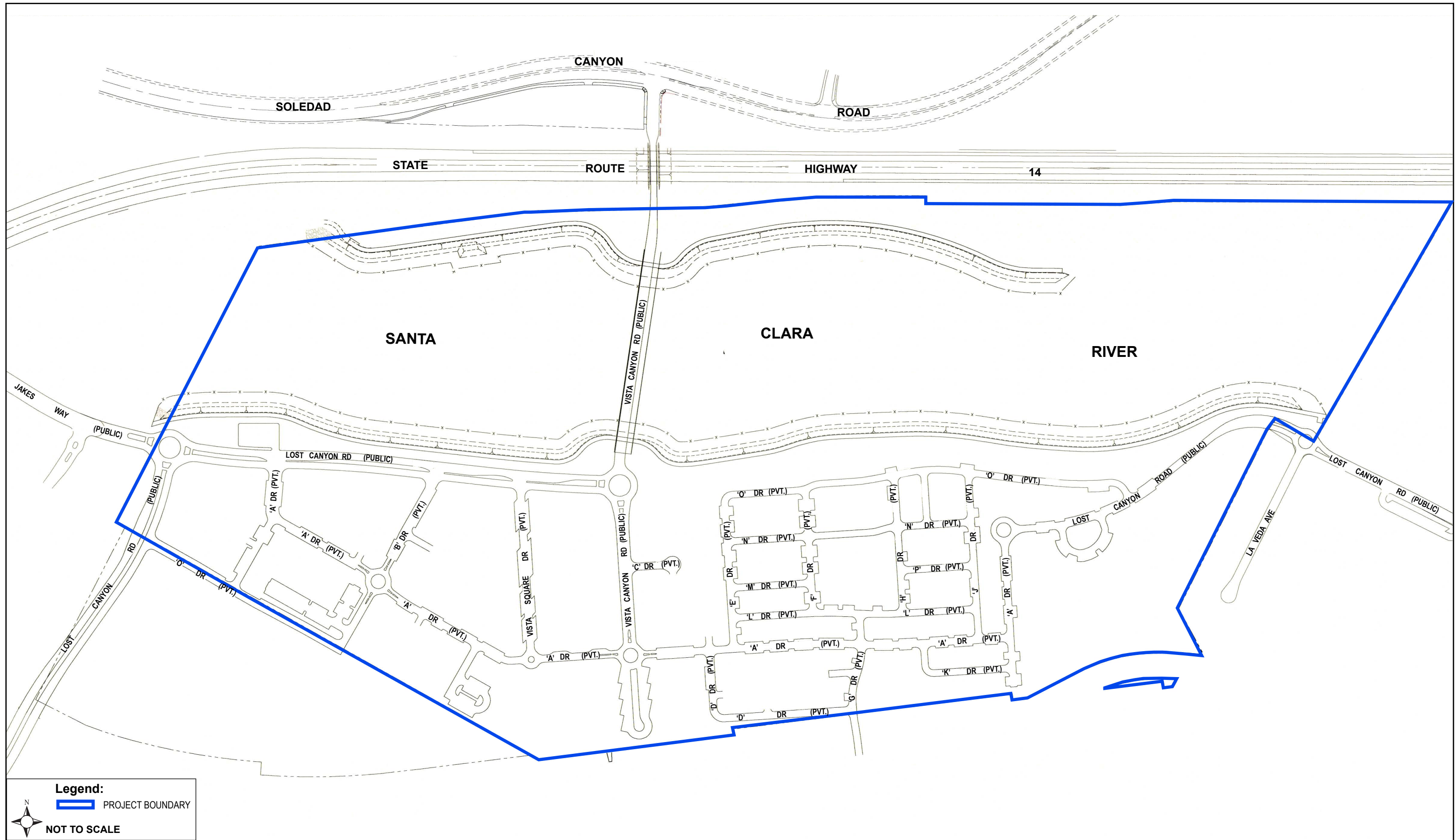


Figure 2.0-2 Specific Plan Circulation Network

2.4.2 EXISTING REGIONAL CIRCULATION AND ACCESS

The City is served by an existing network of highways, roadways, multi-use trails, commuter rail, and transit service. Primary regional access in the Santa Clarita Valley is provided by I-5, located south and west of the Specific Plan site. SR-14, located north of the Specific Plan site, also provides a regional link between the Los Angeles basin and the high desert communities of Palmdale and Lancaster. SR-14 connects to I-5 southwest of the Specific Plan site. Soledad Canyon Road provides secondary regional access, paralleling SR-14 along the northern boundary of the Specific Plan site and extending north to Palmdale and Lancaster.

The Metrolink Antelope Valley line serves the region by connecting the Antelope Valley with points south, including Santa Clarita, to Union Station in downtown Los Angeles. The City also presently is served by a City-owned and operated bus service. Santa Clarita Transit (SCT) provides local and regional bus service, operating local routes within the Santa Clarita Valley and regional routes to and from Los Angeles, Antelope Valley, Van Nuys, and Warner Center. The Los Angeles Department of Transportation (LADOT) also provides commuter service with stops in the Santa Clarita Valley.

The Specific Plan will connect to the Santa Clarita backbone trail network as well as the County of Los Angeles trail system.

2.4.3 LOCAL ROADWAY CIRCULATION AND ACCESS

The Specific Plan Mobility Plan roadway network is designed as an orderly extension of the existing regional circulation pattern in the Santa Clarita Valley. The proposed development patterns within the Specific Plan site, integrated with existing and proposed roadway alignments, form the basis for this network. The Mobility Plan is designed to integrate modes of travel, accommodate anticipated traffic demands generated by the Specific Plan and surrounding development, and provide important roadway extensions and improvements that ultimately will connect existing and proposed Planning Areas to the SR-14 corridor and the rest of the Santa Clarita Valley.

Vehicular access to and from the Specific Plan site will be from four existing roadways. Primary access to the site will be from: (a) Soledad Canyon Road, via the new Vista Canyon Road Bridge, to the north; (b) the westerly Lost Canyon Road within Fair Oaks Ranch, which will be extended to the Specific Plan site, connecting with Jakes Way at a roundabout; (c) Jakes Way, which would be extended easterly from its present terminus to Lost Canyon Road; and (d) after the Lost Canyon Road/Jakes Way roundabout, Lost Canyon Road will traverse easterly through the Specific Plan site and terminate at a roundabout with the new Vista Canyon Road. Secondary access to and from the Specific Plan site will be from the easterly terminus of Lost Canyon Road near existing La Veda Avenue; this access is designed with a roundabout, an internal traffic loop, and other traffic calming features to minimize "cut-through" traffic.

Additionally, the Specific Plan will include improvements to Lost Canyon Road from La Veda Avenue to Sand Canyon Road. These improvements will consist of constructing a trail within the right-of-way on the north side of Lost Canyon Road (if not located along the River) and striping Lost Canyon Road to include two travel lanes and an auxiliary lane, which will provide for vehicle stacking in front of both schools. Additionally, intersection improvements, consisting of a single-lane “roundabout” will be constructed at the intersection of Lost Canyon Road and Sand Canyon Road.

2.4.3.1 Lost Canyon Road

Lost Canyon Road from Via Princessa to Sand Canyon Road is the only roadway within the Specific Plan boundary designated as a "Major/Secondary Highway" in the Santa Clarita General Plan Circulation Element and the Los Angeles County Master Plan of Highways. Both the City and County anticipate Lost Canyon Road continuing through the Specific Plan site.

The project applicant is requesting a General Plan Amendment to the City's Circulation Element in order to:

- (a) Establish the Lost Canyon Road alignment;
- (b) Reduce Lost Canyon Road from a six-lane Major Highway to a four-lane Secondary Highway from its westerly terminus in Fair Oaks Ranch to the future roundabout at Lost Canyon Road and the proposed Vista Canyon Road;
- (c) Designate the Vista Canyon Road Bridge as a Limited Secondary Highway, with this roadway consisting of two travel lanes, a striped median/emergency lane, sidewalk and a Class I bike path on the east side; and,
- (d) Remove Lost Canyon Road, from Vista Canyon Road to Sand Canyon Road, from the City's General Plan Circulation Element as a Major Highway.

If the General Plan Circulation Element Amendments are adopted, the Specific Plan will implement the Mobility Plan shown on **Figure 2.0-3**. As shown, the following Lost Canyon Road segments will be constructed:

Lost Canyon Road South of Jakes Way

Lost Canyon Road will be extended (approximately 800 feet), from its existing terminus at the northerly abutment of the bridge over the Metrolink rail tracks within Fair Oaks Ranch, north across adjacent properties to the south and west of the Specific Plan site. This segment, a public street, will have a maximum 95-foot right-of-way and provide two vehicular lanes in each direction and raised medians, curbs and gutters, parkways, sidewalks and Class III bike lanes on both sides. This road is depicted in cross-section and plan view in **Figure 2.0-4**, below.

Roundabout "A": Lost Canyon Road at Jakes Way

This section of Lost Canyon Road will terminate on the west side of the Specific Plan site at a roundabout, located at Lost Canyon Road and Jakes Way (Roundabout "A"), as shown on Tentative Tract Map No. 69164. The roundabout's overall radius is 79 feet, and consists of two vehicular travel lanes. The plan view of this roundabout is depicted below in **Figure 2.0-5**.

Jakes Way/Lost Canyon Road (Lost Canyon Road to Vista Canyon Road)

Jakes Way will be extended (approximately 250 feet) from its existing terminus directly west of the Specific Plan site to the proposed roundabout at Lost Canyon Road and Vista Canyon Road. This segment, a public street, will have a maximum 92-foot right-of-way and provide vehicular lanes in each direction, raised medians, curbs and gutters, parkways, a sidewalk on one side and Class III bike lanes. Buried bank stabilization is needed along the north side of this roadway extension and will connect to the existing concrete-gunite flood protection located directly north of the existing Jakes Way. This road is depicted in cross-section and plan view in **Figure 2.0-6**, below.

Lost Canyon Road to La Veda Avenue

The portion of Lost Canyon Road located within PA-3 will be extended to the existing segment of La Veda Avenue to the east. This segment, a public street, will have a maximum 68-foot right-of-way and accommodate one vehicular lane in each direction, as well as parking, curbs and gutters, parkways, and sidewalks on both sides of the street, in addition to various traffic calming improvements. This road is depicted in cross-section and plan view in **Figure 2.0-7**, below.

Lost Canyon Road East of La Veda Avenue

Lost Canyon Road will be extended east of the existing La Veda Avenue segment beyond the easterly portion of the Specific Plan site. This segment, a public street, will have a maximum 66-foot right-of-way and accommodate one vehicular lane in each direction, a center stacking or left-turn lane, curbs and gutters, parking on the south side, a sidewalk on the south side in order to create a continuous walkway to Sand Canyon Road further east, and a trail on the north side (if not constructed along the River). This segment will provide access to the east side of the Specific Plan, serving primarily PA-3. This road is depicted in cross-section and plan view in **Figure 2.0-8**, below.

2.4.3.2 Vista Canyon Road

Vista Canyon Road/Vista Canyon Road Bridge (North)

At the Lost Canyon Road/Vista Canyon Road roundabout, Vista Canyon Road will traverse both north and south. The northerly portion of Vista Canyon Road will consist of two lanes in a maximum right-of-way width of 64 feet, with a painted median/emergency lane, curbs and gutters, and a Class I trail. This road will cross the Santa Clara River via the Vista Canyon Road Bridge. This road is depicted in cross-section and plan view in **Figure 2.0-9**, below.

Vista Canyon Road SR-14 Underpass to Soledad Canyon Road Improvements

Once on the north side of the Santa Clara River, Vista Canyon Road will continue to proceed north under SR-14 and ultimately connect to Soledad Canyon Road. As part of the Specific Plan, the applicant will widen and complete roadway improvements, within the existing City right-of-way, on Vista Canyon Road under SR-14. This roadway currently is partially improved and used for public access. Proposed improvements will include the addition of pavement, curbs, and gutters, and a sidewalk on the east side. This road is depicted in cross-section and plan view in **Figure 2.0-10**, below.

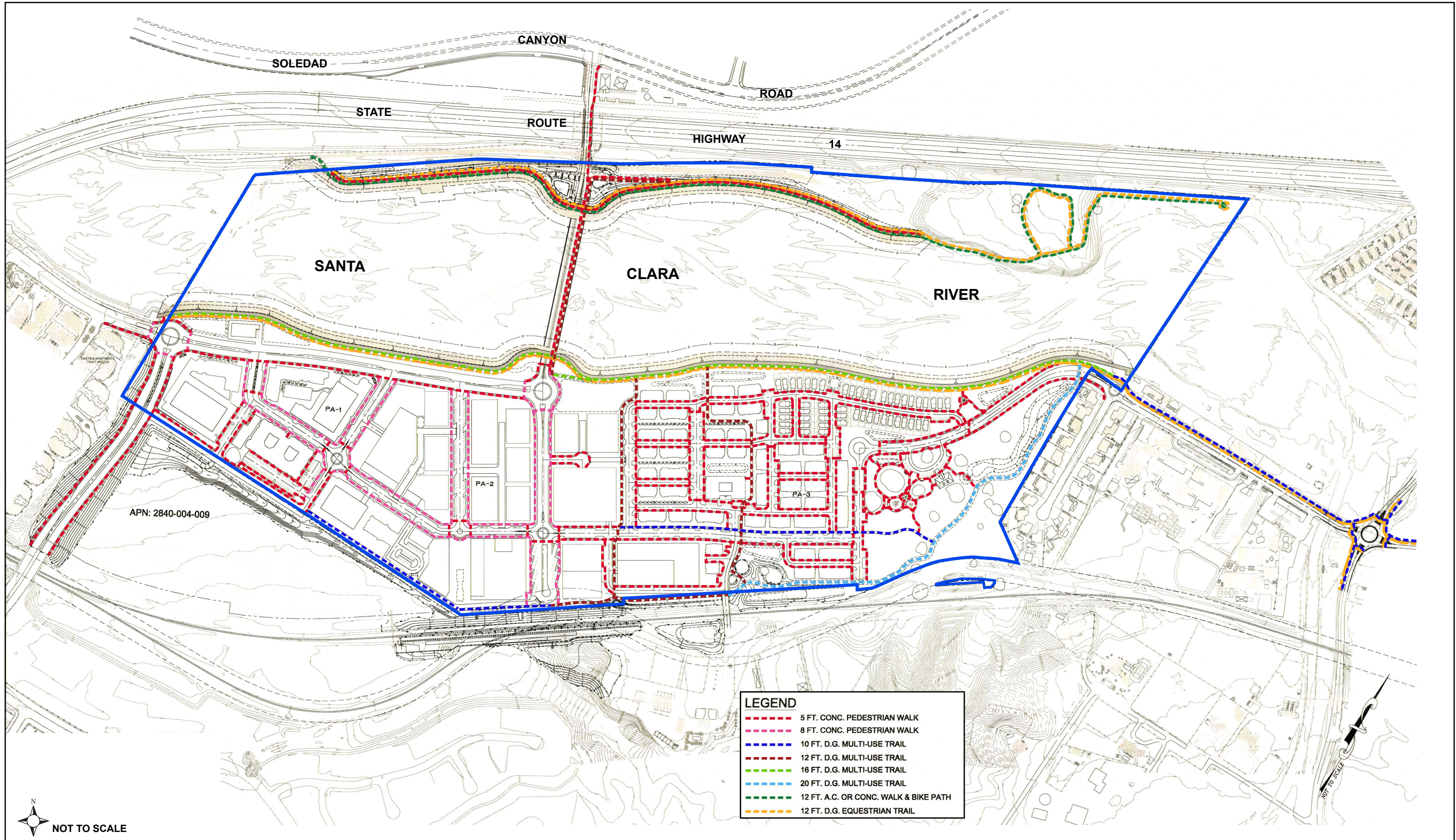
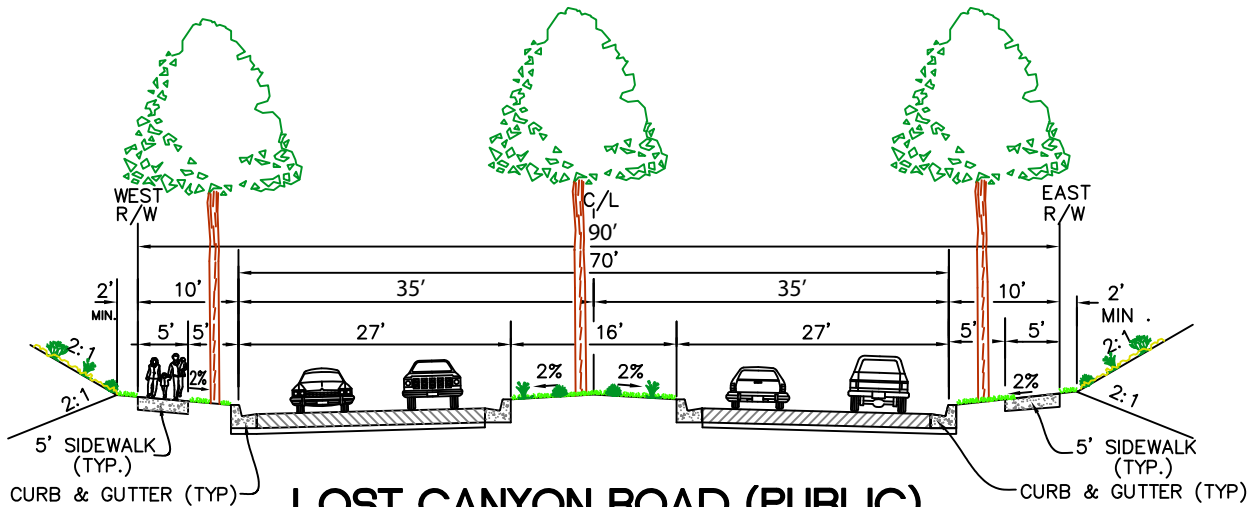


