

## 2.0 REVISED PROJECT DESIGN

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### 1. INTRODUCTION AND REVISED PROJECT DESIGN OVERVIEW

The Draft EIR (October 2010) evaluated the environmental impacts of the proposed Vista Canyon project as originally proposed in the 2007 entitlement applications, and the proposed annexation of the AAA as initially contemplated by the City (collectively, “original project”). However, since that time, the original project has been modified by both the Planning Commission and City Council. The overall effect of these modifications is to reduce the total developed area, and the amount of permissible development. This topical response summarizes and illustrates the attributes of the “revised project,” and evaluates, on a category-by-category basis, the environmental ramifications of the revised project, as compared to the original project.

More specifically, on December 21, 2010, the Planning Commission directed that the following modifications be made:

1. Elimination of 26 single-family lots located in PA-3 and adjacent to the existing La Veda neighborhood. Elimination of these lots increases the size of the proposed Oak Park to over 10 acres, allows for the preservation of one additional heritage oak tree, and facilitates the preservation and enhancement of a north/south animal movement corridor from the Santa Clara River through the project site to undeveloped land to the south.
2. Selection of the "Roundabout" (Intersection Design Option 3) at the Lost Canyon Road/Sand Canyon Road intersection.
3. Removal of Sand Canyon community properties located south of Placerita Canyon Road from the AAA, with the exception of the City's Walker Ranch Open Space property.
4. Preparation of an animal movement corridor plan by a qualified biologist that addresses corridor design, specifications for an undercrossing at Lost Canyon Road, and plant materials for the corridor.
5. Construction of an 8-foot-tall wall/berm in locations along the southerly Metrolink right-of-way adjacent to the proposed transit station in order to reduce train-related noise to off-site properties.
6. Minimization of potential dust and vibration impacts associated with project-related construction to the existing La Veda neighborhood.
7. Funding of a crossing guard, for a temporary period, after the completion of the intersection improvements at Lost Canyon Road/Sand Canyon Road.

And, on March 22, 2011, the City Council directed that these additional modifications be made, as well:

8. Increase the length of the Vista Canyon Road Bridge over the Santa Clara River from 650 to 750 feet.
9. Increase the River Corridor width in PA-1 and PA-2 by an average of 100 feet (excepting the proposed WRP, which is located in an area outside of CDFG's jurisdiction). With this modification, the average width of the River Corridor on the project site would be over 800 feet. This change also resulted in the redistribution of residential and commercial land uses in PA-1 and PA-2.
10. Elimination of commercial development within PA-4 (Mitchell Hill), resulting in *no* development north of the Santa Clara River Corridor.
11. Relocation of the Town Green in PA-2 from the original location adjacent to the Metrolink right-of-way and Transit Station to a location near the southern abutment of the Vista Canyon Road Bridge. This relocation places the Town Green along the Santa Clara River directly north of the office and hotel buildings located to the east of Vista Canyon Road.
12. Elimination of the residential overlay and establishment of a development cap on the project of 1,100 residential units and 950,000 square feet of commercial floor area.
13. Addition of the following project conditions:
  - Require the staff and applicant to work together on a Recreational Amenity Plan for the Mitchell Hill Open Space. The Plan would include site security improvements and the construction of unimproved access (decomposed granite or similar surface) to the Mitchell Hill Open Space. The applicant shall also construct improvements identified in the approved Plan, and receive Park Development Fee credit for the constructed improvements.
  - Require the applicant to pay all costs for and complete the restoration of the Mitchell Family cemetery, including the extension of water and electricity to the cemetery.
  - Require the project's Landscape Maintenance District to pay for ongoing maintenance of the Oak Park, River Corridor, and Mitchell Hill Open Space (including the Mitchell Family cemetery).
  - Require the applicant to provide \$300,000 in funding to be used for the City's construction of the Sand Canyon Road Trail from Roadrunner Avenue to Lost Canyon Road, and un-constructed portions of the Sand Canyon trail between Roadrunner Avenue and Sultus Street.
  - Require that project lighting be decorative and down lit, including along public roadways and the Vista Canyon Road Bridge.
  - Require that no lighting be permitted on Lost Canyon Road from La Veda Avenue to a point 300 feet from the eastern project boundary due to the animal movement corridor. Additionally, no street parking shall be permitted in this area either.
  - Require that no lighting be permitted on trails adjacent to the animal movement corridor or along the Santa Clara River.



