

**SECTION 4.0  
ENVIRONMENTAL SETTING  
AND ANALYSIS**

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**Draft EIR**

**Vista Verde Ranch – TTM 47449**



## 4.1 Regional Location and Setting

The proposed project site and the surrounding area abuts the northern flank of the San Jose Hills, created from an uplifted fault block. The San Gabriel Mountains are located approximately five miles north of the project site. Puddingstone Reservoir and the Frank G. Bonelli Park are located to the east of the proposed project site and to the east of the I-57 Freeway. In a regional context, the site is located at the easternmost edge of the San Gabriel Valley. The physiography of this portion of the Valley is defined by faulting that contributed to the uplifting of the San Gabriel Mountains. The site itself is located within a seismically active area. The more significant regional faults that may affect the area include the Sierra Madre/Cucamonga faults (which have contributed to the uplifting of the San Gabriel Mountains) and the San Jose Fault (which is responsible for the uplifting of the San Jose Hills).

The site is also located within the South Coast Air Basin, which is defined by local mountain systems including the San Gabriel Mountains on the north, the San Bernardino Mountains on the east, and the Santa Monica Mountains on the west. Because of the mountainous topography surrounding the basin, the prevailing winds, and other meteorological influences, pollutants often are trapped within the basin, leading to poor air quality.

The Walnut Creek Park Trail/Michael D Antonovich Trail (formerly the Schabarum Trail) is located north and east of the proposed project site. The Walnut Creek Park Trail/Michael D Antonovich Trail is a 25-mile long hiking and equestrian trail that winds through several San Gabriel communities, offering trail users excellent views of the San Gabriel Mountains. Although the trail continues to the north of the proposed project site, only a small (several hundred-foot) segment of the trail located to the immediate east is visible from the site or has views of the site. Exhibit 4-4 depicts the alignment of the Trail.

Both trails link to the Frank G. Bonelli Regional Park Trail and are a part of the Los Angeles County Trail linkage System. Steep slopes characterize the unpaved trails in many areas. Portions of the trails traverse oak woodlands and a blue-line creek.

## 4.2 Land Use Characteristics

Exhibit 2-1 indicates the applicable zoning designations for the site and surrounding area. As indicated in Exhibit 2-1, the majority of the project site is zoned as *Residential Planned Development (RPD-10,000 - 3 DU/Acre)*. This land use designation permits a gross development density of up to 3 units per acre, with a minimum lot area of 10,000 square feet. A small portion of the site has *Open Space (OS)* and *Light Agriculture (A-1-1)* zoning designations. There would be no residential development in those areas zoned OS or A-1-1; however, some infrastructure facilities are proposed. The unincorporated area located to the north of the proposed project site, which includes the adjacent Tzu Chi Foundation USA property and Walnut Creek Wilderness Park, is designated *Light Agriculture (A-1-1)*, *Open Space (OS)*, and *Residential Planned Development (RPD-10,000-3 du/acre)*. The Tzu Chi

Foundation USA property is included within the area designated as *A-1-1* and *RPD-10,000*, while the areas included within the Walnut Creek Wilderness Park are designated as *OS*. The residential tracts located to the south of the proposed project site are designated as *Single-Family Residential - 7500* in the City of San Dimas Zoning Map. There are no hillside management areas on the majority of the proposed project site. The easterly portions of the project site do contain some slopes that exceed 25 percent gradient and therefore are considered hillside management areas. Development projects proposed for hillside management areas may be required to file a Conditional Use Permit (CUP) application. However, the overall density of the proposed project is below the Low Density Threshold, as calculated by the Subdivision Committee, Los Angeles County Regional Planning. Therefore, a CUP is not necessary for the proposed project.

The proposed revised design project would involve the construction of 70 single-family homes and associated roadways, curb and gutter and sidewalks, on approximately 33.4 acres of the overall 60.4-acre site. The density of the proposed development would be approximately 1.1 units per acre, which is less than the maximum permitted density of 3.0 units per acre. All of the proposed lots would exceed the minimum lot size requirement of 10,000 square feet. No development is proposed in areas designated *A-1-1* or *Open Space*. No zone change or variance is requested or required as part of the proposed project's approvals. As a result, the proposed development is consistent with the site's zoning designation.

Exhibit 2-2 indicates the applicable general plan designations for the project site and the immediate area. The proposed project site is designated as *Public Facilities* in the Los Angeles County General Plan, and residential development is a permitted use for this location. The Land Use Policy Map of the adopted Los Angeles County General Plan has a "Public and Semi-public Facilities" category with a footnote to its description that reads: "...In the event that public use of mapped or unmapped facilities is terminated, alternative uses compatible with surrounding development, in keeping with community character, and consistent with the intent of overall Plan objectives may be permitted." The area adjacent to the westerly boundary, also located in the unincorporated area, is designated as *Low-Density Residential*. The Walnut Creek Wilderness Park is designated as *Open Space* in the County's General Plan. The residential tracts located to the south of the project site are designated as *Single-Family Residential* (3.1-6.0 units/acre) in the City of San Dimas General Plan. The proposed development's residential use is consistent with the County's General Plan designation for the project site and the tracts located to the south, within the City of San Dimas corporate boundaries. Approximately 64% of the proposed revised design project's parcels would have lot areas in excess of 12,000 square feet.

Exhibit 4-1 includes a 500-foot radius map that depicts existing land uses and development within the vicinity of the project site. As is evident from Exhibit 4-1, single-family residential development is found along the proposed project site's southern and western boundaries. The Tzu Chi Foundation USA property and portions of Walnut Creek Wilderness Park are located adjacent to the proposed project site on the north. San Dimas Avenue and the Orange Freeway (I-57) are located to the east of the proposed project site.

An aerial photograph of the project site and surrounding area is provided in Exhibit 4-2. The project site and the adjacent Tzu Chi Foundation USA site are located within a suburbanized area. The homes found in the six residential tracts located in the Via Verde subdivisions are evident, as are the homes located to the south. The residential neighborhoods located to the north of the Tzu Chi Foundation USA property and Walnut Creek Wilderness Park are also visible. Finally, San Dimas Avenue and the Orange Freeway (I-57) are apparent in the photograph. Photographs of the site from varying perspectives are shown in Plates 1 through 4.

### **4.3 Comparison of Impacts and Mitigation Measures – DEIR Proposed Project vs. Revised Design Project**

This section provides a summary of the environmental impacts associated with the proposed project's construction and subsequent occupancy, and a comparison of the project's potential impacts as originally proposed and as revised. The section also includes the mitigation measures associated with the proposal reviewed in the previous DEIR and those associated with the revised design project proposal. In many cases, the mitigation measures proposed in this Draft DEIR are identical with, or basically the same as, those proposed in the original DEIR. However, some of the environmental impacts that would have occurred under the original project have been eliminated, reduced or modified under the revised design project proposal. In these cases, the mitigation measures that were originally proposed have been replaced with new mitigation measures required to address the environmental impacts that would potentially occur under the revised design project.

#### **Geotechnical Impacts:**

##### *As originally proposed:*

According to the original proposal analyzed in the DEIR, approximately 690,000 cubic yards of earth would be moved on-site, with no import or export of fill anticipated. The required grading would result in the creation of cut-and-fill areas to accommodate the building pads. Based upon the project geologist's review of the original grading plan, the slopes would be stable following grading.

The degree of seismic risk would be no greater for the proposed project site than the level of risk for the surrounding area. As originally proposed and with adherence to the recommended mitigation measures listed in the DEIR, no adverse impacts related to grading and excavation would occur.

The following mitigation measures would reduce the potential geologic and seismic impacts to a level of insignificance. These measures would be fully applied to the revised design project.

1. Grading and excavation activities must adhere to the recommended actions outlined in the geotechnical study prepared for the proposed project site. No grading and excavation, beyond that contemplated in the grading plan, would be permitted.
2. During grading and excavation phases of development, a County engineer shall undertake field inspections to ensure that the recommendations of the grading plan are being implemented.
3. Prior to the approval of the development permits, an engineering geologist and soils geologist shall inspect all of the areas graded to assess their ability to accommodate the proposed improvements.
4. All grading, excavation, and structures must conform to the requirements of Chapter 70 of the Unified Building Code and the Los Angeles County Grading Ordinance.
5. All building construction must conform to the requirements of the seismic safety sections of the Uniform Building Code.

*For Revised Design Project:*

According to the revised design project grading plan, approximately 230,000 cubic yards of earth would be graded and moved on-site, with no import or export of fill anticipated. This represents a reduction in grading of approximately 460,000 cubic yards of earth. Based upon the project geologist's review of the grading plan, the slopes would be stable following grading.

As with the original project, the degree of seismic risk would be no greater for the proposed project site than the level of risk for the surrounding area. The revised design project will adhere to the recommended mitigation measures listed in the DEIR, and no adverse impacts related to grading and excavation would occur.

The revised design project would be subject to all mitigation measures described in the DEIR and listed above. Adherence to the listed mitigation measures would reduce the proposed revised design project's potential geologic and seismic impacts to a level that is less than significant. Therefore, implementation of the proposed revised design project would not result in any significant adverse impacts related to grading and excavation.

## **Hydrology Impacts**

*As originally proposed:*

The development site has elevations averaging 760 feet above mean sea level (AMSL). The elevation of Walnut Creek, located to the north of the project site, ranges in elevation from 620 feet AMSL to 690 feet AMSL. As a result, there is a 70- to 140-foot difference in elevation

between Walnut Creek and the mesa areas that would be occupied by the proposed development.

The potential for flooding or the release of water from Puddingstone Reservoir would not present a hazard to the future development anticipated for the proposed project site due to the differences in elevation between the future development and Walnut Creek. According to the project engineer, the originally proposed project analyzed in the DEIR does not present a unique or special design and should be considered typical to the other developments in the surrounding area.

The originally proposed project would be required to comply with Los Angeles County Flood Control District design standards. Potential hydrology impacts related to the original project would be mitigated through the following mitigation measures. The revised design project will implement the same mitigation measures described below.

