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## 2.1 INTRODUCTION

The Specific Plan is designed to deliver a premier transit-oriented residential community that serves as a functional and visual extension of the new mixed-use Vista Canyon Specific Plan directly north. The MetroWalk Specific Plan is designed to achieve a unified vision with a cohesive architectural theme and an integrated vehicular and pedestrian mobility system connected to the new Vista Canyon Metrolink transit station and Bus Transfer Station. Both Specific Plans are guided by a shared goal of creating a unique community where residents enjoy accessibility to transit, recreation, nearby employment, shopping, and services.

The 20.4-acre site of the MetroWalk Specific Plan provides the opportunity to develop up to 498 residential units, with a diversity of attainably priced residential typologies, including market rate apartments, age-qualified apartments, affordable senior apartments, and market rate townhomes. The site design concept is intended to maximize walkability and encourage day-to-day interaction within the community. A unifying multi-use path is centrally located and links the Specific Plan with the Metrolink station and Vista Canyon to the north while connecting various private amenities throughout the community, including parks nodes, open space, a central club house and a playground. In addition, the multi-use path terminates at a public plaza at the far eastern area of the Specific Plan, which provides an outdoor publicly accessible amenity adjacent to the Metrolink transit station as well as shopping, trails, and other amenities to the north.

## 2.2 SPECIFIC PLAN OBJECTIVES

The Specific Plan's design is based on the following objectives:

1. Create a new transit-oriented community that provides a diversity of attainably-priced residential uses in close proximity to transit, retail/commercial, office, hotel, and recreational uses.
2. Enhance the housing market and support the City of Santa Clarita's Regional Housing Needs Assessment by providing a variety of housing types and densities to meet the varying needs of future residents.
3. Provide development and a land use pattern that serves as an integrated extension of the Vista Canyon Specific Plan to the north, with coordinated and attractive streetscapes and a high-quality architectural design theme.
4. Arrange land uses to support safe and convenient access to nearby transit and amenities to reduce vehicle miles traveled and energy consumption, and to encourage walking and the use of transit.
5. Design the community to achieve an integrated neighborhood feel and unique sense of place.

6. Provide a rich set of shared outdoor spaces, including parks, courtyards, pathways and a public plaza.
7. 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.
8. Create and enhance opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal pedestrian circulation system that links the residential community to the nearby Metrolink station, Bus Transfer Station, schools, parks, trail systems, shopping and employment opportunities.
9. Provide a landscape design that emphasizes a pleasant neighborhood character and inviting streetscapes and gives MetroWalk its own unique outdoor aesthetic.
10. Adopt development regulations that provide a measure of flexibility to respond and adjust to changing economic and market conditions.

### **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 site. 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) and Open Space (OS)), each of which are linked by a system of pathways and private drives.

**Table 2.0-1  
Specific Plan Summary**

<b>Planning Area No.</b>	<b>Dwelling Units</b>	<b>Other Land Uses</b>	<b>Acreage (gross)</b>
Planning Area – 1 (PA 1)	179	Private Drives, Private Recreation Areas, Paths, Landscape Areas, Parking	7.54
Planning Area – 2 (PA 2)	119	Private Drives, Private Recreation Areas, Paths, Landscape Areas, Parking	2.33
Planning Area – 3 (PA 3)	50	Private Drives, Private Recreation Areas, Paths, Landscape Areas, Parking	1.08
Planning Area – 4 (PA 4)	150	Private Drives, Private Recreation Areas, Public Plaza, Playground, Passive Play Area and Gathering Space, Paths, Landscape Areas, Water Easement Parking	9.47
<b>Total</b>	<b>498</b>		<b>20.42</b>

**Source:** Appendix 1.0-3

**Note:** The Specific Plan allows for a transfer of units between Planning Areas; however, in no event shall the project be permitted to exceed a maximum of 498 residential units.

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

<b>Planning Area No.</b>	<b>Land Use Designation<sup>1</sup></b>	<b>Use Type</b>	<b>Acres (gross)</b>	<b>Dwelling Units</b>
Planning Area – 1 (PA 1)	R	Attached Market-Rate All-Ages Apartments, Private Recreation Areas	7.54	179
Planning Area – 2 (PA 2)	R	Attached Market-Rate Age-Qualified Apartments, Private Recreation Areas	2.33	119
Planning Area – 3 (PA 3)	R	Attached Deed-Restricted Affordable Senior Apartments	1.08	50
Planning Area – 4 (PA 4)	R	Attached For-Sale Townhomes	8.54	150
	OS	Public Plaza	0.93	N/A
<b>Total</b>			<b>20.42</b>	<b>498</b>

**Sources:** Appendix 1.0-3; Tentative Tract Map No. 83087

1 R = Residential; OS = Open Space

### 2.3.1 *Land Use Designation Zones*

The following two land use designation zones are established by this Specific Plan, and are applied to property within the Specific Plan site, 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, attainably-priced residential units, including market rate apartments, age-qualified apartments, affordable senior apartments, for-sale townhomes, and other similar residential product types, with parking garages, carports, and surface parking. The R designation includes for rent and for sale units and both market rate and affordable units. The designation also allows recreation uses, including club houses, parks, playgrounds and pathways, as well as landscaped areas and courtyards.
2. **Open Space (OS).** The OS land use designation zone is applied to the public plaza area at the far eastern end of the Specific Plan site, which connects to the new Metrolink station.

### 2.3.2 *Planning Areas*

The Specific Plan site is divided into four Planning Areas, as shown on Tentative Tract Map No. 83087. Each Planning Area is described below.

**Planning Area 1 (PA-1).** PA-1 consists of approximately 7.54 acres located within the western portion of the Specific Plan site. This area consists of 179 attached, market-rate all-ages apartments for lease. Units range in size from approximately 500 to 1,100 gross square feet (GSF) and provide a mix of studio/1 bathroom, 1 bedroom/1 bathroom and 2 bedroom/2 bathroom units. PA-1 also includes private pool/recreation areas, including courtyards and a community room, as well as parking areas and private drives. 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, and residential product types shown on Figure 2.0-1 within PA-1 can be modified consistent with the requirements of the Specific Plan.

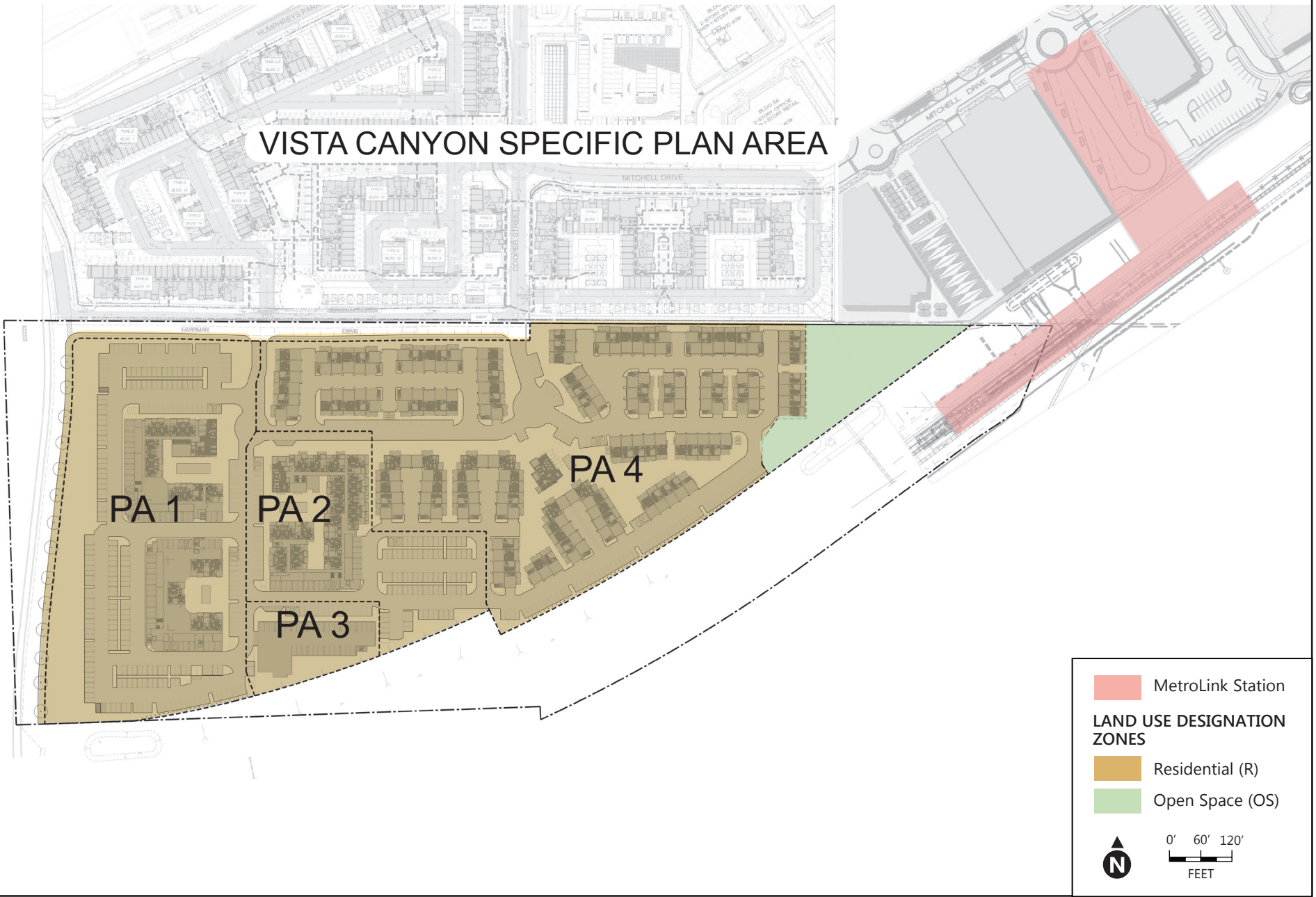
**Planning Area 2 (PA-2).** PA-2 consists of approximately 2.33 acres located within the central portion of the Specific Plan site. This area consists of 119 attached, market-rate age-qualified apartments for lease. Units provide a mix of 1 bedroom/1 bathroom and 2 bedroom/2 bathroom units measuring approximately 600 GSF and 1,100 GSF, respectively. PA-2 also includes private pool/recreation areas, including a park node, multi-use pathway and a community room, as well as parking areas and private drives. The maximum building height in PA-2 is 50 feet (excluding architectural elements, which can extend up to a maximum of 60 feet). Building footprints, building locations, and residential product types shown on Figure 2.0-1 within PA-2 can be modified consistent with the requirements of the Specific Plan.

**Planning Area 3 (PA-3).** PA-3 consists of approximately 1.08 acres located within the central portion of the Specific Plan site, south of PA-2. This area consists of 50 attached, deed-restricted affordable senior apartments for lease, inclusive of one manager unit. Units are all 1 bedroom/1 bathroom and approximately 650 GSF, with the exception of the Manager’s unit which is a 950-GSF 2 bedroom/2 bathroom unit. PA-3 also includes private recreation areas, including a courtyard and a community room, as well as parking areas and private drives. The maximum building height in PA-3 is 50 feet (excluding architectural elements, which can extend up to a maximum of 60 feet). Building footprints, building locations, and residential product types shown on Figure 2.0-2 within PA-3 can be modified consistent with the requirements of the Specific Plan.

**Planning Area 4 (PA-4).** PA-4 consists of approximately 9.47 acres located within the eastern portion of the Specific Plan site. This area consists of 150 attached, for-sale townhomes. Units range in size from approximately 1,300 to 2,300 GSF and provide a mix of 2 bedroom/2.5 bathroom, 3 bedroom/2.5 bathroom and 3 bedroom/2 full, 2 half bathroom units. PA-4 also includes private pool/recreation areas, including park nodes, a club house, playground, and a multi-use path, as well as a public plaza, private drives, and parking garages. The maximum building height in PA-4 is 40 feet (excluding architectural elements, which can extend up to a maximum of 50 feet). Building footprints, building locations, and residential product types shown on Figure 2.0-1 within PA-4 can be modified consistent with the requirements of the Specific Plan.