- Require that the applicant use its best efforts, working with City staff, to acquire an off-site, 20-foot-wide, trail easement to be located on the property to the south of the existing railroad undercrossing to allow for the connection of the Vista Canyon trail system to the Fair Oaks Ranch/Golden Valley trail system and to the City's trail system at the western terminus of Roadrunner Avenue.
- Require that the project's loop trail, from the project's eastern boundary to the existing railroad undercrossing, be decomposed granite (or similar surface) at a width of 20 feet.
- Require that the project's loop trail, from the existing railroad undercrossing to Vista Square, be decomposed granite (or similar surface) at a width of 12 feet.
- Require that the slope of the bank stabilization in the area of the animal movement corridor not exceed a grade of 2.5:1 to provide access for wildlife to enter into the River.
- Require that a conservation easement be recorded over the animal movement corridor on-site and that the applicant, working with City staff, use its best efforts to acquire an off-site conservation easement on the property directly to the south to preserve the animal corridor through the project site and to the south.
- Require, for a full school year following the completion of the intersection improvements at Lost Canyon Road/Sand Canyon Road, the applicant to fund a crossing guard at the intersection during morning and afternoon hours.

**Table F-1, Vista Canyon Revised Statistical Summary**, also provides the land use statistical summary for the revised project. Additionally, the revised project is illustrated on **Figure F-1, Revised Land Use Plan**, and **Figure F-2, Revised Vesting Tentative Tract Map**, below. A narrative summary of the key changes to the original project studied in the Draft EIR also is provided below.

- **Residential Dwelling Units:** The maximum number of residential units has been reduced from 1,350 to 1,100 units, which is attributable to: (a) the elimination of the residential overlay option, and (b) the elimination of 26 single-family lots previously proposed for development in PA-3 adjacent to the existing La Veda Avenue community. As shown in **Figure F-2**, the units would be distributed as follows: PA-1 – 480 units; PA-2 – 325 units; and, PA-3 – 295 units.
- **Development/Grading Footprint:** The amount of developed acreage has been reduced from approximately 100 acres to approximately 89 acres due to the elimination of development in PA-4 and the pull back of bank stabilization in PA-1 and PA-2.
- **Parks and Open Space:** The amount of parks and open space has increased from 18 to 21 acres due to the elimination of 26 single-family lots previously proposed for development in PA-3 adjacent to the existing La Veda Avenue community.

**Table F-1:  
Vista Canyon Statistical Summary by Planning Area**

Planning Areas	Land Use Designation <sup>1</sup>	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 Theater, Parking Structures (including Metrolink Parking), Residential, Private Recreation Areas	30	325	164,000	646,000	140,000
	O	Community Garden, Town Green, Bus Transfer Station	2	--	--	--	--
PA-3	R	Attached and Detached Residential, Private Recreation Area	30	295	--	--	--
	O	Oak Park	10.8	--	--	--	--
<b>Other Areas</b>							
River Corridor	OS	River	87.3	--	--	--	--
Public Streets	O	Streets	13.74	--	--	--	--
<b>TOTAL</b>			<b>185.3</b>	<b>1,100</b>	<b>164,000</b>	<b>646,000</b>	<b>140,000</b>

Notes:

