SECTION 3.0
REVISED DESIGN
PROJECT DESCRIPTION

Draft EIR
Vista Verde Ranch – TTM 47449

3.1 Project Location

The 60.4-acre (gross land area) project site is located within an unincorporated portion of Los Angeles County in the easternmost portion of the County. The proposed project site is bounded by the Walnut Creek Wilderness Park on the northwest and the Tzu Chi Foundation USA to the north and east. Single-family homes with frontage along Mesarica Road are located to the west. Finally, six single-family residential tracts are located to the south. The regional location of the proposed project site is shown in Exhibit 3-1, and a project area vicinity map is provided in Exhibit 3-2.

The Orange Freeway (I-57) provides the nearest regional access to the proposed project site, with ramps located at Covina Boulevard and Via Verde. The only existing direct public vehicular access to the proposed project site is provided by a private roadway that connects to Valley Center Avenue, which also provides access to the Tzu Chi Foundation USA property. A gated driveway located in the southerly portion of the proposed project site currently provides emergency access. This emergency access connects to Calle Bandera. The private roadway that connects to Valley Center Avenue enters the adjacent Tzu Chi Foundation USA property near Walnut Creek Canyon and continues easterly through the canyon into the main campus area. This roadway would no longer be widened and remain in its present condition.

3.2 Project Objectives

The revised design project proposes to construct 70 single-family homes within the 60.4-acre project site. As part of this development, and consistent with the DEIR for the originally-proposed project, the revised design project seeks to accomplish the following objectives:

+ To develop the project in conformance with the standards and conditions of Los Angeles County's Regional General Plan.

+ To develop the site in a manner that conforms to the Los Angeles County General Plan and Los Angeles County Zoning Ordinance;

+ To construct a quality lower-density residential development that would provide additional opportunities for home ownership within the Los Angeles County region;

+ To minimize the project's potential impacts on surrounding single-family development; and,

+ To realize a fair return on investment for the project proponent.

3.3 Physical Characteristics of Revised Design Project

3.3.1 Overview of Site Plan

The revised design project site plan, which is illustrated in Exhibit 3-3, calls for the construction of 70 single-family detached homes on approximately 33.4 acres of the overall 60.4-acre project site. Key elements of the site plan include the following:

+ The creation of 70 lots for the single-family homes (a total of 33.4 acres of land area);

+ The homes would be constructed along a 5,000-foot long internal roadway, varying in pavement width from 32 feet to 38 feet, and along six cul-de-sac streets;

+ Primary access would be provided by an entry connecting to San Dimas Avenue via a 700-foot long bridge spanning the canyon that separates San Dimas Avenue from the proposed project site. No secondary public access would be required or provided. An existing emergency access would continue to be provided by the gated connection to Calle Bandera.

+ Approximately 27 acres of land area would be reserved for open space within six lots; and,

+ Approximately 10.2 acres of the 33.4 acres to be developed would be allocated to the development of streets, curbs and gutters, and sidewalks.

3.3.2 Overview of Proposed Residential Development

As indicated above, the revised design project, if approved, would involve the construction of 70 single-family detached housing units. Lot sizes would range in size from 10,000 square feet to 31,217 square feet in area. The height of the individual single-family units would not exceed two stories or 35 feet. The floor area for the individual units would range from 2,500 square feet to 4,200 square feet. The majority of the larger lots would be oriented on the easterly portion of the site. As indicated in Exhibit 3-3, the residential lots would be oriented toward the primary roadway (referred to as Street A in the exhibit) and along the six cul-de-sac streets. The majority of the smaller lots would be situated in the westerly half of the site in the level mesa areas. The open space lots are concentrated in those portions of the site where steep slopes are present. Table 3-1 provides a summary of the lot sizes for the proposed residential units. The lots have increased in size in the proposed revised design project. As indicated in Table 3-1, approximately 41% of the lots have a land area in excess of 14,000 square feet. The development area's overall density is approximately 1.1 dwelling units per acre.

Table 3-1 Overview of Proposed Residential Lot Areas		
Lot Size	**No. of Lots**	**% of Total**
10,000 to 12,000 sq. ft.	25	36%
12,001 to 14,000 sq. ft.	16	23%
14,001 to 16,000 sq. ft.	11	16%
16,001 to 18,000 sq. ft.	8	11%
18,001 to 20,000 sq. ft.	4	5%
20,000+ sq. ft.	6	9%
Total	70	100%
Source: Dentec Holdings, Inc. 2006.		

