LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

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REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED:	September 18, 2025
HEARING DATE:	October 1, 2025 AGENDA ITEM: 6
PROJECT NUMBERS:	00-210 ("Entrada South Project") and 87-150 ("VCC Project")
PERMIT NUMBERS:	Vesting Tentative Tract Map ("VTTM") No. 53295 Vesting Tentative Parcel Map ("VTPM") No. 18108 Development Agreement ("DA") No. RPPL2025003357 Zone Change ("ZC") No. 00-210 Conditional Use Permit ("CUP") No. 00-210 Parking Permit ("PP") No. 200700013 PP No. RPPL2022007239 Oak Tree Permit ("OTP") No. 200700018 OTP No. 200700022 Administrative Housing Permit ("AHP") No. RPPL2024000343 Environmental Assessment No. RPPL2021007114
SUPERVISORIAL DISTRICT:	5
PROJECT LOCATIONS:	Entrada South Project: West of the Old Road and south of Magic Mountain Parkway, Santa Clarita Valley. VCC Project: West of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon landfill, Santa Clarita Valley.
OWNER:	Five Point Holdings, LLC
APPLICANT:	Hunsaker Associates
PUBLIC MEETINGS HELD:	N/A
INCLUSIONARY HOUSING ORDINANCE ("IHO"):	The Entrada South Project is not subject to the IHO because it is located within an area subject to an affordable housing requirement pursuant to a development agreement (see County Code section 22.121.030.A.3). The VCC Project is not subject to the IHO because it is not a housing development.
CASE PLANNER:	Jodie Sackett, Senior Planner jsackett@planning.lacounty.gov

RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

LA County Planning staff ("Staff") recommends the Regional Planning Commission ("Commission") **RECOMMEND APPROVAL** to the Los Angeles County Board of Supervisors ("Board") for Project No. 00-210-(5), Project No. 87-150-(5), Development Agreement ("DA") No. RPPL2025003357, Zone Change No. 00-210, Vesting Tentative Tract Map ("VTTM") No. 53295, Vesting Tentative Parcel Map ("VTPM") No. 18108, Conditional Use Permit ("CUP") No. 00-210, Parking Permit ("PP") No. 200700013, PP No. RPPL2022007239, Oak Tree Permit ("OTP") No. 20070018, OTP No. 200700022, and Administrative Housing Permit ("AHP") No. RPPL2024000343, based on the Draft Resolutions and Findings (Exhibit C – Findings) contained within this report and subject to the Draft Conditions of Approval (Exhibit D – Conditions of Approval).

Staff recommends the following motion:

CEQA:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING, AND RECOMMEND THAT THE BOARD OF SUPERVISORS:

CERTIFY THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114, BY FINDING, PURSUANT TO STATE AND LOCAL CEQA GUIDELINES, THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT HAS BEEN COMPLETED IN COMPLIANCE WITH CEQA, THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT WAS PRESENTED AND REVIEWED AND CONSIDERED BY THE BOARD OF SUPERVISORS PRIOR TO APPROVING THE ENTRADA SOUTH PROJECT AND VCC PROJECT, AND THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT REFLECTS THE BOARD OF SUPERVISOR'S INDEPENDENT JUDGMENT AND ANALYSIS;

ADOPT THE PROPOSED FINDINGS OF FACT PREPARED PURSUANT TO PUBLIC RESOURCES CODE SECTIONS 21081 AND 21081.5 AND STATE CEQA GUIDELINES SECTION 15091, AND ATTACHED HERETO IN EXHIBIT F;

ADOPT THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ENTRADA SOUTH PROJECT AND VCC PROJECT;

AND DETERMINE THE ENTRADA SOUTH PROJECT'S AND VCC PROJECT'S SIGNIFICANT AND UNAVOIDABLE IMPACTS ARE OUTWEIGHED BY SPECIFIC SOCIAL, ECONOMIC, LEGAL, TECHNOLOGICAL, OR OTHER CONSIDERATIONS THROUGH ADOPTING THE PROPOSED STATEMENT OF OVERRIDING CONSIDERATIONS PREPARED PURSUANT TO PUBLIC

RESOURCES CODE SECTION 21081(b) AND CEQA GUIDELINES SECTION 15093, AND ATTACHED HERETO IN EXHIBIT F.

ENTITLEMENT(S):

I MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE ATTACHED RESOLUTIONS RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE:

DEVELOPMENT AGREEMENT NO. RPPL2025003357; ZONE CHANGE NO. 00-210;
VESTING TENTATIVE TRACT MAP NO. 53295 AND ASSOCIATED CONDITIONAL USE PERMIT NO. 00-210, PARKING PERMIT NO. 200700013, OAK TREE PERMIT NO. 200700018, AND ADMINISTRATIVE HOUSING PERMIT NO. RPPL2024000343, SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS; AND
VESTING TENTATIVE PARCEL MAP NO. 18108 AND ASSOCIATED PARKING PERMIT NO. RPPL202207239 AND OAK TREE PERMIT NO. 200700022, SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.

PROJECT DESCRIPTION

A. Entitlements Requested

- VTTM No. 53295 to subdivide a 382.3-acre site referred to as the "Entrada South Project" into a total of 200 lots to create: 91 multi-family lots developed with 1,574 multi-family attached townhome and apartment-style units, and detached condominium units; 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 51 open space lots (including the Spineflower Preserve of 28.0 acres totaling 115.1 acres); 20 private recreation lots (totaling 19.9 acres); and one public park lot (5.4 gross acres in size) for an overall total of 140.4 acres of open space; 11 public facility lots (drainage, debris and water quality basins); and six private drive lots. This is pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).
- VTPM No. 18108 to subdivide a 328.8-acre site referred to as the "VCC Project" into a total of 104 lots and 3.4 million square feet of non-residential (industrial/business/office park) space; and to create 61 non-residential (industrial/business/office park) lots and 43 open space lots with a total of 195.9 open space acres pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).
- DA No. RPPL2025003357 in accordance with Government Code Section 65864 et seq. to memorialize the terms, conditions, and obligations for development of Project No. 00-210-(5) ("Entrada South Project") and Project No. 87-150-(5) ("VCC Project", together with the

Entrada South Project, the "Entrada South/VCC Project"),[1] and provide vested development rights for the Entrada South/VCC Project components. The DA would not increase the level of development or the disturbance footprint of the Entrada South/VCC Project. The DA establishes commitments by the Applicant to provide additional environmental and project benefits. Specifically, the DA commits the Applicant to: (i) an affordable housing program that requires a 12% total affordable housing units set aside (including a 7% onsite affordable rental units set aside) and the Applicant to dedicate an offsite 12-acre site for potential construction of deed-restricted affordable rental units and/or homeownership units; (ii) finance up to $62 million for improvements to Phase II of the County Department of Public Works ("DPW") "The Old Road over Santa Clara River and Southern Pacific Transportation Company Bridge Project" ("Old Road Phase II Improvements"); (iii) dedicate a right-of-way for Phase I of The Old Road improvements; (iv) dedicate a 7-acre site to the County as a potential site for a DPW maintenance yard; and (v) implement a "Net-Zero Greenhouse Gas ("GHG") Program" to reduce the Entrada South/VCC Project's GHG emissions to net zero. The DA must be approved and executed by the Board pursuant to County Code Section 22.162.040 (DA - Findings and Decision).

- ZC No. 00-210 to amend the existing zoning on 323 acres from the R-1 (Single-Family Residence-5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R (Commercial Recreation) Zone will remain unchanged. The –DP overlay zone will ensure that development occurring after rezoning will conform to the approved development program ("DP") and be compatible with the surrounding area, pursuant to County Code Section 22.198.050 (Zone Change Findings and Decision).
- CUP No. 00-210 to authorize the DP zoning pursuant to County Code Section 22.52.040 (DP); development within an urban hillside management area pursuant to County Code Section 22.104.060 (Findings); onsite grading in excess of 100,000 cubic yards pursuant to County Code Section 22.140.240 (Grading Projects); a hotel use in the C-3 zone as part of the CUP; a haul route for offsite grading (located in the adjacent Mission Village project); walls and fences exceeding six feet in height; and general Findings pursuant to County Code Section 22.158.050 (CUP - Findings and Decision Requirements).
- AHP No. RPPL2024000343 for the provision of 189 affordable units total (12 percent of the Project), to include 110 onsite rental affordable units (or seven percent of the Project) out of the overall 1,574 units for the Project.pursuant to County Code Section 22.166.040 (AHP).

[1] The Entrada South/VCC Project is also referred to as the "Modified Project" in the Final Supplement Environmental Impact Report.

- PP No. 200700013 to allow shared, reciprocal and offsite parking across the entire Entrada South Project (i.e., residential and non-residential areas) pursuant to County Code Section 22.178.050 (PP - Findings and Decision). The Entrada South Project will provide a total of 5,716 parking spaces, including 3,921 parking spaces for residential uses and 1,795 parking spaces for commercial uses.
- PP No. RPPL202207239 to allow shared, reciprocal and offsite parking for the VCC Project pursuant to County Code Section 22.178.050 (PP Findings and Decision). The VCC Project will provide a total of 8,293 parking spaces, including 72 parking spaces for retail uses, 7,276 parking spaces for office uses and 945 parking spaces for industrial uses.
- OTP No. 200700018 for the removal of 34 non-heritage oak trees and encroachment into the protected zone of one heritage oak tree, for a total of 35 oak tree-related impacts within the Entrada South Project pursuant to County Code Sections 22.174.060 (OTP - Findings) and 22.174.090 (Effective Date of Decision).
- OTP No. 200700022 for the removal of 26 non-heritage oak trees and no other impacts or encroachments within the VCC Project, pursuant to County Code Sections 22.174.060 (OTP - Findings) and 22.174.090 (Effective Date of Decision).

B. Project

The Entrada South Project and VCC Project are related projects that are subject to the same DA, ZC, and CEQA review.

The Entrada South Project is a proposed mixed-use development located west of The Old Road and north and south of Magic Mountain Parkway in Santa Clarita Valley that would include residential, commercial and open space uses on 382.3 gross acres, including 136 acres of open space of which 58 acres will remain in a natural or undisturbed state. The Entrada South Project also proposes a potential school site and an onsite Spineflower preserve. The Entrada South Project site has sloping topography requiring a combined grading of 13 million cubic yards of cut and fill to be balanced onsite. A portion of the Entrada South Project's grading (18,800 combined cubic yards of cut and fill earthwork) will occur offsite within the Mission Village Project between its westerly boundary and Westridge Parkway and will require a haul route.

The Entrada South Project is proposed to be developed in five phases and is currently vacant. The Subdivision component will create a total of 200 lots: 91 multi-family lots developed with 1,574 attached townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial, including hotel, office and retail space; 51 open space lots (totaling 115.1 acres); 20 private recreation lots (including 19.9 acres); one public park lot (5.4 acres in size); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots. The related ZC will modify the existing zoning on 323 acres from the R-1 Zone to MXD Zone; and

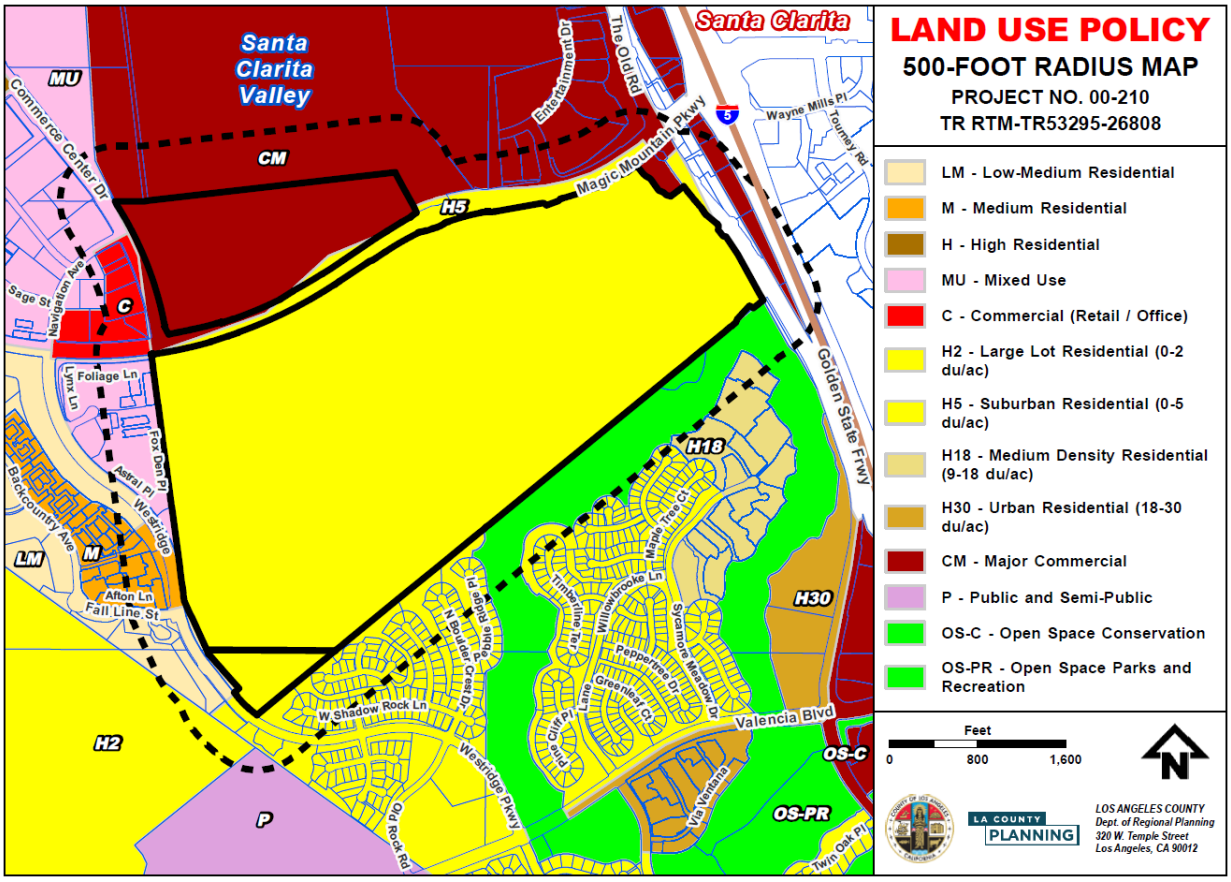
will change 5.5 acres from the R-1 Zone to the C-3 zone. The C-R zone will remain unchanged. The CUP will authorize the DP zoning; development within an urban hillside management area; onsite grading in excess of 100,000 cubic yards; a haul route associated with the offsite grading; a hotel use in the C-3 zone; and walls and fences exceeding six feet in height. The grading amounts (combined cut and fill) are 13 million cubic yards to be balanced onsite, to include 500 cubic yards of cut and 18,300 cubic yards of fill located offsite within the Mission Village project site. The proposed PP will allow shared, reciprocal and offsite parking across the entire Entrada South Project (i.e., residential and non-residential areas). The OTP consists of the removal of 34 non-heritage oak trees and encroachment into the protected zone of one heritage oak tree, for a total of 35 oak tree-related impacts. Lastly, the AHP is for the provision of 110 rental affordable units out of the 1,574 total units (or seven percent of the Project). Pursuant to the DA, the affordability level will not exceed an average of 65 percent County Area Median Income ("AMI"), with a range from Extremely Low Income units (15-30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South Project.

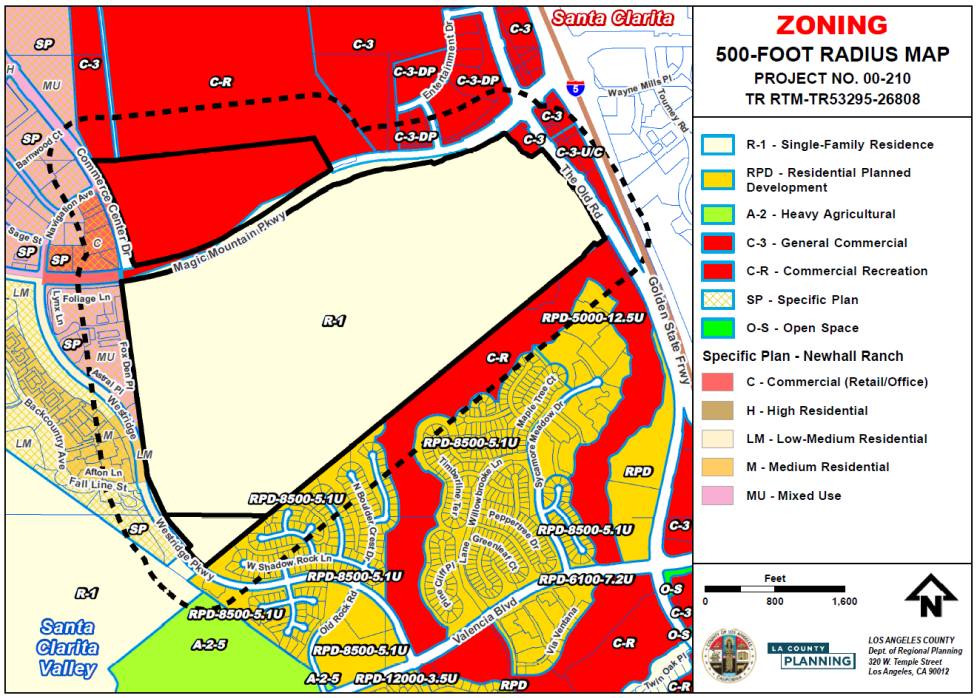
The VCC Project includes 328.8 acres in an undeveloped portion of the partially completed VCC site and industrial/business park center located west of I-5 and The Old Road, north of SR-126, and east of Commerce Center Drive and the Chiquita Canyon landfill. The Project site is surrounded by existing single-family residential and industrial uses to the north, existing industrial uses to the east, the Newhall Ranch Specific Plan to the south, and Chiquita Canyon Landfill to the west. The VCC Project has three Planning Areas and is proposed to be developed in four phases. The subdivision will create 104 lots (61 commercial, 43 open space) on 328.8 gross (247.6 net) acres. An associated PP will seek to allow shared, reciprocal, and offsite parking. An OTP is proposed for the removal of 26 oak trees (none of heritage status). Grading quantities authorized under the original VCC approval (CUP 87-360) include 3.5 million cubic yards of cut, 3.5 million cubic yards of fill, all to be balanced onsite. Lastly, offsite improvements include a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway. These offsite improvements are beyond the PM18108 boundaries but still located within the boundary of the VCC site and CUP 87-360. The lift station is already built and was approved under CUP No. 87-360; the water tank was approved as part of the Landmark Village project. The grading and offsite improvement requests do not require a new CUP. Lastly, onsite trails will be provided within the 42 acres of Spineflower Preserve and natural open space.

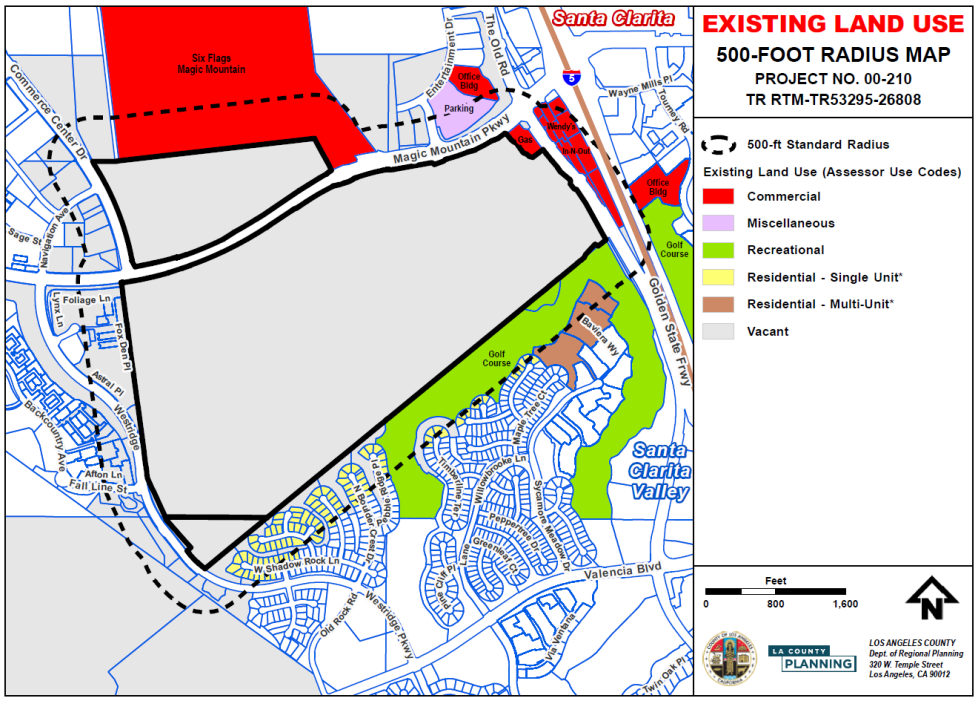
ENTRADA SOUTH PROJECT: SUBJECT PROPERTY AND SURROUNDINGS

The following chart and maps provide property data within a 500-foot radius:

LOCATION	SANTA CLARITA VALLEY AREA PLAN/NEWHALL RANCH SPECIFIC PLAN LAND USE POLICY	ZONING	EXISTING USES
SUBJECT PROPERTY	H5 (Residential 5 - 0 to 5 Dwelling Units Per Acre), CM (Major Commercial), OS-PR (Open Space Preserve)	R-1 (Single-Family Residence - 5,000 Square Feet Minimum Required Lot Area), C-3 (General Commercial), C-R	Vacant, open space, undeveloped land, abandoned oil wells, associated access roads
NORTH	CM	C-3, C-R	Commercial, Parking
EAST	H2 (Residential 2 – 0 to 2 Dwelling Units Per Acres), H30 (Residential 30 - 18 to 30 Dwelling Units Per Acres), CM	C-3	Commercial
SOUTH	OS-C (Conservation), OS-PR (Parks and Recreation)	C-R, RPD (Residential Planned Development), A-2 (Heavy Agricultural)	Recreational, Single-Family Residential
WEST	H2, SP-MU (Specific Plan - Mixed Use), SP-LM (Specific Plan – Low-Medium Density), SP-M (Specific Plan - Medium Density)	R-1, SP (Specific Plan)	Vacant


Santa Clarita Valley
Santa Clarita
MU
CM
H5
C
H18
H30
H2
P
OS-C
OS-PR
LM
M
Commerce Center Dr
Magic Mountain Pkwy
The Old Rd
Entertainment Dr
Wayne Mills Pl
Tourney Rd
Golden State Frwy
Sage St
Navigation Ave
Foliage Ln
Lux Ln
Fox Den Pl
Astral Pl
Westridge
Blackcountry Ave
Afton Ln
Fall Line St
W Shadow Rock Ln
N Boulder Creek Dr
Double Peak Pl
Westridge Pkwy
Old Rock Rd
Valencia Blvd
Maple Tree Ct
Willowbrook Ln
Timberline Pl
Pepperline Dr
Greenleaf Ct
Sycamore Meadow Dr
Via Ventana
Twin Oak Pl
LAND USE POLICY
500-FOOT RADIUS MAP
PROJECT NO. 00-210
TR RTM-TR53295-26808
LM - Low-Medium Residential
M - Medium Residential
H - High Residential
MU - Mixed Use
C - Commercial (Retail / Office)
H2 - Large Lot Residential (0-2 du/ac)
H5 - Suburban Residential (0-5 du/ac)
H18 - Medium Density Residential (9-18 du/ac)
H30 - Urban Residential (18-30 du/ac)
CM - Major Commercial
P - Public and Semi-Public
OS-C - Open Space Conservation
OS-PR - Open Space Parks and Recreation
Feet
0
800
1,600
N
LA COUNTY PLANNING
LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

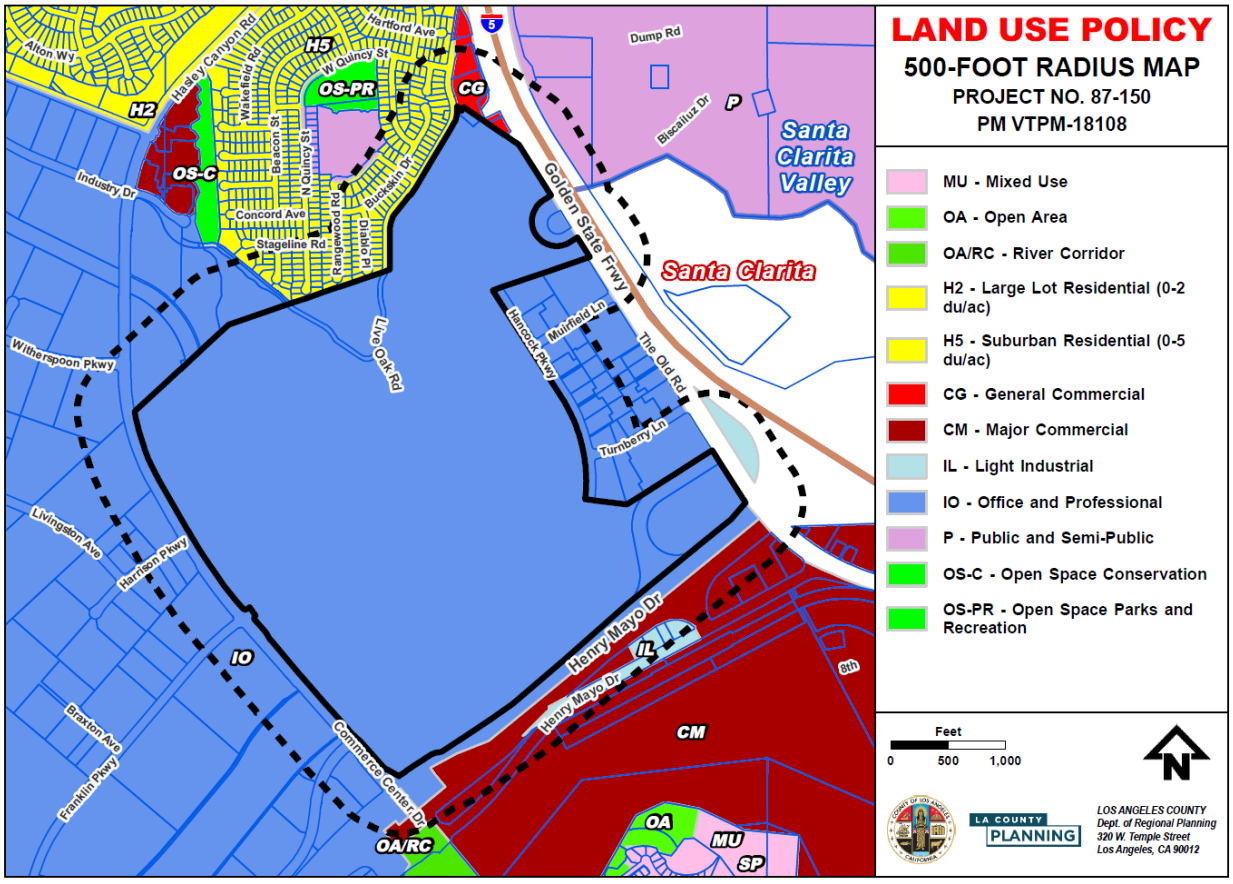

ZONING
500-FOOT RADIUS MAP
PROJECT NO. 00-210
TR RTM-TR53295-26808
R-1 - Single-Family Residence
RPD - Residential Planned Development
A-2 - Heavy Agricultural
C-3 - General Commercial
C-R - Commercial Recreation
SP - Specific Plan
O-S - Open Space
Specific Plan - Newhall Ranch
C - Commercial (Retail/Office)
H - High Residential
LM - Low-Medium Residential
M - Medium Residential
MU - Mixed Use
Santa Clarita
Magic Mountain Pkwy
Valencia Blvd
Golden State Fwy
Santa Clarita Valley
Feet
0
800
1,600
LA COUNTY PLANNING
LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

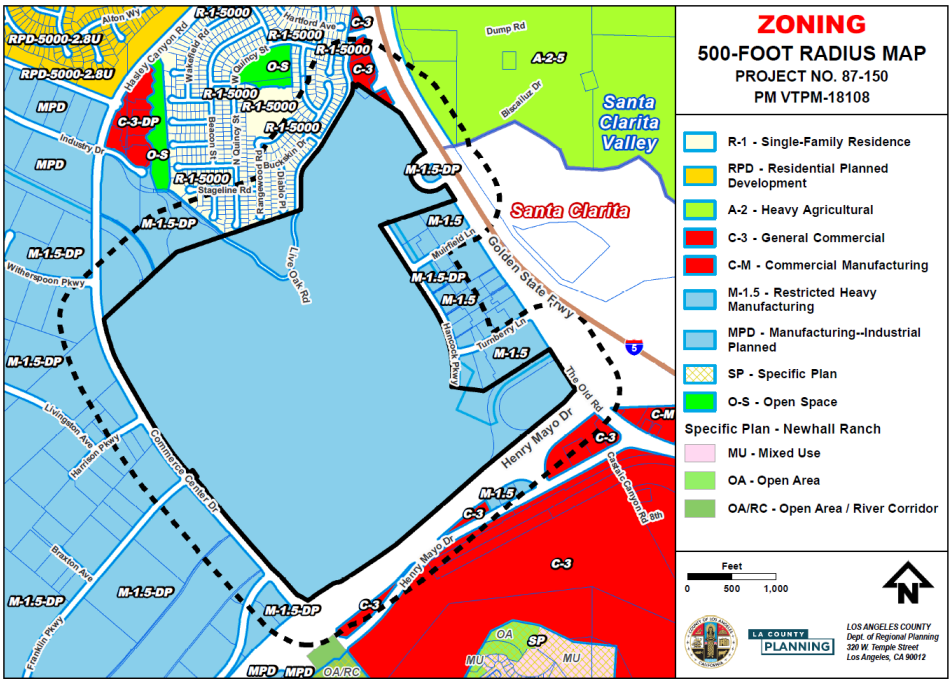

EXISTING LAND USE
500-FOOT RADIUS MAP
PROJECT NO. 00-210
TR RTM-TR53295-26808
500-ft Standard Radius
Existing Land Use (Assessor Use Codes)
Commercial
Miscellaneous
Recreational
Residential - Single Unit*
Residential - Multi-Unit*
Vacant
Six Flags Magic Mountain
Santa Clarita
Magic Mountain Pkwy
Valencia Blvd
Golden State Fwy
Santa Clarita Valley
Feet
0
800
1,600
LA COUNTY PLANNING
LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

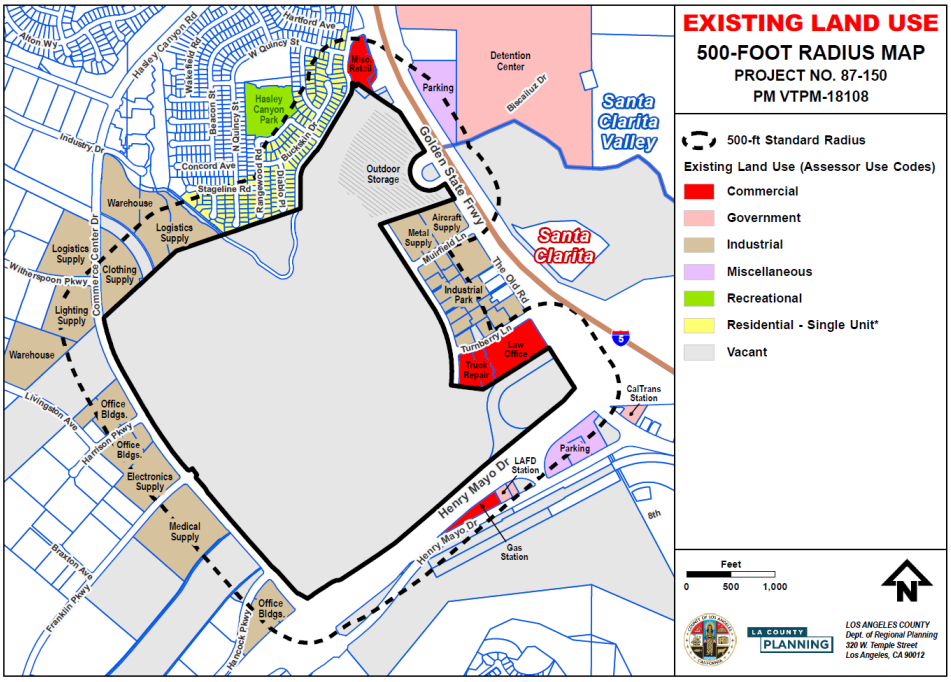
VCC PROJECT: SUBJECT PROPERTY AND SURROUNDINGS

The following chart and maps provide property data within a 500-foot radius:

LOCATION	SANTA CLARITA VALLEY AREA PLAN/NEWHALL RANCH SPECIFIC PLAN LAND USE POLICY	ZONING	EXISTING USES
SUBJECT PROPERTY	IO (Industrial Office)	M-1.5-DP (Restricted Heavy Manufacturing – Development Program)	Vacant, Outdoor Storage, undeveloped land, recreational vehicle ("RV") park, agricultural uses
NORTH	H2, SP-MU, CG (General Commercial)	M-1.5-DP, R-1, and C-3	Industrial, Single-Family Residential, Recreation, Commercial
EAST	CG, P-CS (Community Serving), IL (Light Industrial), IO	M-1.5-DP, C-3	Vacant, Industrial, Commercial, Parking
SOUTH	IO, CM (Major Commercial), IL	C-3, M-1.5-DP	Vacant, Government, Parking, Commercial
WEST	IO	M-1.5-DP	Vacant, Industrial, landfill


LAND USE POLICY
500-FOOT RADIUS MAP
PROJECT NO. 87-150
PM VTPM-18108
MU - Mixed Use
OA - Open Area
OA/RC - River Corridor
H2 - Large Lot Residential (0-2 du/ac)
H5 - Suburban Residential (0-5 du/ac)
CG - General Commercial
CM - Major Commercial
IL - Light Industrial
IO - Office and Professional
P - Public and Semi-Public
OS-C - Open Space Conservation
OS-PR - Open Space Parks and Recreation
Feet
0 500 1,000
LA COUNTY PLANNING
LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
Santa Clarita
Santa Clarita Valley
Golden State Frwy
Dump Rd
Biscailuz Dr
Alton Wy
Hasley Canyon Rd
Wakefield Rd
Hartford Ave
W Quincy St
N Quincy St
Beacon St
Burbank Dr
Concord Ave
Stageline Rd
Industry Dr
Dayton Rd
Rainbow Rd
Live Oak Rd
Hancock Pkwy
Muirfield Ln
The Old Rd
Turnberry Ln
Witherspoon Pkwy
Livingston Ave
Harrison Pkwy
Braxton Ave
Franklin Pkwy
Commerce Center Dr
Henry Mayo Dr
8th
H2
H5
OS-PR
CG
OS-C
P
IO
IL
CM
OA
MU
SP
OA/RC


ZONING
500-FOOT RADIUS MAP
PROJECT NO. 87-150
PM VTPM-18108
R-1 - Single-Family Residence
RPD - Residential Planned Development
A-2 - Heavy Agricultural
C-3 - General Commercial
C-M - Commercial Manufacturing
M-1.5 - Restricted Heavy Manufacturing
MPD - Manufacturing--Industrial Planned
SP - Specific Plan
O-S - Open Space
Specific Plan - Newhall Ranch
MU - Mixed Use
OA - Open Area
OA/RC - Open Area / River Corridor
Feet
0 500 1,000
LA COUNTY PLANNING
LOS ANGELES COUNTY Dept. of Regional Planning 320 W. Temple Street Los Angeles, CA 90012
Santa Clarita Valley
Santa Clarita
Golden State Fwy
Henry Mayo Dr
Dump Rd
Bouquet Canyon Rd
The Old Rd
Commerce Center Dr
Harrison Pkwy
Livingston Ave
Braxton Ave
Franklin Pkwy
Withersoon Pkwy
Industry Dr
Stageline Rd
Oak Rd
Turnberry Ln
Hasley Canyon Rd
Wakefield Rd
Hartford Ave
W Quincy St
Rangewood Rd
Buchanon St
Bluecutlur Dr
Murrieta Ln
Alton Wy


EXISTING LAND USE
500-FOOT RADIUS MAP
PROJECT NO. 87-150
PM VTPM-18108
500-ft Standard Radius
Existing Land Use (Assessor Use Codes)
Commercial
Government
Industrial
Miscellaneous
Recreational
Residential - Single Unit*
Vacant
Feet
0 500 1,000
LA COUNTY PLANNING
LOS ANGELES COUNTY Dept. of Regional Planning 320 W. Temple Street Los Angeles, CA 90012
Santa Clarita Valley
Santa Clarita
Golden State Fwy
Henry Mayo Dr
Detention Center
Parking
Outdoor Storage
Warehouse
Logistics Supply
Clothing Supply
Lighting Supply
Aircraft Supply
Metal Supply
Industrial Park
Truck Repair
Law Office
CalTrans Station
LAFD Station
Gas Station
Office Bldgs.
Electronics Supply
Medical Supply
Mini Retail
Hasley Canyon Park
Concord Ave
Stageline Rd
Industry Dr
Commerce Center Dr
Harrison Pkwy
Livingston Ave
Braxton Ave
Franklin Pkwy
Withersoon Pkwy
Turnberry Ln
Murrieta Ln
The Old Rd
Bluecutlur Dr
Alton Wy

ENTRADA SOUTH PROJECT: PROPERTY HISTORY

A. Zoning History

ORDINANCE NO.	ZONING	DATE OF ADOPTION
7094	A-2-1 (Heavy Agricultural – One Acre Minimum Required Lot Area)	February 05, 1957
7157	Newhall Zoning District	May 02, 1957
7268	M-3 (Unclassified)	July 05, 1957
7486	Basic Re-study (ZC3688)	April 02, 1959
9964	ZC5183	March 21, 1970
990020	ZC94087 (Newhall SP)	May 27, 2003

B. Previous Cases

CASE NO.	REQUEST	DATE OF ACTION
None		

C. Violations

CASE NO.	VIOLATION	CLOSED/OPEN
None		

VCC PROJECT: PROPERTY HISTORY

A. Zoning History

ORDINANCE NO.	ZONING	DATE OF ADOPTION
7094	A-2-1	February 5, 1957
7157	Newhall Zoning District	May 21, 1957
7268	M-3	July 5, 1957
7486	Basic Re-study (ZC3688)	April 2, 1959
9891	ZC5437	November 13, 1969
10826	C-4 to C-3	February 8, 1974
11600	ZC6271	November 2, 1977
88-0117Z	ZC86442	August 11, 1988
91-0122Z	ZC86016	October 17, 1991

B. Previous Cases

CASE NO.	REQUEST	DATE OF ACTION
CUP No. 87-360	Valencia Commerce Center	September 24, 1991
CUP No. 2047	Unknown	N/A

C. Violations

CASE NO.	VIOLATION	CLOSED/OPEN
None		

ANALYSIS

A. Land Use Compatibility

1. Entrada South Project

Currently, the Entrada South Project site, situated along Magic Mountain Parkway, is vacant and undeveloped. The proposed development will add new detached and attached residences at urban densities consistent with surrounding development, including a mixture of residential, recreational, and commercial uses. The proposed ZC will provide mixed-use commercial development in the westerly corner of the property adjacent to Mission Village, making it convenient and compatible with the existing commercial land use of the Project site and planned commercial center within Mission Village. An open space Spineflower Preserve occupies the southeasterly portion of the Entrada South Project site, which is compatible with recreation open space just south beyond the Entrada South Project's border. The maximum density of the Entrada South Project site is 4.9 dwellings per acre, which is consistent with the H5 land use designation that covers much of the subject property.

2. VCC Project

Currently, the VCC Project site, situated along Commerce Center Drive and The Old Road, is vacant and undeveloped with the exception of a recreational vehicle ("RV") park that is currently leasing space within the Project site. The proposed development, once constructed, will add new office and light industrial/warehouse buildings but remain consistent with surrounding development which includes a mixture of commercial-office and light industrial uses. An intermittent wash (Santa Clara River) courses through the VCC Project site and is to remain undeveloped.

B. Neighborhood Impact (Need/Convenience Assessment)

1. Entrada South Project

The visual and physical impacts of the proposed Entrada South Project will not increase in relation to the surrounding neighborhood. Residential building heights will be three stories or less, and mixed-use commercial development will blend in with the adjacent Mission Village commercial center. Notably, a proposed hotel of 165,000 square feet and up to 75 feet in height is planned in the development; however, it will be located furthest north in the Project, adjacent to Six Flags Magic Mountain where it will lessen visual/physical impacts due to the complementary uses. There will be 110 affordable rental housing units to be dispersed throughout the Project site, supporting community needs for additional housing in the region that is feasible for homeowners compared with the prevailing housing market in the area. There is a 5.4-acre public park lot proposed within the development as well as smaller recreation lots situated next to residences where they can be easily accessed. Two large open space corridors protect a restored drainage channel on the subject property as well as providing a buffer against existing residential and commercial-recreational development to the south. Located in a very high fire hazard area, the Entrada South Project will meet the fire prevention requirements such as installing new fire hydrants, providing sufficient fire lanes for ingress/egress, requiring fuel modification plans (for removing dead or fallen plant material), and sprinkler systems within the commercial portions of the Project.

2. VCC Project

The visual and physical impacts of the proposed VCC Project will not increase in relation to the surrounding area. Building height and bulk will be consistent with existing light industrial, warehouse, business office, and commercial uses surrounding the proposed development. Located in a very high fire hazard area, the VCC Project will meet the fire prevention requirements such as installing new fire hydrants, providing sufficient fire lanes for ingress/egress, requiring fuel modification plans (for removing dead or fallen plant material), and sprinkler systems within the commercial portions of the Project.

C. Design Compatibility

1. Entrada South Project

The design of the Entrada South Project will be similar to and compatible with the Mission Village development, which is already in buildout with more than 2,000 dwellings constructed. Originally, the Entrada South Project proposed 1,725 dwellings and 450,000 square feet of non-residential space. The present development requests 1,574 dwellings (a reduction of 151 units) and 730,000 square feet of non-residential space. With these changes, the proposed development will be able to include a neighborhood park and potential school site; Spineflower preserve; and important trail links and infrastructure. These modifications allow the development to become more compatible with the

existing urbanization and buildout of the nearby Mission Village and other villages that are included in the Newhall Specific Plan, which is adjacent to (but does not encompass) the Entrada South Project.

2. **VCC Project**
   The design of the VCC Project will be similar to previous large industrial-warehouse centers in the immediate area of Santa Clarita and Valencia. The design will encompass large warehouse-style buildings ranging from 50,000 square feet to 100,000 square feet or more. Ample parking for customers, clients, and workers will be provided, along with landscaping planters and tree plantings to shade the parking and driveway pavement. A system of private driveways and fire lanes ranging from 26 to 35 feet of pavement width will be installed. Loading areas and accessible parking will be located at specific areas close to the buildings.

GENERAL PLAN/COMMUNITY PLAN CONSISTENCY

Both the Entrada South Project and VCC Project are consistent with applicable goals and policies of the General Plan and the Santa Clarita Valley Area Plan. Consistency findings can be found in the attached Findings (Exhibit C – Findings).

HOUSING ACCOUNTABILITY ("HAA") AND HOUSING CRISIS ("SB330") ACTS

The HAA limits a local government's ability to deny, downsize, or render infeasible housing development projects containing either affordable or market-rate units. For a project to qualify for the protections included in the HAA, it must meet the definition of a "housing development project." The Entrada South Project qualifies as a "housing development project" under the HAA because it is a mixed-use development that consists of residential and non-residential units, with at least two-thirds of the new square footage designated for residential use. Additionally, the VCC Project is not a "housing development project" under the HAA.

The HAA limits a local government's ability to deny, down-size, or render infeasible housing development Projects, both affordable and market-rate units. According to the California Department of Housing and Community Development's Housing Accountability Act Technical Assistance Advisory published on September 15, 2020, a local agency shall not deny, down-size, or render a housing development infeasible if it complies with applicable, objective general plan and zoning, and subdivision standards and criteria, including design review standards, in effect at the time the application was deemed complete, unless written findings supported by a preponderance of evidence (evidence for denying the Project outweighs the evidence for supporting it) on the record that both of the following conditions have been met:

1) The Project will have a specific, adverse impact upon public health or safety (i.e., a significant, quantifiable, direct and unavoidable impact based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete) unless the Project is denied or its approval is conditioned on a density reduction.

2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact. Feasible means capable of being accomplished in a successful manner within a reasonable time period, taking into account economic, environmental, social, and technological factors.

Violation of the HAA will subject the County to paying attorneys' fees and could result in substantial fines against the County in a successful court action. A court must award attorneys' fees to a party successfully challenging the County for violating the HAA. In addition, the court also must issue an order requiring compliance with the HAA. The County then must comply with that order within 60 days or be subject to, at a minimum, a penalty of $10,000 per housing unit proposed by the Project. Therefore, it is imperative that the County comply with State law, specifically the HAA, when approving or disproving housing development projects.

Further, due to the severe lack of housing of both affordable and market-rate units, Governor Newsom signed the Housing Crisis Act (SB 330) into law to preserve the existing housing inventory and accelerate housing production by prohibiting the application of additional regulations once a project application is deemed complete. The law took effect on January 1, 2020 and under SB 8 (effective January 1, 2022), will extend to January 1, 2030. See Government Code sections 65905.5 and 65589.5.

SUBDIVISION AND ZONING ORDINANCE CONSISTENCY

Both the Entrada South Project and VCC Project comply with all applicable zoning requirements or (in the case of the ZC) will comply with all applicable requirements upon the ZC adoption consistent with a vesting application date of October 7, 2021. Consistency findings can be found in the attached Findings (Exhibit C – Findings).

The HAA does not limit the number of hearings for the Entrada South Project because it includes the ZC, which is a legislative approval. Under the HAA, "a hearing to review a legislative approval" is not a "hearing" that is subject to the statute's five-hearing limit (see Cal. Government Code Section 65905.5, subd. (b)(2)).

The Entrada South Project is not subject to the IHO because the DA includes an affordable housing requirement. The County Code exempts from the IHO projects that are "located within an area subject to an affordable housing requirement pursuant to a development agreement" (see County Code Section 22.121.030, subd. A.3).

The VCC Project is not subject to the IHO because it is not a housing development.

BURDENS OF PROOF

The applicant is required to substantiate all facts identified by California Government Code Sections 66474 (Tentative Maps) and 66474.02 (Tentative Maps within a designated State Responsibility Area or VHFHSZ), and County Code Sections 22.162.040 (DA - Findings and Decision), 22.198.050 (ZC - Findings and Decision), 22.158.050 (CUP - Findings and Decision Requirements), 22.174.060 (OTP - Findings)/22.174.090 (Effective Date of Decision), 22.178.050 (PP - Findings and Decision), and 22.166.040 (Administrative Housing Permit) as well as County Code Chapters 21.38, 21.40, and 21.48 (Vesting Tentative Parcel/Tract Maps). Burdens of Proof with applicant's responses are attached (Exhibit E – Applicant's Burden of Proof). Staff is of the opinion that the applicant has met the burdens of proof.

ENVIRONMENTAL ANALYSIS

Staff determined through an Initial Study and identified in the Notice of Preparation sent to agencies that a Supplemental Environmental Impact Report ("SEIR") (Exhibit F – Environmental Determination) was necessary for the Entrada South/VCC Project. The Entrada South/VCC Project is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP") approved by the California Department of Fish and Wildlife ("CDFW"), which was the subject of an EIR and Additional Environmental Analysis that was certified by CDFW in 2017 (SCH No. 2000011025, the "State-certified EIR"). The SEIR tiers off the State-certified EIR for the RMDP/SCP.

The areas of potential significant environmental impact addressed in the Draft SEIR ("DSEIR") include the following:

- Air Quality: The Entrada South/VCC Project would not result in any new or substantially more severe significant impacts related to air quality as compared to the State-certified EIR. The State-certified EIR determined that construction in the Entrada South and VCC Project areas would generate emissions of volatile organic compounds (VOC), nitrogen oxides (NOX), respirable particulate matter (PM10), and fine particulate matter (PM2.5) that exceed the South Coast Air Quality Management District ("SCAQMD") thresholds of significance. The State-certified EIR also found that cumulative impacts related to these pollutants also would be significant and unavoidable.

- Land Use: The Entrada South/VCC Project would not result in any new or substantially more severe significant impacts related to land use as compared to the State-certified EIR. The State-certified EIR determined a significant and unavoidable project-level impact associated with conflicts with an applicable land use plan, policy, or regulation would occur due to establishment of a Spineflower preserve in the Entrada South site, which would conflict with the site's then existing agricultural zoning.
- Noise: The Entrada South/VCC Project would not result in any new or substantially more severe significant impacts related to noise as compared to the State-certified EIR. The State-certified EIR identified significant and unavoidable cumulative operational traffic noise impacts along 11 roadway segments based on the full development analyzed in the State-certified EIR (not limited to the Entrada South and VCC Project sites).
- Wildfire: The Entrada South/VCC Project would not result in any new or substantially more severe significant impacts related to wildfire as compared to the State-certified EIR. The State-certified EIR determined that cumulative wildfire impacts would be significant and unavoidable. In reaching this conclusion, the State-certified EIR identified mitigation measures that would reduce cumulative impacts if implemented by the projects considered in the cumulative analysis. Since the time of the preparation of the State-certified EIR, the measures identified in the State-certified EIR are now required on new development as a matter of regulatory compliance due to the increased stringency of applicable Fire and Building Codes and other regulatory requirements related to wildfire safety.

The following areas require no further environmental review as described in the Initial Study:

- Aesthetics
- Agriculture/Forestry
- Energy
- Geology/Soils
- GHG Emissions
- Mineral Resources
- Population/Housing
- Recreation

As identified in the DSEIR, after implementation of the required mitigation measures, the Entrada South/VCC Project would not result in any new or substantially more severe significant impacts.

COMMENTS RECEIVED

1. **County Department Comments and Recommendations**
   The County Subdivision Committee consists of representatives from LA County Planning and County Departments of Public Works, Fire, Parks and Recreation, and Public Health. Based on tentative maps dated January 15, 2025, the Subdivision Committee cleared the Entrada South/VCC Project for public hearing.

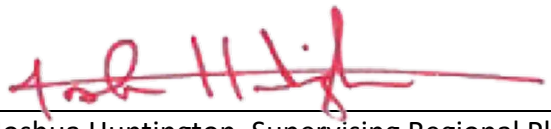
2. Other Agency Comments and Recommendations

a. In a letter dated November 8, 2021, the California Department of Transportation provided additional information and recommendations regarding the Project.

b. In a letter dated November 5, 2021, the Fernandeño Tataviam Band of Mission Indians, provided additional information and recommendations regarding the Project.

3. Public Comments

Staff has received public comments which may be found in the FSEIR (see Exhibit F).