1. The project flood control improvements shall be constructed to the satisfaction of the LACFCD and the DPW in accordance with the approved drainage concept, hydrology plans, and final storm drain plans, as approved by the DPW. The Flood Maintenance Division of LACDPW shall also be provided with construction drawings and no construction shall commence until this agency has approved the design of the storm drain system.

2. A drainage concept/hydrology study must be reviewed and approved by the Land Development Division of the Department of Public Works prior to submittal of any improvement plans.

*For Revised Design Project:*

Under the revised design project proposal, the elevation range in which the revised project would be constructed would vary from a low of 748 feet above sea level to a high of 870 feet above mean sea level. The proposed project site would still be located approximately 70 to 140 feet above Walnut Creek. As a result, the potential for flooding or the release of water from Puddingstone Reservoir would not present a hazard at the proposed revised design project site due to the differences in elevation between the future development and Walnut Creek, as noted above, since the proposed revised design project does not present a unique or special design and should be considered representative the other developments in the surrounding area

With the revised design project, sole access to the proposed project site would be provided from San Dimas Avenue via a 700-foot, span bridge connecting San Dimas Avenue to the closest mesa on the proposed project site. According to the report prepared by Gary M. Gantny, PE, Principal and Chief Engineer, Planning Associates and Subdivisions Engineering Corporation (please refer to Appendix G), no significant erosion and sedimentation impacts would occur, nor would drainage in the base of the canyon be adversely impacted. Furthermore, the

drainage concept/hydrology study for the proposed revised design project has been reviewed and approved by the Land Development Division of the Department of Public Works.

The revised design project would be subject to the same mitigation measures described in the DEIR and listed above. Adherence to the listed mitigation measures would reduce the proposed revised design project's potential hydrologic impacts to a level that is less than significant. In addition, a new drainage concept/hydrology report was prepared by Planning Associates and Subdivisions Engineering Corporation in December 2005. The revised drainage report addresses the potential for hydrologic impacts related to the placement and construction of the bridge. Thus, implementation of the proposed revised design project would not result in any significant adverse impacts related to hydrology.

### **Water Quality Impacts:**

#### *As originally proposed:*

The majority of the project site's existing undeveloped character presently contributes to groundwater recharge. The ability of the easterly portion of the site to contribute to groundwater recharge is limited due to the relatively steep slopes that characterize this area. The site's original development plan would have resulted in approximately 30% of the site's area being covered by impervious surfaces overall. These impervious surfaces would include roadways, driveways, patio areas, and the structures themselves. In the absence of mitigation, pollutants entering Walnut Creek in the form of storm water runoff would consist of hydrocarbons from the roadways and parking areas, pesticides, and organic nutrients from fertilizers, detergents, and rubbish.

The following mitigation measures have been proposed as a means of reducing potential water quality impacts. These measures would be equally applicable to the revised design project.

1. The contractor shall implement a storm water quality plan, implementing the best management practices as required by the County of Los Angeles, including:
  1. Reduce excessive erosion potential;
  2. Minimize excessive sedimentation;
  3. Prevent other materials used at a construction site causing off-site contamination;
  4. Eliminate non-storm water discharges for construction sites;
  5. Install appropriate measures to reduce impacts on waterways from the completed project and provide a commitment that these measures would be maintained; and
  6. Establish maintenance commitments on port-construction sites.
  
2. The contractor shall comply with all pertinent provisions of the National Pollutant Discharge Elimination System (NPDES).

#### *For Revised Design Project:*

Reducing the number of housing units to be constructed on the site from 92 to 70 and reducing the amount of roadway would result in a reduction in the total amount of impervious surfaces that would be constructed or installed on the site. With the revised design project, approximately 18% percent of the proposed project site would be covered with impervious surfaces. The revised design project would result in a decrease in the loss of groundwater recharge capacity, when compared with the original proposal. The reduction in the number of dwelling units and the reduction in the amount of vehicular traffic associated with the revised design project would mean that fewer pollutants would be generated from the proposed revised design project site. This would result in a reduction in the amount of pollutants that would enter Walnut Creek in the form of storm water runoff, in comparison with the originally proposed project.

The canyon areas beneath and adjacent to the proposed bridge from San Dimas Avenue to the project site would not be directly impacted by the construction and placement of the proposed bridge. Because the bridge would not divert the existing flow of drainage, no adverse bridge-related water quality impacts are anticipated under the revised design project.

The revised design project would be subject to all mitigation measures described in the DEIR and listed above. Adherence to the listed mitigation measures would reduce the proposed revised design project's potential water quality impacts to a level that is less than significant.

#### **Noise Impacts:**

##### *As originally proposed:*

The State of California land use compatibility standards indicate that ambient noise levels within areas where homes are located should range from 45 dBA to 65 dBA. The majority of the proposed project site, according to the field measurements, is located within an area subject to noise levels within this range. The easternmost portion of the project site is located within an area where freeway traffic noise exceeds 65 CNEL (dBA).

Construction noise would be audible in the nearby residential areas located to the west and south of the proposed development site. Construction machinery would be capable of generating periodic peak noise levels ranging from 70 to 95 dBA at a distance of 50 feet from the source. The short-term noise impacts may represent substantial noise levels while grading and construction activities are on-going. However, these noise impacts would cease once construction activities have been completed. Additionally, vibration from construction equipment could result in adverse vibration impacts to nearby structures without mitigation.

The following measures are designed to reduce potential short-term (construction) and long-term (operational) noise impacts. The revised design project will implement the same mitigation measures.

1. All construction activities shall be restricted to 7:00 am to 7:00 pm during weekdays and all construction activities must conform to the requirements of the County of Los Angeles Noise Control Ordinance.
2. Construction equipment shall be kept properly tuned, and mufflers shall be used on all construction equipment to reduce equipment noise.
3. No blasting shall be permitted during grading and excavation.
4. All construction equipment and activities at the project site shall be required to comply with the provisions and restrictions in the County Noise Control Ordinance.
5. The use of vibration-causing equipment shall not exceed the perception level of 0.01 in/s of motion velocity at the nearest occupied dwellings or buildings.
6. For the housing units to be constructed within the easterly portion of the project site (within the 65dBA-CNEL noise contour), measures shall be implemented to reduce interior ambient noise levels to 45 CNEL.

*For Revised Design Project:*

The residential community adjacent to the project site would experience an increase in short-term and long-term noise impacts under the revised design project. Supplemental noise measurements were completed by Blodgett/Baylosis for the revised design project. This report is included as Appendix H. The results were similar and consistent with the prior measurements presented in the DEIR, which analyzed the potential impacts of an increase in overall short-term and long-term noise levels related to the 92-lot proposal. That analysis concluded that, with adherence to recommended mitigation measures, the increase in noise levels would be below levels considered to be harmful or a nuisance. The revised design project of 70 developed lots would be less dense and would require reduced construction activities; therefore, the revised design project would have less impact on the overall increase in short-term noise levels than the original project. Furthermore, a reduction in the number of dwelling units would result in an associated reduction in long-term, occupancy-related noise levels.

The revised design project would be subject to all mitigation measures described in the DEIR and listed above. Adherence to the listed mitigation measures would reduce the proposed revised design project's potential noise impacts to a level that is less than significant.

**Biota and Oak Tree Impacts:**

*As originally proposed:*

No significant impacts on sensitive species were anticipated as part of the originally proposed project. Small patches of degraded coastal sage found on-site (less than 0.5 acres) are largely isolated from other areas of sage scrub found in Bonelli Park. Two protocol focused gnatcatcher

studies were conducted for the project as originally proposed (Natural Resource Consultants, 1997; Pacific Southwest Biological Services, Inc., 1999). No gnatcatchers were observed during the protocol surveys. The studies concluded that, based on the isolation and small size of the coastal sage scrub habitat found within the project site, these areas are not considered an appropriate breeding habitat for the Coastal California Gnatcatcher.

A total of 9.47 acres of live oak woodland are found within the project site. Of this total, 5.21 acres would have been impacted by the originally-proposed development. A total of 788 oak trees are located within the project site. Of this total, the originally-proposed development would have removed 375 oak trees and a total of 413 existing trees would have been preserved. A total of 31.69 acres of oak woodland is located in the area surrounding the development area. Under the original proposal, grading and development would have impacted 2.75 acres of oak woodland within these buffer areas. A total of 472 oak trees would have been removed and 1,432 trees would have been preserved, both on and off-site, under the original development proposal. Of this total, 97 trees were proposed for removal on off-site properties.

The following mitigation measures have been recommended as a means to reduce potentially significant biota and oak tree impacts. The measures would be equally applicable to the revised design project.

1. The Applicant must mitigate the project's potential adverse impacts by replacing habitat in Frank G. Bonelli Regional Park or in suitable habitat replacement areas within the 60.4-acre site. No planting of Oak Trees shall be permitted in areas that would impact the California Gnatcatcher. The Oak Tree mitigation plan shall be reviewed and approved by the County's Forester and the Department of Regional Planning, prior to the issuance of any Grading Permit. The trees shall be properly cared and maintained for seven years, and replaced by the developer or permittee if mortality occurs within such period. Replacement trees shall consist of locally-indigenous oak trees and should be certified as being grown from a seed source collected in Los Angeles or Ventura County. The submittal of a detailed Oak Mitigation Plan would be a Condition of Approval of the Oak Tree Permit. The density of Oak Trees to be planted would be the same as that of existing habitats. The balance of the tree mitigation would occur off-site. Areas for the proposed planting of Oak Trees were surveyed and identified by an arborist with LADOPAR. LADOPAR requires a focused survey for the California Gnatcatcher prior to finalizing the areas within Frank G. Bonelli Park, where the planting of Oak Trees is proposed.

The trees found within the project site may be used as nesting sites for Red-tailed Hawks (*Buteo jamaicensis*), Red-shouldered Hawks (*Buteo lineatus*), a variety of owl species, Ravens (*Corvus corax*), Crows (*Corvus brachyrhynchos*), and possibly Cooper's Hawk (*Accipiter cooperii*). The proposed project would also be subject to the County's oak tree removal requirements. The approval of the Oak Tree Permit for this project is one of the discretionary actions associated with the project's implementation. As a result, the following mitigation measures have been recommended:

2. Prior to removal of any trees on this site, a thorough evaluation of the raptors using the on-site trees shall be conducted by a qualified biologist.