3.3.3 Circulation and Access

Exhibit 3-4 illustrates the revised design project's internal roadway system. Primary access to the proposed development would be provided by an entryway connecting to San Dimas Avenue via a bridge spanning the canyon that currently separates San Dimas Avenue from the proposed project site. The bridge would be 700 feet in length and would stretch from San Dimas Avenue to the nearest mesa on the proposed project site. The bridge would have two abutments into the canyon walls at either side, and would be supported by three piers, separated from each other by a distance of approximately 200 feet. A drill rig would be used to access the location of the three piers in order to complete the pads for the piers. The first pier, closest to San Dimas Avenue, could be accessed by blade cutting a 12-foot wide and 100-foot long path from the abutment to the pier. Cutting this access pathway would impact approximately 1,200 square feet (0.0275 acres) of grassland. The second pier, which would be located west of the first pier, could be accessed via the existing Michael D. Antonovich trail. No vegetated areas would be impacted by this use of the trail. The third pier, which would be the most westerly pier and which would be accessed by blade cutting a 12-foot wide and 200-foot long path over the existing nose that projects out from the second pier to the third pier. Cutting this access pathway would impact approximately 2,400 square feet (0.0550 acre) of grassland. The dimensions of each of the three pads upon which the piers would be constructed are estimated to be approximated 25 feet by thirty feet (25'x30'). No impacts to the existing oak trees are anticipated as a result of completing the abutment, piers and the access paths. The total estimated area that would be disturbed for bridge construction is approximately 0.1 acre. Because the bridge would be less than 54 feet in width, it would have to be privately maintained by the future Homeowners Association. The roadway that would continue on to connect the proposed development to the bridge would consist of a two-lane drive and a left hand turn lane with a curb-to-curb pavement width of 40 feet. An existing gated emergency

access connection to Calle Bandera would continue to be maintained. The typical roadway cross-sections are also shown in Exhibit 3-4.

The proposed circulation plan calls for a main roadway (referred to as Street "A" in Exhibit 3-4) to be constructed nearly the entire length of the proposed project site, extending approximately 5,000 feet from the bridge to the extreme westerly portion of the project site. This roadway's connection to San Dimas Avenue would not be gated. No parking would be permitted within the segment of the roadway leading to the homes. In addition to the primary road, the site plan includes six cul-de-sac roads that would vary in length from 100 feet to 500 feet. These roadways are referenced in Exhibit 3-4. All the internal roadways and cul-de-sacs would have a total right-of-way width of 50 feet and a curb-to-curb pavement width of 36 feet, in order to accommodate two travel lanes and on-street parking on one side. Key elements of the circulation system and conceptual roadway cross-sections are provided in Exhibit 3-4.

3.3.4 Open Space

The site plan provides for a total of 27 acres to be reserved as open space, some of which includes property that was previously disturbed. Six open space lots are shown on the site plan and are left as open space due to topography. These lots are located along the development site's northerly boundary in those portions containing relatively steep topography. An additional 63,789 square-foot linear lot would be centrally located in the southern portion of the development opposite the existing Loma Vista Park and would be used as a paseo. The open space areas are illustrated in Exhibit 3-5. Based on the size of the project site, the project proponent is required to provide a 1.5-acre park on the project site or to pay an in-lieu fee of $123,499. The applicant has chosen the latter option – payment of the $123,499 in-lieu fee.

3.3.5 Infrastructure

The proposed project would require connections to existing water and sewer lines, and the construction of new storm drain improvements to convey storm water runoff to off-site flood control facilities. Specific utility improvements, which would be constructed as part of this proposed project, are illustrated in Exhibit 3-4 and include the following:

The Southern California Water Company provides water service to the proposed project site. An existing 10-foot wide water easement runs parallel to the western boundary of the subject property. A new 8-inch water line would be constructed within the development's primary roadway (Street A), and would connect to an existing 16-inch water main located at the rear edge of proposed Lot 30 at the site's western boundary. At the eastern boundary of the site, the water main would connect at the intersection of the proposed bridge/"A" Street and San Dimas Avenue. Water lines that would be constructed within the interior streets would range in diameter from 6 to 8 inches

Sewer service connections to the proposed project site are possible to mains owned by the County (the Los Angeles County Sanitation District Number 22). Sewer service connections can be made to Walnut Creek Trunk Sewer and Number 22 main, which is located in Puente Street and Reeder Avenue, a distance of 4,400 linear feet west from the project site as depicted in Exhibit 3-6. The sewer lines' proposed alignment runs through an adjacent property to the western property boundary that connects to Mesarica Road, a public street. Mesarica Road extends to the west until it connects to Puente Street, the location of Consolidated Sewer Maintenance's line. There is a recorded sewer easement encumbering the property adjacent to the western boundary of the proposed project site.