Figure 2.0-3

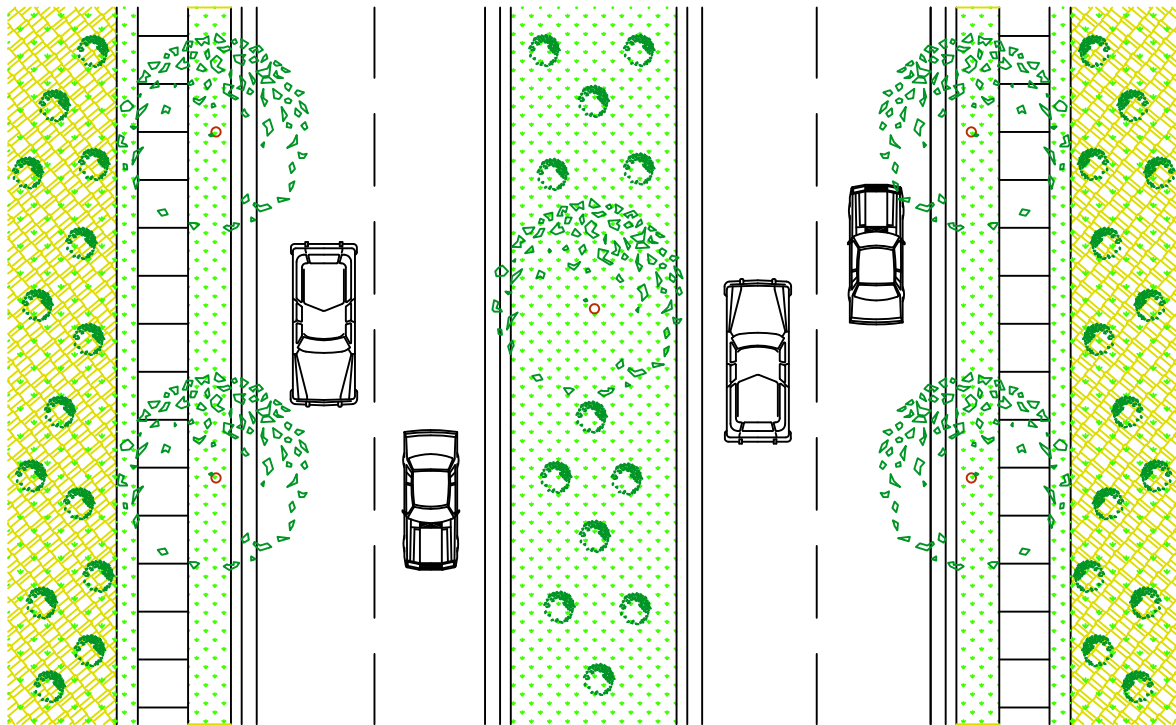


LOST CANYON ROAD (PUBLIC)

SOUTH OF JAKES WAY

CROSS SECTION

NOT TO SCALE



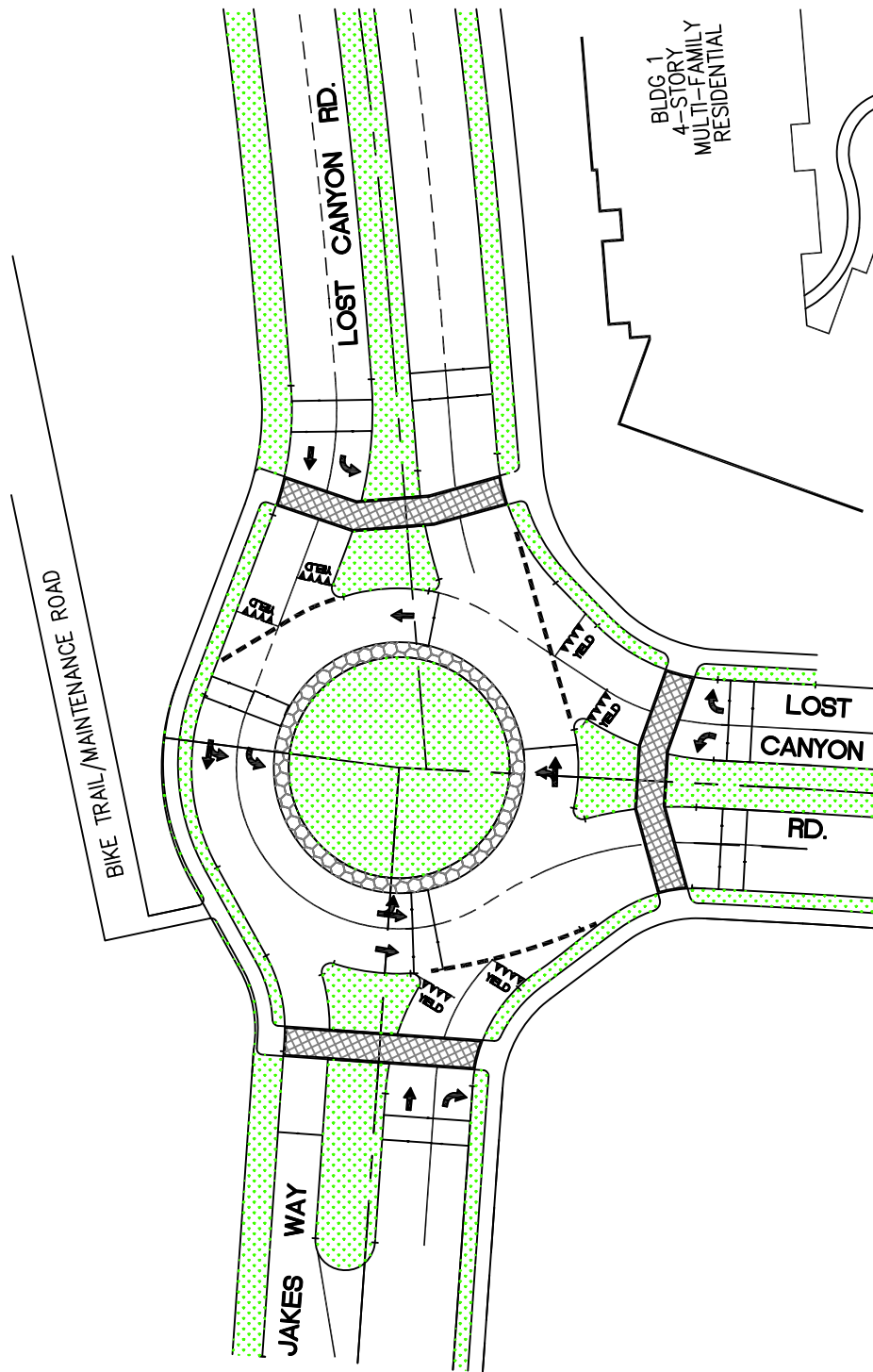
PLAN VIEW

NOT TO SCALE

NOT TO SCALE

Figure 2.0-4

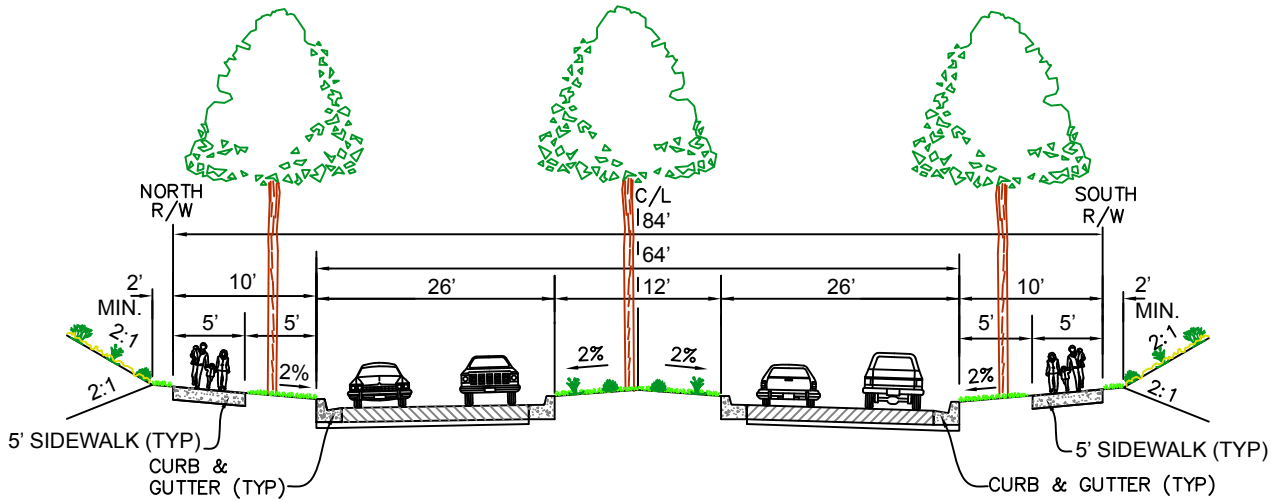
Road Section (Lost Canyon Road South of Jakes Way)



ROUNDABOUT 'A'
LOST CANYON ROAD at JAKES WAY

 NOT TO SCALE

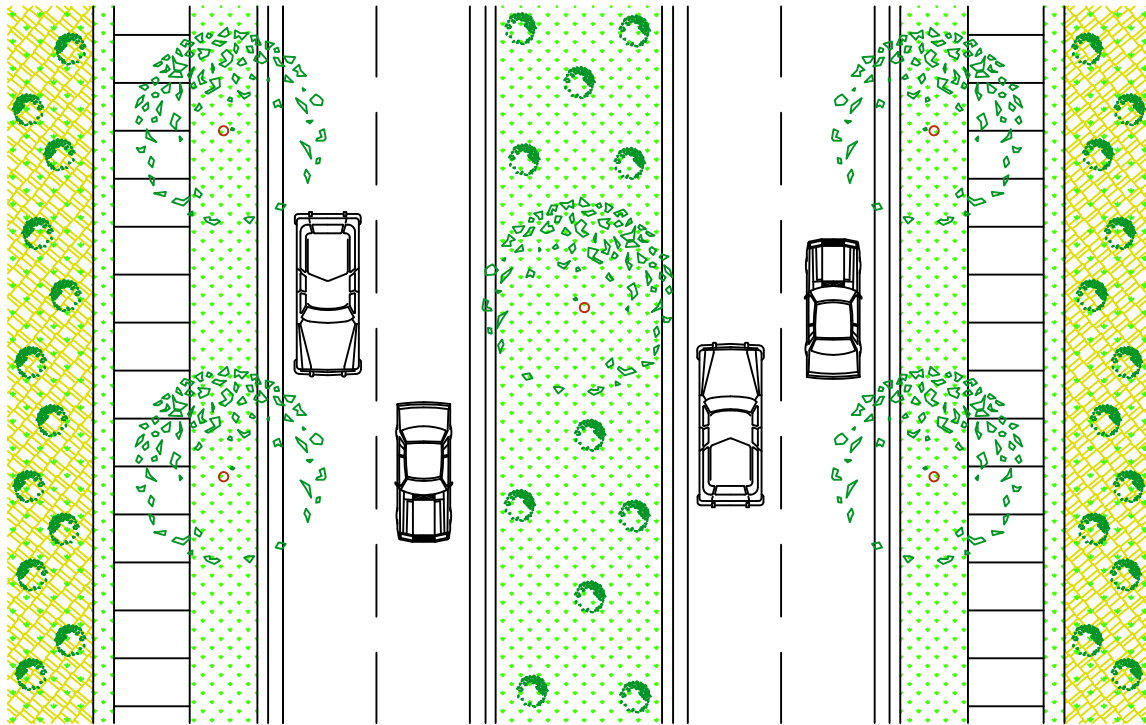
Figure 2.0-5 Road Section (Roundabout "A": Lost Canyon Road at Jakes Way)



**LOST CANYON ROAD (PUBLIC)
JAKES WAY TO VISTA CANYON ROAD**

CROSS SECTION

NOT TO SCALE



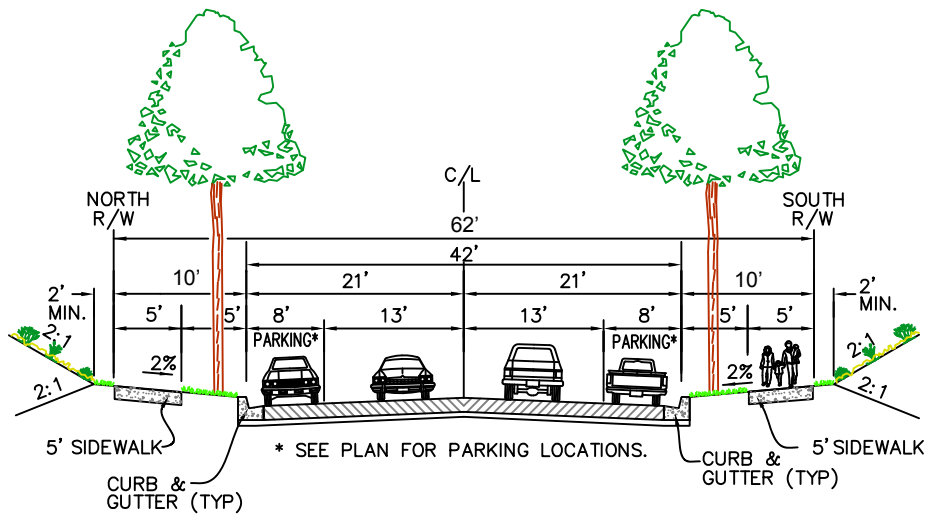
PLAN VIEW

NOT TO SCALE

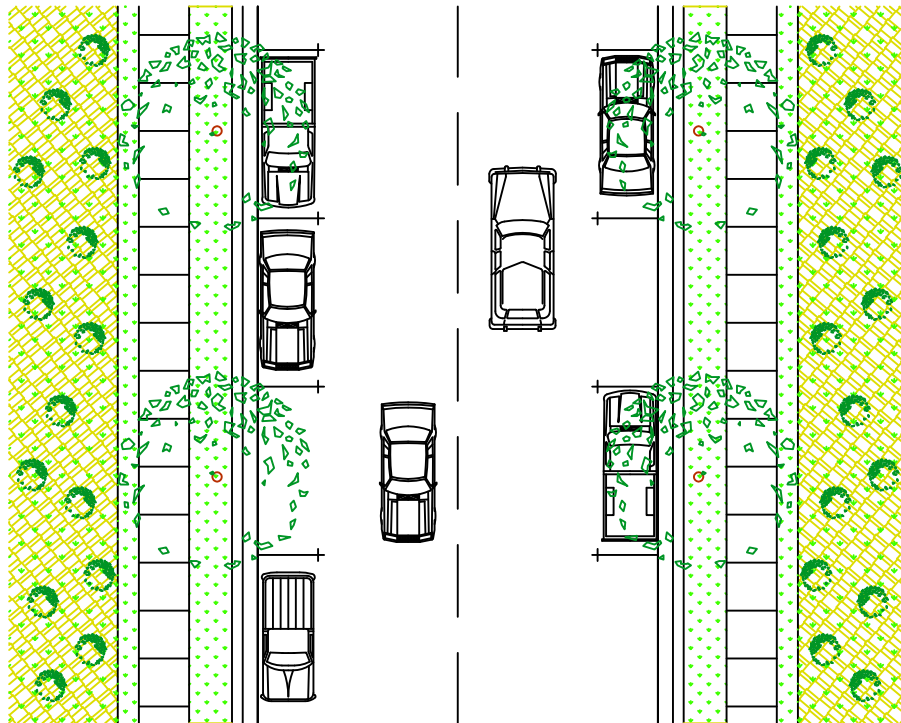
NOT TO SCALE

Figure 2.0-6

Road Sections (Lost Canyon Road,
Jakes Way to Vista Canyon Road)