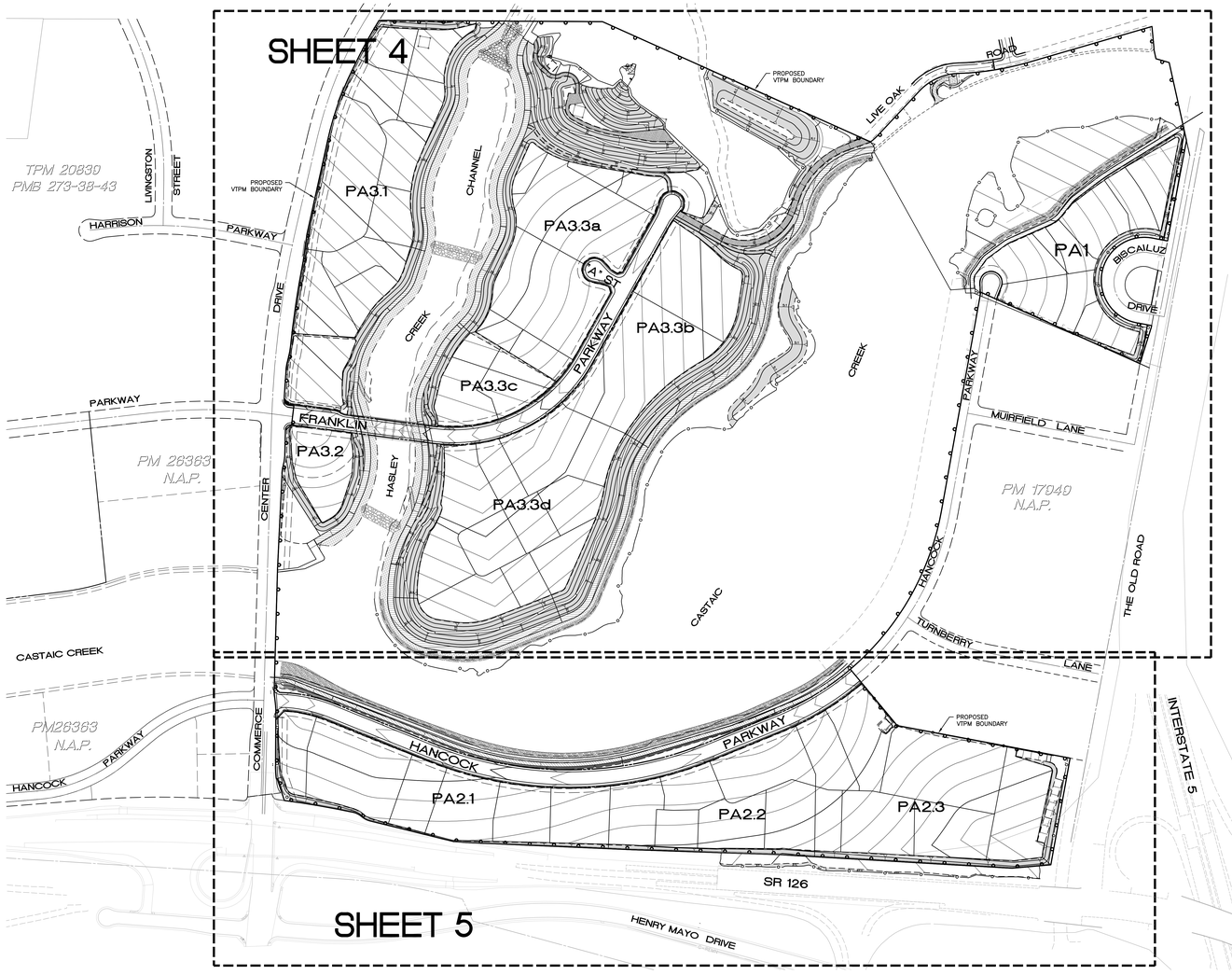
Report Reviewed By: 

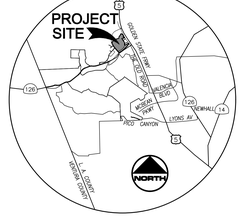
Joshua Huntington, Supervising Regional Planner

Report Approved By:

Susan Tae, Assistant Deputy Director

LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Plans (VTTM, VTPM, and Exhibits "A")
EXHIBIT B	Project Summary Sheets
EXHIBIT C	Draft Findings (including DA and ZC Resolutions and Ordinances, and DA draft document)
EXHIBIT D	Draft Conditions of Approval
EXHIBIT E	Applicant Burdens of Proof
EXHIBIT F	Environmental Determination (FSEIR, Appendices, and MMRP)
EXHIBIT G	Informational Maps (Zone Change Map)
EXHIBIT H	Drone Footage Photos
EXHIBIT I	Color Project Renderings
EXHIBIT J	Agency Correspondence
EXHIBIT K	Public Correspondence
EXHIBIT L	Oak Tree Report





VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

1. GRADE ELEVATIONS SHOWN ON THE VTPM ARE APPROXIMATE. THE ELEVATIONS MAY CHANGE BY NO MORE THAN 10 FEET. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. LOT LINES CAN BE ADJUSTED PROVIDED NO ADDITIONAL DEVELOPABLE LOTS ARE CREATED. THE DEGREE OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL AND THE SUBDIVISION MAP ACT, TO THE SATISFACTION OF REGIONAL PLANNING.
3. ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. ADJUSTMENTS TO STREETS CAN BE MADE PROVIDED THE DEPARTMENT OF PUBLIC WORKS AND DRP DETERMINE THAT THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO TRAILS CAN BE MADE WITH APPROVAL BY DRP AND THE PARKS AND RECREATION DEPARTMENT.
4. BUILDING FOOTPRINTS THAT ARE SHOWN ON THE EXHIBIT A OR ACCOMPANYING SITE PLAN ARE ONLY FOR ILLUSTRATIVE PURPOSES. ACTUAL BUILDING LOCATIONS AND FOOTPRINTS MAY VARY AND WILL BE REVIEWED DURING PLOT PLAN APPROVAL AND SHALL BE GRANTED PROVIDED THE PROPOSED BUILDING SATISFIES ALL EXISTING CODES AND ORDINANCES.
5. PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT OF FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (E.G. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
6. PERMISSION IS REQUESTED FOR UNIT PHASING.
7. PERMISSION IS REQUESTED TO COMBINE LOTS.
8. PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
9. PERMISSION IS REQUESTED TO RECORD ADDITIONAL NON-DEVELOPABLE LOTS FOR PRIVATE DRIVEWAY PURPOSES.
10. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS PROVIDED MAINTENANCE EASEMENTS ARE GRANTED TO THE SATISFACTION OF DPW.
11. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PASEOS, PEDESTRIAN BRIDGES, TRANSIT SHELTERS, WATER QUALITY BASINS, WATER TANKS, ETC.) MAY BE RELOCATED TO THE SATISFACTION OF DPW AND DRP.
12. PROPOSED RETAIL, INDUSTRIAL, AND OFFICE FLOOR AREA ARE INTERCHANGEABLE IF THE REQUIRED PARKING IS PROVIDED.
13. PERMISSION TO RECORD JOINT ACCESS EASEMENTS (20' WIDE) FOR LOTS AS REQUESTED.
14. REQUEST PERMISSION TO MASS/BULK GRADE.
15. PROPOSED STREET GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS.
16. PROVIDE STANDARD RIGHT-OF-WAY RETURN RADII OF 13 FEET AT ALL LOCAL STREET INTERSECTIONS, AND 27 FEET AT THE INTERSECTION OF LOCAL STREETS WITH GENERAL PLAN HIGHWAYS AND WHERE ALL GENERAL PLAN HIGHWAYS INTERSECT, PLUS ADDITIONAL RIGHT OF WAY FOR CORNER CUT OFF TO MEET CURRENT GUIDELINES OF THE AMERICANS WITH DISABILITIES ACT (ADA) TO THE SATISFACTION OF PUBLIC WORKS.
17. MODIFIED STREET CROSS-SECTIONS AS SHOWN ON VESTING TENTATIVE TRACT MAP ARE REQUESTED. HOWEVER, PERMISSION IS SOUGHT TO CONSTRUCT STANDARD AND ALTERNATE STREET CROSS-SECTIONS AT THE DISCRETION OF THE SUBDIVIDER.
18. ALL DIMENSIONS SHOWN ARE APPROXIMATE.
19. TOPO COMPILED 12/2013 FROM DATA FLOWN 12/2013.
20. PERMISSION IS REQUESTED TO VACATE EXCESS RIGHT OF WAY ON LIVE OAK ROAD WITHIN LOTS 24, 25, 27, 42 AND 104.
21. GRADING OF FINAL FLAT BUILDING PADS SHALL BE ALLOWED ON THE PROJECT ROUGH GRADING PLANS CONSISTENT WITH "SECTION J109.5 DISPOSAL OF SOIL" APPENDIX J OF THE LOS ANGELES COUNTY BUILDING CODE. THE LOCATION AND ELEVATION OF THE BUILDING PADS WILL BE CONSISTENT WITH THE APPROVED VESTING TENTATIVE TRACT MAP OR THE MOST CURRENT APPROVED EXHIBIT "A" SITE PLAN. THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE ROUGH GRADING PLAN:
ALL FLAT PADS WILL DRAIN TO AN APPROVED DRAINAGE FACILITY OR PUBLIC STREET IN A CONTROLLED MANNER AND CONSISTENT WITH THE APPROVED PROJECT HYDROLOGY OR EROSION CONTROL PLAN AS DETERMINED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS. THE USE OF SWALES, BERMS, OR OTHER DRAINAGE FACILITIES SHALL BE UTILIZED AS NECESSARY TO PREVENT DRAINAGE ACROSS PROPERTY LINES.
22. THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, PERMISSION IS REQUESTED TO CHANGE THE ORDER OF PHASES AS LONG AS SUFFICIENT INFGRADING OF VTM 53295 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE VTM. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE A BALANCED GRADING PHASE. AN INTERIM HYDROLOGY REPORT WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. DRAINAGE AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPWRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.
23. THE BREAKDOWN OF EARTHWORK VOLUMES OF EACH PHASE SHOULD BE CONSIDERED A FRACTION OF THE OVERALL PROPOSED EARTHWORK QUANTITY FOR THE ENTIRE PROJECT.
24. THE CUMULATIVE EARTHWORK VOLUME FOR ALL PHASES WILL BE REQUIRED ON EACH SET OF GRADING PLAN SUBMITTED.
25. THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT PERMISSION IS REQUESTED TO CHANGE THE NUMBER AND ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT, AND A MODIFIED PHASING MAP IS PROVIDED TO DRP.
26. PERMISSION IS REQUESTED TO WAIVE PUBLIC STREET FRONTAGE REQUIREMENTS, TO THE SATISFACTION OF DRP AND DPW, FOR THE FOLLOWING LOTS: 3, 5, 7, 8, 9, 10, 30, 31, 34, 50, 51, 52, 53, 54, 55, 59, 78, 80, 82, 83, 86, 87, 88, 89, 93, 95, 96, AND 97.
27. ALL SLOPES AND LANDSCAPING TO BE MAINTAINED BY VALENCIA COMMERCE CENTER ASSOCIATION.
28. ALL SEWER AND STORM DRAIN SHOWN IN EASEMENTS ON PRIVATE PROPERTY SHALL BE PUBLICLY MAINTAINED.
29. ALL ABANDONMENTS AND QUITCLAIMS SHALL BE COMPLETED PRIOR TO FINAL MAP.
30. THE DEVELOPER/ENGINEER ACKNOWLEDGES THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASIN WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE IN THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING PLANNING DOCUMENTS BY THE DEPARTMENT OF REGIONAL PLANNING.
31. THE LID PROJECT DESIGN FEATURES PROPOSED AS PART OF THE PROJECT ARE SELECTED IN ACCORDANCE WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND PROVIDE PRETREATMENT, RETENTION, AND BIOFILTRATION VOLUME CONSISTENT WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND THE LA COUNTY LID DEVELOPMENT DESIGN MANUAL.

LEGAL DESCRIPTION:

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF THAT CERTAIN CURVE ON THE CENTER LINE OF A 160 FOOT STRIP OF LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 29881, PAGE 252 OF OFFICIAL RECORDS AS HAVING A RADIUS OF 2000.00 FEET AND AN ARC LENGTH OF 1559.60 FEET; THENCE ALONG LAST SAID MENTIONED CENTER LINE AT RIGHT ANGLES TO SAID CENTER LINE SOUTH 57° 28' 12" WEST, 80.00 FEET TO A POINT ON THE WESTERLY LINE OF SAID 160 FOOT STRIP OF LAND, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 57° 28' 12" WEST, 603.26 FEET TO A TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 287.00 FEET; THENCE ALONG LAST SAID CURVE, SOUTHWESTERLY, SOUTHERLY AND EASTERLY, ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 186° 50' 04", AN ARC DISTANCE OF 838.05 FEET; THENCE TANGENT TO SAID CURVE NORTH 50° 38' 08" EAST, 391.77 FEET; THENCE NORTH 41° 49' 23" EAST, 194.94 FEET TO A POINT ON THAT CERTAIN CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2080.00 FEET ON THE SOUTHWESTERLY LINE OF SAID 160 FOOT STRIP OF LAND HEREINABOVE MENTIONED; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 3° 33' 56" AN ARC DISTANCE OF 129.44 FEET TO THE NORTHWESTERLY TERMINUS THEREOF; THENCE TANGENT TO SAID CURVE NORTH 32° 31' 48" WEST; 283.62 FEET TO THE POINT OF BEGINNING.

PROJECT SUMMARY:

GROSS AREA	328.8 Acres
TOTAL LOTS	104
EXISTING ZONING	M-1.5-DP, M-1.5
PROPOSED ZONING	M-1.5-DP, M-1.5
EXISTING COUNTYWIDE GENERAL PLAN DESIGNATION:	I O
PROPOSED COUNTYWIDE GENERAL PLAN DESIGNATIONS:	I O

APPROXIMATE EARTHWORK QUANTITIES:

	Cut Volume (CY)	Fill Volume (CY)
RAW (MASS EX.)	3,500,000	3,090,000
SHRINKAGE		410,000
TOTAL	3,500,000	3,500,000

REMEDIAL GRADING NOT INCLUDED
EARTHWORK TO BE BALANCED ONSITE

PROJECT RELATED ENTITLEMENTS:

PROJECT NUMBER - 87-350
CONDITIONAL USE PERMIT - 87-360
OAK TREE PERMIT - 200700022
PARKING PERMIT - RPPL2022007239
ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114

PUBLIC STREETS

"A" STREET
FRANKLIN PARKWAY
HANCOCK PARKWAY

OFF-SITE IMPROVEMENTS:

1. CONNECTION TO ZONE 1A POTABLE WATER TANK ON FRANKLIN PKWY
2. CONNECTION TO AND EXPANSION OF SEWER LIFT STATION ON HANCOCK PKWY IN PM 26363

SHEET INDEX

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	EASEMENTS REMOVAL NOTES
3	STREET CROSS SECTIONS AND DETAILS
4	TENTATIVE PARCEL MAP - PA 1 AND PA 3
5	TENTATIVE PARCEL MAP - PA 2
6	PHASING / LARGE LOT PARCEL MAP
7	OFFSITE IMPROVEMENT PLAN

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
K	KILOVOLT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
MIN	MINIMUM
N.A.P.	NOT A PART
OHL	OVERHEAD LINE
O.S.	OPEN SPACE
O.S.-NAT	NATURAL OPEN SPACE
PA	PLANNING AREA
PE	PAD ELEVATION
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RUA	RESTRICTED USE AREA
R/W	RIGHT OF WAY
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
TYP	TYPICAL
W.S	WATER SURFACE

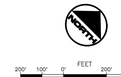
NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP.

DISPOSITION LEGEND:

A	ABANDON
P	PROTECT IN PLACE
Q	QUIT CLAIM
R	REMOVE
RE	RELOCATE
RM	TO REMAIN
IN	INDETERMINATE IN NATURE
L	LEASE (OIL, GAS, MINERALS)
NA	NOT APPLICABLE TO PROJECT
V	VACATE

LEGEND:

1	PARCEL NO.
13,637 S.F.	PARCEL AREA (SQUARE FEET)
PA3.1	PLANNING AREA
	PROJECT BOUNDARY
	DEVELOPMENT AREA BOUNDARY
	EXISTING PARCEL BOUNDARY
	PROPOSED RIGHT OF WAY
	EXISTING RIGHT OF WAY
	PROPOSED EASEMENT
	EXISTING EASEMENT
	FUTURE RIGHT OF WAY
1000	PROPOSED CONTOUR
	DAYLIGHT LINE
SD	STORM DRAIN
	STORM DRAIN CULVERT
S	SANITARY SEWER
FM	SANITARY SEWER FORCE MAIN
W-Z1	WATER LINE, ZONE 1
W-Z1A	WATER LINE, ZONE 1A
RW	WATER LINE, RECLAIMED
RW-Z1	WATER LINE, RECLAIMED, ZONE 1A
WCL	WATER COLLECTION LINE
AG	WATER LINE, AGRICULTURAL IRRIGATION
G	GAS LINE
E	ELECTRICAL LINE
T	TELEPHONE LINE
JT	JOINT TRENCH
SD	EXISTING STORM DRAIN
SST	EXISTING SANITARY SEWER TRUNK
	EXISTING CMP INLET
S	EXISTING SANITARY SEWER
W-Z1	EXISTING WATER LINE, ZONE 1
W-Z1A	EXISTING WATER LINE, ZONE 1A
E	EXISTING ELECTRICAL LINE
T	EXISTING TELEPHONE LINE
FM	EXISTING SANITARY SEWER FORCE MAIN
FEMA	FEMA LINE
X-CAP	UPDATED EXISTING OCAP FLOODPLAIN PER FACE (2019)
FW	EX. LACDFW 0yar FLOODWAY BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
X-FP	EX. LACDFW 0yar FLOODPLAIN BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
FP	PROP. 0yar FLOODPLAIN BOUNDARY PER FACE (2019)
CDFG	EXISTING CDFG JURISDICTION LINE (PER FACE-2014)
ACOE	EXISTING ACOE JURISDICTION LINE (PER FACE-2014)
66KV	PROPOSED SCE 66KV LINE
500KV	FUTURE SCE 500KV LINE
	PROPOSED CATCH BASIN
	EXISTING CATCH BASIN
	ABANDONED OIL WELL
(WELL-ET4)	EXISTING WATER WELL LOCATION
	PROPOSED SCE 66KV TOWER LOCATION
	EXISTING POWER POLE
	OAK TREE HERITAGE SIZE LABELED WITH "H"
	SIGHT DISTANCE LINE
	TRAIL AND LACFCD ACCESS ROAD AT CREEK BANKS
	AC ACCESS ROAD
	PCC ACCESS ROAD
	TRAIL CONC. OR DG PER PLAN
	SLOPE SHADING
	BURIED BANK STABILIZATION



PLANNING AREA 1

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
1	92-97	6	COMMERCIAL-BUSINESS PARK	174300	9.5
	98-102	5	OPEN SPACE		2.1
	103	1	OPEN SPACE - NATURAL		24.5
			PUBLIC ROAD		0.3
1	SUB TOTAL (PLANNING AREA)	12		174300	36.4

PLANNING AREA 2

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
2.1	68-73	6	COMMERCIAL-BUSINESS PARK	302600	13.0
2.2	77-82	6	COMMERCIAL-BUSINESS PARK	368400	10.4
2.3	83-90	8	COMMERCIAL-BUSINESS PARK	649800	18.6
	63-67, 74-76, 91	9	OPEN SPACE		4.8
			PUBLIC ROAD		6.3
2	SUB TOTAL (PLANNING AREA)	29		1320800	53.1

PLANNING AREA 3

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
3.1	2-12	11	COMMERCIAL-BUSINESS PARK	581200	19.0
3.2	17,20	2	COMMERCIAL-BUSINESS PARK	118000	3.9
3.3a	29-35	7	COMMERCIAL-BUSINESS PARK	247800	13.7
3.3b	28, 38-39	3	COMMERCIAL-BUSINESS PARK	224500	11.2
3.3c	43-44	2	COMMERCIAL-BUSINESS PARK	66300	4.1
3.3d	47-55, 59	10	COMMERCIAL-BUSINESS PARK	767100	16.8
	1, 13-16, 18-19, 21-22, 26-27, 36-37, 40-42, 45-46, 56-58, 60-62	24	OPEN SPACE		32.0
	23-25, 104	4	OPEN SPACE - NATURAL		132.5
			PUBLIC ROAD		5.8
3	SUB TOTAL (PLANNING AREA)	63		1904900	239.0

SUMMARY TABLE

PLANNING AREA	NO. OF LOTS	BUILDING (SQ. FT.)	TOTAL ACRES
1	12	174300	36.4
2	29	1320800	53.1
3	63	1904900	239.0
TOTAL	104	3400000	328.5

SURVEY NOTES:

VERTICAL DATUM:
LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS BENCHMARK DESCRIBED AS FOLLOWS: LACDFW L5402 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT W/O C/L THE OLD RD (W RDWY) AND 0.6 MI S/O HENRY MAYO DR @ MI MKR @5.25 NEWHALL QUAD, 1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951 TO ACQUIRE 2018 ADJUSTMENT ELEV. SUBTRACT 0.127 FT FROM ALL ELEVATIONS RECITED ON THIS MAP.

THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988 IS 2.3 FEET HIGHER THAN NAVD 1929).

AERIAL PLANIMETRY:
THIS SURVEY WAS PREPARED BY PHOTOGRAMMETRIC PROCESSES, UTILIZING AERIAL PHOTOGRAPHY DATED 12/2013.

TOPOGRAPHY:
BY PHOTOGRAMMETRIC PROCESSES FROM AERIAL IMAGING DATED 12/2013, AND COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.

CONTOUR INTERVAL:
10 FOOT, UNLESS OTHERWISE NOTED.

UTILITY PROVIDERS

PHONE: AT&T
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON
SEWER TREATMENT: LA COUNTY SANITATION
DISTRICT SCHOOLS: CASTAIC UNION SCHOOL DISTRICT
WM S HART SCHOOL DISTRICT
WATER: SANTA CLARITA VALLEY WATER AGENCY
POLICE PROTECTION: LA COUNTY SHERIFF
FIRE PROTECTION: LA COUNTY FIRE

ASSESSOR'S PARCEL NUMBERS (APN)

2866-001-021	2866-002-061
2866-002-045	2866-002-063
2866-002-052	3271-001-038 (PORTION)

DESIGNED: AW
DRAFTED: SC
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. ALEX HERRELL

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 FX: (661) 294-9959
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
TITLE

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO 0015-043-024
SHEET 1 OF 7 SHEETS

LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
TENTATIVE MAP PM18108

C:\Users\jfukumitsu\Documents\ACCURENT\0015043\TTM\TTM.dwg Plotted on Jan 20, 2025 - 10:12pm by jfukumitsu

EASEMENTS DISPOSITION NOTES:

ALL COUNTY EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE WITH FINAL MAP RECORDATION.
ALL OTHER EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE PRIOR TO FINAL MAP RECORDATION.

DATED AS OF JAN 17, 2023

MA 1. *INTENTIONALLY DELETED*

MA 1A. *TAXES AND ASSESSMENTS. REPORT TO FOLLOW. PLEASE VERIFY BEFORE CLOSING.*

MA 1B. *THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.*

MA 1C. *WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.*

MA 2. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 3, 1907 IN BOOK 3210 OF DEEDS, PAGE 74.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE PROVIDED BETTER COPY IS STILL ILLEGIBLE.

Q R 3. *AN EASEMENT FOR ELECTRIC LIGHT AND POWER LINE AND INCIDENTAL PURPOSES, RECORDED OCTOBER 23, 1907 IN BOOK 3251 OF DEEDS, PAGE 51.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: STARTS ON THE VENTURA COUNTY SIDE. NOT PLOTTED. MIGHT BE PLOTTABLE WITH ADDITIONAL SURVEY.

Q R 4. *AN EASEMENT FOR POLES, GUYS, ANCHORS, CROSS-ARMS AND WIRES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 27, 1920, AS DOCUMENT NO. 426 IN BOOK 7068 OF DEEDS, PAGE 323.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
SURVEYORS NOTE: THE LEGAL DESCRIPTION MAKE CALLS TO 'STAKES' THAT EXISTED IN 1915 AT THE TIME THE EASEMENTS ORIGINATED. THE DOCUMENT DOES NOT DEFINE A WIDTH. THE PORTION OF THE EASEMENT IS PLOTTED APPROXIMATELY BASED ON AN EXISTING POLE LINE WESTERLY OF THE LAND FILL TO THE LOS ANGELES COUNTY LINE THAT STILL EXIST. THE PORTION EASTERLY OF THE LANDFILL IS PLOTTED BASED ON THE SURVEYED LOCATION PER RS 112/39-42 TO THE MOST NORTHERLY ANGLE POINT. THE REMAINING PORTION EASTERLY IS PLOTTED BASED ON RECORD ANGLES AND DISTANCES FROM SAID MOST NORTHERLY ANGLE POINT. THE QUITCLAIM DEED WAS PLOTTED BASED ON EXISTING POLES FROM THE AERIAL TOPOGRAPHY.

MA 5. *INTENTIONALLY DELETED.*

MA 6. *THE PERMISSIVE LICENSE TO EMPTY OR SPILL WATER FROM THE LOS ANGELES AQUEDUCT INTO THE STREAMS OR WATER CHANNELS RUNNING THROUGH CERTAIN PORTIONS OF THE PREMISES HEREIN DESCRIBED UPON CERTAIN CONDITIONS, AS CONTAINED IN THE AGREEMENT BETWEEN THE NEWHALL LAND AND FARMING COMPANY AND THE CITY OF LOS ANGELES, RECORDED DECEMBER 14, 1920, AS DOCUMENT NO. 825 IN BOOK 308, PAGE 82 OF MISCELLANEOUS RECORDS.*
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 7-14 *INTENTIONALLY DELETED.*

MA 14A. *AN EASEMENT FOR POLE LINES, ANCHORS, UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16456, PAGE 204 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA TELEPHONE COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DESCRIBES APPROXIMATE AND GENERAL LOCATIONS FOR THE EASEMENT.

Q RE 14B. *AN EASEMENT FOR 2 PIPE LINES AND A POLE LINE AND INCIDENTAL PURPOSES, RECORDED AS BOOK 13835, PAGES 350 OF OFFICIAL RECORDS.*
IN FAVOR OF: GENERAL PIPE LINE COMPANY OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT BASED ON TIED TO THE OLD ROAD AND SPRR.

MA 15-17A *INTENTIONALLY DELETED*

MA 17B. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED AS BOOK 29881, PAGE 252 OF OFFICIAL RECORDS. AFFECTS: PARCEL 2 SURVEYORS NOTE: THE STATE HIGHWAY WAS RELINQUISHED TO THE COUNTY OF LOS ANGELES SHOWN ON STATE HIGHWAY MAP BOOK 13, PAGES 13-17. IT IS UNCLEAR IF THE ABUTTER'S RIGHTS OF INGRESS AND EGRESS REMAIN.*

MA 17C-24 *INTENTIONALLY DELETED*

MA 25. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED APRIL 10, 1951 AS INSTRUMENT NO. 2549, IN BOOK 36011, PAGE 33 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE.

MA 26-32 *INTENTIONALLY DELETED*

RM Q MA 33. *AN EASEMENT FOR ELECTRICAL TRANSMISSION LINES, POLES, TOWERS, AND ACCESS AND INCIDENTAL PURPOSES, RECORDED JULY 1, 1958 AS INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS AND FEBRUARY 8, 1960, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS. INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS IS THE JUDGEMENT THAT REFERENCES THE FINAL ORDER OF CONDEMNATION RECORDED AS INSTRUMENT NO. 4125.

Q MA 34. *AN EASEMENT FOR ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED AUGUST 5, 1958 AS INSTRUMENT NO. 3331, IN BOOK D 177, PAGE 503 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 35. *INTENTIONALLY DELETED*

Q RM 36. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 8, 1960 AS INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 37&38 *INTENTIONALLY DELETED*

Q RE 38A. *AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH, COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 4, 1962 AS INSTRUMENT NO. 3559 OF OFFICIAL RECORDS.*
IN FAVOR OF: THE PACIFIC TELEPHONE, TELEGRAPH COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 39&40 *INTENTIONALLY DELETED*

RM 41. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1966 AS INSTRUMENT NO.2218, RECORDED IN BOOK D3363, PAGE 502 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL QUITCLAIM DEED" RECORDED JULY 5, 2019 AS INSTRUMENT NO. 20190648481 OF OFFICIAL RECORDS.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. QUITCLAIM PLOTTED PER DOCUMENT.

MA 42. *INTENTIONALLY DELETED*

MA 43. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED AN AGREEMENT, EXECUTED BY AND BETWEEN THE NEWHALL LAND AND FARMING COMPANY, A CALIFORNIA CORPORATION AND LARWIN-SOUTHERN CALIFORNIA, INC., A CALIFORNIA CORPORATION FOR THE BENEFIT OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT AND THE COUNTY OF LOS ANGELES, RECORDED NOVEMBER 26, 1969, AS INSTRUMENT NO. INSTRUMENT NO. 3142, IN BOOK M-3354, PAGE 739 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 44-50 *INTENTIONALLY DELETED*

MA 51. *AN INSTRUMENT ENTITLED "NOTIFICATION OF FLOODWAY AND FLOOD HAZARD AREA" DATED JUNE 11, 1982, WHEREAS ORDINANCE NO. 12,114 ADOPTED MARCH 12, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND THEREAFTER PERIODICALLY AMENDED, CREATED AND ESTABLISHED FLOODWAY AND WATER SURFACE ELEVATIONS.*
SAID ORDINANCE PROVIDES THAT SUCH FLOODWAYS AND WATER SURFACE ELEVATIONS WERE ESTABLISHED OVER THOSE LANDS SUBJECT TO SEVERE FLOOD HAZARD B REASON OF INUNDATION, OVERFLOW, EROSION OR DEPOSITION OF DEBRIS AND WHEREAS ORDINANCE NO. 12,115 AMENDING THE BUILDING CODE TO REGULATE CONSTRUCTION WITHIN ESTABLISHED FLOODWAYS WAS ADOPTED MARCH 25, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND CONTAINS PROVISIONS RELATIVE TO THE PROHIBITION OF THE PLACEMENT OF BUILDINGS OR OTHER STRUCTURES IN AN AREA TO BE SUBJECT TO FLOOD HAZARD BY REASON OF INUNDATION, OVERFLOW OR EROSION, RECORDED JUNE 14, 1982, AS INSTRUMENT NO. 82-599334, OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE DOCUMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DEPICTS GRAPHICAL INFORMATION.

MA 52-54 *INTENTIONALLY DELETED*

MA 55. *AN EASEMENT FOR DRAINAGE AND SLOPES AND INCIDENTAL PURPOSES, RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 56. *A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: SEE ITEM 55 FOR LOCATION.

RM 56A. *AN EASEMENT FOR WATER PIPELINES, WATER TANK, ACCESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 27, 1993 AS INSTRUMENT NO. 93-159145 OF OFFICIAL RECORDS. IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION*
AFFECTS: AS DESCRIBED THEREIN
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735841 OF OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 57. *INTENTIONALLY DELETED*

MA 57A. *AN EASEMENT FOR ELECTRICAL SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 02, 1996 AS INSTRUMENT NO. 96-1615020 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 58. *AN EASEMENT FOR ELECTRIC LINES FOR CONVEYING ELECTRIC ENERGY AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 3, 1997 AS INSTRUMENT NO. 97-178589 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 59. *INTENTIONALLY DELETED*

MA 60. *AN EASEMENT FOR TRAFFIC CONTROL DEVICES AND INCIDENTAL PURPOSES, RECORDED MARCH 21, 1997 AS INSTRUMENT NO. 97-434775 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 61. *INTENTIONALLY DELETED*

MA 62. *EASEMENT FOR ROADWAY, ACCESS, INGRESS, EGRESS, SLOPE, STORM DRAIN, SEWER AND FLOOD CONTROL PURPOSES, AS SHOWN OR DEDICATED ON THE FOLLOWING PARCEL MAPS:*
MA *AS MAP NO. 15173, IN BOOK 161, PAGE 80-87, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 22261, IN BOOK 273, PAGE 27-37, PARCEL MAPS; SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
MA *AS MAP NO. 20839, IN BOOK 273, PAGES 38-43, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
MA *AS MAP NO. 17949-01, IN BOOK 282, PAGES 94-98, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
RM *AS MAP NO. 17949, IN BOOK 283, PAGES 1-5, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
MA *AS MAP NO. 19784-0, IN BOOK 279 PAGES 34-44, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
MA *AS MAP NO. 26363, IN BOOK 353 PAGES 44-56, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 18229, IN BOOK 232, PAGES 1-11, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
63-67 INTENTIONALLY DELETED

MA 68. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE HIGHWAY AND/OR FREEWAY ADJACENT TO SAID LAND HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED SEPTEMBER 15, 2000 AS INSTRUMENT NO. 00-1445419 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 69-90 *INTENTIONALLY DELETED*

Q 91. *AN EASEMENT FOR FLOOD CONTROL AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513085 OF OFFICIAL RECORDS.*
IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 92&93 *INTENTIONALLY DELETED*

RM 94. *AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513084 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

Q 95. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 2005 AS INSTRUMENT NO. 05-3215252 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PARCEL 1-3 ARE NOT LOCATABLE DUE TO ERRORS IN THE LEGAL DESCRIPTION. THE REST OF THE PARCELS ARE PLOTTED PER DOCUMENT.

P RM 96. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 12, 2006 AS INSTRUMENT NO. 06-0079742 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

P RM 97. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 24, 2006 AS INSTRUMENT NO. 06-0415610 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 98-100 *INTENTIONALLY DELETED*

RM 101. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT FOR CONSTRUCTION OF A PARKING FACILITY FOR THE STORAGE OF TRAILERS AND RECREATIONAL VEHICLES WITHIN FLOOD HAZARD AREA" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637210 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 102. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING THE MAINTENANCE OF LOW IMPACT DEVELOPMENT (LID) FEATURES" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637211 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 103. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637212 OF OFFICIAL RECORDS.*
AFFECTS:
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 104. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "BUILDOVER AGREEMENT" RECORDED JUNE 29, 2011 AS INSTRUMENT NO. 20110880140 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

Q 105. *AN EASEMENT FOR WATER PIPELINE, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED AUGUST 08, 2011 AS INSTRUMENT NO. 20111058697 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 106. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF AGREEMENT" RECORDED SEPTEMBER 09, 2011 AS INSTRUMENT NO. 20111221427 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 107-114 *INTENTIONALLY DELETED*

RM 115. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WATER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735839 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

RM 116. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WARTER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735840 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 117. *RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET, ALLEY OR HIGHWAY.*

MA 118. *INTENTIONALLY DELETED*

MA 119. *RIGHTS OF PARTIES IN POSSESSION.*

MA 120. *INTENTIONALLY DELETED*

RM 121. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16643 PAGE 243 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, LTD., A CORPORATION
AFFECTS: PORTIONS OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 122. *AN EASEMENT FOR POLES AND INCIDENTAL PURPOSES OVER THOSE PORTIONS OF SAID LAND, WITHIN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 17 WEST, IN THE RANCHO SAN FRANCISCO, LOS ANGELES COUNTY, CALIFORNIA, AS SHOWN ON LICENSED SURVEYOR'S MAP FILED IN BOOK 1 PAGE 514 OF PATENTS. ALL POLES TO BE ERECTED AND MAINTAINED WITHIN ONE FOOT OF THE FOLLOWING DESCRIBED LINE:*
BEGINNING AT AN EXISTING SOUTHERN CALIFORNIA EDISON COMPANY POLE #710893-E, LOCATED IN THE EASTERLY LINE OF HASLEY CANYON ROAD, 3710 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID SECTION 12 AND 420 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID SECTION, SAID POINT HEREINAFTER REFERRED TO AS POINT "A"; THENCE NORTHEASTERLY 1435 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "B";
THENCE EASTERLY, FORMING AN ANGLE OF 119 DEGREES 10' 480 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "C".
ALSO, FOUR STRIPS OF LAND THE CENTER LINES OF WHICH ARE DESCRIBED AS FOLLOWS:
STRIP 1: BEGINNING AT SAID POINT "A"; THENCE SOUTHWESTERLY 100 FEET;
STRIP 2: BEGINNING AT SAID POINT "B"; THENCE WESTERLY 40 FEET;
STRIP 3: BEGINNING AT SAID POINT "B"; THENCE NORTHEASTERLY 40 FEET;
STRIP 4: BEGINNING AT SAID POINT "C"; THENCE EASTERLY 40 FEET;
EXCEPT THEREFROM ANY PORTION THEREOF, LYING WITHIN HASLEY CANYON ROAD, 40 FEET WIDE, AS NOW ESTABLISHED.
AS GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, BY DEED RECORDED SEPTEMBER 4, 1953 IN BOOK 42632 PAGE 203, OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE EASEMENT BEGINS AT AN EXISTING POLE.

MA 123. *INTENTIONALLY DELETED*

MA 124. *AN EASEMENT FOR WATER SYSTEM MAINS, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING PIPELINES, WATER WELLS, PUMPING STATIONS, RESERVOIRS, BLENDING PLANTS, TREATMENT PLANTS AND CONDUITS AND CABLES FOR POWER TRANSMISSION AND COMMUNICATION PURPOSES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS INSTRUMENT NO. 3780 IN BOOK D4248 PAGE 313 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

MA 125. *AN EASEMENT FOR CABLE TELEVISION LINES, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING CONDUITS, CABLES, TRANSFORMERS, TRANSMISSION RELAYS, HOOKUP FACILITIES AND APPURTENANCES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS BOOK D4248, PAGE 315 OF OFFICIAL RECORDS.*
IN FAVOR OF: RANCHERS SUPPLY COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

RM 126. *A RIGHT OF WAY FOR A STATE HIGHWAY OVER THOSE PORTIONS OF SAID LAND INCLUDED WITHIN A STRIP OF LAND 60 FEET WIDE, BEING 30 FEET ON EACH SIDE OF THE CENTER LINE AS MORE PARTICULARLY DESCRIBED THEREIN, AS GRANTED UPON CERTAIN CONDITIONS BY THE NEWHALL LAND AND FARMING COMPANY TO STATE OF CALIFORNIA, BY DEED RECORDED JULY 7, 1915 IN BOOK 6056 PAGE 284, OF DEEDS.*
EASEMENT LOCATION CANNOT BE DETERMINED
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 127-130 *INTENTIONALLY DELETED*

R 131. *AN EASEMENT FOR UTILITY PURPOSES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 34891 PAGE 223 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. THE DOCUMENT DOES NOT DEFINE A WIDTH. ALIGNMENT BASED ON EXISTING POLE LOCATION.

RM 132. *AN EASEMENT FOR DRAINAGE PURPOSES AND INCIDENTAL PURPOSES, RECORDED APRIL 16, 1969 AS INSTRUMENT NO. 614 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT. ADDITIONAL FIELD WORK WOULD BE REQUIRED TO EXACTLY LOCATE. THE CURRENT PLOTTING SHOULD BE WITHIN 0.15' OF THE CORRECT LOCATION.
THE EASEMENT ADJOINS PARCEL 4 OF THE DOCUMENT RECORDED APRIL 18, 1966 AS INST. NO. 2223 IN BOOK D3274, PAGE 517 OF OFFICIAL RECORDS WHICH IS NOT IN THE REPORT. BOTH PARCELS WERE RELINQUISHED TO THE COUNTY OF LOS ANGELES APRIL 29, 1977 PER INST. NO. 77-443686 WHICH REFERENCES STATE HIGHWAY MAP BOOK 13, PAGES 16-20.

RM 133. *AN EASEMENT FOR SEWER PURPOSES AND INCIDENTAL PURPOSES, RECORDED JUNE 11, 1970 AS INSTRUMENT NO. 1595 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY SANITATION DISTRICT NO. 32 OF LOS ANGELES COUNTY, A BODY CORPORATE AND POLITIC
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 134. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CERTIFICATE OF COMPLIANCE" RECORDED FEBRUARY 26, 1981 AS INSTRUMENT NO. 81-209884 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: AFFECTS PORTION OF THE SUBJECT PROPERTY.

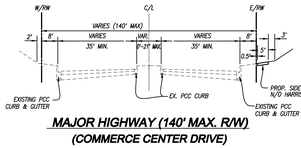
MA 135. *INTENTIONALLY DELETED*

Q RE 136. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399620 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: DOES NOT CONTAIN SURVEY MATTERS.

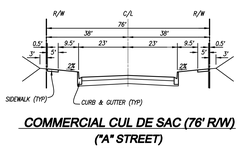
Q 136A. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399625 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 137. *THE FOLLOWING MATTERS SHOWN OR DISCLOSED B

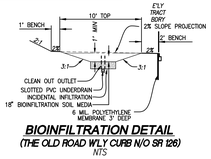
TYPICAL STREET SECTIONS



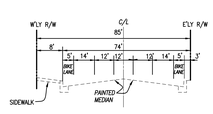
MAJOR HIGHWAY (140' MAX. R/W)
(COMMERCE CENTER DRIVE)
NOT TO SCALE



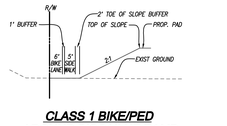
COMMERCIAL CUL DE SAC (76' R/W)
("A" STREET)
NOT TO SCALE



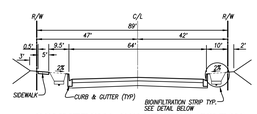
BIOINFILTRATION DETAIL
(THE OLD ROAD W'LY CURB N/O SR 126)
NTS



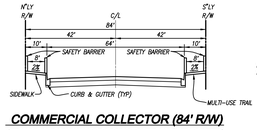
THE OLD ROAD EXIST. ROAD SECTION
(FROM LIVE OAK ROAD TO N'LY BOUNDARY OF PM 17949-01)
NOT TO SCALE



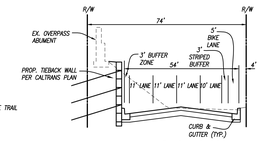
CLASS 1 BIKE/PED AROUND BISCAILUZ RAMP
NOT TO SCALE



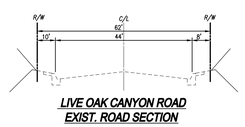
COMMERCIAL COLLECTOR (89' R/W)
(FRANKLIN PARKWAY, HANCOCK PARKWAY)
NOT TO SCALE



COMMERCIAL COLLECTOR (84' R/W)
(FRANKLIN PARKWAY CROSSING OVER HASLEY CREEK)
NOT TO SCALE

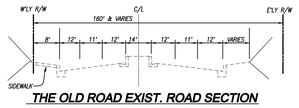


THE OLD ROAD
(BENEATH BISCAILUZ DRIVE)
NOT TO SCALE

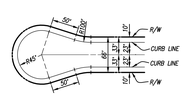


LIVE OAK CANYON ROAD EXIST. ROAD SECTION
NOT TO SCALE

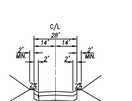
HANCOCK PARKWAY EXIST. ROAD SECTION
NOT TO SCALE



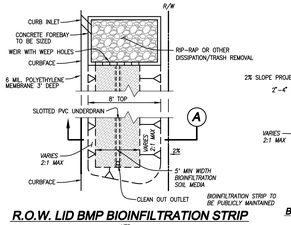
THE OLD ROAD EXIST. ROAD SECTION
(S'LY BOUNDARY OF PM 17949-01 TO SR-126)
NOT TO SCALE



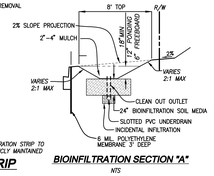
COMMERCIAL CUL DE SAC
(66' R/W)
NOT TO SCALE



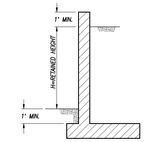
UTILITY EASEMENT AND
28' TEMPORARY FIRE ACCESS ROAD
AT THE END OF FRANKLIN PARKWAY



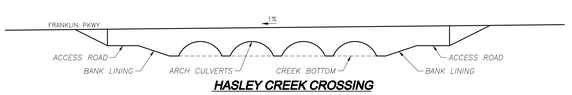
R.O.W. LID BMP BIOINFILTRATION STRIP
NTS



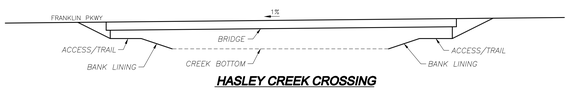
BIOINFILTRATION SECTION "A"
NTS



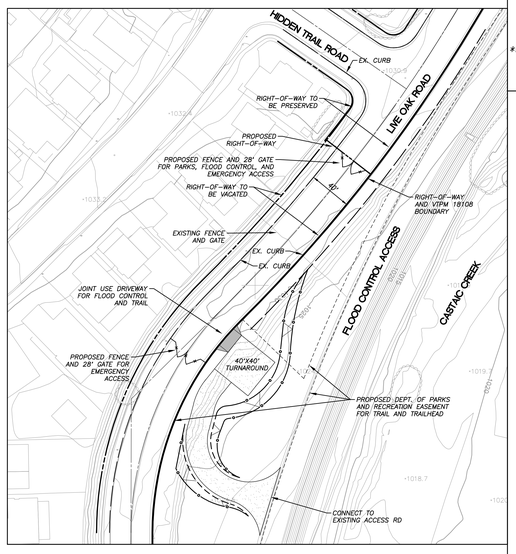
TYPICAL RETAINING WALL
NOT TO SCALE



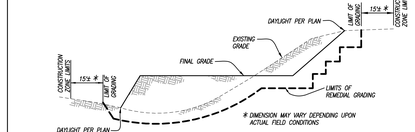
HASLEY CREEK CROSSING



HASLEY CREEK CROSSING
BRIDGE ALTERNATE



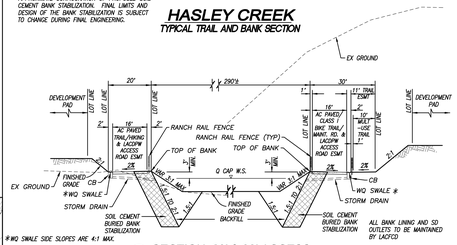
ACCESS AT LIVE OAK ROAD
NOT TO SCALE



TYPICAL GRADING IMPACTS
NOT TO SCALE

APPROXIMATE CONFIGURATION OF PROPOSED SOIL CEMENT BANK STABILIZATION. FINAL LIMITS AND DESIGN OF THE BANK STABILIZATION IS SUBJECT TO CHANGE DURING FINAL ENGINEERING.

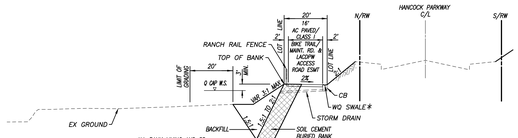
HASLEY CREEK
TYPICAL TRAIL AND BANK SECTION



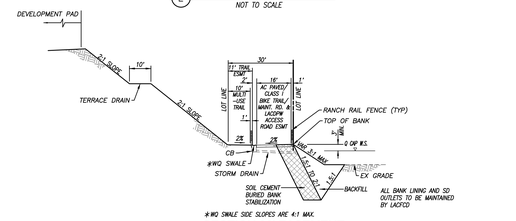
J **SECTION 20' & 30' ACCESS**
NOT TO SCALE

APPROXIMATE CONFIGURATION OF PROPOSED SOIL CEMENT BANK STABILIZATION. FINAL LIMITS AND DESIGN OF THE BANK STABILIZATION IS SUBJECT TO CHANGE DURING FINAL ENGINEERING.