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

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

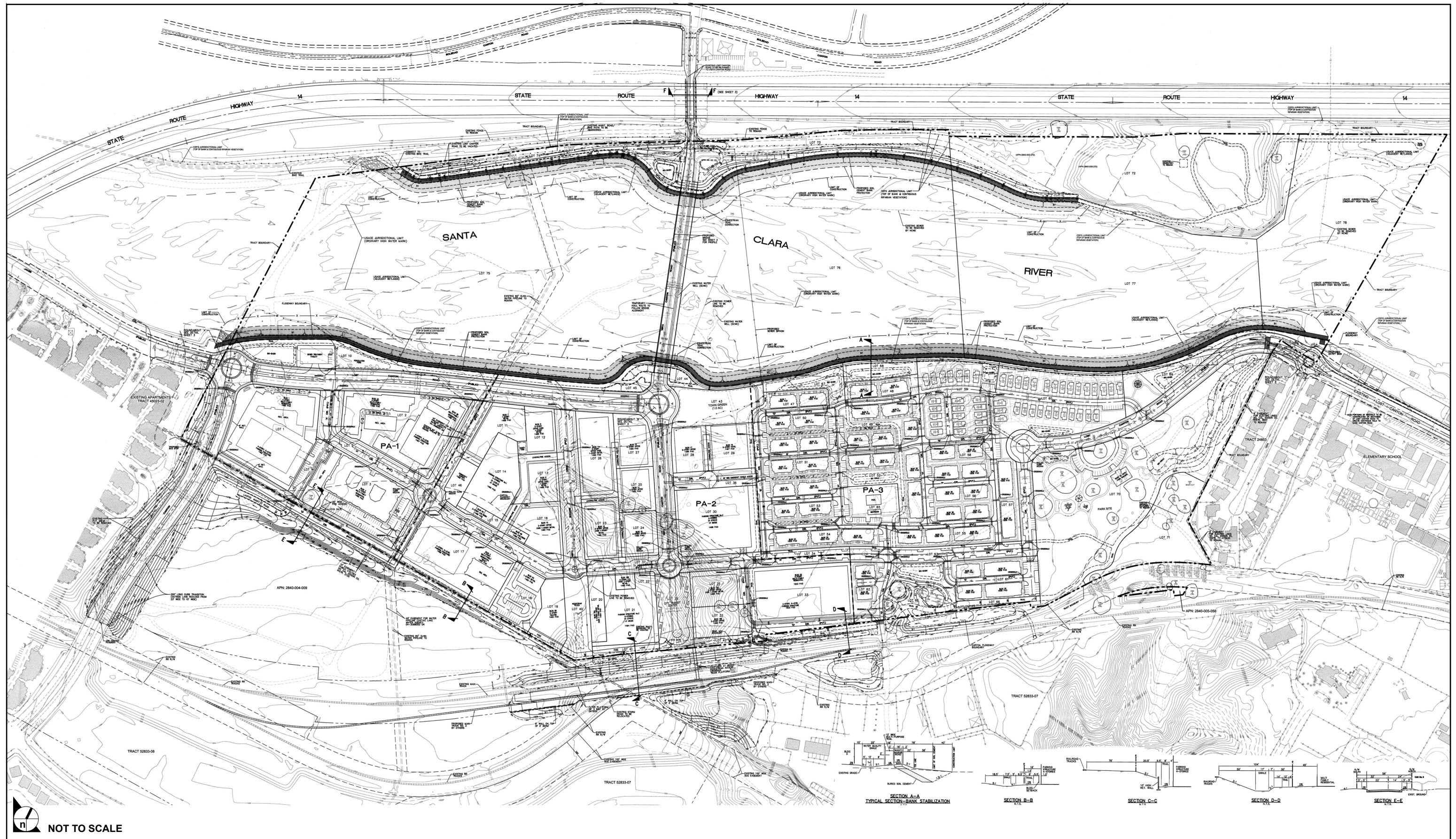


SOURCE: Vista Canyon Specific Plan – 2011

FIGURE **F-1**

Revised Land Use Plan





SOURCE: Alliance Land Planning & Engineering, Inc. - April 2011

FIGURE F-2

Revised Vesting Tentative Tract Map

- **Oak Trees:** The number of preserved oak trees has increased from 31 to 32 due to the preservation of the north/south animal movement corridor along the eastern edge of PA-3.
- **AAA:** The overall size of the AAA has been reduced from 3,065 acres to 2,257 acres, which is attributable to the reduction in annexation acreage from within the Sand Canyon community (from 1,723 acres to 915 acres).

Of note, these project modifications incorporate aspects of Alternative 4 (Reduced Development Footprint) and Alternative 5 (Open Space Corridor), as originally presented in the Draft EIR. Specifically, consistent with Alternative 4, the revised project: (a) relocates the bank stabilization on the south side of the River Corridor within PA-1 and PA-2, excepting the WRP, by an average of 100 feet; (b) eliminates the residential overlay; and, (c) extends the length of the Vista Canyon Road Bridge from 650 to 750 feet. And consistent with Alternative 5, the revised project: (a) creates a north/south open space corridor; and, (b) eliminates development in PA-4.