3. Prior to removal of any trees or site preparation activities, a qualified biologist survey shall be conducted for nesting birds. Surveys would begin no later than June 1. Surveys would be conducted every 7 days for 6 weeks until July 1. Documentation of findings must be submitted to the County's Impact Analysis Section for review and concurrence. If no nesting birds are observed then site preparation and Oak Tree removal may begin. If an active bird nest is located in any of the Oak Trees to be removed, then the nest site shall be fenced a minimum of 300 feet (500 feet for raptors) in all directions and this area shall not be disturbed until the nest becomes inactive. *Note: This DEIR Mitigation Measure has been modified with the additional information below.*

4. The applicant must adhere to the requirements of the Los Angeles County Oak Tree Permit. The location of each tree proposed to be removed or those located within the buffer area should be surveyed for accuracy before work proceeds. The survey must include the 200-foot zone specified in the Ordinance.

5. The applicant must adhere to the mitigation measures outlined in the oak tree survey report dated April 11, 2005, prepared by Glenn Allen Arborist.

6. The open space area around the residential development shall be fenced off from the proposed development to preclude access by residents or the public in order to protect wildlife resources. Fencing shall be of the type necessary to prevent domestic pets, especially cats, from entering the open space area. Crash-type gates at various strategic locations, relative to on-site roadways, would provide fire abatement access. The open space shall be posted with signs indicating that public access is not allowed.

7. As part of the sales disclosure process, homeowners shall be given an information document stating that access by residents or their pets to the open space area is forbidden in order to protect wildlife resources that may be present.

8. Exhibit 5-17 of the DEIR indicates that the mitigation contemplated for the proposed project would provide for the partial replacement of 944 oak trees, with a ratio of 2:1. Heritage Oak Trees will be replaced at a ration of 10:1. The area of the proposed replacement is indicated in "maroon" in Exhibit 5-17. Representatives from LADOPAR have conceptually agreed to habitat replacement of oak woodland and coastal sage scrub within Frank G. Bonelli Park. *Note: The specifics of this mitigation measure are modified below as a result of the revised design project.*

*For Revised Design Project:*

Implementation of the revised design project would impact approximately 1.6 acres of oak woodland habitat. Exhibit 4-3 depicts the limits of grading over the Oak Woodland. Under the revised design project, approximately 129 of the 788 oak trees found within the project site

would be removed by revised design project development. Exhibits 4-4 and 4-5 illustrates the revised design project overlain onto existing Oak Tree locations. There are 343 fewer trees impacted (246 on-site trees), in comparison with the 472 oak trees that would have been impacted under the original proposal. The County of Los Angeles Fire Department recommends mitigation (See Appendix N for County of Los Angeles Fire Department letter) as follows: 120 of the 129 oak trees to be removed from the site shall be replaced at a ratio of 2:1, and the remaining 9 trees shall be replaced at a ratio of 10:1. The area of the proposed replacement is indicated in maroon in Exhibit 4-6. No oak tree impacts would occur in the vicinity surrounding the project site. Any oak tree impacts would occur only on the project site.

In comparison with the proposal analyzed in the DEIR, no additional significant residual adverse impacts on biological resources or tree removal are anticipated under the revised design project following mitigation. Moreover, the significance of the residual adverse impacts on biological resources or tree removal would be substantially less severe under the current proposal than they would have been under the original proposal. However, residual oak tree impacts would still be considered significant following mitigation.

Portions of the site are disturbed (approximately 18.84 acres) or developed (approximately 9.01 acres). Implementation of the proposed revised design project would impact 13.4 acres that are considered disturbed and approximately 6.8 acres that are considered developed. Development of these areas would not result in significant adverse habitat impacts. In addition to the impacts to oak woodlands habitat described above, the revised design project would impact various other types of habitat, including grassland, coastal sage scrub and eucalyptus trees. Implementation of the revised design project would impact approximately 9.53 acres of grassland, approximately 1.42 acres of coastal sage scrub and approximately .65 acres of eucalyptus trees. Some of these eucalyptus trees may be used by raptors as perches and as nesting sites. No riparian area would be impacted by implementation of the revised design project. The impacts to various types of on-site habitat are shown below in Table 4-1.

<b>Type of Habitat</b>	<b>On-Site Acreage</b>	<b>DEIR Impacted Acreage</b>	<b>RDP Impacted Acreage</b>
Coastal Live Oak	9.47	6.26	1.60
Disturbed Area	18.84	17.86	13.40
Developed Area	9.01	8.22	6.80
Grassland	19.91	10.57	9.53
Coastal Sage Scrub	2.07	1.89	1.42
Eucalyptus	1.10	0.90	.65
Riparian Area	0.00	0.00	0.00
<b>Total</b>	<b>60.40</b>	<b>45.70</b>	<b>33.40</b>

The two previous gnatcatcher studies that were done for the project site, by Natural Resources Consultants in 1997 and by Pacific Southwest Biological Services in 1999, were updated in August of 2005 by Blaine Consulting for the revised design project. The revised gnatcatcher study is included herein as Appendix C. In the spring and early summer of 2005, protocol focused surveys for the federally listed California gnatcatcher (*Polioptila californica californica*) were conducted throughout all suitable sage scrub habitat on the project site. Survey results were negative, corroborating the results of previous surveys stating that the species is not present on the site. While conducting these surveys, vegetation and general conditions of the site were noted. A comparison of these notes and the information within the DEIR indicates that the descriptions of biological resources provided within the DEIR for the original project are accurate, and that conditions remain essentially the same on the project site.

Implementation of the following changes to the DEIR mitigation measures, in combination with those listed above, would reduce the proposed revised design project's impacts to biotic resources by not below a level of significance.

Mitigation measure 3 above is modified as follows: To avoid impacts to nesting and migratory birds, construction or removal of trees during nesting season (typically February through August), will be avoided to the extent possible. Where this is not feasible and construction or removal of trees must take place within the nesting season, then the following mitigations measures will be implemented:

- a. A preconstruction survey for nesting birds shall be conducted by a qualified biologist. No more than 7 days prior to initiation of tree removal or grading activities. If no nesting birds are observed then site preparation and Oak Tree removal may commence.
- b. If an active nest is found within the project limits with trees marked for removal or project grading or other construction activities are planned, then the qualified biologist will determine the extent of the construction-free buffer zone (typically 500 feet for raptors, variable

for other species but typically a minimum of 300 feet) to be established around the nest, and will conspicuously flag off the buffer area around the nest or nests. The construction crew will be instructed to avoid any activities in this zone until the bird nest(s) is/are no longer occupied, as verified by subsequent survey by the qualified biologist. Documentation of findings shall be submitted to the County's Impact Analysis Section for review and concurrence.

c. Gnatcatcher Surveys shall be conducted as follows: From March 15 through June 30, a minimum of six surveys shall be conducted at least one week apart. From July 1 through March 14, a minimum of nine surveys shall be conducted at least two weeks apart. The surveys shall be conducted between 6:00 a.m. and 12:00 p.m. and shall be conducted by a qualified biologist. Documentation of findings shall be submitted to the U.S. Fish & Wildlife Service and the County's Impact Analysis Section for review and concurrence.

Mitigation measure 8 is changed to the following: This RDEIR indicates that the mitigation contemplated for the proposed project would provide for the partial replacement of 330 oak trees, with a ratio of 2:1 for non-Heritage Oak Trees. Heritage Oak Trees will be replaced at a ratio of 10:1. The area of the proposed replacement is indicated in "maroon" in Exhibit 4-6 of this Revisions to the DEIR document. Representatives from LADOPAR have conceptually agreed to habitat replacement of oak woodland and coastal sage scrub within Frank G. Bonelli Park.

### **Cultural Resources Impacts:**

#### *As originally proposed:*

The site has a high sensitivity for archaeological resources, and these resources are likely to be encountered during land clearance activities. While no sites have been discovered within the proposed project area, the discovery of cultural resources cannot be fully discounted due to the abundance of sites found in the immediate area.

The westerly portion of the proposed project site has been disturbed due to past grading activities. The area where the discovery of cultural resources is the greatest is located in the easterly portion of the proposed project site, where no previous disturbance has occurred. A number of structures, which are or were part of the prior Pacific Coast Baptist Bible College located on the site, appear eligible for listing as a district in the National Register of Historic Places. The buildings located within the project site are among the least significant building features within the greater study area, which includes all Voorhis School for Boys architectural elements. Of the eleven features identified as non-contributing features to an architectural and/or historical district, eight of these are located within the project site.

The following mitigations have been recommended as a means to mitigate potential cultural resources impacts. The revised design project will implement the same measures.

1. An archaeologist shall be present during ground clearance activities.

2. In the event buried cultural materials are exposed during construction, work must be halted in the immediate vicinity of the find until the monitor can assess the significance.

3. If the finds are determined to be significant, the monitor should be permitted to remove the items for subsequent laboratory evaluation.

4. If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 state that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA Appendix K and Public Resources Code Section 5097.98.

5. Detailed photographic documentation, additional historical research, writing, and the gathering of all relevant maps, drawings, etc., for those historically significant structures would be compiled into a single cohesive document. A qualified Cultural Resource Management (CRM) consultant shall carry out this work prior to any construction, grading, or excavation. This program shall further be carried out in general accordance with Historic Buildings Survey (HABS) guidelines. The completed mitigation report shall be archived at an appropriate repository. Consideration shall be given to the Cal Poly Pomona University Library, Special Collections. However, the demolition of the existing structures on-site is still considered to be a significant unmitigated adverse impact.

*For Revised Design Project:*

Under the revised design project proposal, less land would be cleared for project construction than would be cleared under the original project proposal; therefore, the potential for uncovering archaeological resources would be somewhat reduced. However, the site does have a high sensitivity for archaeological resources, which may be encountered during grading or construction activities.

Proposed development in the easterly portion of the site has been scaled back; therefore, the revised design project has a reduced potential for disturbing sensitive archaeological resources. In addition, any archaeological resources or archeological resource sites discovered during site preparation or design would be protected through the implementation of the recommended mitigation measures listed above. However, the demolition of the existing structures on-site is still considered to be a significant unmitigated adverse impact.