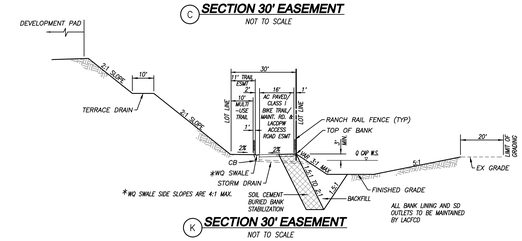
CASTAIC CREEK
TYPICAL TRAIL AND BANK SECTIONS



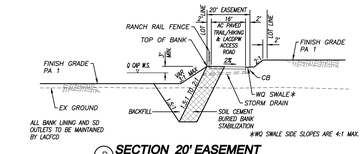
E **SECTION 20' EASEMENT**
NOT TO SCALE



C **SECTION 30' EASEMENT**
NOT TO SCALE

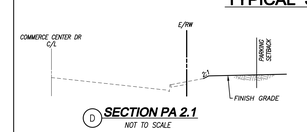


K **SECTION 30' EASEMENT**
NOT TO SCALE

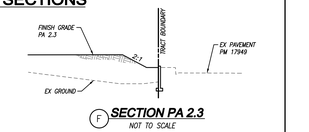


P **SECTION 20' EASEMENT**
NOT TO SCALE

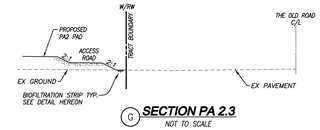
TYPICAL SECTIONS



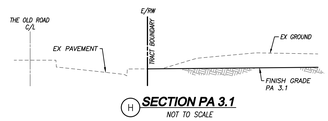
D **SECTION PA 2.1**
NOT TO SCALE



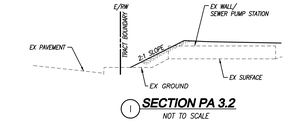
F **SECTION PA 2.3**
NOT TO SCALE



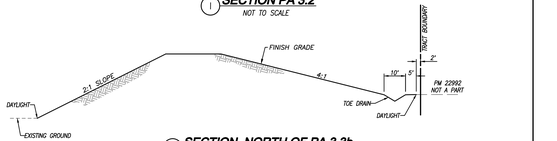
G **SECTION PA 2.3**
NOT TO SCALE



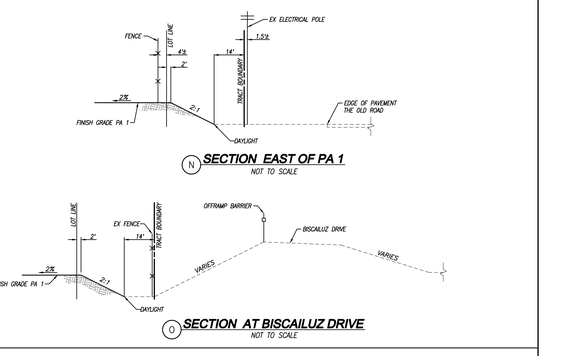
H **SECTION PA 3.1**
NOT TO SCALE



I **SECTION PA 3.2**
NOT TO SCALE

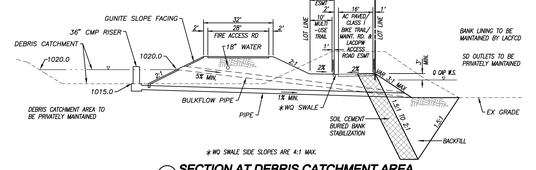


M **SECTION NORTH OF PA 3.3b**
NOT TO SCALE



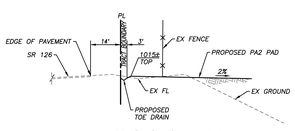
N **SECTION EAST OF PA 1**
NOT TO SCALE

O **SECTION AT BISCAILUZ DRIVE**
NOT TO SCALE



R **SECTION AT DEBRIS CATCHMENT AREA**
NOT TO SCALE

SR 126 TYPICAL SECTIONS



A **SECTION PA 2.1**
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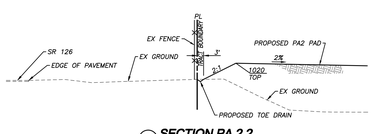

B **SECTION PA 2.2**
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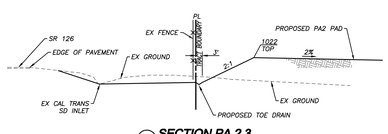

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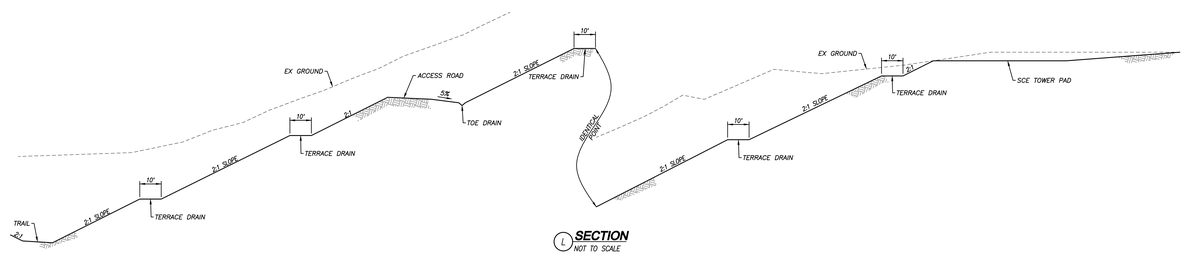
NOT TO SCALE



L **SECTION**
NOT TO SCALE

DESIGNED: AW					
DRAFTED: SC					
CHECKED: JFukumitsu					
	NO.	REVISIONS	DATE	BY	

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40935 CIVIL STATE OF CALIFORNIA

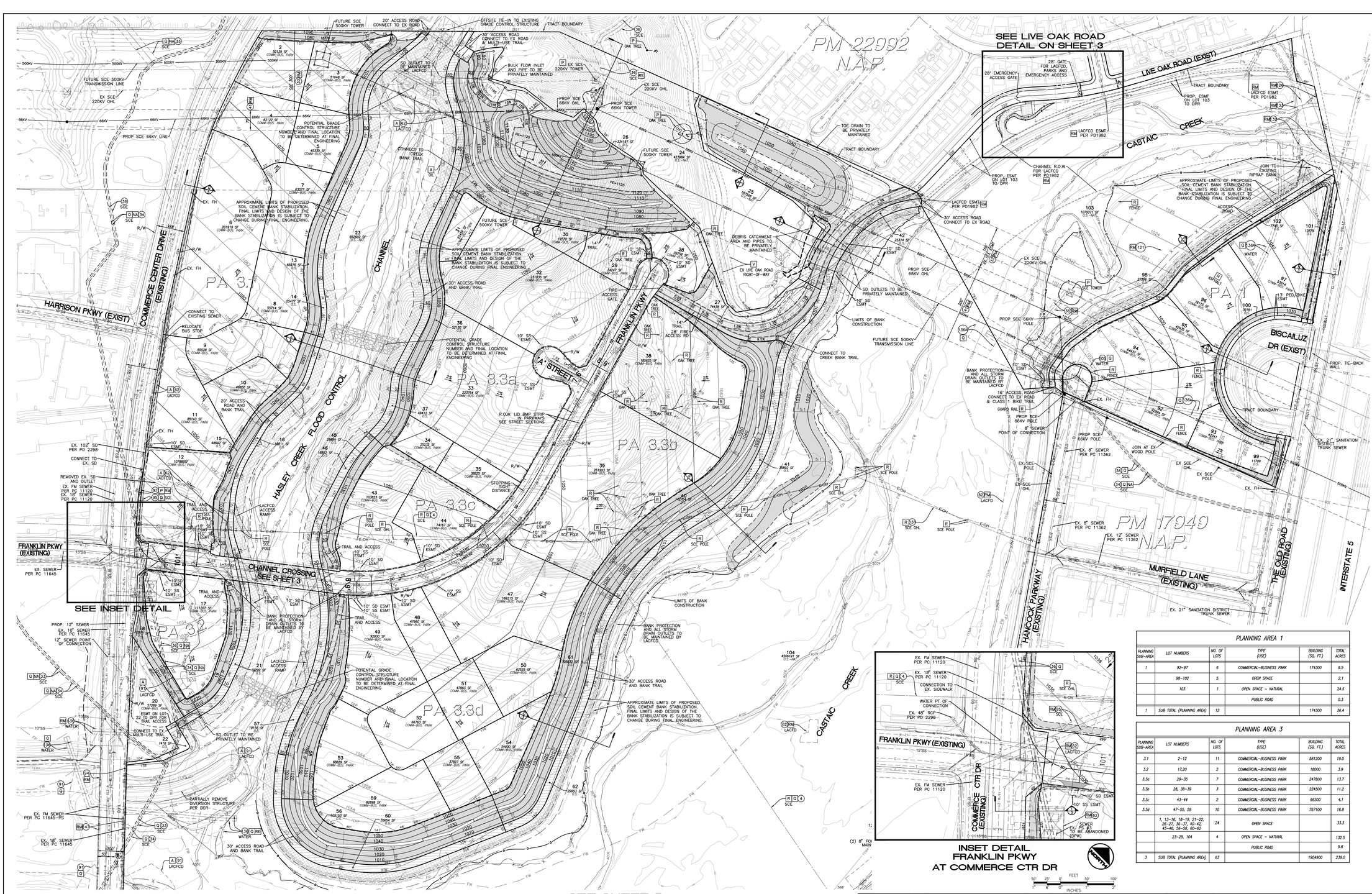
PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH (661) 294-2211 • FX (661) 294-9890

Jason H. Fukumitsu 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
STREET CROSS SECTIONS AND DETAILS
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	11/20/24
SCALE	AS SHOWN
PROJECT NO.	0015-043-024
SHEET	3 OF 7 SHEETS

Drawn By: JFUKUMITSU | DGN: C:\Projects\0015-043-024\TTM\Exhibits\TTM_Exhibits.dgn | Plotted on: Nov 06, 2024 - 4:09pm by: fukumitsu



LEGEND:

- 1 — PARCEL NO.
- 13,637 S.F. — PARCEL AREA (SQUARE FEET)
- PA3.1 — PLANNING AREA
- PROJECT BOUNDARY
- DEVELOPMENT AREA BOUNDARY
- EXISTING PARCEL BOUNDARY
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED EASEMENT
- EXISTING EASEMENT
- FUTURE RIGHT-OF-WAY
- 1000 — PROPOSED CONTOUR
- DAYLIGHT LINE
- SD — STORM DRAIN
- STORM CMP INLET
- S — SANITARY SEWER
- FM — SANITARY SEWER FORCE MAIN
- W-Z1 — WATER LINE, ZONE 1
- W-Z1A — WATER LINE, ZONE 1A
- RW — WATER LINE, RECLAIMED
- RW-Z1 — WATER LINE, RECLAIMED, ZONE 1A
- WCL — WATER LINE, COLLECTED
- AG — WATER LINE, AGRICULTURAL IRRIGATION
- G — GAS LINE
- E — ELECTRICAL LINE
- T — TELEPHONE LINE
- JT — JOINT TRENCH
- SD — EXISTING STORM DRAIN
- SST — EXISTING SANITARY SEWER TRUNK
- EXISTING CMP INLET
- S — EXISTING SANITARY SEWER
- W-Z1 — EXISTING WATER LINE, ZONE 1
- W-Z1A — EXISTING WATER LINE, ZONE 1A
- E — EXISTING ELECTRICAL LINE
- T — EXISTING TELEPHONE LINE
- FM — EXISTING SANITARY SEWER FORCE MAIN
- FEMA — FEMA LINE
- X-CAP — UPDATED EXISTING QCAP FLOODPLAIN PER PACE (09/2005)
- FW — EX. LACDPW Q_{CAP} FLOODWAY BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
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- 66KV — PROPOSED SCE 66KV LINE
- 500KV — FUTURE SCE 500KV LINE
- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
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- (WELL-E1A) — EXISTING WATER WELL LOCATION
- PROPOSED SCE 66KV TOWER LOCATION
- EXISTING POWER POLE
- OAK TREE HERITAGE SIZE LABELED WITH "H"
- SIGHT DISTANCE LINE
- TRAIL AND LACFCD ACCESS ROAD AT CREEK BANKS
- AC ACCESS ROAD
- PCC ACCESS ROAD
- TRAIL CONC. OR DG PER PLAN
- SLOPE SHADING
- BURIED BANK STABILIZATION

PLANNING AREA 1

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
1	92–97	6	COMMERCIAL–BUSINESS PARK	174300	9.5
	98–102	5	OPEN SPACE		2.1
	103	1	OPEN SPACE – NATURAL		24.5
			PUBLIC ROAD		0.3
1	SUB TOTAL (PLANNING AREA)	12		174300	36.4

PLANNING AREA 3

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
3.1	2–12	11	COMMERCIAL–BUSINESS PARK	581200	19.0
3.2	17,20	2	COMMERCIAL–BUSINESS PARK	18000	3.9
3.3a	29–35	7	COMMERCIAL–BUSINESS PARK	247800	13.7
3.3b	28, 38–39	3	COMMERCIAL–BUSINESS PARK	224500	11.2
3.3c	43–44	2	COMMERCIAL–BUSINESS PARK	66300	4.1
3.3d	47–55, 59	10	COMMERCIAL–BUSINESS PARK	767100	16.8
	1, 13–16, 18–19, 21–22, 26–27, 36–37, 40–42, 45–46, 56–58, 60–62	24	OPEN SPACE		33.3
	23–25, 104	4	OPEN SPACE – NATURAL		132.5
			PUBLIC ROAD		5.8
3	SUB TOTAL (PLANNING AREA)	63		1904900	239.0

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
K	KILOVOLT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
MIN	MINIMUM
N.A.P.	NOT A PART
OHL	OVERHEAD LINE
O.S.	OPEN SPACE
O.S.–NAT	NATURAL OPEN SPACE
PA	PLANNING AREA
PE	PAD ELEVATION
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RUA	RESTRICTED USE AREA
R/W	RIGHT–OF–WAY
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
TYP	TYPICAL
W.S	WATER SURFACE

NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP.

DISPOSITION:

A	ABANDON	RM	TO REMAIN
P	PROTECT IN PLACE	IN	INDETERMINATE IN NATURE
Q	QUIT CLAIM	L	LEASE (OIL, GAS, MINERALS)
R	REMOVE	NA	NOT APPLICABLE TO PROJECT
RE	RELOCATE	V	VACATE

DESIGNED: AW
DRAFTED: SC
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER — No. 40835 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2171 FX: (661) 294-9990
JASON H. FUKUMITSU — 11/20/24 — DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
PA1 AND PA3
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: 11/20/24
SCALE: AS SHOWN
PROJECT NO: 0015-043-024
SHEET 4 OF 7 SHEETS

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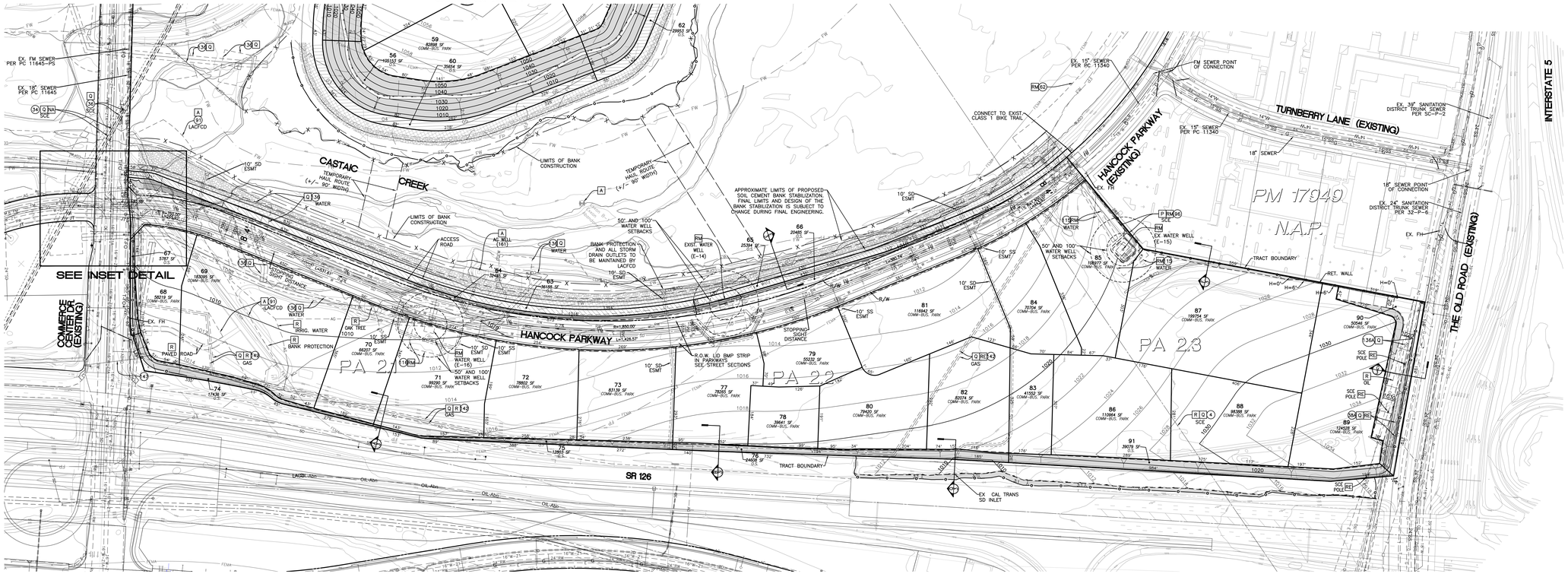

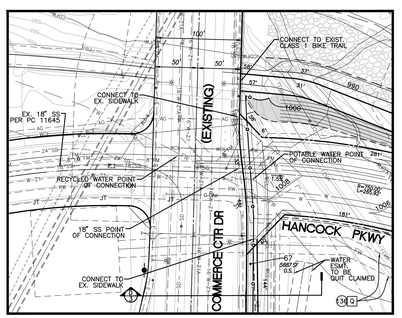

INSET DETAIL
HANCOCK PKWY
AT COMMERCE CTR DR

PLANNING AREA 2

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
2.1	68–73	6	COMMERCIAL–BUSINESS PARK	302600	13.0
2.2	77–82	6	COMMERCIAL–BUSINESS PARK	368400	10.4
2.3	83–90	8	COMMERCIAL–BUSINESS PARK	649800	18.6
	63–67, 74–76, 91	9	OPEN SPACE		4.8
			PUBLIC ROAD		6.3
2	SUB TOTAL (PLANNING AREA)	29		1320800	53.1

LEGEND:

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- 13,637 S.F. — PARCEL AREA (SQUARE FEET)
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- DEVELOPMENT AREA BOUNDARY
- EXISTING PARCEL BOUNDARY
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- EXISTING RIGHT OF WAY
- PROPOSED EASEMENT
- EXISTING EASEMENT
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- EXISTING CATCH BASIN
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- PROPOSED SCE 66KV TOWER LOCATION
- EXISTING POWER POLE
- OAK TREE HERITAGE SIZE LABELED WITH "H"
- SIGHT DISTANCE LINE
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- AC ACCESS ROAD
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- BURIED BANK STABILIZATION

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
K	KILOVOLT
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MIN	MINIMUM
N.A.P.	NOT A PART
OHL	OVERHEAD LINE
O.S.	OPEN SPACE
O.S.–NAT	NATURAL OPEN SPACE
PA	PLANNING AREA
PE	PAD ELEVATION
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RUA	RESTRICTED USE AREA
R/W	RIGHT OF WAY
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
TYP	TYPICAL
W.S	WATER SURFACE

NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP

DISPOSITION:

A	ABANDON	RM	TO REMAIN
P	PROTECT IN PLACE	IN	INDETERMINATE IN NATURE
Q	QUIT CLAIM	L	LEASE (OIL, GAS, MINERALS)
R	REMOVE	NA	NOT APPLICABLE TO PROJECT
RE	RELOCATE	V	VACATE

DESIGNED:				
AW				
DRAFTED:				
SC				
CHECKED:				
JFukumitsu	NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
24124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. ALEX HERRELL

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9990
JASON H. FUKUMITSU 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
PA2
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO. 0015-043-024
SHEET 5 OF 7 SHEETS

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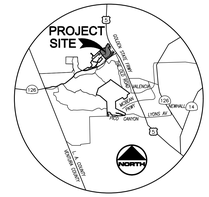
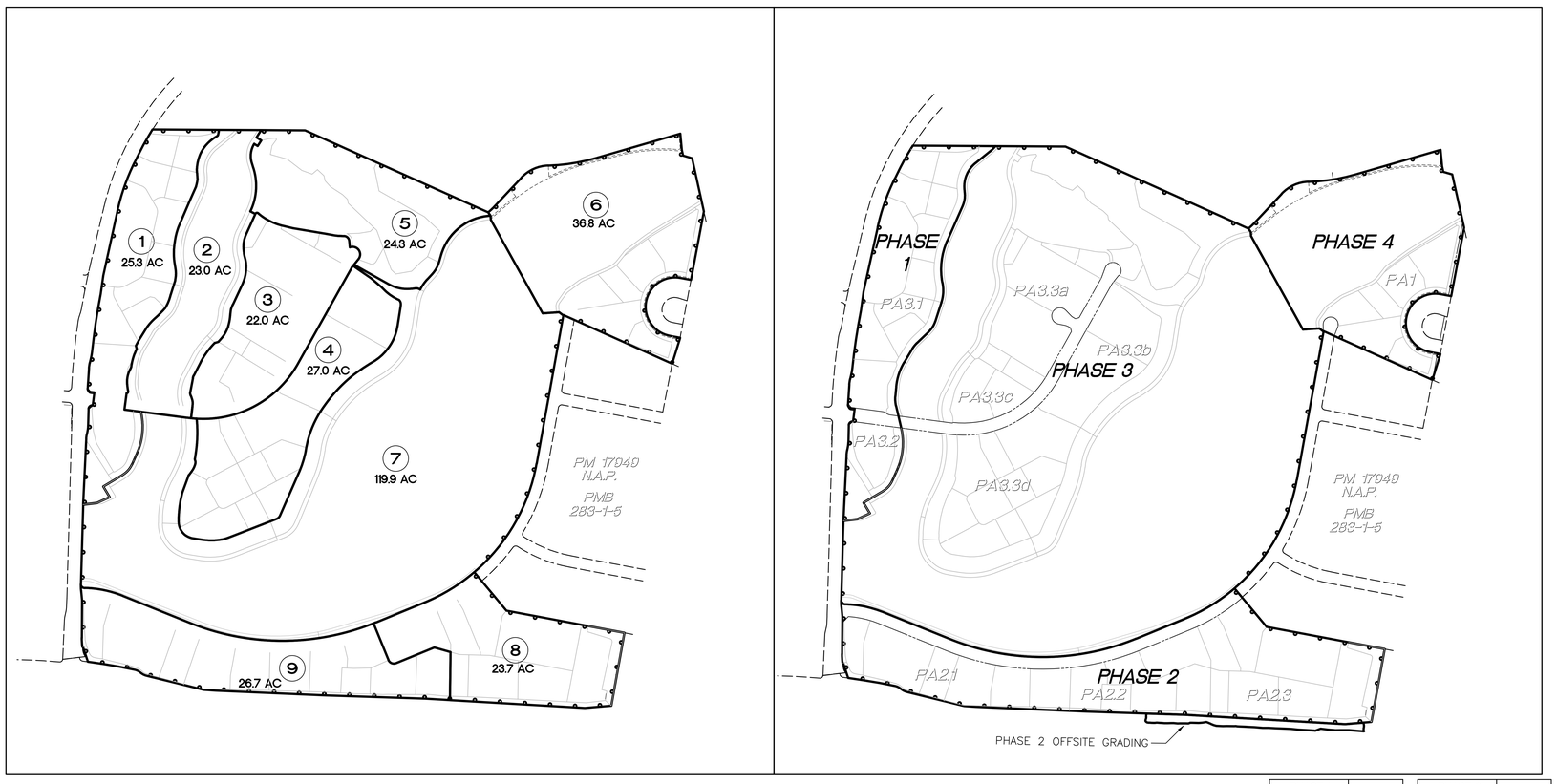
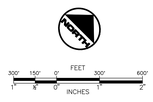


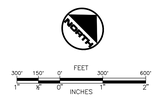
VICINITY MAP
NOT TO SCALE



LARGE LOT PARCEL MAP



PHASE MAP



PHASE 1	
Total AC	25.3 AC
Total On-Site AC	25.3 AC
Total Commercial SF	648,628 SF
Total Open Space	4.0 AC

PHASE 2	
Total AC	52.5 AC
Total On-Site AC	50.4 AC
Total Commercial SF	1,320,800 SF
Total Open Space	3.2 AC

PHASE 3	
Total AC	216.3 AC
Total On-Site AC	216.3 AC
Total Commercial SF	1,312,900 SF
Total Open Space	16.16 AC

PHASE 4	
Total AC	36.8 AC
Total On-Site AC	36.8 AC
Total Commercial SF	174,300 SF
Total Open Space	26.8 AC

THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT WE HEREBY REQUEST TO CHANGE THE ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.

LEGEND:

- PROPOSED TRACT BOUNDARY
- PROPOSED PARCEL BOUNDARY FOR LARGE LOT PARCEL MAP
- PROPOSED PARCEL LINE
- PROPOSED PHASE BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING PARCEL BOUNDARY / EXISTING RIGHT OF WAY
- (XX) PARCEL NUMBER
- 23.2 Ac. PARCEL ACREAGE

ABBREVIATIONS:

AC	ACRES
PM	PARCEL MAP
N.A.P.	NOT A PART
VTPM	VESTING TENTATIVE PARCEL MAP
PA	PLANNING AREA

DESIGNED:				
AW				
DRAFTED:				
SC				
CHECKED:				
JFukumitsu	NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. ALEX HERRELL

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PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. TOKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
PHASING/LARGE PARCEL LOT MAP
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	11/20/24
SCALE	AS SHOWN
PROJECT NO	0015-043-024
SHEET	6
OF	7 SHEETS

Drawn: Sep 05, 2024 - 10:40am By: Adrian
C:\Users\adrian\Documents\ACCORD\Valencia Commerce Center\Planning and Large Lot Map\Phase 1 - Sheet 6.dwg

LEGEND:

- 1 — PARCEL NO.
- 13,637 S.F. — PARCEL AREA (SQUARE FEET)
- PA3.1 — PLANNING AREA
- PROJECT BOUNDARY
- DEVELOPMENT AREA BOUNDARY
- EXISTING PARCEL BOUNDARY
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- EXISTING RIGHT-OF-WAY
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- EXISTING EASEMENT
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- EXISTING CATCH BASIN
- ABANDONED OIL WELL
- (WELL-ETAL) — EXISTING WATER WELL LOCATION
- PROPOSED SCE 66KV TOWER LOCATION
- EXISTING POWER POLE

ABBREVIATIONS:

RUA	– RESTRICTED USE AREA	NA	– NOT APPLICABLE
W.S	– WATER SURFACE	MIN	– MINIMUM
P.F.	– PUBLIC FACILITY	GB	– GRADE BREAK
O.S.	– OPEN SPACE	PROP	– PROPOSED
O.S.–NAT.	– NATURAL OPEN SPACE	R	– RADIUS
EX	– EXISTING	SF	– SQUARE FOOT
HP	– HIGH POINT	SD	– STORM DRAIN
L	– LENGTH	SS	– SANITARY SEWER
PA	– PLANNING AREA	R/W	– RIGHT–OF–WAY
OHL	– OVERHEAD LINE	TYP	– TYPICAL
KV	– KILOVOLT	PE	– PAD ELEVATION
PVT	– PRIVATE DRIVE		
SCE	– SOUTHERN CALIFORNIA EDISON		

NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP

OFFSITE IMPROVEMENTS

NORTH

FEET: 200' 100' 0 200' 400'
INCHES: 1" = 200'

DESIGNED:	NO.	REVISIONS	DATE	BY
AW				
DRAFTED: SC				
CHECKED: JFukumitsu				

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. MATT HANSON

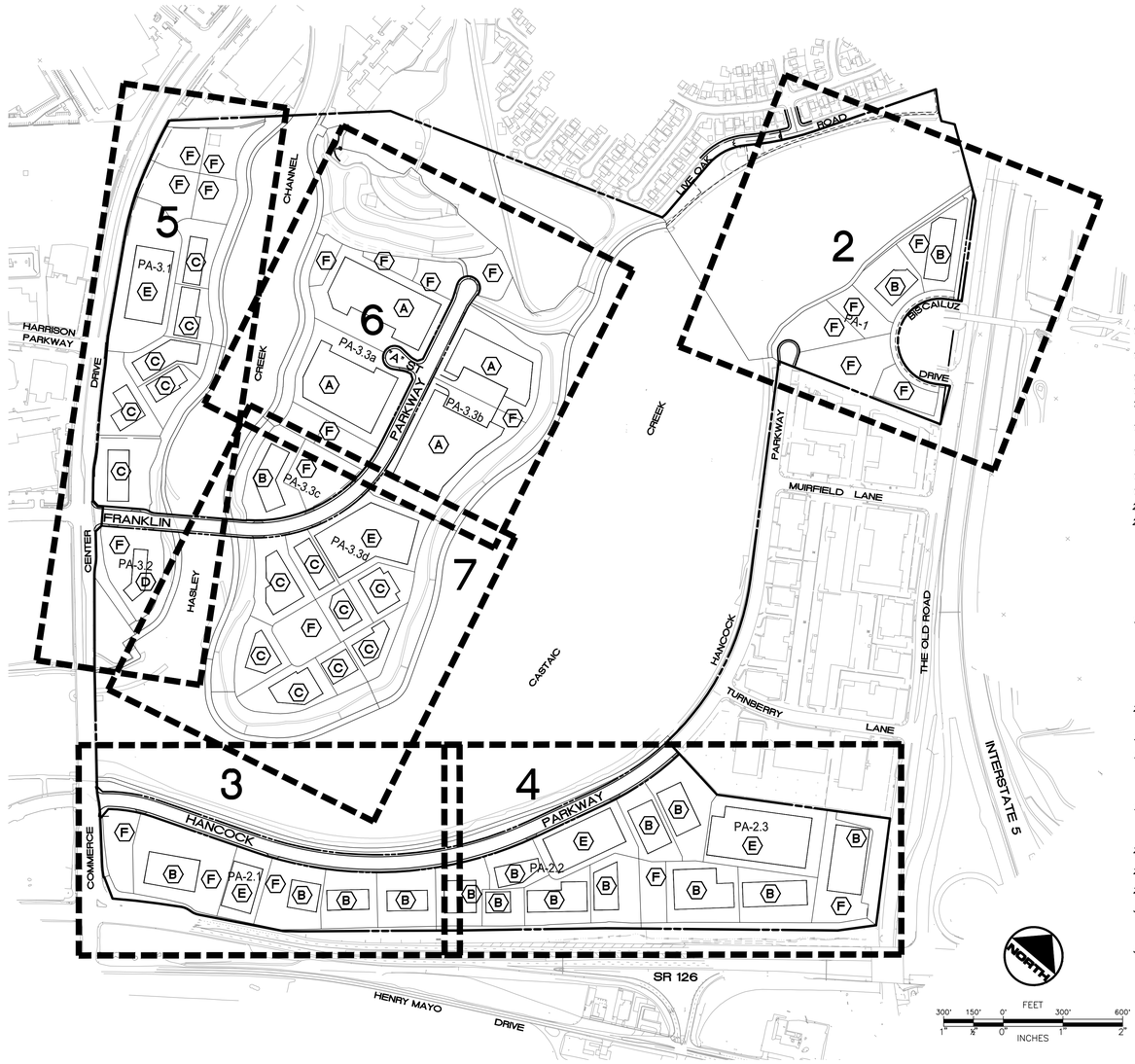
JASON H. FUKUMITSU No. 40935 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH (661) 294-2211 • FX (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
OFFSITE IMPROVEMENTS
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO 0015-043-024
SHEET 7 OF 7 SHEETS

S:\Design\18108\Exhibits\Offsite Improvements\Key Plotted on Oct 21, 2024 - 2:23pm by aaron



INDEX MAP

GENERAL NOTES:

1. GRADE ELEVATIONS SHOWN ON THE VTPM ARE APPROXIMATE. THE ELEVATIONS MAY CHANGE BY 10 FEET. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. LOT LINES CAN BE ADJUSTED PROVIDED NO ADDITIONAL DEVELOPABLE LOTS ARE CREATED. THE DEGREE OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL, THE SUBDIVISION MAP ACT.
3. ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. ADJUSTMENTS TO STREETS CAN BE MADE PROVIDED THE DEPARTMENT OF PUBLIC WORKS AND DRP DETERMINE THAT THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO TRAILS CAN BE MADE WITH APPROVAL BY DRP AND THE PARKS AND RECREATION DEPARTMENT.
4. BUILDING FOOTPRINTS THAT ARE SHOWN ON THE SUBDIVISION MAP OR ACCOMPANYING SITE PLAN ARE ONLY FOR ILLUSTRATIVE PURPOSES. ACTUAL BUILDING LOCATIONS AND FOOTPRINTS MAY VARY AND WILL BE REVIEWED DURING PLOT PLAN APPROVAL AND SHALL BE GRANTED PROVIDED THE PROPOSED BUILDING SATISFIES ALL EXISTING CODES AND ORDINANCES.
5. PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (E.G. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
6. PERMISSION IS REQUESTED FOR UNIT PHASING.
7. PERMISSION IS REQUESTED TO COMBINE LOTS.
8. PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
9. PERMISSION IS REQUESTED TO RECORD ADDITIONAL NON DEVELOPABLE LOTS FOR PRIVATE DRIVEWAY PURPOSES.
10. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS PROVIDED MAINTENANCE EASEMENTS ARE GRANTED TO THE SATISFACTION OF DPW.
11. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PASEOS, PEDESTRIAN BRIDGES, TRANSIT SHELTERS, WATER QUALITY BASINS, WATER TANKS, ETC.) MAY BE RELOCATED TO THE SATISFACTION OF DPW AND DRP.
12. PROPOSED RETAIL, INDUSTRIAL, AND OFFICE FLOOR AREA ARE INTERCHANGEABLE IF THE REQUIRED PARKING IS PROVIDED.
13. PERMISSION TO RECORD JOINT ACCESS EASEMENTS (20' WIDE) AS LOTS REQUESTED.
14. REQUEST PERMISSION TO MASS/BULK GRADE.
15. PROPOSED STREET GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS.
16. PROVIDE STANDARD RIGHT OF WAY RETURN RADII OF 13 FT. AT ALL LOCAL STREET INTERSECTIONS AND 27 FT WHERE ALL PLANNED HIGHWAYS INTERSECT OR WHERE ONE OF THE ROADS SERVES A COMMERCIAL OR INDUSTRIAL DEVELOPMENT.
17. MODIFIED STREET CROSS-SECTIONS AS SHOWN ON VESTING TENTATIVE TRACT MAP ARE REQUESTED. HOWEVER, PERMISSION IS SOUGHT TO CONSTRUCT STANDARD AND ALTERNATE STREET CROSS-SECTIONS AT THE DISCRETION OF THE SUBDIVIDER.
18. ALL DIMENSIONS SHOWN ARE APPROXIMATE.
19. TOPO COMPILED 12/2013 FROM AERIAL DATA FLOWN 12/2013.
20. PERMISSION IS REQUESTED TO VACATE EXCESS RIGHT OF WAY ON LIVE OAK ROAD WITHIN LOTS 24, 25, 27, 42 AND 104.
21. GRADING OF FINAL FLAT BUILDING PADS SHALL BE ALLOWED ON THE PROJECT ROUGH GRADING PLANS CONSISTENT WITH "SECTION J109.5 DISPOSAL" OF APPENDIX J OF THE LOS ANGELES COUNTY BUILDING CODE. THE LOCATION AND ELEVATION OF THE BUILDING PADS WILL BE CONSISTENT WITH THE APPROVED VESTING TENTATIVE TRACT MAP OR THE MOST CURRENT APPROVED EXHIBIT "A" SITE PLAN.
THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE ROUGH GRADING PLAN:
ALL FLAT PADS WILL DRAIN TO AN APPROVED DRAINAGE FACILITY OR PUBLIC STREET IN A CONTROLLED MANNER AND CONSISTENT WITH THE APPROVED PROJECT HYDROLOGY OR EROSION CONTROL PLAN AS DETERMINED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS. THE USE OF SWALES, BERMS, OR OTHER DRAINAGE FACILITIES SHALL BE UTILIZED AS NECESSARY TO PREVENT DRAINAGE ACROSS PROPERTY LINES.
22. GRADING OF VTPM 18108 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE VTTM. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE A BALANCED GRADING PHASE. AN INTERIM HYDROLOGY REPORT WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. DRAINAGE AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPW.RASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.
23. THE BREAKDOWN OF EARTHWORK VOLUMES OF EACH PHASE SHOULD BE CONSIDERED A FRACTION OF THE OVERALL PROPOSED EARTHWORK QUANTITY FOR THE ENTIRE PROJECT.
24. THE CUMULATIVE EARTHWORK VOLUME FOR ALL PHASES WILL BE REQUIRED ON EACH SET OF GRADING PLAN SUBMITTED.
25. THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT PERMISSION IS REQUESTED TO CHANGE THE NUMBER AND ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT, AND A MODIFIED PHASING MAP IS PROVIDED TO DRP.
26. PERMISSION IS REQUESTED TO WAIVE PUBLIC STREET FRONTAGE REQUIREMENTS, TO THE SATISFACTION OF DRP AND DPW, FOR THE FOLLOWING LOTS: 3, 5, 7, 8, 9, 10, 30, 31, 34, 50, 51, 52, 53, 54, 55, 59, 78, 80, 82, 83, 86, 87, 88, 89, 93, 95, 96, AND 97.
27. ALL SLOPES AND LANDSCAPING TO BE MAINTAINED BY VALENCIA COMMERCE CENTER ASSOCIATION.
28. ALL SEWER AND STORM DRAIN SHOWN IN EASEMENTS ON PRIVATE PROPERTY SHALL BE PUBLICLY MAINTAINED.
29. ALL ABANDONMENTS AND QUITCLAIMS SHALL BE COMPLETED PRIOR TO FINAL MAP.
30. THE DEVELOPER/ENGINEER ACKNOWLEDGES THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASIN WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE IN THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING PLANNING DOCUMENTS BY THE DEPARTMENT OF REGIONAL PLANNING.
31. THE LID PROJECT DESIGN FEATURES PROPOSED AS PART OF THE PROJECT ARE SELECTED IN ACCORDANCE WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND PROVIDE PRETREATMENT, RETENTION, AND BIOFILTRATION VOLUME CONSISTENT WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND THE LA COUNTY LID DEVELOPMENT DESIGN MANUAL.

SURVEY NOTES:

VERTICAL DATUM:
LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS BENCHMARK DESCRIBED AS FOLLOWS: LACDPW L5402 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT W/O C/L THE OLD RD (W ROWY) AND 0.6 MI S/O HENRY MAYO DR @ MI MKR #6.25 NEWHALL QUAD, 1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951

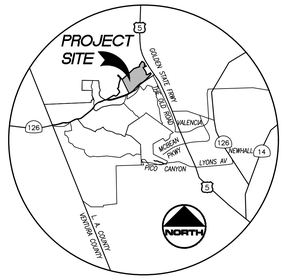
THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988 IS 2.3 FEET HIGHER THAN NAVD 1929).

SPECIAL NOTE:

1. PROPOSED RECLAIMED WATER LINES WILL BE LOCATED IN PUBLIC STREETS AND TRAILS.

NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PERSONNEL PEDESTRIAN ACCESS GATES LOCATED TO THE SATISFACTION OF THE FIRE DEPARTMENT (NO VEHICULAR ACCESS).
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRELANE TO BE DEDICATED BY SEPARATE INSTRUMENT BASED UPON THE FINAL SITE PLAN APPROVAL.
4. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.



VICINITY MAP
NOT TO SCALE

PROJECT RELATED ENTITLEMENTS:

PROJECT NUMBER – 87-350
CONDITIONAL USE PERMIT – 87-360
OAK TREE PERMIT – 200700022
PARKING PERMIT – RPPL2022007239
ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114

UTILITY PROVIDERS

PHONE: AT&T
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON
SEWER TREATMENT: LA COUNTY SANITATION
DISTRICT SCHOOLS: CASTAIC UNION SCHOOL DISTRICT
WM S HART SCHOOL DISTRICT
WATER: SANTA CLARITA VALLEY WATER AGENCY
POLICE PROTECTION: LA COUNTY SHERIFF
FIRE PROTECTION: LA COUNTY FIRE

SHEET INDEX

SHEET No.	DESCRIPTION
1	TITLE SHEET, NOTES, STATISTICS
1A	EASEMENTS
2	PLANNING AREA 1
3	PLANNING AREA 2.1
4	PLANNING AREA 2.2 AND 2.3
5	PLANNING AREA 3.1 AND 3.2
6	PLANNING AREA 3.3a AND 3.3b
7	PLANNING AREA 3.3c AND 3.3d

APPROXIMATE EARTHWORK QUANTITIES:

	Cut Volume (CY)	Fill Volume (CY)
RAW (MASS EX.)	3,500,000	3,090,000
SHRINKAGE		410,000
TOTAL	3,500,000	3,500,000

REMEDIAL GRADING NOT INCLUDED
EARTHWORK TO BE BALANCED ONSITE

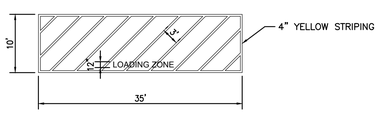
PROJECT SUMMARY:

GROSS AREA	328.8 Acres
TOTAL LOTS	104
EXISTING ZONING	M-1.5-DP, M-1.5
PROPOSED ZONING	M-1.5-DP, M-1.5
EXISTING COUNTYWIDE GENERAL PLAN DESIGNATION:	I 0
PROPOSED COUNTYWIDE GENERAL PLAN DESIGNATIONS:	I 0

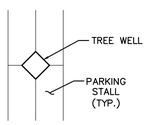
LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
EXHIBIT MAP PM18108

LEGEND

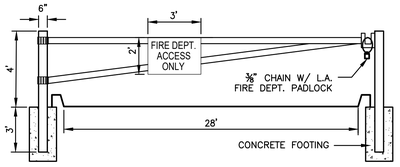
2 SHEET NUMBER
(A) INDUSTRIAL
(B) OFFICE
(C) OFFICE (4 LEVELS)
(D) RETAIL
(E) STRUCTURE PARKING
(F) SURFACE PARKING



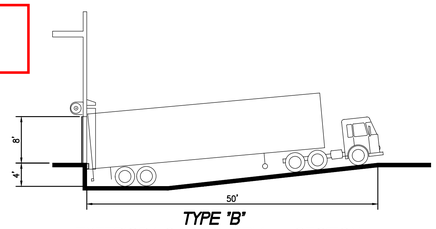
TYPE "A"
TYPICAL LOADING ZONE - PLAN
MIN. DIMENSIONS: 10' W x 35' D x 14' H
NOT TO SCALE



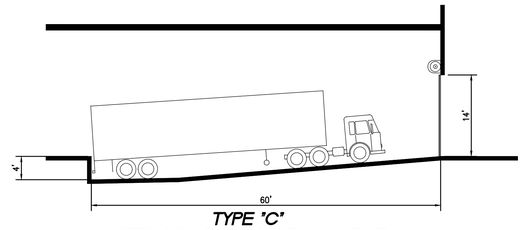
TREE WELL
NOT TO SCALE



EMERGENCY ACCESS GATE DETAIL
NOT TO SCALE



TYPE "B"
EXTERIOR LOADING WELL - SECTION
MIN. DIMENSIONS: 10' W x 35' D x 14' H
NOT TO SCALE

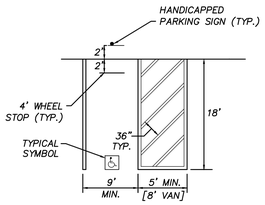


TYPE "C"
INTERIOR LOADING WELL - SECTION
MIN. DIMENSIONS: 10' W x 35' D x 14' H
NOT TO SCALE

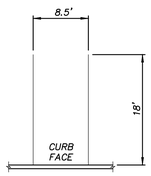
NON-RESIDENTIAL SITE DEVELOPMENT STANDARDS

STREET FRONTAGE	LOT REQUIREMENTS			
	MINIMUM FRONT PARKING SETBACK	MINIMUM FRONT BUILDING SETBACK	MINIMUM SIDE PARKING SETBACK (CORNER LOT)	MINIMUM SIDE BUILDING SETBACK (CORNER LOT)
COMMERCE CENTER DRIVE	33.5'	65'	20'	25'
INTERIOR STREETS	15' [1]	40'	15' [1]	25'

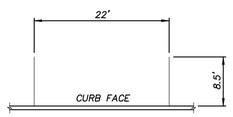
SETBACKS ARE MEASURED FROM CURB OF ROADWAY.
1. 20' AT SIDEWALK CONDITIONS



HANDICAP PARKING
NOT TO SCALE



TYPICAL PERPENDICULAR PARKING
NOT TO SCALE



TYPICAL PARALLEL PARKING
NOT TO SCALE

PARKING SPACE SUMMARY TABLE

PLANNING AREA	LOT NO.	STREET FRONTAGE	NO. OF Buildings	Retail Building S.F.	Office Building S.F.	Industrial Building S.F.	Total Building S.F.	Required Retail Parking Spaces (1/250 S.F.)	Required Office Parking Spaces (1/400 S.F.)	Required Industrial Parking Spaces (1/500 S.F.)	Total Parking Spaces Required	Retail Parking Spaces Provided	Office Parking Spaces Provided	Total Industrial Spaces Provided	Total Parking Spaces Provided
1	92-97	THE OLD ROAD	2	–	174300	–	174300	–	436	–	436	–	436	–	436
2.1	68-73	HANCOCK PARKWAY	4	–	302600	–	302600	–	757	–	757	–	757	–	757
2.2	77-82	HANCOCK PARKWAY	5	–	368400	–	368400	–	921	–	921	–	921	–	921
2.3	83-90	HANCOCK PARKWAY	5	–	649800	–	649800	–	1625	–	1625	–	1625	–	1625
3.1	2-12	COMMERCE CENTER DRIVE	6	–	581200	–	581200	–	1453	–	1453	–	1453	–	1453
3.2	17,20	COMMERCE CENTER DRIVE	1	18000	–	–	18000	72	–	–	72	72	–	–	72
3.3a	29-35	FRANKLIN PARKWAY	2	–	–	247800	247800	–	–	496	496	–	–	496	496
3.3b	28,38,39	FRANKLIN PARKWAY	2	–	–	224500	224500	–	–	449	449	–	–	449	449
3.3c	43,44	FRANKLIN PARKWAY	1	–	66300	–	66300	–	166	–	166	–	166	–	166
3.3d	47-55,59	FRANKLIN PARKWAY	8	–	767100	–	767100	–	1918	–	1918	–	1918	–	1918
TOTAL	–	–	36	18000	2909700	472300	3400000	72	7276	945	8293	72	7276	945	8293

NOTE:
1. EASEMENTS FOR INGRESS / EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP.
2. ALL HANDICAP SPACES ARE VAN ACCESSIBLE

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866-002-001, 2866-002-007, 2866-002-045, 2866-002-052, 2866-002-061, 2866-002-063, AND 3271-001-038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522, OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 1
OF 7 SHEETS

Plan No. HCC093-01

G:\Newhall Ranch\18108 VCC\Tentative\VCC093-01_Exh. A.dwg Plotted on Oct 22, 2024-10:54am by sdonne

EASEMENTS DISPOSITION NOTES:

ALL COUNTY EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE WITH FINAL MAP RECORDATION.
ALL OTHER EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE PRIOR TO FINAL MAP RECORDATION.

DATED AS OF JAN 17, 2023

NA 1. *INTENTIONALLY DELETED*

NA 1A. *TAXES AND ASSESSMENTS. REPORT TO FOLLOW. PLEASE VERIFY BEFORE CLOSING.*

NA 1B. *THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.*

NA 1C. *WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.*

NA 2. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 3, 1907 IN BOOK 3210 OF DEEDS, PAGE 74.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE PROVIDED BETTER COPY IS STILL ILLEGIBLE.

Q R 3. *AN EASEMENT FOR ELECTRIC LIGHT AND POWER LINE AND INCIDENTAL PURPOSES, RECORDED OCTOBER 23, 1907 IN BOOK 3251 OF DEEDS, PAGE 51.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: STARTS ON THE VENTURA COUNTY SIDE. NOT PLOTTED. MIGHT BE PLOTTABLE WITH ADDITIONAL SURVEY.

Q R 4. *AN EASEMENT FOR POLES, GUYS, ANCHORS, CROSS-ARMS AND WIRES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 27, 1920, AS DOCUMENT NO. 426 IN BOOK 7068 OF DEEDS, PAGE 323.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
SURVEYORS NOTE: THE LEGAL DESCRIPTION MAKE CALLS TO 'STAKES' THAT EXISTED IN 1915 AT THE TIME THE EASEMENTS ORIGINATED. THE DOCUMENT DOES NOT DEFINE A WIDTH. THE PORTION OF THE EASEMENT IS PLOTTED APPROXIMATELY BASED ON AN EXISTING POLE LINE WESTERLY OF THE LAND FILL TO THE LOS ANGELES COUNTY LINE THAT STILL EXIST. THE PORTION EASTERLY OF THE LANDFILL IS PLOTTED BASED ON THE SURVEYED LOCATION PER RS 112/39-42 TO THE MOST NORTHERLY ANGLE POINT. THE REMAINING PORTION EASTERLY IS PLOTTED BASED ON RECORD ANGLES AND DISTANCES FROM SAID MOST NORTHERLY ANGLE POINT. THE QUITCLAIM DEED WAS PLOTTED BASED ON EXISTING POLES FROM THE AERIAL TOPOGRAPHY.

NA 5. *INTENTIONALLY DELETED.*

NA 6. *THE PERMISSIVE LICENSE TO EMPTY OR SPILL WATER FROM THE LOS ANGELES AQUEDUCT INTO THE STREAMS OR WATER CHANNELS RUNNING THROUGH CERTAIN PORTIONS OF THE PREMISES HEREIN DESCRIBED UPON CERTAIN CONDITIONS, AS CONTAINED IN THE AGREEMENT BETWEEN THE NEWHALL LAND AND FARMING COMPANY AND THE CITY OF LOS ANGELES, RECORDED DECEMBER 14, 1920, AS DOCUMENT NO. 825 IN BOOK 308, PAGE 82 OF MISCELLANEOUS RECORDS.*
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 7-14 *INTENTIONALLY DELETED.*

NA 14A. *AN EASEMENT FOR POLE LINES, ANCHORS, UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16456, PAGE 204 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA TELEPHONE COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DESCRIBES APPROXIMATE AND GENERAL LOCATIONS FOR THE EASEMENT.

Q RE 14B. *AN EASEMENT FOR 2 PIPE LINES AND A POLE LINE AND INCIDENTAL PURPOSES, RECORDED AS BOOK 13835, PAGES 350 OF OFFICIAL RECORDS.*
IN FAVOR OF: GENERAL PIPE LINE COMPANY OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT BASED ON TIED TO THE OLD ROAD AND SPRR.

NA 15-17A *INTENTIONALLY DELETED*

NA 17B. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED AS BOOK 29881, PAGE 252 OF OFFICIAL RECORDS. AFFECTS: PARCEL 2 SURVEYORS NOTE: THE STATE HIGHWAY WAS RELINQUISHED TO THE COUNTY OF LOS ANGELES SHOWN ON STATE HIGHWAY MAP BOOK 13, PAGES 13-17. IT IS UNCLEAR IF THE ABUTTER'S RIGHTS OF INGRESS AND EGRESS REMAIN.*

NA 17C-24 *INTENTIONALLY DELETED*

NA 25. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED APRIL 10, 1951 AS INSTRUMENT NO. 2549, IN BOOK 36011, PAGE 33 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE.

NA 26-32 *INTENTIONALLY DELETED*

RM Q NA 33. *AN EASEMENT FOR ELECTRICAL TRANSMISSION LINES, POLES, TOWERS, AND ACCESS AND INCIDENTAL PURPOSES, RECORDED JULY 1, 1958 AS INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS AND FEBRUARY 8, 1960, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS. INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS IS THE JUDGEMENT THAT REFERENCES THE FINAL ORDER OF CONDEMNATION RECORDED AS INSTRUMENT NO. 4125.

Q NA 34. *AN EASEMENT FOR ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED AUGUST 5, 1958 AS INSTRUMENT NO. 3331, IN BOOK D 177, PAGE 503 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 35. *INTENTIONALLY DELETED*

Q RM 36. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 8, 1960 AS INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 37&38 *INTENTIONALLY DELETED*

Q RE 38A. *AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH, COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 4, 1962 AS INSTRUMENT NO. 3559 OF OFFICIAL RECORDS.*
IN FAVOR OF: THE PACIFIC TELEPHONE, TELEGRAPH COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 39&40 *INTENTIONALLY DELETED*

RM 41. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1966 AS INSTRUMENT NO.2218, RECORDED IN BOOK D3363, PAGE 502 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL QUITCLAIM DEED" RECORDED JULY 5, 2019 AS INSTRUMENT NO. 20190648481 OF OFFICIAL RECORDS.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. QUITCLAIM PLOTTED PER DOCUMENT.

NA 42. *INTENTIONALLY DELETED*

NA 43. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED AN AGREEMENT, EXECUTED BY AND BETWEEN THE NEWHALL LAND AND FARMING COMPANY, A CALIFORNIA CORPORATION AND LARWIN-SOUTHERN CALIFORNIA, INC., A CALIFORNIA CORPORATION FOR THE BENEFIT OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT AND THE COUNTY OF LOS ANGELES, RECORDED NOVEMBER 26, 1969, AS INSTRUMENT NO. INSTRUMENT NO. 3142, IN BOOK M-3354, PAGE 739 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 44-50 *INTENTIONALLY DELETED*

NA 51. *AN INSTRUMENT ENTITLED "NOTIFICATION OF FLOODWAY AND FLOOD HAZARD AREA" DATED JUNE 11, 1982, WHEREAS ORDINANCE NO. 12,114 ADOPTED MARCH 12, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND THEREAFTER PERIODICALLY AMENDED, CREATED AND ESTABLISHED FLOODWAY AND WATER SURFACE ELEVATIONS.*
SAID ORDINANCE PROVIDES THAT SUCH FLOODWAYS AND WATER SURFACE ELEVATIONS WERE ESTABLISHED OVER THOSE LANDS SUBJECT TO SEVERE FLOOD HAZARD B REASON OF INUNDATION, OVERFLOW, EROSION OR DEPOSITION OF DEBRIS AND WHEREAS ORDINANCE NO. 12,115 AMENDING THE BUILDING CODE TO REGULATE CONSTRUCTION WITHIN ESTABLISHED FLOODWAYS WAS ADOPTED MARCH 25, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND CONTAINS PROVISIONS RELATIVE TO THE PROHIBITION OF THE PLACEMENT OF BUILDINGS OR OTHER STRUCTURES IN AN AREA TO BE SUBJECT TO FLOOD HAZARD BY REASON OF INUNDATION, OVERFLOW OR EROSION, RECORDED JUNE 14, 1982, AS INSTRUMENT NO. 82-599334, OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE DOCUMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DEPICTS GRAPHICAL INFORMATION.

NA 52-54 *INTENTIONALLY DELETED*

NA 55. *AN EASEMENT FOR DRAINAGE AND SLOPES AND INCIDENTAL PURPOSES, RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 56. *A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: SEE ITEM 55 FOR LOCATION.

RM 56A. *AN EASEMENT FOR WATER PIPELINES, WATER TANK, ACCESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 27, 1993 AS INSTRUMENT NO. 93-159145 OF OFFICIAL RECORDS. IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION*
AFFECTS: AS DESCRIBED THEREIN
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735841 OF OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 57. *INTENTIONALLY DELETED*

NA 57A. *AN EASEMENT FOR ELECTRICAL SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 02, 1996 AS INSTRUMENT NO. 96-1615020 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 58. *AN EASEMENT FOR ELECTRIC LINES FOR CONVEYING ELECTRIC ENERGY AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 3, 1997 AS INSTRUMENT NO. 97-178589 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 59. *INTENTIONALLY DELETED*

NA 60. *AN EASEMENT FOR TRAFFIC CONTROL DEVICES AND INCIDENTAL PURPOSES, RECORDED MARCH 21, 1997 AS INSTRUMENT NO. 97-434775 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 61. *INTENTIONALLY DELETED*

NA 62. *EASEMENT FOR ROADWAY, ACCESS, INGRESS, EGRESS, SLOPE, STORM DRAIN, SEWER AND FLOOD CONTROL PURPOSES, AS SHOWN OR DEDICATED ON THE FOLLOWING PARCEL MAPS:*
NA *AS MAP NO. 15173, IN BOOK 161, PAGE 80-87, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 22261, IN BOOK 273, PAGE 27-37, PARCEL MAPS; SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
NA *AS MAP NO. 20839, IN BOOK 273, PAGES 38-43, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
NA *AS MAP NO. 17949-01, IN BOOK 282, PAGES 94-98, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
RM *AS MAP NO. 17949, IN BOOK 283, PAGES 1-5, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
NA *AS MAP NO. 19784-01, IN BOOK 279 PAGES 34-44, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
NA *AS MAP NO. 26363, IN BOOK 353 PAGES 44-56, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 18229, IN BOOK 232, PAGES 1-11, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
63-67 INTENTIONALLY DELETED

NA 68. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE HIGHWAY AND/OR FREEWAY ADJACENT TO SAID LAND HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED. SEPTEMBER 15, 2000 AS INSTRUMENT NO. 00-1445419 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 69-90 *INTENTIONALLY DELETED*

Q 91. *AN EASEMENT FOR FLOOD CONTROL AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513085 OF OFFICIAL RECORDS.*
IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 92&93 *INTENTIONALLY DELETED*

RM 94. *AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513084 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

Q 95. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 2005 AS INSTRUMENT NO. 05-3215252 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PARCEL 1-3 ARE NOT LOCATABLE DUE TO ERRORS IN THE LEGAL DESCRIPTION. THE REST OF THE PARCELS ARE PLOTTED PER DOCUMENT.