Since the proposed development is outside the jurisdictional boundaries of the County Sanitation District of Los Angeles County (Sanitation District), the local project area would require annexation to Consolidated Sewer Maintenance (CSM) before sewage service can be provided to the proposed development. The Walnut Creek Trunk Sewer, located in Puente Street, is 12-inches in diameter with a peak capacity of 3.4 million gallons per day (mgd) and carries a current peak flow of 1.4 mgd. The San Jose Creek Water Reclamation Plant (WRP) is designed to a capacity of 100 mgd and currently processes an average flow of 90.4 mgd.

The project proponent proposes to annex Mesa Oaks Community, along with the proposed development site, to CSM. The applicant is working cooperatively with the Mesa Oaks Community Homeowners Association in processing the annexation. The expected wastewater flow from a single-family home, as analyzed by the Sanitation District, is 260 gallons per day (gpd). The total combined expected wastewater flow for the proposed revised design project and the 117 homes in the Mesa Oaks Community is 48,620 gpd. Thus, the WRP has sufficient capacity to accommodate the total combined sewage produced. Subsequent to annexation, each of the 117 homeowners within the Mesa Oaks Community would be responsible for paying a connection fee to the Sanitation District in the event the homeowners desire to connect to the proposed sewer line.

The construction of the proposed sewer line would involve digging a 10-foot wide, 8-foot deep and 9,600-foot long trench within the recorded easement in the Mesa Oaks Community to Puente Street (public streets). The trench would be located within the center of the public streets. The anticipated time frame for this portion of the construction is four weeks. Gravity flow would then carry the sewage down to the Walnut Creek Trunk Line. Current plans call for an 8-inch sewer line to be installed within the off-site public streets. Exhibit 3-6 illustrates the alignment of the proposed sewer line. Exhibit 3-6 also shows that the proposed sewer line traverses a portion of the City of San Dimas and City of Covina jurisdictional boundaries. Encroachment permits would be needed from the cities of San Dimas and Covina.

Storm water runoff would be conveyed to new and relocated storm drains via curbs and gutters. Southern California Gas Company and Southern California Edison serve the project

site and the surrounding area. The proposed project would connect to existing gas and electric utility lines.

3.3.6 Waste Disposal

Solid waste would be generated by construction and demolition, and by future residents of the proposed project. The California Integrated Waste Management Act of 1989, Public Resources Code 40000 through 49628, or "AB 939", takes a proactive approach to solving the State's waste management problems. AB 939 mandates a reduction in solid waste streams and requires that the mandate be met through source reduction, reuse of materials, recycling and composting. Pursuant to AB 939, developers are required to employ measures to reduce the amount of construction-generated waste. Potential impacts related to solid waste disposal during the construction and operational phases of the project may be addressed as follows:

+ A Waste Reduction Plan shall be developed for the proposed project in order to reduce the amount of construction and demolition materials generated to the maximum amount feasible. This plan shall be developed with the supervision and approval of the recycling coordinator for the County of Los Angeles to ensure that AB 939 requirements are met.

+ Waste Management would service the proposed project and dispose of the waste generated by future residents. Waste Management has a curbside recycling program in place. Three barrels are provided to each residence. The barrels are for yard waste, trash and recyclables such as, newspapers, bottles, aluminum, and paper. The developer shall provide adequate storage areas and access for each resident to store the 3 barrels provided by Waste Management.

3.3.7 Construction Timing

A total of four floor plans are currently being proposed. The proposed project's implementation (not including approvals and entitlements) is anticipated to take 21 months to complete. Of this total, building demolition, grading, and excavation are expected to occur over a 6-month period. The construction of Phase 1 (consisting of 35 units) would occur over a 7-month period. The area that would be developed during Phase 1 corresponds to the easternmost portion of the development site. Phase 2, involving the construction of 35 units in the westerly portion of the site, would also occur over a 7-month period.

3.4 Required Approvals

The applicant is requesting approval of the Tentative Tract map and Oak Tree Permit. Additionally, annexation to the Sanitation District would require the approval of Los Angeles County. Construction-related runoff would be regulated under the State's General Construction

Permit –99-08-DWQ. Discharges of storm water and urban runoff to a jurisdiction's storm drain system are regulated under the County's Municipal Separate Storm Sewer Systems (MS4) permit. The permit contains discharge prohibitions, receiving water limitations, and requirements for implementing the County's SQMP (Storm Water Quality Management Program). The applicant would be responsible for developing and seeking approval for a Standard Urban Stormwater Management Plan (SUSMP), which would set forth the methods to be used to control storm water and urban runoff discharges into storm drain systems or surface water bodies. In addition, the applicant would consult with the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers and if necessary, obtain all permits or approvals required by these agencies due to the presence of the blue-line stream flowing through a portion of the site not planned for residential development. No zone changes or General Plan Amendments are required or being requested as part of this application.