**Paleontological Impacts:**

*As originally proposed:*

There is a moderate to high potential for the discovery of significant fossils during site development. The remains from the Puente Formation are significant, since they allow scientists to study the animal and plant life from a portion of the Los Angeles basin that has not been well studied. The grading and excavation required for the originally-proposed project may result in

the destruction of significant fossil remains in the absence of mitigation, thus representing an adverse impact. However, proper mitigation measures can reduce these adverse impacts to an acceptable level.

The following mitigation measures have been recommended for the proposed project site. The revised design project shall implement the same mitigation measures.

1. During the period of earth-disturbing activities, the grading contractor must assign one paleontologic monitor (trained and equipped to allow the rapid removal of fossils with minimal construction delay) to the site full-time.

2. Should fossils be encountered within an area being cleared or graded, earth-disturbing activities would be directed elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor must immediately divert construction and call the monitor to the site. Major salvage time may be shortened by the grading contractor's assistance (e.g., removal of overburden, lifting and removing large and heavy fossils).

*For Revised Design Project:*

Under the revised design project proposal, the potential for the discovery of significant fossils during site development would continue to be moderate to high, even though fewer acres of land would be disturbed under the revised design project. The grading and excavation required for the proposed revised design project could result in the destruction of significant fossil remains in the absence of mitigation, thus representing an adverse impact. However, implementation of the required mitigation measures can reduce these adverse impacts to an acceptable level.

The revised design project would be subject to all mitigation measures described in the DEIR and listed above. Adherence to the listed mitigation measures would reduce the proposed revised design project's potential paleontological impacts to a level that is less than significant. Therefore, no significant adverse impacts to paleontological resources are anticipated following mitigation.

**Traffic and Access Impacts:**

*As originally proposed:*

The traffic analysis for the original project proposal (Overland Traffic Consultants, 2002) estimated that the project would add approximately 957 daily vehicular trips, with 75 morning peak hour trips and 101 afternoon peak hour trips added to the surrounding street network. That added level of traffic, it was determined, would not significantly impact any of the study intersections analyzed in the traffic impact report. The traffic analysis concluded that no significant traffic impacts would be created by the proposed project and that no mitigation measures were necessary. However, access improvements would be made to facilitate

future traffic flows in the vicinity of the proposed project according to the recommendations and guidelines of the County of Los Angeles Department of Public Works, as noted below:

- + "T" intersection with San Dimas Avenue: The applicant shall install separate right and left turn lanes for the eastbound approach, and a 100-foot northbound left-turn lane on San Dimas Avenue for the future intersection.
- + San Dimas and "A" Street: Access improvements shall be made to the south and west approaches at the intersection of San Dimas and "A" Street. The applicant shall construct additional pavement on San Dimas Avenue to provide striped left-turn and right-turn lanes and transition pavement for a 65 mph design speed at the "A" Street intersection. The applicant shall construct base, pavement, curb and gutter 20 feet from the centerline on "A" Street between the easterly tract boundary and San Dimas Avenue and prepare signing and striping plans for San Dimas Avenue to the satisfaction of the County of Los Angeles Department of Public Works.
- + A stopping sight distance commensurate with a design speed of 35 mph (365 feet) shall be provided to the satisfaction of the County of Los Angeles Department of Public Works at all points along the curved section of "A" Street. Particular attention shall be given to stopping sight distances from lots 2, 76 and 89. Line of sight shall be within the right of way or dedicated airspace easements to the satisfaction of the County of Los Angeles Department of Public Works. If required, additional grading shall be undertaken.
- + San Dimas Avenue: The guardrail on San Dimas Avenue shall be replaced to the satisfaction of the County of Los Angeles Department of Public Works.
- + If "A" Street is dedicated from the easterly tract boundary to San Dimas Avenue, all streets within the tract boundaries, except "B" Street, shall be dedicated.

*For Revised Design Project:*

A traffic analysis for the revised design project was completed by Overland Traffic Consultants in November 2005 (Appendix I). The new analysis estimated that implementation of the revised design project would result in the generation of approximately 670 daily trips, with 52 of those trips occurring during morning peak hours and 71 trips occurring during afternoon peak hours. This represents a reduction of 230 daily trips, (and a reduction of 23 morning peak hour trips and 30 afternoon peak hour trips), as compared to the original proposal analyzed in the DEIR.

According to the new traffic analysis, which was reviewed and approved by the Traffic and Lighting Division of Public Works, no significant traffic and circulation impacts would occur under the revised design project. Therefore, none of the mitigation measures of the original DEIR are applicable to the revised design project.

For purposes of the regional CMP analysis, the revised design project would add less than the threshold 150 peak hour directional trips on the 57 Freeway. It was estimated that the largest direction peak hour increase on a freeway segment would be 13 outbound a.m. trips and 15 inbound p.m. trips on the 57 Freeway south of Via Verde, well below the CMP significance thresholds. The new traffic analysis concluded that the proposed bridge connection to San Dimas Avenue would not generate any significant safety hazards.

However, the future traffic analysis projected that the San Dimas/Via Verde intersection would be operating in excess of design capacity during the morning commuter peak travel period – at LOS E with an ICU ratio of 0.95 with project traffic, and at LOS E with an ICU ratio of 0.92 without project traffic. Since this ICU differential would exceed the "one point" criteria, project traffic demands at this intersection may be deemed to be significantly adverse in the absence of mitigation.

The following mitigation measure is recommended in this document as a means to mitigate potential project traffic impacts at the intersection of Via Verde and San Dimas Avenue.

1. Project traffic demands would significantly contribute to the congestion at the intersection of San Dimas Avenue and Via Verde. However, this potentially adverse site traffic impact can be mitigated by providing double left-turn lanes for southbound traffic on San Dimas Avenue north of Via Verde and other minor striping modifications, as discussed in the traffic study (Appendix I).

### **Educational Services Impacts:**

#### *As originally proposed:*

The Bonita Unified School District is in the process of commissioning a new student generation study as part of an updating of the district's developer fee justification report. The most recent justification report used 0.5 students per dwelling unit as a generation factor for elementary schools and 0.12 per unit for high school student generation. Based on the student generation factor provided by the school districts, the 92 units originally proposed would generate approximately 50 elementary students and 12 middle school and high school students, for an approximate total of 62 students overall. Therefore, implementation of the project as originally proposed would result in additional demands on educational services in the area. These impacts would be mitigated through the payment of developer fees.

The analysis indicated that the project's potential impacts on school services and facilities would be mitigated with the payment of the requisite development fees. As a result, the following mitigation is required, and would be equally applicable to the proposed revised design project.

1. The Project Applicant would be required to pay applicable school fees at the time a building permit is issued.

*For Revised Design Project:*

Under the revised design project, and based on the student generation factor provided by the school districts (as described above), the 70 housing units would generate approximately 35 elementary students and 9 middle school and high school students, for an approximate total of 44 students overall. Therefore, the revised project would have less of an impact on educational services and facilities than were described in the Draft EIR for the originally-proposed project. These comparatively lesser impacts would be mitigated through the payment of developer fees.

The revised design project would be subject to the mitigation measure described in the DEIR and listed above. Adherence to the mitigation measure listed above would reduce the proposed revised design project's potential impacts to educational services to a level that is less than significant. No significant adverse impacts on educational services are anticipated following mitigation.

**Library Services Impacts:**

*As originally proposed:*

The additional population contemplated under the original proposal (an estimated 329 persons assuming the average household size of 3.29 persons per unit indicated in the 1990 Census) would result in an incremental increase in the demand for library services. While this increase in demand may be minor when compared to the total demand in the neighboring cities, the existing deficiencies in library facilities and resources would continue to strain the county library system in general and the San Dimas Library in particular. The additional demand, together with that anticipated from the other similar projects, would result in cumulative impacts on local library services. However, implementation of the recommended mitigation measure would reduce the level of potential impact to a level that is less than significant. The revised design project will implement the same mitigation measure.

The analysis indicates that the project's potential impacts on library services and facilities would not result in any significant adverse effects with the following mitigation.

1. The project applicant shall be required to pay the requisite library mitigation fee applicable at the time building permits are issued.

*For Revised Design Project:*

The additional population envisioned under the revised design project proposal – an estimated population increase of 231 persons – would also result in an incremental increase in the demand for library services. While this increase in demand would be less than it would have been under the original proposal, and may be minor when compared to the total demand in the neighboring cities, the existing deficiencies in library facilities and resources would continue to strain the county library system in general and the San Dimas Library in particular. This

additional demand, together with that anticipated from the related projects, would result in cumulative impacts on local library services. The proposed revised design project would be subject to the mitigation measure for library services impacts listed above. Adherence to the recommended mitigation would reduce the level of potential impact on library services to a level that is less than significant.

### **Aesthetic Impacts:**

#### *As originally proposed:*

Under the original proposal, the development would consist of 92 units and would be located within four distinct subareas, corresponding to the underlying topography. Subarea A would be situated near San Dimas Avenue within a mesa at an average elevation of 840 feet AMSL. Subarea B would be located on a knoll with an average elevation of 880 feet AMSL. Both Subareas A and B contain larger lots due to the varied topography in this portion of the development site. Subarea C includes that portion of the west mesa located directly south of the Tzu Chi Foundation USA property and has an average elevation of 800 feet AMSL. Finally, Subarea D is located in the westernmost portion of the property, which would contain the majority of the parcels and has an average elevation of 740 feet AMSL.

The minimum lot size for the original proposal would be 10,000 square feet with an average lot width of 85 feet. The originally-proposed parcels are comparable in area to the existing lots in the Mesarica tract located to the west, and are larger than the parcels in the six tracts located to the south of the development site. The maximum height of the residential structures would be 35 feet or two stories. These measures would be equally applicable to the revised design project.

The following measures have been identified as a means to reduce potential light and glare impacts.

1. A lighting plan must be reviewed and approved by the County Engineer prior to the final approval of the development plan.
2. Street lighting must be designed to prevent light-trespass onto adjacent properties located to the south and west of the development site.