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# VISTA CANYON SPECIFIC PLAN AREA



- MetroLink Station
- LAND USE DESIGNATION ZONES**
- Residential (R)
- Open Space (OS)



SOURCE:  
New Urban West

FIGURE 2.0-1  
Land Use Plan

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## 2.4 MOBILITY PLAN

### 2.4.1 *Introduction*

The Specific Plan's Mobility Plan provides for a transportation/circulation system using private vehicular and non-vehicular modes of transportation in a system of private roadways and pedestrian pathways. The Mobility Plan seeks to implement street sections that slow traffic, create a pleasant walking environment and reduce the urban "heat island" effect.<sup>2.0-1</sup> The Specific Plan's circulation network described below is conceptually shown on **Figure 2.0-2, Mobility Plan**. Pedestrian pathways are shown on **Figure 2.0-3, Pedestrian Pathways**.

The Specific Plan is guided by its proximity and access to the new Metrolink transit center and the new Bus Transfer Station, which provide residents of the Specific Plan an option of riding the train or using transit to travel to and from work and other destinations. Proximity to transit reduces automobile trips and the associated greenhouse gas emissions, thus contributing to local and regional emissions reduction goals. The Mobility Plan connects the community to nearby transit amenities through a central multi-use path that terminates at Metro Plaza, a public plaza, at the far eastern area of the site near the Metrolink transit station. The multi-use path and public plaza are key features of the Specific Plan. The multi-use path connects various recreational amenities across the site, thus creating and enhancing further opportunities for non-vehicular travel and pedestrian mobility. The public plaza features outdoor amenities including outdoor seating, shaded areas, a play area, and pathways to bring residents and the community together in an attractive, lively atmosphere.

The Specific Plan is designed as a pedestrian-oriented community that is easily accessible to nearby services and amenities, including Vista Canyon to the north which features a mix of office, commercial, retail, and residential uses surrounded by a Main Street thoroughfare (Vista Square). Proximity to Vista Canyon offers residents accessibility to pedestrian-oriented shops, restaurants, and services all within walking distance. The Specific Plan is linked to Vista Canyon through Cooper Street and a second private street to the west, which intersect with Harriman Drive, the main east-west private entrance into the Specific Plan from Lost Canyon Road.

### 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

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<sup>2.0-1</sup> 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 updated January 23, 2020).

provides secondary regional access, paralleling SR-14 along the northern boundary of the Specific Plan site and extending north to Palmdale and Lancaster. Sierra Highway, which intersects Soledad Canyon Road east of the Specific Plan area, also provides secondary regional access 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.

### **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 and the new local roadway system of the Vista Canyon Specific Plan to the north. The proposed development pattern within the Specific Plan site, integrated with existing 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 provide important private roadway improvements that ultimately will connect the Specific Plan to the Vista Canyon Specific Plan and out to Lost Canyon Road, which provides access to the rest of the Santa Clarita Valley.

Primary vehicular access to and from the Specific Plan site will be from Harriman Drive, a new east-west private road that forms the northern boundary of the Specific Plan site. Harriman Drive extends from the approved westerly extension of Lost Canyon Road. As part of the approved Vista Canyon Specific Plan, Lost Canyon Road south of Jakes Way was extended (approximately 800 feet) north from its previous terminus at the northerly abutment of the bridge over the Metrolink rail tracks within Fair Oaks Ranch, past the Specific Plan site to the south and west of the Vista Canyon Specific Plan site. This segment, a public street, has a maximum 90-foot-wide right-of-way and provides two vehicular lanes in each direction with a raised median, and curbs and gutters, parkways, and sidewalks on both sides. Cross sections for each street servicing the Specific Plan site are shown in **Figures 2.0-4 through 2.0-10** and described below.

#### **2.4.3.1 Lost Canyon Road**

Lost Canyon Road from Via Princessa to Jakes Way is designated as a “Major Highway” in the Santa Clarita General Plan Circulation Element and the Los Angeles County Master Plan of Highways. Per the Vista Canyon Specific Plan, Lost Canyon Road was extended north (approximately 800 feet), from its previous terminus at the northerly abutment of the bridge over the Metrolink rail tracks within Fair Oaks Ranch. This segment, a public street, has a maximum 90-foot-wide right-of-way and provides two vehicular lanes in each direction with a raised median, and curbs and gutters, parkways, and sidewalks on both sides. This road is depicted in cross-section and plan view in **Figure 2.0-4**, below.

#### 2.4.3.2 *Harriman Drive*

Harriman Drive is a two-lane, private street providing primary vehicular access to and from the Specific Plan site and internal circulation for the residential land uses. It has a maximum 54-foot-wide right-of-way, with curbs and gutters, as well as a sidewalk and parkway on one side. Harriman Drive is depicted in cross-section and plan view in **Figure 2.0-5**, below.

#### 2.4.3.3 *Cooper Street*

Cooper Street is a two-lane, private street, and provides internal circulation for the residential and open space land uses in PA-4. The street has a maximum 44-foot-wide right-of-way with parking, sidewalks, curbs and gutters on both sides. Cooper Street is depicted in cross-section and plan view in **Figure 2.0-6**, below.

#### 2.4.3.4 *Other Internal Private Drives*

Internal private drives will be two-lane private streets providing internal circulation for the residential land uses. There are four typical types of internal drives: one that is 28-foot wide with one 14-foot lane in each direction and a 5-foot-wide sidewalk and 4-foot wide parkway on both sides providing access between residential buildings; one that is 26 feet wide, with one 13-foot lane in each direction providing access to residential carports; one that is 38 feet wide, inclusive of a 14-foot lane in each direction and 10-foot parallel parking on one side, and 4-foot sidewalk on one side and a 6-foot meandering sidewalk on the other; and one that is 28-foot wide inclusive of a 14-foot lane in each direction, and a 4-foot sidewalk on one side. Each private drive contains curbs and gutters on both sides. Private drives are depicted in cross-section and plan view in **Figures 2.0-7 through 2.0-10**, below.

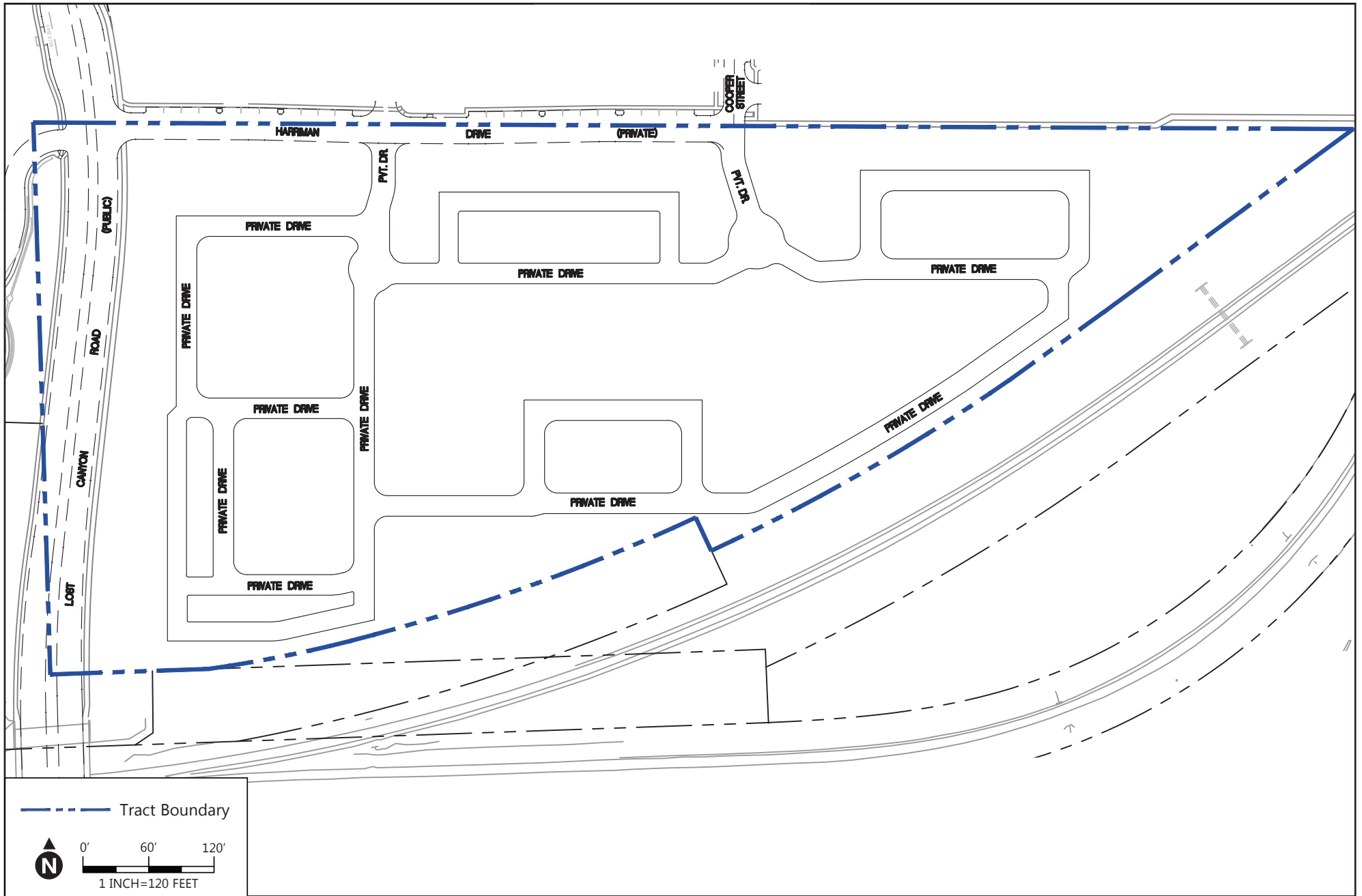
#### 2.4.4 *Parking Plan*

The Specific Plan parking plan consists of private residential and guest parking. Under the Specific Plan's parking plan, the required residential parking supply is 902, including guest parking. This supply is based on a parking demand study provided as part of this project and SCMC parking standards (see SCMC, Chapter 17, Division 5, Use Classifications and Required Parking). Parking regulations are provided in Chapter 4 of this Specific Plan. All parking will be reserved for residents and their guests. A percentage of total parking will include electric vehicle charging stations.

**Table 2.0-3, Parking Summary**, provides the required parking supply for each Planning Area by residential product type, based on the parking regulations outlined in Chapter 4. The Specific Plan allows for modifications to the residential product types and parking plan consistent with the provisions of this Specific Plan, including all corresponding development regulations and parking regulations set forth in Chapter 4.