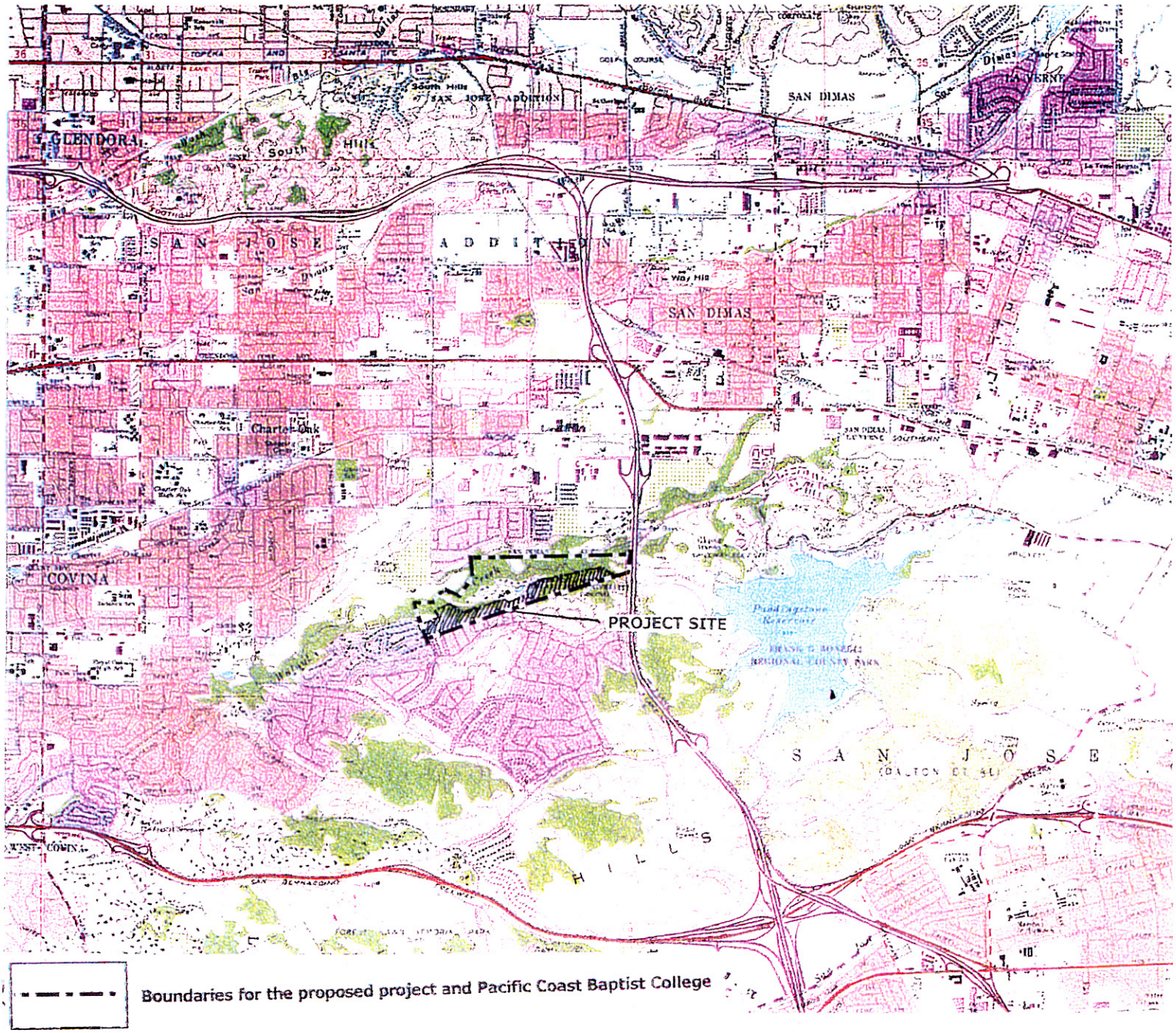

Exhibit 3-1
Regional Location
Blodgett/Baylosis Associates

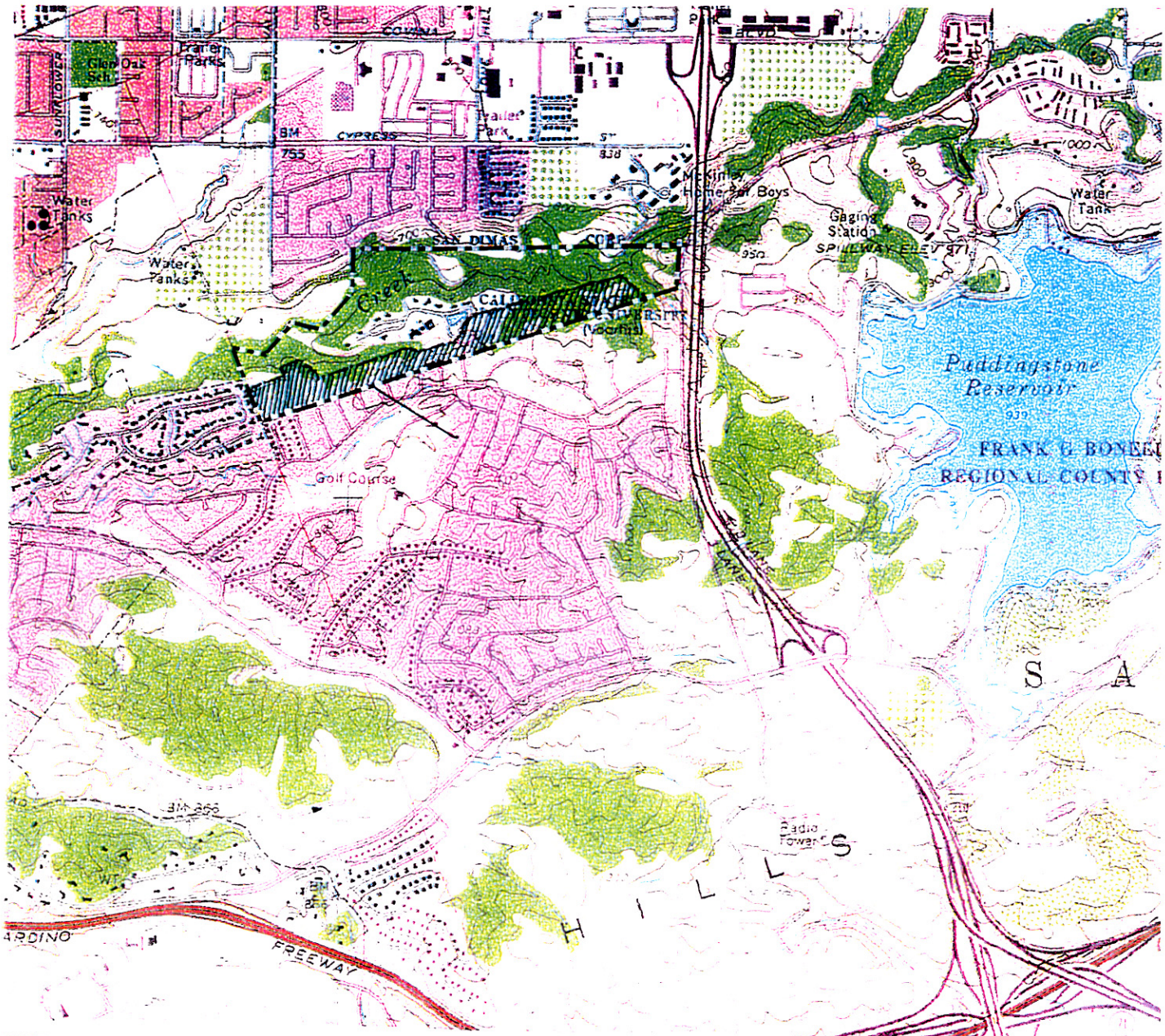