As originally proposed, an access road would connect the proposed project site to San Dimas Avenue. The grading associated with the construction of the access road, which would lie beyond the property boundaries, would encroach onto the existing Walnut Creek Park Trail. The project proponent would realign the portion of the trail that would be impacted if the project were implemented as originally proposed. The new trail alignment would be constructed to allow the continuing passage of equestrian and foot traffic. Implementation of the following mitigation measure would ensure that no significant impacts to the trail system would result from the originally-proposed project.

3. The Applicant shall install temporary multi-use trails during the construction period in order to bypass the construction zone and maintain the connectivity of the existing Michael D. Antonovich trail system. The temporary trail shall be no less than 12 feet wide and shall be graded so the tread is cross-sloped along the entire length at a maximum 2 percent cross slope. Trail composition shall be of decomposed granite with a maximum 10 percent grade. (Note: If necessary, a 15 percent grade is permissible for a distance not to exceed 300 feet.) Trees and shrubs shall be maintained to provide a minimum clearance of eight feet from the centerline of the trail. Overhead clearance shall be maintained at a minimum of ten feet above the trail tread. Temporary paper trail signs shall be installed to alert and redirect trail users to the temporary bypass trail. Where necessary, safety rails and slope stabilizers shall be installed. All trail designs and finished improvements shall be subject to approval by the Los Angeles County Department of Parks and Recreation.

4. A grading plan shall be prepared showing the realignment of the Walnut Creek Park Trail (19) and submitted to both Departments of Parks and Recreation and Public Works Building and Safety. *Note: This mitigation measures would not apply to the revised design project, as the Walnut Creek Park Trail would not need to be realigned. No impacts would occur to the Walnut Creek Park Trail due to implementation of the revised design project.*

5. The park obligation fee as calculated by the Department of Parks and Recreation shall be paid prior to obtaining any grading permits.

No significant adverse light and glare impacts are anticipated following mitigation. No significant long-term residual aesthetic impacts to the Michael D. Antonovich Trail are anticipated after implementation of the recommended mitigation measures.

*For Revised Design Project:*

Under the revised design project proposal, any light and glare impacts associated with project implementation would be less significant than they would have been under the original proposal, due to the reduction in the number of dwelling units. Reducing the number of dwelling units reduces the quantity of light and glare-producing surfaces (such as street lights, residential and automobile lighting, glazing on windows of residences or automobiles, or metallic surfaces on automobiles) associated with the proposed revised design project. The grading envelope has been reduced from the original project by eliminating the secondary access to Valley Center; eliminating almost the entire grading for "A" Street in the vicinity of where it connected to San Dimas Ave. and reducing the number of proposed lots. Exhibits 4-7 and 4-8 are sections and sight lines at four locations of the revised design project and surrounding area.

The revised design project would be subject to the mitigation measures described in the DEIR and listed above (with the exception of Mitigation Measure 5). Adherence to the mitigation

measures listed above would reduce the proposed project's potential light and glare impacts to a level that is less than significant.

Installation of the proposed bridge linking the project site to San Dimas Avenue under the revised design project proposal has the potential to result in adverse aesthetic impacts to the homes that border the proposed project site and that overlook the canyon where the bridge would be constructed. However, at approximately 956 above sea level, the neighboring houses are about 81 feet higher in elevation than the elevation of the proposed bridge, which would be installed at approximately 875 feet above sea level. The edges of the pads on which the neighboring houses are sited serve to block the view of the bridge from the residences. The area below the pads of the neighboring houses is heavily vegetated with shrubs and trees, which would serve to screen any view of the bridge from the vicinity of the residences. Therefore, no significant aesthetic impacts to the surrounding homes are anticipated as a result of the installation of the bridge.

Under the revised design project, the Walnut Creek Park Trail would not have to be realigned, and no other impacts would occur to the Walnut Creek Park Trail. However, implementation of the revised design project would result in aesthetic impacts to the Michael D. Antonovich Trail due to the placement of the bridge linking San Dimas Avenue to the proposed project site. The proposed bridge would be located within clear line-of-sight of the trail. The Michael D. Antonovich Trail is considered a sensitive resource, and these aesthetic impacts may be considered significant. The following additional mitigation measures have been identified as a means to reduce potential aesthetic impacts to the Michael D. Antonovich Trail:

7. The Applicant shall plant locally-indigenous trees and vegetation along the bicycle trail to create a screen that would shield the bridge from the view of trail users. The Applicant shall re-plant some of the oak trees and other native vegetation that would otherwise be removed from the site along the trail, so these trees and vegetation can continue to exist on the site.

8. A Landscaping Plan shall be required that includes details of the impacted trail and the type and location of the trees and plants that are proposed as mitigation. The landscaping plan shall provide trees and vegetation along the trail to create a canopy that would shield the bridge from the view of the Trail. The County of Los Angeles Department of Regional Planning shall review and approve the landscape plan prior to the issuance of any grading permit. The County of Los Angeles Department of Regional Planning shall ensure that all mitigation planting has been completed by the applicant in accordance with the approved landscape plan prior to the issuance of any building permit.

## **Air Quality Analysis**

Adverse air quality impacts associated with the originally-proposed project were found to be less than significant in the NOP that was prepared for the originally-proposed project, as documented in the County's Initial Study. The County did not receive any comments from any agency during the NOP comment period that indicated a contrary conclusion of significant air

quality impacts. (For example, please refer to a copy of the letter from the City of San Dimas, included herein as Appendix M of this document). Consequently, no air quality analysis was conducted for the project as originally proposed. In response to public comments, however, an air quality analysis was prepared for the revised design project proposal by Blodgett Baylosis Associates (2005). Please refer to Appendix A of this document for the analysis. As indicated in the air quality analysis, *maximum worse case* construction emissions related to reactive organic gases (ROG) may exceed the acceptable threshold (55 pounds/day) set by the South Coast Air Quality Management District (SCAQMD). The ROG emissions are related to the coatings used in the finishing phases of construction, and are precursors to ozone formation. The South Coast Air Basin (SCAB) is currently non-attainment for ozone. To address the potential impacts from architectural coatings, the SCAQMD has promulgated Rule Number 1113 as a means to control volatile organic compound emissions that include ROG. Adherence to SCAQMD Rule No. 1113 would ensure that ROG emissions are less than significant.

Another short-term air quality impact would be related to the generation of fugitive dust, especially PM<sub>10</sub>, during land clearance and grading activities that result in soil disturbance. The total estimated daily PM<sub>10</sub> emissions are projected to be approximately 102 pounds, while the SCAQMD threshold is 150 pounds per day. Implementation of the mitigation measures identified below would ensure that construction-related air quality impacts are less than significant.

The following standard conditions would be required to reduce short-term air quality impacts below the thresholds considered to be a significant adverse impact:

1. To minimize dust and particulate matter generation during construction and site preparation activities, SCAQMD Rule 403 shall be adhered to, which requires regular watering of exposed soils during earth moving operations.
2. All trucks hauling debris removed during clearance and grading operations must be covered.
3. The contractor shall be required to maintain construction equipment in tune to reduce heavy equipment emissions. The contractor shall be required to use low emission architectural coatings approved by the SCAQMD pursuant to Rule No. 1113.

Long-term mobile and stationary emissions projected for the new development would be below SCAQMD significance thresholds. As indicated in Table 4-2 below, the actual daily increase in operational emissions would be 12.47 pounds of ROG, 10.46 pounds of NO<sub>x</sub>, 110.75 pounds of CO, and 7.59 pounds of PM<sub>10</sub>. As a result, the operational (long-term) air quality impacts associated with the revised design project are considered less than significant.

<b>Table 4-2</b>				
<b>Estimated Long-Term Emissions (lbs/day) of the Revised Design Project</b>				
<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>
Area-wide Emissions	3.59	0.89	1.23	Negligible
Mobil Emissions	8.88	9.57	109.52	7.59
Total Emissions	12.47	10.46	110.75	7.59
Thresholds	550	55	150	100
ROG = Reactive Organic Gases NO <sub>x</sub> = Nitrogen Oxides CO = Carbon Monoxide PM <sub>10</sub> = Particulates 10 microns in size3 or less  Source :URBEMIS 7G, 2005				

No significant residual air quality impacts are anticipated following mitigation.