**Table 2.0-3  
Parking Summary**

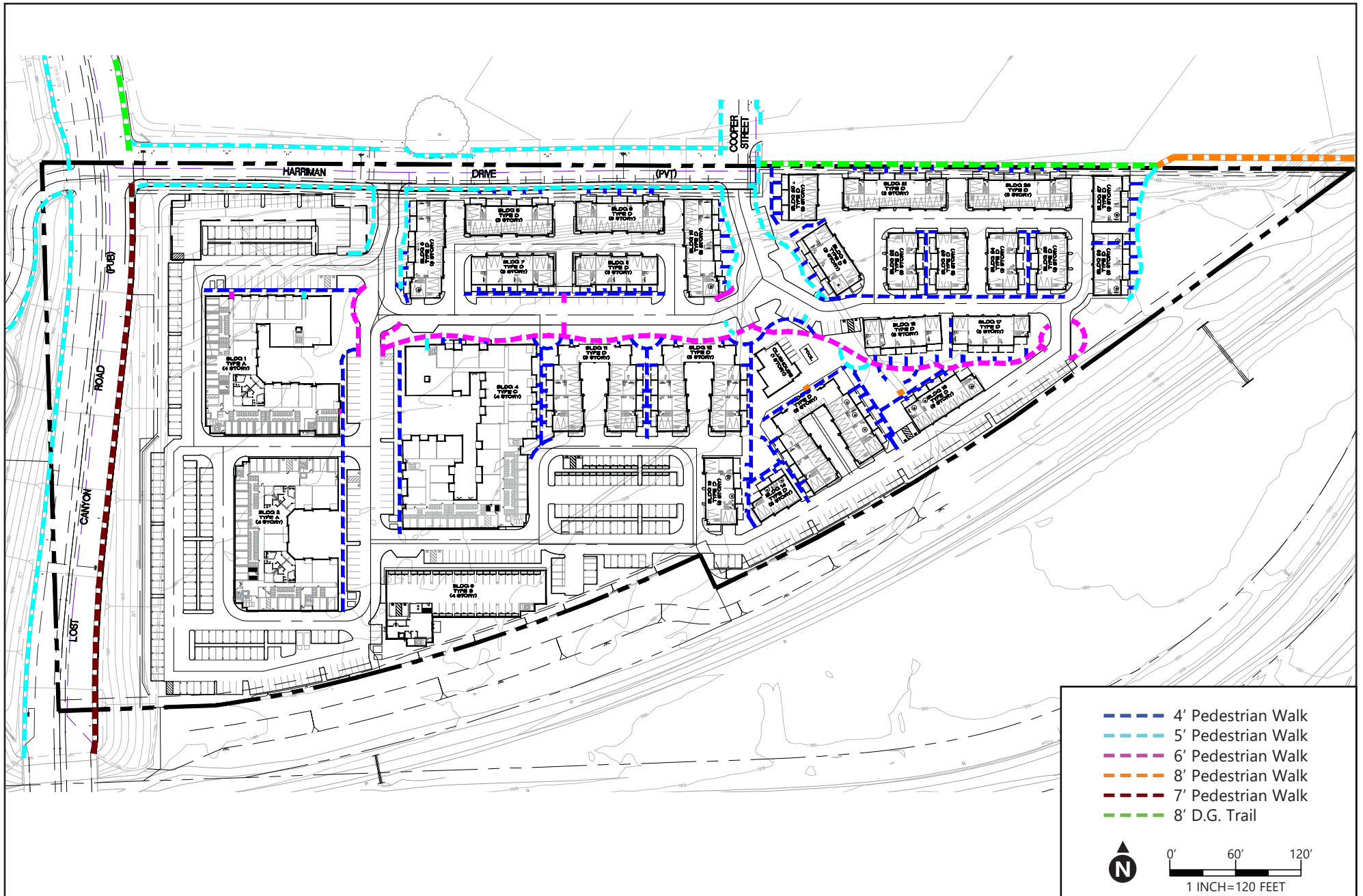
<b>Residential Product Type</b>	<b>Units</b>	<b>Per Unit</b>	<b>Guest</b>	<b>Required</b>
<b><i>PA-1 Market Rate All-Ages Apartments</i></b>				
S1: Studio/1 Bath	26	1.5	0.5	52
A-1: 1 Bedroom/1 Bath	108	1.5	0.5	216
A-2: 2 Bedroom/2 Bath	45	1.5	0.5	90
<b><i>Subtotal</i></b>	<b>179</b>			<b>358</b>
<b><i>PA-2 Market Rate Age-Qualified Apartments</i></b>				
A-1: 1 Bedroom/1 Bath	86	0.5	0.5	86
A-2: 2 Bedroom/2 Bath	33	0.5	0.5	33
<b><i>Subtotal</i></b>	<b>119</b>			<b>119</b>
<b><i>PA-3 Deed Restricted Affordable Senior Apartments</i></b>				
A-1: 1 Bedroom/1 Bath	49	0.5	0.5	49
A-2: 2 Bedroom/2 Bath	1	0.5	0.5	1
<b><i>Subtotal</i></b>	<b>50</b>			<b>50</b>
<b><i>PA-4 For-Sale Townhomes</i></b>				
TH-1-A: 2 Bedroom/2.5 Bath	28	2.0	0.5	70
TH-1-B: 3 Bedroom/2.5 Bath	31	2.0	0.5	77.5
TH-2: 3 Bedroom/2 full, 2 half Bath	6	2.0	0.5	15
TH-3: 3 Bedroom/2 full, 2 half Bath	32	2.0	0.5	80
TH-4: 3 Bedroom/2 full, 2 half bath	47	2.0	0.5	117.5
TH-5: 3 Bedroom/2.5 Bath	6	2.0	0.5	15
<b><i>Subtotal</i></b>	<b>150</b>			<b>375</b>
<b>Total Required Parking Stalls</b>	<b>498</b>			<b>902</b>



SOURCE:  
*New Urban West*

FIGURE 2.0-2  
**Mobility Plan**

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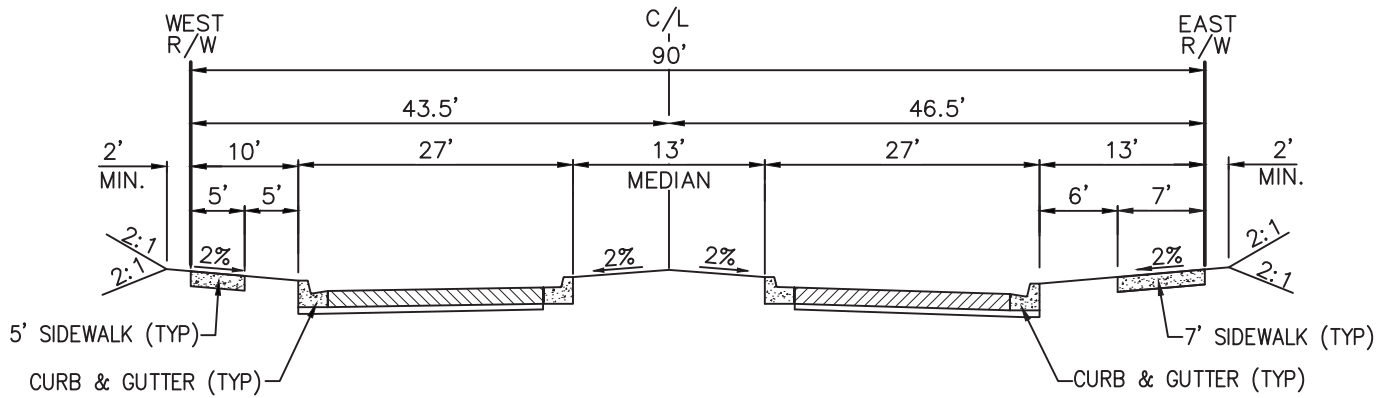
SOURCE:  
New Urban West

FIGURE 2.0-3  
Pedestrian Pathways

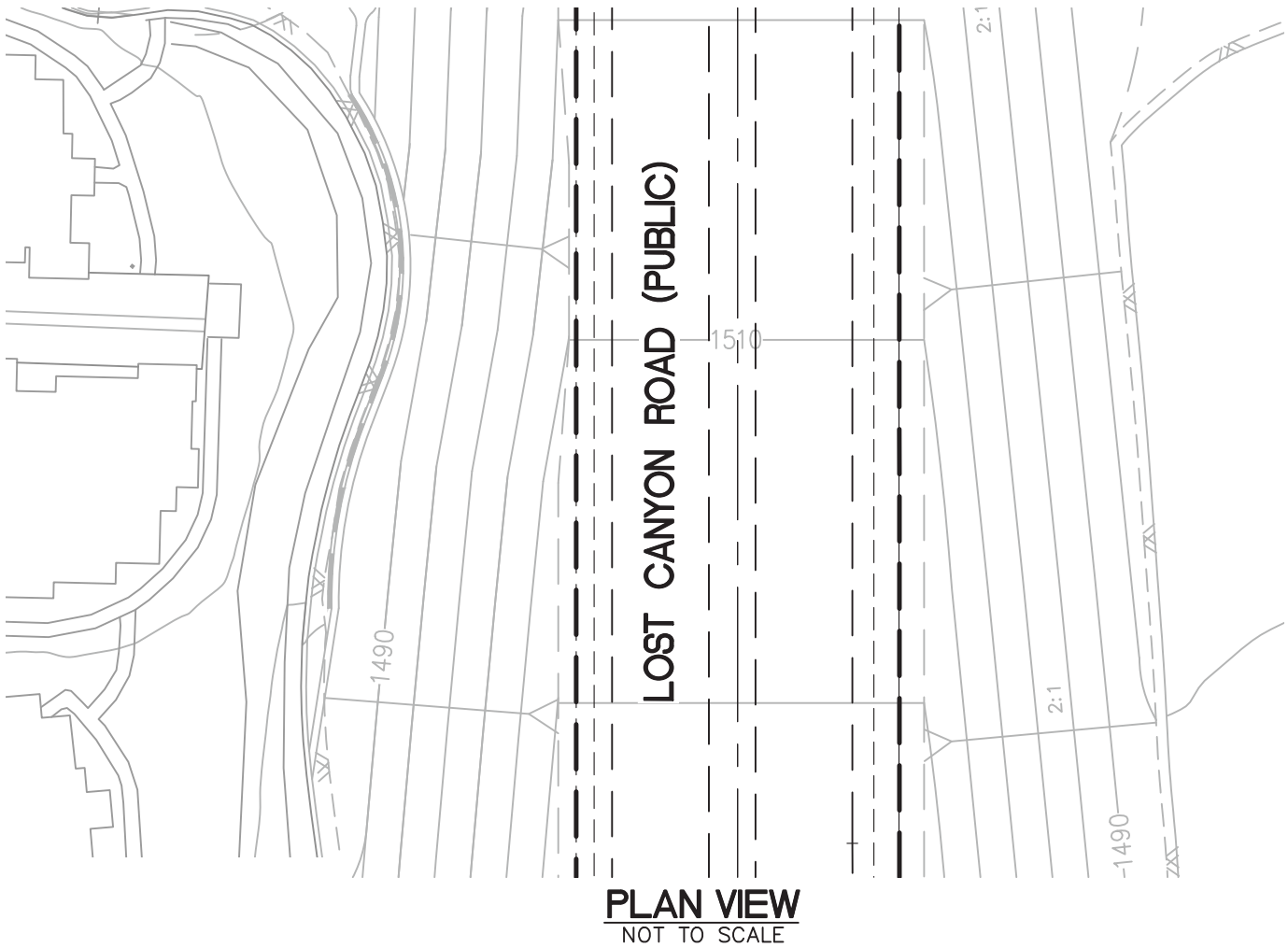
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# METROWALK ROAD CROSS SECTION (LOST CANYON ROAD)