P RM 96. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 12, 2006 AS INSTRUMENT NO. 06-0079742 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

P RM 97. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 24, 2006 AS INSTRUMENT NO. 06-0415610 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 98-100 *INTENTIONALLY DELETED*

RM 101. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT FOR CONSTRUCTION OF A PARKING FACILITY FOR THE STORAGE OF TRAILERS AND RECREATIONAL VEHICLES WITHIN FLOOD HAZARD AREA" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637210 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 102. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING THE MAINTENANCE OF LOW IMPACT DEVELOPMENT (LID) FEATURES" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637211 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 103. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637212 OF OFFICIAL RECORDS.*
AFFECTS:
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 104. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "BUILDOVER AGREEMENT" RECORDED JUNE 29, 2011 AS INSTRUMENT NO. 20110880140 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

Q 105. *AN EASEMENT FOR WATER PIPELINE, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED AUGUST 08, 2011 AS INSTRUMENT NO. 20111058697 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 106. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF AGREEMENT" RECORDED SEPTEMBER 09, 2011 AS INSTRUMENT NO. 20111221427 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 107-114 *INTENTIONALLY DELETED*

RM 115. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WATER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735839 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

RM 116. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WARTER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735840 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 117. *RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET, ALLEY OR HIGHWAY.*

NA 118. *INTENTIONALLY DELETED*

NA 119. *RIGHTS OF PARTIES IN POSSESSION.*

NA 120. *INTENTIONALLY DELETED*

RM 121. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16643 PAGE 243 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, LTD., A CORPORATION
AFFECTS: PORTIONS OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 122. *AN EASEMENT FOR POLES AND INCIDENTAL PURPOSES OVER THOSE PORTIONS OF SAID LAND, WITHIN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 17 WEST, IN THE RANCHO SAN FRANCISCO, LOS ANGELES COUNTY, CALIFORNIA, AS SHOWN ON LICENSED SURVEYOR'S MAP FILED IN BOOK 1 PAGE 514 OF PATENTS. ALL POLES TO BE ERECTED AND MAINTAINED WITHIN ONE FOOT OF THE FOLLOWING DESCRIBED LINE:*
BEGINNING AT AN EXISTING SOUTHERN CALIFORNIA EDISON COMPANY POLE #710893-E, LOCATED IN THE EASTERLY LINE OF HASLEY CANYON ROAD, 3710 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID SECTION 12 AND 420 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID SECTION, SAID POINT HEREINAFTER REFERRED TO AS POINT "A"; THENCE NORTHEASTERLY 1435 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "B"; THENCE EASTERLY, FORMING AN ANGLE OF 119 DEGREES 10' 480 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "C".
ALSO, FOUR STRIPS OF LAND THE CENTER LINES OF WHICH ARE DESCRIBED AS FOLLOWS:
STRIP 1: BEGINNING AT SAID POINT "A"; THENCE SOUTHWESTERLY 100 FEET;
STRIP 2: BEGINNING AT SAID POINT "B"; THENCE WESTERLY 40 FEET;
STRIP 3: BEGINNING AT SAID POINT "B"; THENCE NORTHEASTERLY 40 FEET;
STRIP 4: BEGINNING AT SAID POINT "C"; THENCE EASTERLY 40 FEET;
EXCEPT THEREFROM ANY PORTION THEREOF, LYING WITHIN HASLEY CANYON ROAD, 40 FEET WIDE, AS NOW ESTABLISHED,
AS GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, BY DEED RECORDED SEPTEMBER 4, 1953 IN BOOK 42632 PAGE 203, OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE EASEMENT BEGINS AT AN EXISTING POLE.

NA 123. *INTENTIONALLY DELETED*

NA 124. *AN EASEMENT FOR WATER SYSTEM MAINS, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING PIPELINES, WATER WELLS, PUMPING STATIONS, RESERVOIRS, BLENDING PLANTS, TREATMENT PLANTS AND CONDUITS AND CABLES FOR POWER TRANSMISSION AND COMMUNICATION PURPOSES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS INSTRUMENT NO. 3780 IN BOOK D4248 PAGE 313 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

NA 125. *AN EASEMENT FOR CABLE TELEVISION LINES, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING CONDUITS, CABLES, TRANSFORMERS, TRANSMISSION RELAYS, HOOKUP FACILITIES AND APPURTENANCES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS BOOK D4248, PAGE 315 OF OFFICIAL RECORDS.*
IN FAVOR OF: RANCHERS SUPPLY COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

RM 126. *A RIGHT OF WAY FOR A STATE HIGHWAY OVER THOSE PORTIONS OF SAID LAND INCLUDED WITHIN A STRIP OF LAND 60 FEET WIDE, BEING 30 FEET ON EACH SIDE OF THE CENTER LINE AS MORE PARTICULARLY DESCRIBED THEREIN, AS GRANTED UPON CERTAIN CONDITIONS BY THE NEWHALL LAND AND FARMING COMPANY TO STATE OF CALIFORNIA, BY DEED RECORDED JULY 7, 1915 IN BOOK 6056 PAGE 284, OF DEEDS.*
EASEMENT LOCATION CANNOT BE DETERMINED
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 127-130 *INTENTIONALLY DELETED*

R 131. *AN EASEMENT FOR UTILITY PURPOSES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 34891 PAGE 223 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. THE DOCUMENT DOES NOT DEFINE A WIDTH. ALIGNMENT BASED ON EXISTING POLE LOCATION.

RM 132. *AN EASEMENT FOR DRAINAGE PURPOSES AND INCIDENTAL PURPOSES, RECORDED APRIL 16, 1969 AS INSTRUMENT NO. 614 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT. ADDITIONAL FIELD WORK WOULD BE REQUIRED TO EXACTLY LOCATE. THE CURRENT PLOTTING SHOULD BE WITHIN 0.15' OF THE CORRECT LOCATION.
THE EASEMENT ADJOINS PARCEL 4 OF THE DOCUMENT RECORDED APRIL 18, 1966 AS INST. NO. 2223 IN BOOK D3274, PAGE 517 OF OFFICIAL RECORDS WHICH IS NOT IN THE REPORT. BOTH PARCELS WERE RELINQUISHED TO THE COUNTY OF LOS ANGELES APRIL 29, 1977 PER INST. NO. 77-443686 WHICH REFERENCES STATE HIGHWAY MAP BOOK 13, PAGES 16-20.

RM 133. *AN EASEMENT FOR SEWER PURPOSES AND INCIDENTAL PURPOSES, RECORDED JUNE 11, 1970 AS INSTRUMENT NO. 1595 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY SANITATION DISTRICT NO. 32 OF LOS ANGELES COUNTY, A BODY CORPORATE AND POLITIC
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

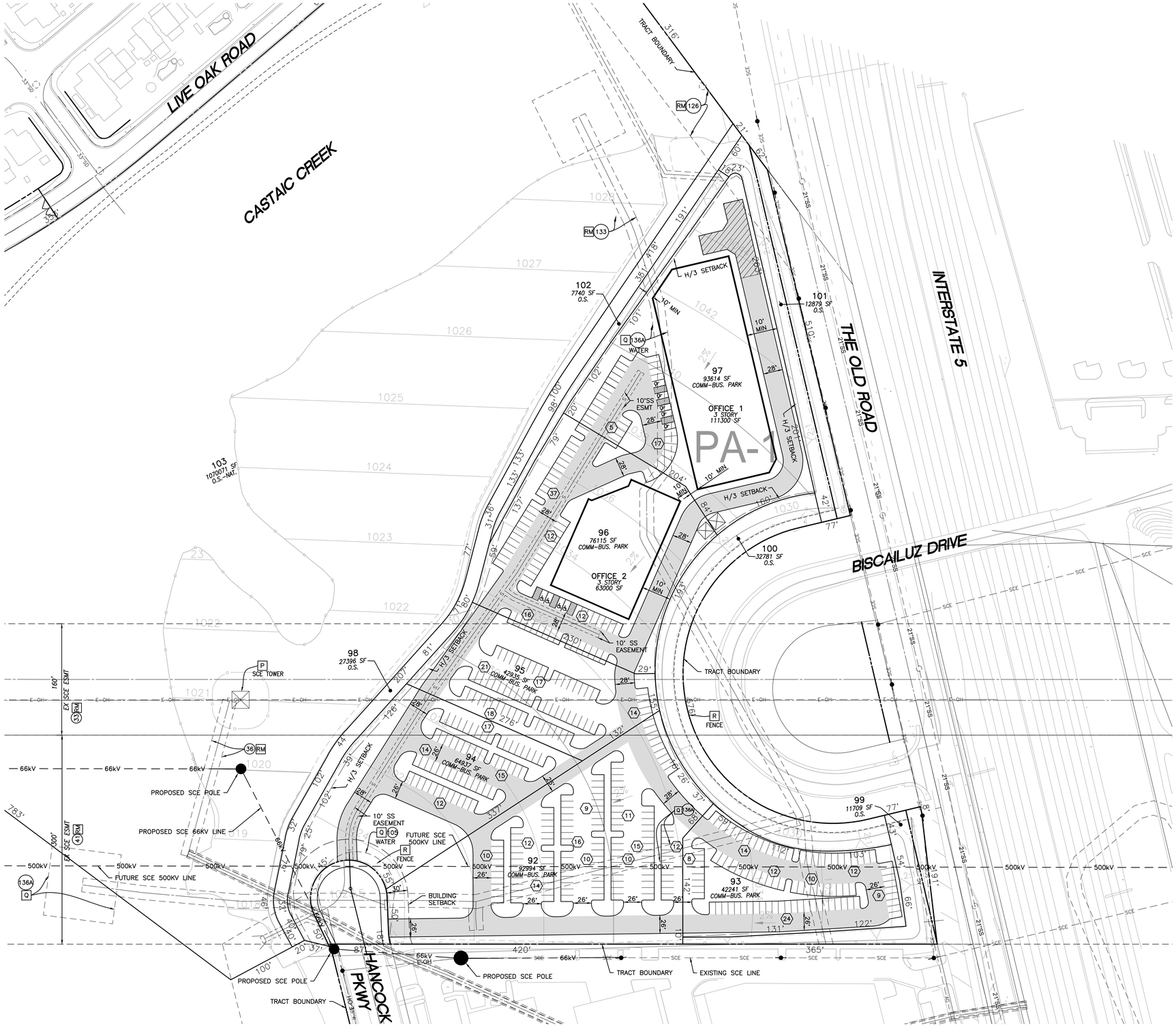
NA 134. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CERTIFICATE OF COMPLIANCE" RECORDED FEBRUARY 26, 1981 AS INSTRUMENT NO. 81-209884 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: AFFECTS PORTION OF THE SUBJECT PROPERTY.

NA 135. *INTENTIONALLY DELETED*

Q RE 136. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399620 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: DOES NOT CONTAIN SURVEY MATTERS.

Q 136A. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399625 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 137. *THE FOLLOWING MATTERS SHOWN OR DISCLOSED BY

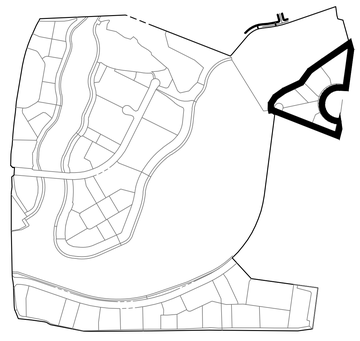


LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kV — PROPOSED 66KV SCE POWER LINE
- 500kV — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL

PA-1

LOTS 92, 93, 94, 95, 96, 97	
TOTAL LOT ACREAGE:	9.5 ACRES
TOTAL SITE AREA:	412836 S.F.
LAND USE:	COMMERCIAL-BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	174300 S.F.
NUMBER OF BUILDINGS:	2
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	436
SURFACE PARKING PROVIDED:	436
TOTAL PARKING PROVIDED:	436
ADA PARKING (2% OF TOTAL):	10
ADA VAN (1SP/8 ADA STALLS):	2



KEY MAP

SCALE: 1" = 800'

NORTH

NORTH

FEET
60' 30' 0' 60' 120'
1" ½ 0" 1" 2"
INCHES

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866-002-001, 2866-002-007, 2866-002-045, 2866-002-052, 2866-002-061, 2866-002-063, AND 3271-001-038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER
JASON H. FUKUMITSU
No. 40695
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
26074 Avenue Hall, Ste 23 ▪ Valencia, CA 91355
PH: (661) 294-2211 ▪ FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

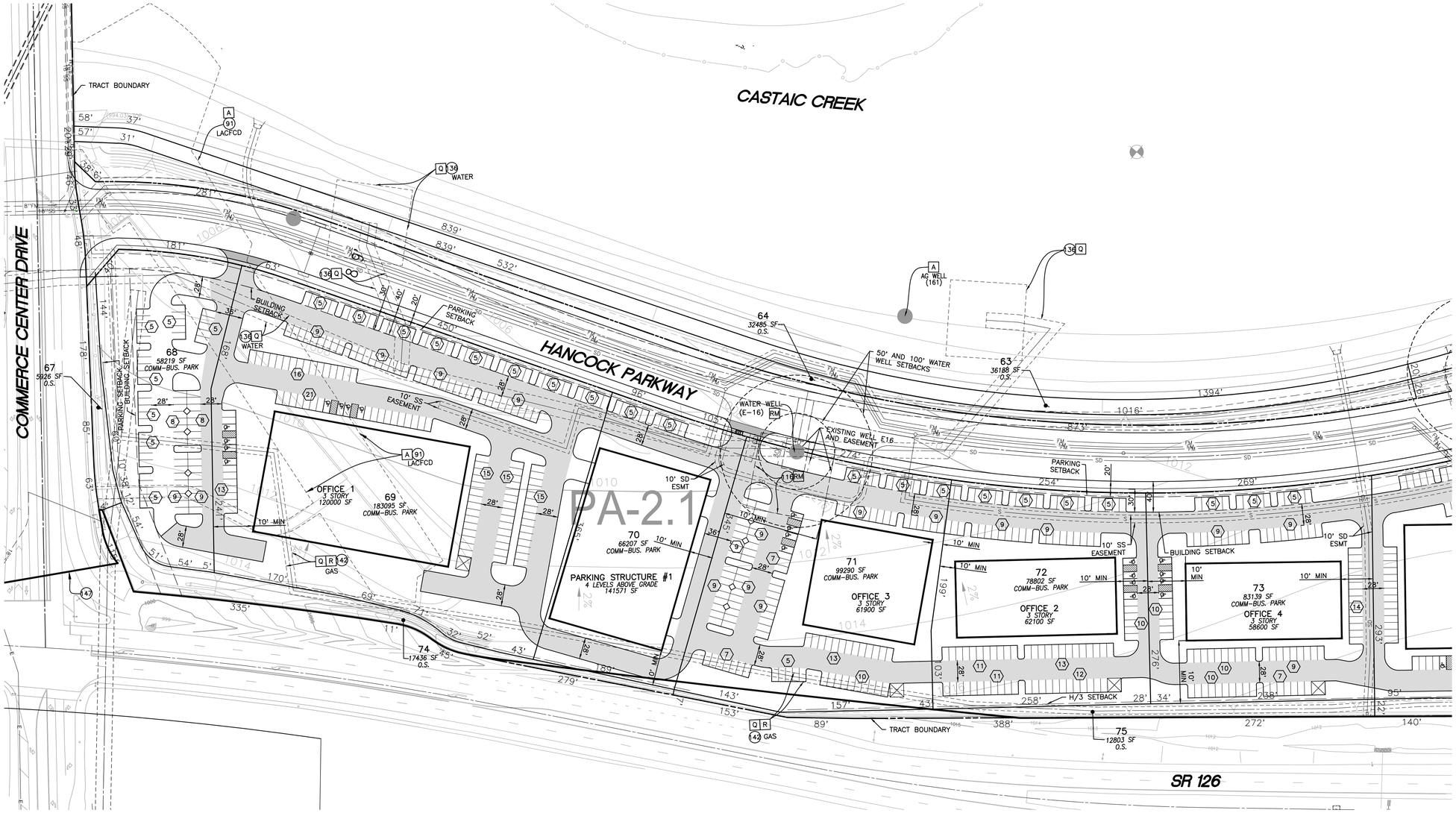
MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 2 OF 7 SHEETS

Plan No. HCC093-02

© Newhall Ranch\VBMS VDC\Tentative\VHCC093-02_Exh A.dwg Plotted on Oct 22, 2024-10:58am by adamw



LEGEND

100	LOT NO.
PA-2.1	PLANNING AREA NUMBER
	VTPM 18108 BOUNDARY
	RIGHT-OF-WAY
225'	PROPOSED LOT LINE
	PROPOSED EASEMENT
	EXISTING EASEMENT
	H/2 & H/3 SETBACK LINE
	BUILDING/PARKING SETBACK LINE
950	PROPOSED CONTOUR
	DAYLIGHT LINE
	PROPOSED DRIVEWAY
	PRIVATE DRIVE AND FIRE LANE
	FIRE LANE ONLY
SD	PROPOSED STORM DRAIN
E	EXISTING SCE POWER LINE
66kV	PROPOSED 66KV SCE POWER LINE
500kV	FUTURE 500KV SCE POWER LINE
	EXISTING SCE POLE
	PROPOSED SCE POLE
	EXISTING WELL
X	PARKING COUNT
	TRASH ENCLOSURE
	STORM DRAIN MANHOLE
	EXISTING WATER WELL

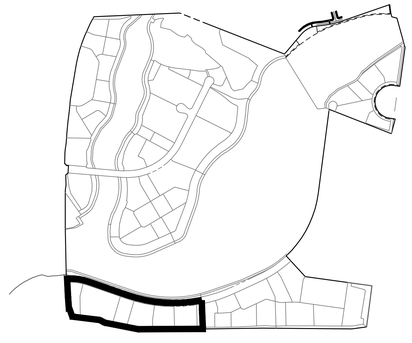
PA-2.1

LOTS 68, 69, 71, 72, 73	
TOTAL LOT ACREAGE:	11.5 ACRES
TOTAL SITE AREA:	502545 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	302600 S.F.
NUMBER OF BUILDINGS:	4
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	757
SURFACE PARKING PROVIDED:	558
TOTAL PARKING PROVIDED:	757 *
ADA PARKING (2% OF TOTAL):	20
ADA VAN (1SP/8 ADA STALLS):	3

* INCLUDES 558 SPACES ON–SITE AND 199 SPACES IN PARKING STRUCTURE #1

PA-2.1

LOT 70	
TOTAL LOT ACREAGE:	1.5 ACRES
TOTAL SITE AREA:	66207 S.F.
TOTAL BUILDING SQ. FT.:	141571
LAND USE:	COMMERCIAL–BUSINESS PARK
PARKING STRUCTURE # 1	
# OF STORIES	4
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	199



KEY MAP
SCALE: 1" = 800'

NORTH

FEET
60' 30' 0' 60' 120'
INCHES
1" ½ 0" 1" 2"

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
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JASON H. FUKUMITSU 11/20/24
DATE

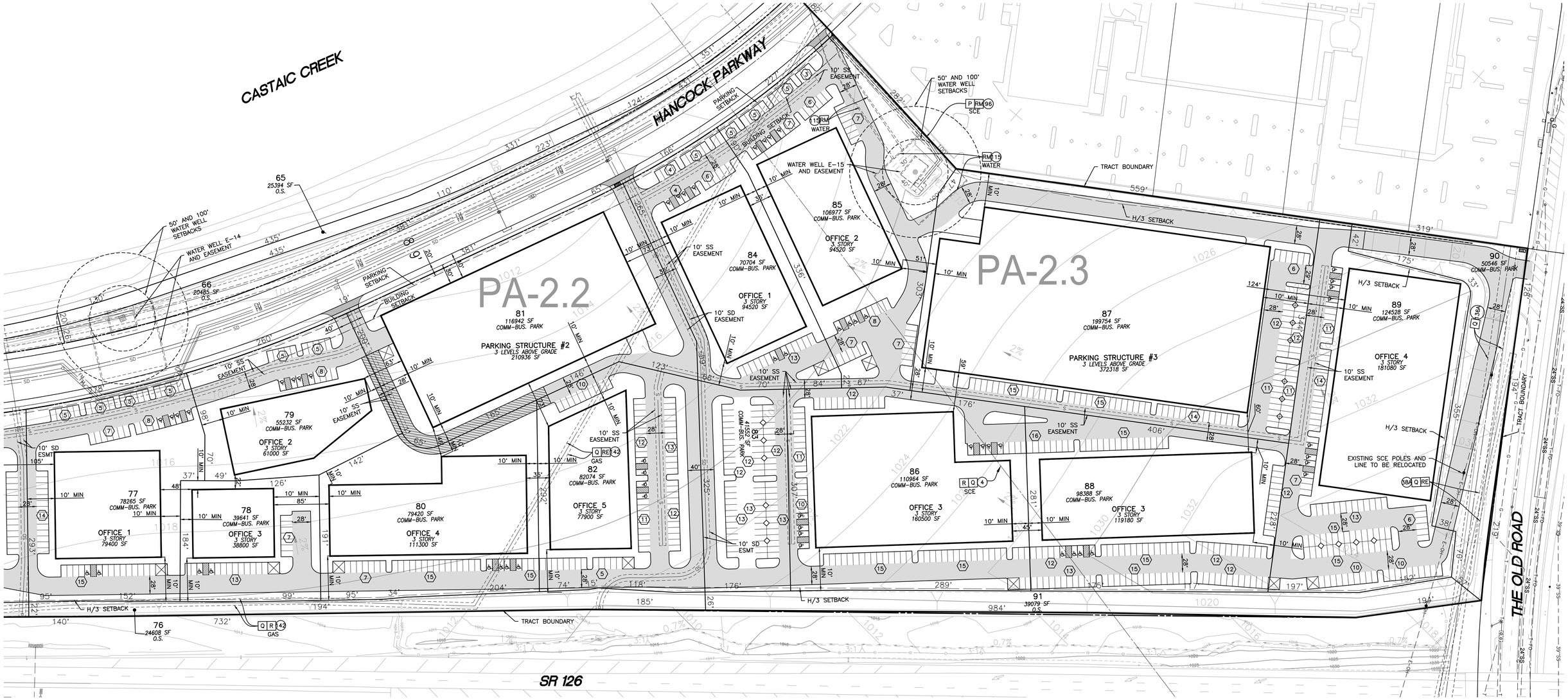
MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 3 OF 7 SHEETS

Plan No. HCC093–03

G:\Newhall Ranch\18108 VCC\Tentative\VCC093–03_Ent A.dwg Plotted on Oct 22, 2024–11:00am by ddomm



LEGEND

100	LOT NO.
PA-2.1	PLANNING AREA NUMBER
	VTPM 18108 BOUNDARY
	RIGHT-OF-WAY
225'	PROPOSED LOT LINE
	PROPOSED EASEMENT
	EXISTING EASEMENT
	H/2 & H/3 SETBACK LINE
	BUILDING/PARKING SETBACK LINE
950	PROPOSED CONTOUR
	DAYLIGHT LINE
	PROPOSED DRIVEWAY
	PRIVATE DRIVE AND FIRE LANE
	FIRE LANE ONLY
SD	PROPOSED STORM DRAIN
E	EXISTING SCE POWER LINE
66kV	PROPOSED 66KV SCE POWER LINE
500kV	FUTURE 500KV SCE POWER LINE
	EXISTING SCE POLE
	PROPOSED SCE POLE
	EXISTING WELL
X	PARKING COUNT
	TRASH ENCLOSURE
	STORM DRAIN MANHOLE
	EXISTING WATER WELL

PA-2.2

LOTS 77, 78, 79, 80, 82	
TOTAL LOT ACREAGE:	7.7 ACRES
TOTAL SITE AREA:	337322 S.F.
LAND USE:	COMMERCIAL-BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	368400 S.F.
NUMBER OF BUILDINGS:	5
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	921
SURFACE PARKING PROVIDED:	202
TOTAL PARKING PROVIDED:	921 *
ADA PARKING (2% OF TOTAL):	20
ADA VAN (1SP/8 ADA STALLS):	3

* INCLUDES 202 SPACES ON-SITE AND 719 SPACES IN PARKING STRUCTURE #2.

PA-2.3

LOTS 83, 84, 85, 86, 88, 89, 90	
TOTAL LOT ACREAGE:	13.8 ACRES
TOTAL SITE AREA:	557713 S.F.
LAND USE:	COMMERCIAL-BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	649800 S.F.
NUMBER OF BUILDINGS:	5
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	1625
SURFACE PARKING PROVIDED:	551
TOTAL PARKING PROVIDED:	1625 *
ADA PARKING (2% OF TOTAL):	34
ADA VAN (1SP/8 ADA STALLS):	4

* INCLUDES 551 SPACES ON-SITE AND 1074 SPACES IN PARKING STRUCTURE #3.

PA-2.2

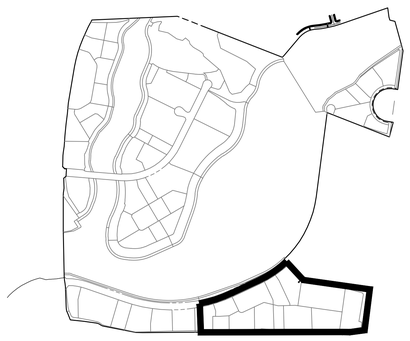
LOT 81	
TOTAL LOT ACREAGE:	2.7 ACRES
TOTAL SITE AREA:	116942 S.F.
TOTAL BUILDING SQ. FT.:	210936
LAND USE:	COMMERCIAL-BUSINESS PARK
PARKING STRUCTURE # 2	
# OF STORIES	3
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	719

PA-2.3

LOT 87	
TOTAL LOT ACREAGE:	4.6 ACRES
TOTAL SITE AREA:	199754 S.F.
TOTAL BUILDING SQ. FT.:	392461
LAND USE:	COMMERCIAL-BUSINESS PARK
PARKING STRUCTURE # 3	
# OF STORIES	3
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	1074

NORTH

60' 30' 0' 60' 120'
FEET
1" ½" 0" 1" 2"
INCHES



KEY MAP

SCALE: 1" = 800'

NORTH

DESIGNED:	A WAKEFIELD
DRAFTED:	
CHECKED:	J FUKUMITSU

LEGAL DESCRIPTION:

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JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-043-024
SHEET	4
OF	7 SHEETS

Plan No. HCC093-04

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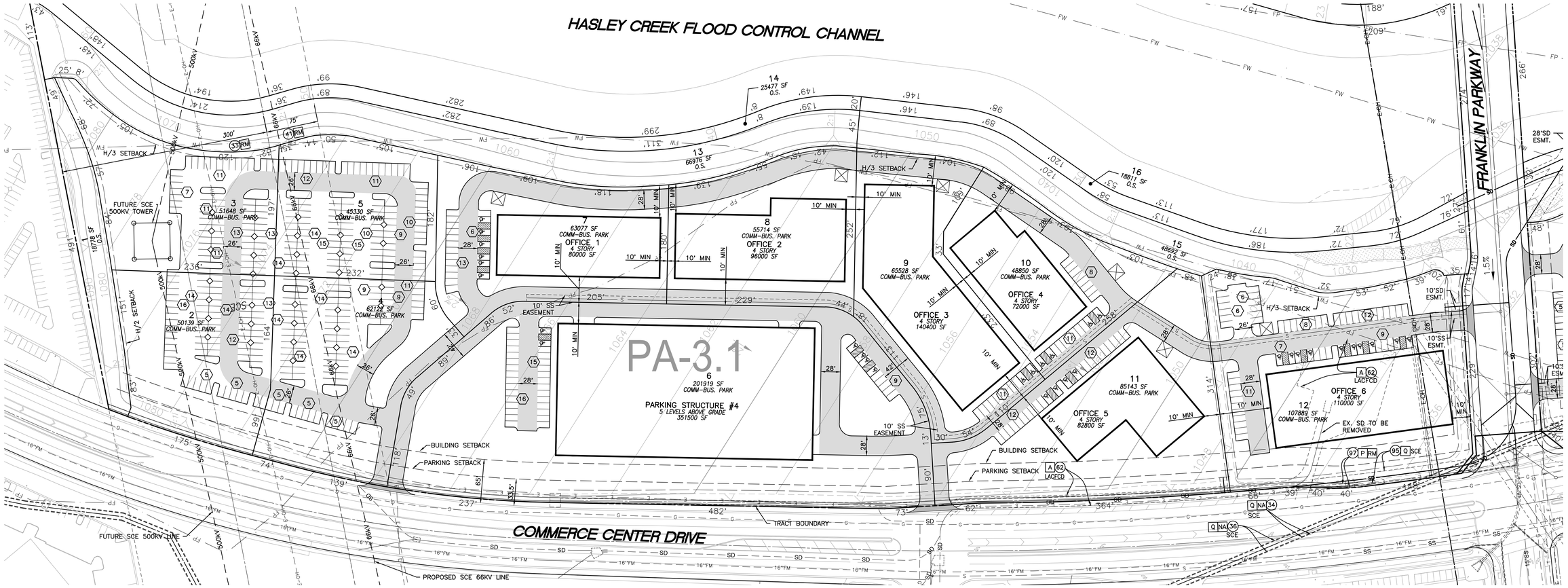
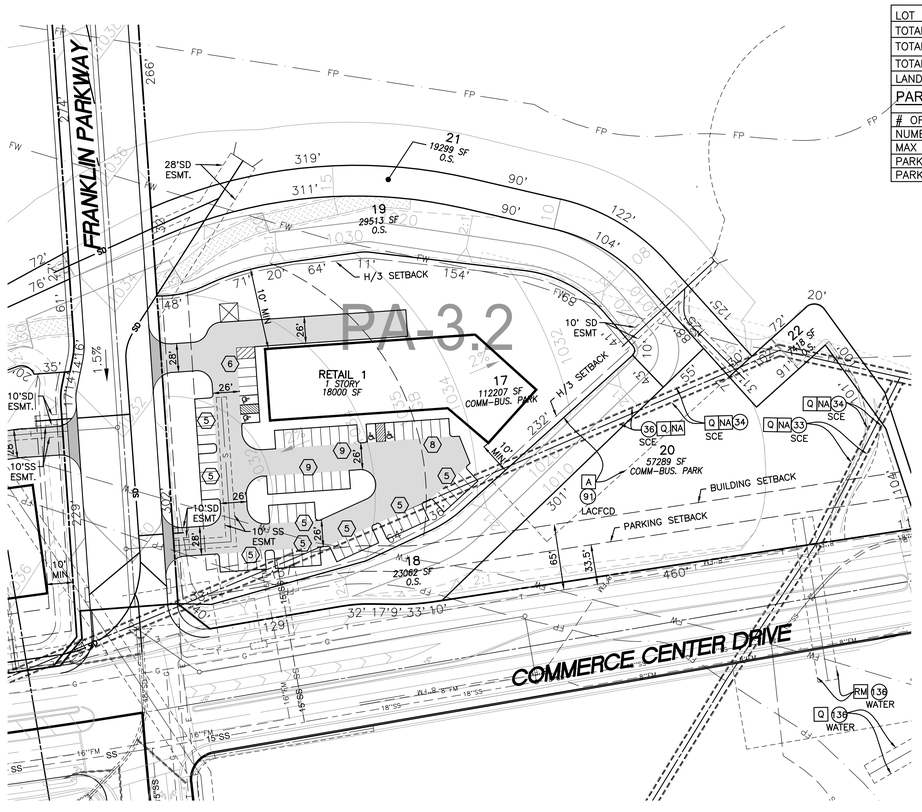




PA-3.1

LOT 6	
TOTAL LOT ACREAGE:	4.6 ACRES
TOTAL SITE AREA:	201919 S.F.
TOTAL BUILDING SQ. FT.:	351500
LAND USE:	COMMERCIAL–BUSINESS PARK
PARKING STRUCTURE # 4	
# OF STORIES	5
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	1,005

PA-3.1

LOTS 2, 3, 4, 5, 7, 8, 9, 10, 11, 12	
TOTAL LOT ACREAGE:	14.4 ACRES
TOTAL SITE AREA:	626708 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - FOUR STORY	
TOTAL COMMERCIAL SQ. FT:	581200 S.F.
NUMBER OF BUILDINGS:	6
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	1453
SURFACE PARKING PROVIDED:	525
TOTAL PARKING PROVIDED:	1530 *
ADA PARKING (2% OF TOTAL):	32
ADA VAN (1SP/8 ADA STALLS):	4

* INCLUDES 525 SPACES ON–SITE AND 928 SPACES IN PARKING STRUCTURE #4.

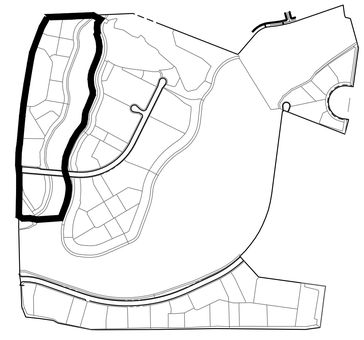
PA-3.2

LOTS 17,20	
TOTAL LOT ACREAGE:	3.9 ACRES
TOTAL SITE AREA:	169,496 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
RETAIL - ONE STORY	
TOTAL COMMERCIAL SQ. FT:	18000
NUMBER OF BUILDINGS:	1
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	72
SURFACE PARKING PROVIDED:	72
TOTAL PARKING PROVIDED:	72
ADA PARKING (2% OF TOTAL):	2
ADA VAN (1SP/8 ADA STALLS):	1

LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT–OF–WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kv — PROPOSED 66KV SCE POWER LINE
- 500kv — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL

NORTH
FEET 60' 30' 0' 60' 120'
INCHES 1" ½" 0" 1" 2"



KEY MAP
SCALE: 1" = 800'

NORTH

DESIGNED: A WAKEFIELD	
DRAFTED:	
CHECKED: J FUKUMITSU	

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JASON H. FUKUMITSU 11/20/24
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MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-043-024
SHEET	5
OF	7 SHEETS

Plan No. HCC093–05

G:\Newhall Ranch\18108 VCC\Tentative\VCC093–05_Exh A.dwg Plotted on Nov 18, 2024–8:15am by adamw

FUTURE SCE 500KV TOWER (TYP)
FUTURE SCE 500KV LINE
FUTURE SCE MAINTENANCE PAD (TYP)
EXISTING SCE EASEMENT
PROPOSED SCE 66KV LINE
H/2 SETBACK
H/3 SETBACK
10' SD ESMT
10' SS EASEMENT
BUILDING SETBACK
PARKING SETBACK
A STREET
FRANKLIN PARKWAY
HASLEY CREEK FLOOD CONTROL CHANNEL

26 334197 SF O.S.
27 74438 SF O.S.
28 39758 SF COMM-BUS. PARK
29 34247 SF COMM-BUS. PARK
30 19570 SF COMM-BUS. PARK
31 22749 SF COMM-BUS. PARK
32 231035 SF COMM-BUS. PARK
INDUSTRIAL 1 1 STORY 126100 SF
33 223754 SF COMM-BUS. PARK
INDUSTRIAL 2 1 STORY 121700 SF
34 25232 SF COMM-BUS. PARK
35 38825 SF COMM-BUS. PARK
36 93708 SF O.S.
37 49412 SF O.S.
38 185625 SF COMM-BUS. PARK
INDUSTRIAL 1 1 STORY 81800 SF
39 261993 SF COMM-BUS. PARK
INDUSTRIAL 2 1 STORY 142700 SF
40 142704 SF O.S.
45 29684 SF O.S.
23 653860 SF O.S.-MT.

PA-3.3a
PA-3.3b

PA-3.3a

LOTS 29, 30, 31, 32, 33, 34, 35,	
TOTAL LOT ACREAGE:	13.7 ACRES
TOTAL SITE AREA:	596538 S.F.
LAND USE:	INDUSTRIAL
INDUSTRIAL - ONE STORY	
TOTAL INDUSTRIAL SQ. FT:	247800 S.F.
NUMBER OF BUILDINGS:	2
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED INDUSTRIAL:	496
SURFACE PARKING PROVIDED:	496
TOTAL PARKING PROVIDED:	496
ADA PARKING (2% OF TOTAL):	12
ADA VAN (1SP/8 ADA STALLS):	2

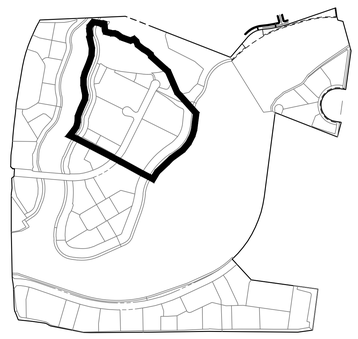
PA-3.3b

LOTS 28, 38, 39	
TOTAL LOT ACREAGE:	11.2 ACRES
TOTAL SITE AREA:	487382 S.F.
LAND USE:	INDUSTRIAL
INDUSTRIAL - ONE STORY	
TOTAL INDUSTRIAL SQ. FT:	224500 S.F.
NUMBER OF BUILDINGS:	2
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED INDUSTRIAL:	449
SURFACE PARKING PROVIDED:	200
TOTAL PARKING PROVIDED:	449 *
ADA PARKING (2% OF TOTAL):	10
ADA VAN (1SP/8 ADA STALLS):	2

* INCLUDES 145 SPACES ON-SITE, 55 SPACES IN NORTH OFFSITE PARKING LOT 28 AND 249 SPACES IN SOUTH PARKING STRUCTURE #5.

LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kV — PROPOSED 66KV SCE POWER LINE
- 500kV — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- (X) — PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL



KEY MAP
SCALE: 1" = 800'

NORTH

FEET 60' 30' 0' 60' 120'
INCHES 1" ½ 0' 1" 2"

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

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VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 6 OF 7 SHEETS

Plan No. HCC093-06

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HASLEY CREEK FLOOD CONTROL CHANNEL

FRANKLIN PARKWAY

CASTAIC CREEK

PA-3.3c

PA-3.3d

PA-3.3d

45 29684 SF O.S.
46 16852 SF O.S.
43 103823 SF COMM–BUS. PARK
OFFICE 1 2 STORY 66300 SF
44 119 SF COMM–BUS. PARK
47 169215 SF COMM–BUS. PARK
PARKING STRUCTURE #5 5 LEVELS ABOVE GRADE 585300 SF
61 16852 SF O.S.
62 29953 SF O.S.
48 47960 SF COMM–BUS. PARK
OFFICE 1 4 STORY 90000 SF
50 62525 SF COMM–BUS. PARK
OFFICE 6 4 STORY 108500 SF
49 92900 SF COMM–BUS. PARK
OFFICE 2 4 STORY 143800 SF
51 47863 SF COMM–BUS. PARK
OFFICE 5 4 STORY 75000 SF
54 54900 SF COMM–BUS. PARK
OFFICE 7 4 STORY 80000 SF
52 60765 SF COMM–BUS. PARK
55 37827 SF COMM–BUS. PARK
OFFICE 8 4 STORY 69800 SF
53 68839 SF COMM–BUS. PARK
OFFICE 3 4 STORY 85000 SF
59 82898 SF COMM–BUS. PARK
OFFICE 4 4 STORY 115000 SF
58 77920 SF O.S.
19 29953 SF O.S.
21 19299 SF O.S.
57 19156 SF O.S.
56 105153 SF O.S.
60 35654 SF O.S.
22 11478 SF O.S.
A 91 LACFCD
39 Q RE WATER

NORTH
FEET 60' 30' 0' 60' 120'
INCHES 1" ½" 0" 1" 2"

PA-3.3c

LOTS 43, 44	
TOTAL LOT ACREAGE:	4.1 ACRES
TOTAL SITE AREA:	177990 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - TWO STORY	
TOTAL COMMERCIAL SQ. FT:	66300 S.F.
NUMBER OF BUILDINGS:	1
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	166
SURFACE PARKING PROVIDED:	166
TOTAL PARKING PROVIDED:	166
ADA PARKING (2% OF TOTAL):	4
ADA VAN (1SP/8 ADA STALLS):	1

PA-3.3d

LOTS 48, 49, 50, 51, 52, 53, 54, 55, 59	
TOTAL LOT ACREAGE:	12.9 ACRES
TOTAL SITE AREA:	562475 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - FOUR STORY	
TOTAL COMMERCIAL SQ. FT:	767100 S.F.
NUMBER OF BUILDINGS:	8
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	1918
SURFACE PARKING PROVIDED:	322
TOTAL PARKING PROVIDED:	1918 *
ADA PARKING (2% OF TOTAL):	39
ADA VAN (1SP/8 ADA STALLS):	5

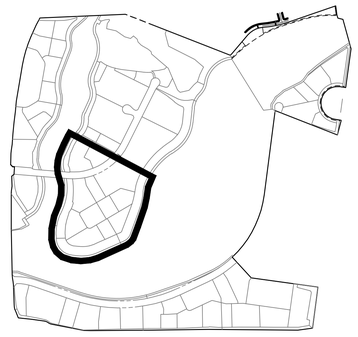
* INCLUDES 322 SPACES ON–SITE AND 1596 IN PARKING STRUCTURE #5.

PA-3.3d

LOT 47	
TOTAL LOT ACREAGE:	3.9 ACRES
TOTAL SITE AREA:	169215 S.F.
TOTAL BUILDING SQ. FT.:	585300
LAND USE:	COMMERCIAL–BUSINESS PARK
PARKING STRUCTURE # 5	
# OF STORIES	5
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	1596 + 249 FROM PA 3.3b

LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT–OF–WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kV — PROPOSED 66KV SCE POWER LINE
- 500kV — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL



KEY MAP
SCALE: 1" = 800'

NORTH

DESIGNED: A WAKEFIELD	LEGAL DESCRIPTION: THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866–002–001, 2866–002–007, 2866–002–045, 2866–002–052, 2866–002–061, 2866–002–063, AND 3271–001–038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.	OWNER/DEVELOPER: FIVEPOINT NEWHALL LAND 25124 SPRINGFIELD COURT SUITE 300 VALENCIA, CA 91355 TELEPHONE: (661) 255–4000 REPRESENTATIVE : MR. MATT HANSON	PLANS PREPARED BY: HUNSAKER & ASSOCIATES LOS ANGELES, INC. PLANNING ▪ ENGINEERING ▪ SURVEYING 26074 Avenue Hall, Ste 23 ▪ Valencia , CA 91355 PH: (661) 294-2211 ▪ FX: (661) 294-9090 JASON H. FUKUMITSU 11/20/24 DATE
DRAFTED:			
CHECKED: J FUKUMITSU		REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA	

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-043-024
SHEET	7
OF	7 SHEETS

Plan No. HCC093–07

G:\Meathall Ranch\18108 VCC\Tentative\VHCC093–07_Exh A.dwg Plotted on Oct 22, 2024–11:14am by adamw

LA COUNTY PLANNING

PROJECT SUMMARY

PROJECT NUMBER
00-210 ("Entrada South Project" / "Project")

HEARING DATE
October 01, 2025

REQUESTED ENTITLEMENT
Vesting Tentative Tract Map ("VTTM") No. 53295
Development Agreement ("DA") No. RPPL2025003357
Zone Change ("ZC") No. 00-210
Conditional Use Permit ("CUP") No. 00-210
Administrative Housing Permit ("AHP") No. RPPL2024000343
Parking Permit ("PP") No. 200700013
Oak Tree Permit ("OTP") No. 200700018
Environmental Assessment No. RPPL2021007114

OWNER / APPLICANT
Alex Herrell – FivePoint/Hunsaker Associates

MAP/EXHIBIT DATE
January 15, 2025

PROJECT OVERVIEW

The Entrada South Project is a proposed mixed-use development located west of The Old Road and both north and south of Magic Mountain Parkway in the unincorporated community of Santa Clarita Valley that will include residential, commercial, and open space uses on 382.3 gross acres, with a total of 140.4 acres of open space. The Entrada South Project includes a potential school site, and includes five phases of development. The Entrada South Project includes the following entitlements:

- VTTM No. 53925 to create a total of 200 lots, including 91 multi-family lots developed with 1,574 attached townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial, including hotel, office and retail space; 140.4 acres of open space, to include 87.1 acres of disturbed and undisturbed open space, 28.0 acres of Spineflower Preserve, 19.9 acres of recreation, and 5.4 aces of public park, of which 58 acres out of the 140.4 acres will remain in a natural or undisturbed state; 11 public facility lots (drainage, debris and water quality basins); and six private drive lots.
- ZC to modify zoning on 323 acres from the R-1 (Single-Family Residence –5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and will change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone.
- CUP to authorize the Development Program ("DP") zoning; development within an urban hillside management area; onsite grading in excess of 100,000 cubic yards; a haul route for offsite grading; and walls and fences exceeding six feet in height.
- PP to allow shared, reciprocal and offsite parking across the entire project site (i.e., residential and non-residential areas).
- OTP for the removal of 34 non-heritage oak trees and encroachment into the protected zone of one heritage oak tree, for a total of 35 oak tree-related impacts.
- AHP for the provision of 189 affordable units total (12 percent of the Project), to include 110 onsite rental affordable units (or seven percent of the Project). Pursuant to the DA, the affordability level will not exceed an average of 65 percent of L.A. County Area Median Income ("AMI"), with a range from Extremely Low Income units (15 to 30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South Project. DA in accordance with Government Code Section 65864 et seq. to memorialize the terms, conditions, and obligations for development of Project No. 00-210-(5) ("Entrada South Project") and Project No. 87-150-(5) ("VCC Project", together with the Entrada South Project, the "Entrada South/VCC Project"),[1] and provide vested development rights for the Entrada South/VCC Project components.

The Entrada South Project site is currently vacant and has sloping topography requiring a combined grading of 13 million cubic yards of cut and fill to be balanced onsite. A portion of the Entrada South Project grading (18,800 combined yards of cut and fill) will occur offsite within the Mission Village project between its westerly boundary and Westridge Parkway and will require a haul route for the earthwork. The Entrada South Project is related to

[1] The Entrada South/VCC Project is also referred to as the "Modified Project" in the Final Supplement Environmental Impact Report.

Project No. 87-150-(5) ("VCC Project"). Both the Entrada South Project and VCC Project are subject to the same DA and CEQA review.

LOCATION	ACCESS	VERY HIGH FIRE HAZARD
West of The Old Road, north and south of Magic Mountain Parkway, south of Magic Mountain theme park, east of Mission Village, Santa Clarita Valley	South and north from Magic Mountain Parkway west of I-5 freeway, east of Commerce Center Drive and Westridge Parkway	Yes

ASSESSORS PARCEL NUMBERS	SITE AREA
2826-008-045, 2826-009-107	382.3 Gross Acres (320.6 Net Acres)

GENERAL PLAN / LOCAL PLAN	PLANNING AREA	SUP DISTRICT
2012 Santa Clarita Valley Area Plan ("SCVAP")	Santa Clarita Valley	5

LAND USE DESIGNATION(S)	ZONE	ZONED DISTRICT
H5 (Residential 5 - 0 to 5 Dwelling Units Per Acre), CM (Major Commercial), OS-PR (Open Space Preserve)	Existing: R-1, C-3, C-R (Commercial Recreation); Proposed: R-1 Zone change to MXD-DP and C-3-DP	Newhall

PROPOSED UNITS/LOTS	MAX DENSITY/UNITS	APPLICABLE STANDARDS DISTRICTS
1,574	1,574	N/A

ENVIRONMENTAL DETERMINATION (CEQA)

Supplemental EIR ("SEIR"): The Entrada South Project is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP") approved by the California Department of Fish and Wildlife ("CDFW"), which was the subject of an EIR and Additional Environmental Analysis that was certified by CDFW in 2017 (SCH No. 2000011025, the "State-certified EIR"). The SEIR tiers off the State-certified EIR for RMDP/SCP. The areas of potential significant environmental impact addressed in the Draft SEIR ("DSEIR") include air quality, land use, noise, and wildfire. As identified in the DSEIR, after implementation of the required mitigation measures, the Entrada South Project would not result in any new or substantially more severe significant impacts.

KEY ISSUES

- Consistency with the General and SCVAP, and the Subdivision Map Act
- Satisfaction with the following portions of Title 21 and Title 22 of the Los Angeles County Code:
    - Chapter 21.38 (Vesting Tentative Map) and Chapter 21.40 (Tentative Maps)
    - Section 22.162.040 (DA - Findings and Decision)
    - Section 22.198.050 (ZC - Findings and Decision)
    - Section 22.158.050 (CUP - Findings and Decision Requirements)
    - Section 22.174.060 (OTP - Permit Findings)/22.174.090 (Effective Date of Decision)
    - Section 22.178.050 (Parking Permit - Findings and Decision)
    - Section 22.166.040 (AHP)

CASE PLANNER:	PHONE NUMBER:	E-MAIL ADDRESS:
Jodie Sackett	(213) 893-7409	jsackett@planning.lacounty.gov

LA COUNTY PLANNING

PROJECT SUMMARY

PROJECT NUMBER
87-150 ("VCC Project")

HEARING DATE
October 01, 2025

REQUESTED ENTITLEMENT(S)
Vesting Tentative Parcel Map ("VTPM") No. 18108
Development Agreement ("DA") No. RPPL2025003357
Parking Permit ("PP") No. RPPL202207239
Oak Tree Permit ("OTP") No. 200700022
Environmental Assessment No. RPPL2021007114

OWNER / APPLICANT
Alex Herrell – FivePoint/Hunsaker Associates

MAP/EXHIBIT DATE
January 15, 2025

PROJECT OVERVIEW

The VCC Project includes approximately 328.8 gross acres in an undeveloped portion of the larger and partially completed Valencia Commerce Center industrial/business park located west of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon landfill. The VCC Project site is surrounded by existing single-family residential, recreation, commercial, and industrial uses to the north; existing vacant, commercial, parking, and industrial uses to the east; vacant, government, parking, and commercial to the south, and vacant and industrial to the west. The VCC Project has three Planning Areas and is proposed to be developed in four phases. The VCC Project includes the following entitlements:

- VTPM No. 18108 to create 104 lots (61 commercial and 43 open space lots) on 328.8 gross acres.
- PP to allow shared, reciprocal, and offsite parking
- OTP for the removal of 26 non-heritage oak trees, and no other encroachments or impacts.

The VCC Project is related to Project No. 00-210-(5) (the "Entrada South Project"). Grading quantities authorized under the original VCC approval (CUP No. 87-360) include 3.5 million cubic yards of cut, 3.5 million cubic yards of fill, all to be balanced onsite. Offsite improvements include a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway. These offsite improvements are beyond the PM18108 boundaries but still located within the boundary of the VCC Planning Area and CUP 87-360. The lift station is already built and was approved under CUP No. 87-360; the water tank was approved as part of the Landmark Village project. The grading and offsite improvement requests do not require a new CUP. Both the VCC Project and Entrada South Project are subject to the same DA and CEQA review.

LOCATION	ACCESS	VERY HIGH FIRE HAZARD
West of I-5 and The Old Road, north of SR-126, and east of Commerce Center Drive and the Chiquita Canyon landfill, Santa Clarita Valley	SR-126 and The Old Road	Yes

ASSESSORS PARCEL NUMBERS	SITE AREA
2866-002-050, -064 (partial), -065, & -066	328.8 Gross Acres (247.6 Net Acres)

GENERAL PLAN / LOCAL PLAN	PLANNING AREA	SUP DISTRICT
2012 Santa Clarita Valley Area Plan ("SCVAP")	Santa Clarita Valley	5

LAND USE DESIGNATION	ZONE	ZONED DISTRICT
IO (Industrial Office)	M-1.5-DP (Restricted Heavy Manufacturing – Development Program)	Newhall

PROPOSED UNITS/LOTS	MAX DENSITY/UNITS	APPLICABLE STANDARDS DISTRICTS
N/A	N/A	N/A

ENVIRONMENTAL DETERMINATION ("CEQA")

Supplemental EIR ("SEIR"): The Project is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SC"P) approved by the California Department of Fish and Wildlife ("CDFW"), which was the subject of an EIR and Additional Environmental Analysis that was certified by CDFW in 2017 (SCH No. 2000011025, the "State-certified EIR"). The SEIR tiers off the State-certified EIR for RMDP/SCP. The areas of potentially significant environmental impacts addressed in the Draft SEIR ("DSEIR") include air quality, land use, noise, and wildfire. As identified in the DSEIR, after implementation of the required mitigation measures, the VCC Project would not result in any new or substantially more severe significant impacts.