LOST CANYON ROAD (PUBLIC)
VISTA CANYON ROAD TO LA VEDA AVE.
CROSS SECTION
 NOT TO SCALE

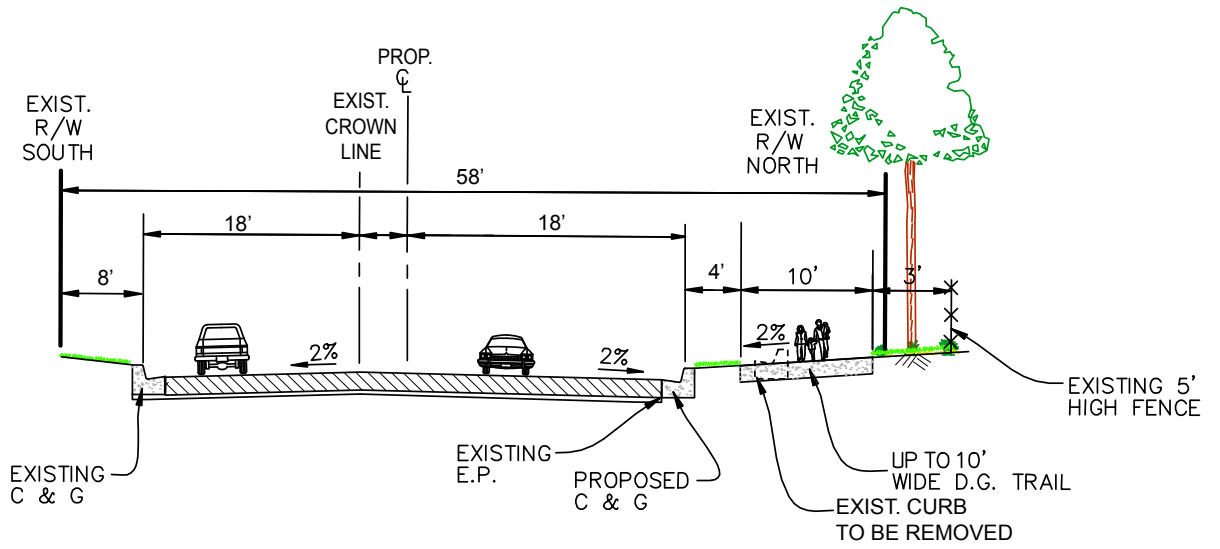


PLAN VIEW
 NOT TO SCALE

NOT TO SCALE

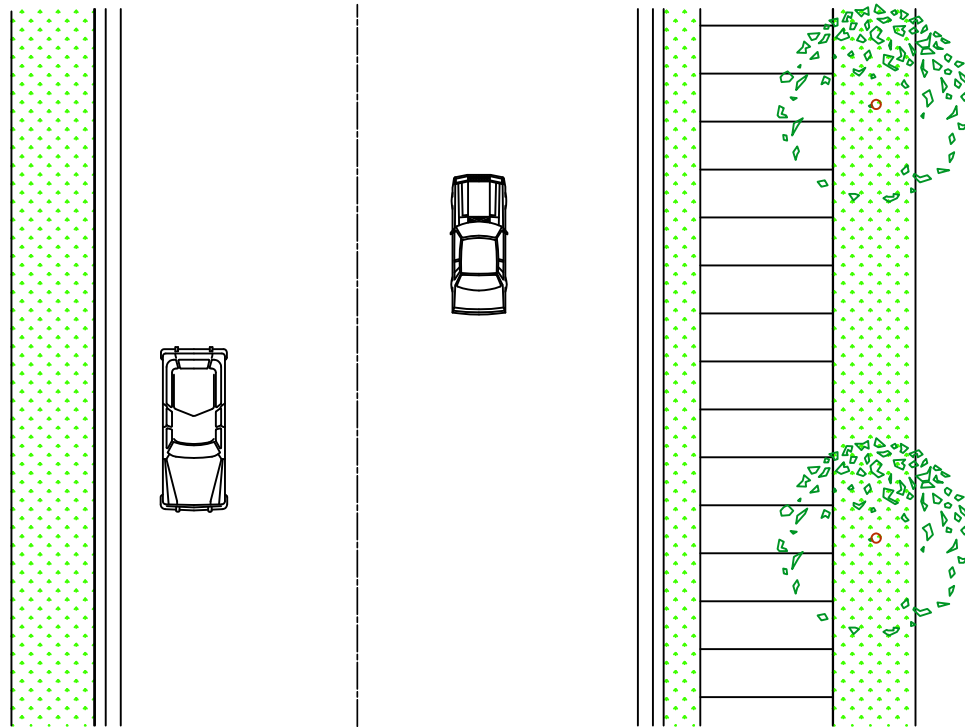
Figure 2.0-7

Road Sections (Lost Canyon Road to La Veda Avenue)



LOST CANYON ROAD
SECTION B-B:

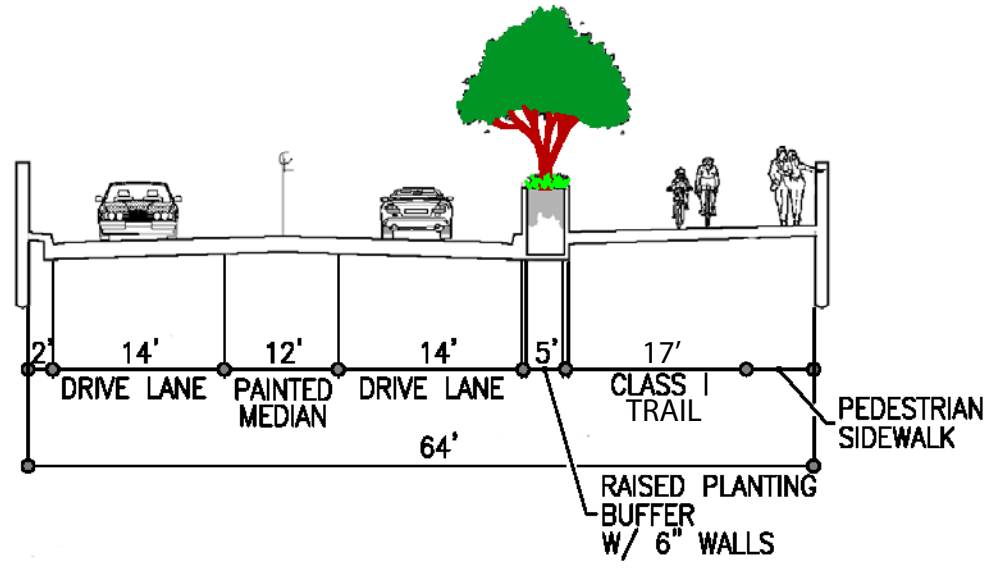
NOT TO SCALE



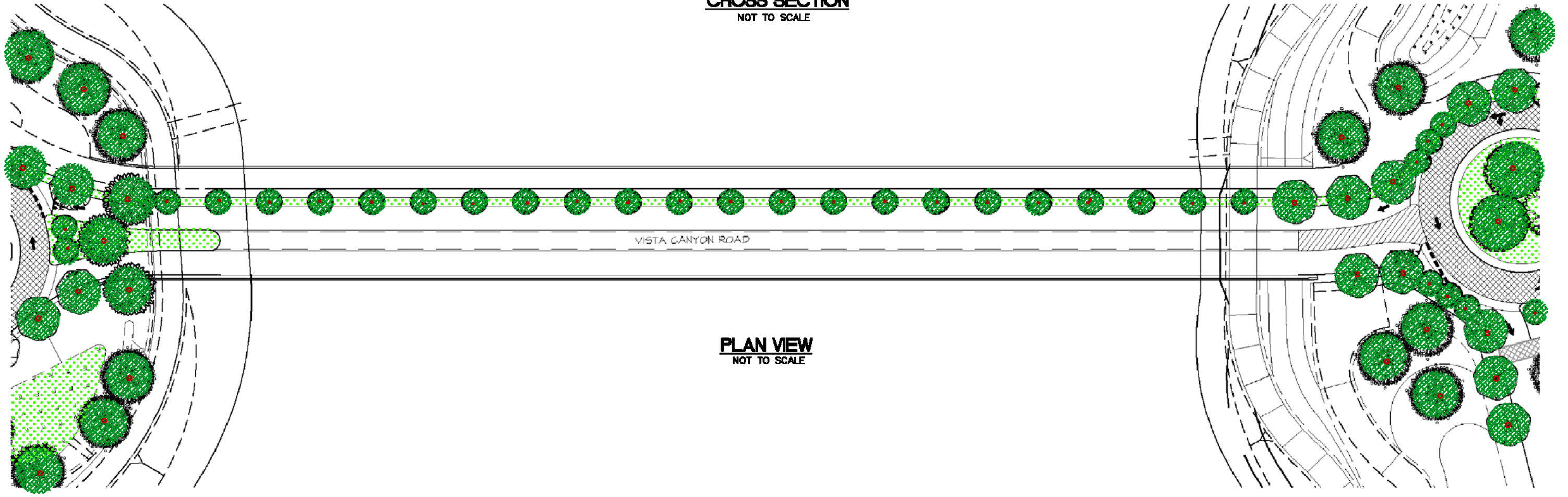
NOT TO SCALE

Figure 2.0-8

Road Sections (Lost Canyon Road East of La Veda Avenue)



VISTA CANYON ROAD - BRIDGE (PUBLIC)
CROSS SECTION
 NOT TO SCALE

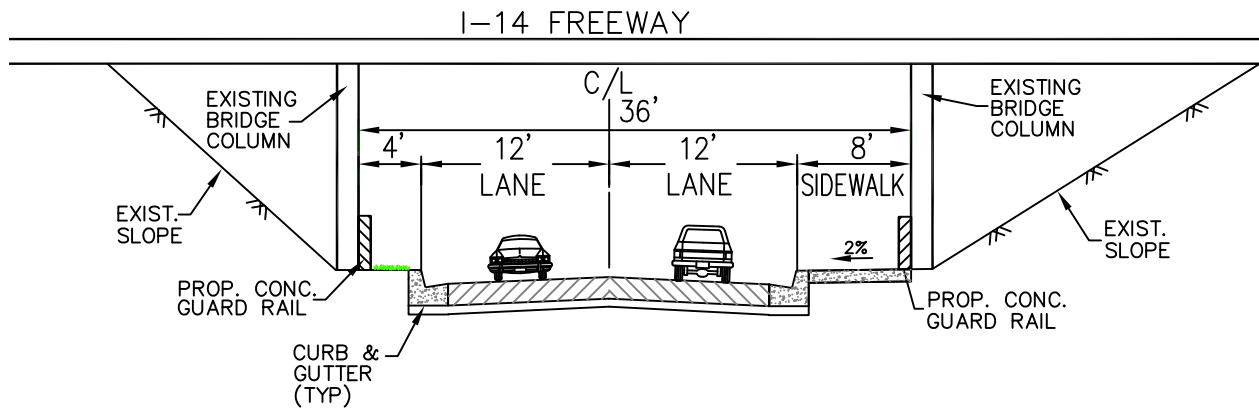


PLAN VIEW
 NOT TO SCALE

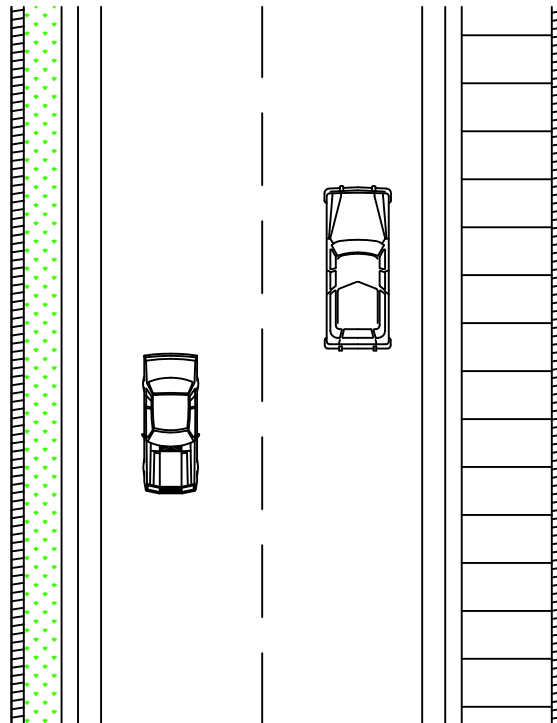
NOT TO SCALE

Figure 2.0-9

Road Sections (Vista Canyon Road/Vista Canyon Road Bridge – North)



VISTA CANYON ROAD
I-14 UNDERPASS IMPROVEMENT DETAIL
CROSS SECTION
 NOT TO SCALE



PLAN VIEW
 NOT TO SCALE

NOT TO SCALE

Figure 2.0-10

Road Sections (Vista Canyon Road SR-14 Underpass to Soledad Canyon Road Improvements)

Vista Canyon Road (South)

The southerly portion of Vista Canyon Road will be a two-lane public street with a maximum right-of-way width of 79 feet, painted median/left-turn lane, curbs and gutters, parkways, sidewalks and Class II bike lanes on both sides, and will traverse southeast through the Specific Plan site connecting to A Drive at a roundabout. This segment will serve primarily the office, hotel, retail, and residential live/work uses within PA-2. This road also will serve as the primary access point to the Metrolink and Bus Transfer Stations, park site, and parking structures in the eastern portion of PA-2. This road is depicted in cross-section and plan view in **Figure 2.0-11**, below.

The roundabout at Vista Canyon Road and A Drive will consist of two vehicular traffic lanes. The plan view of this roundabout is depicted in **Figure 2.0-12**, below.

2.4.3.3 Vista Square ("Main Street")

Vista Square Drive will be a two-lane, private street, and serve as the "Main Street" within PA-2 to facilitate traffic circulation, and also enable pedestrian-oriented shops, restaurants, and services. This private street will have a maximum 88-foot right-of-way with diagonal on-street parking and sidewalks on both sides, landscape parkway, curbs and gutters, and streetscape amenities (*e.g.*, benches, bike racks, and outdoor dining). This design is intended to facilitate traffic calming in order to balance the needs of pedestrians with those of cars. This road is depicted in cross-section and plan view in **Figure 2.0-13**, below.

2.4.3.4 Other Private Neighborhood Streets

The alignment, location, and design of the below listed private streets and drives may be modified or eliminated based upon final development plans.