## 2. ENVIRONMENTAL ANALYSIS OF THE REVISED PROJECT

The Draft EIR, at **Section 4.0, Environmental Impact Analysis**, determined that implementation of the proposed Vista Canyon project would result in significant unavoidable impacts relative to traffic and access, air quality, noise, and solid waste disposal. The Draft EIR also determined that the original project would result in potentially significant impacts to several other environmental categories although these impacts would be reduced to levels below significant with mitigation. The following discussion evaluates and compares the potential environmental impacts of the original project with the impacts of the revised project by environmental topic category.

Generally speaking, the revised project reduces the original project's potential environmental impacts (due to the overall development of the site with less intensive/dense land uses), does not increase the level of any previously identified impacts, and creates no new significant impacts. The City also has determined that, based on the entire record, the modified proposed project will not change the Draft EIR's conclusions regarding potential impacts and the significance of potential impacts, and that the revised project will have, in general, the same environmental impacts, and the same level of impacts, as those identified in the Draft EIR.

### (1) Geotechnical Hazards

Implementation of the revised project would result in less grading because of the reduced development footprint on the tract map site. As to potential impacts, all improvements constructed on site as part of the revised project would be subjected to the forces of ground movement during seismic events similar to the original project, and would also be subject to the same construction requirements as the original project.

Nonetheless, because there would be fewer developed acres under the revised project than under the original project, geotechnical hazards would be reduced and, therefore, the revised project would result in fewer impacts than the original project with respect to geology and soils.

## **(2) Flood**

Implementation of the revised project would result in fewer modifications to the existing drainage pattern and produce less clear runoff because of the reduced development footprint on the tract map site, as well as the reduced number of residential dwelling units. That being said, the project design features (PDFs) and recommended mitigation measures contained in the EIR would reduce such impacts to less than significant with either scenario.

## **(3) Traffic and Access**

Implementation of the revised project would result in a slight reduction in the number of vehicle trips generated by on-site uses when compared to the original project due to the reduction in residential units from 1,117 to 1,100. While there would be a reduction in residential dwelling units under the revised project as compared to the original project, the revised project would still represent a balanced land plan that contains neighborhood-serving commercial uses that are connected to the residential areas by paseos and trails, thereby promoting alternative means of travel and keeping many vehicle trips internal to the project site and vicinity. Additionally, the revised project would result in the same impacts that already have been identified and addressed in the Final EIR. That being said, temporary impacts to the Sand Canyon Road/Lost Canyon Road intersection during Phase I (2012), impacts to the Sand Canyon Road to Soledad Canyon Road segment of SR-14 at project buildout (2015) and during long-range cumulative conditions (2030), and impacts to the Soledad Canyon Road segment between Sierra Highway and Golden Valley Road under long-range cumulative conditions (2030) would remain unavoidably significant.

## **(4) Air Quality**

Under the revised project, because the development footprint would be reduced in size; short-term grading, and construction-related air quality impacts would be slightly reduced as compared to those of the original project. While the total number of construction days would likely be reduced in proportion to the reduction in graded area, because the length of grading time per day would likely not decrease (just the total number of construction days), receptors would still be exposed to the same amount of daily emissions.

Long-term (i.e., operational) air quality impacts under the revised project would also be reduced when compared to the original project, as the number of operational traffic trips would be reduced primarily

because of the reduced number of residential units. Both the original project and the revised project would result in unavoidably significant exceedances of certain South Coast Air Quality Management District (SCAQMD) air quality thresholds. Nonetheless, because the revised project would generate slightly less vehicular air emissions than the original project, the revised project would result in fewer impacts to air quality than the original project.

## **(5) Noise**

Under either the revised project or the original project, development of the property would involve clearing and grading of the ground surface, installation of utility infrastructure, and the building of the proposed improvements. These activities typically involve the temporary use of heavy equipment, smaller equipment, and motor vehicles, which generate both steady static and episodic noise. This noise would primarily affect the occupants of on-site uses constructed in the earlier phases of the development (assuming that the site is occupied in sections as other portions are still under construction). Individuals who would have an uninterrupted line-of-sight to the construction noise sources could be exposed to noise levels, which would exceed the City's Noise Ordinance standards during construction regardless of the development alternative selected. For this reason, the revised project would result in similar impacts to the original project with regard to construction noise.