VALLEY CENTER AVENUE

AVENIDA LOMA VISTA

SAN DIMAS AVENUE

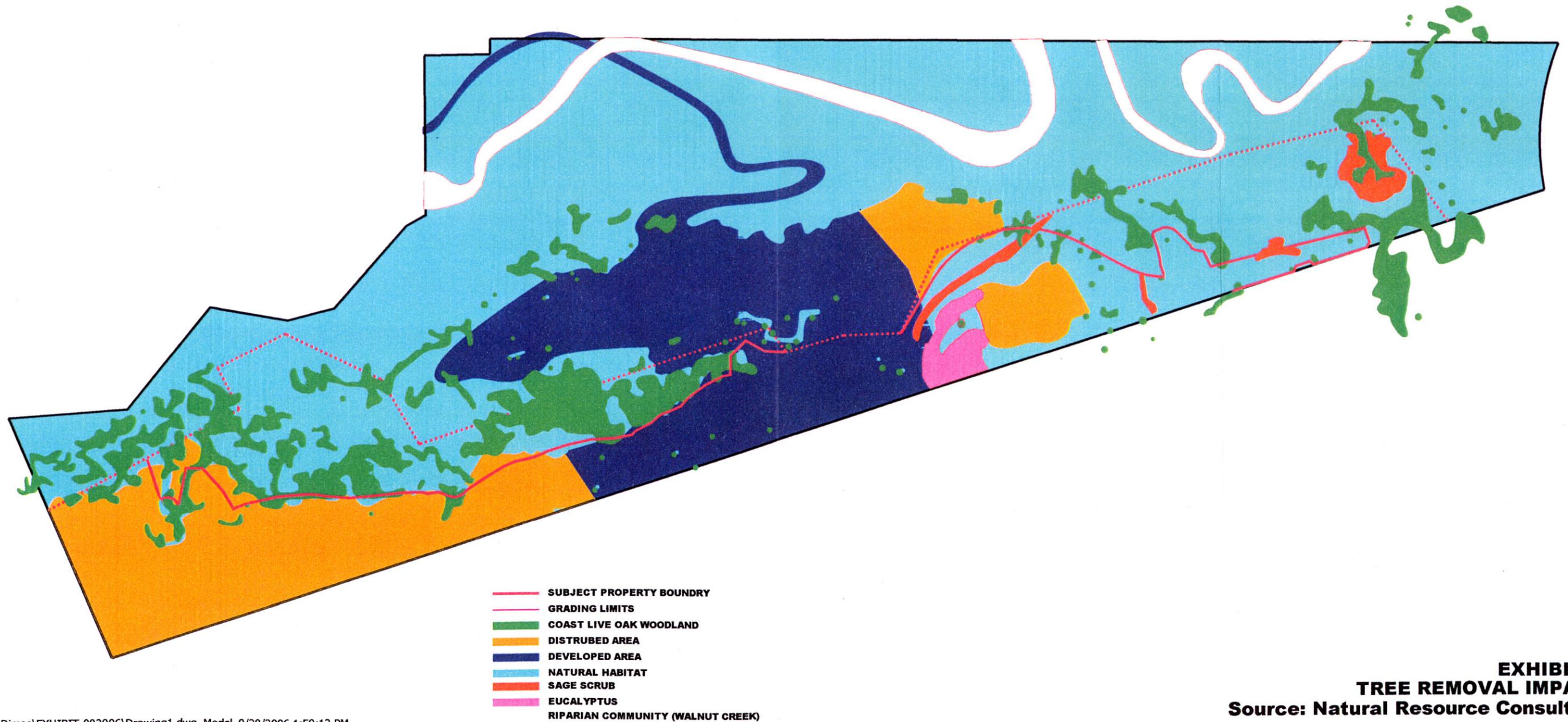
I-57  
I-57



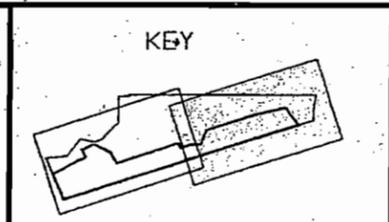
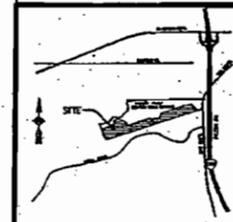
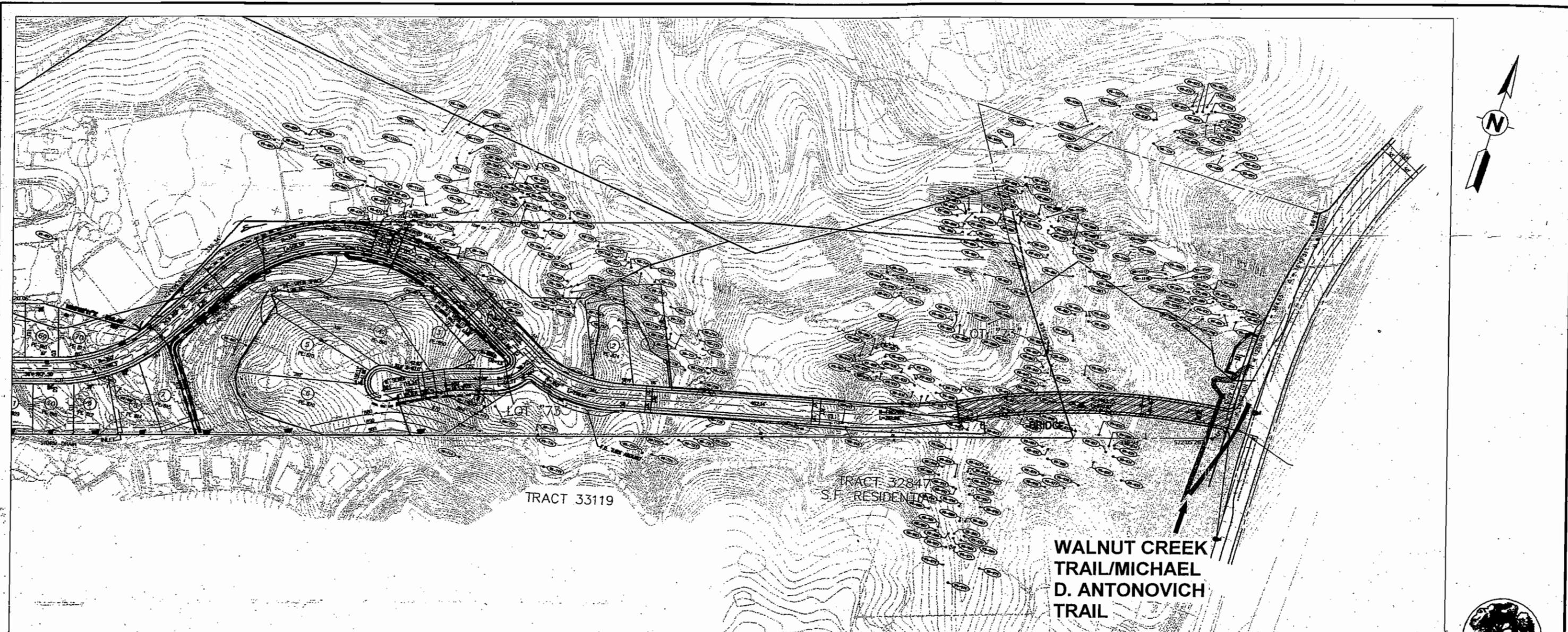
NORTH

Exhibit 4-2  
Aerial Photograph 2003  
Blodgett/Baylosis Associates

# IMPACT ON LIVE OAK WOODLAND FOR REVISED DESIGNED PROJECT



**EXHIBIT 4-3**  
**TREE REMOVAL IMPACTS**  
Source: Natural Resource Consultants

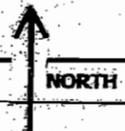


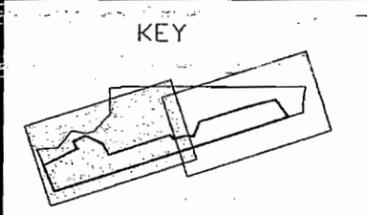
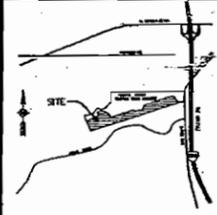
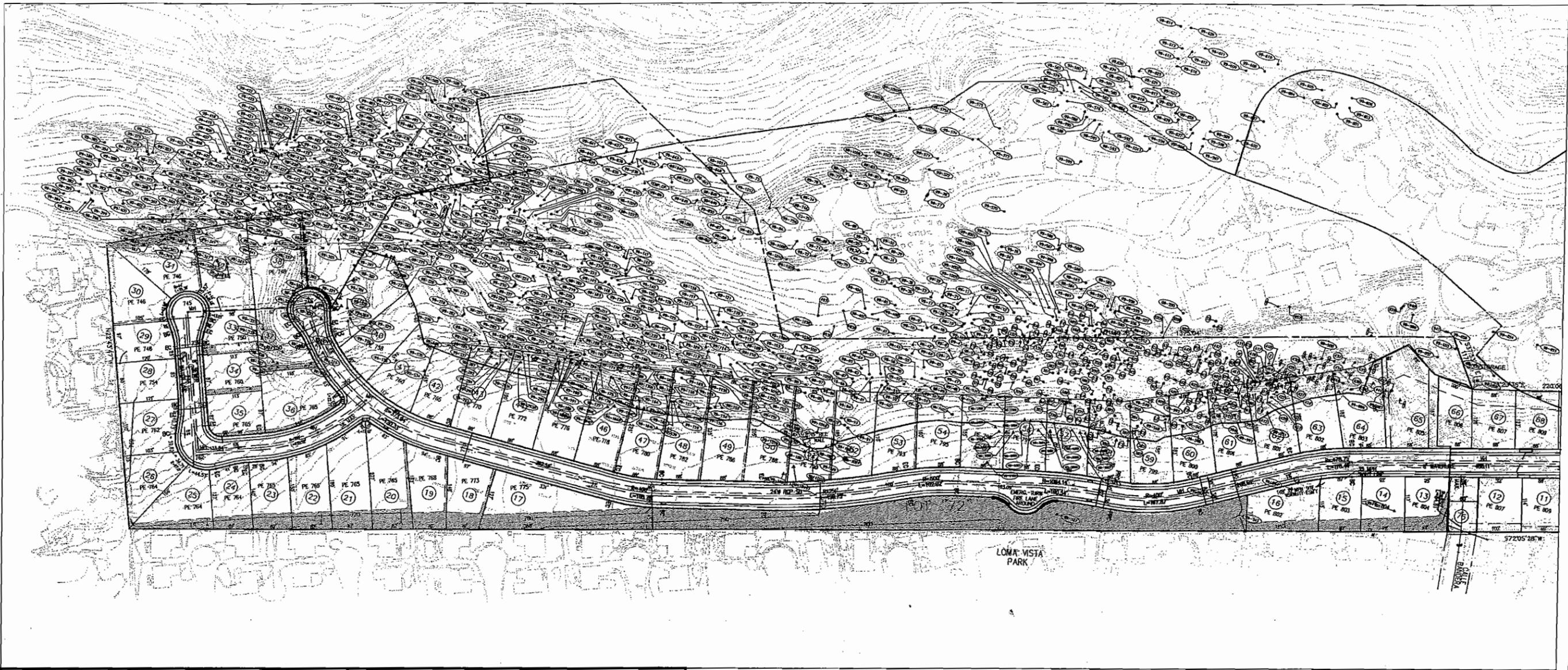
LEGEND

▲	OAK TREES REMOVED
■	OAK TREES ENCROACHING
●	OAK TREES PRESERVED
○	CANOPY/ DRIPLINE OF OAKTREE
—	GRADING LIMIT
—	PROPERTY LINE



VISTA VERDE RANCH

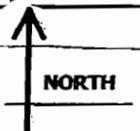




LEGEND	
▲	OAK TREES REMOVED
■	OAK TREES ENCROACHING
●	OAK TREES PRESERVED
○	CANOPY/ DRIPLINE OF OAKTREE
—	GRADING LIMIT
—	PROPERTY LINE