A, B, and Q Drives

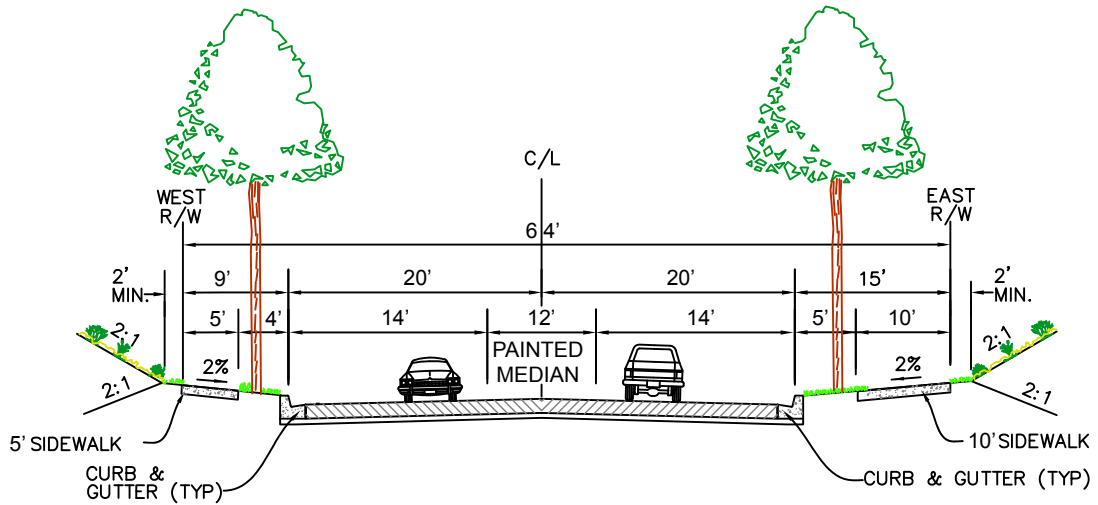
A, B, C, and Q Drives will be two-lane, private streets, and provide internal circulation for the office, hotel, commercial, retail, and residential land uses in PA-1 and PA-2. The private drives will have a maximum 64-foot right-of-way with parking, and parkways and sidewalks on both sides, and curbs and gutters. These private drives are depicted in cross-section and plan view in **Figure 2.0-14**, below.

C, D and G Drives

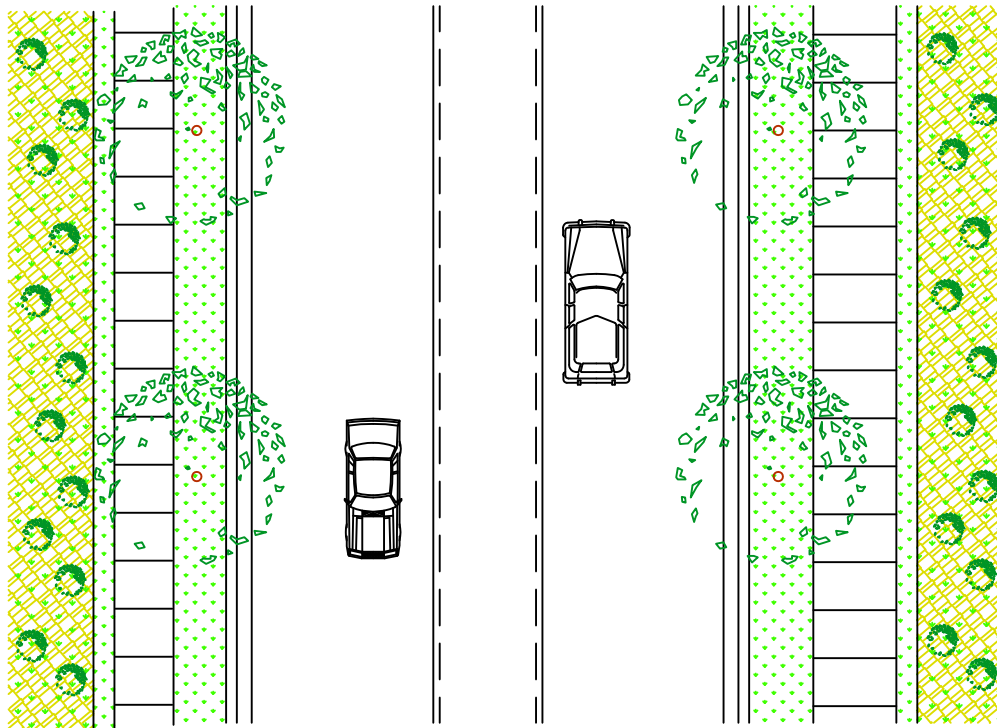
D and G Drives will be two-lane, private streets, and provide internal circulation for the residential uses in PA-3. These drives will have a maximum 28-foot right-of-way, and are depicted in cross-section and plan view in **Figure 2.0-15**, below.

E, F, H, I, J, K, L, M, N, O, and P Drives

These drives will be two-lane, private streets, and provide internal circulation for the residential land uses in PA-3. They will have a maximum 31-foot right-of-way, with curbs and gutters, as well as sidewalk on one side. These private drives are depicted in cross-section and plan view in **Figure 2.0-16**, below.



VISTA CANYON ROAD (PUBLIC)
CROSS SECTION
 NOT TO SCALE

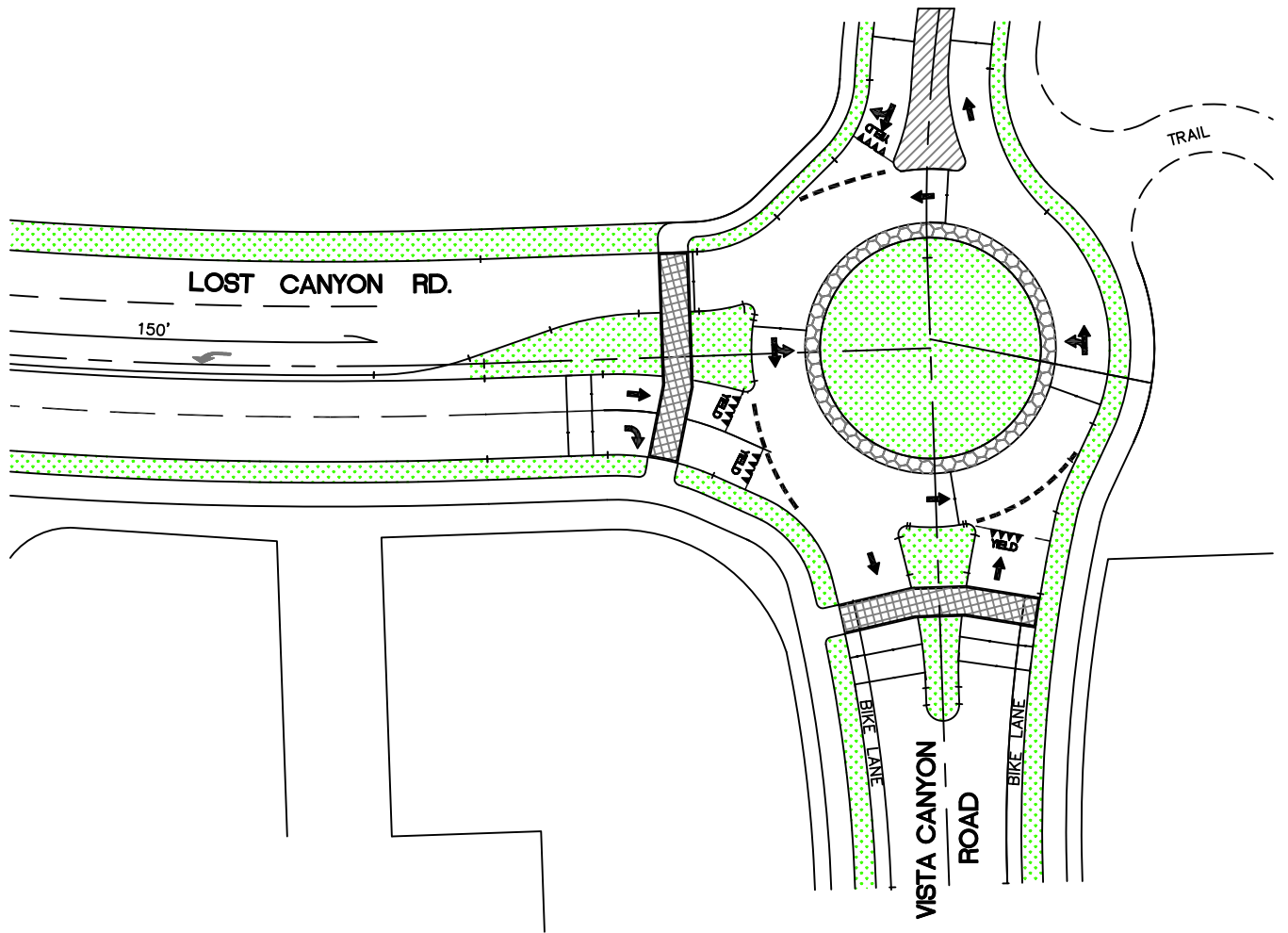


PLAN VIEW
 NOT TO SCALE

NOT TO SCALE

Figure 2.0-11

Road Sections (Vista Canyon Road – South)

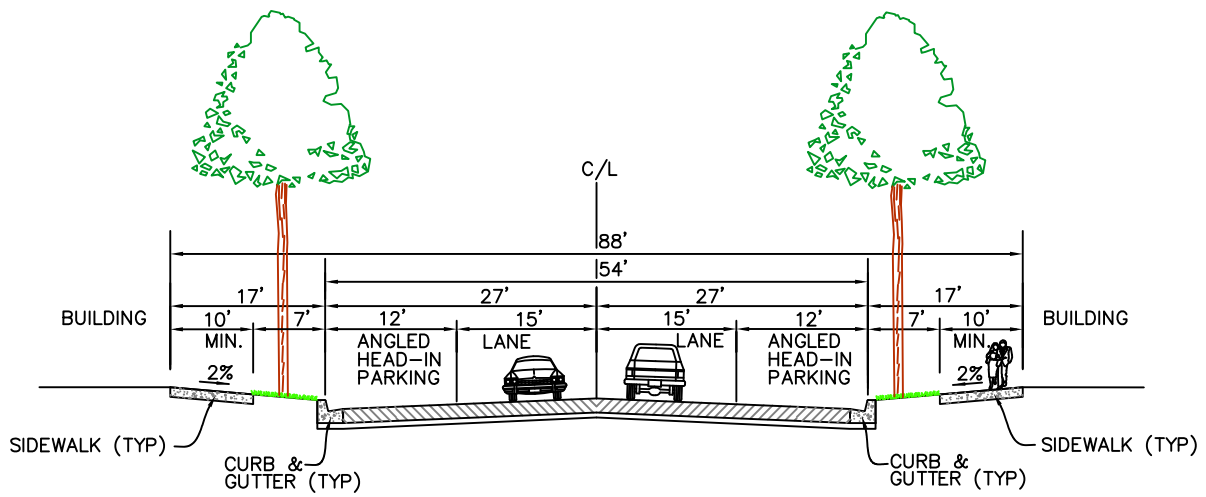


ROUNDABOUT 'B'
LOST CANYON RD AT VISTA CANYON RD.

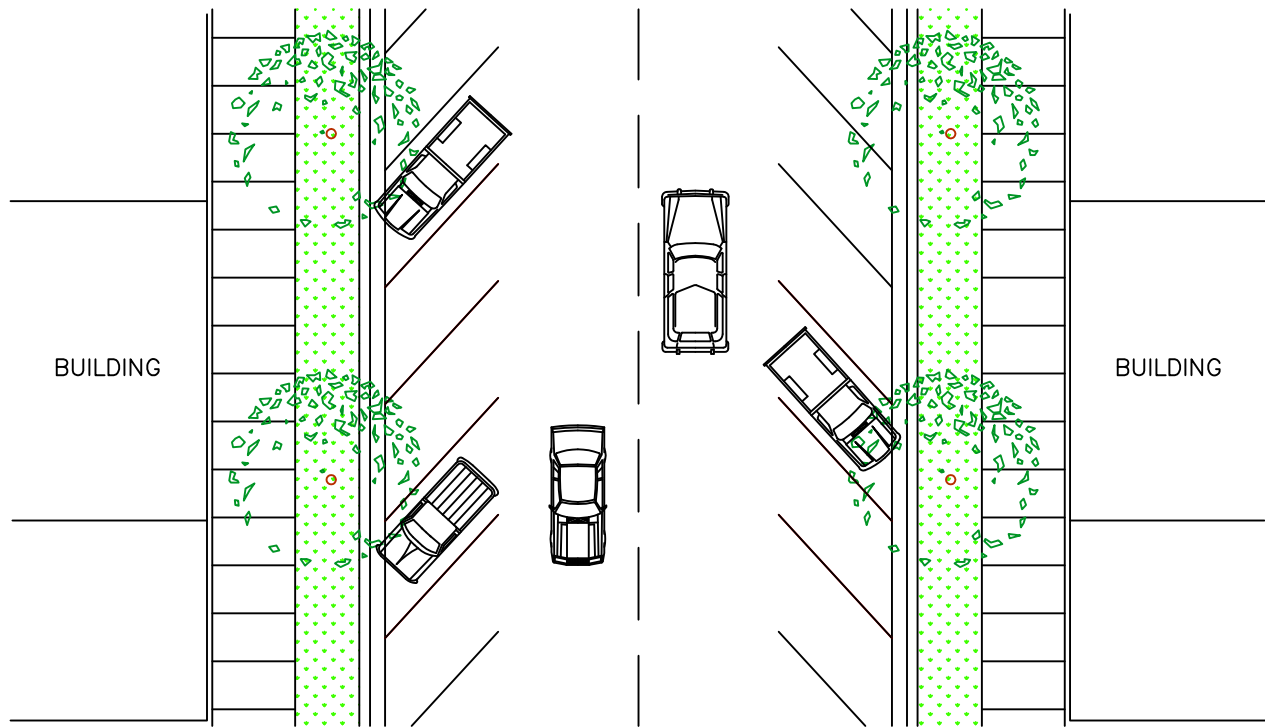
NOT TO SCALE

Figure 2.0-12

Road Sections (Roundabout at Vista Canyon Road and Lost Canyon Road)



VISTA SQUARE DRIVE (PVT.)
NOT TO SCALE

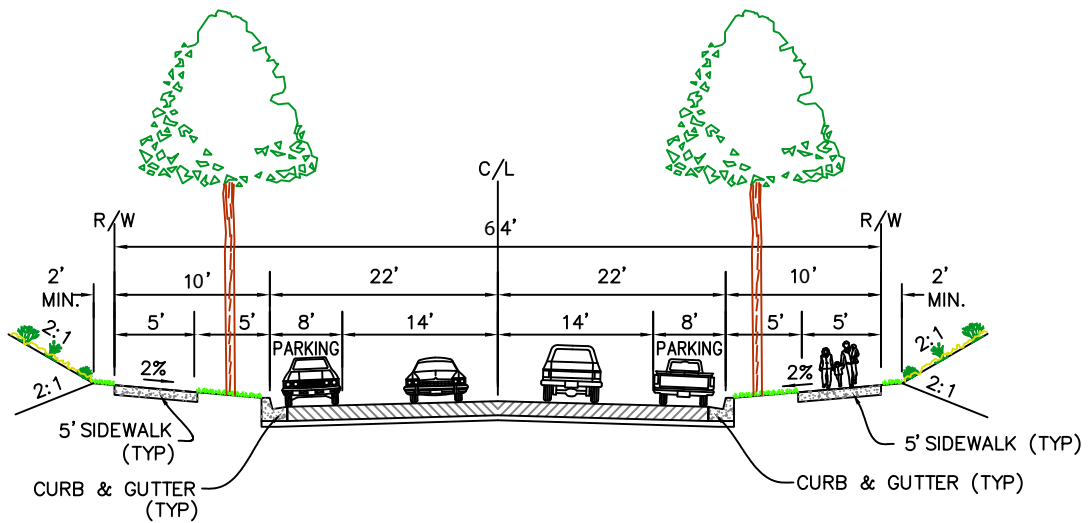


PLAN VIEW
NOT TO SCALE

NOT TO SCALE

Figure 2.0-13

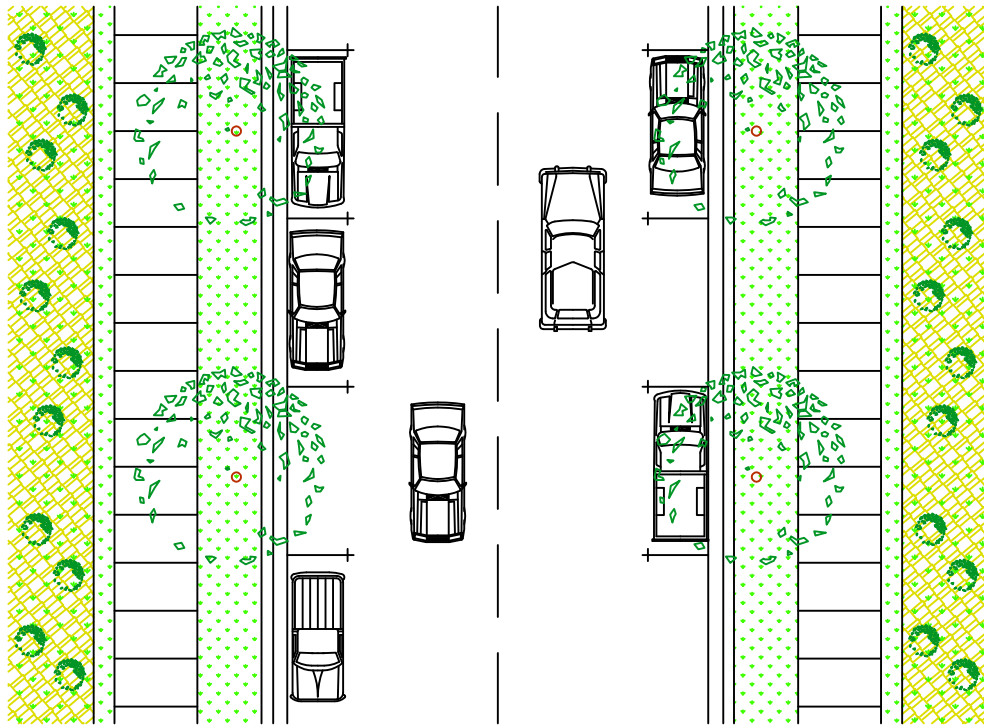
Road Sections (Vista Square Drive – Main Street)



'A', 'B' & 'Q' DRIVES (PVT.)