KEY ISSUES

- Consistency with the General and SCVAP, and the Subdivision Map Act
- Satisfaction of the following portions of Title 21 and Title 22 of the Los Angeles County Code:
    - Chapter 21.38 (Vesting Tentative Map) and Chapter 22.48 (Minor Land Divisions)
    - Section 22.174.060 (Oak Tree Permit Findings)/22.174.090 (Effective Date of Decision)
    - Section 22.178.050 (Parking Permit Findings and Decision)

CASE PLANNER:	PHONE NUMBER:	E-MAIL ADDRESS:
Jodie Sackett	(213) 893-7409	jsackett@planning.lacounty.gov

DRAFT RESOLUTION OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. 00-210 AND PROJECT NO. 87-150

DEVELOPMENT AGREEMENT NO. RPPL2025003357

WHEREAS, pursuant to Article 2.5 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65864), and Chapter 22.162 of Division 8 of Title 22 of the Los Angeles County Code (commencing with Section 22.162.010), the County of Los Angeles ("County") is authorized to enter into a development agreement with any person having a legal or equitable interest in real property for the development of the property; and

WHEREAS, the Newhall Land and Farming Company, a California limited partnership and subsidiary of FivePoint Holdings, LLC ("Newhall"), owns certain real property known as the "Entrada South Property," as legally described in Exhibit A, and the "VCC Property," as legally described in Exhibit A; and

WHEREAS, Newhall proposes to subdivide the 382.3-gross-acre Entrada South Property into a total of 200 lots to create a mixed-use development that is comprised of: 91 multi-family lots developed within 1,574 attached multi-family, townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 51 open space lots (totaling 140.4 gross acres) consisting of 87.1 acres of open space, 28.0 acres of Spineflower Preserve, 20 private recreation lots (totaling 19.9 acres); and one public park lot (5.4 acres in size); 11 public facility lots (drainage, debris and water quality basins); six private drive lots; a potential school site; and an onsite Spineflower preserve; and a trails system; and

WHEREAS, Newhall proposes to subdivide the 328.8-gross-acre VCC Property into a total of 104 lots to create 61 commercial lots and 43 open space lots; and

WHEREAS, Newhall has requested approval of Development Agreement No. RPPL2025003357 ("Entrada South/VCC DA"), which sets forth public benefits to the County and the vested rights of Newhall; and

WHEREAS, the County Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 00-210-(5) (the "Entrada South Project"), consisting of Vesting Tentative Tract Map ("VTTM") No. 53295, Zone Change ("ZC") No. 00-210, Conditional Use Permit ("CUP") No. 00-210, Parking Permit (“PP”) No. 200700013, Oak Tree Permit ("OTP") No. 200700018, Administrative Housing Permit (“AHP”) No. RPPL2024000343, Entrada South/VCC DA, and Environmental Assessment No. RPPL2021007114 (collectively, the "Entrada South Project Permits"); and

WHEREAS, the Commission conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 87-150-(5) (the "VCC Project," and collectively with the Entrada South Project, the "Entrada South/VCC Project"), consisting of Vesting Tentative Parcel Map ("VTPM") No. 18108, PP No. RPPL2022007239, OTP No. 200700022,

Entrada South/VCC DA, and Environmental Assessment No. RPPL2021007114 (collectively, the "VCC Project Permits," and together with the Entrada South Project Permits, the "Entrada South/VCC Permits"); and

WHEREAS:

1. The Entrada South/VCC DA applies to both the Entrada South Project and the VCC Project.

2. The Entrada South Property is approximately 382.3 acres of land located west of Interstate 5 (“I-5”) and The Old Road, north and south of the Magic Mountain Parkway, and east of Commerce Center Drive and Westridge Parkway, in an unincorporated area in the northwest portion of the County within the Santa Clarita Valley Area Plan ("SCVAP"), a component of the General Plan. Six Flags Magic Mountain theme park and vacant land are located north of the Entrada South Property. The existing community of Westridge is located immediately south. The City of Santa Clarita is located to the east and is separated from the Entrada South Property by The Old Road and I-5. Vacant land within the Newhall Ranch Specific Plan area is located to the west. The approved Mission Village community within the Newhall Ranch Specific Plan area is located immediately west of the Entrada South Property and is currently under construction.

3. The VCC Property is approximately 328.8 acres of land located west of the I-5 and The Old Road, north of State Route 126 (“SR-126”), and east of Commerce Center Drive, in an unincorporated area in the northwest portion of the County within the SCVAP.

4. The Entrada South Property and VCC Property are adjacent to, but not located within, the Newhall Ranch Specific Plan area.

5. The Entrada South Property and VCC Property are located within a designated Very High Fire Hazard Severity Zone ("VHFHSZ") and State Responsibility Area ("SRA").

6. The SCVAP is generally surrounded by the Los Padres and Angeles National Forests to the north; the major ridgeline of the Santa Susana Mountains, which separates the Santa Clarita Valley from the San Fernando and Simi Valleys, to the south; Agua Dulce and the Angeles National Forest to the east; and the County Ventura to the west.

7. The Entrada South Property is generally comprised of vacant and undeveloped land, abandoned oil wells, and associated access roads. A recently constructed extension of Magic Mountain Parkway traverses the property from east to west. The southern boundary of the Entrada South Property is developed with Southern California Edison (“SCE”) electric transmission lines and towers, and a 34-inch high-pressure natural gas transmission pipeline operated by the Southern California Gas Company traverses the southernmost portion of the property from east to west.

8. The Entrada South Property exhibits topographic relief, with elevations ranging from approximately 1,000 to 1,400 feet above mean sea level ("AMSL") and includes segments of four drainage courses referred to as Magic Mountain Canyon and Unnamed Canyons 1, 2, and 3, portions of which have been channelized and/or

enclosed within storm drains. The Entrada South Property is not located within and does not contain any portion of a Significant Ecological Area ("SEA").

9. The VCC Property is generally comprised of vacant and undeveloped land, a recreational vehicle ("RV") park that is currently leasing space on the property, and some agricultural uses adjacent to SR-126. The property is bisected by Hasley Creek and Castaic Creek. The property is located within an undeveloped portion of the partially completed VCC non-residential center (industrial/business/office park), which was originally approved for development by the County through the issuance of various entitlements, including CUP No. 87-360, and certification of an Environmental Impact Report ("EIR"), SCH No. 1987-123005), in 1991. The VCC Property's elevations range from approximately 980 to 1,200 feet AMSL. The VCC Property is surrounded by existing single-family residential, industrial, commercial and recreation uses to the north; existing industrial and commercial uses as well as parking and vacant land to the east; vacant land as well as government, parking and commercial uses to the south; and the previously developed portion of the VCC non-residential center (industrial/business/office park) as well as vacant land to the west.

10. Both the Entrada South Property and the VCC Property are located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP"), which was approved by the California Department of Fish and Wildlife ("CDFW"). The RMDP/SCP was the subject of an EIR and Additional Environmental Analysis that CDFW certified in 2017 (SCH No. 2000011025; the "State-certified EIR"). The Entrada South Property was identified in the State-certified EIR as the "Entrada South Planning Area," and the VCC Property was identified in the State-certified EIR as the "VCC Planning Area." The County was a responsible agency for the RMDP/SCP and participated in the State-certified EIR process. The Entrada South/VCC Project implements the development within the Entrada South Property and the VCC Property that was facilitated by the RMDP/SCP and analyzed in the State-certified EIR. The resource management activities and development facilitated by the RMDP/SCP, as approved by CDFW in 2017 for the Entrada South Property and VCC Property, are referred to herein as the "2017 Project."

11. The Entrada South/VCC DA is a request to adopt by ordinance a voluntary agreement between the County and Newhall that memorializes the terms, conditions, and obligations of the Entrada South/VCC Project, and provides vesting development rights for the Entrada South/VCC Project components. The purpose of the Entrada South/VCC DA is to provide both the County and Newhall with long-term contractual assurances that the Entrada South/VCC Project includes public benefits and can be built out as approved in the Entrada South/VCC Project Permits. The Entrada South/VCC DA provides terms for: the duration and vesting of the agreement, the Entrada South/VCC Project Permits, and later-approved permits; the termination date of the agreement; a description of the uses permitted on the Entrada South Property and VCC Property; the density and intensity of uses allowed on the Entrada South Property and VCC Property; the minimum height, size, and location of buildings allowed; the reservation or dedication of land for public purposes to be accomplished; the time schedule for periodic review; and the public benefits that would not otherwise be provided by Newhall in the absence of the Entrada South/VCC DA.

12. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Permits and the County's Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain public benefits, including:

    a. *Affordable Housing Program*: Newhall will set aside for affordable housing 12 percent of the total number of market rate units entitled within the Entrada South Project, including 110 onsite affordable rental units (7 percent of the total number of onsite market rate units entitled within the Entrada South Project). Newhall will also dedicate to the County a 12-acre site (the "Castaic Site") for the potential construction of deed restricted affordable rental units and/or homeownership units. Pursuant to the Entrada South/VCC DA, the affordability level for the onsite affordable rental units will not exceed an average of 65 percent County Area Median Income ("AMI"). Of Newhall's total 12 percent affordable housing units set aside, 5 percent will be achieved by developing additional affordable units on the Castaic Site. The Entrada South Because the Project has a DA, it is not subject to County Inclusionary Housing Ordinance ("IHO"), pursuant to County Code Section 22.121.030 (Inclusionary Housing), but the percentage of affordable housing units for the Entrada South Project exceeds the percentage that would otherwise be required under the IHO in the absence of the Entrada South/VCC DA.

    b. *Financing for The Old Road Phase II Improvements*: Newhall will finance up to $62 million for improvements to Phase II of the County Department of Public Works ("DPW") "The Old Road over Santa Clarita River and Southern Pacific Transportation Company Bridge Project" ("Old Road Phase II Improvements").

    c. *Rights-of-Way for The Old Road Phase I and Phase II Improvements*: Newhall will dedicate a right-of-way for Phase I of The Old Road improvements (the "Entrada North ROW") and a right-of-way for The Old Road Phase II Improvements (the "Old Road Improvements Phase II ROW"). Under the Entrada South/VCC DA, the County shall not be required to pay any fees or purchase rights for either of the rights-of-way. Newhall shall convey to the County the Entrada North ROW through an easement, which shall restrict the use of the Entrada North ROW to uses related to Phase I of The Old Road improvements.

    d. *DPW Maintenance Yard:* Newhall will dedicate, at no cost to the County, approximately seven acres to the County as a potential site for a DPW maintenance yard (the "Maintenance Yard Site"). The Maintenance Yard Site is subject to an easement belonging to SCE and is adjacent to an existing flood control channel. Under the Entrada South/VCC DA, DPW shall be solely responsible for the costs and actions necessary to develop and use the Maintenance Yard Site, including compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA").

e. *Net-Zero Greenhouse Gas ("GHG") Program*: Newhall will implement a "Net-Zero GHG Program" to reduce the Entrada South/VCC Project's GHG emissions to net zero.

f. *Community Facilities District Matters*: Newhall has agreed to certain amendments to the proceedings associated with the County Community Facilities District No. 2021-01 (Facilities) ("Facilities CFD") and County Community Facilities District No. 2021-02 (Services) ("Services CFD"), including the terms of the Acquisition, Funding and Disclosure Agreement, dated as of June 1, 2022, by and among the County, the Facilities CFD, and Newhall (the "Acquisition Agreement").

g. *Oil/Gas Extraction Prohibition*: Newhall will restrict oil/gas extraction of subsurface reserves on the Entrada South Property and VCC Property.

13. The ZC is a related request to amend the existing zoning on 323 acres from the R-1 (Single-Family Residence) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R (Commercial Recreation) Zone will remain unchanged. The DP overlay zone will ensure that development occurring after rezoning will conform to the approved development program and be compatible with the surrounding area, pursuant to County Code Sections 22.52.040 (Development Program) and 22.198.050 (ZCs Findings and Decision). The ZC will provide mixed-use commercial development in the westerly corner of the Entrada South Property adjacent to Mission Village, making it convenient and compatible with the existing commercial land use of the Entrada South Property and planned commercial center within Mission Village.

14. VTTM No. 53295 is a related request to subdivide the 382.3-acre Entrada South Property for a mixed-use development consisting of 200 lots on 382.3 acres, including 90 multi-family lots with 1,574 attached, multi-family, townhome and detached condominium units, 51 open space lots (totaling 140.4 acres); 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 20 private recreation lots (totaling 19.9 acres); one public park lot (5.4 gross acres in size); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

15. VTPM No. 18108 is a related request to subdivide the 328.8-gross-acre VCC Property to create 104 total lots with 61 commercial lots and 43 open space lots pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

16. CUP No. 00-210 is a related request to authorize: a Development Program (“DP”) within the MXD-DP and C-3-DP Zones pursuant to County Code Chapter 22.52 (Development Program Zone); development within an urban hillside management area pursuant to County Code Chapter 22.104 (Hillside Management Areas); onsite grading in excess of 100,000 cubic yards pursuant to County Code Section 22.140.240 (Grading Projects); a haul route for offsite grading; and walls and fences exceeding six feet in height. The grading amounts for the Entrada South

Project include 6,500,000 million cubic yards of cut, 6,116,500 cubic yards of fill, 18,800 cubic yards of offsite cut and fill (located on the adjacent Mission Village site), 383,500 cubic yards of shrinkage, for a combined grading amount of 13.0 million cubic yards (6.5 million cut, 6.5 million fill) to be balanced onsite.

17. AHP No. RPPL2024000343 is a related request to provide 110 affordable rental units out of the 1,574 total units (7 percent of the total number of market rate units entitled within the Entrada South Project). Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County AMI. The affordable units will be located in Planning Areas 4b and 4c of the Entrada South Project. The Entrada South Project is not subject to the IHO because, pursuant to County Code Section 22.121.030 (Inclusionary Housing), the Entrada South Project is "located within an area subject to an affordable housing requirement pursuant to a development agreement."

18. PP No. 200700013 is a related request to allow shared, reciprocal and offsite parking across the entire Entrada South Project (i.e., residential and non-residential areas) pursuant to County Code Chapter 22.178.050 (Parking Permits). The Entrada South Project will provide a total of 5,716 parking spaces, including 3,921 parking spaces for residential uses and 1,795 parking spaces for commercial uses. Of the residential parking spaces, 423 parking spaces will be reserved for guests. Of the commercial parking spaces, 1,154 parking spaces will be reserved for office uses, 415 parking spaces will be reserved for retail uses, and 226 parking spaces will be reserved for hotel uses. Although the Entrada South Project has requested shared and reciprocal parking, the Project will provide a surplus of parking compared to County requirements (i.e., 3,467 residential parking spaces and 1,789 commercial parking spaces). The Entrada South Project will provide an additional 11.6 percent of residential parking spaces and one percent of commercial parking spaces.

19. PP No. RPPL2022007239 is a related request to allow shared, reciprocal and offsite parking across the entire VCC Project pursuant to County Code Chapter 22.178 (Parking Permits). The VCC Project will provide a total of 8,293 onsite parking spaces. There will be 72 retail parking spaces provided where 72 retail parking spaces are required. There will be 7,276 office parking spaces provided where 7,276 office parking spaces are required. There will be 945 industrial parking spaces provided where 945 industrial parking spaces are required.

20. OTP No. 200700018 is a related request to remove 34 non-heritage oak trees and encroach into the protected zone of one heritage oak tree on the Entrada South Property. This would result in a total of 35 oak tree-related impacts on the Entrada South Property pursuant to County Code Chapter 22.174 (OTPs). Based on the March 31, 2023 Oak Tree Report (“Oak Tree Report”), there are a total of 51 oak trees surveyed subject to the County Oak Tree Ordinance that are located either within the Entrada South Property, within 200 feet of the proposed grading limits, or located outside the boundaries of the Entrada South Project but associated with the development. Of the 51 oak trees surveyed, 35 oak trees will be impacted. Of the 35 impacted oak trees, one oak tree, which is a heritage oak tree, will be encroached into its protected zone by development of the Entrada South Project in accordance with

the County Oak Tree Ordinance. The remaining 34 impacted oak trees are not heritage oaks and are proposed to be removed, consistent with the Oak Tree Report.

21. OTP No. 200700022 is a related request to remove 26 non-heritage oak trees on the VCC Property. There are no encroachments, so there would be a total of 26 oak tree-related impacts on the VCC Property pursuant to County Code Chapter 22.174 (Oak Tree Permits).

22. Pursuant to Government Code Section 65866, the County and Newhall agreed to a vesting date of October 7, 2021. Accordingly, the Entrada South/VCC Project is generally subject to the applicable rules, regulations, and official policies that were in effect as of October 7, 2021, except as otherwise provided in the Entrada South/VCC DA.

23. The County Board of Supervisors ("Board") must approve the Entrada South/VCC DA in order for it to become effective.

24. The current land use designation for the Entrada South Property is as follows: the Entrada South Property is located within the H5 (Residential 5 – 0 to 5 Dwelling Units per Acre), CM (Major Commercial), and OS-PR (Open Space Preserve) land use categories of the SCVAP Land Use Policy Map.

25. The current zoning for the Entrada South Property is as follows: the Entrada South Property is located within the Newhall Zoned District, which is an overlay that covers a wider area than the Newhall Ranch Specific Plan. The property is currently zoned R-1, C-3, and C-R.

26. The land use designations for the properties surrounding the Entrada South Property include:

    North: CM;
    East: H2 (Residential 2 – 0 to 2 Dwelling Units Per Acres), H30 (Residential 30 - 18 to 30 Dwelling Units Per Acres), CM;
    South: OS-C (Conservation), OS-PR (Parks and Recreation);
    West: H2, SP-MU (Specific Plan-Mixed Use), SP-LM (Specific Plan–Low-Medium Density), SP-M (Specific Plan-Medium Density).

27. The properties surrounding the Entrada South Property are zoned as following:

    North: C-3, C-R
    East: C-3;
    South: C-R, RPD (Residential Planned Development), A-2 (Heavy Agricultural);
    West: R-1, SP (Specific Plan)

28. The land uses for the properties surrounding the Entrada South Property include:

    North: Commercial, parking;
    East: Commercial;
    South: Recreational, single-family residential;
    West: Vacant.

29. The current land use designation for the VCC Property is as follows: the VCC Property is located within the IO (Industrial Office) land use category of the SCVAP Land Use Policy Map.

30. The current zoning for the VCC Property is as follows: the VCC Property is located within the Newhall Zoned District, and is currently zoned M-1.5-DP (Restricted Heavy Manufacturing–Development Program).

31. The land use designations for the properties surrounding the VCC Property include:

    North: H2, MU, CG;
    East: CG, P (Public and Semi-Public), IL (Light Industrial), IO;
    South: IO, CM (Major Commercial), IL;
    West: IO.

32. The properties surrounding the VCC Property are zoned as following:

    North: M-1.5-DP, R-1, and C-3;
    East: M-1.5-DP, C-3;
    South: C-3, M-1.5-DP;
    West: M-1.5-DP.

33. The land uses for the properties surrounding the VCC Property include:

    North: Industrial, single-family residential, commercial;
    East: Vacant, industrial, commercial, parking;
    South: Vacant, government, parking, commercial;
    West: Vacant, industrial.

34. The Entrada South Project will add new detached and attached residences at urban densities consistent with surrounding development, which includes a mixture of residential, recreational, and commercial uses. An open space Spineflower Preserve occupies the southeasterly portion of the Entrada South Property, which is compatible with recreation open space just south beyond the Entrada South Property's border.

35. The maximum density of the Entrada South Project is 4.9 dwellings per acre, which is consistent with the H5 land use designation that covers much of the Entrada South Property.

36. The visual and physical impacts of the proposed Entrada South Project will not increase in relation to the surrounding neighborhood. Residential building heights will be three stories or less, and mixed-use commercial development will blend in with the adjacent Mission Village commercial center. The design of the Entrada South Project will be similar to and compatible with the Mission Village development, which is already in buildout with more than 2,000 dwellings constructed.

37. The 2017 Project proposed 1,725 dwellings and 450,000 square feet of non-residential space for the Entrada South Project. The current Entrada South Project requests 1,574 dwellings (a reduction of 151 units) and 730,000 square feet of non-residential space. As a result of these changes, the proposed Entrada South Project

will be able to include a neighborhood park and potential school site, a Spineflower Preserve, and important trail links and infrastructure. These modifications allow the Entrada South Project to be more compatible with the existing urbanization and buildout of the nearby Mission Village and other villages that are included in the adjacent Newhall Ranch Specific Plan.

38. A proposed hotel of 165,000 square feet and up to 75 feet in height is planned in the Entrada South Project. The hotel will be located furthest north in the Entrada South Project, adjacent to Six Flags Magic Mountain, where it will lessen visual/physical impacts due to the complementary uses.

39. The 110 affordable housing units that are required under the Entrada South/VCC DA will be dispersed throughout the Entrada South Property, supporting community needs for additional housing that is feasible for homeowners compared with the prevailing housing market in the area.

40. The Entrada South Project includes a 5.4-gross-acre public park lot as well as smaller recreation lots situated next to residences where they can be easily accessed.

41. Two large open space corridors protect a restored drainage channel on the Entrada South Property as well as providing a buffer against existing residential and commercial-recreational development to the south.

42. The Entrada South Project is located in a VHFHSZ and will meet fire prevention requirements, including installing new fire hydrants providing sufficient fire lanes for ingress/egress requiring fuel modification plans (for removing dead or fallen plant material) and sprinkler systems within the commercial portions of the project.

43. The Entrada South Project would incorporate various internal roadway improvements, including arterials, residential collectors, and private drives. A series of public collector streets and private drives within the Entrada South Project would provide access to the various areas and land uses on-site, with connections to Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive.

44. The Entrada South Project would provide an extensive community trail system that would connect to existing and planned trails in the vicinity. Within the Entrada South Project, the proposed trail system would include community trails, bike lanes, neighborhood electric vehicle ("NEV") paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. In addition to the various trail types that would serve as bicycle routes, the Entrada South Project would expand bicycle facilities in the area. The NEV pathways within the Entrada South Project would also serve as bike routes.

45. Internal circulation and access for the Entrada South Project will be provided by seven new internal public streets with street widths ranging from 60 to 113 feet. Each Planning Area of the development will be interconnected with a private drive and fire lane system, with typical widths of 26 and 28 feet to meet fire road access requirements.

46. The VCC Project, once constructed, will add new office and light industrial/warehouse buildings, but will remain consistent with surrounding development, which includes a mixture of commercial-office and light industrial uses. An intermittent wash (the Santa Clara River) courses through the VCC Property and will remain undeveloped.

47. The visual and physical impacts of the VCC Project will not increase in relation to the surrounding area. Building height and bulk will be consistent with existing light industrial, warehouse, business office, and commercial uses surrounding the VCC Property. The design of the VCC Project will be similar to previous large industrial-warehouse centers in the immediate area of Santa Clarita and Valencia. The design will encompass large warehouse-style buildings ranging from 50,000 square feet to 100,000 square feet or more. Ample parking for customers, clients, and workers will be provided, along with landscaping planters and tree plantings to shade the parking and driveway pavement.

48. The VCC Project is located in a VHFHSZ and will meet fire prevention requirements, including installing new fire hydrants, providing sufficient fire lanes for ingress/egress, requiring fuel modification plans (for removing dead or fallen plant material), and sprinkler systems within the Project.

49. For internal circulation in the VCC Project, Hancock Parkway and Franklin Parkway would be extended from Commerce Center Drive east into the VCC Project, with the latter including a culvert/crossing over Hasley Creek. The Hancock Parkway extension would connect to an existing segment of Hancock Parkway, extending to the northeastern-most portion of the VCC Project. Emergency access would be provided from the terminus of Franklin Parkway to Live Oak Road to the northeast. Parking would be provided in a combination of surface lots and parking structures throughout the non-residential (office, industrial, and retail) areas. A system of private driveways and fire lanes ranging from 26 to 35 feet of pavement width will be installed. Loading areas and accessible parking will be located at specific areas close to the buildings.

50. A series of multi-use trails and paved pedestrian trails would be introduced along the banks of Hasley Canyon Trail under Commerce Center Drive through the VCC Project, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile multi-purpose trail located northwest of the VCC Project, which can be accessed along Commerce Center Drive and Hasley Canyon Road, with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC Project. A Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension.

51. Bicycle route improvements in and around the VCC Project would connect to an extensive system of continuous bikes paths within the Newhall Ranch Specific Plan and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita to the east.

52. Newhall will dedicate the Castaic Site to the County in its "AS-IS" condition, free and clear of any monetary liens, covenants, easements, or other encumbrances, pursuant to a grant deed, which is included as Addendum 3 to Exhibit C-1 of the Entrada South/VCC DA. The Castaic Site is located south of Lake Hughes Road and east of Ridge Route Road. The County and Newhall agree that the Castaic Site is of sufficient size to develop at least 78 affordable housing units (i.e., 5 percent of the total number of market rate units entitled within the Entrada South Project). The County and Newhall have agreed that the County has not committed to pursuing affordable housing at the Castaic Site, and the County may evaluate alternative sites, select alternative sites, or decide not to move forward with the Castaic Site at the County's discretion, including based on the County's compliance with CEQA, which must be completed prior to the County determining whether to pursue affordable housing development at the Castaic Site. Upon dedication of the Castaic Site to the County, and whether or not any affordable housing units are actually developed at any time upon the Castaic Site, Newhall shall be automatically and unconditionally credited with a total of 300 affordable units. These units may be considered to meet a portion of any applicable additional affordable units obligation required by or agreed to by the County for any residential projects developed at any time by Newhall in other villages Newhall may develop outside the Newhall Ranch Specific Plan in conjunction with future approvals for such other projects.

53. Newhall will contribute up to $62 million for The Old Road Phase II Improvements pursuant to the following schedule and conditions precedent, and subject to the County and Newhall first completing the amended Acquisition Agreement:

    a. After the issuance of the first residential building permit for the Entrada South Project, annual payments ("Annual Payments") of $600,000.00 due each year on the anniversary of the Effective Date of this Agreement for a period of 20 years, for a total of $12,000,000;

    b. After the issuance of the first residential building permit for the Homestead South Project (a development planned within the Newhall Ranch Specific Plan), additional Annual Payments of $1,250,000.00 due each year on the anniversary of the Effective Date of this Agreement for a period of 20 years for a total of $25,000,000; and

    c. After the issuance of the first residential building permit for the Legacy Village Project (a development Newhall plans to develop outside the Newhall Ranch Specific Plan), additional Annual Payments of $1,250,000.00 due each year on the anniversary of the Effective Date of this Agreement for a period of 20 years for a total of $25,000,000.

    The Annual Payments described above for the Homestead South Project and Legacy Village Project are in addition to the Annual Payments for the Entrada South Project. The Annual Payments will continue until Newhall has fully satisfied its $62 million commitment and Newhall's obligation to make the Annual Payments shall survive expiration of the Entrada South/VCC DA.

54. Newhall will implement the Net-Zero GHG Program in the Entrada South/VCC Project. The Net-Zero GHG Program is enumerated in 13 mitigation measures (MM 2-1 through 2-13) in the State-certified EIR. It implements a broad suite of innovative GHG reduction strategies to maximize onsite and local GHG reductions, such as installing thousands of electric vehicle ("EV") charging stations throughout the County and implementing a building retrofit program in disadvantaged communities within the County.

55. Implementation of the Net-Zero GHG Program supports the goals of the County's 2024 Climate Action Plan. The GHG impacts of the Entrada South/VCC Project, including the Net-Zero GHG Program, were fully analyzed in the State-certified EIR. Accordingly, the Entrada South/VCC Project does not need to further analyze GHG or comply with the specific goals, strategies, measures, or actions included in the County Climate Action Plan or any future rule intended or designed to reduce GHG emissions, unless otherwise applicable as a "Future Applicable Rule" under the Entrada South/VCC DA.

56. The Commission finds that, with the proposed ZC, the Entrada South/VCC Project would be consistent with applicable provisions of Title 22 (Planning and Zoning) of the County Code (the "Zoning Code") for the reasons stated herein, in other documents that constitute the record for the Entrada South/VCC Project Permits and based on testimony delivered to the Commission in writing and orally.

57. The County is the lead agency for the Entrada South/VCC Project for purposes of CEQA in accordance with the State CEQA Guidelines section 15050. The Entrada South/VCC Project, as currently proposed, reflects minor changes and refinements related to the development of the Entrada South Property and VCC Property, as compared to the 2017 Project. Consistent with the requirements for supplemental CEQA review, the County analyzed potential environmental effects of the Entrada South/VCC Project in a Draft Supplemental EIR ("SEIR," SCH No. 2000011025) that focuses on the Entrada South/VCC Project's incremental changes from the 2017 Project as well as applicable changes in circumstances and new information since certification of the State-certified EIR by CDFW. The Entrada South/VCC Project is referred to as the "Modified Project" in the SEIR.

58. The County prepared a Final SEIR that incorporates the Draft SEIR and contains the comments received on the Draft SEIR, responses to comments, revisions to the Draft SEIR, including any clarifications based on the comments and responses to the comments, and Mitigation Monitoring and Reporting Program ("MMRP") for the Entrada South/VCC Project ("MMRP").

59. This Resolution incorporates by reference, as if fully set forth herein, the CEQA Findings of Fact ("FOF") and Statement of Overriding Considerations ("SOC") regarding the Final SEIR for the Entrada South/VCC Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the Entrada South/VCC Project would not result in any new or substantially more severe significant impacts.

60. On December 20, 2024, a Notice of Completion ("NOC") and Notice of Availability ("NOA") of the Draft SEIR was prepared and distributed to the State Office of Land Use and Climate Innovation, County Clerk, responsible and trustee agencies, organizations, interested parties, property owners and occupants within a 1,000-foot radius of the Entrada South/VCC Project site, and all parties who requested a copy of the SEIR in accordance with CEQA. Signs noticing the NOC and NOA were also posted on both the Entrada South Property and VCC Property on December 19, 2024. The County decided to provide a voluntary extension beyond the CEQA-mandated 45-day public review period to a 60-day public review period beginning December 20, 2024, and ending February 18, 2025.

61. There was a total of 11 comments on the Draft SEIR - five by public agencies, one by tribes, three by community groups, and two by individuals. As required by Section 15088 of the State CEQA Guidelines, responses to these comments were prepared and provided to the agencies and interested parties. While certain changes were made to the SEIR in response to these comments, the Final EIR does not include significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5.

62. A duly noticed public hearing was held on October 1, 2025 before the Commission. During the October 1, 2025 hearing, the Commission heard presentations from staff and Newhall, and public testimony was heard. During public testimony, **[X]** persons spoke in favor of the Entrada South/VCC Project, citing reasons such as: **[RESERVED]**. In addition, **[X]** persons spoke in opposition or otherwise had concerns with the Entrada South/VCC Project, citing reasons such as: **[RESERVED]**.

63. During the October 1, 2025 public hearing, after hearing all testimony, the Commission discussed the Entrada South/VCC Project on the following points: **[RESERVED]**.

64. In its actions on October 1, 2025, the Commission certified the Final SEIR as to the following components of the Entrada South/VCC Project: VTTM No. 53295; VTPM No. 18108; CUP No. 00-210; PP No. 200700013; PP No. RPPL202207239; OTP No. 200700018; OTP No. 200700022; and AHP No. RPPL2024000343. As to these listed components of the Entrada South/VCC Project, the Commission adopted the proposed CEQA FOF and SOC for the Entrada South/VCC Project, adopted the MMRP, and determined the Entrada South/VCC Project's significant and unavoidable impacts are outweighed by specific social, economic, legal, technological, or other considerations through adopting the proposed SOC. Further, the Commission recommended that the Board certify the Final SEIR for the Entrada South/VCC Project as to the Entrada South/VCC DA and ZC, along with the required CEQA FOF, SOC, and MMRP for the Entrada South/VCC Project.

65. The County Subdivision Committee ("Subdivision Committee") consists of representatives from the County Departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health. Based on tentative maps and exhibit maps dated January 15, 2025, the Subdivision Committee cleared the Entrada South/VCC Project for public hearing and recommended its approval.

66. The County is authorized to enter into the Entrada South/VCC DA with Newhall for the development of the Entrada South Property and VCC Property, because Newhall has a legal or equitable interest in the real property to which the Entrada South/VCC DA would apply.

67. The Entrada South/VCC DA is consistent with the General Plan and SCVAP. The Entrada South Project has long been planned for residential and non-residential development under the SCVAP, which is a component of the General Plan. No General Plan or SCVAP amendments are required within the Entrada South Property or VCC Property to implement the Entrada South/VCC Project. Additionally, as outlined in the consistency findings, below, the Entrada South/VCC Project would be consistent with the goals and policies of the General Plan and SCVAP.

68. The Entrada South Project is consistent with General Plan, Housing Element, Policy 3.1: "*Promote mixed-income neighborhoods and a diversity of housing types throughout the unincorporated Los Angeles County to increase housing choices for all economic segments of the population.*" The Entrada South Project will include 1,574 new residential units with multiple housing types that will increase housing choices for varying economic segments of the population within the unincorporated County.

69. The Entrada South/VCC Project is consistent with General Plan, Parks & Recreation, Policy P/R 4.3: "*Develop a network of feeder trails into regional trails.*" A community trail system would connect the Entrada South Property and VCC Property to existing and planned trails in the vicinity and into regional trails. Within the Entrada South Property and VCC Property, the proposed trail systems would include community trails, NEV/bike paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. Bicycle facilities in the area, and the NEV pathways within the Entrada South Property and VCC Property would also serve as bike routes. As part of the VCC Project, a series of multi-use trails and paved pedestrian trails (also providing County flood control access) would be introduced along the banks of Hasley Creek and Castaic Creek within the VCC Property to support a network of trails in the region. These include an extension of the existing Hasley Canyon Trail under Commerce Center Drive through the VCC Planning Area, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile multi-purpose trail located northwest of the VCC Property, which can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing portion of the VCC non-residential site (industrial/business/office park), with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC Project improvements. Also, within the VCC Property, a Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension. The bicycle route improvements in and around the Entrada South/VCC Project site would connect to an extensive system of continuous bikes paths within Mission Village and other communities to the west, future planned bike lanes along The Old Road consistent

with the County's Bicycle Master Plan to the east, and existing bike routes within the City of Santa Clarita to the east.

70. The VCC Project is consistent with General Plan, Economic Development, Policy ED 2.1: "*Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.*" Development of the VCC Project with 3.4 million square feet of non-residential (industrial/business/office park) space consistent with the SCVAP's IO land use designation will protect the VCC Property from conversion to non-industrial uses and facilitate the generation of local jobs and economic activity.

71. The Entrada South/VCC Project is consistent with General Plan, Economic Development, Policy ED 2.5: *"Encourage employment opportunities to be located in proximity to housing.*" The Entrada South Project includes 730,000 square feet of non-residential (commercial/office) space in proximity to the proposed 1,574 new residential units, which will support and encourage employment opportunities in proximity to proposed and existing housing. The Entrada South Project is also in proximity to the VCC Project, which will add new office and light industrial/warehouse space (61 commercial lots). The VCC Project includes 3.4 million square feet of non-residential (industrial/business/office park) space in proximity to many existing homes in the surrounding community, which will facilitate the generation of local jobs and economic activity.

72. The Entrada South/VCC Project is consistent with General Plan, Land Use, Policy LU4.1: "*Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.*" The Entrada South Property and VCC Property are currently underutilized. The development of the Entrada South Project will result in utilizing the site with 1,574 residential units and 730,000 square feet of non-residential (commercial/office) space that will facilitate the generation of local jobs and economic activity. The VCC Project will add new office and light industrial/warehouse space within 61 commercial lots. The VCC Project will result in the development of the vacant site with 3.4 million square feet of non-residential (industrial/business/office park) space in proximity to many existing homes in the surrounding community, which will facilitate the generation of local jobs and economic activity. Therefore, the Entrada South/VCC Project supports infill development in suburban areas on underutilized land.

73. The Entrada South/VCC Project is consistent with General Plan, Land Use, Policy LU 5.2: "*Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.*" The Entrada South Project will result in 730,000 square feet of onsite commercial/office development that will provide local residents with increased access to commercial and retail services as well as public facilities, within and proximate to the Entrada South Project site. The Entrada South Project is also in proximity to the VCC Project, which will add new office and light industrial/warehouse space within 61 commercial lots. Therefore, the Entrada South/VCC Project supports a diversity of commercial and retail services, and public facilities, that help meet regional and local needs.

74. The Entrada South Project is consistent with the goals and policies of the SCVAP because the H5, CM, and OS-PR designations are intended for the residential, commercial, and open space uses that are included in the Entrada South Project. In addition, the Entrada South Project realizes a substantial amount of new housing units which are needed to address the State's housing crisis. Furthermore, the Entrada South Project will implement substantial open space in the forms of recreation (e.g., a public park) and preserves (e.g., a Spineflower Preserve and protected drainage channel).

75. The VCC Project is consistent with the goals and policies of the SCVAP because the IO (Industrial Office) designation is intended for the commercial, office, light industrial, and open space uses that are included in the VCC Project. In addition, the VCC Project realizes a substantial amount of new commercial square footage which is needed to encourage economic development opportunities in the region. Furthermore, the VCC Project will implement substantial open space in the form of a natural drainage channel that runs-through the VCC site.

76. The Entrada South/VCC Project is consistent with SCVAP, Land Use, Policy LU-1.1.3: "*Discourage urban sprawl into rural areas by limiting non-contiguous, 'leap-frog' development outside of areas designated for urban use.*" The Entrada South Property has long been planned for residential and commercial development under the SCVAP and is designated for residential and commercial uses. The Entrada South Project will be developed adjacent to existing communities, avoiding leap-frog development. The development proposed for the Entrada South Property is consistent with the SCVAP, which accounts for the long-term planned development of the area in an orderly manner. Similarly, the VCC Property Area has also been designated for urban use and will be developed adjacent to existing communities, avoiding leap-frog development. Development of the VCC Project is consistent with the SCVAP, which accounts for the long-term planned development of the area in an orderly manner.

77. The Entrada South/VCC Project is consistent with SCVAP, Land Use, Policy LU-1.1.4: "*Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*" The Entrada South Project preserves community character and maintains natural features by providing 140.4 acres of open space areas within the Entrada South Property, including its entire southern perimeter, would be maintained to preserve scenic character. The Entrada South Project reduces permanent impacts to habitat with Unnamed Canyon 2 compared to 2017 Project. Additionally, the Entrada South Project includes a 27.2-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property. A permanent conservation instrument has been recorded to ensure the Spineflower Preserve will be permanently preserved and managed for the benefit of the San Fernando Valley Spineflower, consistent with the approved Spineflower Conservation Plan. By providing open space and the Spineflower Preserve, the Entrada South Project preserves community character by maintaining natural features that act as natural boundaries between developed areas. Similarly, open space areas within the VCC Property, including Castaic and Hasley Creeks, would be maintained to preserve scenic character. Development of the VCC Project would not

impact any prominent ridgelines identified in the SCVAP. The Entrada South/VCC Project includes environmental enhancements to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project.

78. The Entrada South Project is consistent with SCVAP, Land Use, Policy LU-1.1.5: "*Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use.*" The Entrada South Project includes 1,574 dwelling units and 730,000 square feet of commercial space on an undeveloped site that is adjacent to the Magic Mountain Theme Park (a major tourist destination) and other surrounding residential and commercial uses. The Entrada South Project utilizes existing infrastructure from the existing Magic Mountain Parkway, Commerce Center Drive, and The Old Road which benefits the Project. The Entrada South Project minimizes loss of open spaces by providing a new public park and preserving a natural drainage course and the Spineflower Preserve. Lastly, the Entrada South Project redesignates an underutilized site by implementing a related ZC for mixed-use development.

79. The Entrada South/VCC Project is consistent with SCVAP, Land Use, Policy LU-1.3.6: "*Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas.*" The Entrada South Project supports retention of natural drainage patterns and riparian areas by applying a clustering design consistent with the State-certified EIR. Within the Entrada South Property, the Entrada South Project would increase environmental protections to jurisdictional waters and related biological resources within the Entrada South Property as compared to the 2017 Project. Specifically, the 2017 Project design assumed the majority of Unnamed Canyon 2 within the Entrada South Property would be enclosed in a buried storm drain. Instead, the Entrada South Project includes the enhancement and restoration of portions of the Unnamed Canyon 2 drainage channel wherein much of the channel would remain an open channel from the southern site boundary to Magic Mountain Parkway, except for a culvert street crossing. Additionally, the Entrada South Project includes a 27.2-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property. Similarly, development of the VCC Project would provide increased environmental protections to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project. Hydromodification control best management practices would be implemented during the post development (operational) phase in order to retain the natural drainage patterns and would not result in new hydromodification impacts to the water courses on-site.

80. The Entrada South/VCC Project is consistent with SCVAP, Conservation and Open Space Element, Policy CO-10.1.5: "*Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty.*" No prominent ridgelines are designated by the SCVAP within the Entrada South Property, and no prominent ridgelines will be impacted by the proposed development. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space and maintains undeveloped slopes within the

Spineflower Preserve, providing residents with increased access to natural areas and preserving scenic beauty. Specifically, with the cluster development approach, the proposed development includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower Preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2). By providing open space and the Spineflower Preserve, the Entrada South Project provides residents and guests with access to natural areas and preserves scenic beauty. Similarly, development of the VCC Project would provide increased environmental protections to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project, providing residents and guests with increased access to natural areas and preserving scenic beauty. These areas would be restored and revegetated after construction, thereby reducing permanent impacts to certain vegetation communities and jurisdictional stream habitat. In addition, a series of multi-use trails and paved pedestrian trails would be introduced along the banks of Hasley Creek and Castaic Creek. These include an extension of the existing Hasley Canyon Trail under Commerce Center Drive through the VCC Property, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile multi-purpose trail located northwest of the VCC Property, which can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing portion of the VCC non-residential site (industrial/business/office park), with connection to the Hasley Canyon Equestrian Center in the hills to the north.

81. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Project Permits and the Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain environmental and public benefits. For the reasons set forth herein, the development allowed by the Entrada South/VCC DA and Entrada South/VCC Project Permits is consistent with the goals and policies of the SCVAP, a component of the General Plan. Those goals and policies of the SCVAP are furthered by the additional environmental and project benefits agreed to in the Entrada South/VCC DA, including an affordable housing program that exceeds the County's IHO requirements, additional financing for the necessary Old Road Phase II Improvements, dedication of rights-of-way to support The Old Road improvements, a site for a potential DPW maintenance yard, a commitment to implement the Net-Zero GHG Program, and a prohibition on future oil and gas extraction on the Entrada South Property and VCC Property. The Entrada South/VCC DA supports the Entrada South/VCC Project's consistency with the General Plan and SCVAP. Thus, the Entrada South/VCC DA is consistent with the General Plan and SCVAP.

82. The Entrada South/VCC DA complies with zoning, subdivision, and other applicable ordinances and regulations, as amended by the ZC. The Entrada South Property and VCC Property have long been planned for residential and non-residential development under the SCVAP, a component of the General Plan. Additionally, as outlined in the consistency findings, above, the Entrada South/VCC Project would be consistent with the goals and policies of the General Plan and SCVAP. The VCC Project would be developed consistent with the uses and allowed by and standards

established in the County-approved Master CUP No. 87-360 for the existing VCC. With the ZC, development of the Entrada South Project would be consistent with the land use designations in the SCVAP and zoning standards in the County Code.

83. The Entrada South/VCC DA requires compliance with applicable federal and state regulations, along with the Existing Rules (as defined in the Entrada South/VCC DA), including compliance with current Government Code Section 65867.5 pertaining to the preparation of a water supply verification in accordance with Government Code Section 66473.7 for a tentative map involving a subdivision as defined by Government Code Section 66473.7.

84. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Project Permits and the Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain environmental and public benefits discussed above. The Entrada South/VCC DA supports the Entrada South/VCC Project's consistency with County zoning, subdivision, or other appliable ordinances and regulations. Thus, the Entrada South/VCC DA complies with the zoning, subdivision, and other applicable ordinances and regulations.

85. The Entrada South/VCC DA is consistent with the public safety, welfare, and convenience and, therefore, it is in the public interest to enter into the Entrada South/VCC DA with Newhall. The Entrada South/VCC Project has been designed to be compatible with nearby communities and is consistent with the public safety, welfare, and convenience. Construction of the Entrada South/VCC Project will be subject to measures to reduce potential impacts, including, without limitation, controlling hours of operation, reducing fugitive dust, minimizing construction noise, establishing the "tier" of construction equipment to reduce equipment emissions, installing visual screens or fencing, providing construction monitors, and other such construction-related measures. In addition, DPW, DPW Building and Safety inspectors, and the Entrada South/VCC Project's soils engineer will ensure that grading is completed in accordance with applicable County standards and conditions of approval for soil stability and erosion control, which will protect against the Entrada South/VCC Project causing serious public health problems of persons residing or working in nearby communities.

86. The Entrada South/VCC Project will also benefit public safety, welfare, and convenience in relation to wildfire risks through stricter regulatory compliance and enhanced wildfire risk reduction measures compared to the 2017 Project. The Entrada South/VCC Project, along with other cumulative projects in the area, must comply with more stringent state and local regulatory compliance measures than were in place at the time of the State-certified EIR, including more rigorous building fire codes (e.g., Chapter 7A of the Building Code) and fuel modification zone requirements. By incorporating the latest fire-resistant building codes and fuel management standards, the Entrada South/VCC Project reduces the potential for ignition and fire spread. Evidence demonstrates that master-planned communities, such as the Entrada South/VCC Project (which include fuel modification zones protecting the community, fire-resistant structures, fire-resistant landscaping, long-term maintenance through the homeowners association, multiple points of ingress/egress and code-compliant

streets to support evacuation and first responder access, among other features), have proven to be highly resistant to encroaching wildfires and can act as a line of defense to decrease the spread of wildfire. The implementation of fire-hardening techniques and fuel modification zones creates a buffer against any encroaching wildfires, minimizing the risk of both onsite and offsite fire impacts. In addition, even though the Entrada South/VCC Project does not result in new significant wildfire impacts compared to the 2017 Project, the Entrada South/VCC Project has incorporated multiple project design features to further reduce wildfire risks during construction and operations, providing additional safety benefits. The Entrada South/VCC Project's proactive strategies, coupled with comprehensive fire protection and evacuation plans, ensure that the Entrada South/VCC Project meets and exceeds current regulatory requirements, thereby demonstrating consistency with public safety, welfare, and convenience.

87. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Project Permits and the Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain environmental and public benefits discussed above. The Entrada South/VCC DA supports the Entrada South/VCC Project's consistency with the public safety, welfare, and convenience. Thus, entering the Entrada South/VCC DA is consistent with the public safety, welfare, and convenience, making it in the public interest to enter into the Entrada South/VCC DA with Newhall.

88. The Entrada South/VCC DA will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area. As noted above, the Entrada South/VCC Project has long been planned for residential and non-residential development under the SCVAP, and construction of the Entrada South/VCC Project will be subject to measures to reduce potential impacts, which will protect against the Entrada South/VCC Project causing serious public health problems of persons residing or working in nearby communities.

89. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Project Permits and the Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain environmental and public benefits discussed above. The Entrada South/VCC DA supports the Entrada South/VCC Project's consistency with the public safety, welfare, and convenience. Thus, entering the Entrada South/VCC DA would not adversely affect the health, peace, comfort, and welfare of persons residing or working in the surrounding area.

90. The Entrada South/VCC DA will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site. As noted above, the Entrada South/VCC Project has long been planned for residential and non-residential development under the SCVAP, and construction of the Entrada South/VCC Project will be subject to measures to reduce potential impacts, which will protect against the Entrada South/VCC Project causing serious public health problems of persons residing or working in nearby communities.

91. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Project Permits and the Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain environmental and public benefits discussed above. The Entrada South/VCC DA supports the Entrada South/VCC Project's consistency with the public safety, welfare, and convenience. Thus, entering the Entrada South/VCC DA would not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Entrada South/VCC Project site.

92. The Entrada South/VCC DA will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare. As noted above, the Entrada South/VCC Project has long been planned for residential and non-residential development under the SCVAP and will be subject to measures to reduce potential impacts, which will protect against the Entrada South/VCC Project causing serious public health problems of persons residing or working in nearby communities.

93. As noted above, the Entrada South/VCC Project will also benefit public safety, welfare, and convenience in relation to wildfire risks through stricter regulatory compliance and enhanced wildfire risk reduction measures compared to the 2017 Project. The Entrada South/VCC Project's proactive strategies, coupled with comprehensive fire protection and evacuation plans, ensure that the Entrada South/VCC Project meets and exceeds current regulatory requirements, thereby demonstrating consistency with public safety, welfare, and convenience.

94. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South/VCC Project to the full extent allowed by the Entrada South/VCC Project Permits and the Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain environmental and public benefits discussed above. The Entrada South/VCC DA supports the Entrada South/VCC Project's consistency with the public safety, welfare, and convenience. Thus, entering the Entrada South/VCC DA would not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

95. Neither the Entrada South Property nor the VCC Property are located in an area for which a local coastal program is required to be prepared and certified pursuant to the requirements of Division 20 (commencing with Section 30000) of the Public Resources Code.

96. Consistent with County Code Section 22.222.160 (Notification Radius), the community and neighboring property owners within a 1,000-foot radius of the Entrada South/VCC Project were properly notified of the public hearing by mail, newspaper, and property posting.

BASED ON THE FOREGOING, the Commission finds as follows**:**

A. The above recitals are true and correct and are incorporated herein by reference.

B. The Commission has reviewed and considered the Final SEIR.

C. Newhall has met its burden of proof, and has substantiated to the satisfaction of the Commission that the facts set forth below in Sections D through K are true, as supported by the recitals above, the Burden of Proof Statements included in the attachment to the Commission's Staff Analysis, and the administrative record for the Entrada South/VCC Project.

D. Based on the substantial evidence in the record, including, without limitation, the written and oral staff reports, the Final SEIR, the General Plan, and the documentary record and testimony before the Commission, the Entrada South/VCC DA is consistent with the objectives, goals, and policies of the General Plan, and is consistent with the SCVAP, for the reasons set stated in the recitals above, in other documents that constitute the record for the Entrada South/VCC Project Permits, the administrative record, and based on testimony delivered to the Commission in writing and orally.

E. The Entrada South/VCC DA complies with the County's zoning, subdivision, and other applicable ordinances and regulations, as amended by ZC No. 00-210, considered concurrently.

F. The Entrada South/VCC DA is consistent with public safety, convenience, welfare, and good land use practice, making it in the public interest to enter into the DA with Newhall, as supported by the recitals above and the materials included in the administrative record for the Entrada South/VCC Project.

G. Taking into account the conditions and site-specific regulations contained in the SCVAP and the RMDP/SCP, the Entrada South/VCC DA will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

H. The Entrada South/VCC DA complies with the prescribed terms, conditions, restrictions, and requirements set forth in County Code Sections 22.162.040 (DA-Findings and Conditions) and 22.162.050 (DA-Conditions of Approval). Pursuant to Section 22.162.050, the Entrada South/VCC DA provides terms for the duration of the DA; the termination date of the DA; the uses permitted on the subject property; the density and intensity of use allowed on the subject property; the minimum height, size, and location of buildings allowed; the reservation or dedication of land for public purposes to be accomplished; and the time schedule established for periodic review of the DA. Such terms, conditions, restrictions and requirements in the Entrada South/VCC DA are not contrary to zoning, subdivision, other ordinances, laws, or regulations applicable to the proposed development.

I. Pursuant to Government Code Section 65867.5, the Entrada South/VCC DA contains a provision specifying that the VTTM and VTPM approved for the Project will comply with the provisions of Government Code Section 66473.7.

J. The Entrada South/VCC DA is necessary to strengthen the public planning process and to reduce the public and private costs of development uncertainty.

K. The Entrada South/VCC DA does not include any applicant obligations or County activities that would cause any physical changes to the environment that fall outside the boundaries of the area designated for future development within the Entrada South Property or VCC Property. The Entrada South/VCC DA likewise does not include any type of facility or land use that falls outside the scope of land uses that were identified in the SCVAP or RMDP/SCP, and analyzed in the accompanying Final SEIR. Accordingly, implementation of the Entrada South/VCC DA will not result in any significant new impacts to the environment, or worsen any previously-identified significant environmental impact, in relation to impacts already considered in the Draft SEIR. The proposed Entrada South/VCC DA does not require recirculation or supplemental environmental analyses under CEQA.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the County Board of Supervisors ("Board"):

1. Hold a public hearing to consider Project No. 00-210-(5), which includes Development Agreement No. RPPL2025003357, ZC No. 00-210, Vesting Tentative Tract Map No. 53295, Conditional Use Permit No. 00-210, Parking Permit No. 200700013, Oak Tree Permit No. 200700018, Administrative Housing Permit No. RPPL2024000343, and Environmental Assessment No. RPPL2021007114;

2. Hold a public hearing to consider Project No. 87-150-(5), which includes Development Agreement No. RPPL2025003357, Vesting Tentative Parcel Map No. 18108, Parking Permit No. RPPL2022007239, Oak Tree Permit No. 200700022, and Environmental Assessment No. RPPL2021007114;

3. Review, consider and certify the Final SEIR and adopt the associated MMRP, FOF, and SOC in compliance with CEQA and the State and County guidelines related thereto;

4. Approve Development Agreement No. RPPL2025003357;

5. Review, consider and adopt the Findings and Conditions for Vesting Tentative Tract Map No. 53295, Conditional Use Permit No. 00-210, Parking Permit No. 200700013, Oak Tree Permit No. 200700018, and Administrative Housing Permit No. RPPL2024000343;

6. Find that ZC No. 00-210, Vesting Tentative Tract Map No. 53295, Conditional Use Permit No. 00-210, Parking Permit No. 200700013, Oak Tree Permit No. 200700018, and Administrative Housing Permit No. RPPL2024000343 are consistent with the General Plan;

7. Find that ZC No. 00-210, Vesting Tentative Tract Map No. 53295, Conditional Use Permit No. 00-210, Parking Permit No. 200700013, Oak Tree Permit No. 200700018, and Administrative Housing Permit No. RPPL2024000343 are consistent with the SCVAP;

8. Review, consider and adopt the Findings and Conditions for Vesting Tentative Parcel Map No. 18108, Parking Permit No. RPPL2022007239, and Oak Tree Permit No. 200700022;

9. Find that Vesting Tentative Parcel Map No. 18108, Parking Permit No. RPPL2022007239, and Oak Tree Permit No. 200700022 are consistent with the General Plan; and

10. Find that Vesting Tentative Parcel Map No. 18108, Parking Permit No. RPPL2022007239, and Oak Tree Permit No. 200700022 are consistent with the SCVAP.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission on the County of Los Angeles on October 1, 2025.