Exhibit 3-2
Project Area
Blodgett/Baylosis Associates

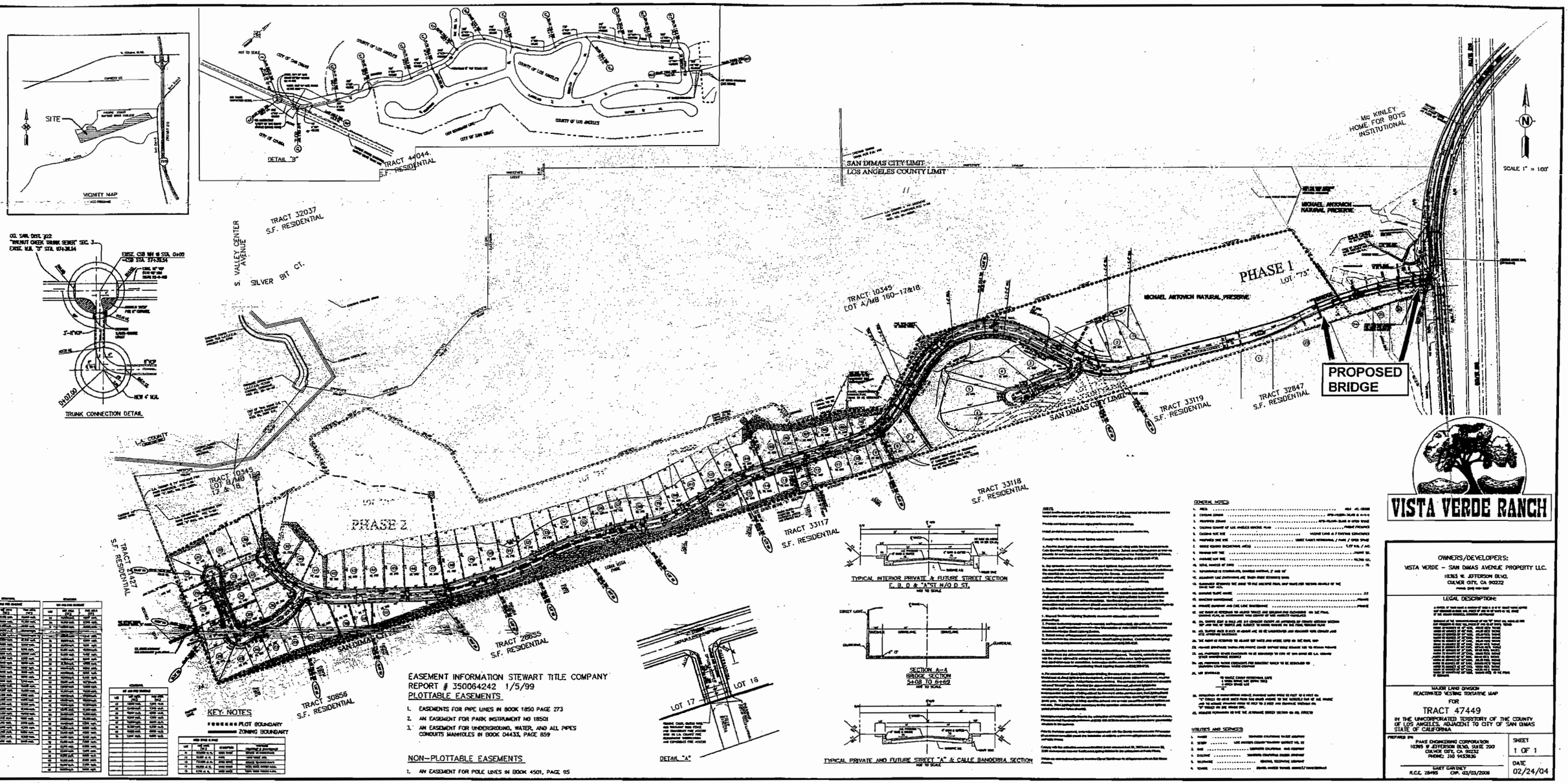

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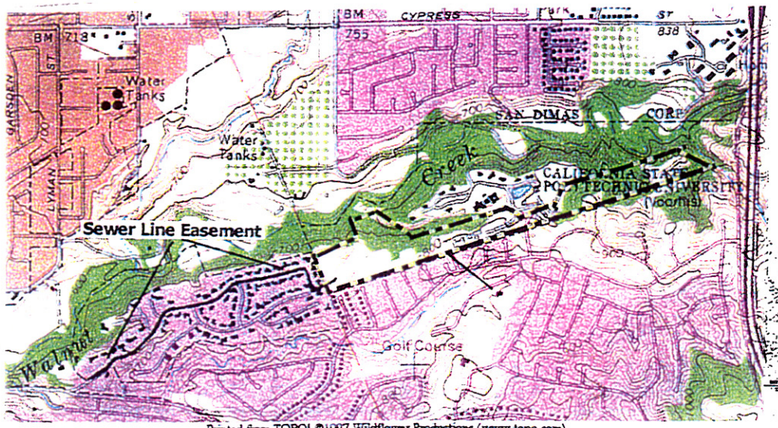
Exhibit 3-3
Revised Design Project