CROSS SECTION

NOT TO SCALE



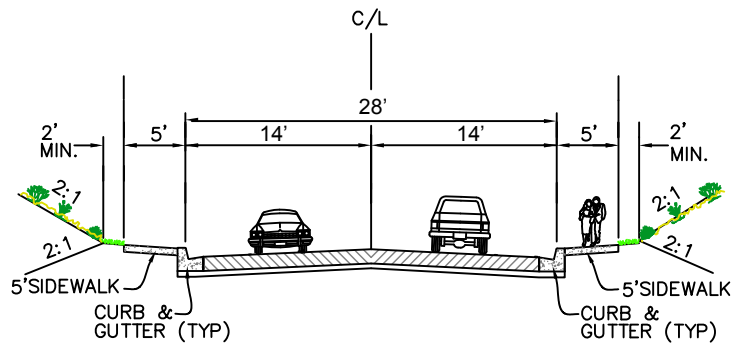
PLAN VIEW

NOT TO SCALE

NOT TO SCALE

FIGURE 2.0-14

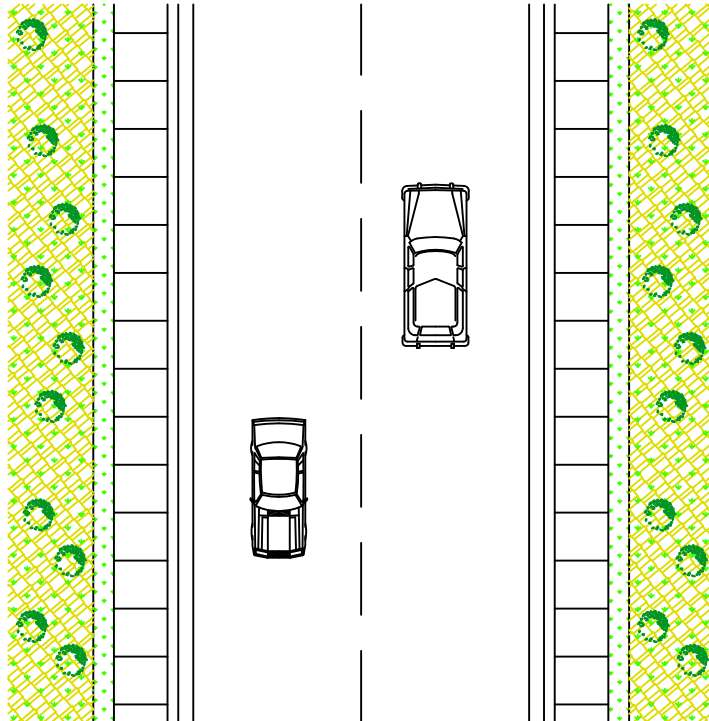
Road Sections (A, B & Q Drives)



'C', 'D' & 'G' DRIVES (PVT.)

CROSS SECTION

NOT TO SCALE



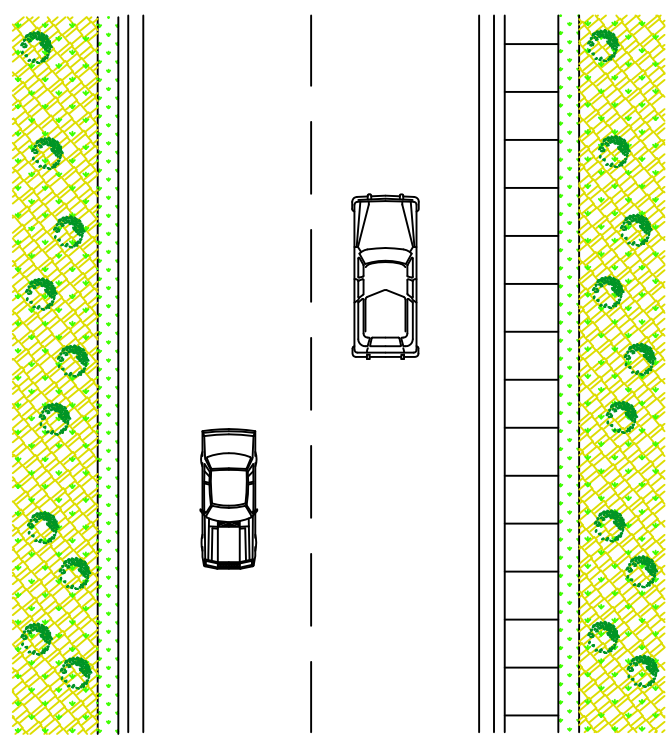
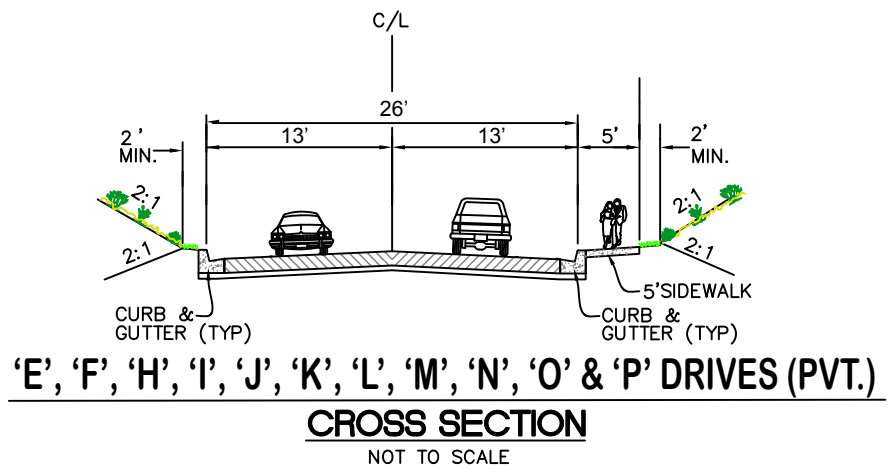
PLAN VIEW

NOT TO SCALE

NOT TO SCALE

Figure 2.0-15

Road Sections (C, D and G Drives)



NOT TO SCALE

Figure 2.0-16 Road Sections (E, F, H, I, J, K, L, M, N, O, and P Drives)

2.4.4 PARKING PLAN

The Specific Plan creates a shared and non-shared parking program for PA-1 and PA-2, and promotes a "park once" strategy. Parking requirements are typically based on the peak parking demand predicted for each single land use, each use accompanied by parking lots, with parking spaces dedicated for each visit to each individual use. Ordinances usually require that each site provide enough parking to exceed the maximum demand, not accounting for "park once" users that patronize several different uses within a commercial site, or that utilize different peak demand periods in a mixed-use site, or that present non-automobile options such as transit, walking, and bicycling. Under these traditional parking ordinance requirements, the result is unused parking spaces during times of the day when there is less activity and other negative consequences such as over-parking or devoting excessive land or resources to parking.

By contrast, the Specific Plan's mixed-use design will lend itself to reduced daily trips and less required parking spaces by utilizing "park once" parking strategies in PA-1 and PA-2. The Specific Plan's "Parking Demand Analysis," prepared by Richard Willson, Ph.D., FAICP, dated April 2010, is included in **Appendix 2.0-1**. This parking plan analyzes parking demand and establishes parking requirements for PA-1 and PA-2. To ensure consistency, the Specific Plan requires updates to the program as PA-1 and PA-2 buildout. PA-3 is self-contained and will comply with SCMC parking standards, as amended.

Under the Specific Plan's parking program for PA-1 and PA-2, the proposed residential parking supply is 1,277 spaces, based on the Urban Land Institute (ULI) Shared Parking Recommended Parking Ratios of 1.5 spaces per unit for rental units and 1.7 spaces per unit for ownership units. This parking will be reserved for residents and is not part of the shared parking pool. Guest parking is not included in this total (1,277 spaces), but is included in the shared parking calculations presented below for non-residential uses.

As to non-residential uses and guest parking, the proposed parking supply is 2,939 spaces. This supply was calculated as follows: 2,721 spaces to accommodate peak weekday demand for PA-1 and PA-2, plus an 8 percent parking vacancy factor, which adds 218 parking spaces, resulting in 2,939 spaces.

Combining the proposed non-shared residential parking (1,277 spaces) and the non-residential and guest parking (2,939 spaces) yields a recommended Specific Plan parking supply for PA-1 and PA-2 of a total 4,216 spaces.

The amount of Specific Plan parking shown in PA-1 and PA-2 is 4,390 space; therefore, PA-1 and PA-2 will exceed the parking level recommended in the Specific Plan's parking program by 174 spaces. **Table 2.0-3**, provides a comparison of the SCMC parking space requirements and the parking space requirements recommended by the Specific Plan for PA-1 and PA-2. The ULI model and associated adjustment procedures are included in the Specific Plan, and will replace the SCMC parking requirements for PA-1 and PA-2.

Table 2.0-3 Comparison of Parking Levels			
	SCMC Parking Requirements¹	Vista Canyon Parking Reduction/Shared Parking Demand Analysis	Vista Canyon Parking Supply
Residential Spaces, Excluding Visitor; Not Shared	1,516	1,277	1,277
Visitor Parking (Residential Uses)	410	Part of shared parking pool	Part of shared parking pool
Commercial, Metrolink, and Residential Visitor Spaces; Shared	4,761	2,939 ²	3,073
Total Spaces	6,687	4,216	4,390
<i>Notes:</i>			
¹ These calculations are based on project data derived from Tentative Tract Map No. 69164 using parking calculations from the City's Unified Development Code			
² The peak weekday parking demand is 2,721 parking spaces, plus an 8% parking vacancy factor (2,721 + 218 = 2,939).			
Source: Parking Demand Analysis, Vista Canyon Transit-Oriented Development (Planning Areas 1 and 2), prepared by Richard W. Willson (April 2010)			

2.4.5 TRANSIT PLAN

The Specific Plan's transit component is intended to create a variety of alternatives to the use of automobiles, and proposes to relocate the Via Princessa Metrolink Station to the property site. This will be accomplished by providing the land and partnering with the City and Metrolink on funding for facilities needed for a multi-modal transit hub, to be located north of the existing Metrolink rail line along the Specific Plan's southern boundary in PA-2. The transit hub will consist of a Metrolink Station and Bus Transfer Station. The existing, successful commuter rail service at the Jan Heidt Metrolink Station, within the transit-oriented Downtown Newhall Specific Plan area, is a strong indicator of the likely success that will follow with the Specific Plan's transit center.

The Metrolink Station component of the transit hub will require construction of a platform and accessory station improvements within the Metrolink right-of-way, as shown on Tentative Tract Map No. 69164. These improvements include construction of approximately 3,500 feet of a second main line, installation of a new turnout and signal, construction of approximately 1,000 linear feet of intertrack fencing, and completion of associated grading. The transit hub will likely be constructed in two phases, with the first phase including construction of the Metrolink

platform, portions of the second main line, and adjacent surface parking. The second phase will include construction of a pedestrian overpass and undercrossing, adjacent parking structure, and Bus Transfer Station.

At buildout, the Specific Plan will construct one four-story, five-level parking structure with 750 parking spaces, which will be utilized by transit users and be part of the shared parking pool for PA-2 during evenings and on weekends. The parking structure also will include restroom facilities and a security/waiting room. Vehicular access to the Metrolink and Bus Transfer Stations will be from Vista Canyon Road and the Specific Plan's "Main Street" (Vista Square). In addition, a pedestrian overpass from the third level of the parking structure to the north platform and a pedestrian underpass to the south platform will be constructed.

The Vista Canyon multi-modal hub will also include the Bus Transfer Station, which will be similar to the station currently operated by the City at McBean Parkway and Valencia Boulevard. The transfer facility will consist of seven bus bays arranged around a loop road with covered passenger shelters.

The transit center conceptual site design is depicted below in **Figure 2.0-17**.

2.4.6 TRAILS PLAN

The Specific Plan's Trails Plan provides for a comprehensive trail system throughout the Specific Plan's three Planning Areas as well as other open space areas, linking these areas to each other and the existing Santa Clara River Regional Trail. In summary, the Specific Plan will include over 4 miles of bicycle, pedestrian, and equestrian trails throughout the Specific Plan site. The primary trails within the Specific Plan include extensions of the Santa Clara River Trail and the Oak Park Trail, which will extend from Oak Park in PA-3 westerly to the town center in PA-2. Another trail, the Loop Trail, will begin at Lost Canyon Road near the existing segment of La Veda Avenue and extend along the Specific Plan's easterly and southerly boundaries terminating in PA-1. The trail system also will include direct connections to the City's existing regional trail system and the Santa Clara River Regional Trail, providing recreation opportunities for local residents and the region. The trails will provide connectivity to the living, shopping, work, entertainment, office, park, and recreation facilities throughout the Specific Plan site. The Specific Plan's trail system will also be accessible to pedestrians, equestrians, hikers, joggers, and bicyclists.

2.4.6.1. Santa Clara River Regional Trail

The Santa Clara River Regional Trail is located on both the north and south sides of the Santa Clara River, and will provide a recreational amenity and open space within the Specific Plan for local residents and residents from surrounding communities. The Specific Plan's extension of this regional trail will represent an important recreational feature of the Specific Plan, allowing

both active and passive enjoyment along the Santa Clara River. The Specific Plan trail design will accommodate combined pedestrian, bicycle, and equestrian uses.

The Specific Plan's extension of the Santa Clara River Regional Trail also will provide a direct connection to Vista Canyon Road, providing access into Vista Square and PA-2. This trail extension will be up to 34 feet wide, located along the Santa Clara River, and provide access for maintenance of bank stabilization, water quality facilities, utilities, and other flood control facilities.

2.4.6.2 Community Trails

The Specific Plan will include numerous pedestrian and bicycle community trails internal to the site, providing trail access to the Santa Clara River Regional Trail, Oak Park Trail, and Loop Trail. These trails are to provide access to the Specific Plan's amenities and serve to link the various land uses within the Specific Plan site.

Figure 2.0-18 illustrates typical trail sections used within the Specific Plan.

2.5 SANTA CLARA RIVER CORRIDOR

2.5.1 RESOURCE DESCRIPTION

The Specific Plan area includes a reach of the Santa Clara River between the terminus of existing Jakes Way to the west and existing La Veda Avenue to the east (see **Figure 2.0-19, Existing Santa Clara River Within Project and Vicinity**). This reach, which is under the jurisdiction of the Corps and CDFG, is dry except after periods of heavy rainfall, generally occurring during the winter months.

The Santa Clara River is a regionally significant biological resource, and its significance is derived from the riparian habitat in the River and its function as a regional east-west wildlife corridor within the Santa Clara River watershed. As part of the Specific Plan, a River Corridor has been delineated, corresponding to the area designated SP-OS. The River Corridor is designed to be sufficiently wide to handle flooding while retaining and enhancing the majority of the riparian habitat that exists on the property site. In areas where riparian habitat must be disturbed, the Specific Plan requires such areas to be mitigated through restoration and enhancement activities, as discussed below.