_____

Elida Luna, Secretary
County of Los Angeles
Regional Planning Commission

DRAFT

ORDINANCE NO. _____

An ordinance approving the Entrada South Project and VCC Project **Development Agreement** pursuant to Section 65868 of the Government Code and Section 22.162.080 of Title 22 of the County Code.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. The Board of Supervisors hereby approves Development Agreement No. RPPL2025003357, a copy of which is attached hereto.

DRAFT RESOLUTION OF THE REGIONAL PLANNING COMMISSION COUNTY OF LOS ANGELES PROJECT NO. 00-210

ZONE CHANGE ("ZC") NO. 00-210

WHEREAS, pursuant to Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), and Chapter 22.198 (ZCs) of Division 8 of Title 22 of the Los Angeles County Code (commencing with Section 22.198.010), the County of Los Angeles ("County") is authorized to adopt ZCs and other amendments to Title 22 of the County Code; and

WHEREAS, the Newhall Land and Farming Company, a California limited partnership and subsidiary of FivePoint Holdings, LLC ("Newhall"), owns certain real property known as the "Entrada South Property," as legally described in Exhibit A; and

WHEREAS, Newhall proposes to subdivide the 382.3-gross-acre Entrada South Property into a total of 200 lots to create a mixed-use development that is comprised of: 91 multi-family lots developed with 1,574 attached townhome and detached condominium units; 51 open space lots (totaling 115.1 acres); 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 20 private recreation lots (totaling 19.9 acres); one public park lot (5.4 gross-acres in size, for an overall total of 140.4 acres of open space); 11 public facility lots (drainage, debris and water quality basins); six private drive lots; including a potential school site; and an onsite Spineflower preserve; and

WHEREAS, Newhall has requested approval of ZC No. 00-210 to amend the Entrada South Property's existing zoning to allow mixed-use and commercial development; and

WHEREAS, the County Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 00-210 (the "Entrada South Project"), consisting of the ZC, Development Agreement No. RPPL2025003357 (the "Entrada South/VCC DA"), Vesting Tentative Tract Map ("VTTM") No. 53295, Conditional Use Permit ("CUP") No. 00-210, Parking Permit ("PP") No. 200700013, Oak Tree Permit ("OTP") No. 200700018, Administrative Housing Permit ("AHP") No. RPPL2024000343, and Environmental Assessment No. RPPL2021007114 (collectively, the "Entrada South Project Permits"); and

WHEREAS:

1. The Entrada South Property is approximately 382.3 acres of land located west of Interstate 5 ("I-5") and The Old Road, north and south of the Magic Mountain Parkway, and east of Commerce Center Drive and Westridge Parkway, in an unincorporated area in the northwest portion of the County within the Santa Clarita Valley Area Plan ("SCVAP"). Six Flags Magic Mountain theme park and vacant land are located north of the Entrada South Property. The existing community of Westridge is located immediately south. The City of Santa Clarita is located to the east and is separated from the Entrada South Property by The Old Road and I-5. Vacant land within the Newhall Ranch Specific Plan area is located to the west. The approved Mission Village

community within the Newhall Ranch Specific Plan area is located immediately west of the Entrada South Property and is currently under construction.

2. The Entrada South Property is adjacent to, but not located within, the Specific Plan area.

3. The Entrada South Property is located within a designated Very High Fire Hazard Severity Zone ("VHFHSZ") and State Responsibility Area ("SRA").

4. The SCVAP is generally surrounded by the Los Padres and Angeles National Forests to the north; the major ridgeline of the Santa Susana Mountains, which separates the Santa Clarita Valley from the San Fernando and Simi Valleys, to the south; the unincorporated community of Agua Dulce and the Angeles National Forest to the east; and the County of Ventura to the west.

5. The Entrada South Property is generally comprised of vacant and undeveloped land, abandoned oil wells, and associated access roads. A recently constructed extension of Magic Mountain Parkway traverses the property from east to west. The southern boundary of the Entrada South Property is developed with Southern California Edison electric transmission lines and towers, and a 34-inch, high-pressure natural gas transmission pipeline operated by the Southern California Gas Company traverses the southernmost portion of the property from east to west.

6. The Entrada South Property exhibits topographic relief, with elevations ranging from approximately 1,000 to 1,400 feet above mean sea level ("AMSL") and includes segments of four drainage courses referred to as Magic Mountain Canyon and Unnamed Canyons 1, 2, and 3, portions of which have been channelized and/or enclosed within storm drains. The Entrada South Property is not located within and does not contain any portion of a Significant Ecological Area ("SEA").

7. The Entrada South Property is accessible via Magic Mountain Parkway, a 150-foot wide Major Highway on the County Master Plan of Highways, in an east-west direction. Primary access to the Entrada South Property will be via an entrance/exit on Magic Mountain Parkway. Secondary access to the Entrada South Property will be via an entrance/exit on Commerce Center Drive and The Old Road. The Entrada South Project provides a five-foot wide or greater walkway along private and future streets throughout the Entrada South Property, with publicly-accessible private walkways of similar widths along private drives/fire lanes providing direct access to all units.

8. The Entrada South Property is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP"), which was approved by the California Department of Fish and Wildlife ("CDFW"). The RMDP/SCP was the subject of an Environmental Impact Report (“EIR”) and Additional Environmental Analysis that CDFW certified in 2017 (SCH No. 2000011025; the "State-certified EIR"). The Entrada South Property was identified in the State-certified EIR as the "Entrada South Planning Area." The County was a responsible agency for the RMDP/SCP and participated in the State-certified EIR process. The Entrada South Project implements the development within the

Entrada South Property that was facilitated by the RMDP/SCP and analyzed in the State-certified EIR. The resource management activities and development facilitated by the RMDP/SCP, as approved by CDFW in 2017 for the Entrada South Property, are referred to herein as the "2017 Project."

9. The requested ZC would amend the existing zoning on 323 acres from the R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R (Commercial Recreation) Zone will remain unchanged. The –DP overlay zone will ensure that development occurring after rezoning will conform to the approved development program and be compatible with the surrounding area, pursuant to County Code Section 22.198.050 (ZCs Findings and Decision). The ZC will provide mixed-use commercial development in the westerly corner of the Entrada South Property adjacent to Mission Village, making it convenient and compatible with the existing commercial land use of the Entrada South Property and planned commercial center within Mission Village.

10. The Entrada South/VCC DA is a related request to adopt by ordinance a voluntary agreement between the County and Newhall that memorializes the terms, conditions, and obligations of the Entrada South Project, and provides vesting development rights for the Entrada South Project components. The purpose of the Entrada South/VCC DA is to provide both the County and the developer with long-term contractual assurances that the Entrada South Project includes public benefits and can be built out as approved in the Entrada South Project Permits. The Entrada South/VCC DA provides terms for: the duration and vesting of the agreement, the Entrada South Project Permits, and later-approved permits; the termination date of the agreement; a description of the uses permitted on the Entrada South Property; the density and intensity of uses allowed on the Entrada South Property; the minimum height, size, and location of buildings allowed; the reservation or dedication of land for public purposes to be accomplished; the time schedule for periodic review; and the public benefits that would not otherwise be provided by Newhall in the absence of the Entrada South/VCC DA. The Entrada South/VCC DA vests Newhall's right to develop and operate the Entrada South Project to the full extent allowed by the Entrada South Project's entitlements and the County's Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain public benefits. The County Board of Supervisors ("Board") must approve the Entrada South/VCC DA in order for it to become effective.

11. VTTM No. 53295 is a related request to authorize a subdivision for a mixed-use development consisting of 200 lots on 382.3 acres, including 90 multi-family lots with 1,574 attached townhome and detached condominium units; 51 open space lots (totaling 115.1 acres); 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 20 private recreation lots (totaling 19.9 acres); one public park lot (5.4 gross acres in size, with an overall total of 140.4 acres of open space for the Project); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

12. CUP No. 00-210 is a related request to authorize: a DP (Development Program) Zone pursuant to County Code Chapter 22.52 (DP Zone); development within an urban hillside management area pursuant to County Code Chapter 22.104 (Hillside Management Areas); onsite grading in excess of 100,000 cubic yards and a haul route for offsite grading pursuant to County Code Section 22.140.240 (Grading Projects); and walls and fences exceeding six feet in height. The grading amounts for the Entrada South Project include 6,500,000 cubic yards of cut, 6,116,500 cubic yards of fill, 18,800 cubic yards of offsite cut and fill (within the Mission Village site), and 383,500 cubic yards of shrinkage, for a combined grading amount of 13.0 million cubic yards (6.5 million cut, 6.5 million fill) to be balanced onsite.

13. AHP No. RPPL2024000343 is a related request to provide an overall 189 affordable units (12 percent of the total 1,574 units), to include 110 affordable rental units (seven percent of the total number of units entitled within the Entrada South Project). Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County Area Median Income ("AMI"). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South Project. The Entrada South Project is not subject to the inclusionary housing ordinance ("IHO") because, pursuant to County Code Section 22.121.030 (Inclusionary Housing), the Entrada South Project is "located within an area subject to an affordable housing requirement pursuant to a development agreement."

14. PP No. 200700013 is a related request to allow shared, reciprocal and offsite parking across the entire Entrada South Project (i.e., residential and non-residential areas) pursuant to County Code Chapter 22.178.050 (PPs). The Entrada South Project will provide a total of 5,716 parking spaces, including 3,921 parking spaces for residential uses and 1,795 parking spaces for commercial uses. Of the residential parking spaces, 423 parking spaces will be reserved for guests. Of the commercial parking spaces, 1,154 parking spaces will be reserved for office uses, 415 parking spaces will be reserved for retail uses, and 226 parking spaces will be reserved for the hotel use. Although the Entrada South Project has requested shared and reciprocal parking, the Project will provide a surplus of parking compared to County requirements (i.e., providing 3,921 residential parking spaces and 1,795 commercial parking spaces compared to the 3,852 residential and 1,789 commercial spaces required). The Entrada South Project will provide an additional 11.6 percent of residential parking spaces and one percent of commercial parking spaces.

15. OTP No. 200700018 is a related request for the removal of 34 non-heritage oak trees and encroachment into the protected zone of one heritage oak tree on the Entrada South Property. This would result in a total of 35 oak tree-related impacts on the Entrada South Property pursuant to County Code Chapter 22.174 (OTPs). Based on the March 31, 2023 Oak Tree Report (Oak Tree Report), there are a total of 51 oak trees surveyed subject to the County Oak Tree Ordinance that are located either within the Entrada South Property, within 200 feet of the proposed grading limits, or located outside the boundaries of the Entrada South Project but associated with the development. Of the 51 oak trees surveyed, 35 oak trees will be impacted. Of the 35 impacted oak trees, one oak tree, which is a heritage oak tree, will be encroached into its protected zone by development of the Entrada South Project in accordance with

the County Oak Tree Ordinance. The remaining 34 impacted oak trees are not heritage oaks and are proposed to be removed, consistent with the Oak Tree Report.

16. Pursuant to Government Code Section 65866, the County and Newhall agreed to a vesting date of October 7, 2021. Accordingly, the Entrada South/VCC Project is generally subject to the applicable rules, regulations, and official policies that were in effect as of October 7, 2021, except as otherwise provided in the Entrada South/VCC DA.

17. The current land use designation for the Entrada South Property is as follows: the Entrada South Property is located within the H5 (Residential 5 – 0 to 5 Dwelling Units per Acre), CM (Major Commercial), and OS-PR (Open Space Preserve) land use categories of the SCVAP Land Use Policy Map, a component of the County General Plan ("General Plan").

18. The current zoning for the Entrada South Property is as follows: the Entrada South Property is located within the Newhall Zoned District. The Property is currently zoned R-1 , C-3, and C-R.

19. The land uses for the properties surrounding the Entrada South Property include:

    North: Commercial, parking;
    East: Commercial;
    South: Recreational, single-family residential;
    West: Vacant.

20. The properties surrounding the Entrada South Property are zoned as following:

    North: C-3, C-R
    East: C-3;
    South: C-R, RPD (Residential Planned Development), A-2 (Heavy Agricultural);
    West: R-1, SP (Specific Plan).

21. The Entrada South Project will add new detached and attached residences at urban densities consistent with surrounding development, which includes a mixture of residential, recreational, and commercial uses. An open space Spineflower Preserve occupies the southeasterly portion of the Entrada South Property, which is compatible with recreation open space just south beyond the Entrada South Property's boundary.

22. The maximum density of the Entrada South Project is 4.9 dwellings per acre, which is consistent with the H5 land use designation that covers much of the Entrada South Property.

23. The visual and physical impacts of the proposed Entrada South Project will not increase in relation to the surrounding neighborhood. Residential building heights will be three stories or less, and mixed-use commercial development will blend in with the adjacent Mission Village commercial center. The design of the Entrada South Project

will be similar to and compatible with the Mission Village development, which is already in buildout with more than 2,000 dwellings constructed.

24. The 2017 Project proposed 1,725 dwellings and 450,000 square feet of non-residential space for the Entrada South Project. The current Entrada South Project requests 1,574 dwellings (a reduction of 151 units) and 730,000 square feet of non-residential space. As a result of these changes, the proposed Entrada South Project will be able to include a neighborhood park and potential school site, a Spineflower Preserve, and important trail links and infrastructure. These modifications allow the Entrada South Project to be more compatible with the existing urbanization and buildout of the nearby Mission Village and other villages that are included in the adjacent Newhall Ranch Specific Plan.

25. A proposed hotel of 165,000 square feet and up to 75 feet in height is planned in the Entrada South Project. The hotel will be located furthest north in the Entrada South Project, adjacent to Six Flags Magic Mountain, where it will lessen visual/physical impacts due to the complementary uses.

26. The 110 affordable rental housing units that are required under the Entrada South/VCC DA will be dispersed throughout the Entrada South Property, supporting community needs for additional housing that is feasible for homeowners compared with the prevailing housing market in the area.

27. The Entrada South Project includes a 5.4-acre public park lot as well as smaller recreation lots situated next to residences where they can be easily accessed.

28. Two large open space corridors protect a restored drainage channel on the Entrada South Property, as well as providing a buffer against existing residential and commercial-recreational development to the south.

29. The Entrada South Project is located in a VHFHSZ and will meet fire prevention requirements, including installing new fire hydrants, providing sufficient fire lanes for ingress/egress, requiring fuel modification plans (for removing dead or fallen plant material), and sprinkler systems within the commercial portions of the project.

30. The Entrada South Project would incorporate various internal roadway improvements, including arterials, residential collectors, and private drives. A series of public collector streets and private drives within the Entrada South Project would provide access to the various areas and land uses on-site, with connections to Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive.

31. The Entrada South Project would provide an extensive community trail system that would connect to existing and planned trails in the vicinity. Within the Entrada South Project, the proposed trail system would include community trails, bike lanes, neighborhood electric vehicle ("NEV") paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. In addition to the various trail types that would serve as bicycle

routes, the Entrada South Project would expand bicycle facilities in the area. The NEV pathways within the Entrada South Project would also serve as bike routes.

32. Internal circulation and access for the Entrada South Project will be provided by seven new internal public streets with street widths ranging from 60 to 113 feet. Each planning area of the development will be interconnected with a private drive and fire lane system, with typical widths of 26 and 28 feet to meet fire road access requirements.

33. Newhall will implement the Net-Zero Greenhouse Gas (“GHG”) Program in the Entrada South Project. The Net-Zero GHG Program is enumerated in 13 mitigation measures (MM 2-1 through 2-13) in the State-certified EIR. It implements a broad suite of innovative GHG reduction strategies to maximize onsite and local GHG reductions, such as installing thousands of electric vehicle ("EV") charging stations throughout the County and implementing a building retrofit program in disadvantaged communities within the County.

34. Implementation of the Net-Zero GHG Program supports the goals of the County's 2024 Climate Action Plan. The GHG impacts of the Entrada South/VCC Project, including the Net-Zero GHG Program, were fully analyzed in the State-certified EIR. Accordingly, the Entrada South Project does not need to further analyze GHG or comply with the specific goals, strategies, measures, or actions included in the County Climate Action Plan or any future rule intended or designed to reduce GHG emissions, unless otherwise applicable as a "Future Applicable Rule" under the Entrada South/VCC DA.

35. The Commission finds that, with the proposed ZC, the Entrada South Project would be consistent with applicable provisions of Title 22 (Planning and Zoning) of the County Code (the "Zoning Code") for the reasons stated herein, in other documents that constitute the record for the Entrada South Project Permits and based on testimony delivered to the Commission in writing and orally.

36. The County is the lead agency for the Entrada South Project for purposes of CEQA in accordance with the State CEQA Guidelines section 15050. The Entrada South Project, as currently proposed, reflects minor changes and refinements related to the development of the Entrada South Property, as compared to the 2017 Project. Consistent with the requirements for supplemental CEQA review, the County analyzed potential environmental effects of the Entrada South Project in a Draft Supplemental EIR ("SEIR," SCH No. 2000011025) that focuses on the Entrada South Project's incremental changes from the 2017 Project as well as applicable changes in circumstances and new information since certification of the State-certified EIR by CDFW. The Entrada South Project is a component of the "Modified Project" referred to and described in the SEIR.

37. The County prepared a Final SEIR that incorporates the Draft SEIR and contains the comments received on the Draft SEIR, responses to comments, revisions to the Draft SEIR, including any clarifications based on the comments and responses to the

comments, and Mitigation Monitoring and Reporting Program (“MMRP) for the Entrada South Project ("MMRP").

38. This Resolution incorporates by reference, as if fully set forth herein, the CEQA Findings of Fact ("FOF") and Statement of Overriding Considerations ("SOC") regarding the Final SEIR for the Entrada South Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the Entrada South Project would not result in any new or substantially more severe significant impacts.

39. On December 20, 2024, a Notice of Completion ("NOC") and Notice of Availability ("NOA") of the Draft SEIR was prepared and distributed to the State Office of Land Use and Climate Innovation, County Clerk, responsible and trustee agencies, organizations, interested parties, property owners and occupants within a 1,000-foot radius of the Entrada South Project site, and all parties who requested a copy of the SEIR in accordance with CEQA. Large signs for the NOC and NOA were also posted on the Entrada South Property on December 19, 2024. The County decided to provide a voluntary extension beyond the CEQA-mandated 45-day public review period to a 60-day public review period beginning December 20, 2024, and ending February 18, 2025.

40. There were a total of 11 comments on the Draft SEIR - five by public agencies, one by tribes, three by community groups, and two by individuals. As required by Section 15088 of the State CEQA Guidelines, responses to these comments were prepared and provided to the agencies and interested parties. While certain changes were made to the SEIR in response to these comments, the Final SEIR does not include significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5.

41. A duly noticed public hearing was held on October 1, 2025, before the Commission. During the October 1, 2025 hearing, the Commission heard presentations from staff and Newhall, and public testimony was heard. During public testimony, **[X]** persons spoke in favor of the Entrada South Project, citing reasons such as: **[RESERVED]**. In addition, **[X]** persons spoke in opposition or otherwise had concerns with the Entrada South Project, citing reasons such as: **[RESERVED]**.

42. During the October 1, 2025 public hearing, after hearing all testimony, the Commission discussed the Entrada South Project on the following points: **[RESERVED]**.

43. In its actions on October 1, 2025, the Commission certified the Final SEIR as to the following components of the Entrada South Project: VTTM No. 53295; CUP No. 00-210; PP No. 200700013; OTP No. 200700018; and AHP No. RPPL2024000343. As to these listed components of the Entrada South Project, the Commission adopted the proposed CEQA FOF and SOC for the Entrada South Project, adopted the MMRP for the Entrada South Project, and determined the Entrada South Project's significant and unavoidable impacts are outweighed by specific social, economic, legal, technological, or other considerations through adopting the proposed SOC. Further,

the Commission recommended that the Board certify the Final SEIR for the Entrada South Project as to the Entrada South/VCC DA and ZC, along with the required CEQA FOF, SOC, and MMRP for the Entrada South Project.

44. The County Subdivision Committee ("Subdivision Committee") consists of representatives from the County Departments of Regional Planning, Public Works, Fire ("Fire"), Parks and Recreation, and Public Health. Based on tentative map and exhibit map dated January 15, 2025, the Subdivision Committee cleared the Entrada South Project for public hearing and recommended its approval.

45. The Entrada South Project is consistent overall with the General Plan, including Housing Element, Policy 3.1: "*Promote mixed-income neighborhoods and a diversity of housing types throughout the unincorporated Los Angeles County to increase housing choices for all economic segments of the population.*" The Entrada South Project will include 1,574 new residential units with multiple housing types that will increase housing choices for varying economic segments of the population within the unincorporated County.

46. The Entrada South Project is consistent with the General Plan, Parks & Recreation, Policy P/R 4.3: "*Develop a network of feeder trails into regional trails.*" A community trail system would connect the Entrada South Property to existing and planned trails in the vicinity and into regional trails. Within the Entrada South Property, the proposed trail system would include community trails, NEV/bike paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. Bicycle facilities in the area, and the NEV pathways within the Entrada South Property would also serve as bike routes. The bicycle route improvements in and around the site would connect to an extensive system of continuous bikes paths within Mission Village and other communities to the west, future planned bike lanes along The Old Road consistent with the County's Bicycle Master Plan to the east, and existing bike routes within the City of Santa Clarita to the east.

47. The Entrada South Project is consistent with General Plan, Economic Development, Policy ED 2.5: *"Encourage employment opportunities to be located in proximity to housing.*" The Entrada South Project includes 730,000 square feet of non-residential (commercial/office) space in proximity to the proposed 1,574 new residential units, which will support and encourage employment opportunities in proximity to proposed and existing housing.

48. The Entrada South Project is consistent with General Plan, Land Use, Policy LU4.1: "*Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.*" The Entrada South Property is currently underutilized. The development of the Entrada South Project will result in utilizing the site with 1,574 residential units and 730,000 square feet of non-residential (commercial/office) space that will facilitate the generation of local jobs and economic activity. Therefore, the Entrada South Project supports infill development in suburban areas on underutilized land.

49. The Entrada South Project is consistent with General Plan, Land Use, Policy LU 5.2: "*Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.*" The Entrada South Project will result in 730,000 square feet of onsite commercial/office development that will provide local residents with increased access to commercial and retail services as well as public facilities within and proximate to the Entrada South Project site. Therefore, the Entrada South Project supports a diversity of commercial and retail services, and public facilities, that help meet regional and local needs.

50. The Entrada South Project is consistent with the goals and policies of the SCVAP because the H5, CM, and OS-PR designations are intended for the residential, commercial, and open space uses that are included in the Entrada South Project. In addition, the Entrada South Project realizes a substantial amount of new housing units which are needed to address the State's housing crisis. Furthermore, the Entrada South Project will implement substantial open space in the forms of recreation (e.g., a public park) and preserves (e.g., a Spineflower Preserve and protected drainage channel).

51. The Entrada South Project is consistent overall with SCVAP, Land Use, Policy LU-1.1.3: "*Discourage urban sprawl into rural areas by limiting non-contiguous, 'leap-frog' development outside of areas designated for urban use.*" The Entrada South Property has long been planned for residential and commercial development under the SCVAP and is designated for residential and commercial uses. The Entrada South Project will be developed adjacent to existing communities, avoiding leapfrog development. The development proposed for the Entrada South Property is consistent with the SCVAP, which accounts for the long-term planned development of the area in an orderly manner.

52. The Entrada South Project is consistent with SCVAP, Land Use, Policy LU-1.1.4: "*Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*" The Entrada South Project preserves community character and maintains natural features by providing 140.4 acres of open space areas within the Entrada South Property, including its entire southern perimeter, would be maintained to preserve scenic character. The Entrada South Project reduces permanent impacts to habitat with Unnamed Canyon 2 compared to 2017 Project. Additionally, the Entrada South Project includes a 27.2-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property. A permanent conservation instrument has been recorded to ensure the Spineflower Preserve will be permanently preserved and managed for the benefit of the San Fernando Valley Spineflower, consistent with the approved Spineflower Conservation Plan. By providing open space and the Spineflower Preserve, the Entrada South Project preserves community character by maintaining natural features that act as natural boundaries between developed areas.

53. The Entrada South Project is consistent with SCVAP, Land Use, Policy LU-1.1.5: "*Increase infill development and re-use of underutilized sites within and adjacent to*

developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use." The Entrada South Project includes 1,574 dwelling units and 730,000 square feet of commercial space on an undeveloped site that is adjacent to the Six Flags Magic Mountain Theme Park (a major tourist destination) and other surrounding residential and commercial uses. The Entrada South Project benefits from the existing infrastructure of Magic Mountain Parkway, Commerce Center Drive, and The Old Road. The Entrada South Project minimizes loss of open spaces by providing a new public park and preserving a natural drainage course and the Spineflower Preserve. Lastly, the Entrada South Project redesignates an underutilized site by implementing a ZC for mixed-use development.

54. The Entrada South Project is consistent with SCVAP, Land Use, Policy LU-1.3.6: "*Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas.*" The Entrada South Project supports retention of natural drainage patterns and riparian areas by applying a clustering design consistent with the State-certified EIR. Within the Entrada South Property, the Entrada South Project would increase environmental protections to jurisdictional waters and related biological resources within the Entrada South Property as compared to the 2017 Project. Specifically, the 2017 Project design assumed the majority of Unnamed Canyon 2 within the Entrada South Property would be enclosed in a buried storm drain. Instead, the Entrada South Project includes the enhancement and restoration of portions of the Unnamed Canyon 2 drainage channel wherein much of the channel would remain an open channel from the southern site boundary to Magic Mountain Parkway, except for a culvert street crossing. Additionally, the Entrada South Project includes a 27.2-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property.

55. The Entrada South Project is consistent with SCVAP, Conservation and Open Space Element, Policy CO-10.1.5: "*Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty.*" No prominent ridgelines are designated by the SCVAP within the Entrada South Property, and no prominent ridgelines will be impacted by the proposed development. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space and maintains undeveloped slopes within the Spineflower Preserve, providing residents and guests with increased access to natural areas and preserving scenic beauty. Specifically, with the cluster development approach, the proposed development includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower Preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2). By providing open space and the Spineflower Preserve, the Entrada South Project provides residents and guests with access to natural areas and preserves scenic beauty.

56. The Entrada South Property is not located in an area for which a local coastal program is required to be prepared and certified pursuant to the requirements of Division 20 (commencing with Section 30000) of the Public Resources Code.

57. Consistent with County Code Section 22.222.160 (Notification Radius), the community and neighboring property owners within a 1,000-foot radius of the Entrada South Project were properly notified of the public hearing by mail, newspaper, and property posting.

58. Pursuant to County Code Section 22.198.050 (Zone Changes), the Commission makes the following findings:

    a. **Modified conditions warrant a revision in the Zoning Map as it pertains to the area or district under consideration.** Modified conditions warrant a revision of the Zoning Map from R-1 to MXD-DP and R-1 to C-3-DP to implement the project's net-zero GHG commitment and transportation demand management ("TDM") program while advancing County policies to encourage walkability, reduce vehicle trips and emissions, and facilitate alternative modes of transit.

        i. The existing R-1 Zone was adopted for the site in 2012 and reflects the H5 land use designation shown on the attached Existing Zoning Map. The existing H5 land use designation for the portion of Entrada South, south of Magic Mountain Parkway, was adopted in 2012 through the SCVAP. The H5 land use designation permits residential development up to five units per acre along with supportive commercial and institutional uses serving the local area (subject to a ZC to an appropriate designation, as necessary).

        ii. The existing R-1 Zone limits residential and commercial use types and development flexibility, such as clustering. In contrast, the MXD and C-3 zoning designations support implementation of the TDM program and net-zero GHG commitment by allowing a more diverse, denser mix of uses that will encourage walkability, alternative mobility options and use integration while maintaining consistency with the H5 designation. The modifications associated with the TDM program and net-zero GHG commitment warrant a revision in the Zoning Map, as discussed below.

        iii. In 2017, CDFW approved the State-certified EIR for the RMDP/SCP. The State-certified EIR analyzed the potential environmental impacts associated with the development facilitated by the RMDP/SCP, including for the buildout of the Entrada South Property. The State-certified EIR included 13 mitigation measures related to GHG impacts that reduce the Entrada South Project's GHG emissions to net zero, including an extensive TDM program. The core objective of the TDM program is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized

and non-motorized transport and related strategies. The TDM program includes a number of strategies that would enable the residents, employees, and visitors of these planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation alternatives to single rider vehicles, such as:

- Pedestrian network linking areas of the project site;
- Traffic calming measures to encourage people to walk or bike;
- Increased transit availability through route expansion or increasing transit frequency;
- Encouraging telecommuting and alternative work schedules;
- Employer-administered Commute Trip Reduction program;
- School bus program;
- Transit fare subsidies;
- Carshare program;
- NEV and Electric Bicycle (e-bike) infrastructure;
- Integration of Mobility Hubs;
- Website and apps for transportation information; and
- Bikeshare system.

iv. To implement the TDM program and advance Newhall's net-zero GHG commitment, Newhall has designed the Entrada South Project to enhance clustering, mixed uses, supportive commercial opportunities in proximity to residential users, and walkability. The modifications associated with the TDM program and net-zero GHG commitment warrant a revision in the Zoning Map.

v. The MXD and C-3 zones are appropriate for the H5 land use designation given the integrated nature of the Entrada South Project with the Mission Village community (under construction), the other Valencia villages (such as Homestead South) contemplated by the TDM program, and the proximity of the Entrada South Property to transit stations. The Entrada South Property is approximately 1.14 miles west of the McBean Regional Transit Center and adjacent to a central mobility hub being planned as part of the Mission Village development (Mission Village is currently under construction).

vi. The MXD and C-3 zones allow the Entrada South Property to provide a diverse mix of housing and integrated commercial uses in proximity to transit stations, while facilitating the TDM program and preserving natural open space and slopes and enhancing walkability. These public and environmental benefits warrant a revision in the Zoning Map from R-1 to MXD for the planning areas described above.

b. **A need for the proposed zone classification exists within such area or district.** The proposed zone classification is needed to advance County policies and implement the Entrada South Project's net-zero GHG commitment and TDM program. The existing R-1 zone does not allow an integrated mix of housing types and commercial uses. The ZC to MXD and C-3 will permit the development of mixed-uses including single-family residences, townhomes, apartment homes, multi-family residential, office and commercial uses. The MXD and C-3 support a more integrated development plan consistent with the TDM program, the Entrada South Project's net-zero GHG commitment and County policies to encourage mixed-uses and pedestrian-oriented neighborhoods.

i. As noted above, the MXD and C-3 zones are more appropriate for the H5 land use designation particularly given the integrated nature of the Entrada South Project with the Mission Village community (under construction), the other Valencia villages contemplated by the TDM program, and the proximity of the Entrada South Property to transit stations. The site is especially well suited for the MXD and C-3 zones, due to their proximity to The Old Road and I-5 and mobility hubs. Specifically, Entrada South is approximately 1.14 miles west of the McBean Regional Transit Center and adjacent to a central mobility hub being developed as part of the Mission Village development.

ii. A change of zone would facilitate the orderly development of additional housing as well as commercial and recreational uses to serve future residents. The proposed MXD and C-3 zoning provide the opportunity to mix a wide variety of residential uses and commercial uses in close proximity to bus and multi-modal options. The proposed development would cluster development to preserve 140.4 acres of open space areas and slopes within the planning areas zoned MXD while also having a mix of land uses to increase walkability and implement the TDM Program.

iii. Under the MXD zoning, proposed home types would include single-family detached condominiums, townhomes, apartment-style units, and multi-family units to provide a wider variety of housing options. Inclusion of a range of home types and prices furthers Los Angeles County housing policies which encourage the development of socially and economically diverse communities. Policy LU-3.1.2 of the SCVAP encourages the provision of "a mix of housing types within neighborhoods that accommodates households with varied

income levels." Additionally, the inclusion of various housing types near transit furthers the County's urban form and mobility policies which encourage the development of pedestrian-oriented communities. Policy LU-5.2.1 encourages "higher-density residential uses in areas served by public transit and a full range of support services." Policy LU-5.2.2 further states "provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores."

c. **The particular property under consideration is a proper location for said zone classification within such area or district.** The particular property within the Entrada South Property is a proper location for the MXD zoning classification. As noted above, the MXD zone is appropriate for the H5 land use designation and this particular location given the integrated nature of the Entrada South Project with the Mission Village community (under construction), the other Valencia villages contemplated by the TDM program, and the proximity of the Entrada South Property to transit stations. The particular property being proposed for the MXD zone within the Entrada South Property is approximately 1.14 miles west of the McBean Regional Transit Center and adjacent to a central mobility hub planned as part of the Mission Village development. The MXD zone allows the site to provide an integrated mix of housing types and commercial uses in close proximity to two transit stations, within a net zero GHG community, while facilitating the TDM program and preserving natural open space and slopes and enhancing walkability. These public and environmental benefits make this portion of the Entrada South Property a proper location for the MXD zone.

d. **The zone classification at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.** The zone classification of MXD in this portion of the Entrada South Property will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice. As noted above, the MXD would modify zoning designations to accommodate future development that is more pedestrian-oriented and can accommodate the needs of more types of households than can the current R-1 zoning. The MXD zone facilitates implementation of the project's net-zero GHG commitment and TDM program to increase walkability and encourage alternative transit modes. Clustering of uses under the MXD zoning helps maintain open areas and provide trails. The proposed development will provide a variety of housing types and will also include commercial development to serve the community and provide employment opportunities. These public and environmental benefits make the rezoning in the interest of public health, safety and general welfare.

i. In addition, the requested ZC is in conformity with good zoning practice as it would allow for a mixed-use development which integrates a variety of residential, recreational, and commercial opportunities. The MXD zone is appropriate particularly given the

integrated nature of the Entrada South Project with the Mission Village community (under construction), the other Valencia villages contemplated by the TDM program, and the proximity of the Entrada South Property to transit stations (McBean Regional Transit Center and the adjacent planned mobility hub in Mission Village development (currently under construction). Allowing for a wider range of housing densities with commercial-serving uses is possible with MXD zoning.

ii. For these reasons, the requested ZC for a portion of the Entrada South Property will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

e. **The ZC is consistent with the General Plan.** As explained above, the proposed ZC from R-1 to MXD is consistent with the H5 land use designation. The SCVAP encourages density-controlled development (clustering) on lands with significant environmental and/or topographical features or resources in order to preserve open space for the protection of these natural features or resources or to provide recreational amenities. A total of 1,574 dwelling units are proposed, which consistent with allowable density within the H-5 designation of up to 5 dwelling units per acre and encourages clustering. The proposed MXD zone comprises 315.6 acres. As noted above, the MXD would modify zoning designations to accommodate future development that is more pedestrian-oriented and can accommodate the needs of more types of households than can the current R-1 zoning. The MXD zone facilitates implementation of the project's net-zero GHG commitment and TDM program to increase walkability and encourage alternative transit modes. Clustering of uses under the MXD zoning helps maintain open areas and provide trails. The proposed development will provide a variety of housing types and will also include commercial development to serve the community and provide employment opportunities.

f. **If the ZC will permit any uses prohibited by the existing zoning, that such ZC will not result in a need for a greater water supply for adequate fire protection or that the existing and proposed sources of water will provide an adequate water supply.** The existing R-1 zone does not allow for mixed-use development, apartment houses, retail uses, or office uses (business or professional). The ZC to MXD will permit the development of mixed-uses including multi-family residential, office and commercial uses, which supports a more integrated development plan consistent with the TDM program, the project's net-zero GHG commitment and County policies to encourage mixed-uses, walkability and alternative modes of transit. Based on the Water Supply Assessment prepared for the proposed development, the Santa Clarita Valley has sufficient water supplies to meet the projected water demand associated with the Entrada South Project and existing and planned future uses within the Santa Clarita Valley water service area. The proposed ZC from R-1 to MXD would not result in a need for a

greater water supply for adequate fire protection, and the existing and proposed sources of water will provide an adequate water supply.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION FINDS:

A. The above recitals are true and correct and are incorporated herein by reference.

B. The Commission has reviewed and considered the Final SEIR.

C. Newhall has met its burden of proof, and has substantiated to the satisfaction of the Commission that the facts set forth below in Sections D through G are true, as supported by the recitals above, the Burden of Proof Statements included in the attachment to the Commission's Staff Analysis, and the administrative record for the Entrada South Project.

D. ZC No. 00-210 complies with the requirements set forth in Government Code Sections 65800 et seq., implements the applicable policies of the General Plan and SCVAP, and is internally consistent, as supported by the recitals above, the burden of proof statements included as an attachment to the Staff Analysis, and the administrative record for this project.

E. The Entrada South Project site is entirely within an area in the SCVAP that has long been planned for residential and commercial development. The ZC allows for implementation of the Entrada South Project, which provides for a mixed-use development that includes 1,574 residential units and 730,000 square feet of commercial space.

F. The ZC is needed within the area encompassed by the Entrada South Project. The Entrada South Property is vacant, undeveloped, underutilized, and in close proximity to other residential and commercial developments and transportation infrastructure, including the I-5 freeway. The Entrada South Property is well suited to accommodate concentrated regional population and economic growth.

G. The ZC will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, because increasing housing density on vacant, underutilized sites and building areas in close proximity to major transportation infrastructure provides many benefits to the community. The Entrada South Project creates a healthy, energy efficient, complete community with a wide range of housing, retail, commercial, and open space uses.

H. The ZC is consistent with the County General Plan and SCVAP, and is necessary to implement the goals and policies of the General Plan and SCVAP. Public convenience, general welfare, and good zoning practice justifies approving the ZC.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles ("Board "):

1. Hold a public hearing to consider Project No. 00-210-(5), which includes ZC No. 00-210;

2. Review, consider and certify the Final SEIR and adopt the associated MMRP, Fo Fact, and SOC in compliance with CEQA and the State and County guidelines related thereto;

3. Find that ZC No. 00-210 is consistent with the General Plan;

4. Find that ZC No. 00-210 is consistent with the SCVAP;

5. Find that modified conditions warrant a revision to the Zoning Map as it pertains to the Entrada South Property;

6. Find that a need for the proposed zone classification exists within the Entrada South Property;

7. Find that the Entrada South Property is a proper location for the ZC;

8. Find that ZC No. 00-210 will be in the interest of public health, safety, and general welfare, and in conformity with good zoning practice; and

9. Find that if ZC No. 00-210 will permit any uses prohibited by the existing zoning, that such ZC will not result in a need for a greater water supply for adequate fire protection or that the existing and proposed sources of water will provide and adequate water supply.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission on the County of Los Angeles on October 1, 2025.

_____

Elida Luna, Secretary
County of Los Angeles
Regional Planning Commission

EXHIBIT C – DRAFT ORDINANCE (ZONE CHANGE)

ORDINANCE NO. _____

An ordinance approving the Entrada South Project **Zone Change**, and amending Section 22.06.060 (Zoned Districts Established) of Title 22 of the County Code, changing the existing zoning on 323 acres of the Entrada South Property from the R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone, and changing 5.5 acres of the Entrada South Property from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.06.060 (Zoned Districts Established) of the County Code is amended by amending the map of the Newhall Zoned District, Number 118, as shown on the maps attached hereto.

SECTION 2. The Board of Supervisors finds that this ordinance is consistent with the Countywide General Plan of the County of Los Angeles.

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER
PROJECT NO. 00-210 (“Entrada South Project”)

VESTING TENTATIVE TRACT MAP (“VTTM”) NO. 53295

RECITALS

1. **HEARING DATE.** The Los Angeles County (“County”) Regional Planning Commission (“Commission”) conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 00-210 ("Entrada South Project"), consisting of VTTM No. 53295 and related entitlements Development Agreement ("DA") No. RPPL2025003357 ("Entrada South/VCC DA"), Zone Change (“ZC”) No. 00-210, Conditional Use Permit ("CUP") No. 00-210, Parking Permit (“PP”) No. 200700013, Oak Tree Permit ("OTP") No. 200700018, Administrative Housing Permit (“AHP”) No. RPPL2024000343, and Environmental Assessment No. RPPL2021007114 (collectively, the "Entrada South Project Permits").

2. **HEARING PROCEEDINGS.** *Reserved.*

3. **ENTITLEMENTS REQUESTED.** The subdivider, the Newhall Land and Farming Company, a California Limited Partnership, a subsidiary of Five Point Holdings, LLC ("Subdivider"), owns certain real property known as the "Entrada South Property," as legally described in the tentative map, which is located west of The Old Road, north and south of Magic Mountain Parkway, south of Magic Mountain theme park, east of Mission Village, in the unincorporated community of Santa Clarita Valley. The Subdivider requests the VTTM No. 53295 to subdivide a 382.3-acres site for a mixed-use development into a total of 200 lots to create 91 multi-family lots developed with 1,574 attached, multi-family/apartment-style, townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 51 open space lots (totaling 140.4 acres) and consisting of 115 acres of open space and Spineflower Preserve; 20 private recreation lots (totaling 19.9 acres); and one public park lot (5.4 gross acres in size); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

4. **RELATED ENTITLEMENT.** The Entrada South/VCC DA is a related request, pursuant to Government Code Section 65864 et seq. and County Code Chapter 22.162 (Development Agreements), to adopt by ordinance a voluntary agreement between the County and Subdivider that memorializes the terms, conditions, and obligations of the Entrada South Project, and provides vesting development rights for the Entrada South Project components. The purpose of the Entrada South/VCC DA is to provide both the County and the Subdivider with long-term contractual assurances that the Entrada South Project includes public benefits and can be built out as approved in the Entrada South Project Permits. The Entrada South/VCC DA provides terms for: the duration and vesting of the agreement, the Entrada South Project

Permits, and later-approved permits; the termination date of the agreement; a description of the uses permitted on the Entrada South Property; the density and intensity of uses allowed on the Entrada South Property; the minimum height, size, and location of buildings allowed; the reservation or dedication of land for public purposes to be accomplished; the time schedule for periodic review; and the public benefits that would not otherwise be provided by the Subdivider in the absence of the Entrada South/VCC DA. The Entrada South/VCC DA vests the Subdivider's right to develop and operate the Entrada South Project to the full extent allowed by the Entrada South Project's entitlements and the County's Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain public benefits. The County Board of Supervisors ("Board") must approve the Entrada South/VCC DA in order for it to become effective.

5. **RELATED ENTITLEMENT.** The ZC is a related request to amend the existing zoning on 323 acres from the R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R (Commercial Recreation) Zone will remain unchanged. The –DP overlay zone will ensure that development occurring after rezoning will conform to the approved development program and be compatible with the surrounding area, pursuant to County Code Section 22.198.050 (ZC - Findings and Decision). The ZC will provide mixed-use commercial development in the westerly corner of the Entrada South Property adjacent to Mission Village, making it convenient and compatible with the existing commercial land use of the Entrada South Property and planned commercial center within Mission Village.

6. **RELATED ENTITLEMENT.** CUP No. 00-210 is a related request to authorize: the development program within the DP overlay zoning pursuant to County Code Chapter 22.52 (DP Zone); development within an urban hillside management area pursuant to County Code Chapter 22.104 (Hillside Management Areas); onsite grading in excess of 100,000 cubic yards and a haul route for offsite grading pursuant to County Code Section 22.140.240 (Grading Projects); and walls and fences exceeding six feet in height.

7. **RELATED ENTITLEMENT.** AHP No. RPPL2024000343 is a related request to provide 110 affordable rental units out of the 1,574 total units (seven percent of the total number of market rate units entitled within the Entrada South Project). The Entrada South Project is not subject to the County Inclusionary Housing Ordinance ("IHO") because, pursuant to County Code Section 22.121.030 (Inclusionary Housing), the Entrada South Project is "located within an area subject to an affordable housing requirement pursuant to a development agreement."

8. **RELATED ENTITLEMENT.** PP No. 200700013 is a related request to allow shared, reciprocal and offsite parking across the entire Entrada South Project (i.e., residential and non-residential areas) pursuant to County Code Chapter 22.178.050 (Parking Permits). The Entrada South Project will provide a total of 5,716 parking spaces, including 3,921 parking spaces for residential uses and 1,795 parking spaces for commercial uses. Of the residential parking spaces, 423 parking spaces will be

reserved for guests. Of the commercial parking spaces, 1,154 parking spaces will be reserved for office uses, 415 parking spaces will be reserved for retail uses, and 226 parking spaces will be reserved for hotel uses. Although the Entrada South Project has requested shared and reciprocal parking, the project will provide a surplus of parking compared to County requirements (i.e., 3,467 residential parking spaces and 1,789 commercial parking spaces). The Entrada South Project will provide an additional 11.6 percent of residential parking spaces and one percent of commercial parking spaces.

9. **RELATED ENTITLEMENT.** OTP No. 200700018 is a related request to remove 34 non-heritage oak trees and encroach into the protected zone of one heritage oak tree on the Entrada South Property. This would result in a total of 35 oak tree-related impacts on the Entrada South Property pursuant to County Code Chapter 22.174 (Oak Tree Permits).

10. **PREVIOUS ENTITLEMENTS.** *None.*

11. **ENTITLEMENTS REQUESTOR**. Unless otherwise apparent from the context, "Subdivider" shall include the Subdivider, successor in interest, owner of the property, and any other person, corporation, or other entity making use of this grant.

12. **COUNTY BOARD OF SUPERVISORS APPROVAL.** The approval of VTTM No. 53295 and related entitlements Entrada South/VCC DA, ZC, CUP, AHP, PP, and OTP will not become effective unless and until the County Board of Supervisors ("Board") certified the SEIR and approved the Entrada South/VCC DA and ZC, and both have become effective.

13. **VESTING DATE.** Pursuant to Government Code Section 65866, the County and Subdivider agreed to a vesting date of October 7, 2021. Accordingly, the Entrada South Project is generally subject to the applicable rules, regulations, and official policies that were in effect as of October 7, 2021, except as otherwise provided in the Entrada South/VCC DA.

14. **LOCATION.** The Entrada South Property is located within the Newhall Zoned District and the Santa Clarita Valley Planning Area. The Project Site is also located within a designated Very High Fire Hazard Severity Zone ("VHFHSZ") and State Responsibility Area ("SRA").

15. **LAND USE DESIGNATION.** The Entrada South Property is located within the H5 (Residential 5 - 0 to 5 Dwelling Units Per Acre), CM (Major Commercial), and OS-PR (Open Space Preserve) land use categories of the Santa Clarita Valley Area Plan ("Area Plan") Land Use Policy Map, a component of the General Plan.

16. **ZONING.** The Entrada South Property is located in the Newhall Zoned District and is currently zoned R-1, C-3, and C-R (Commercial-Recreation).

LOCATION	AREA PLAN LAND USE POLICY	ZONING	EXISTING USES

NORTH	CM	C-3, C-R	Commercial, Parking
EAST	H2 (Residential 2 – 0 to 2 Dwelling Units Per Acre), H30 (Residential 30 - 18 to 30 Dwelling Units Per Acres), CM	C-3	Commercial
SOUTH	OS-C (Conservation), OS-PR (Parks and Recreation)	C-R, RPD (Residential Planned Development), A-2 (Heavy Agricultural)	Recreational, Single-Family Residential
WEST	H2, SP-MU (Specific Plan - Mixed Use), SP-LM (Specific Plan – Low-Medium Density), SP-M (Specific Plan Medium Density)	R-1, SP (Specific Plan)	Vacant

17. **PROJECT AND SITE PLAN DESCRIPTION.**

A. Existing Site Conditions

The Entrada South Property consists of approximately 382.3 acres located west of Interstate 5 ("I-5") and The Old Road and north and south of Six Flags Magic Mountain theme park ("Six Flags Magic Mountain"). The Entrada South Property is generally comprised of vacant land, abandoned oil wells and associated access roads, although a recently constructed extension of Magic Mountain Parkway traverses the Project area from east to west. In addition, the southern boundary of the Entrada South Property is developed with Southern California Edison electric transmission lines and towers, and a 34-inch high-pressure natural gas transmission pipeline operated by the Southern California Gas Company traverses the southernmost portion of the planning area from east to west.

The Entrada South Property exhibits topographic relief, with elevations ranging from approximately 1,000 to 1,400 feet above mean sea level ("AMSL") and includes segments of four drainage courses referred to as Magic Mountain Canyon and Unnamed Canyons 1, 2, and 3, portions of which have been channelized and/or enclosed within storm drains. The Entrada South Property is not located within and does not contain any portion of a Significant Ecological Area ("SEA").

B. Site Access

The Entrada South Property is accessible via Magic Mountain Parkway, a 150-foot wide Major Highway on the County Master Plan of Highways, in an east-west direction. Primary access to the Entrada South Property will be via an entrance/exit on Magic Mountain Parkway. Secondary access to the Entrada South Property will be via an entrance/exit on Commerce Center Drive and The Old Road. The Entrada South Project provides a five-foot wide or greater walkway along private and future streets throughout the Entrada South Property, with publicly-accessible private

walkways of similar widths along private drives/fire lanes providing direct access to all units.

C. Tentative Map and Exhibit Map

VTTM No. 53295 dated January 15, 2025 depicts a total of 200 lots, including: 91 multi-family lots; 51 open space lots (totaling 115.1 acres); 20 commercial lots; 20 private recreation lots (totaling 19.9 acres); and one public park lot (5.4 acres in size, for an overall total of 140.4 acres of open space); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots.

The Exhibit Map dated January 15, 2025, depicts 1,574 attached multi-family, townhome and detached condominium units; 730,000 square feet of commercial floor area, including hotel, office and retail space; and a 5.4-acre public park with a park facility building. The above development amounts to a total of 635 buildings.

D. Affordable Housing

The AHP proposes 110 affordable rental units out of the 1,574 total units (or seven percent of the Entrada South Project). Though not subject to the IHO, the Subdivider has proposed affordable units with the Entrada South/VCC DA. Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County Average Median Income ("AMI"), with a range from Extremely Low Income units (15 to 30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South development.

E. Parking

The Entrada South Project will provide a total of 5,716 parking spaces, of which 3,921 will be for residential uses and 1,795 for commercial uses. Of the residential spaces, 423 will be reserved for guests. Of the commercial uses, 1,154 will be for office uses, 415 for retail uses, and 226 for hotel uses. While the Entrada South Project has requested shared and reciprocal parking, the project provides a surplus of parking compared to the County requirements of 3,467 residential spaces and 1,789 commercial spaces (an extra 11.6 percent and 1.0 percent, respectively).

F. Internal Circulation

The Entrada South Property would incorporate various internal roadway improvements, including arterials, residential collectors, and private drives. A series of public collector streets and private drives within the Entrada South Property would provide access to the various areas and land uses on-site, with connections to Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive.

The Entrada South Property would provide an extensive community trail system that would connect to existing and planned trails in the vicinity. Within the Entrada South Property, the proposed trail system would include community trails, bike lanes, neighborhood electric vehicle ("NEV") paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. In addition to the various trail types that would

serve as bicycle routes, the Entrada South Project would expand bicycle facilities in the area. The NEV pathways within the Entrada South Property would also serve as bike routes.

Internal circulation and access for the Entrada South Project will be provided by seven new internal public streets with street widths ranging from 60 to 113 feet. Each planning area of the development will be interconnected with a private drive and fire lane system, with typical widths of 26 and 28 feet to meet fire road access requirements.

G. Condominium Project
Pursuant to the Subdivision Map Act, condominium units may be leased or sold. Renters of condominium units may not receive sufficient notification when an owner decides to sell the units. In order to provide renters with proper notification, notification is required 180 days prior to termination of tenancy in the event the condominium units are first leased and then later sold.