With respect to operational impacts, under either the revised project or the original project, building occupants would be subject to traffic noise along off-site and internal roadways, as well as noise from day-to-day activities at the site. That being said, the revised project would result in the construction of an 8-foot-tall wall/berm in locations along the southerly Metrolink right-of-way adjacent to the Transit Station in order to reduce train-related noise to off-site properties. However, the number of traffic trips would be slightly less than the original project; therefore, roadway noise levels and associated impacts would be slightly reduced, though still unavoidably significant for purposes of off-site, noise sensitive land uses located along SR-14.

## **(6) Biological Resources**

Implementation of the revised project would further reduce and minimize impacts to biological resources by providing for a north/south animal movement corridor and preparation of an animal movement corridor plan by a qualified biologist. Additionally, the elimination of development in PA-4 would further reduce biota impacts. That being said, the recommended mitigation measures contained in the EIR would reduce such impacts to less than significant with either scenario.

## **(7) Land Use**

Implementation of either the original project or the revised project would be consistent with all applicable local planning documents, and would not result in significant impacts to land use planning.

## **(8) Water Service**

The potable and non-potable water demand for the revised project would be less than the original project because of the reduced number of residential units. Given that the revised project would result in less water demand than the original project, the revised project would result in reduced impacts to water service compared to the original project. That being said, impacts would be less than significant under either scenario.

### **(a) Water Quality**

Under the original project or revised project, PDFs incorporated into the development to address water quality and hydrologic impacts would include site design, source control, treatment control, and hydromodification control Best Management Practices (BMPs). In addition, flow control BMPs would be incorporated into the PDFs to comply with the Los Angeles Countywide Standard Urban Storm Water Mitigation Plan (SUSMP). Low Impact Development (LID) BMPs also will be implemented. On-site surface runoff would be intercepted in retention and/or biofiltration BMPs to the extent feasible, and excess runoff would be conveyed to a network of storm drains that lead to a series of regional infiltration/biofiltration facilities prior to discharge into the Santa Clara River. Because the revised project would result in slightly less clear stormwater runoff than the original project, the revised project would result in fewer impacts than the original project from a water quality perspective. The recommended mitigation measures contained in the EIR would reduce such impacts to less than significant with either scenario.

## **(9) Solid Waste Disposal**

Implementation of the revised project would generate slightly less solid waste per year than the original project due to the reduction in total development. That being said, under either the original project or revised project, impacts would be unavoidably significant due to the absence of long-term landfill capacity or other disposal alternatives.



## **(10) Education**

Implementation of the revised project would generate slightly less students than the original project due to the reduction in the number of residential units. That being said, under either scenario, the mitigation agreements with the Sulphur Springs Union School District and William S. Hart Union High School District would be implemented, thereby ensuring that impacts would not be significant.

## **(11) Library Services**

Implementation of the revised project would generate slightly less demand for library facilities and services than the original project due to the reduction in the number of residential units. That being said, payment of the City's mandatory library impact fees would ensure that such impacts are not significant under either scenario.

## **(12) Parks and Recreation**

Implementation of the revised project would increase the amount of acreage for parks and recreation from 18 to 21, as compared to the original project. That being said, the recommended mitigation measures contained in the EIR would ensure that impacts are not significant with either scenario, as both the original project and revised project would be required to satisfy the City's parkland standards through the provision of parkland, private recreation facilities, and/or the payment of fees.

## **(13) Fire Services**

While implementation of the revised project would slightly reduce the demand for fire protection services, due to the reduced amount of residential development, both the original project and revised project would be required to pay the City's mandatory fire facilities fee. Additionally, under either scenario, the necessary infrastructure (e.g., water mains; fire hydrants), and design standards (e.g., signage requirements) would be implemented.