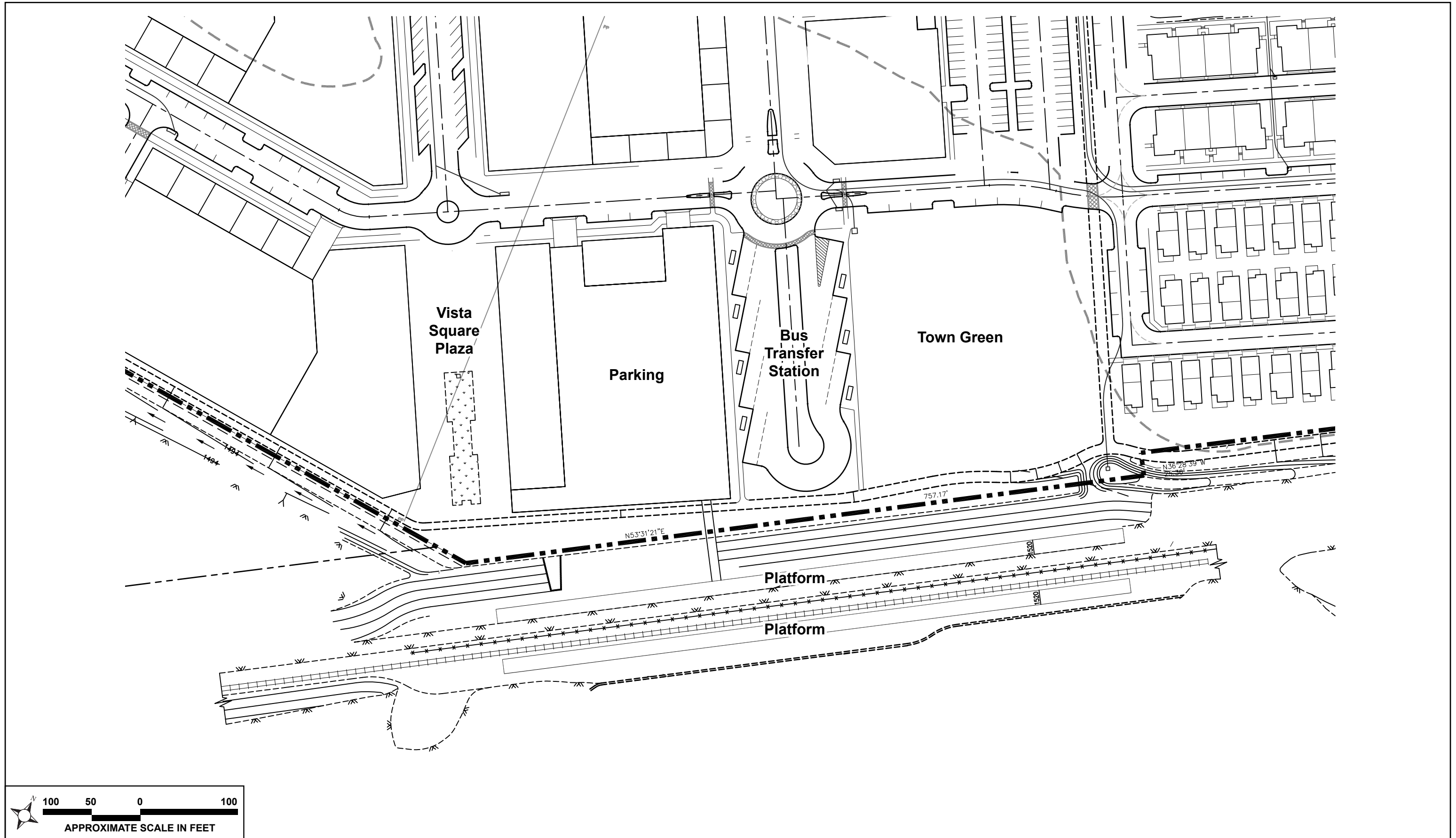
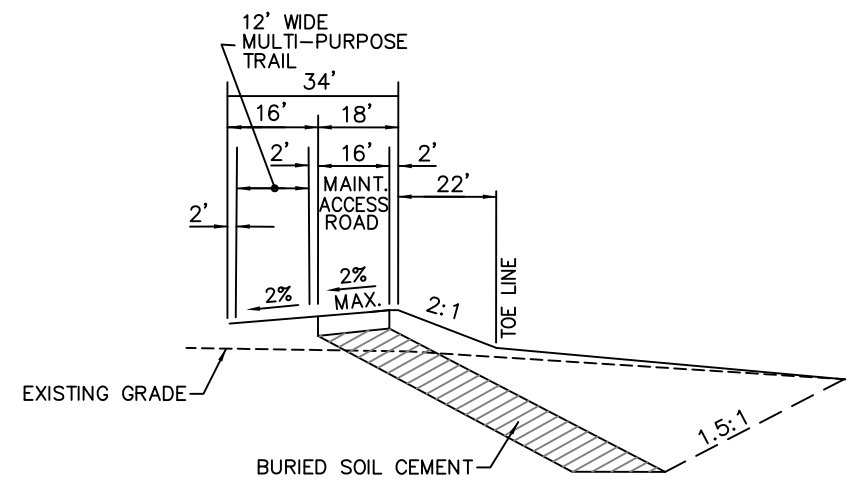
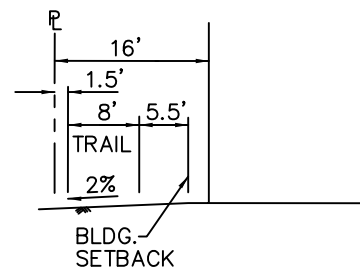


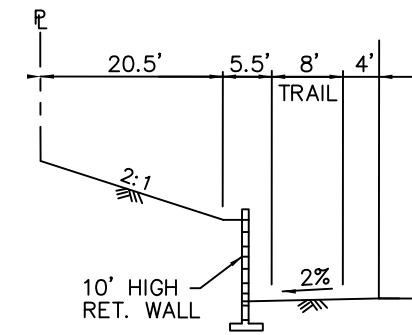
Figure 2.0-17



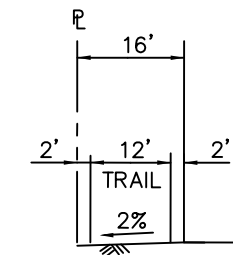
SECTION A-A *
TYPICAL SECTION-BANK STABILIZATION
 NOT TO SCALE



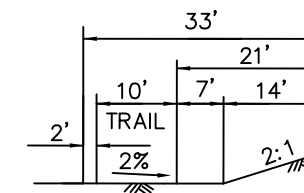
SECTION B-B *
 NOT TO SCALE



SECTION C-C *
 NOT TO SCALE



SECTION D-D *
 NOT TO SCALE



SECTION E-E *
 NOT TO SCALE

NOT TO SCALE

* SEE THE VTTM FOR
 ACTUAL CROSS-SECTION LOCATION

Figure 2.0-18

Typical Trail Sections (cross sections of various trail types)

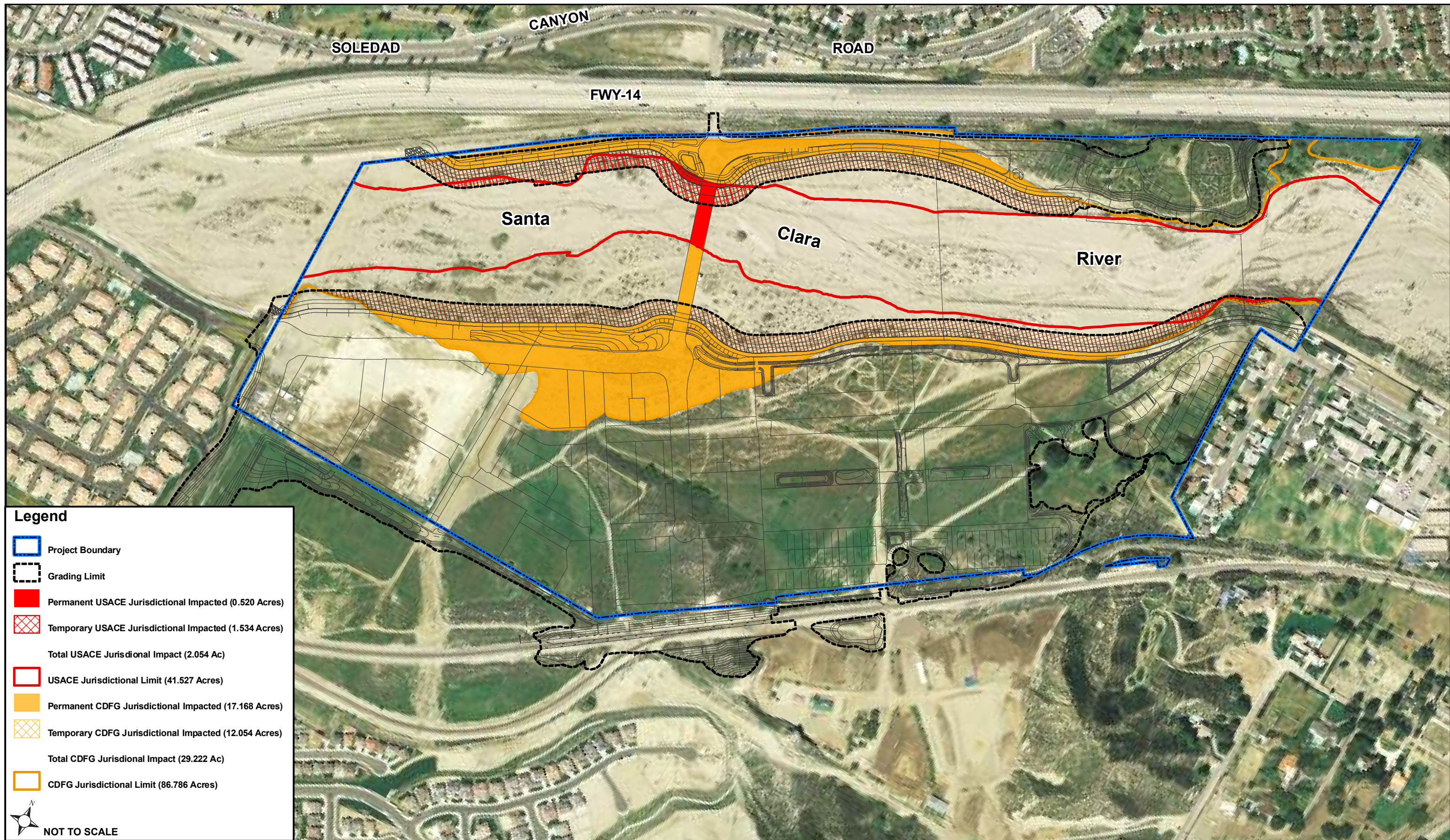


Figure 2.0-19

Existing Santa Clara River Within Project and Vicinity

The Santa Clara River also is part of SEA 23. The SEA designation is one of several land use designations set forth in the City and County General Plans, and generally identifies lands having important biological resources. The intent of the City and County General Plans is to preserve and enhance SEAs, to the extent possible. However, both the City and County recognize that measures necessary to preserve and enhance biological resources within an SEA vary, depending upon the nature of resource values present and the likelihood of potentially incompatible development. Development is not prohibited within SEAs; however, it should be designed to minimize impacts to sensitive biological resources to assure the ongoing viability of the SEA.

The Specific Plan proposes a General Plan Amendment and a Specific Plan designation that would change the SEA boundary to be consistent with identified sensitive biological resources. Additionally, the Specific Plan will require mitigation of project impacts within the River Corridor through restoration and enhancement; provide for transition areas between the River Corridor and development; restrict uses; and include long-term management, monitoring, and maintenance of the River Corridor.

For further information, please refer to the Vista Canyon EIR, **Section 4.20, Santa Clara River Corridor Analysis**.

2.5.2 MITIGATION REQUIREMENTS

Mitigation for impacts of the Specific Plan on jurisdictional waters and riparian habitat will include restoration and enhancement activities. **Figure 2.0-20, Location of Mitigation Areas**, depicts the areas in which the mitigation activities will take place within the River Corridor.

2.5.2.1. Mitigation Through Restoration/Enhancement

Based on the Specific Plan's biological assessment (Forde, *et al.* 2008), the Specific Plan site supports a variety of on-site vegetation communities. The jurisdictional riparian habitat that will be impacted by the Specific Plan include riparian scrub and alluvial scrub. On-site vegetation communities have been subject to repeated disturbance from utility construction and maintenance, illegal dumping, unauthorized off-road vehicle activity, flood management activities, and natural fluvial processes characteristic of the Santa Clara River. Consequently, vegetation communities throughout the majority of the Specific Plan are either disturbed or in an early successional state.

The River Corridor is composed of multiple braided channels and alluvial deposits consisting of a relatively low cover of herbaceous annual vegetation with occasional, sparsely spaced emergent shrubs and trees. The floodplain terraces also are composed of relatively sparse vegetation, but include significant stands of alluvial scrub species such as scalebroom (*Lepidospartum squamatum*), California buckwheat (*Eriogonum fasciculatum*), Deerweed (*Lotus scoparius*), and whipple yucca (*Yucca whipplei*).

Due to substantial site disturbance, the functions and values for wildlife are somewhat diminished. However, these vegetation communities still provide nesting, foraging, and breeding opportunities for various aquatic, terrestrial, and avian animals.

The jurisdictional areas also provide functions and values typical of channel and floodplain environments, including energy dissipation during stormflow events, nutrient cycling, uptake of elements and compounds, entrapment of sediments, and hydrologic variation in flow patterns.

The riparian habitat within the Santa Clara River that is impacted by the Specific Plan will require mitigation through restoration and enhancement activities; however, minimization of impacts to such resources was the primary goal during design of the Specific Plan. In order to assess the functionality of the River Corridor within the Specific Plan site, Dudek & Associates, Inc. prepared a report, entitled *Vista Canyon California Rapid Assessment Methodology Report* (CRAM report; 2008). The purpose of this assessment was to determine the condition and function of the wetlands within the River Corridor area of the Specific Plan site. The CRAM report was used to plan and design the Specific Plan land uses and the habitat restoration and enhancement mitigation activities within the River Corridor. In addition, impacts to riparian habitat within the Santa Clara River will be mitigated through implementation of the Specific Plan's *Conceptual Wetland Mitigation and Monitoring Plan*, prepared by Dudek & Associates, Inc., (2009). Both this plan and the CRAM report are included as appendices to the Vista Canyon EIR.

The Specific Plan also will require subsequent federal and state permitting from responsible agencies, including the CDFG streambed alteration agreement required by Fish and Game Code section 1600, *et seq.*, and the Corps' section 404 permit, as well as a section 401 certification/consultation with the Regional Water Quality Control Board (RWQCB). The mitigation and monitoring activities will include the following parameters:

Establishment of Riparian Habitat. The riparian vegetation communities proposed to be established in the River Corridor are alluvial scrub and riparian scrub in temporary impact areas within the channel, and Great Basin sage scrub on the channel banks. The character and species composition of the restored/enhanced vegetation communities is intended to be consistent with the character and species composition of the existing alluvial scrub and riparian scrub.