H. Grading
The grading amounts include 6,500,000 cubic yards of cut, 6,116,500 cubic yards of fill, 18,800 cubic yards of offsite cut and fill, 383,500 cubic yards of shrinkage, for a combined grading amount of 13.0 million cubic yards (6.5 million cut, 6.5 million fill) to be balanced onsite.

I. Oak Trees
The Subdivider is concurrently seeking an OTP for development of the Entrada South Property consistent with County Code requirements. Based on the March 31, 2023 Oak Tree Report ("Oak Tree Report"), there are a total of 51 oak trees surveyed subject to the County Oak Tree Ordinance that are located either within the Entrada South Project boundary, within 200 feet of the proposed grading limits, or located outside the boundaries of the Entrada South Project but associated with the development. Of the 51 oak trees surveyed, 34 will be removed and one will be encroached upon by development of the Entrada South Property in accordance with County Oak Tree Ordinance. The encroached tree is a heritage oak tree with a proposed encroachment into its protected zone. The remaining 34 are proposed to be removed (none are heritage oaks), consistent with the Oak Tree Report.

18. **CEQA DETERMINATION.**

Supplemental Environmental Impact Report ("SEIR")
The Entrada South Property is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP"), which was approved by the California Department of Fish and Wildlife ("CDFW"). The RMDP/SCP was the subject of an Environmental Impact Report ("EIR") and Additional Environmental Analysis that CDFW certified in 2017 (SCH No. 2000011025; the "State-certified EIR"). The Entrada South Property was identified in the State-certified EIR as the "Entrada South Planning Area. The County was a responsible agency for the RMDP/SCP and participated in the State-certified

EIR process. The Entrada South Project implements the development within the Entrada South Property that was facilitated by the RMDP/SCP and analyzed in the State-certified EIR. The resource management activities and development facilitated by the RMDP/SCP, as approved by CDFW in 2017 for the Entrada South Property, are referred to herein as the "2017 Project."

The Entrada South Project, as currently proposed, reflects minor changes and refinements related to the development of the Entrada South Property as compared to the 2017 Project. Consistent with the requirements for supplemental CEQA review, the County analyzed potential environmental effects of the Entrada South Project in a Draft SEIR (SCH No. 2000011025) that focuses on the Entrada South Project's incremental changes from the 2017 Project, as well as applicable changes in circumstances and new information since certification of the State-certified EIR by CDFW. The Entrada South Project is referred to as the "Modified Project" in the SEIR.

The County prepared a Final SEIR that incorporates the Draft SEIR and contains the comments received on the Draft SEIR, responses to comments, revisions to the Draft SEIR, including any clarifications based on the comments and responses to the comments, and Mitigation Monitoring and Reporting Program for the Entrada South Project ("MMRP").

These findings incorporate by reference, as if fully set forth herein, the CEQA Findings of Fact ("FOF") and Statement of Overriding Considerations ("SOC") regarding the Final SEIR for the Entrada South Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the Entrada South Project would not result in any new or substantially more severe significant impacts.

19. **AGENCY RECOMMENDATIONS.**

The Los Angeles County Subdivision Committee, consisting of LA County Planning and County Departments of Public Works (“Public Works”), Fire (“Fire”), Parks and Recreation (“Parks and Recreation”), and Public Health (“Public Health”): Recommended clearance to public hearing with conditions of VTTM No. 53295 dated January 15, 2025.

A. In a letter dated April 21, 2025, t Public Works recommended that the Project proceed to public hearing with required conditions of approval.

B. In a letter dated February 13, 2025, Fire recommended that the Project proceed to public hearing with required conditions of approval.

C. In a letter dated February 11, 2025, Parks and Recreation recommended that the Project proceed to public hearing with required conditions of approval.

D. In a letter dated March 20, 2025, Public Health recommended that the Project proceed to public hearing with required conditions of approval.

20. **LEGAL NOTIFICATION.** Pursuant to Sections 21.16.060 (Public Hearings), 21.16.070 (Notice of Public Hearing) and 21.16.075 (Posting) of the County Code, Staff properly notified the community of the public hearing. This included mailings, The Signal newspaper publication, and property posting. On August 28, 2025, Staff mailed a total of 1,133 Notices of Public Hearing out to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the Project Site. This mailing also included 209 notices to those on the courtesy mailing list for the Newhall Zoned District and to any additional interested parties. Additionally, Staff posted the Entrada South Project case materials and hearing notice on LA County Planning's website.

GENERAL PLAN CONSISTENCY FINDINGS

21. **LAND USE POLICY.** The Commission finds that the Entrada South Project is consistent with the goals and policies of the Area Plan because the H5, CM and OS-PR land use designations are intended for the residential, commercial, and open space uses that are included in the Entrada South Project. The Project complies with the maximum density of 1,574 dwelling units established for the Project by the State-Certified EIR. In addition, the Entrada South Project realizes a substantial amount of new housing units which are needed to address the State's housing crisis. Furthermore, the Entrada South Project will implement substantial open space in the forms of recreation (e.g., a public park) and preserves (e.g., a Spineflower Preserve and protected drainage channel).

22. **GOALS AND POLICIES. The Commission finds that the Project is consistent with the following policies of the General Plan:**

- ***General Plan – Housing Element, Policy 3.1:*** *"Promote mixed-income neighborhoods and a diversity of housing types throughout the unincorporated Los Angeles County to increase housing choices for all economic segments of the population."*

  The Entrada South Project will include 1,574 new residential units with multiple housing types that will increase housing choices for varying economic segments of the population within the unincorporated County.

- ***General Plan – Parks & Recreation, Policy P/R 4.3:*** *"Develop a network of feeder trails into regional trails."*

  A community trail system would connect the Entrada South Property to existing and planned trails in the vicinity and into regional trails. Within the Entrada South Project, the proposed trail system would include community trails, NEV/bike paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. Bicycle facilities in the area, and the NEV pathways within the Entrada South Planning Area would also serve as bike routes. The bicycle route improvements in and around the site

would connect to an extensive system of continuous bikes paths within Mission Village and other communities to the west, future planned bike lanes along The Old Road consistent with the County's Bicycle Master Plan to the east, and existing bike routes within the City of Santa Clarita to the east.

- ***General Plan – Economic Development, Policy ED 2.5:*** *"Encourage employment opportunities to be located in proximity to housing."*

  The development of the Entrada South Project includes 730,000 square feet of non-residential (commercial/office) space in proximity to the proposed 1,574 new residential units, which will support and encourage employment opportunities in proximity to proposed and existing housing.

- ***General Plan – Land Use, Policy LU4.1:*** *"Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites."*

  The Entrada South Property is currently underutilized. The development of the Entrada South Project will result in utilizing the site with 1,574 residential units and 730,000 square feet of non-residential (commercial/office) space that will facilitate the generation of local jobs and economic activity. Therefore, the Entrada South Project supports infill development in suburban areas on underutilized land.

- ***General Plan – Land Use, Policy LU 5.2:*** *"Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs."*

  The development of the Entrada South Project will result in 730,000 square feet of onsite commercial/office development that will provide local residents with increased access to commercial and retail services, as well as public facilities, within and proximate to the Entrada South Project site. Therefore, the Entrada South Project supports a diversity of commercial and retail services, and public facilities, that help meet regional and local needs.

The Commission also finds that the Project is consistent with the following policies of the Area Plan:

- ***Area Plan - Land Use, Policy LU-1.1.3:*** *Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.*

The Entrada South Property has long been planned for residential and commercial development under the Area Plan and is designated for residential and commercial uses. The Entrada South Project will be developed adjacent to existing communities,

avoiding leapfrog development. The development proposed for the Entrada South Property is consistent with the Area Plan, which accounts for the long-term planned development of the area in an orderly manner.

- ***Area Plan – Land Use, Policy LU-1.1.4:*** *Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*

The Entrada South Project preserves community character and maintains natural features by providing 140.4 acres of open space areas within the Entrada South Property, including its entire southern perimeter, would be maintained to preserve scenic character. The Entrada South Project reduces permanent impacts to habitat with Unnamed Canyon 2 compared to 2017 Project. Additionally, the Entrada South Project includes a 27.2-acre Spineflower Preserve located in the southeastern corner of Entrada South. A permanent conservation instrument has been recorded to ensure the Entrada South Spineflower Preserve will be permanently preserved and managed for the benefit of the San Fernando Valley Spineflower, consistent with the approved Spineflower Conservation Plan. By providing open space and the Spineflower Preserve, the Entrada South Project preserves community character by maintaining natural features that act as natural boundaries between developed areas.

- ***Area Plan – Policy LU-1.1.5:*** *Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use.*

The Entrada South Project proposes 1,574 dwelling units and 730,000 square feet of commercial space on an undeveloped site that is adjacent to the Magic Mountain Theme Park (a major tourist destination) and other surrounding residential and commercial uses. The Entrada South Project utilizes the existing Magic Mountain Parkway, Commerce Center Drive, and The Old Road which benefits the Project by preserving additional area for open space and higher-density/intensity uses. The Entrada South Project minimizes loss of open spaces by providing a new public park and preserving a natural drainage course and the Spineflower Preserve. Lastly, the Entrada South Project redesignates an underutilized site by implementing a ZC for mixed-use development which includes the MXD and C-3 zoning designations.

- ***Area Plan - Land Use, Policy LU-1.3.6: "Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas."***

The Entrada South Project supports retention of natural drainage patterns and riparian areas by applying a clustering design consistent with the State-certified EIR. Within the Entrada South Property, the Entrada South Project would increase environmental protections to jurisdictional waters and related biological resources within the Entrada South Property as compared to the 2017 Project. Specifically, the 2017 Project design assumed the majority of Unnamed Canyon 2 within the Entrada South Property would be enclosed in a buried storm drain. Instead, the Entrada South Project includes the enhancement and restoration of portions of the Unnamed Canyon 2 drainage channel wherein much of the channel would remain an open channel from the southern site boundary to Magic Mountain Parkway, except for a culvert street crossing. Additionally, the Entrada South Project includes a 27.2-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property.

- ***Area Plan – Conservation and Open Space Element, Policy CO-10.1.5:*** *"Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty."*

No prominent ridgelines are designated by the Area Plan within the Entrada South Property, and no prominent ridgelines will be impacted by the proposed development. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space and maintains undeveloped slopes within the Spineflower Preserve, providing residents with increased access to natural areas and preserving scenic beauty. Specifically, with the cluster development approach, the proposed development includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower Preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2). By providing open space and the Spineflower Preserve, the Entrada South Project provides residents with access to natural areas and preserves scenic beauty.

SUBDIVISION AND ZONING CODE CONSISTENCY FINDINGS

23. **PERMITTED USE IN ZONE.** The Commission finds that the Entrada South Project is consistent with the R-1, C-R, C-3, and MXD zoning classifications as single-family homes, commercial recreation, commercial, and mixed residential-commercial uses are permitted in such zones pursuant to County Code Sections 22.18.040 (Development Standards for Residential Zones, to include Single-Family R-1), 22.20.080 (Development Standards for Zone C-R), and 22.26.030 (Mixed Use Development Zone). The Permittee is seeking the ZC to change the existing 328.4 acres of R-1 zoning south of Magic Mountain Parkway to 328.4 acres of MXD-DP and 52.4 acres of C-3 to 57.9 acres of C-3-DP. The remaining portion of the Entrada South Property is zoned C-3—General Commercial north of Magic Mountain Parkway, and C-R south of the SCE electric transmission lines. The MXD zone integrates a wide

range of housing densities with community-serving commercial uses to serve local residents, employees, pedestrians, and consumers. The existing R-1 Zone limits residential and commercial use types and development flexibility, such as clustering which helps concentrate development in less environmentally sensitive areas and promotes the provision of open space. In contrast, the MXD zoning designation would support development of a sustainable project that incorporates smart growth concepts and includes implementation of the Modified Project's Transportation Demand Management ("TDM") Program and Net-Zero Greenhouse Gas ("GHG") Program. Non-residential (commercial/office) development within the Entrada South Planning Area would include any allowable uses consistent with the underlying C-3-DP zoning designation (north of Magic Mountain Parkway) and the proposed MXD-DP zoning designation (south of Magic Mountain Parkway as discussed below), including but not limited to office, retail, hotel, and other allowable non-residential commercial and business park uses within the C-3 and MXD zones as applicable. The Commission finds that the development of the Entrada South Property, (as part of the greater Entrada South and VCC Project as a whole), is consistent with the MXD, C-3, and C-R zoning classifications pursuant to County Code Sections 22.26.030 (Land Use Regulations for Zone MXD) and 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R). Section 22.52.030 also applies to the Project, since the DP designation DP may be used for any use permitted, to include MXD and C-3.

24. **LOT AREA AND WIDTH.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Sections 21.24.240 (Area and Width Requirements Generally) and 22.110.130 (Required Area and Width). The Project complies with the minimum lot area of 5,000 square feet and minimum lot width of 50 feet, cul-de-sac and flag lot design widths excepted.

25. **MINIMUM FRONTAGE.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 21.24.300 (Minimum Frontage), except where locations require a waiver of frontage and have provided a justification for the waiver pursuant to Section 21.24.040 (Modifications to Access and Frontage Requirements). Lots subject to waiver include the following: 2, 10, 11, 12, 14, 15, 17, 18, 19, 23, 26, 38, 39, 40, 41, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 59, 62, 63, 66, 67, 68, 69, 81, 82, 85, 98, 100, 126, 127, 128, 131, 141, 142, 143, 144, 145, 171, 172, 173, 175, 176, 177, 178, 179, 185, 186.

26. **REQUIRED YARDS.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 22.110.080 (Required Yards). The Entrada South Project follows the non-residential site development standards for lot requirements including minimum front building setback where each lot in said block may have a front yard of not less than the average depth of the front yards of the land adjoining on either side; (Reversed Corner Lots Adjoining Key Lots) minimum side building setback where the front yard of a key lot adjoining a reversed corner lot is less than 10 feet in depth, such reversed corner lot may have a corner side

yard of the same depth, but not less than five feet; (Interior Side Yards on Narrow Lots) where a lot is less than 50 feet in width, such lot may have interior side yards equal to 10 percent of the average width, but in no event less than three feet in width; and (Rear Yards on Shallow Lots) where a lot is less than 75 feet in depth, such lot may have a rear yard equal to 20 percent of the average depth, but in no event less than 10 feet in depth.

27. **HEIGHT.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.110.060 (Height Limits). The building heights proposed are determined by the total floor area in all the buildings on any one lot and shall not exceed 13 times the buildable area of such lot, fall within the maximum height allowed and have been implemented throughout the Entrada South Property.

28. **DISTANCE BETWEEN BUILDINGS**. The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.110.050 (Distance Between Buildings). The minimum required distance of 10 feet between habitable buildings has been implemented throughout the Entrada South Property.

29. **FENCES AND WALLS.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.110.070 (Fences and Walls). The minimum required fence and wall heights of 3.5 feet in the front yards and six feet in the side and rear yards, have been implemented throughout the Project Site, with the exception of two retaining walls in Planning Areas 1 and 14, which shall be taller than six feet and require a CUP.

30. **PARKING.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.112.070 (Required Parking Spaces) as permitted by the associated PP. The Entrada South Project has included more than the minimum required parking spaces (specifically, 5,641 spaces required and 5,716 spaces provided) for the overall development.

31. **SIGNS.** No signs are proposed or included with the Entrada South Project.

32. **GRADING.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.140.240 (Grading Projects). The Permittee shall follow all applicable standards for On-Site grading to include a grading permit required for any grading project and a haul route for offsite grading (located in the Mission Village site), as provided in Title 26 (Building Code) of the County Code.

33. **CONDOMINIUM DEVELOPMENTS.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 21.16.015 (Building Location and Access Restrictions—Exhibit Map) and Sections 22.20.040 (Development Standards for Commercial Zones) and 22.22,060 (Development Standards for Industrial Zones) . The Project meets the Exhibit Map requirements for

the location and dimensions of all structures, buildings, yards, walls, fences, vehicle and bicycle parking and loading facilities, the vehicular, bicycle, and pedestrian access to the proposed structures, buildings, and parking and loading facilities, and the location and design of pedestrian roadway crossings (i.e., crosswalks).

34. **PLANNING AREA STANDARDS DISTRICT**. The Commission finds that the Entrada South Project is not subject to or located within any existing planning area standards district.

35. **COMMUNITY STANDARDS DISTRICT.** The Commission finds that the Entrada South Project is not subject to or located within any existing community standards district.

36. **RURAL OUTDOOR LIGHTING DISTRICT.** The Commission finds that the Entrada South Project is not located within a rural outdoor lighting district nor subject to the standards identified in County Code Chapter 22.80 (Rural Outdoor Lighting District).

37. **RESIDENTIAL DESIGN.** The Commission finds that the Entrada South Project is not subject to the standards identified in County Code Section 22.140.520 (Residential Design Standards, "RDSO"). The Entrada South Project application was filed and deemed complete prior to the adoption of the RDSO which occurred on September 10, 2024.

38. **TREE PLANTING.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 21.32.195 (On-Site Trees) and Section 22.126 (Tree Planting Requirements) and will require the amount of onsite tree plantings based on the Project's total street frontage.

39. **IMPROVEMENTS.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 21.32.010 (Requirements Generally). The Permittee shall improve, or agree to improve, all land dedicated or to be dedicated on a final map or parcel map, or by separate instrument, for roads and easements, and all private roads and private easements laid out on a final map or parcel map, with those improvements, including sanitary sewers, needed for the general use of the lot owners in the division of land and for neighborhood traffic and drainage.

40. **INCLUSIONARY HOUSING.** The Commission finds that the Entrada South Project includes 110 affordable rental units (seven percent) out of the 1,574 total number of market rate units entitled within the Entrada South Project. Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County AMI, with a range from Extremely Low Income units (15 to 30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located

in Planning Areas 4b and 4c of the Entrada South development. The Entrada South Project is not subject to IHO pursuant to County Code Section 22.166.040 (AHP).

41. **AFFORDABLE HOUSING REPLACEMENT.** The Commission finds that the Entrada South Project is not subject to rental replacement units because there are no existing rental units on the subject property (nor are there any units proposed for demolition) and furthermore the Project is exempt due to the existing VHFHSZ located on the Project Site pursuant to County Code Section 22.119.040.F (Exemptions).

TENTATIVE TRACT MAP FINDINGS

42. VTTM No. 53295 has been submitted as a Vesting Tentative Tract Map. As such, it is subject to the provisions of Chapter 21.38 (Vesting Tentative Map) of the County Code.

43. **The Commission finds that the map is consistent with the goals and policies of the General Plan and has balanced the needs for housing against the public service needs of the residents and available fiscal and environmental resources.** The Entrada South Project provides a large allotment of 1,574 new housing units to help alleviate the State's housing crisis; protects and preserves a Spineflower Preserve and natural drainage channel; provides an onsite public park; locates development adjacent to existing residential and commercial areas; and utilizes existing roadway infrastructure to maintain continuity among development areas.

44. **The Commission finds that the design or improvement of the proposed subdivision is consistent with the goals and policies of the General Plan.** The design of the proposed subdivision facilitates sufficient access to and through the Entrada South Project site; locates more intensive development along existing commercial corridors; and takes advantage of existing roadway improvements which provide continuity among existing development and the proposed Entrada South Project.

45. **The Commission finds that the site is physically suitable for this type of development.** The subdivision site is physically suitable for the development because of its size and location near existing development and major roadway improvements.

46. **The Commission finds that the site is physically suitable for the proposed density of development.** The subdivision site is physically suitable for the proposed density due to the size of the site and designing sufficient ingress and egress (including emergency access) to accommodate 1,574 dwellings, a 5.4-gross-acre public park, and 730,000 square feet of commercial uses.

47. **The Commission finds the design of the subdivision, or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.** The design of the Entrada South Project and/or its improvements are not likely to cause substantial environmental damage because it protects, preserves, and enhances onsite biological

resources through large open space areas which include a Spineflower Preserve and a natural drainage channel not designated SEA.

48. **The Commission finds that the design of the subdivision or type of improvements is not likely to cause serious public health problems.** The design of the subdivision or type of improvements are not likely to cause serious health problems as the Entrada South Project provides sufficient space to accommodate 1,574 dwelling units and 730,000 square feet of commercial area while maintaining ample open spaces that include a 5.4-acre public park, Spineflower Preserve, and natural drainage channel.

49. **The Commission finds that the design or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.** The design of the subdivision or type of improvements will not conflict with any easements, as all applicable easements (existing or future) have been reviewed through the subdivision process and were not found to conflict.

50. **The Commission finds that the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in that the subdivision complies with California Code of Regulations, Title 24 ("Building Standards Code), County Code Title 26 (Building Code), and guarantees compliance with the Net Zero Greenhouse Gas ("GHG") Program including solar water heating for swimming pools and "cool roofs" specified under the Building Retrofit Program included in the MMRP.** The Project will be consistent with Title 24 and Title 26 standards and will be implemented with GHG best practices and measures throughout the development area.

51. **The Commission finds that the design or the type of improvements comply with County Code Chapter 16.44 (Electrical Transmission and Distribution Systems) by undergrounding utilities (conduits, cables, and other facilities) providing adequate service including telephone and internet services to each parcel.** The Project will construct adequate utilities to serve the additional residents, visitors, employees, and guests within the development area.

SUPPLEMENTAL FINDINGS (VHFHSZ)

52. **The Commission finds that the design, location of, and access to each lot of the subdivision, and the subdivision as a whole, subject to the Entrada South Project Permit conditions, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection, pursuant to sections 4290 and 4291 of the Public Resources Code.** The Commission further finds that the Entrada South Project site is located within a VHFHSZ and SRA. As such, the Subdivider is required to comply with applicable fire and building codes meant to create a wildfire-resistant development, including the implementation of defensible space, fire-ignition construction and building materials, and home/structure hardening. Furthermore, the Commission finds that a conceptual fuel modification plan was reviewed and approved by Fire's Fuel Modification Division prior to approval of the VTTM. The Commission also finds that final fuel modification plans will require approval from Fire prior to the

issuance of building permits. The Commission further finds that upon occupancy, the Fire Forestry Division will conduct random annual inspections for compliance with brush clearance regulations per the County's Fire Code. In addition, the Commission finds that the Entrada South Project would provide emergency vehicle access in addition to the private driveway and fire lanes within the development. As such, the Entrada South Project would ensure that land uses have adequate setbacks, fuel modification areas, and emergency access routes. Finally, the Commission finds that this is supported by the SEIR, including evacuation plans and a fuel modification plan, in the Administrative Record for the Entrada South Project.

53. **The Commission finds that structural fire protection and suppression services will be available for the subdivision through Fire.** The Commission finds that VTTM No. 53295 and Exhibit Map dated January 15, 2025, and SEIR were reviewed and approved by Fire. The Commission further finds that the subdivider would pay the Fire Facility Fee, which constitutes full mitigation for development impacts associated with the need for additional fire protection services or facilities.

ENVIRONMENTAL FINDINGS

54. As stated above, these findings incorporate by reference, as if fully set forth herein, the CEQA FOF and SOC regarding the Final SEIR for the Entrada South Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the Entrada South Project would not result in any new or substantially more severe significant impacts.

55. The Commission finds that the Subdivider is subject to payment of the CDFW fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

ADMINISTRATIVE FINDINGS

56. **HOUSING ACCOUNTABILITY ACT**. The Commission finds that the Entrada South Project is considered a housing development that is consistent with the General Plan and, with approval of the ZC, County Code Title 22 (Planning Zoning), and would not have a specific adverse impact upon public health or safety as described in the tentative map, and environmental findings.

57. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION FINDS AND CONCLUDES THAT:

A. The map is consistent with the goals and policies of the General Plan.

B. The design or improvement of the proposed subdivision is consistent with the goals and policies of the General Plan.

C. The Entrada South Property is physically suitable for this type of development since the Project complies with all development standards of the existing R-1, C-3, and C-R zoning and proposed MXD-DP and C-3-DP zoning.

D. The Entrada South Property is physically suitable for the proposed density of development since the Entrada South Project is consistent with the General Plan, within the maximum allowable density, and complies with all development standards of the existing R-1, C-3, and C-R zoning and proposed MXD-DP and C-3-DP zoning .

E. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. The design of the subdivision or type of improvements is not likely to cause serious public health problems since sewage disposal, storm drainage, fire protection, and geologic and soils factors have been considered in the County's review of the Project.

G. The design or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

H. The design, location of, and access to each lot of the subdivision, and the subdivision as a whole, subject to the Entrada South Project Permit conditions, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection, pursuant to sections 4290 and 4291 of the Public Resources Code, and are supported by the SEIR, and the Administrative Record for this Project.

I. The structural fire protection and fire suppression services will be available for the subdivision through Fire.

J. It is necessary to provide tenant protections where the subdivider opts to lease all of the units rather than sell the units as is allowed under the Subdivision Map Act.

K. A covenant and agreement are needed to ensure potential tenants are provided with 180 days' written notice of intention to sell units prior to termination of tenancy due to the sale of the condominium unit.

L. A waiver of public street frontage is necessary to access to some lots by private drives instead of public streets due to topographic conditions, drainage and biological constraints, and title limitations.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Recommends that the Board: Certify that the Final SEIR for the Entrada South Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the information contained in the Final SEIR, and that the Final SEIR reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Entrada South Project; adopts the FOF, SOC and the MMRP; finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during the Entrada South Project implementation, and finds that the unavoidable significant effects of the Entrada South Project after adoption of said mitigation measures are as described in those FOF; and determines that the remaining, unavoidable environmental effects of the Entrada South Project have been reduced to an acceptable level and are outweighed by specific health, safety, economic, social, and/or environmental benefits of the Entrada South Project as stated in the FOF and SOC.

2. Recommends that the Board approve **VESTING TENTATIVE TRACT MAP NO. 53295**, subject to the attached conditions.

ACTION DATE: October 1, 2025

DD:SMT:JSH:EGA:JDS
09/17/2025

c: Each Commissioner

6274854.1

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION AND ORDER

PROJECT NO. 87-150 ("VCC Project")

VESTING TENTATIVE PARCEL MAP ("VTPM") NO. 18108

RECITALS

1. **HEARING DATE(S).** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 87-150 ("VCC Project"), consisting of VTPM No. 18108. VTPM No. 18108 was considered together with Development Agreement ("DA") No. RPPL2025003357 ("Entrada South/VCC DA"), Parking Permit ("PP") No. RPPL2022007239, Oak Tree Permit ("OTP") No. 200700022, and Environmental Assessment No. RPPL2021007114 (collectively, the "VCC Project Permits").

2. **HEARING PROCEEDINGS.** *Reserved.*

3. **ENTITLEMENTS REQUESTED.** The subdivider, the Newhall Land and Farming Company, a California Limited Partnership, a subsidiary of Five Point Holdings, LLC ("Subdivider"), requests VTPM No. 18108 also known as "The Valencia Commerce Center" ("VCC") to subdivide approximately 328.8 acres into a total of 104 lots to create 61 commercial lots and 43 open space lots in an undeveloped portion of the partially completed VCC site and industrial/business park center located west of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon landfill. The VCC Project site is surrounded by existing single-family residential, recreation, commercial and industrial uses to the north; existing industrial and commercial uses as well as parking and vacant land to the east; vacant land, government, parking, and commercial including the Newhall Ranch Specific Plan ("Specific Plan") area to the south, and vacant and industrial land including Chiquita Canyon Landfill to the west. The project has three Planning Areas and is proposed to be developed in four phases. The subdivision is pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

4. **RELATED ENTITLEMENT.** The Entrada South/VCC DA is a related request, pursuant to Government Code Section 65864 et seq. and County Code Chapter 22.162 (Development Agreements), to adopt by ordinance a voluntary agreement between the County and Subdivider that memorializes the terms, conditions, and obligations of the VCC Project, and provides vesting development rights for the VCC Project components. The purpose of the Entrada South/VCC DA is to provide both the County and the Subdivider with long-term contractual assurances that the VCC Project includes public benefits and can be built out as approved in the VCC Project Permits.

5. **RELATED ENTITLEMENT**. PP No. RPPL2022007239 is a related request to allow shared, reciprocal and offsite parking across the entire VCC Project (i.e., residential and non-residential areas) pursuant to County Code Section 22.178.050 (Parking Permit Findings and Decision). The VCC Project will provide a total of 8,293 parking spaces, including 72 parking spaces for retail uses, 7,276 parking spaces for office uses and 945 parking spaces for industrial uses.

6. **RELATED ENTITLEMENT**. The OTP No. 200700022 is a related request for the removal of 26 non-heritage oak trees and no encroachments, for a total of 26 oak tree-related impacts pursuant to County Code Section 22.174.060 (Oak Tree Permit Findings)/22.174.090 (Effective Date of Decision).

7. **PREVIOUS ENTITLEMENTS.** CUP No. 87-360 for the VCC development with six million cubic yards of grading and offsite improvements, to include a lift station.

8. **ENTITLEMENTS REQUESTOR**. Unless otherwise apparent from the context, "Subdivider" shall include the Subdivider, successor in interest, owner of the property, and any other person, corporation, or other entity making use of this grant.

9. **COUNTY BOARD OF SUPERVISORS APPROVAL.** The approval of the VTPM No. 18108 and related entitlements Entrada South/VCC DA, PP, and OTP will not become effective unless and until the County Board of Supervisors ("Board") has certified the Supplemental Environmental Impact Report ("SEIR") and approved the Entrada South/VCC DA, and the Entrada South/VCC DA has become effective.

10. **VESTING DATE.** Pursuant to Government Code Section 65866, the County and Subdivider agreed to a vesting date of October 7, 2021. Accordingly, the VCC Project is generally subject to the applicable rules, regulations, and official policies that were in effect as of October 7, 2021, except as otherwise provided in the Entrada South/VCC DA.

11. **LOCATION.** The VCC Property is located within the Newhall Zoned District and the Santa Clarita Valley Planning Area. The VCC Property is also located within a designated Very High Fire Hazard Severity Zone ("VHFHSZ") and State Responsibility Area ("SRA").

12. **LAND USE DESIGNATION.** The VCC Property is located within the IO (Industrial Office) land use category of the Santa Clarita Valley Area Plan ("Area Plan") Land Use Policy Map, a component of the General Plan.

13. **ZONING.** The VCC Property is located in the Newhall Zoned District and is currently zoned M-1.5-DP (Restricted Heavy Manufacturing –Development Program).

14. **SURROUNDING LAND USES AND ZONING.**

LOCATION	AREA PLAN/ SPECIFIC PLAN LAND USE POLICY	ZONING	EXISTING USES

NORTH	H2 (Residential 2 – 0 to 2 Dwelling Units per Acre), SP-MU (Specific Plan – Mixed Use), CG (General Commercial)	M-1.5-DP, R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area), and C-3 (General Commercial)	Industrial, Single-Family Residential, Recreation, Commercial
EAST	CG, P (Public and Semi-Public), IL (Light Industrial), IO	M-1.5-DP, C-3	Vacant, Industrial, Commercial, Parking
SOUTH	IO, CM (Major Commercial), IL	C-3, M-1.5-DP	Vacant, Government, Parking, Commercial
WEST	IO	M-1.5-DP	Vacant, Industrial

15. **PROJECT AND SITE PLAN DESCRIPTION.**

A. Existing Site Conditions
The VCC site is 328.8 gross acres of an undeveloped portion of the previously approved Valencia Commerce Center (Master CUP No. 87-360) located west of I-5 and north of SR-126. The VCC site is generally comprised of vacant land, RV storage, and some agricultural uses adjacent to SR-126. The site is bisected by Hasley Creek and Castaic Creek, and elevations range from approximately 980 to 1,200 feet above mean sea level ("AMSL").

B. Site Access
Regional access to the VCC site is provided by I-5, located just east of the site, and SR-126. Additional freeways in the area include State Route 14, which provides access to the Antelope Valley, and Interstate 210 and Interstate 405, which along with I-5 provide access to the region south of Newhall Pass. Local access to the VCC site is available from The Old Road, Henry Mayo Drive, Hasley Canyon Road, and Commerce Center Drive.

C. Tentative Map and Exhibit Map
The VCC VTPM dated November 20, 2024, depict a total of 104 lots on 328.5 acres, including commercial-business park lots, open space lots, and open space-natural lots. Proposed grading entails 3.5 million cubic yards of earthwork (cut/fill) to be balanced onsite.

The Exhibit Map dated January 15, 2025, depicts 1,574 attached townhome and detached condominium units; 730,000 square feet of commercial floor area, including hotel, office and retail space; and a 5.4-acre public park with a park facility building, for a total of 635 buildings.

D. Parking

The VCC includes a total of 8,293 onsite parking spaces. There will be 72 retail parking spaces provided where 72 are required. There will be 7,276 office parking spaces provided where 7,276 spaces are required. There will be 945 industrial parking spaces provided where 945 spaces are required. Parking would be provided in a combination of surface lots and parking structures throughout the non-residential (office, industrial, and retail) areas. As noted above, the Subdivider has requested a PP to allow for reciprocal parking within the VCC.

E. Internal Circulation

For internal circulation in the VCC, Hancock Parkway and Franklin Parkway would be extended from Commerce Center Drive east into the VCC, with the latter including a culvert/crossing over Hasley Creek. The Hancock Parkway extension would connect to an existing segment of Hancock Parkway, extending to the northeastern-most portion of the VCC. Emergency access would be provided from the terminus of Franklin Parkway to Live Oak Road to the northeast.

A series of multi-use trails and paved pedestrian trails would be introduced along the banks of Hasley Canyon Trail under Commerce Center Drive through the VCC site, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile-long multi-purpose trail located northwest of the VCC, which can be accessed along Commerce Center Drive and Hasley Canyon Road, with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC. A Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension.

Bicycle route improvements in and around the VCC would connect to an extensive system of continuous bike paths within the Newhall Ranch Specific Plan and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita to the east.

F. Grading

The grading amounts include 3.5 million cubic yards of cut, 3.5 million cubic yards of fill, and 410,000 cubic yards of shrinkage, for a combined grading amount of 7.0 million cubic yards (3.5 million cut and 3.5 million fill) to be balanced onsite. Grading for the VCC was previously authorized under CUP No. 87-360. There is no additional request for grading beyond that approved under CUP No. 87-360.

G. Oak Trees

The Subdivider is concurrently seeking an OTP for development of the VCC consistent with the County Oak Tree Ordinance. The OTP covers 26 non-heritage removals of oak trees within the VCC governed by the County Oak Tree Ordinance. No encroachments on oak trees would occur as defined by the County Oak Tree Ordinance.

16. **CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") DETERMINATION.**

SEIR

The VCC Property is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP"), which was approved by the California Department of Fish and Wildlife ("CDFW"). The RMDP/SCP was the subject of an Environmental Impact Report ("EIR") and Additional Environmental Analysis that CDFW certified in 2017 (SCH No. 2000011025; the "State-certified EIR). The County was a responsible agency for the RMDP/SCP and participated in the State-certified EIR process. The VCC Project implements the development within the VCC Property that was facilitated by the RMDP/SCP and analyzed in the State-certified EIR. The resource management activities and development facilitated by the RMDP/SCP, as approved by CDFW in 2017 for the VCC Property, are referred to herein as the "2017 Project."

The County prepared a Final SEIR that incorporates the Draft SEIR and contains the comments received on the Draft SEIR, responses to comments, revisions to the Draft SEIR, including any clarifications based on the comments and responses to the comments, and Mitigation Monitoring and Reporting Program for the VCC Project ("MMRP").

These findings incorporate by reference, as if fully set forth herein, the CEQA Findings of Fact ("FOF") and Statement of Overriding Considerations ("SOC") regarding the Final SEIR for the VCC Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the VCC Project would not result in any new or substantially more severe significant impacts.

17. **AGENCY RECOMMENDATIONS.** The Los Angeles County Subdivision Committee, consisting of LA County Planning and County Departments of Public Works ("Public Works"), Fire ("Fire"), Parks and Recreation ("Parks and Recreation"), and Public Health ("Public Health"): Recommended clearance to public hearing with conditions of VTPM No. 18108 dated January 15, 2025.

    A. In a letter dated April 21, 2025, Public Works recommended that the VCC Project proceed to public hearing with required conditions of approval.

    B. In a letter dated February 13, 2025, Fire recommended that the VCC Project proceed to public hearing with required conditions of approval.

    C. In a letter dated February 11, 2025, Parks and Recreation recommended that the VCC Project proceed to public hearing with required conditions of approval.

    D. In a letter dated March 20, 2025, Public Health recommended that the VCC Project proceed to public hearing with required conditions of approval.

18. **LEGAL NOTIFICATION.** Pursuant to Sections 21.16.070 (Notice of Public hearing) and 21.16.075 (Posting), and 22.222.160 (Notification Radius) of the County Code, Staff properly notified the community of the public hearing. This included mailings, The

Signal newspaper publication, and property posting. On August 28, 2025, Staff mailed a total of 1,133 Notices of Public Hearing out to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the VCC Property. This mailing also included 209 notices to those on the courtesy mailing list for the Newhall Zoned District and to any additional interested parties. Additionally, Staff posted the VCC Project case materials and hearing notice on LA County Planning's website.

GENERAL PLAN CONSISTENCY FINDINGS

19. **LAND USE POLICY.** The Commission finds that the VCC Project is consistent with the goals and policies of the Area Plan because the IO land use designation allows for the VCC's development of non-residential (industrial/business/office park) space, a multi-use trail, roadways, and infrastructure. No General Plan or Area Plan amendments are required to implement the VCC Project.

20. **GOALS AND POLICIES.** In 1991, the County originally approved development of the Valencia Commerce Center with approximately 12.6 million square feet of non-residential (industrial/business/office park) uses through the issuance of various entitlements, including Master CUP No. 87-360, and certification of the VCC EIR, finding the project consistent with the General Plan. The development of the VCC is located with the Valencia Commerce Center and implements Master CUP No. 87-360 and remains consistent with the County's General Plan. **Specifically, the Commission finds that development of the VCC is consistent the general plan, including the following policies of the General Plan:**

    - ***General Plan – Parks & Recreation, Policy P/R 4.3:*** *"Develop a network of feeder trails into regional trails."*

    A series of multi-use trails and paved pedestrian trails (also providing County flood control access) would be introduced along the banks of Hasley Creek and Castaic Creek within the VCC site to support a network of trails in the region. These include an extension of the existing Hasley Canyon Trail under Commerce Center Drive through the VCC, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile multi-purpose trail located northwest of the VCC site, which can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing portion of the VCC non-residential (industrial/business/office park), with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC improvements. Also, within VCC, a Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension. The bicycle route improvements in and around the VCC would connect to an extensive system of continuous bikes paths within Mission Village and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita to the east.

- ***General Plan – Economic Development, Policy ED 2.1:*** *"Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses."*

Development of the VCC with 3.4 million square feet of non-residential (industrial/business/office park) space consistent with the Area Plan's IO land use designation will protect the site from conversion to non-industrial uses and facilitate the generation of local jobs and economic activity.

- ***General Plan – Economic Development, Policy ED 2.5:*** *"Encourage employment opportunities to be located in proximity to housing."*

The development of the VCC includes 3.4 million square feet of non-residential (industrial/business/office park) space in proximity to many existing homes in the surrounding community will facilitate the generation of local jobs and economic activity.

- ***General Plan – Land Use, Policy LU4.1:*** *"Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites."*

The VCC site is currently vacant. The VCC Project will result in the development of the vacant site with 3.4 million square feet of non-residential (industrial/business/office park) space in proximity to many existing homes in the surrounding community that will facilitate the generation of local jobs and economic activity.

21. **The Commission also finds that the Project is consistent with the Area Plan, including the following policies of the Area Plan:**

- ***Area Plan - Land Use, Policy LU-1.1.3:*** *Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.*

The VCC site has been designated for urban use and will be developed adjacent to existing communities, avoiding leapfrog development. The development proposed for the VCC is consistent with the Area Plan, which accounts for the long-term planned development of the area in an orderly manner.

- ***Area Plan – Land Use, Policy LU-1.1.4:*** *Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*

Open space areas, including Castaic and Hasley Creeks in the VCC, would be maintained to preserve scenic character. Additionally, development of the VCC

would not impact any prominent ridgelines identified in the Area Plan. The VCC Project includes environmental enhancements to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project.

- ***Area Plan - Land Use, Policy LU-1.3.6:*** *"Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas."*

Development of the VCC would provide increased environmental protections to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project. Hydromodification control best management practices would be implemented during the post development (operational) phase in order to retain the natural drainage patterns and would not result in new hydromodification impacts to the water courses on-site.

- ***Area Plan – Conservation and Open Space Element, Policy CO-10.1.5:*** *"Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty."*

Development of the VCC would provide increased environmental protections to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project, providing the community with increased access to natural areas and preserving scenic beauty. These areas would be restored and revegetated after construction, thereby reducing permanent impacts to certain vegetation communities and jurisdictional stream habitat. In addition, a series of multi-use trails and paved pedestrian trails would be introduced along the banks of Hasley Creek and Castaic Creek. These include an extension of the existing Hasley Canyon Trail under Commerce Center Drive through the VCC site, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile-long multi-purpose trail located northwest of the VCC site, which can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing portion of the VCC non-residential (industrial/business/office park), with connection to the Hasley Canyon Equestrian Center in the hills to the north.

SUBDIVISION AND ZONING CODE CONSISTENCY FINDINGS

22. **PERMITTED USE IN ZONE.** The Commission finds that the development of the VCC Project is consistent with the M-1.5-DP zoning classification as retail, office, and industrial uses are permitted in such zones pursuant to County Code Chapter

22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5). The VCC Project would be developed consistently with the uses allowed by the County-approved Master CUP No. 87-360 for the existing VCC.

23. **LOT AREA AND WIDTH.** Development on any lot in the VCC shall comply with County Code Title 22 Division 6 (Development Standards), where applicable. The Commission finds that the Project is consistent with the standards identified in County Code Section 22.110.130 (Required Lot Area and Width).

24. **REQUIRED YARDS.** The Commission finds that the Project is consistent with the standards identified in County Code Section 22.110.080 (Required Yards). The VCC Project follows the non-residential site development standards for lot requirements including minimum front parking setback (33.5' for Commerce Center Drive and 15' for interior streets), minimum front building setback (65 feet for Commerce Center Drive and 40 feet for interior streets), minimum side parking setback (20 feet for Commerce Center Drive and 15 feet for interior streets) (corner lot), and minimum side building setback (25 feet for Commerce Center Drive and 25 feet for interior streets) (corner lot).

25. **FENCES AND WALLS.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.110.070 (Fences and Walls). Fences and walls within a required front yard shall not exceed three and one-half feet in height. Fences and walls within a required interior side yard or rear yard shall not exceed six feet in height, provided that on the street or highway side of a corner lot such fence or wall shall be subject to the same requirements as for a corner side yard. Fences and walls within a required corner side yard shall not exceed three and one-half feet in height where closer than five feet to the highway line, nor exceed six feet in height where located five feet or more from said highway line. Applicable standards have been implemented throughout the Project Site.

26. **PARKING.** The Commission finds that the VCC Project is consistent with the standard identified in County Code Section 22.112.070 (Required Parking Spaces) with the associated PP. The VCC Project has provided the minimum required number of parking facilities (specifically, 8,293 spaces required and 8,293 spaces provided) for the office and industrial uses proposed. The VCC Project is seeking PP No. RPPL2022007239 to authorize reciprocal parking across lot lines. All related parking will be provided within the VCC site.

27. **SIGNS.** No signs are proposed or included with the Project.

28. **PLANNING AREA STANDARDS DISTRICT.** The Commission finds that the VCC Project is not subject to or located within any existing planning area standards district.

29. **COMMUNITY STANDARDS DISTRICT.** The Commission finds that the VCC Project is not subject to or located within any existing community standards district.

30. **RURAL OUTDOOR LIGHTING DISTRICT.** The Commission finds that the VCC Project is not located within or subject to the standards identified in County Code

Chapter 22.80 (Rural Outdoor Lighting District). However, lighting would be designed to ensure visibility and safety while minimizing light spillover and skyglow. Security features, roadways, entryways, and parking areas would be well illuminated and designed to eliminate areas of concealment. Measures such as light control devices on fixtures and careful fixture placement would be implemented to ensure minimal light spillover onto native habitat areas. Fixtures may include post lights, building mounted fixtures, and landscape lighting, all of which would be carefully placed and directed to reduce glare and maximize comfort, security, and visibility.

31. **TREE PLANTING.** The Commission finds that the VCC Project is consistent with the standards identified in County Code Section 21.32.195 (On-Site Trees) and will be consistent with Chapter 22.126 (Tree Planting Requirements). The VCC Project would also comply with the County's Green Building Standards Code (Title 31), which addresses sustainability via appropriate planning and design, water and energy efficiency and conservation, waste diversion, and tree planting requirements.

32. **IMPROVEMENTS.** The Commission finds that the VCC Project is consistent with the standards identified in County Code Section 21.32.010 (Requirements Generally). Offsite Improvements include a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway. These offsite improvements are beyond the associated VTPM No. 18108 boundaries but still located within the boundary of the VCC and Master CUP No. 87-360. The lift station is already built and was approved under Master CUP No. 87-360; the water tank was approved as part of the Landmark Village project. The grading and offsite improvement requests do not require a new CUP as they were previously approved under Master CUP No. 87-360.

TENTATIVE PARCEL MAP FINDINGS

33. This map has been submitted as a Vesting Tentative Parcel Map. As such, it is subject to the provisions of Chapter 21.38 (Vesting Tentative Map) of the County Code.

34. **The Commission finds that the map is consistent with the goals and policies of the General Plan.** The VCC Project will develop 328.8 acres in an undeveloped portion of the partially completed VCC site and industrial/business park. Development will occur in four phases with 61 commercial lots and 43 open space lots provided.

35. **The Commission finds that the design or improvement of the proposed subdivision is consistent with the goals and policies of the General Plan.** The design of the proposed subdivision facilitates sufficient access to and through the VCC Property; provides needed land for economic development in an underutilized area of the VCC; and takes advantage of existing roadway improvements which provide continuity among existing development and the proposed VCC Project.

36. **The Commission finds that the site is physically suitable for this type of development.** The subdivision site is physically suitable for the development because of its size and location near existing development and major roadway improvements.

37. **The Commission finds that the site is physically suitable for the proposed density of development.** The subdivision site is physically suitable and able to accommodate 61 commercial/industrial lots and 43 open space lots within an area of 328.8 gross acres.

38. **The Commission finds the design of the subdivision, or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.** The design of the subdivision VCC Project and/or its improvements are not likely to cause substantial environmental damage because it preserves the Hasley and Castaic Creeks.

39. **The Commission finds that the design of the subdivision or type of improvements is not likely to cause serious public health problems.** The design of the subdivision or type of improvements are not likely to cause serious health problems as the VCC Project provides public sewer and water connections, drainage systems and devices, and underground utilities of sufficient space to accommodate 61 new commercial/industrial lots on 328.8 acres while maintaining ample open spaces within 43 open space lots that include the preservation of the Hasley and Castaic Creeks coursing through the site, and landscaped areas.

40. **The Commission finds that the design or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.** The design of the subdivision or type of improvements will not conflict with any easements, as all applicable easements (existing or future) have been reviewed through the subdivision process and were not found to conflict.

SUPPLEMENTAL FINDINGS (VHFHSZ)

41. **The Commission finds that the design, location of, and access to each lot of the subdivision, and the subdivision as a whole, subject to the VCC Project Permit conditions, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection, pursuant to sections 4290 and 4291 of the Public Resources Code.** The Commission further finds that the VCC Property is located within a VHFHSZ and SRA. As such, the Subdivider is required to comply with applicable fire and building codes meant to create a wildfire-resistant development, including the implementation of defensible space, fire-ignition construction and building materials, and home/structure hardening. Furthermore, the Commission finds that a conceptual fuel modification plan was reviewed and approved by Fire's Fuel Modification Division prior to approval of the VTPM. The Commission also finds that final fuel modification plans will require approval from Fire prior to the issuance of building permits. The Commission further finds that upon occupancy, the Fire Forestry Division will conduct random annual inspections for compliance with brush clearance regulations per the County's Fire Code. In addition, the Commission finds that the VCC Project would provide emergency vehicle access in addition to the private driveway and fire lanes within the development. As such, the VCC Project would ensure that land uses have adequate setbacks, fuel modification areas, and emergency access routes.

Finally, the Commission finds that this is supported by the SEIR, including evacuation plans and a fuel modification plan, in the Administrative Record for this VCC Project.

42. **The Commission finds that structural fire protection and suppression services will be available for the subdivision through Fire.** The Commission finds that the VTPM and Exhibit Map dated January 15, 2025, and SEIR were reviewed and approved by Fire. The Commission further finds that the subdivider would pay the Fire Facility Fee, which constitutes full mitigation for development impacts associated with the need for additional fire protection services or facilities.

ENVIRONMENTAL FINDINGS

43. As stated above, these findings incorporate by reference, as if fully set forth herein, the CEQA FOF and SOC regarding the Final SEIR for the VCC Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the VCC Project would not result in any new or substantially more severe significant impacts.

44. The Commission finds that the Subdivider is subject to payment of the CDFW fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

ADMINISTRATIVE FINDINGS

45. **HOUSING ACCOUNTABILITY ACT**. The Commission finds that the VCC Project is not considered a housing development and therefore is not subject to the Housing Accountability Act.

46. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION FINDS AND CONCLUDES THAT:

A. The map is consistent with the goals and policies of the General Plan.

B. The design or improvement of the proposed subdivision is consistent with the goals and policies of the General Plan.

C. The VCC Property is physically suitable for this type of development since the VCC Project complies with all development standards of the M-1.5-DP zoning.

D. The VCC Property is physically suitable for the proposed density of development since the VCC Project is consistent with the General Plan, within the maximum

allowable density, and complies with all development standards of the prescribed M-1.5-DP zoning.

E. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. The design of the subdivision or type of improvements is not likely to cause serious public health problems since sewage disposal, storm drainage, fire protection, and geologic and soils factors have been considered in the County's review of the Project.

G. The design or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

H. The design, location of, and access to each lot of the subdivision, and the subdivision as a whole, subject to the VCC Project Permit conditions, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection, pursuant to sections 4290 and 4291 of the Public Resources Code, and are supported by the SEIR, and the Administrative Record for this VCC Project.

I. The structural fire protection and fire suppression services will be available for the subdivision through Fire.

J. A waiver of public street frontage is necessary to access to some lots by private drives instead of public streets due to topographic conditions, drainage and biological constraints, and title limitations.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Recommends that the Board: Certify that the Final SEIR for the VCC Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the information contained in the Final SEIR, and that the Final SEIR reflects the independent judgment and analysis of the Board as to the environmental consequences of the VCC Project; adopt the FOF, SOC and the MMRP; find that the MMRP is adequately designed to ensure compliance with the mitigation measures during the VCC Project implementation, and find that the unavoidable significant effects of the Project after adoption of said mitigation measures are as described in those FOF; and determine that the remaining, unavoidable environmental effects of the VCC Project have been reduced to an acceptable level and are outweighed by specific health, safety, economic, social, and/or environmental benefits of the VCC Project as stated in the FOF and SOC.

2. Recommends that the Board approve **VESTING TENTATIVE PARCEL MAP NO. 18108**, subject to the attached conditions.

ACTION DATE: October 1, 2025

DD:SMT:JSH:EGA:JDS
09/17/25

c: Each Commissioner

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER
PROJECT NO. 00-210 (“Entrada South Project”)

CONDITIONAL USE PERMIT (“CUP”) NO. 00-210
PARKING PERMIT (“PP”) NO. 200700013
OAK TREE PERMIT (“OTP”) NO. 200700018
ADMINISTRATIVE HOUSING PERMIT (“AHP”) NO. RPPL2024000343
ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114

RECITALS

1. **HEARING DATE(S).** The Los Angeles County (“County”) Regional Planning Commission (“Commission”) conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 00-210, consisting of CUP No. 00-210, PP No. 200700013, OTP No. 200700018, AHP No. RPPL2024000343, and Environmental Assessment No. RPPL2021007114. Development Agreement ("DA") No. RPPL2025003357 ("Entrada South/VCC DA"), Zone Change (“ZC”) No. 00-210 ("Zone Change"), and Vesting Tentative Tract Map (“VTTM”) No. 53295 were considered together with the above entitlements, collectively referred to as the “Entrada South Project Permits.”