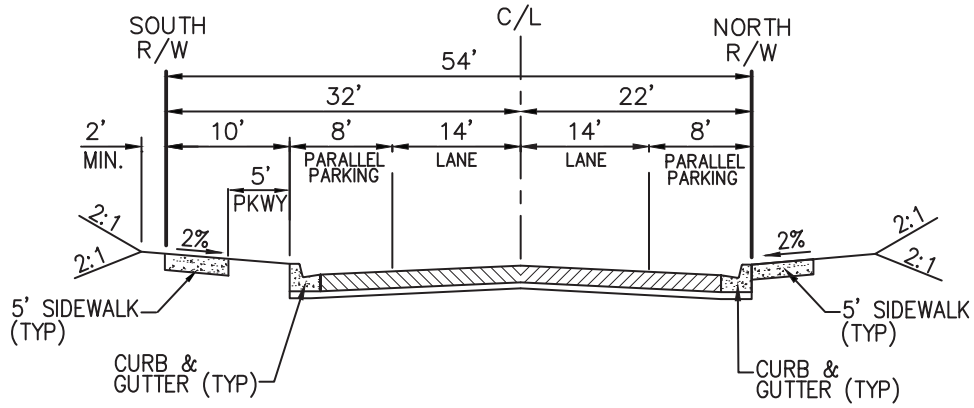
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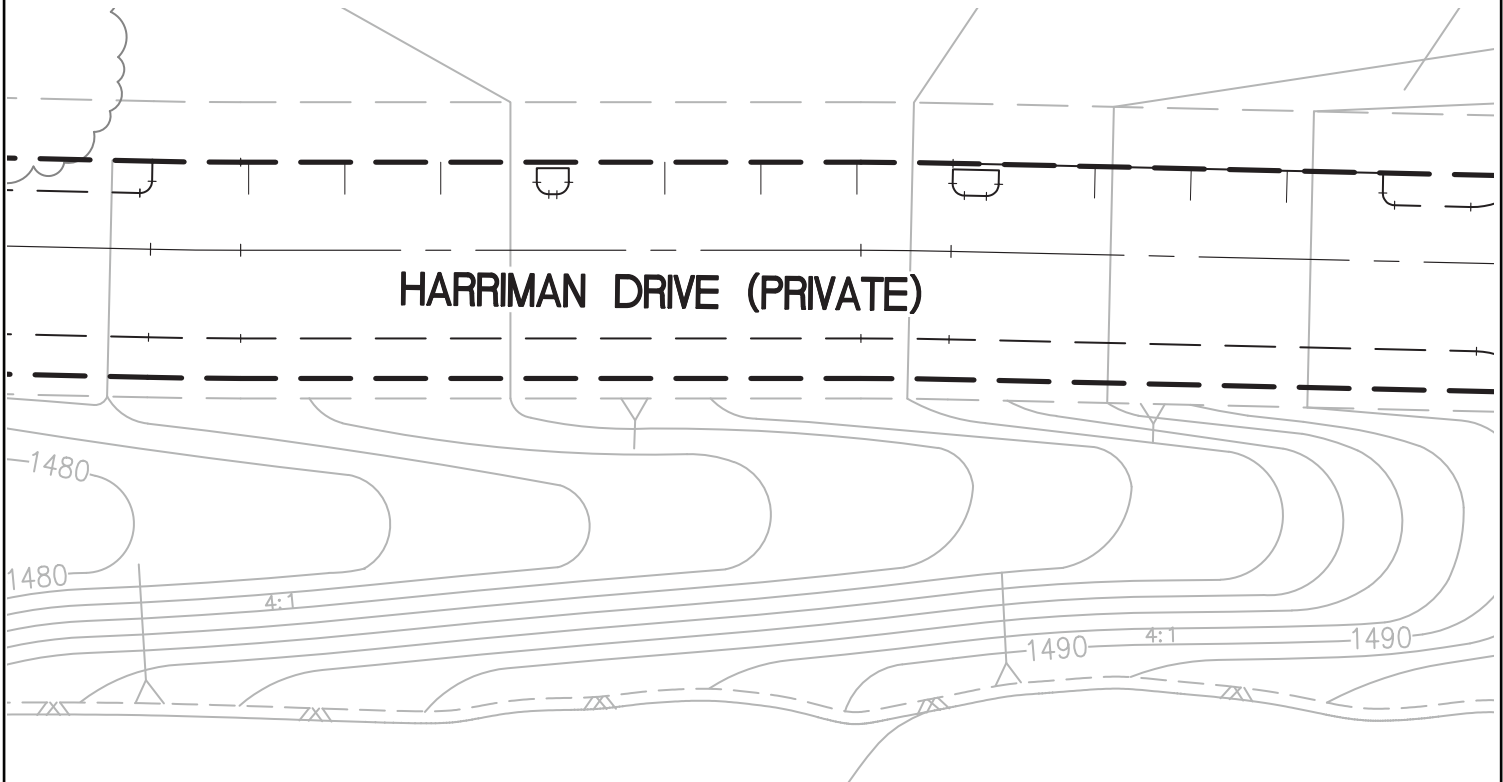
**PLAN VIEW**  
NOT TO SCALE

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# METROWALK ROAD SECTION (HARRIMAN DRIVE)



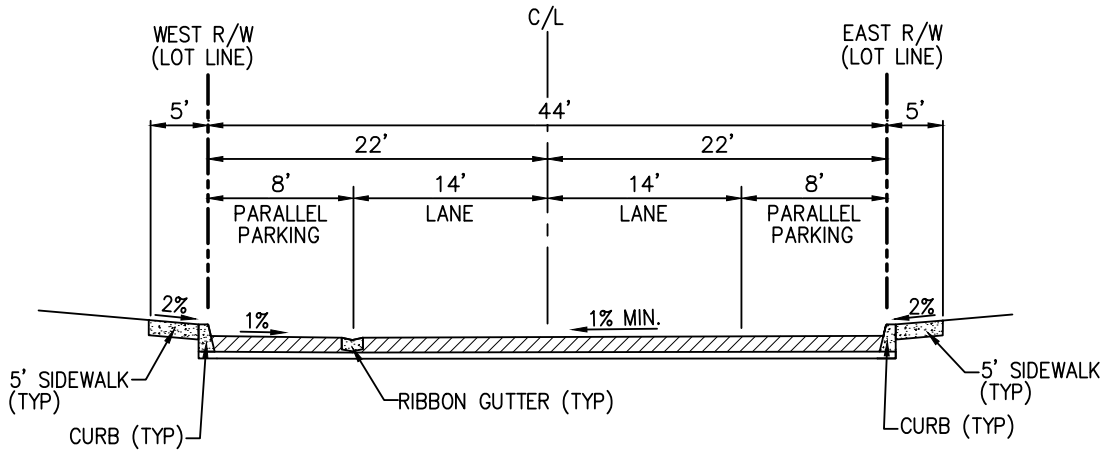
**HARRIMAN DRIVE (PRIVATE)**  
NOT TO SCALE



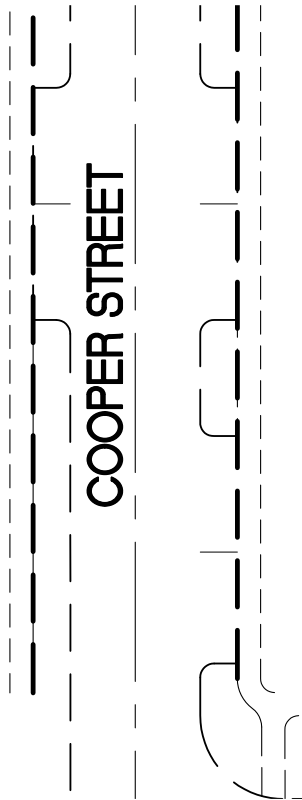
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# METROWALK ROAD SECTION (COOPER STREET)



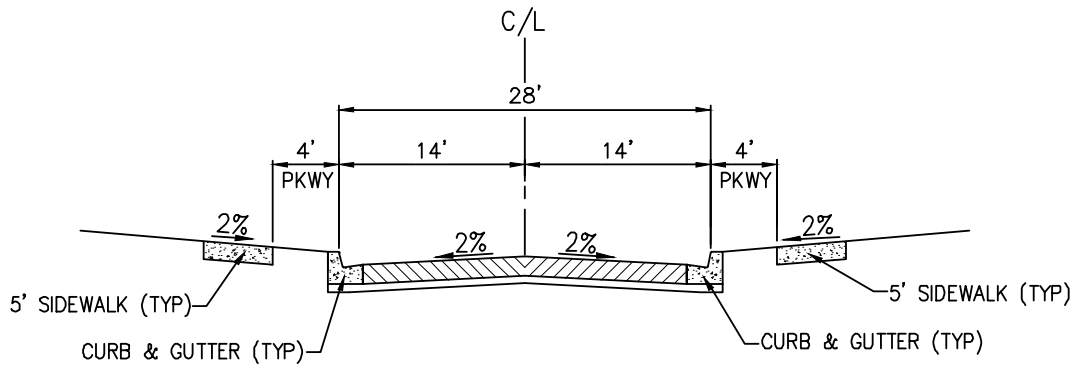
## COOPER STREET (PRIVATE) NOT TO SCALE



### PLAN VIEW NOT TO SCALE

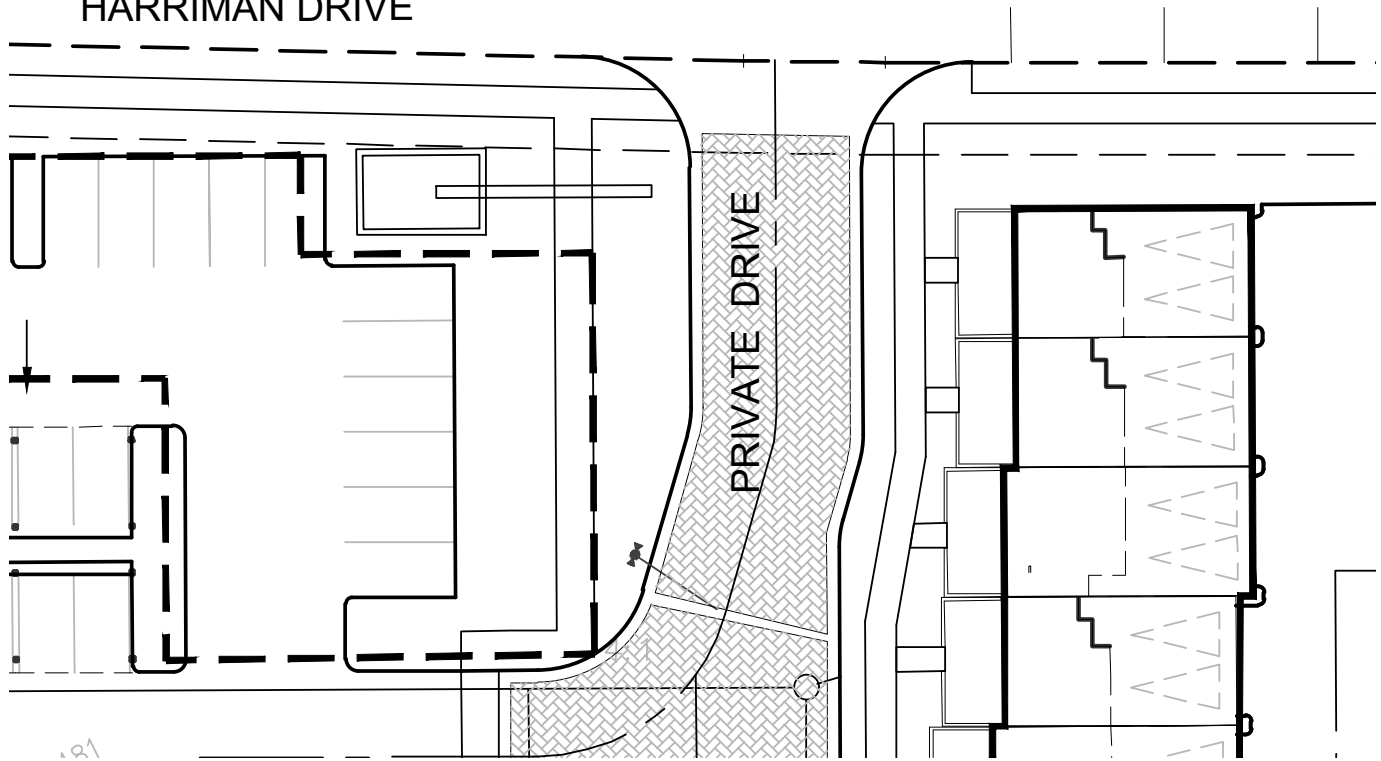
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# METROWALK ON-SITE ROAD SECTION TYPICAL DRIVE AISLE (ENTRY)