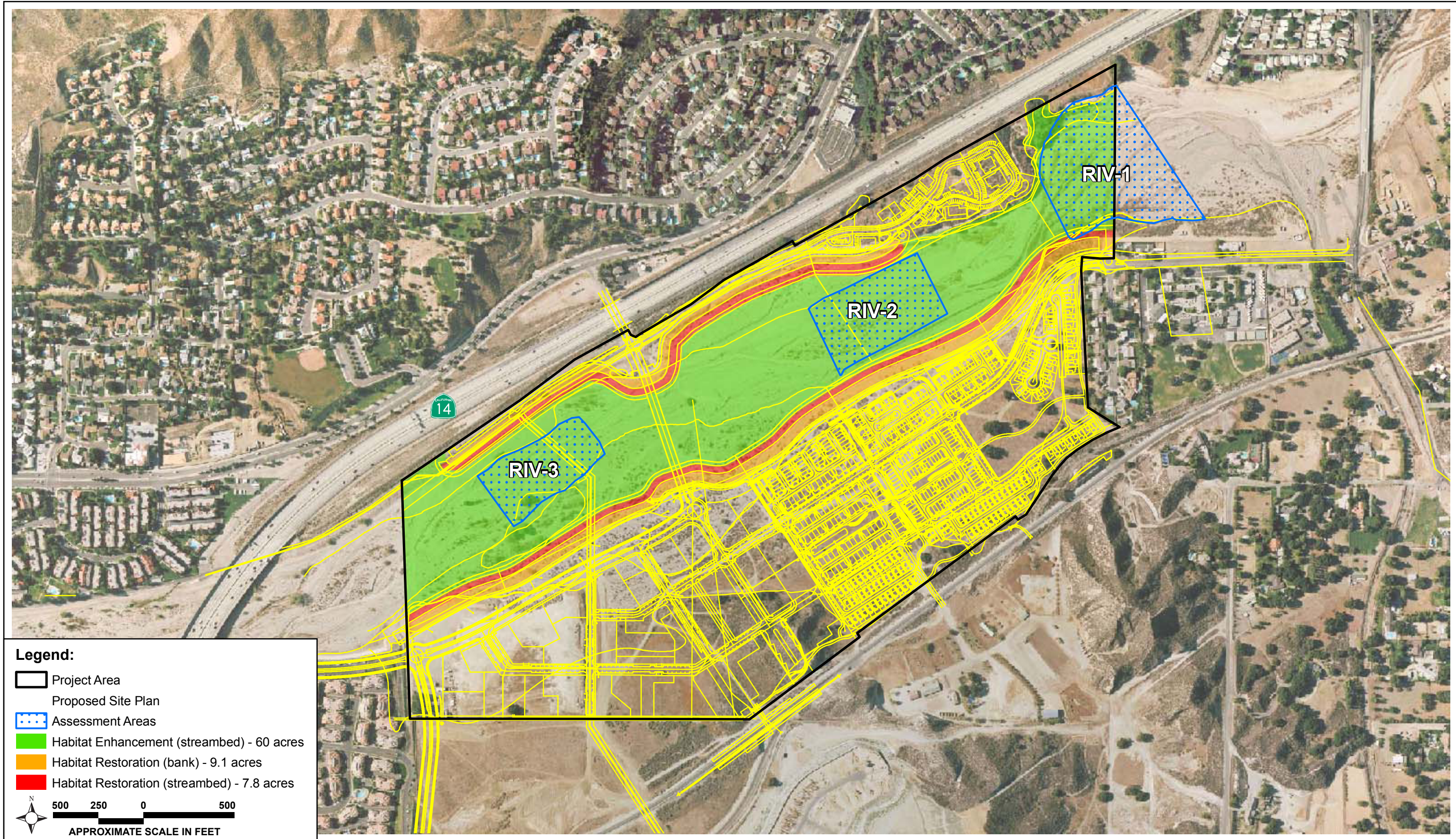


Figure 2.0-20

Location of Mitigation Areas

Long-Term Monitoring. To ensure that the restoration and enhancement areas in the River Corridor meet success criteria to be established by the permitting agencies, a five-year monitoring period will be implemented. During this time, the River Corridor site will be monitored by a Habitat Restoration Specialist, who will then make recommendations to a Restoration Contractor to perform maintenance tasks necessary to keep the River Corridor site in compliance with success criteria. Should the River Corridor not meet the final sign-off criteria by the end of year five, the monitoring period will be extended until final sign-off is obtained, which shall not be unreasonably withheld.

Recommended Plant Palette for Mitigation Areas. The restoration areas will be planted with seed and container plants. Enhancement areas generally will not be planted, but instead will rely on natural recruitment. Some limited planting in enhancement areas may occur in places where large areas are disturbed from the removal of revetment structures or non-native invasive species.

As noted above, riparian scrub and alluvial scrub are planned for designated areas within the River Corridor. The primary difference between the two communities is that plant cover is much lower in riparian scrub than in alluvial scrub, due to the repeated scouring from infrequent high-velocity channel flows. Great Basin sage scrub occurs in areas that are transitional from riparian and alluvial scrub to upland vegetation. Therefore, the Great Basin sage scrub is for designated areas on the banks. Planting palettes for the three on-site restoration/enhancement mitigation areas are shown in **Tables 2.0-4** through **2.0-6**.

**Table 2.0-4
Riparian Scrub Plant Palette**

Seed Mix	
Common Name	Botanical (Scientific) Name
Mugwort	<i>Artemisia douglasiana</i>
Tarragon	<i>Artemisia dracunculus</i>
California sun cup	<i>Camissonia bistorta</i>
western marsh cudweed	<i>Gnaphalium palustre</i>
Scalebroom	<i>Lepidospartum squamatum</i>
Container Plants	
Common Name	Botanical (Scientific) Name
big sagebrush	<i>Artemisia tridentata</i> var. <i>tridentata</i>
mule fat	<i>Baccharis salicifolia</i>
rubber rabbit brush	<i>Chrysothamnus nauseosus</i>
perennial eriastrum	<i>Eriastrum densifolium</i>
California buckwheat	<i>Eriogonum fasciculatum</i> var. <i>foliolosum</i>
creeping wild rye	<i>Leymus triticoides</i>
Thurber's sandpaper plant	<i>Petalonyx thurberi</i>
Fremont cottonwood	<i>Populus fremontii</i>
red willow	<i>Salix laevigata</i>
Source: Dudek (2009)	

**Table 2.0-5
Alluvial Scrub Plant Palette**

Seed Mix	
Common Name	Botanical (Scientific) Name
Mugwort	<i>Artemisia douglasiana</i>
Tarragon	<i>Artemisia dracunculus</i>
big sagebrush	<i>Artemisia tridentata</i>
California sun cup	<i>Camissonia bistorta</i>
thickleaf yerba santa	<i>Eriodictyon crassifolium</i>
western marsh cudweed	<i>Gnaphalium palustre</i>
Scalebroom	<i>Lepidospartum squamatum</i>
branching phacelia	<i>Phacelia ramossisima</i>
Container Plants	
Common Name	Botanical (Scientific) Name
big sagebrush	<i>Artemisia tridentata</i> var. <i>tridentata</i>
four-wing saltbush	<i>Atriplex canescens</i> ssp. <i>Canescens</i>
big saltbush	<i>Atriplex lentiformis</i>
mule fat	<i>Baccharis salicifolia</i>
rubber rabbit brush	<i>Chrysothamnus nauseosus</i>
perennial eriastrum	<i>Eriastrum densifolium</i>
California buckwheat	<i>Eriogonum fasciculatum</i> var. <i>foliolosum</i>
creeping wild rye	<i>Leymus triticoides</i>
Thurber's sandpaper plant	<i>Petalonyx thurberi</i>
western sycamore	<i>Platanus racemosa</i>
Fremont cottonwood	<i>Populus fremontii</i>
red willow	<i>Salix laevigata</i>
Mexican elderberry	<i>Sambucus Mexicana</i>
our Lord's candle	<i>Yucca whipplei</i>
Source: Dudek (2009)	

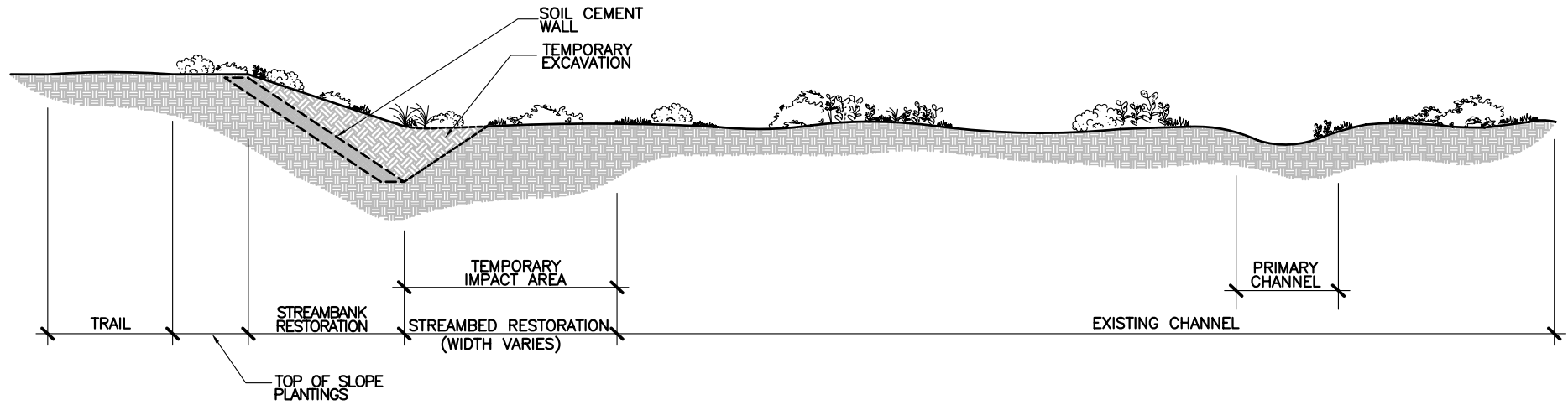
**Table 2.0-6
Great Basin Sage Scrub Plant Palette**

Seed Mix	
Common Name	Botanical (Scientific) Name
common fiddleneck	<i>Amsinckia menziessii</i> var. <i>intermedia</i>
California brickel bush	<i>Brickellia californica</i>
California sun cup	<i>Camissonia bistorta</i>
rubber rabbit brush	<i>Chrysothamnus nauseosus</i>
perennial eriastrum	<i>Eriastrum densifolium</i>
thickleaf yerba santa	<i>Eriodictyon crassifolium</i>
western marsh cudweed	<i>Gnaphalium palustre</i>
Scalebroom	<i>Lepidospartum squamatum</i>
California aster	<i>Lessingia filaginifolia</i> var. <i>filaginifolia</i>
Deerweed	<i>Lotus scoparius</i>
branching phacelia	<i>Phacelia ramosissima</i>
white sage	<i>Salvia apiana</i>
black sage	<i>Salvia mellifera</i>
Container Plants	
Common Name	Botanical (Scientific) Name
California sagebrush	<i>Artemisia californica</i>
big sagebrush	<i>Artemisia tridentata</i>
four-wing saltbush	<i>Atriplex canescens</i> ssp. <i>Canescens</i>
hoary-leaved ceanothus	<i>Ceanothus crassifolius</i>
California buckwheat	<i>Eriogonum fasciculatum</i>
giant wild rye	<i>Leymus condensatus</i>
coast live oak	<i>Quercus agrifolia</i>
Mexican elderberry	<i>Sambucus Mexicana</i>
our Lord's candle	<i>Yucca whipplei</i>
Source: Dudek (2009)	

Mitigation Implementation. The *Wetland Plan* (Dudek, 2009) contains the mitigation implementation plan and schedule. In summary, no public access will be provided to the mitigation areas, which will be fenced and posted with appropriate signage. Restoration areas will require re-contouring of temporary impact areas following installation of buried bank protection. After completion of bank protection installation, stockpiled native topsoil will be used on the surface of the temporary impact areas and channel banks. **Figure 2.0-21**, below, provides a typical channel cross-section.



Example Photos of Existing Site Conditions (2/4/09)



NOT TO SCALE

Figure 2.0-21

Typical Channel Cross-Section

The primary goal of restoration and enhancement mitigation efforts is to establish native vegetation communities capable of maintaining and supporting themselves in perpetuity. A temporary, on-grade irrigation system will be installed to enhance overall success of the restoration and enhancement efforts.

Maintenance Activities During Monitoring Period. The *Wetland Plan* (Dudek, 2009) describes the maintenance activities required in the mitigation areas during the specified monitoring period. In summary, the maintenance activities include weed control, trash removal, and irrigation maintenance.

Monitoring Plan. The *Wetland Plan* (Dudek, 2009) includes the monitoring plan for the mitigation areas in the River Corridor. In summary, the monitoring plan includes a 120-day plant establishment period within a five-year long-term monitoring phase. The monitoring will be based on specified performance standards and success criteria. Monitoring will be both qualitative and quantitative, and follow a specified schedule.

Reporting/Costs. The *Wetland Plan* (Dudek, 2009) sets forth the annual reporting and agency notification requirements for the River Corridor. The Specific Plan applicant or designee will be financially responsible for all costs associated with the implementation, maintenance, and monitoring of the mitigation areas within the River Corridor.

Contingency Measures/Adaptive Management. The *Wetland Plan* (Dudek, 2009) includes contingency measure provisions to be implemented to bring the mitigation areas within the River Corridor into compliance with performance standards and success criteria, if such criteria is not met by the end of the five-year long-term monitoring period. In addition, adaptive management must be implemented in the event of unforeseen or unpredictable circumstances.

2.5.2.2 Management Plan

Upon final approval of the Specific Plan, the River Corridor will be designated public open space and zoned SP-OS. The development standards and allowed uses for the River Corridor are governed by the Development Regulations set forth in **Section 4.0** of the Specific Plan.

Upon completion of all land uses, utilities, road, flood control improvements, bridges, trails, and other improvements necessary to implement the Specific Plan within the River Corridor, the Specific Plan applicant or designee must dedicate the portion of the River Corridor under its ownership to the City.

Although there will be no public access to, or use of, the mitigation areas, the Los Angeles County Department of Public Works may require flood control maintenance access in some areas along the bank protection to inspect and maintain the public drainages/outlets. However, the limits of the mitigation areas within the River Corridor will be established outside of the flood control maintenance access areas. The new bridge across the Santa Clara River also will

have adequate barriers at the bridge perimeters to discourage access to the mitigation areas within the River Corridor.

2.6. SUSTAINABILITY PLAN

2.6.1 INTRODUCTION

The Specific Plan includes project design features to reduce GHG emissions associated with site development and promote sustainability. The applicant, in cooperation with the City, identified numerous sustainability strategies, which are included in the Vista Canyon Sustainability Plan (May 2010), which is found in **Appendix 2.0-2** of the Specific Plan.

Because motor vehicle usage accounts for roughly half of the Specific Plan's estimated GHG emissions inventory, Project-related traffic reduction measures incorporated into the design of the Specific Plan include the creation of a mixed-use community that situates jobs and services in close proximity to residences, provides public transit options, and provides trails, bicycle lanes, and sidewalks to encourage non-vehicular options. Significant reductions in mobile source emissions also are likely to result from the future implementation of various federal and state programs designed to improve vehicular engine and fuel efficiency.

The remaining major source of GHG emissions within the Specific Plan is associated with the energy use in residential and non-residential land uses. The project applicant will require that Title 24 (2008) energy requirements be exceeded by 20 percent for residential and non-residential structures within the Specific Plan site. Building design options could involve using energy efficient window glazing, wall insulation and ventilation systems, which reduce energy demand and GHG emissions. Other strategies include the installation of ENERGY STAR appliances and an 80,000-square-foot photovoltaic system (or equivalent).

2.6.2 APPLICATION OF PROJECT DESIGN FEATURES TO VISTA CANYON

Foremost among the design features that will reduce GHG emissions and promote sustainability is the Specific Plan's provision of property and funding for the new multi-modal transit hub to facilitate transit, reduce automobile trips, and direct pedestrian access to and from such facilities through trails and sidewalks that connect to the Specific Plan's residential, retail/commercial, and office areas. In addition, the Specific Plan creates a one of a kind opportunity for new employment in the eastern Santa Clarita Valley with premier office, retail, and live/work uses integrated within a street system oriented around a "Main Street" (Vista Square). A diversity of housing types also is provided, in conjunction with a proposed trail system and public and private parks connecting to the town center design and the new City/Metrolink transit center.