## **(14) Sheriff Services**

While implementation of the revised project would slightly reduce the demand for law enforcement services, due to the reduced amount of residential development, both the original project and revised project would be required to pay the City's mandatory law enforcement facilities fee. Additionally, under either scenario, the necessary design standards (e.g., sufficient street lighting; signage requirements) would be implemented and a private security company would be retained to assist during the construction phase.

### **(15) Human-Made Hazards**

Implementation of the revised project would not change the level or nature of environmental impacts associated with human-made hazards, as compared to the proposed project.

### **(16) Visual Resources**

The revised project would result in similar impacts as the original project relative to visual resources as either scenario would modify the existing, undeveloped state of the project site and introduce new sources of light and glare. That being said, impacts would be less than significant under either scenario as the project would be visually consistent with surrounding land uses.

### **(17) Population, Housing, and Employment**

The revised project would result in similar impacts as the original project, though the reduction in the total number of residential units would result in a corresponding decrease in the on-site resident population. Under either scenario, impacts would not be significant.

### **(18) Cultural Resources**

The revised project would result in a smaller development footprint and require less grading than the original project. As such, the potential for disturbance to known cultural resources during construction activities under the revised project would be reduced when compared to the original project, particularly as Site VC-1/H, located in PA-4, would be preserved in place. For this reason, the revised project would result in fewer impacts when compared to the original project with respect to cultural resources.

### **(19) Agricultural Resources**

The revised project would result in similar, albeit not significant, impacts as the original project to agricultural resources as the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, because the project site is not part of any Williamson Act contract lands, neither the original project nor the revised project would result in the conversion of agricultural lands to non-agricultural uses. Both scenarios also would not significantly impact forest resources due to the overall increase in on-site oak trees.

**(20) Santa Clara River Corridor Analysis**

The revised project would increase the length of the Vista Canyon Road Bridge from 650 to 750 feet, and increase the average width of the River Corridor on the project site to over 800 feet. As a result, impacts to California Department of Fish and Game's (CDFG's) jurisdictional lands would be reduced from 17.27 to 14.12 acres. As a result, the revised project would result in less impacts to the River Corridor than the original project; that being said, under either scenario, impacts would be reduced to a level below significant with implementation of the mitigation measures recommended in the EIR.

**(21) Wastewater Disposal**

The revised project would generate less wastewater than the original project because of the reduced number of residential units. That being said, impacts would be less than significant under either scenario.

**(22) Global Climate Change**

Both the original project and the revised project would employ the same PDFs and emission reduction strategies to reduce the overall level of greenhouse gas (GHG) emissions on the project site, and ensure consistency with AB 32. Nonetheless, under the revised project, the one-time release of GHG emissions associated with vegetation/land use change and construction would be slightly less, as compared to the original project, because the overall development footprint would be reduced slightly in size, thereby reducing the amount of grading and extent of construction activities. Additionally, the revised project's annual GHG emission levels also would be slightly reduced relative to the original project due to the reduction in number of total residential dwelling units. Specifically, annual GHG emissions attributable to residential building energy use, mobile sources, and water demand (including conveyance, treatment, and distribution) would be less. In summary, the revised project would generate slightly less GHG emissions than the original project, though impacts would not be significant under either scenario.

**(23) Utilities**

Under the original project analysis presented in the Draft EIR, current projections for energy supply and demand by Southern California Edison (SCE) and the Southern California Gas Company (SCGC) indicate that these utility providers would have sufficient electricity and natural gas resources to serve the project site. Since the revised project would result in a reduced amount of residential development, the energy estimates presented in the Draft EIR overstate demand. Thus, energy use associated with the revised project would be less than that identified for the original project.

In addition, all development on the Vista Canyon project site would be required to comply with Title 24, Assembly Bill (AB) 970, and AB 32 energy conservation measures. Moreover, the applicant has committed to designing all residential and non-residential uses to be 20 percent more energy efficient than required by Title 24 (2008); this commitment would apply to the original project and the revised project. Based on the above, the revised project would result in impacts that are slightly less than the original project with respect to utilities. That being said, under either scenario, impacts would be less than significant.

**(24) Ancillary Annexation Area**

The revised project reduces the amount of land that would be annexed from within the Sand Canyon community, as compared to the original project. That being said, under either scenario, impacts are not anticipated to be significant, particularly as neither scenario authorizes additional development on the AAA site.