## TYPICAL DRIVE (PRIVATE) NOT TO SCALE

HARRIMAN DRIVE

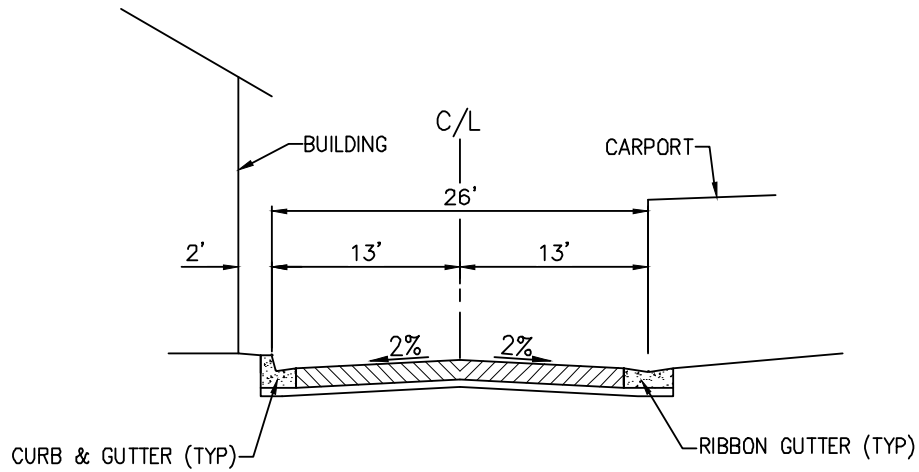


## PLAN VIEW NOT TO SCALE

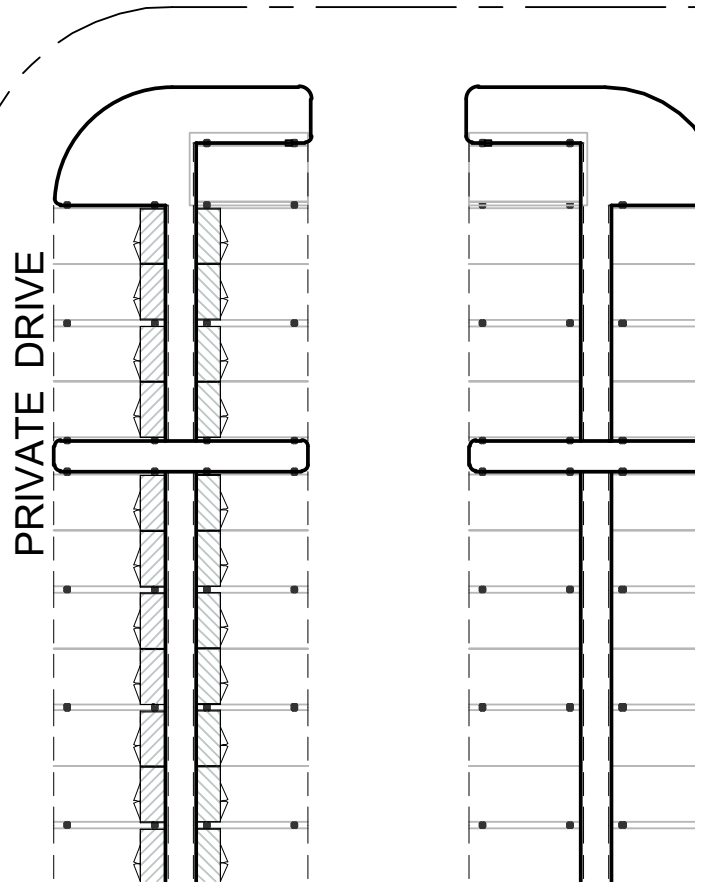
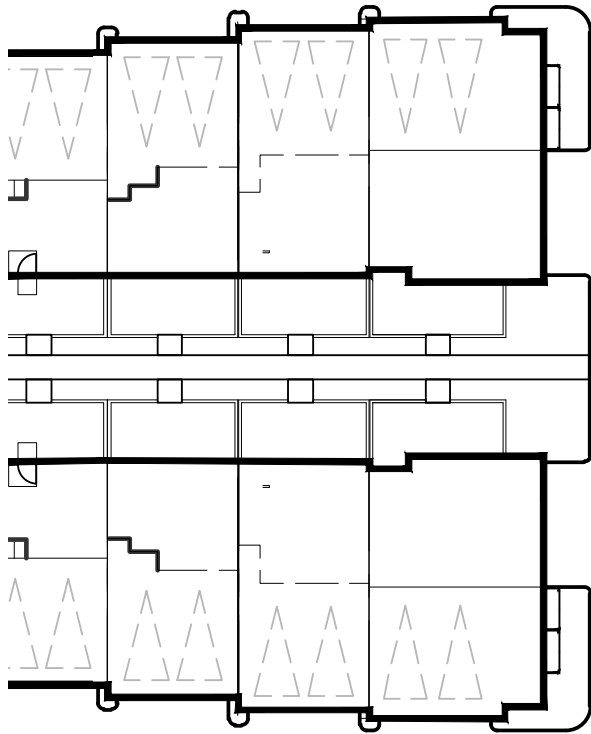
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# METROWALK ON-SITE ROAD SECTION TYPICAL DRIVE AISLE (CARPORT)



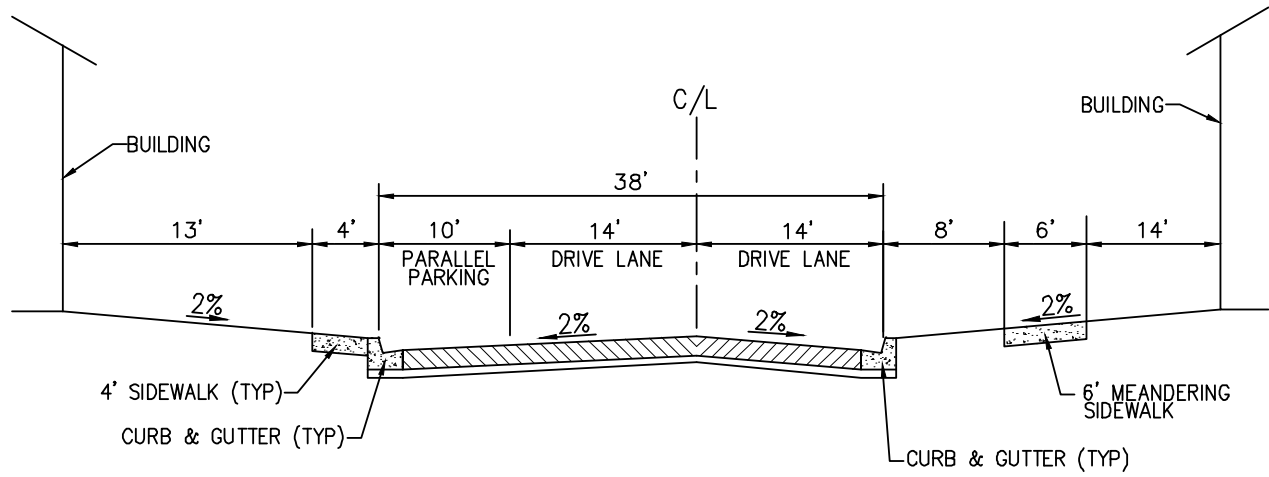
## TYPICAL DRIVE (PRIVATE) NOT TO SCALE



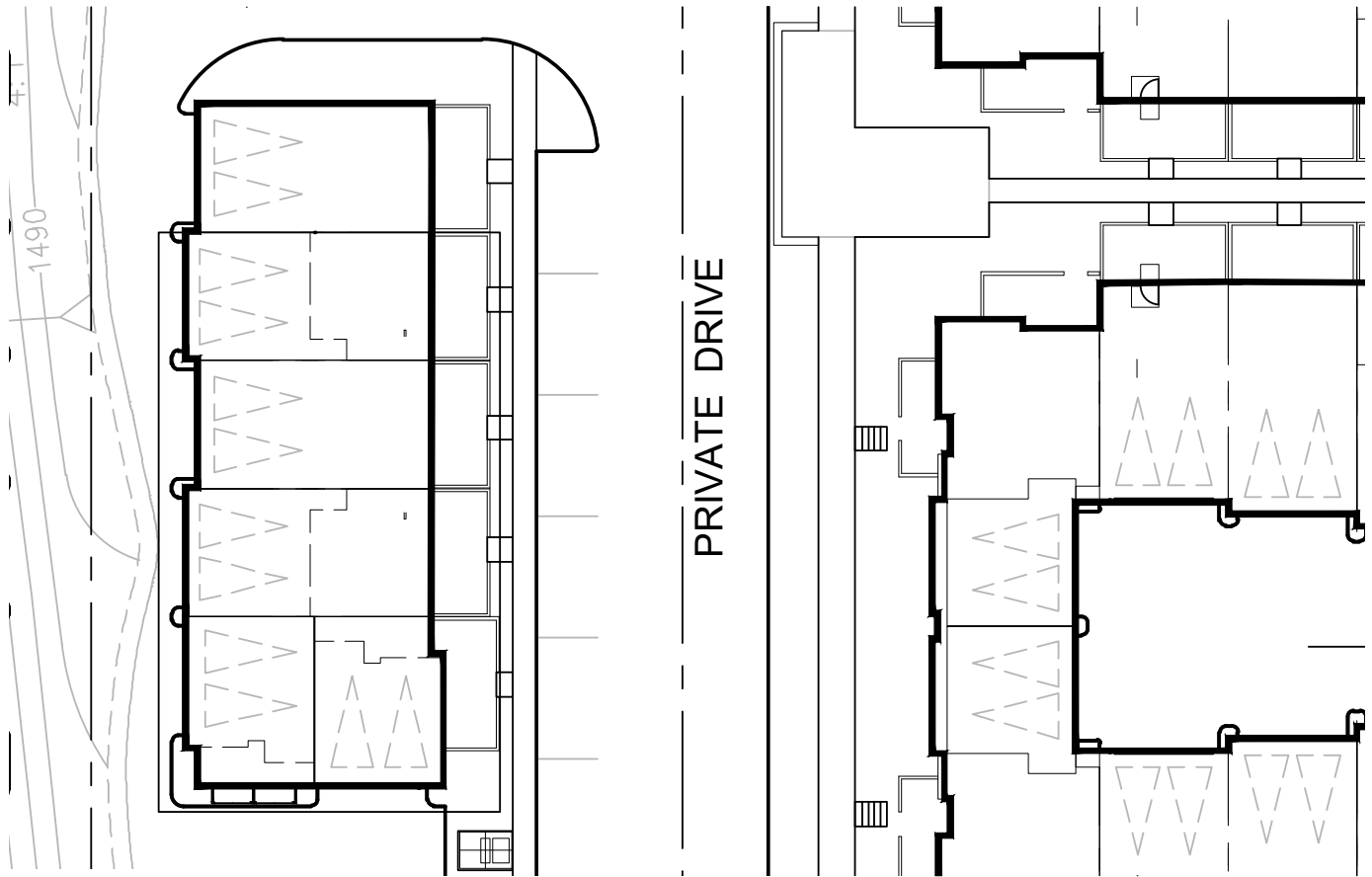
## PLAN VIEW NOT TO SCALE

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# METROWALK ON-SITE ROAD SECTION TYPICAL DRIVE AISLE (PARALLEL PARKING)



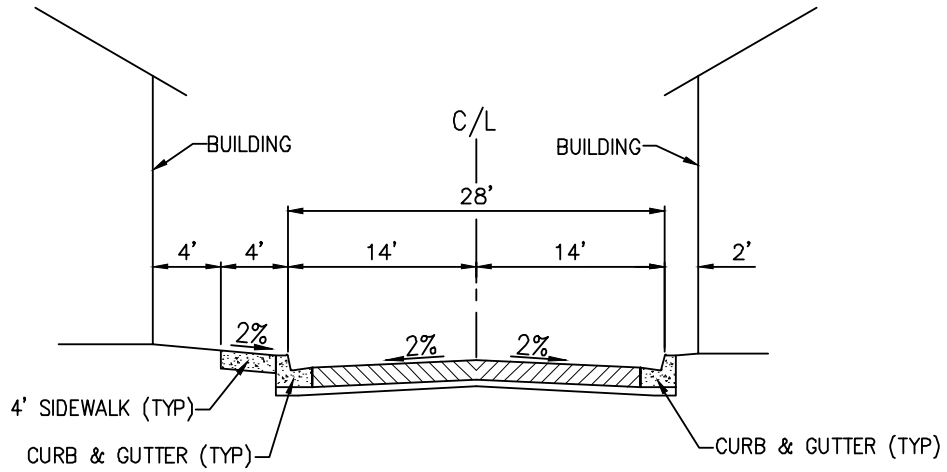
**TYPICAL DRIVE (PRIVATE)**  
NOT TO SCALE