As shown, the Specific Plan will incorporate various components of a sustainable community, including the following:

- (a) **Mix of Land Uses.** Vista Canyon will include a broad range of housing types, along with retail/commercial/office and associated facilities. The residential component includes a diverse range of 1,100 residential units. To minimize and shorten vehicular trips, all residential units will be within walking distance (0.5 mile or less – the majority of residential units are 0.25 mile or less) to the Specific Plan's mixed-use, retail/commercial, and office uses. The Specific Plan also will create opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal trail/sidewalk circulation system that links residential neighborhoods to nearby schools, area parks, and adjacent park and recreation areas.
- (b) **Provision of Jobs.** A portion of the Specific Plan's 2,000 to 4,000 new jobs will be offered in its retail/commercial and office areas. When combined with other job centers in the Santa Clarita Valley, the Specific Plan will improve the Santa Clarita Valley's jobs-housing base, which is critical to a sustainable community because it allows people to work close to home and minimize vehicle trips and vehicle miles traveled.
- (c) **Locating Residential in Close Proximity to Commercial/Retail/Public Spaces.** All of the residential units in the Specific Plan will be located within walking distance of retail/commercial and office areas. Residents within Vista Canyon will be able to utilize trails, sidewalks, and the Santa Clara River Regional Trail to walk to retail/commercial centers, offices, public and private recreation facilities, parks, and nearby schools. As stated above, this traditional neighborhood approach, designed around a mix of other land uses, will minimize vehicle trips and vehicle miles traveled.
- (d) **Transit-Oriented Development.** The Specific Plan site is uniquely situated in proximity to Metrolink rail lines, and affords the opportunity to plan a new City/Metrolink transit center to facilitate transit, reduce automobile trips, and create a lively place to live, work, play, and shop.
- (e) **Open Space, Recreation, and Parks.** The Specific Plan includes extensive open space, recreation opportunities, and public/private parks to serve the neighborhoods within Vista Canyon. These areas are linked by the Specific Plan's trail system, which promotes walking and biking while minimizing vehicle trips.
- (f) **Reducing Impermeable Surfaces.** To curtail urban runoff and maximize groundwater recharge, the Specific Plan will utilize smaller street sections where possible, native landscape areas, permeable pavement in various parking areas, and non-structural water quality treatments. This design reduces impermeable surfaces and minimizes urban "heat island" effects. Not including permeable pavement areas or landscape areas within each lot, the Specific Plan will utilize permeable payment areas in on-street parking areas within PA-1 and PA-2.

- (g) **Water Conservation and Reuse.** The Specific Plan includes construction of a water reclamation plant (WRP) that will provide for the Specific Plan's irrigation needs, and also provide additional recycled water for off-site uses. The proposed Vista Canyon WRP will generate enough recycled water to completely offset the Specific Plan's total water demand based on product type-specific water demand estimates generated for the Specific Plan. Additionally, the Specific Plan includes provisions that require several water efficiency strategies, including minimization of turf, use of drought-tolerant landscaping, automated irrigation systems, and water-efficient appliances and fixtures.
- (h) **Traffic/Transportation Improvements.** The Specific Plan's traffic circulation plan minimizes vehicle trips and reduces GHG emissions through the design of internal roads in conjunction with homes, nearby schools, retail/commercial areas, offices, and trail systems. Transit also is uniquely incorporated into the traditional neighborhood and town center design. Trails and bike paths leading to close-to-home jobs, neighborhood-serving retail, offices, and nearby schools encourage residents to reduce vehicle miles traveled.
- (i) **Energy Efficiency.** First, all residential units and non-residential buildings on the Specific Plan site will exceed the 2008 Title 24 building energy efficiency standards by at least 20 percent; that is, the units and buildings will be more energy efficient than state law requires. Second, the project applicant or designee will provide Energy Star appliances and equipment for any standard items that are included in the residential and non-residential structures within the Specific Plan site. These will include Energy Star clothes washers, dishwashers, and refrigerators. For office buildings, Energy Star office equipment (such as monitors, printers, copiers, *etc.*) will be mandated. Third, the project applicant or designee will coordinate with the City of Santa Clarita, Southern California Edison and Southern California Gas Company to secure installation of energy efficient municipal lighting and smart meters at the residential units.
- (j) **Renewable Energy.** An 80,000-square-foot photovoltaic system (or equivalent) will be constructed on the project site to help offset the Specific Plan's reliance on electricity and natural gas. Additionally, solar heating will be used for all on-site community pools.
- (k) **Solar Energy System Option.** Consistent with Governor Schwarzenegger's Million Solar Roofs Plan, the project applicant or designee, acting as the seller of the single-family residences constructed as part of the development, will offer a solar energy system option to all customers that enter into negotiations to purchase a new home; this offer will include the total installed cost of the solar energy system option and the customer's estimated cost savings.

2.7 LANDSCAPE PLAN

The Vista Canyon Conceptual Landscape Plan is shown on **Figure 2.0-22**. The conceptual landscape plan for Vista Canyon focuses primarily on the use of native and drought tolerant tree and plant species to create a natural and vibrant environment. All plant species listed, both native and non-native, have been chosen due to their ability to thrive in the Santa Clarita climate and their potential to add complexity and texture to the open space/landscape areas within the Specific Plan. Plants listed that are non-native or not drought tolerant will be used sparingly and only in areas that require their unique properties such as bio-swales, rain gardens, northern building exposures, and commercial high use areas. The use of turf will be limited and only used in locations where it will serve for passive or active recreation. Minimum turf will be used in road medians or along major streets.

The irrigation systems will be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance. The main objective for the irrigation design is to minimize water use, maximize efficiency, and explore the feasible uses of recycled water. These objectives will be met through the use of Smart ET Based controllers, hydro-zoning, moisture sensors, rain-shut-off devices, cisterns, and drip irrigation. Although much of the native planting areas may receive temporary irrigation, a permanent irrigation system is important for a majority of the landscape planting in order to comply with the Los Angeles County Fire Department Fuel Modification Guidelines.

There are two major varieties of oaks that will be planted as mitigation oak trees: the evergreen Coast Live Oak (*Quercus agrifolia*) and the deciduous Valley Oak (*Quercus lobata*). Open space has been established for the planting of oak trees. The largest of the areas is a 2-acre portion of the proposed Oak Park. This area will provide abundant open space for up to 100 mitigation oak trees. The Town Green and Mitchell Hill Open Space areas also will include the planting of oak trees. Finally, the open space along the river trails, the project trails, and the Santa Clarita River revegetation zone also will create opportunities for mitigation oak tree planting.

2.8 PARKS AND RECREATION PLAN

The Specific Plan's parks and recreation component provides exceptional active and passive recreational opportunities for its residents. **Figure 2.0-23, Parks and Recreation Plan**, illustrates the locations of public and private parks and recreation facilities in relation to other designated open space within the Specific Plan. As discussed in further detail below, the primary Specific Plan recreational amenities include the approximately 10.8-acre Oak Park/River Education Center, 1-acre Town Green, and Community Garden. Up to six private recreational facilities also will be provided in the Specific Plan. **Figures 2.0-24, 2.0-25, and 2.0-26**, below, illustrate the conceptual park concept designs.

The Vista Canyon Parks and Recreation Plan includes the following active and passive park that will be accessible to the general public:

The proposed 10.8-acre Oak Park will be located in the southeast portion of the Specific Plan, in PA-3. The park will include the River Education Center, as well as an approximately 2-acre oak tree preserve and mitigation area for passive uses. The remaining acreage will be developed with improvements similar to a neighborhood park, with easterly portions utilized for an animal movement corridor. The park will be dedicated to the City.

The Vista Canyon Parks and Recreation Plan also includes the following private parks:

The site will include the following private recreation facilities, totaling approximately four (4) acres: The Community Recreation Area will be located within PA-3 and consist of a pool and restroom facilities. Multi-family recreation areas and courtyards also will be located adjacent to multi-family uses on the western portion of the Specific Plan, in PA-1 and PA-2.

The 0.3-acre Community Garden will be centrally located within PA-2. The garden and amenities will be available for residents, and owned and maintained by a homeowners' association.

The 1-acre Town Green will be developed with a picnic area, sitting area, and other public recreation/entertainment facilities. Areas of the Town Green along the Santa Clara River Trail will be planted with native and/or drought tolerant vegetation. The area also will be accessible to the public, though it would be owned and maintained by a property owners association.

2.9 PHASING PLAN

The Specific Plan will be completed in multiple phases in order to correlate infrastructure and amenities with site development. The sequence of development will be influenced by the following factors: (a) market conditions and changes; (b) economic conditions and changes; (c) rate of growth in the immediate vicinity and region; and (d) changes in infrastructure/public facilities requirements, conditions, and needs. As these factors change during buildout of the Specific Plan, adjustments in corresponding infrastructure requirements may be needed. However, it is anticipated that there will be four phases of development with the initial phase being occupied in 2012 and the last phase being completed in 2015. Each phase will have specific infrastructure and amenity requirements to ensure that the project is adequately served and City standards are met. The Vista Canyon phasing plan is set forth in **Section 6.0, Specific Plan Implementation**.



Figure 2.0-22



Figure 2.0-23



N
NOT TO SCALE

Figure 2.0-24

Conceptual Park Concepts Designs (Oak Park)

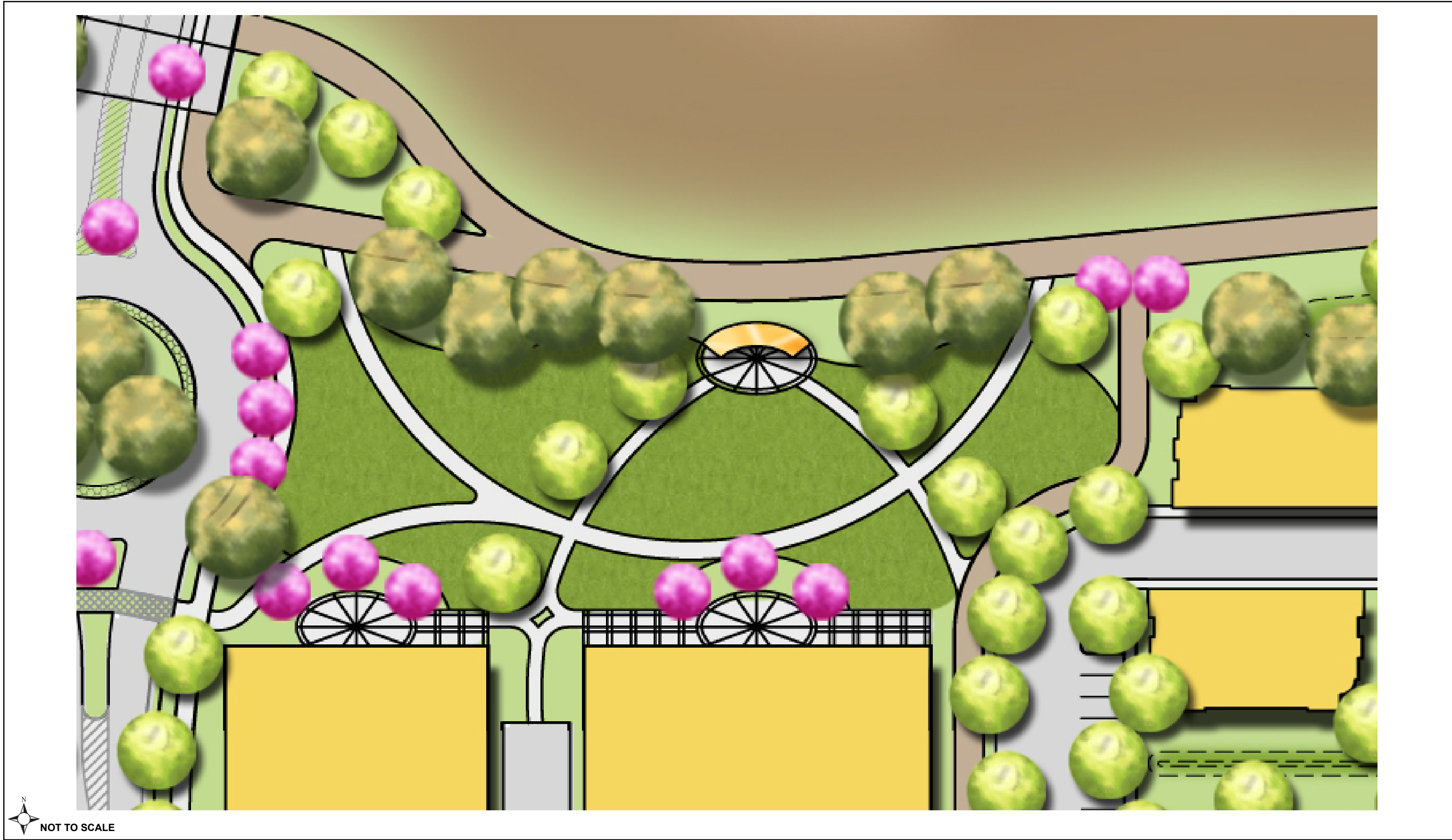
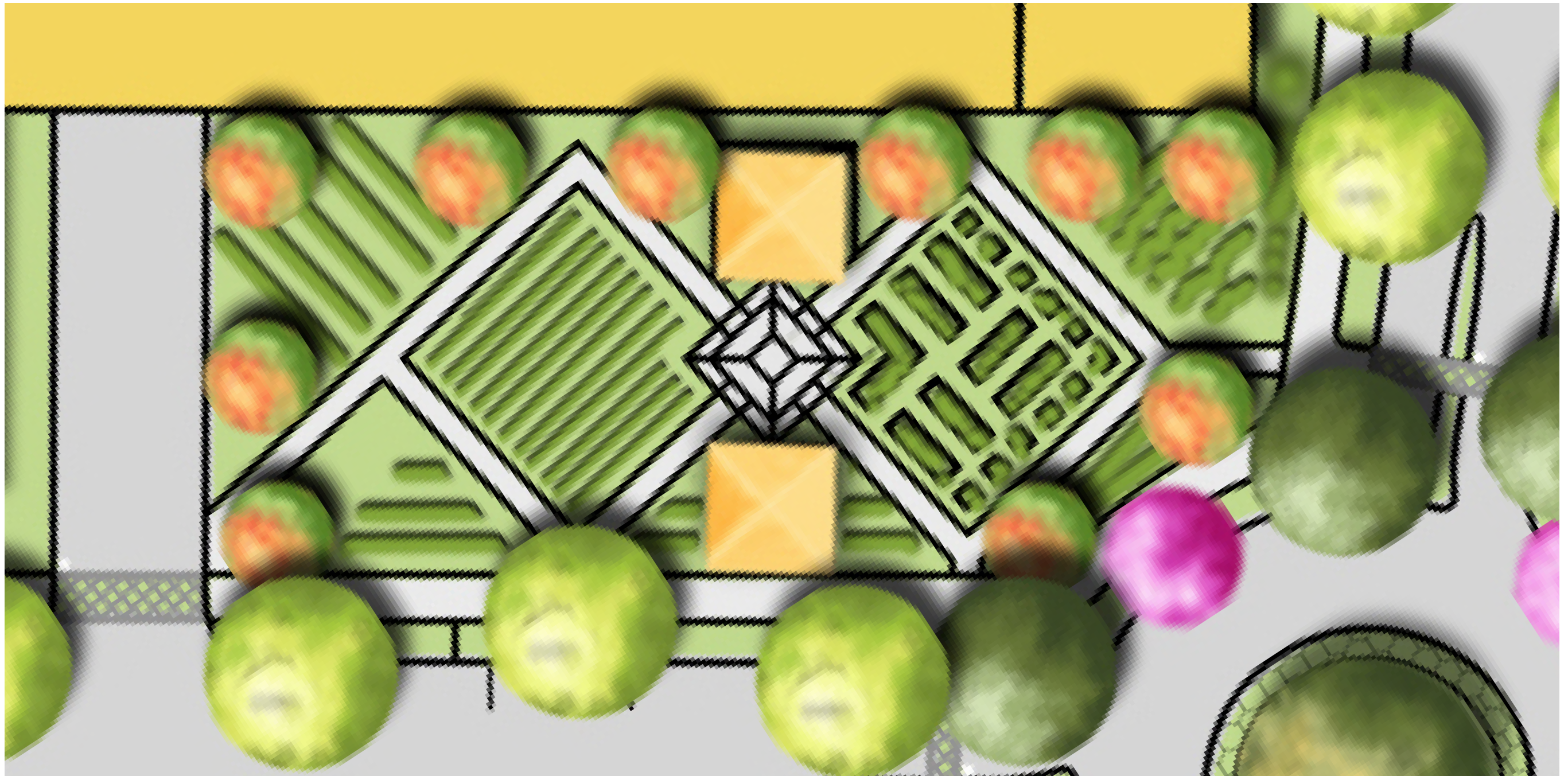


Figure 2.0-25

Conceptual Park Concept Design (Town Green)



 NOT TO SCALE

Figure 2.0-26

Conceptual Park Concepts Designs (Community Garden)