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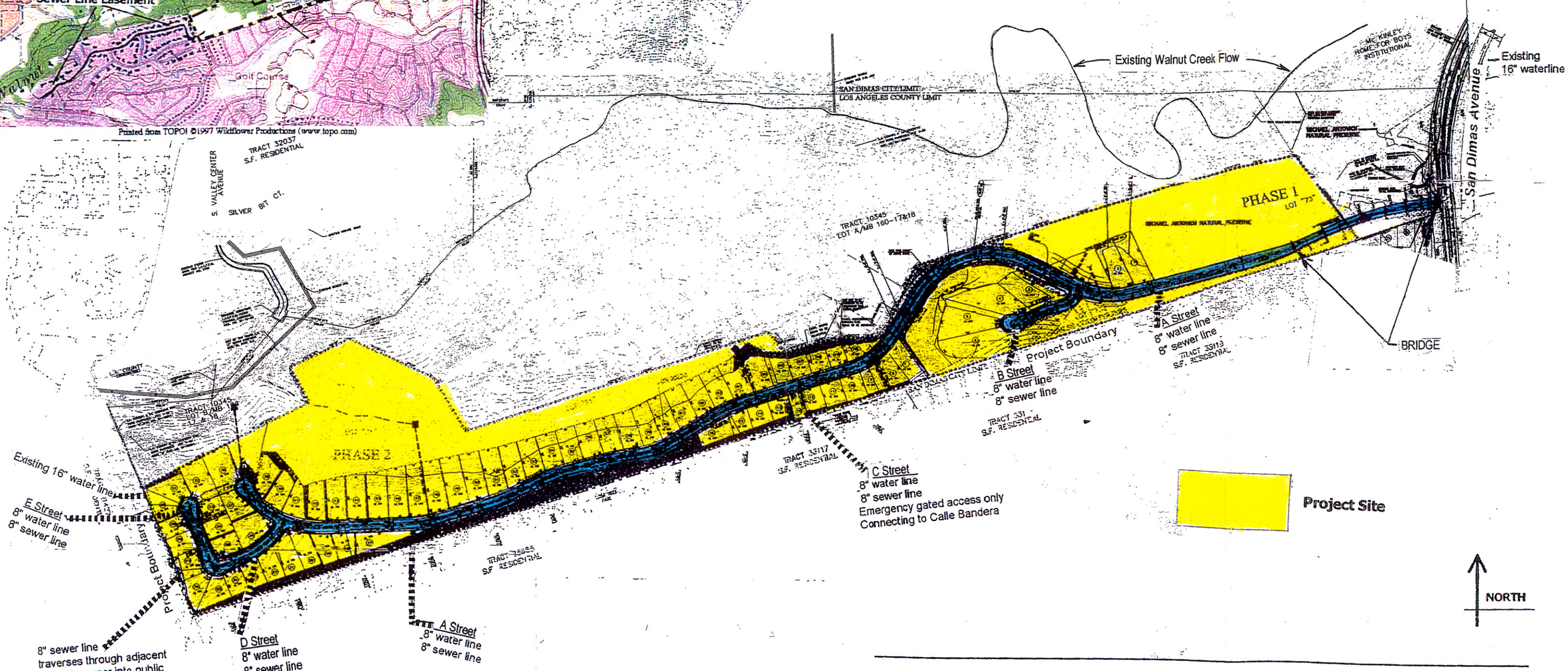
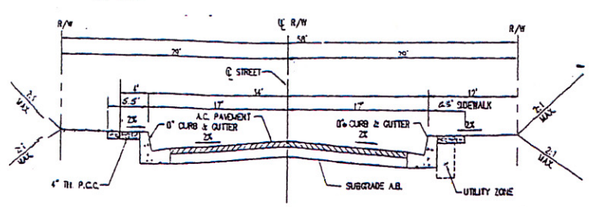
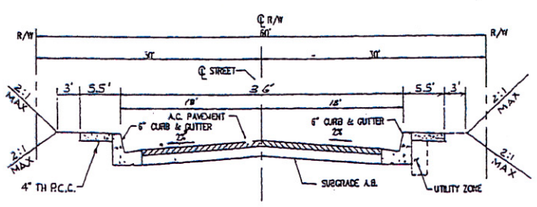




TYPICAL INTERIOR STREET SECTION C, D, E
NOT TO SCALE



TYPICAL ENTRY STREET B SECTION
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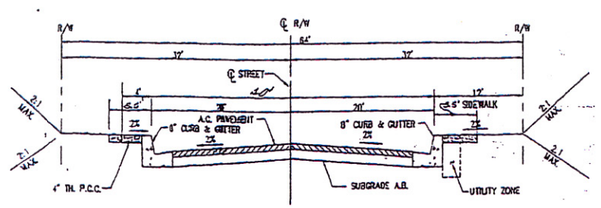