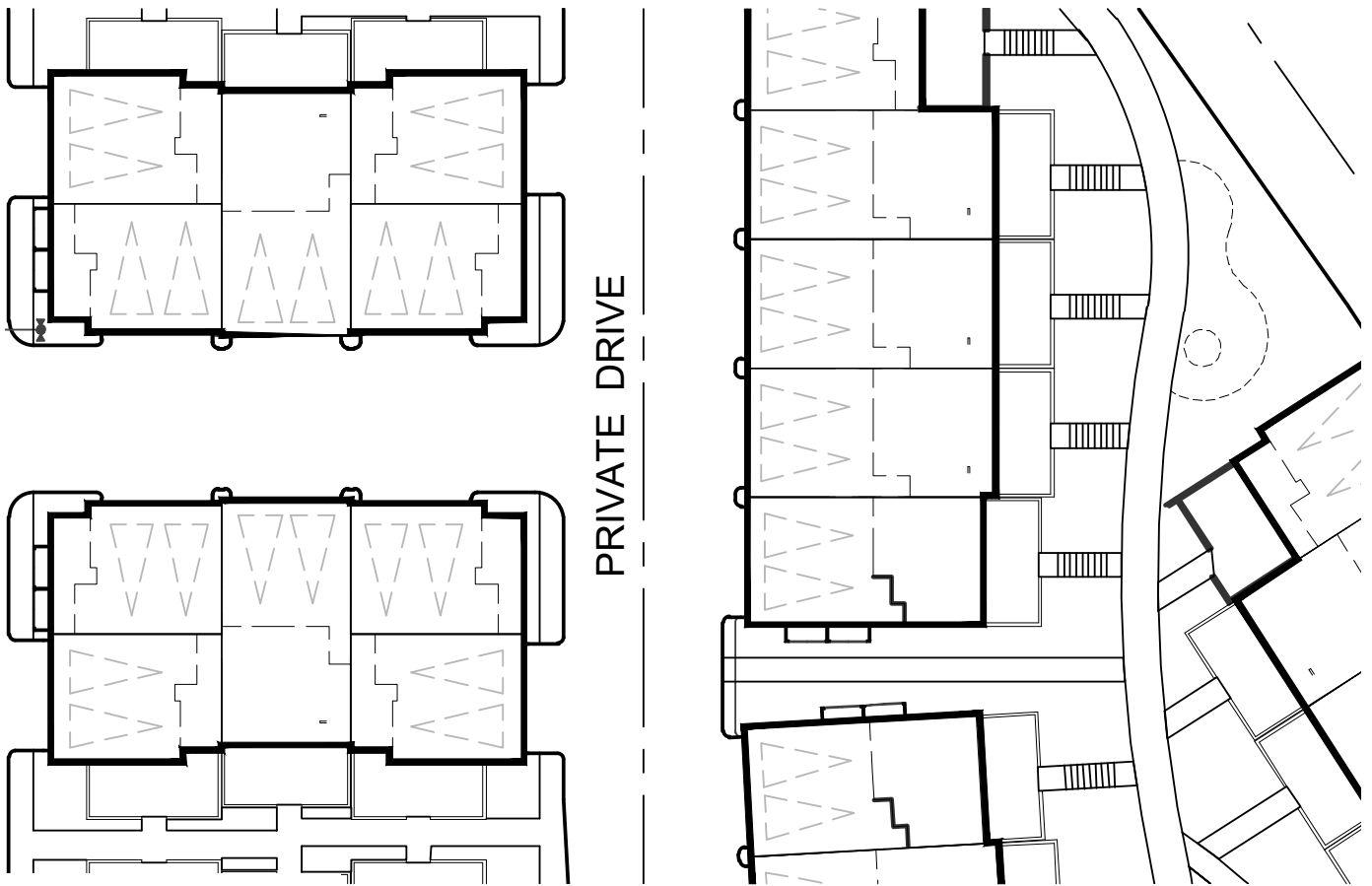
**PLAN VIEW**  
NOT TO SCALE

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**METROWALK  
ON-SITE ROAD SECTION  
TYPICAL DRIVE AISLE  
(NO STREET PARKING)**



**TYPICAL DRIVE (PRIVATE)  
NOT TO SCALE**



**PLAN VIEW  
NOT TO SCALE**

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## 2.5 LANDSCAPE PLAN

The MetroWalk Conceptual Landscape Plan is shown on **Figure 2.0-11** and **Figure 2.0-12, Conceptual Landscape Plan**. The Conceptual Landscape Plan focuses primarily on the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment. The landscape will be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces. All plant species listed, both native and non-native, have been chosen due to their ability to thrive in the Santa Clarita climate. Drought-tolerant species will be used in a creative way throughout the Specific Plan area to limit water usage. Plants listed that are non-native or not drought tolerant will be used sparingly and only in areas that require their unique properties. Turf will be primarily used at the Metro Plaza and limited to locations where it will serve for passive or active recreation, and to small pockets intended for pet use along the pedestrian pathways and/or trail. 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 to comply with the Los Angeles County Fire Department Fuel Modification Guidelines.

## 2.6 OPEN SPACE, PARKS AND RECREATION PLAN

The Specific Plan includes extensive open space, recreation opportunities, and public/private parks featuring 147,854 square feet of common open space, including a gym, pool, parkways, and trails, and 63,986 square feet of private open space dedicated to rear yards and private patio decks/balconies. The Specific Plan provides approximately 296 square feet of common open space per unit. **Figure 2.0-13, Open Space Plan**, illustrates the locations of private and common open space areas within the Specific Plan area. Development regulations for Open Space are provided in Chapter 4, Development Regulations.

The Specific Plan's parks and recreation component provides active and passive recreational opportunities for its residents. **Figure 2.0-14, Conceptual Parks and Recreation Plan, Figures 2.0-15 through 2.0-16, Conceptual Park and Recreation Enlargements, and Figure 2.0-17, Conceptual Park Illustrative Plan** illustrate the locations of private parks, playgrounds and recreation facilities in relation to other designated open space within the Specific Plan area, and provide close-up visuals of the major amenities. The major Specific Plan recreational amenities include an approximately 1,125-foot-long meandering and centrally located multi-use path, four swimming pools serving each residential product type, and a 0.93-acre Metro Plaza. **Figure 2.0-18, Multi-Use Trail**, shows how the multi-use path connects with Metro Plaza, Metrolink Station, Vista Canyon, and the City Master Trail System.

## **2.7 SUSTAINABILITY PLAN**

### **2.7.1 Introduction**

The Specific Plan's location and design enhance the project's sustainability and help realize regional GHG reduction targets as well as local conservation goals as reflected in the City's General Plan. The Specific Plan is located adjacent to the planned Metrolink station and bus transfer station. The concentration of attainably priced, multi-family residential apartments and townhomes, including affordable senior apartments, in proximity to public transit facilities, as well as near employment opportunities, commercial uses, and other transit-oriented mixed-uses associated with the Vista Canyon Specific Plan, supports pedestrian activity and contributes to a land use pattern that reduces vehicle trips and air pollution.

The Specific Plan is designed to be pedestrian and bicycle oriented, both within the Plan area and to adjacent areas including paths to Vista Canyon, and the City's master trail system. Energy-saving features and sustainable design are incorporated throughout the Plan area and proposed development. The project applicant will require that each building be designed to meet the requirements of the California Building Code, which incorporates the Cal Green and Title 24 Building Standards Code (CALGreen Code). In doing so, the Specific Plan will be developed to achieve energy efficiency, water efficiency, material conservation, and resource efficiency in compliance with the CALGreen Code.

### **2.7.2 Application of Project Design Features**

The design features that contribute most to reductions in GHGs are the Plan's walkability and accessibility to the planned Metrolink station and bus transfer station, as well as to employment, the trail system and day-to-day amenities as described above. The walkability of the site and accessibility to day-to-day services by foot, bike, or by transit, reduces the need to drive and thereby supports a low carbon, sustainable community.

Additionally, the Specific Plan will incorporate various components of a sustainable community in the development of the site and individual buildings, including the following:

#### **Water Conservation**

- High efficiency irrigation.
- Use of native/drought-resistant landscaping.
- Use of recycled water for non-potable water from the Vista Canyon Water Reclamation Plan.
- Low-flow-rate faucets.
- Low flow-rate toilets
- High-efficiency clothes washers and dishwashers.



## **Energy Conservation and Efficiency**

- Use of roof overhangs, low-energy outdoor lighting, and passive solar systems to enhance energy conservation.
- High-efficiency heating, ventilation, and air conditioning (HVAC) equipment.
- Light-emitting diode (LED) lighting.
- Lighting controls, including occupancy sensors, daylighting controls.
- Energy Star-labeled equipment (e.g., clothes washers, refrigerators, dishwashers, dryers, ceiling fans).

## **Transportation**

- For multi-family residential units, 10 percent of the total number of parking spaces will be EV charging spaces capable of supporting future EV supply equipment, equating to a total of approximately 53 EV spaces for PA-1, PA-2, and PA-3. For townhomes, each new townhome will provide capability for EV charging by installing a listed raceway to accommodate a dedicated 208/240-volt branch circuit, equating to approximately 150 EV spaces for PA-4.
- On-site bicycle storage for residents and guests.
- Accessibility to multiple public transportation options.

## **Air Quality**

- Provision of filtered outside air meeting ASHRAE 62.1 (American Society of Heating, Refrigerating and Air-Conditioning Engineers) requirements for all residential systems.
- Prohibited use of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs).
- Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs).

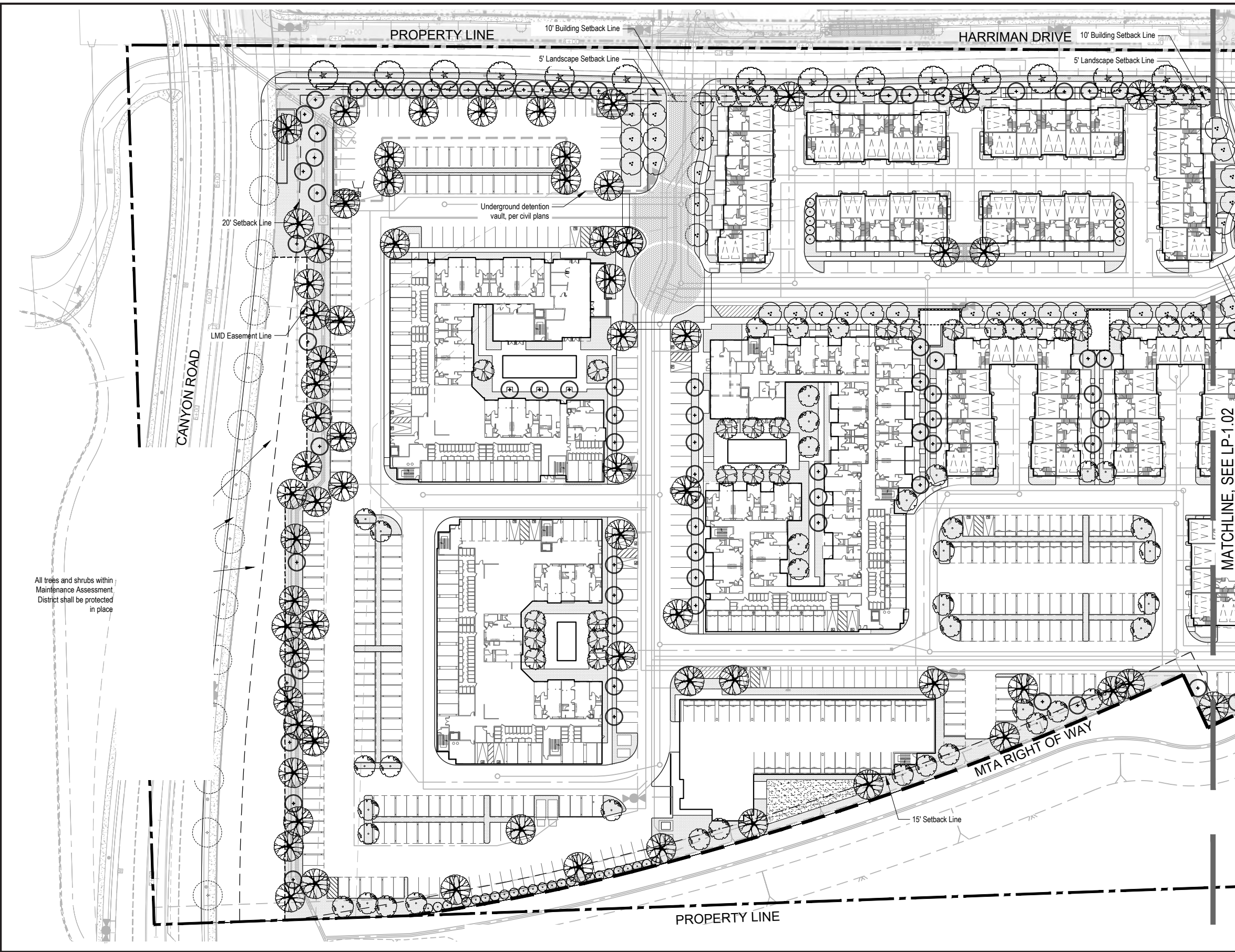
## **Water Quality**

- Installation of Low Impact Development (LID) on-site water treatment for treating stormwater runoff wherever feasible.
- Installation of sustainable drainage/water quality technologies, such as retention and detention systems, biofiltration areas, vegetated swales, and hydromodification.
- Implementation of best management practices (BMPs) and project design features to minimize pollutant runoff during construction and operation.