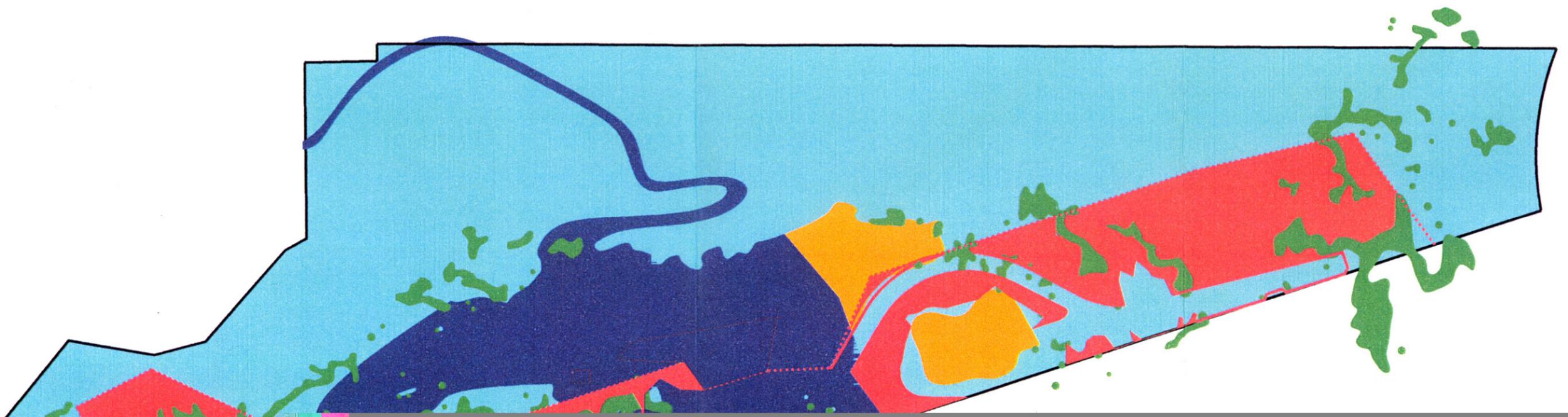


VISTA VERDE RANCH



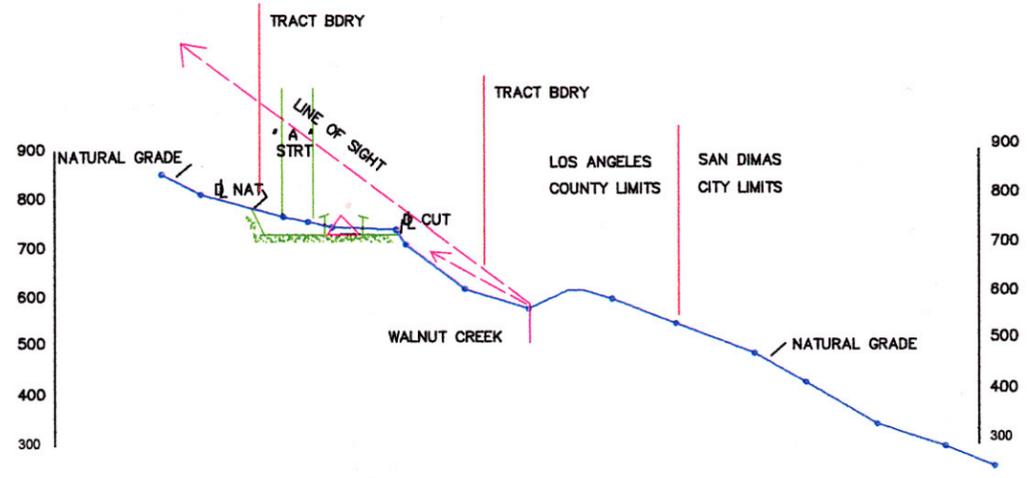
**Exhibit 4-5**  
**Tree Survey Results - West Part**  
 Source: Pacific Southwest Biological Services, Inc.

# TREE MITIGATION PLAN FOR REVISED DESIGNED PROJECT

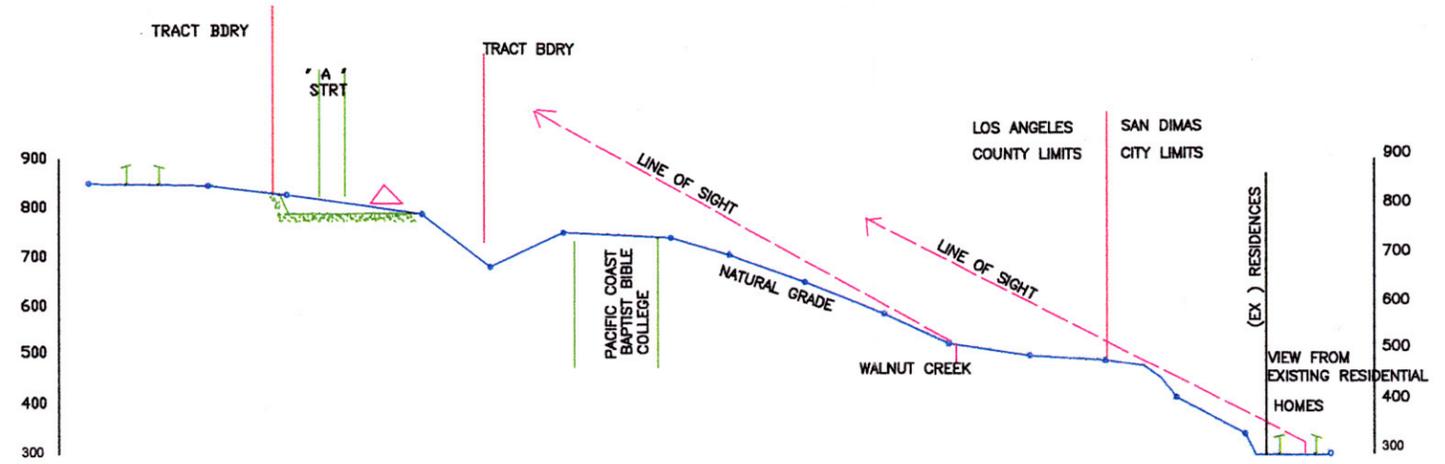


# SIGHT LINES & SECTIONS FOR LOW DENSITY RESIDENTIAL ALTERNATIVE

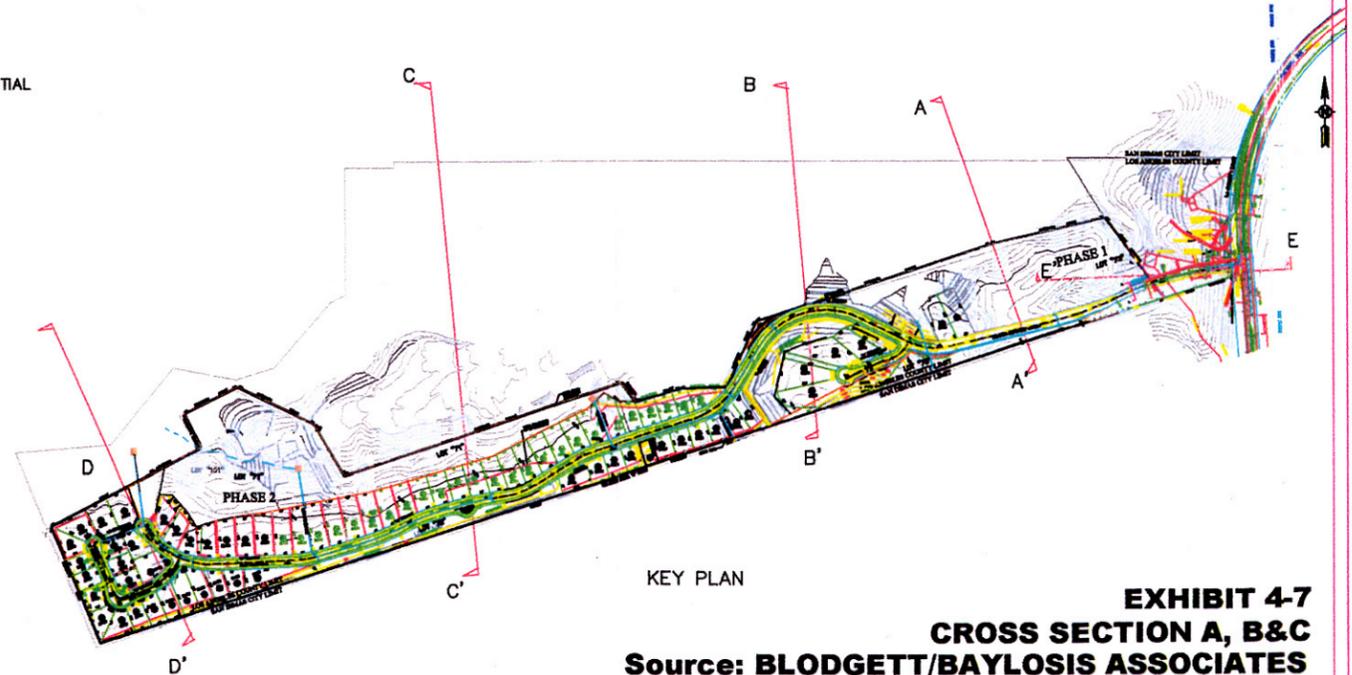
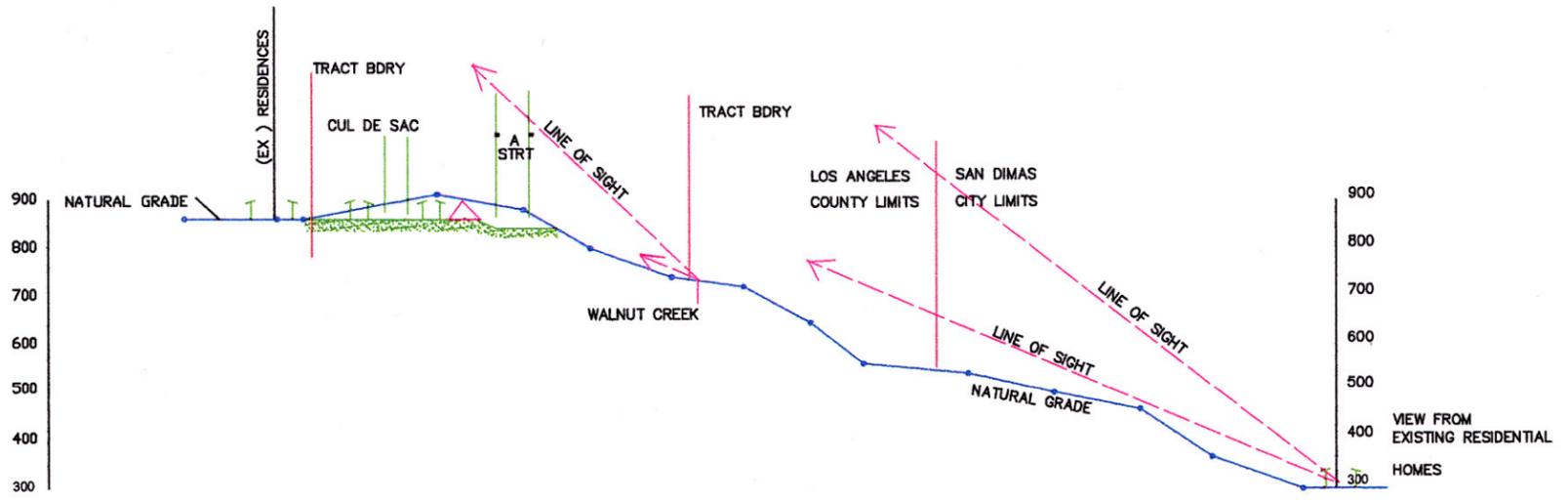
SECTION A - A'