TYPICAL INTERIOR STREET SECTION A
NOT TO SCALE

Exhibit 3-4
Infrastructure Elements
Source: Dentec Holdings, Inc. 1999

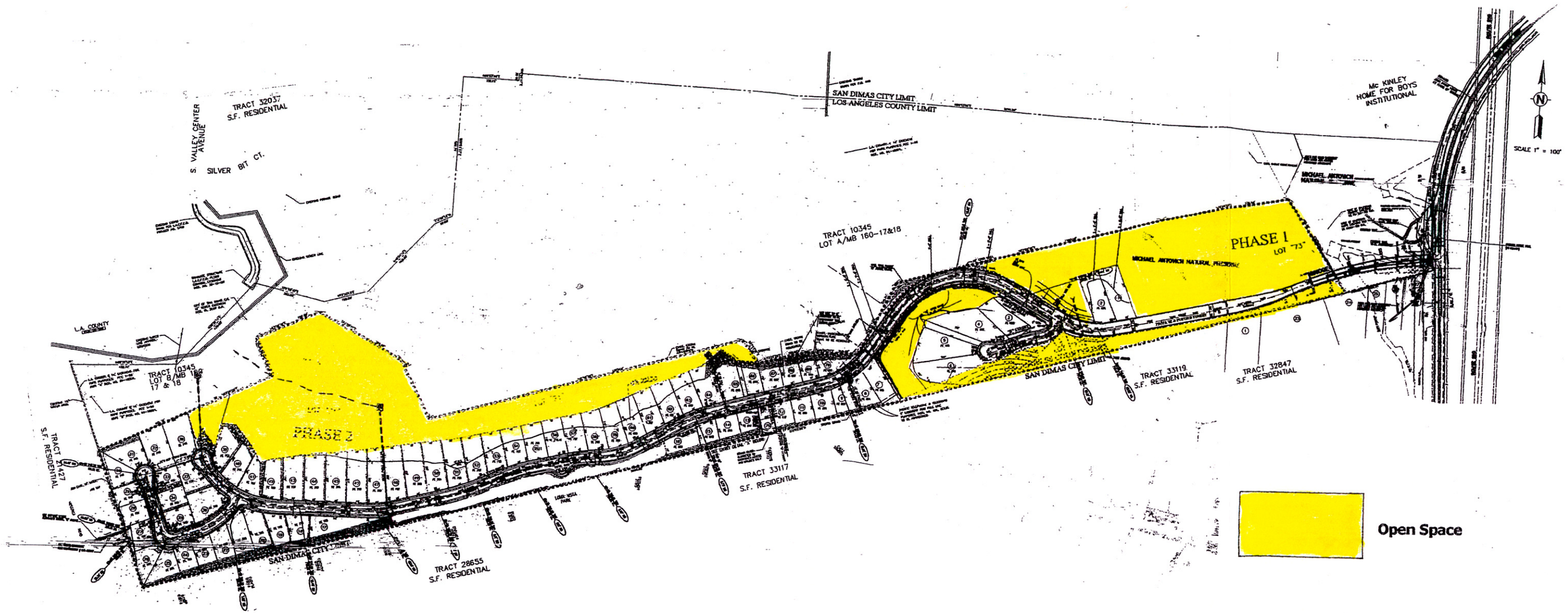

Exhibit 3-5
Open Space Elements

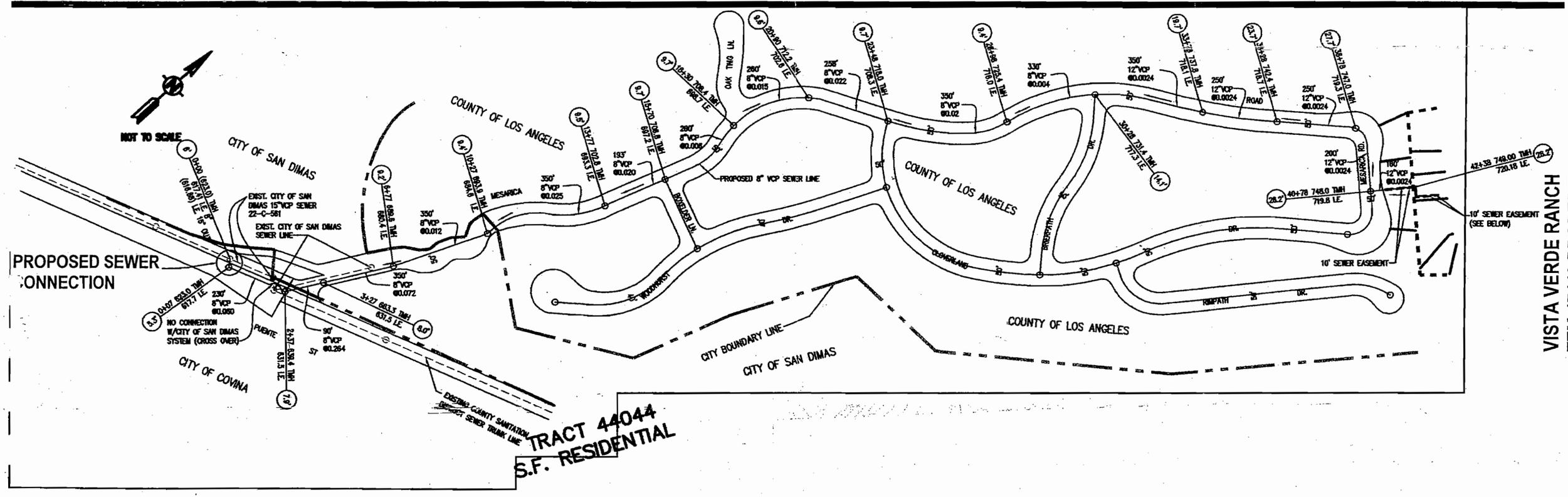

Exhibit 3-6
Proposed Sewer Connections