- Use of permeable paving materials (where applicable), reduction in land coverage of buildings by constructing multi-story structures, and incorporation of biofiltration to reduce impervious surfaces.
- Directing runoff from impervious areas to vegetated areas (e.g., landscaped areas, vegetated swales).
- Use of appropriate building materials (e.g., roof gutters and downspouts without copper or zinc) to reduce the generation and discharge of pollutants of concern in runoff and, therefore, act as a source control BMP.

### **Solid Waste**

- Trash collection that will facilitate separation of organic, recyclable, and non-recyclable trash streams.













All trees and shrubs within Maintenance Assessment District shall be protected in place



### PLANT PALETTE

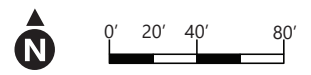
NOTE:  
1. WUCOLS PLANT WATER NEEDS IDENTIFIED IN PARENTHESIS (H=HIGH, M=MODERATE, L=LOW, VL=VERY LOW)

#### TREES

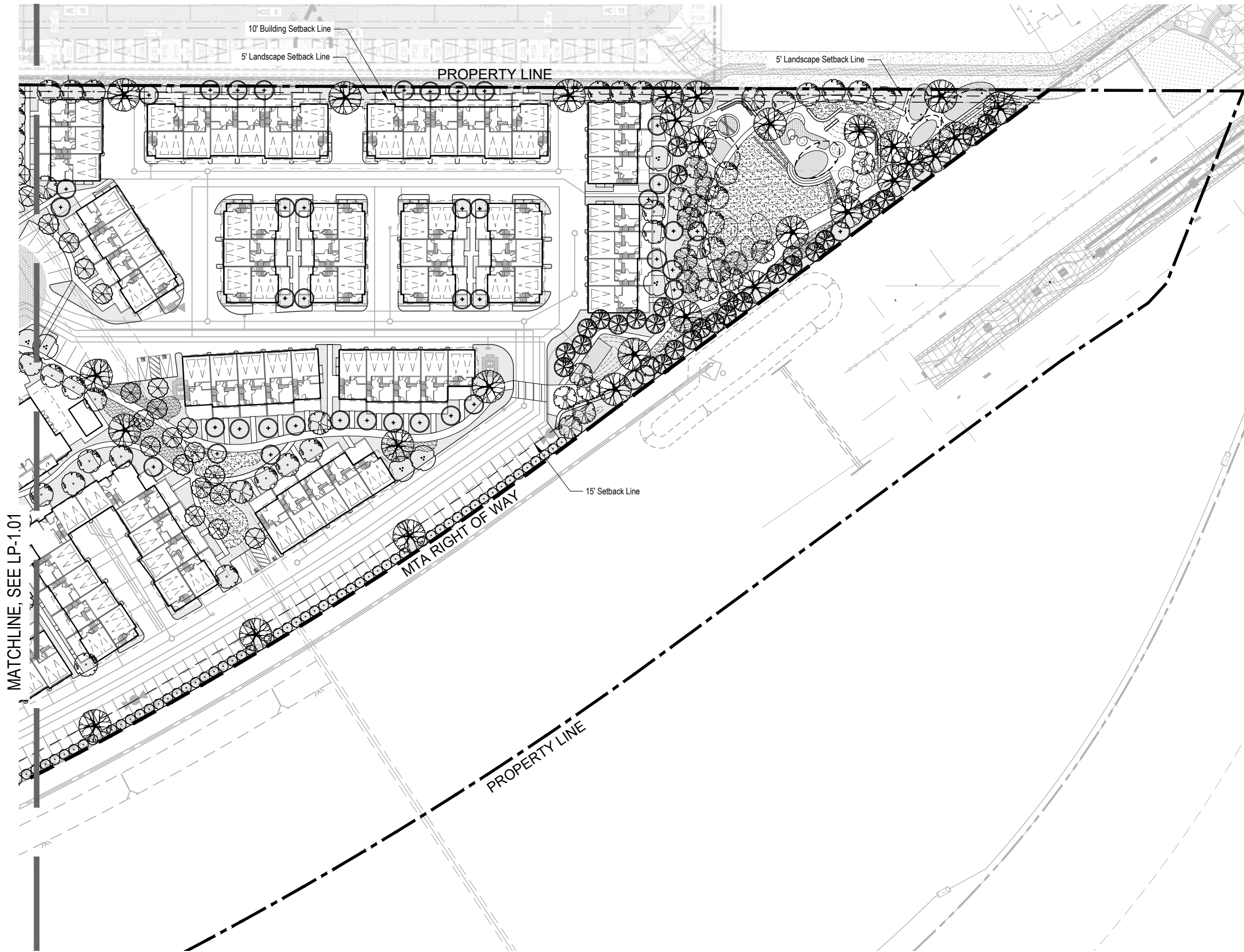
-  **PERIMETER STREET TREES [24" BOX]**  
PISTACIA CHINENSIS - CHINESE PISTACHE (M)
-  **OAKS TREES [24" BOX AND LARGER]**  
QUERCUS AGRIFOLIA - COAST LIVE OAK (VL)  
QUERCUS ILEX - HOLLY OAK (L)  
QUERCUS VELUTINA - BLACK OAK  
QUERCUS LOBATA - VALLEY OAK (M)  
QUERCUS ENGELMANNII - MESA OAK (L)  
QUERCUS SUBER - CORK OAK (L)
-  **PROMENADE STREET TREE (YEAR-ROUND INTEREST) [36" BOX]**  
ARBUTUS MARINA - MARINA ARBUTUS (STANDARD-TRUNK) (M)  
LAGERSTROEMIA X 'NATCHEZ' - GRAPE MYRTLE (M)  
MAGNOLIA GRANDIFLORA - SOUTHERN MAGNOLIA (M)  
OLEA EUROPA - COMMON OLIVE (L)  
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)  
ULMUS PARVIFOLIA 'TRUE GREEN' - EVERGREEN ELM (L)
-  **SCULPTURAL ACCENT TREE [24" BOX AND LARGER]**  
CHILOPSIS LINEARIS - DESERT WILLOW (L)  
CERCIDIUM 'DESERT MUSEUM' - DESERT MUSEUM PALO VERDE (L)  
POPULUS FREMONTII - FREMONT'S COTTONWOOD (M)  
POPULUS TRICHOCARPA - BLACK COTTONWOOD (M)
-  **EVERGREEN TREE [24" BOX AND LARGER]**  
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OLEA EUROPA - COMMON OLIVE (L)
-  **SMALL SCALE CANOPY TREE [24" BOX]**  
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)  
CERCIS CANADENSIS 'FOREST PANSY' - PURPLE LEAF REDBUD (M)  
LAGERSTROEMIA X 'NATCHEZ' - GRAPE MYRTLE (M)  
ARBUTUS MARINA - MARINA ARBUTUS (MULTI-TRUNK) (M)
-  **LARGE-SCALE SHRUBS WITH TREE-LIKE HABIT [24" BOX]**  
ACACIA PODALYRIIFOLIA - PEARL ACACIA (M)  
ARBUTUS UNEDO - STRAWBERRY TREE (L)  
CERCIS OCCIDENTALIS - WESTERN REDBUD (L)  
CHILOPSIS LINEARIS - DESERT WILLOW (L)  
LAURUS NOBILIS - SWEET BAY (L)  
LEPTOSPERMUM PETERSONII - LEMON SCENTED TEA TREE (L)  
PRUNUS ILICIFOLIA - HOLLYLEAF CHERRY (VL)
-  **LARGE SCREEN SHRUBS [15 GALLON AND LARGER]**  
PODOCARPUS MACROPHYLLUS (M)  
FELICIA SELLOWIANA (M)  
DODONEA VISCOSA (L)  
RHUS INTEGRIFOLIA (L)  
CUPRESSUS SPP. (L)
-  **PARK CANOPY TREE [24" BOX AND LARGER]**  
ACACIA STENOPHYLLA - SHOESTRING ACACIA (M)  
PLATANUS RACEMOSA "COLUMBIA" - CALIFORNIA SYCAMORE (M)  
PROSOPIUS CHILENSIS - THORNLESS CHILEAN MESQUITE (L)  
RHUS LANCEA - AFRICAN SUMAC (L)  
FRAXINUS DIPETALA - CALIFORNIA ASH (L)
-  **EXISTING PARKWAY TREES AT LOST CANYON ROAD**  
PROTECT IN PLACE

#### GROUNDPLANE PLANTING

-  **GENERAL PLANTING AREAS (SHRUBS, GROUNDCOVER & VINES)**  
-SEE SHEET LP-1.03 TO SEE LIST OF PLANTING PALETTE
-  **TURF - SPECIES TBD**