SECTION C - C'



SECTION B - B'



**VISTA VERDE RANCH**

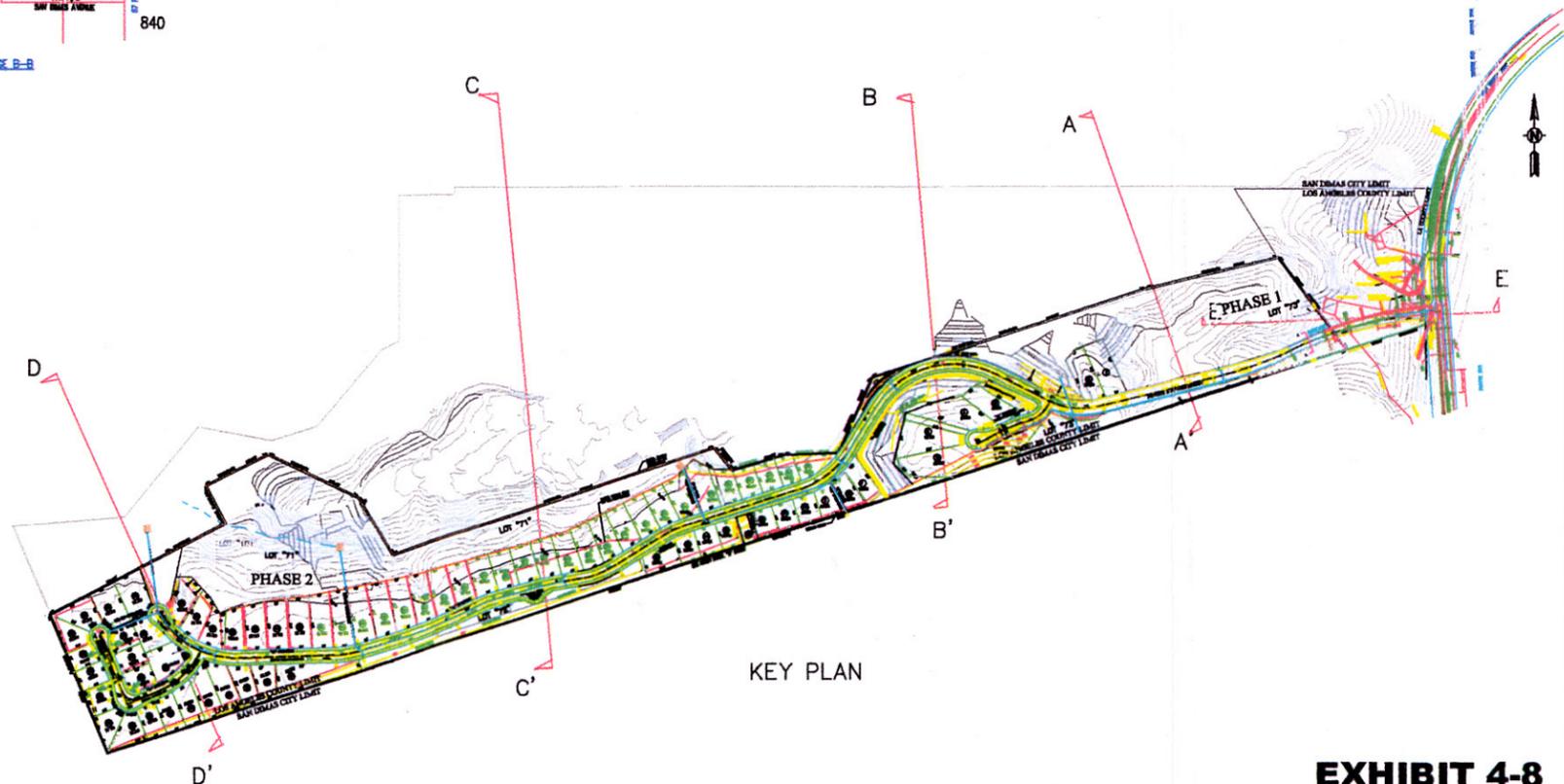
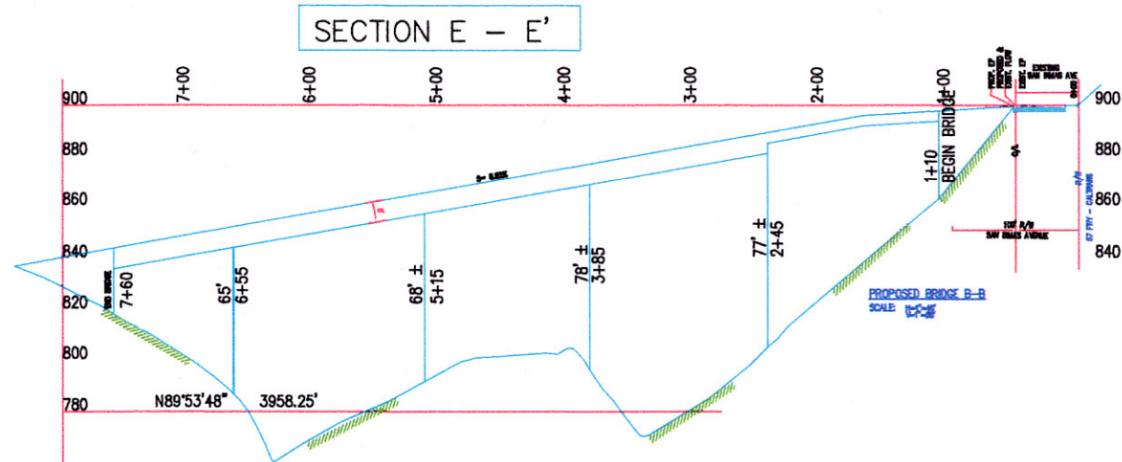
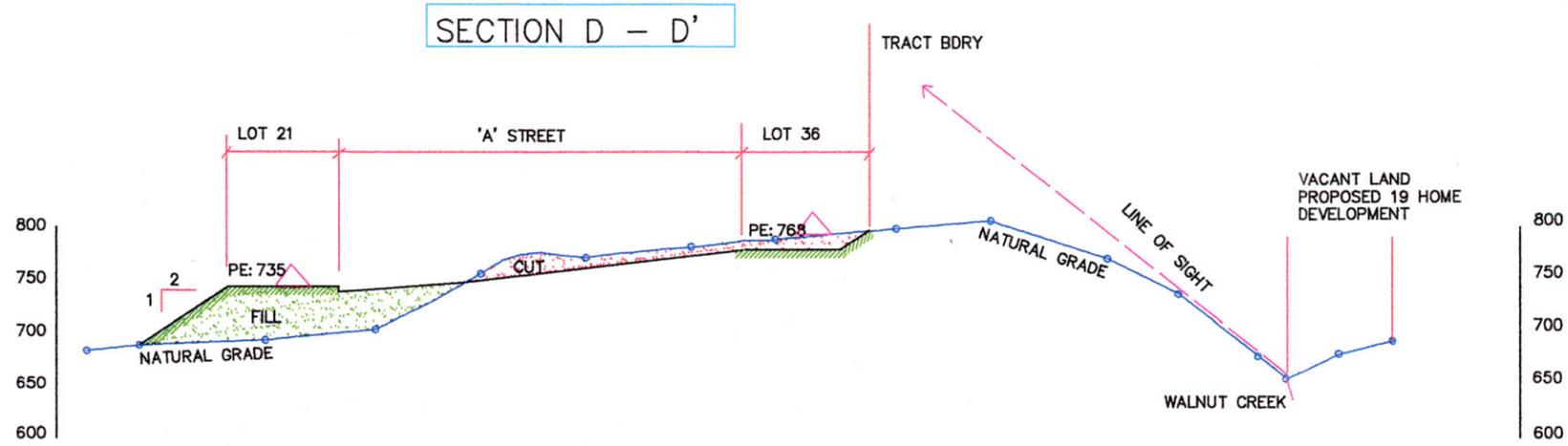
HORIZONTAL AND VERTICAL SCALE 1" = 400'

△ PROPOSED HOMES

KEY PLAN

**EXHIBIT 4-7**  
**CROSS SECTION A, B&C**  
 Source: **BLODGETT/BAYLOSIS ASSOCIATES**

# SIGHT LINES & SECTIONS FOR REVISED DESIGN PROJECT



HORIZONTAL AND VERTICAL SCALE 1" : 400"



**EXHIBIT 4-8**  
**CROSS SECTION D&E**  
**Source: BLODGETT/BAYLOSIS ASSOCIATES**