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MATCHLINE, SEE LP-1.01



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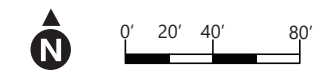
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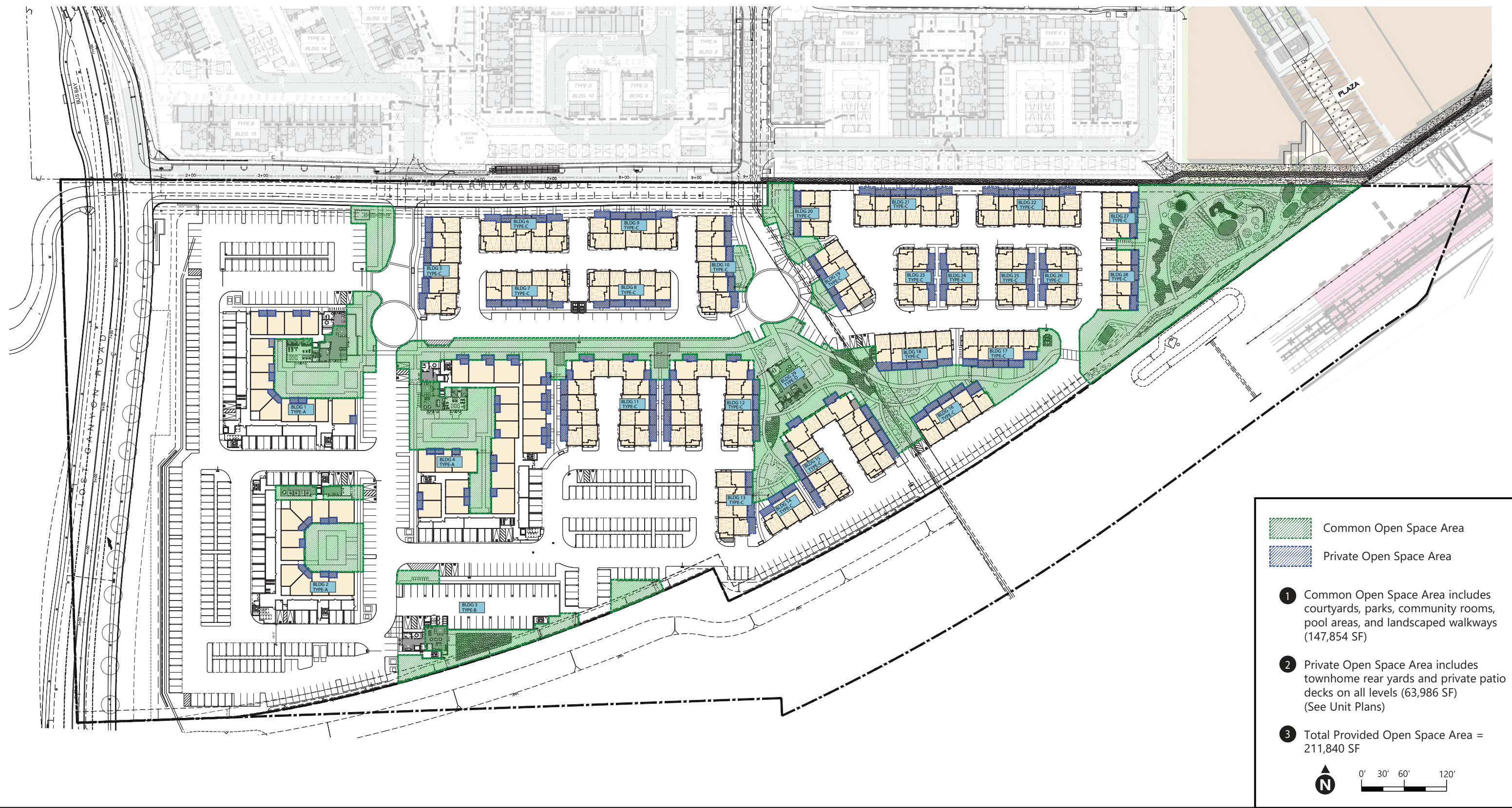
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### GROUNDPLANE PLANTING

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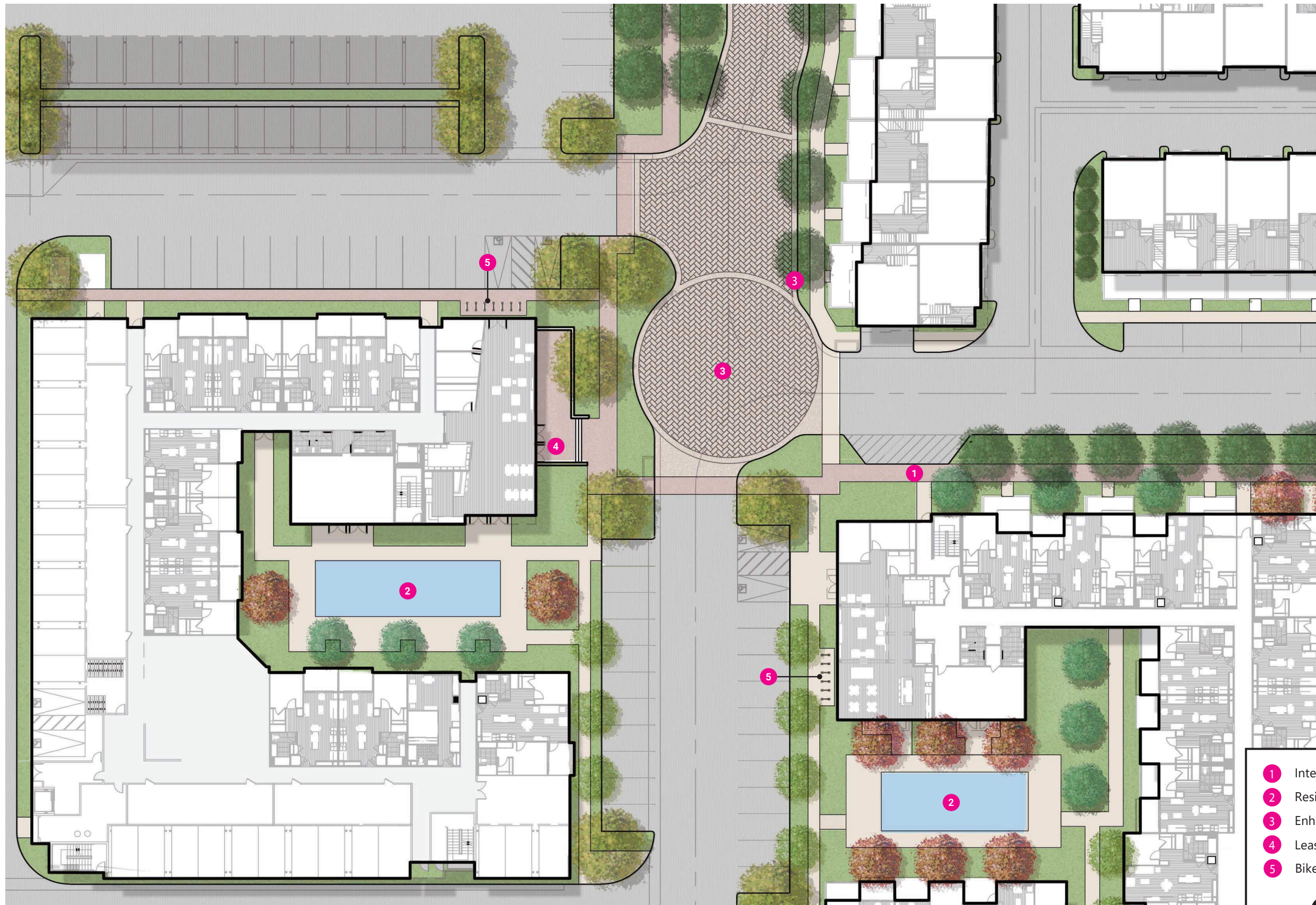
-  Common Open Space Area
  -  Private Open Space Area
- 1 Common Open Space Area includes courtyards, parks, community rooms, pool areas, and landscaped walkways (147,854 SF)
  - 2 Private Open Space Area includes townhome rear yards and private patio decks on all levels (63,986 SF) (See Unit Plans)
  - 3 Total Provided Open Space Area = 211,840 SF
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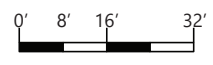
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- 1 Interior "Trail" Through Project Core
  - 2 Resident Recreation/Pool Area
  - 3 Enhanced Vehicular Entry
  - 4 Leasing Entry/Patio
  - 5 Bike Racks
- 0' 8' 16' 32'

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- 1 Interior "Trail" Through Project Core
  - 2 Resident Recreation/Pool Area
  - 3 Passive Play Area & Gathering Space
  - 4 Enhanced Vehicular Entry
  - 5 Circulation "Node" with Small Shade Structure
  - 6 Bike Racks
- 


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Playground (Ages 2-5)



Playground (Ages 6-12)



Coffee Kiosk



Sculptural Shade Structure, TYP.

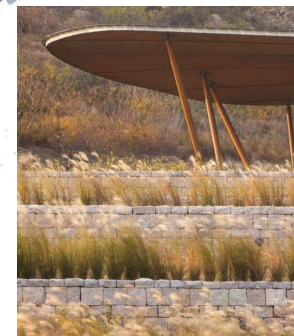
PROPERTY LINE

ADJACENT MIXED-USE

Terraced Seatwalls with Turf



Botanical Experience



Elevated "Stage" with Shade Structure

Central Lawn



Informal Dog-Use Areas with Turf

METROLINK STATION

Seating Space with Shade Structure

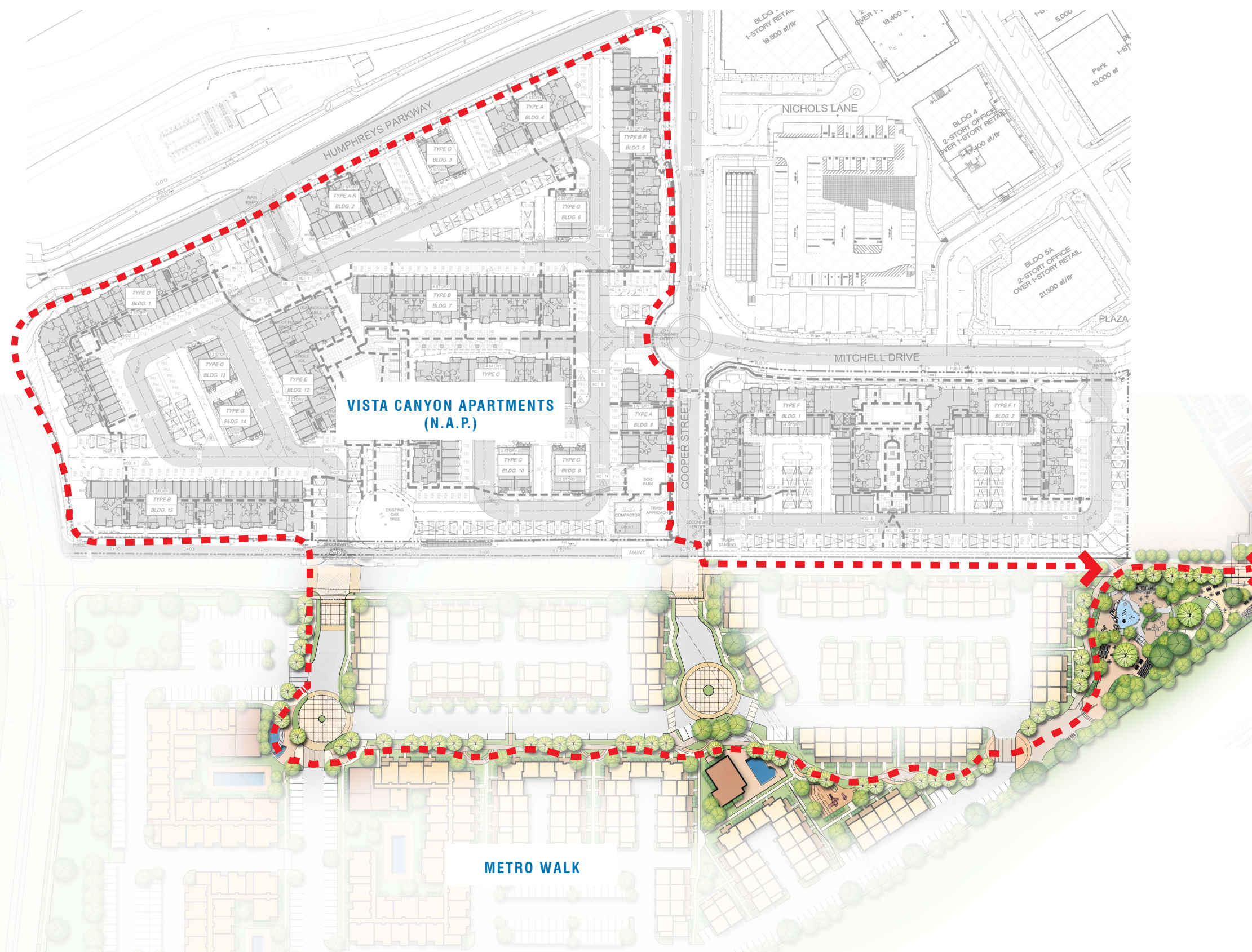



Primary "Trail" Connection with Oak Trees for Shade




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 1-mile long Landscaped Trail connecting to Park, MetroLink Station, proposed Retail Plaza, public sidewalk, and Vista Canyon Apartments


 0'      60'      120'

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