2. **HEARING PROCEEDINGS.** *Reserved.*

3. **ENTITLEMENT REQUESTED.** The permittee, the Newhall Land and Farming Company, a California Limited Partnership, a subsidiary of Five Point Holdings, LLC ("Permittee"), owns certain real property known as the "Entrada South Property," as legally described in Exhibit “A,” which is located west of The Old Road, north and south of Magic Mountain Parkway, south of Six Flags Magic Mountain theme park (“Six Flags Magic Mountain”), east of Mission Village, in the unincorporated community of Santa Clarita Valley. The Permittee requests CUP No. 00-210 to authorize Development Program (“DP”) zoning pursuant to County Code Section 22.52.040 (Development Program); development within an urban hillside management area (“HMA”) pursuant to County Code Section 22.104.060 (Findings); hotel in a C-3 zone; wall and fence heights exceeding six feet; and onsite grading in excess of 100,000 cubic yards and a haul route for offsite grading within the Mission Village site pursuant to County Code Section 22.140.240 (Grading Projects). The request includes general findings pursuant to County Code Section 22.158.050 (CUP - Findings and Decision Requirements).

4. **ENTITLEMENT REQUESTED.** The Permittee requests AHP No. RPPL2024000343 to provide 110 affordable rental units (seven percent) out of the 1,574 total number of market rate units entitled within the Entrada South Project. Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County Area Median Income (“AMI”). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South Project. The Entrada South Project is not subject to the

County Inclusionary Housing Ordinance ("IHO") because, pursuant to County Code Section 22.121.030 (Inclusionary Housing), the Entrada South Project is "located within an area subject to an affordable housing requirement pursuant to a development agreement."

5. **ENTITLEMENT REQUESTED.** The Permittee requests PP No. 200700013 to allow shared, reciprocal and offsite parking across the entire Entrada South Project (i.e., residential and non-residential areas) pursuant to County Code Chapter 22.178.050 (Parking Permits). The Entrada South Project will provide a total of 5,716 parking spaces, including 3,921 parking spaces for residential uses and 1,795 parking spaces for commercial uses. Of the residential parking spaces, 423 parking spaces will be reserved for guests. Of the commercial parking spaces, 1,154 parking spaces will be reserved for office uses, 415 parking spaces will be reserved for retail uses, and 226 parking spaces will be reserved for hotel uses. Although the Entrada South Project has requested shared and reciprocal parking, the project will provide a surplus of parking compared to County requirements (i.e., 3,467 residential parking spaces and 1,789 commercial parking spaces). The Entrada South Project will provide an additional 11.6 percent of residential parking spaces and one percent of commercial parking spaces.

6. **ENTITLEMENT REQUESTED.** The Permittee requests OTP No. 200700018 to remove 34 non-heritage oak trees and encroach into the protected zone of one heritage oak tree on the Entrada South Property. This would result in a total of 35 oak tree-related impacts on the Entrada South Property pursuant to County Code Chapter 22.174 (OTPs). Based on the March 31, 2023, Oak Tree Report ("Oak Tree Report"), there are a total of 51 oak trees surveyed subject to the County Oak Tree Ordinance that are located either within the Entrada South Property, within 200 feet of the proposed grading limits, or located outside the boundaries of the Entrada South Project but associated with the development. Of the 51 oak trees surveyed, 35 oak trees will be impacted. Of the 35 impacted oak trees, one heritage oak tree will be encroached into its protected zone by development of the Entrada South Project in accordance with the County Oak Tree Ordinance. The remaining 34 impacted oak trees are not heritage oaks and are proposed to be removed, consistent with the Oak Tree Report.

7. **RELATED ENTITLEMENT.** The Entrada South/VCC DA is a related request pursuant to Government Code Section 65864 et seq. and County Code Chapter 22.162 (Development Agreements), to adopt by ordinance a voluntary agreement between the County and Permittee that memorializes the terms, conditions, and obligations of the Entrada South Project, and provides vesting development rights for the Entrada South Project components. The purpose of the Entrada South/VCC DA is to provide both the County and the Permittee with long-term contractual assurances that the Entrada South Project includes public benefits and can be built out as approved in the Entrada South Project Permits. The Entrada South/VCC DA provides terms for: the duration and vesting of the agreement, the Entrada South Project Permits, and later-approved permits; the termination date of the agreement; a description of the uses

permitted on the Entrada South Property; the density and intensity of uses allowed on the Entrada South Property; the minimum height, size, and location of buildings allowed; the reservation or dedication of land for public purposes to be accomplished; the time schedule for periodic review; and the public benefits that would not otherwise be provided by the Permittee in the absence of the Entrada South/VCC DA. The Entrada South/VCC DA vests the Permittee's right to develop and operate the Entrada South Project to the full extent allowed by the Entrada South Project's entitlements and the County's Existing Rules (as defined in the Entrada South/VCC DA) in exchange for providing certain public benefits. The County Board of Supervisors ("Board") must approve the Entrada South/VCC DA in order for it to become effective.

8. **RELATED ENTITLEMENT.** The Zone Change is a related request to amend the existing zoning on 323 acres from the R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R (Commercial Recreation) Zone will remain unchanged. The –DP overlay zone will ensure that development occurring after rezoning will conform to the approved development program and be compatible with the surrounding area, pursuant to County Code Section 22.198.050 (ZC - Findings and Decision). The Zone Change will provide mixed-use commercial development in the westerly corner of the Entrada South Property adjacent to Mission Village, making it convenient and compatible with the existing commercial land use of the Entrada South Property and planned commercial center within Mission Village.

9. **RELATED ENTITLEMENT.** VTTM No. 53295 is a related request to subdivider a 382.3-acre site for a mixed-use development into a total of 200 lots to create 91 multi-family lots developed with 1,574 attached multi-family (apartment-style units), townhome and detached condominiums units; 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 51 open space lots (totaling 140.4 acres to include 115.1 acres of open space and Spineflower Preserve; 20 private recreation lots (totaling 19.9 acres); and one public park lot (5.4 gross acres in size); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

10. **PREVIOUS ENTITLEMENTS.** *None.*

11. **ENTITLEMENTS REQUESTOR**. Unless otherwise apparent from the context, "Permittee" shall include the Permittee, successor in interest, applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

12. **COUNTY BOARD OF SUPERVISORS APPROVAL.** The approval of the Entrada South Project Permits and related entitlements Entrada South/VCC DA, Zone Change, and VTTM No. 53295 will not become effective unless and until the County Board of

Supervisors ("Board") has certified the Supplemental Environmental Impact Report ("SEIR") and approved the Entrada South/VCC DA and Zone Change, and both have become effective.

13. **VESTING DATE.** Pursuant to Government Code Section 65866, the County and Permittee agreed to a vesting date of October 7, 2021. Accordingly, the Entrada South Project is generally subject to the applicable rules, regulations, and official policies that were in effect as of October 7, 2021, except as otherwise provided in the Entrada South/VCC DA.

14. **LOCATION.** The Entrada South Property is located within the Newhall Zoned District and the Santa Clarita Valley Planning Area. The Project Site is also located within a designated Very High Fire Hazard Severity Zone ("VHFHSZ") and State Responsibility Area ("SRA").

15. **LAND USE DESIGNATION.** The Entrada South Property is located within the H5 (Residential 5 - 0 to 5 Dwellings Units Per Acre), CM (Major Commercial), and OS-PR (Open Space Preserve) land use categories of the Santa Clarita Valley Area Plan ("SCVAP" or "Area Plan") Land Use Policy Map, a component of the General Plan.

16. **ZONING.** The Entrada South Property is located in the Newhall Zoned District and is currently zoned R-1, C-3 (General Commercial), and C-R.

17. **SURROUNDING LAND USES AND ZONING.**

LOCATION	AREA PLAN LAND USE POLICY	ZONING	EXISTING USES
NORTH	CM	C-3, C-R	Commercial, Parking
EAST	H2 (Residential 2 - 0 to 2 Dwelling Units Per Acre), H30 (Residential 30 - 18 to 30 Dwelling Units Per Acre), CM	C-3	Commercial
SOUTH	OS-C (Open Space Conservation), OS-PR (Open Space Parks and Recreation)	C-R, RPD (Residential Planned Development), A-2 (Heavy Agricultural)	Recreational, Single-Family Residential
WEST	H2, SP-MU (Specific Plan - Mixed Use), SP-LM (Specific Plan – Low-Medium Density) Residential, SP-M (Specific Plan - Medium Density)	R-1, SP (Specific Plan)	Vacant

18. **PROJECT AND SITE PLAN DESCRIPTION.**

A. Existing Site Conditions

The Entrada South Property consists of approximately 382.3 gross acres located west of Interstate 5 ("I-5") and The Old Road and predominantly south of Six Flags Magic Mountain. The Entrada South Property is generally comprised of vacant land, abandoned oil wells and associated access roads, although a recently constructed extension of Magic Mountain Parkway traverses the planning area from east to west. In addition, the southern boundary of the Entrada South Property is developed with Southern California Edison ("SCE") electric transmission lines and towers, and a 34-inch, high-pressure natural gas transmission pipeline operated by the Southern California Gas Company traverses the southernmost portion of the planning area from east to west.

The Entrada South Property exhibits topographic relief, with elevations ranging from approximately 1,000 to 1,400 feet above mean sea level ("AMSL") and includes segments of four drainage courses referred to as Magic Mountain Canyon and Unnamed Canyons 1, 2, and 3, portions of which have been channelized and/or enclosed within storm drains. The Entrada South Property is not located within and does not contain any portion of a Significant Ecological Area ("SEA").

B. Site Access

The Entrada South Property is accessible via Magic Mountain Parkway, a 150-foot wide Major Highway on the County Master Plan of Highways, in an east-west direction. Primary access to the Entrada South Property will be via an entrance/exit on Magic Mountain Parkway. Secondary access to the Entrada South Property will be via an entrance/exit on Commerce Center Drive and The Old Road. The Entrada South Project provides a five-foot wide or greater walkway along private and future streets throughout the Entrada South Property, with publicly-accessible private walkways of similar widths along private drives/fire lanes providing direct access to all units.

C. Exhibit "A"

The Entrada South Project Permits Exhibit "A" dated January 15, 2025 depicts 1,574 attached townhome and detached condominium units; 730,000 square feet of commercial floor area, including hotel, office and retail space; and a 5.4-acre public park with a park facility building, for a total of 635 buildings.

D. Affordable Housing

The AHP proposes 110 affordable rental units out of the 1,574 total units (or seven percent of the Entrada South Project). Though not subject to the IHO, the Permittee has proposed affordable units with the Entrada South/VCC DA. Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent of County AMI, with a range from Extremely Low Income units (15 to 30

percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South development.

E. Parking

The Entrada South Project will provide a total of 5,716 parking spaces, of which 3,921 will be for residential uses and 1,795 for commercial uses. Of the residential spaces, 423 will be reserved for guests. Of the commercial uses, 1,154 will be for office uses, 415 for retail uses, and 226 for hotel uses. While the Entrada South Project has requested shared and reciprocal parking, the project provides a surplus of parking compared to the County requirements of 3,467 residential spaces and 1,789 commercial spaces (an extra 11.6 percent and 1.0 percent, respectively).

F. Internal Circulation

The Entrada South Property would incorporate various internal roadway improvements, including arterials, residential collectors, and private drives. A series of public collector streets and private drives within the Entrada South Property would provide access to the various areas and land uses on-site, with connections to Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive.

The Entrada South Property would provide an extensive community trail system that would connect to existing and planned trails in the vicinity. Within the Entrada South Property, the proposed trail system would include community trails, bike lanes, neighborhood electric vehicle ("NEV") paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. In addition to the various trail types that would serve as bicycle routes, the Entrada South Project would expand bicycle facilities in the area. The NEV pathways within the Entrada South Property would also serve as bike routes.

Internal circulation and access for the Entrada South Project will be provided by seven new internal public streets with street widths ranging from 60 to 113 feet. Each planning area of the development will be interconnected with a private drive and fire lane system, with typical widths of 26 and 28 feet to meet fire road access requirements.

G. Grading

The grading amounts include 6,500,000 cubic yards of cut, 6,116,500 cubic yards of fill, 18,800 cubic yards of offsite cut and fill, 383,500 cubic yards of shrinkage, for a combined grading amount of 13.0 million cubic yards (6.5 million cut, 6.5 million fill) to be balanced onsite.

H. Oak Trees

The Permittee is seeking an OTP for development of the Entrada South Property consistent with County Code requirements. Based on the March 31, 2023 Oak Tree Report ("Oak Tree Report"), there are a total of 51 oak trees surveyed subject to the County Oak Tree Ordinance that are located either within the Entrada South Project boundary, within 200 feet of the proposed grading limits, or located outside the boundaries of the Entrada South Project but associated with the development. Of the 51 oak trees surveyed, 34 will be removed and one will be encroached upon by development of the Entrada South Property in accordance with County Oak Tree Ordinance. The encroached tree is a heritage oak tree with a proposed encroachment into its protected zone. The remaining 34 are proposed to be removed (none are heritage oaks), consistent with the Oak Tree Report.

19. **CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") DETERMINATION.**

Supplemental Environmental Impact Report ("SEIR")

The Entrada South Property is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP"), which was approved by the California Department of Fish and Wildlife ("CDFW"). The RMDP/SCP was the subject of an Environmental Impact Report ("EIR") and Additional Environmental Analysis that CDFW certified in 2017 (SCH No. 2000011025; the "State-certified EIR"). The Entrada South Property was identified in the State-certified EIR as the "Entrada South Planning Area. The County was a responsible agency for the RMDP/SCP and participated in the State-certified EIR process. The Entrada South Project implements the development within the Entrada South Property that was facilitated by the RMDP/SCP and analyzed in the State-certified EIR. The resource management activities and development facilitated by the RMDP/SCP, as approved by CDFW in 2017 for the Entrada South Property, are referred to herein as the "2017 Project."

The Entrada South Project, as currently proposed, reflects minor changes and refinements related to the development of the Entrada South Property as compared to the 2017 Project. Consistent with the requirements for supplemental CEQA review, the County analyzed potential environmental effects of the Entrada South Project in a Draft SEIR (SCH No. 2000011025) that focuses on the Entrada South Project's incremental changes from the 2017 Project, as well as applicable changes in circumstances and new information since certification of the State-certified EIR by CDFW. The Entrada South Project is referred to as the "Modified Project" in the SEIR.

The County prepared a Final SEIR that incorporates the Draft SEIR and contains the comments received on the Draft SEIR, responses to comments, revisions to the Draft SEIR, including any clarifications based on the comments and responses to the comments, and Mitigation Monitoring and Reporting Program for the Entrada South Project ("MMRP").

These findings incorporate by reference, as if fully set forth herein, the CEQA Findings of Fact ("FOF") and Statement of Overriding Considerations ("SOC") regarding the Final SEIR for the Entrada South Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the Entrada South Project would not result in any new or substantially more severe significant impacts.

20. **AGENCY RECOMMENDATIONS.**
The Los Angeles County Subdivision Committee, consisting of LA County Planning and County Departments of Public Works ("Public Works"), Fire ("Fire"), Parks and Recreation ("Parks and Recreation"), and Department of Public Health ("Public Health"): Recommended clearance to public hearing with conditions of VTTM No. 53295 dated January 15, 2025.

A. In a letter dated April 21, 2025, Public Works recommended that the Project proceed to public hearing with required conditions of approval.

B. In a letter dated February 13, 2025, Fire recommended that the Project proceed to public hearing with required conditions of approval.

C. In a letter dated February 11, 2025, Parks and Recreation recommended that the Project proceed to public hearing with required conditions of approval.

D. In a letter dated March 20, 2025, Public Health recommended that the Project proceed to public hearing with required conditions of approval.

21. **LEGAL NOTIFICATION.** Pursuant to Sections 22.222.120 (Public Hearing Procedure) of the County Code, Staff properly notified the community of the public hearing. This included mailings, The Signal newspaper publication, and property posting. On August 28, 2025, Staff mailed a total of 1,133 Notices of Public Hearing out to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the Project Site. This mailing also included 209 notices to those on the courtesy mailing list for the Newhall Zoned District and to any additional interested parties. Additionally, Staff posted the Project case materials and hearing notice on LA County Planning's website.

GENERAL PLAN CONSISTENCY FINDINGS

22. **LAND USE POLICY.** The Commission finds that the Entrada South Project is consistent with the goals and policies of the Area Plan because the H5, CM, and OS-PR land use designations are intended for the residential, commercial, and open space uses that are included in the Entrada South Project. The Project complies with the maximum density of 1,574 dwelling units established for the Project by the State-Certified EIR. In addition, the Entrada South Project realizes a substantial amount of new housing units which are needed to address the State's housing crisis.

Furthermore, the Entrada South Project will implement substantial open space in the forms of recreation (e.g., a public park) and preserves (e.g., a Spineflower Preserve and protected drainage channel).

23. **GOALS AND POLICIES.** The Commission finds that the Project is consistent with the following policies of the General Plan:

- ***General Plan – Housing Element, Policy 3.1:*** *"Promote mixed-income neighborhoods and a diversity of housing types throughout the unincorporated Los Angeles County to increase housing choices for all economic segments of the population."*

  The Entrada South Project will include 1,574 new residential units with multiple housing types that will increase housing choices for varying economic segments of the population within the unincorporated County.

- ***General Plan – Parks & Recreation, Policy P/R 4.3:*** *"Develop a network of feeder trails into regional trails."*

  A community trail system would connect the Entrada South Property to existing and planned trails in the vicinity and into regional trails. Within the Entrada South Project, the proposed trail system would include community trails, NEV/bike paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. Bicycle facilities in the area, and the NEV pathways within the Entrada South Planning Area would also serve as bike routes. The bicycle route improvements in and around the site would connect to an extensive system of continuous bikes paths within Mission Village and other communities to the west, future planned bike lanes along The Old Road consistent with the County's Bicycle Master Plan to the east, and existing bike routes within the City of Santa Clarita to the east.

- ***General Plan – Economic Development, Policy ED 2.5:*** *"Encourage employment opportunities to be located in proximity to housing."*

  The development of the Entrada South Project includes 730,000 square feet of non-residential (commercial/office) space in proximity to the proposed 1,574 new residential units, which will support and encourage employment opportunities in proximity to proposed and existing housing.

- ***General Plan – Land Use, Policy LU4.1:*** *"Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites."*

  The Entrada South Property is currently underutilized. The development of the Entrada South Project will result in utilizing the site with 1,574 residential units and 730,000 square feet of non-residential (commercial/office) space that will facilitate the generation of local jobs and economic activity. Therefore, the Entrada South Project supports infill development in suburban areas on underutilized land.

- ***General Plan – Land Use, Policy LU 5.2:*** *"Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs."*

  The development of the Entrada South Project will result in 730,000 square feet of onsite commercial/office development that will provide local residents with increased access to commercial and retail services, as well as public facilities, within and proximate to the Entrada South Project site. Therefore, the Entrada South Project supports a diversity of commercial and retail services, and public facilities, that help meet regional and local needs.

The Commission also finds that the Project is consistent with the following policies of the Area Plan:

- ***Area Plan - Land Use, Policy LU-1.1.3:*** *Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.*

  The Entrada South Property has long been planned for residential and commercial development under the Area Plan and is designated for residential and commercial uses. The Entrada South Project will be developed adjacent to existing communities, avoiding leapfrog development. The development proposed for the Entrada South Property is consistent with the Area Plan, which accounts for the long-term planned development of the area in an orderly manner.

- ***Area Plan – Land Use, Policy LU-1.1.4:*** *Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*

The Entrada South Project preserves community character and maintains natural features by providing 140.4 gross acres of open space areas within the Entrada South Property, including its entire southern perimeter, would be maintained to preserve scenic character. The Entrada South Project reduces permanent impacts to habitat with Unnamed Canyon 2 compared to 2017 Project. Additionally, the Entrada South Project includes a 27.2-gross-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property. A permanent conservation instrument has been recorded to ensure the Entrada South Spineflower Preserve will be permanently preserved and managed for the benefit of the San Fernando Valley Spineflower, consistent with the approved Spineflower Conservation Plan. By providing open space and the Spineflower Preserve, the Entrada South Project preserves community character by maintaining natural features that act as natural boundaries between developed areas.

- ***Area Plan – Policy LU-1.1.5:*** *Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use.*

  The Entrada South Project proposes 1,574 dwelling units and 730,000 square feet of commercial space on an undeveloped site that is adjacent to the Six Flags Magic Mountain (a major tourist destination) and other surrounding residential and commercial uses. The Entrada South Project utilizes the existing Magic Mountain Parkway, Commerce Center Drive, and The Old Road which benefits the Project by preserving additional area for open space and higher-density/intensity uses. The Entrada South Project minimizes loss of open spaces by providing a new public park and preserving a natural drainage course and the Spineflower Preserve. Lastly, the Entrada South Project redesignates an underutilized site by implementing a zone change for mixed-use development which includes the MXD and C-3 zoning designations.

- ***Area Plan - Land Use, Policy LU-1.3.6:*** *"Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas."*

  The Entrada South Project supports retention of natural drainage patterns and riparian areas by applying a clustering design consistent with the Area Plan EIR. Within the Entrada South Property, the Entrada South Project would increase environmental protections to jurisdictional waters and related biological

resources within the Entrada South Property as compared to the 2017 Project. Specifically, the 2017 Project design assumed the majority of Unnamed Canyon 2 within the Entrada South Property would be enclosed in a buried storm drain. Instead, the Entrada South Project includes the enhancement and restoration of portions of the Unnamed Canyon 2 drainage channel wherein much of the channel would remain an open channel from the southern site boundary to Magic Mountain Parkway, except for a culvert street crossing. Additionally, the Entrada South Project includes a 27.2-gross-acre Spineflower Preserve located in the southeastern corner of the Entrada South Property.

- ***Area Plan – Conservation and Open Space Element, Policy CO-10.1.5:*** *"Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty."*

  No prominent ridgelines are designated by the Area Plan within the Entrada South Property, and no prominent ridgelines will be impacted by the proposed development. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space and maintains undeveloped slopes within the Spineflower Preserve, providing residents with increased access to natural areas and preserving scenic beauty. Specifically, with the cluster development approach, the proposed development includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower Preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2). By providing open space and the Spineflower Preserve, the Entrada South Project provides residents with access to natural areas and preserves scenic beauty.

SUBDIVISION AND ZONING CODE CONSISTENCY FINDINGS

24. **PERMITTED USE IN ZONE.** The Commission finds that the Entrada South Project is consistent with the R-1, C-R, C-3, and MXD zoning classifications as single-family homes, commercial recreation, commercial, and mixed residential-commercial uses are permitted in such zones pursuant to County Code Sections 22.18.040 (Development Standards for Residential Zones, to include Single-Family R-1), 22.20.080 (Development Standards for Zone C-R), and 22.26.030 (Mixed Use Development Zone). The Permittee is seeking the Zone Change to change the existing 328.4 acres of R-1 zoning south of Magic Mountain Parkway to 328.4 acres of MXD-DP and 52.4 acres of C-3 to 57.9 acres of C-3-DP. The remaining portion of the Entrada South Property is zoned C-3—General Commercial north of Magic Mountain Parkway,

and C-R south of the SCE electric transmission lines. The MXD zone integrates a wide range of housing densities with community-serving commercial uses to serve local residents, employees, pedestrians, and consumers. The existing R-1 Zone limits residential and commercial use types and development flexibility, such as clustering which helps concentrate development in less environmentally sensitive areas and promotes the provision of open space. In contrast, the MXD zoning designation would support development of a sustainable project that incorporates smart growth concepts and includes implementation of the Modified Project's Transportation Demand Management ("TDM") Program and Net-Zero Greenhouse Gas ("GHG") Program. Non-residential (commercial/office) development within the Entrada South Planning Area would include any allowable uses consistent with the underlying C-3-DP zoning designation (north of Magic Mountain Parkway) and the proposed MXD-DP zoning designation (south of Magic Mountain Parkway as discussed below), including but not limited to office, retail, hotel, and other allowable non-residential commercial and business park uses within the C-3 and MXD zones as applicable. The Commission finds that the development of the Entrada South Property, (as part of the greater Entrada South and VCC Project as a whole), is consistent with the MXD, C-3, and C-R zoning classifications pursuant to County Code Sections 22.26.030 (Land Use Regulations for Zone MXD) and 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R). Section 22.52.030 also applies to the Project, since the DP designation DP may be used for any use permitted, to include MXD and C-3.

25. **LOT AREA AND WIDTH.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Sections 21.24.240 (Area and Width Requirements Generally) and 22.110.130 (Required Area and Width). The Project complies with the minimum lot area of 5,000 square feet and minimum lot width of 50 feet, cul-de-sac and flag lot design widths excepted.

26. **MINIMUM FRONTAGE.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 21.24.300 (Minimum Frontage), except where locations require a waiver of frontage and have provided a justification for the waiver pursuant to Section 21.24.040 (Modifications to Access and Frontage Requirements).Lots subject to waiver include the following: 2, 10, 11, 12, 14, 15, 17, 18, 19, 23, 26, 38, 39, 40, 41, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 59, 62, 63, 66, 67, 68, 69, 81, 82, 85, 98, 100, 126, 127, 128, 131, 141, 142, 143, 144, 145, 171, 172, 173, 175, 176, 177, 178, 179, 185, 186.

27. **REQUIRED YARDS.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 22.110.080 (Required Yards). The Entrada South Project follows the non-residential site development standards for lot requirements including minimum front parking setback of XX feet,

minimum front building setback of XX feet, minimum side building setback of XX feet, and minimum side building setback of XX feet (corner lot).

28. **HEIGHT.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.110.060 (Height Limits). The building heights proposed are determined by the total floor area in all the buildings on any one lot and shall not exceed 13 times the buildable area of such lot, fall within the maximum height allowed and have been implemented throughout the Entrada South Property.

29. **DISTANCE BETWEEN BUILDINGS.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.110.050 (Distance Between Buildings). The minimum required distance of 10 feet between habitable buildings has been implemented throughout the Entrada South Property.

30. **FENCES AND WALLS.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.110.070 (Fences and Walls). The minimum required fence and wall heights of 3.5 feet in the front yards and six feet in the side and rear yards, have been implemented throughout the Project Site, with the exception of two retaining walls in Planning Areas 1 and 14, which shall be taller than six feet and require a CUP.

31. **PARKING.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.112.070 (Required Parking Spaces) as permitted by the associated PP. The Entrada South Project has included more than the minimum required parking spaces (specifically, 5,641 spaces required and 5,716 spaces provided) for the overall development.

32. **SIGNS.** No signs are proposed or included with the Entrada South Project.

33. **GRADING.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 22.140.240 (Grading Projects). The Permittee shall follow all applicable standards for On-Site grading to include a grading permit required for any grading project and a haul route for offsite grading (located in the Mission Village site), as provided in Title 26 (Building Code) of the County Code.

34. **CONDOMINIUM DEVELOPMENTS.** The Commission finds that the Entrada South Project is consistent with the standard identified in County Code Section 21.16.015 (Building Location and Access Restrictions—Exhibit Map) and Sections 22.20.040 (Development Standards for Commercial Zones) and 22.22,060 (Development Standards for Industrial Zones) . The Project meets the Exhibit Map requirements for the location and dimensions of all structures, buildings, yards, walls, fences, vehicle

and bicycle parking and loading facilities, the vehicular, bicycle, and pedestrian access to the proposed structures, buildings, and parking and loading facilities, and the location and design of pedestrian roadway crossings (i.e., crosswalks).

35. **PLANNING AREA STANDARDS DISTRICT.** The Commission finds that the Entrada South Project is not subject to or located within any existing planning area standards district.

36. **COMMUNITY STANDARDS DISTRICT.** The Commission finds that the Entrada South Project is not subject to or located within any existing community standards district.

37. **RURAL OUTDOOR LIGHTING DISTRICT.** The Commission finds that the Entrada South Project is not located within a rural outdoor lighting district nor subject to the standards identified in County Code Chapter 22.80 (Rural Outdoor Lighting District).

38. **RESIDENTIAL DESIGN.** The Commission finds that the Entrada South Project is not subject to the standards identified in County Code Section 22.140.520 (Residential Design Standards, "RDSO"). The Entrada South Project application was filed and deemed complete prior to the adoption of the RDSO which occurred on September 10, 2024.

39. **TREE PLANTING.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 21.32.195 (On-Site Trees) and will require the amount of onsite tree plantings based on the Project's total street frontage.

40. **IMPROVEMENTS.** The Commission finds that the Entrada South Project is consistent with the standards identified in County Code Section 21.32.010 (Requirements Generally). The Permittee shall improve, or agree to improve, all land dedicated or to be dedicated on a final map or parcel map, or by separate instrument, for roads and easements, and all private roads and private easements laid out on a final map or parcel map, with those improvements, including sanitary sewers, needed for the general use of the lot owners in the division of land and for neighborhood traffic and drainage.

41. **INCLUSIONARY HOUSING.** The Commission finds that the Entrada South Project includes 110 affordable rental units (seven percent) out of the 1,574 total number of market rate units entitled within the Entrada South Project. Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County AMI, with a range from Extremely Low Income units (15 to 30 percent of AMI) to

Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South development. The Entrada South Project is not subject to IHO pursuant to County Code Section 22.166.040 (AHP).

42. **AFFORDABLE HOUSING REPLACEMENT.** The Commission finds that the Entrada South Project is not subject to rental replacement units because there are no existing rental units on the subject property (nor are there any units proposed for demolition) and furthermore the Project is exempt due to the existing VHFHSZ located on the Project Site pursuant to County Code Section 22.119.040.F (Exemptions).

CUP FINDINGS

43. **The Commission finds that the proposed use at the Entrada South Property will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Entrada South Property; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.** The Commission finds that Entrada South Project was reviewed and approved by all necessary County departments, including Public Works, Fire, Parks and Recreation, Public Health, and the County Sheriff's Department, that other local and California State agencies also reviewed and responded to the Final SEIR, and that all environmental impacts are considered and mitigated to the extent feasible as part to the related environmental review. The Commission finds that the proposed development will not adversely affect persons living or working in the area, or jeopardize public health, safety, or general welfare. (Section 22.158.040 Adequate Water Supply – Criteria.) If it appears that the use requested will require a greater water supply for adequate fire protection than does either the existing use or any use permitted without a Conditional Use Permit in the same zone, and will not comply with the provisions of Division 1 (Water) of Title 20 of the County Code, such facts shall be prima facie evidence that such requested use will adversely affect and be materially detrimental to adjacent uses, buildings and structures and will not comply with the findings required by this Chapter. If the Water Appeals Board grants a variance pursuant to any provision of Chapter 20.12 (Water Appeals Board) of said Division 1, permitting the proposed use with the existing or proposed water supply, this Section shall not apply.

44. **The Commission finds that the Entrada South Property is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required under the Entrada South/VCC DA, in order to integrate said use with the uses in the surrounding area. The Entrada South ZC, CUP, and PP**

will ensure that such development features will be realized to the maximum extent feasible for the completion of the Project.

45. **The Commission finds that the Entrada South Property is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required. Commerce Center Drive, Magic Mountain Parkway, and The Old Road benefit the Project and the area by utilizing their existing infrastructure to help maximize density and buildable area, and preserve natural open spaces.**

SUPPLEMENTAL CUP FINDINGS (HMA, GRADING, DP ZONING, HOTEL IN C-3)

HMA Findings

46. **The proposed use will be consistent with the adopted General Plan for the Entrada South Property.**

A. The General Plan designations for the Entrada South Property are included in the 2012 Area Plan, which was adopted by the Board on November 27, 2012, and became effective on December 27, 2012. The Entrada South Property is designated H5 south of Magic Mountain Parkway and CM north of Magic Mountain Parkway.

B. The H5 designation provides for residential neighborhoods that typify much of the planning area. Allowable uses in this designation include single-family homes and other residential uses at a maximum density of five dwelling units per acre. Density-controlled development (clustering) is encouraged on lands with significant environmental and/or topographical features or resources in order to preserve open space for the protection of these natural features or resources or to provide recreational amenities. Supportive commercial and institutional uses serving the local area also may be allowed without a General Plan or Area Plan Amendment, but may require a zone change, CUP, and/or other approvals. Permitted uses are subject to the requirements of the underlying zoning designation.

C. The CM designation is intended to promote the development of regional focal points for commercial, entertainment, and cultural uses serving the general public and drawing from a large market area. Permitted uses include retail stores and regional shopping centers; theatres and other largescale entertainment uses; corporate offices and financial institutions; day care centers; and hotels, restaurants, and other hospitality services. Such uses are subject to a maximum floor area ratio ("FAR") of 2.0. All such uses are subject to the requirements of the underlying zoning designation.

D. The proposed uses will be consistent with the adopted General Plan. The Area Plan establishes the land use designations and zoning for the unincorporated areas. The Area Plan applied a comprehensive approach to land use planning for the region. The Area Plan identified areas appropriate for new residential and commercial development based on a variety of factors, including ridgeline constraints and minimizing urban encroachment on hillside areas within the regional context.[1] The proposed uses in Entrada South are consistent with the H5 and CM land use designations from the Area Plan, which allow for residential and commercial development. The proposed development within Entrada South provides a total of 1,574 dwelling units and 730,000 square feet of non-residential development while facilitating a TDM program to promote alternative forms of transit and enhance walkability, which is consistent with the H5 and CM designations. The project would implement a suite of mitigation measures to achieve net-zero GHG emissions, recognized by the California Air Resources Board as a model of sustainability in the 2017 Scoping Plan. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space and includes undeveloped slopes within the Spineflower preserve. Specifically, with the cluster development approach, the proposed Entrada South Project includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower preserve and restores a natural drainage course through the center of the site (Unnamed Canyon 2).

E. Figure CO-1, *Hillsides and Designated Ridgelines* in the Area Plan designates the prominent ridgelines within the Santa Clarita Valley Planning Area. No prominent ridgelines are designated within Entrada South. The proposed development incorporates a cluster development approach which would focus development away from slopes and ridgelines on site to the extent feasible and maintains undeveloped slopes within the Spineflower preserve, as discussed above.

47. **The requested use at the location proposed will not:**

A. **Adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area.**

i. Development of the Entrada South Project would be consistent with the long-range planning for the site as identified in the Area Plan as well as the Los Angeles County Hillside Design Guidelines, and County Code Title 21 (Subdivisions) and Title 22 (Planning and Zoning) requirements, among other applicable standards, to ensure that the proposed development would not

[1] Area Plan, Ch. 2, Land Use Element, p. 29 and p. 36 ("The Land Use Maps for the City's General Plan and the County's Area Plan have reinforced the concentration of urban land uses within central portions of the Valley by designating significant areas of open space and rural residential uses between more developed areas and the National Forest lands. The intent of these designations is to maintain urban uses within the flatter portions of the Valley that have access to infrastructure, roads, and public facilities, and to minimize encroachment of urban development into hillside areas.").

adversely affect the health, peace, comfort or welfare of persons in the surrounding area.

ii. In addition to the proposed development being designed consistent with the land use designation and requirements of the Area Plan and County Code, the Entrada South Project's geotechnical report, as reviewed and approved by the Public Works, will ensure that slopes are engineered for stability and that appropriate erosion control measures are in place. Further, the timing of construction activities will conform to County requirements in the Noise Ordinance and other applicable standards. The proposed grading is depicted on the project's associated VTTM No. 53295, which is reviewed by County staff to ensure compliance with County standards and design requirements included in the project's geotechnical report.

iii. Accordingly, development of the Entrada South Project within the HMA will not adversely affect the welfare of persons residing or working in the surrounding area because the uses are consistent with the Area Plan and operations will be conducted in accordance with all applicable County rules and regulations.

B. **Be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site.**

i. Development of the Entrada South Project would be consistent with the long-range planning for the site as identified in the Area Plan as well as the Los Angeles County Hillside Design Guidelines, and County Code Title 21 (Subdivisions) and Title 22 (Planning and Zoning) requirements, among other applicable standards, to ensure the development would not be materially detrimental to the use, enjoyment or valuation of surrounding properties.

ii. In addition to the proposed development being designed consistent with the land use designation and requirements of the SCVAP and County Code, the Entrada South Project's geotechnical report, as reviewed and approved by the Public Works, will ensure that slopes are engineered for stability and that appropriate erosion control measures are in place. Further, the timing of construction activities will conform to County requirements in the Noise Ordinance and other applicable standards. The proposed grading is depicted on the project's associated VTTM No. 53295, which is reviewed by County staff to ensure compliance with County standards and design requirements included in the Entrada South Project's geotechnical report.

iii. Accordingly, development of the Entrada South Project within the HMA will not be materially detrimental to the use, enjoyment or valuation of surrounding properties because the uses are consistent with the SCVAP and operations will be conducted in accordance with all applicable County rules and regulationsA.

C. **Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.**

i. Development of the Entrada South Project would be consistent with the long-range planning for the site as identified in the Area Plan as well as the Los Angeles County Hillside Design Guidelines, County Code Title 21 (Subdivisions) and Title 22 (Planning and Zoning) requirements, among other applicable standards, to ensure the development would not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

ii. In addition to the proposed development being designed consistent with the land use designation and requirements of the Area Plan and County Code, the Entrada South Project's geotechnical report, as reviewed and approved by Public Works, will ensure that slopes are engineered for stability and that appropriate erosion control measures are in place. Further, the timing of construction activities will conform to County requirements in the Noise Ordinance and other applicable standards. The proposed grading is depicted on the Entrada South Project's associated VTTM No. 53295, which is reviewed by County staff to ensure compliance with County standards and design requirements included in the project's geotechnical report.

iii. Accordingly, development of the Entrada South Project within the HMA will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare because the uses are consistent with the Area Plan and operations will be conducted in accordance with all applicable County rules and regulations.

48. **The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in this Title 22, or as is otherwise required to integrate said use with the uses in the surrounding area.**

A. The proposed development would be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development standards prescribed in Title 22 of the County Code (Planning and Zoning) and would be integrated into the surrounding area, such as Mission Village (under construction).

B. Compliance with applicable design and development standards and guidelines would ensure that Entrada South development incorporates adequate yards, walls, fences, parking and loading facilities, landscaping, and other features. The proposed development would be designed consistent with County Code Section 22.104.010 (Hillside Management Areas), including Appendix I (Hillside Design Guidelines) as discussed below, along with the applicable development standards

for the site zoning. Further, the Entrada South Project's VTTM No. 53295 and architectural and landscaping plans are reviewed by the County prior to approval to confirm compliance with all applicable County standards.

49. **The Entrada South Property is adequately served**:

A. **By highways or streets improved as necessary to shorten trip length and reduce vehicle miles traveled for the kind and quantity of traffic such use would generate.** The proposed development will be served by a circulation system designed to be adequate in size to serve the planned development of the Entrada South Project. The Entrada South Property is located along Magic Mountain Parkway which is designated on the County's circulation element. The Entrada South Project will implement a TDM program to reduce vehicle miles traveled and encourage alternative forms of transit.

B. **By other public or private service facilities as are required.** The Entrada South Project will be adequately served by public and private facilities consistent with the planned development of the Entrada South Project. The development will provide necessary facilities and improvements in accordance with the County's review of associated VTTM No. 53295 and associated entitlements.

50. **County Code Section 22.104.060, *Findings*, requires substantiation of the following findings in addition to County Code Section 22.158.050:**

A. **That the proposed development preserves the physical integrity of HMAs to the greatest extent feasible, resulting in lesser impacts to hillside resources, by: 1. Locating development outside of HMAs to the extent feasible; 2. Locating development in the portions of HMAs with fewer hillside constraints; and 3. Using sensitive hillside design techniques tailored to the site requirements.**

i. The proposed Entrada South Project preserves the physical integrity of HMAs to the greatest extent feasible, resulting in lesser impacts to hillside resources, in accordance with the Area Plan, which applied a comprehensive approach to land use planning for the region and identified areas that were appropriate for residential and commercial development based on a variety of factors, including ridgeline constraints and minimizing urban encroachment on hillside areas within the regional context.2[2] As noted above, no prominent ridgelines are designated by the Area Plan within Entrada South and no prominent ridgelines will be impacted by the proposed development. The proposed use is consistent with the H5 and CM land use designations from the Area Plan, which allow for residential and commercial development. The proposed Entrada South Project incorporates a cluster development approach that maintains a larger portion of

[2] \Area Plan, Ch. 2, Land Use Element, p. 29 and p. 36.

the site as open space and maintains undeveloped slopes within the Spineflower preserve. Specifically, with the cluster development approach, the proposed Entrada South Project includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2).

ii. As shown in associated VTTM No. 53295, the proposed Entrada South Project incorporates sensitive hillside design techniques tailored to the site, such as a clustered development approach and the Spineflower preserve described above to preserve the physical integrity of HMAs to the extent feasible and to locate development outside of onsite HMAs to the extent feasible, resulting in lesser impacts to hillside resources. The proposed Entrada South Project has been designed to respect natural resources and features on-site through the preservation of natural open space areas, utilization of natural-looking improvements such as debris and water quality basins that incorporate vegetation or water features, and restoration of a portion of the drainage course referred to as Unnamed Canyon 2 as an open, vegetated drainage channel.

B. **That the proposed development preserves the scenic value of HMAs to the extent feasible, resulting in lesser impacts to on-site and off-site scenic views of slopes and ridgelines as well as views of other unique, site-specific aesthetic or significant natural features of the hillside, by: 1. Locating development outside of HMAs to the extent feasible; 2. Locating development in the portions of HMAs with the fewest hillside constraints; and 3. Using sensitive hillside design techniques tailored to the site requirements.**

i. The proposed Entrada South Project preserves the scenic value of HMAs to the extent feasible, resulting in lesser impacts to on-site and off-site scenic views of slopes and ridgelines as well as views of other unique, site-specific aesthetic or significant natural features of the hillsides in accordance with the Area Plan, which applied a comprehensive approach to land use planning for the region and identified areas that were appropriate for residential and commercial development based on a variety of factors, including ridgeline constraints and minimizing urban encroachment on hillside areas within the regional context.[3] As noted above, no prominent ridgelines are designated by the Area Plan within the Entrada South Property and no prominent ridgelines will be impacted by the proposed development. The proposed use is consistent with the H5 and CM land use designations from the Area Plan, which allow for residential and commercial development. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space

[3] The Santa Clarita Valley Area Plan, Ch. 2, Land Use Element, p. 29 and p. 36.

and maintains undeveloped slopes within the Spineflower preserve. Specifically, with the cluster development approach, the proposed development includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2).

ii. The proposed Entrada South Project uses sensitive hillside design techniques tailored to the site, such as cluster design approach, to locate development outside of the HMAs and preserve the scenic value of the HMAs within the Spineflower preserve. Development within the HMAs would comply with the General Plan, the Area Plan and Title 22 of the County Code (Planning and Zoning). The proposed Entrada South Project also incorporates a system of trails for the use of residents and the surrounding community to appreciate and enjoy scenic views of the slopes, ridgelines, and other aesthetic qualities of the natural hillsides onsite.

C. **That the proposed development is compatible with or enhances community character, and provides open space as required in this Chapter.**

i. The proposed Entrada South Project is compatible with and enhances community character and provides open space consistent with the requirements of the County Code. The proposed use is consistent with the H5 and CM land use designations from the Area Plan.

ii. The proposed Entrada South Project incorporates a cluster development approach that maintains a larger portion of the site as open space and includes undeveloped slopes within the Spineflower preserve. The development incorporates a cluster design approach and conserves portions of the site as open space. The proposed Entrada South Project includes approximately 141 acres in designated open space, park, or recreation lots, including a 28-acre Spineflower preserve. The clustering of development, preservation of natural open space, slopes, and ridgelines, and compliance with the applicable County requirements would ensure that the development is compatible with community character.

D. **Where open space requirements of this Chapter are modified: 1. For development in a rural land use designation, that a greater percentage of improved open space is necessary for public safety or is aesthetically superior; or 2. For streets within a natural open space area, that such street is necessary to ensure adequate circulation or access. In such cases, no portion of the street shall be counted as open space.** The proposed Entrada South Project complies with all County open space requirements; no modification to such requirements is requested.

E. **That the proposed development is in substantial compliance with the Hillside Design Guidelines.** The proposed development would substantially comply with the Hillside Design Guidelines (Appendix I of County Code Chapter 22.104) as shown in the consistency matrix provided in Exhibit D-4. The proposed Entrada South Project would incorporate a clustered design approach that would allow Entrada South to conserve portions of the site as open space and preserve natural landforms. As shown in associated VTTM No. 53295, the proposed development's development siting, grading, and road circulation would allow the site to preserve natural slopes and topography. Building design and landscaping would also substantially comply to the Hillside Design Guidelines as described below. As described, the Entrada South Project is reasonably implementing feasible design measures into the project design, taking into account the location, context, size, and complexity of the project.

51. **The Commission finds that the Entrada South Project complies with Hillside Management criteria.** The Entrada South Project will implement the geotechnical reports prepared for the Entrada South Project as directed by Public Works and the Project's soils engineer. In particular, public safety impacts would be avoided or reduced to the extent possible.

Consistent with the HMA Ordinance, the Permittee is seeking CUP No. 00-210 to allow development in an HMA for the Entrada South Project. No prominent ridgelines are designated by the Area Plan within the Entrada South Property and no prominent ridgelines will be impacted by the proposed development. The proposed development incorporates a cluster development approach that maintains a larger portion of the site as open space and maintains undeveloped slopes within the Spineflower Preserve. Specifically, with the cluster development approach, the proposed development includes approximately 58 acres of natural open space along the site's southern and eastern sides as a Spineflower Preserve (which also preserves the locations of the greatest topography on site) and restores a natural drainage course through the center of the site (Unnamed Canyon 2).

<u>Onsite Project Grading Findings</u>

52. The requested use at the Entrada South Property will not:

A. **Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.**

i. Development of the Entrada South Project would be consistent with the long-range planning for the site as identified in the Area Plan as well as the Los Angeles County Hillside Design Guidelines, and County Code Title 21 (Subdivisions) and Title 22 (Planning and Zoning) requirements, among other applicable standards, to ensure that the proposed development would not

adversely affect the health, peace, comfort or welfare of persons in the surrounding area.

ii. In addition to the proposed development being designed consistent with the land use designation and requirements of the Area Plan and County Code, the Entrada South Project's geotechnical report, as reviewed and approved by Public Works, will ensure that slopes are engineered for stability and that appropriate erosion control measures are in place. Further, the timing of grading and hauling activities will conform to County requirements in the Noise Ordinance and other applicable standards. The proposed grading is depicted on the project's associated VTTM No. 53295, which is reviewed by County staff to ensure compliance with County standards and design requirements included in the project's geotechnical report.

iii. The proposed grading operations will not adversely affect the welfare of persons residing or working in the surrounding area as the operations will be temporary, will be conducted on the vacant Entrada South Project site, and in accordance with all applicable County rules and regulations.

B. **Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.**

i. Development of the Entrada South Project would be consistent with the long-range planning for the site as identified in the Area Plan as well as the Los Angeles County Hillside Design Guidelines, and County Code Title 21 (Subdivisions) and Title 22 (Planning and Zoning) requirements, among other applicable standards, to ensure the development would not be materially detrimental to the use, enjoyment or valuation of surrounding properties.

ii. In addition to the proposed development being designed consistent with the land use designation and requirements of the Area Plan and County Code, the project's geotechnical report, as reviewed and approved by Public Works, will ensure that slopes are engineered for stability and that appropriate erosion control measures are in place. Further, the timing of grading and hauling activities will conform to County requirements in the Noise Ordinance and other applicable standards. The proposed grading is depicted on the project's associated VTTM No. 53295, which is reviewed by County staff to ensure compliance with County standards and design requirements included in the project's geotechnical report.

iii. Accordingly, grading and haul route operations will be primarily onsite, temporary in nature, and performed in conformance with all applicable County requirements. Therefore, the grading and haul route operations will not be materially detrimental to the use, enjoyment or valuation of surrounding properties.

C. **Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.**

i. Development of the Entrada Planning Area would be consistent with the long-range planning for the site as identified in the Area Plan, as well as the Los Angeles County Hillside Design Guidelines, and County Code Title 21 (Subdivisions) and Title 22 (Planning and Zoning) requirements, among other applicable standards, to ensure the development would not jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare.

ii. In addition to the proposed development being designed consistent with the land use designation and requirements of the Area Plan and County Code, the project's geotechnical report, as reviewed and approved by Public Works, will ensure that slopes are engineered for stability and that appropriate erosion control measures are in place. Further, the timing of grading and hauling activities will conform to County requirements in the Noise Ordinance and other applicable standards. The proposed grading is depicted on the Entrada South Project's associated VTTM No. 53295, which is reviewed by County staff to ensure compliance with County standards and design requirements included in the project's geotechnical report.

iii. Accordingly, grading and haul route operations will be primarily onsite, temporary in nature, and performed in conformance with all applicable County requirements. Therefore, the grading and haul route operations will not jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare.

53. **The Entrada South Property is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.**

A. The Entrada South Project would be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development standards prescribed in Title 22 (Planning and Zoning) of the County Code and would be integrated into the surrounding area, such as Mission Village (under construction).

B. Compliance with applicable design and development standards and guidelines would ensure that the Entrada South Project incorporates adequate yards, walls, fences, parking and loading facilities, landscaping, and other features. Further, the proposed development's associated VTTM No. 53295 and architectural and landscaping plans are reviewed by the County prior to approval to confirm compliance with all applicable County standards.

54. **The Entrada South Property is adequately served**:

A. **By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate.** The Entrada South Project will be served by a circulation system designed to be adequate in size to serve the planned development of the Entrada South Project. The Entrada South Property is located along Magic Mountain Parkway which is designated as a major highway on the County's circulation element.

B. **By other public or private service facilities as are required.** The Entrada South Project will be adequately served by public and private facilities consistent with the planned development of the Entrada South Project. The development will provide necessary facilities and improvements in accordance with the County's review of associated VTTM No. 53295 and associated entitlements.

DP Zoning Findings

55. **Additional Findings – Development Program ("DP"). Approval of any development program must include a finding that the development program provides necessary safeguards to ensure completion of the proposed development by the Permittee, and it does not allow for substitution of a lesser type of development that is contrary to the public convenience, welfare, or development needs of the area.** The DP provides all necessary safeguards to ensure completion of proposed development, to include: a final SEIR document with FOF and SOC, an MMRP; adoption of the Entrada South/VCC DA and Zone Change; approval of all Entrada South entitlements (VTTM, CUP, PP, OTP, and AHP); and conditions of approval that will require subsequent site plan reviews and building permits. The proposed development cannot substitute for a lesser development that is contrary to public convenience, welfare, or area development needs because the DP zoning requires a particular form of development that is subject to the DP CUP for the construction specific to the Entrada South Project and therefore cannot be substituted or changed.

Hotel in a C-3 Zone Findings

Pursuant to County Code Section 22.158.050, the following substantiates the findings necessary for issuance of a CUP.

56. **The requested use at the location proposed will not**:

A. **Adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area.**

i. The construction and operation of the proposed Entrada South Project, including the hotel component, would comply with the Building Code, Fire Code,

and other applicable provisions (such as the noise ordinance), which are in place to ensure the health, peace, comfort, and welfare of persons residing or working in the surrounding area. In addition, County review of the development plans, including the associated VTTM No. 53295 and architectural plans, and CEQA analyses prepared for Entrada South would ensure compliance with County standards and implement mitigation measures where appropriate.

ii. County Code Title 22 Division 6 (Development Standards), provides development standards, and County Code Section 22.26.030 (Mixed Use Development) sets forth specific requirements for development. In addition, County Code Section 22.20 (Commercial Zones) sets forth specific requirements for development in the proposed C-3-DP zone. The Entrada South Project would comply with applicable provisions outlined in these sections. The proposed hotel would extend approximately 75 feet above grade, consistent with the C-3 height standards. A hotel supports surrounding commercial, businesses, and residences by providing hotel services to the community and visitors. Therefore, the hotel would not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area.

B. **Be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site**.

i. The proposed hotel to be located just south of Magic Mountain Parkway accessing Six Flags Magic Mountain is located to the north and east of the hotel site within Planning Area 2. Two office buildings and a gas station located farther to the east of Entrada South (i.e., the office buildings and gas station are not adjacent to the hotel use). The hotel building would generate typical noise associated with hotel uses and would not be materially detrimental to the nearby Six Flags Magic Mountain or other existing uses located in the vicinity of the site.

ii. The hotel building would not be adjacent to or near existing residential uses. Given the far distance (approximately 2,900 feet) between the hotel building and the nearest existing residential properties in the Westridge community, located to the south of the Entrada South Property, including across Magic Mountain Parkway and the utility corridor, the hotel building would not detrimentally impact existing residential uses.

iii. The proposed hotel use would support the existing community, such as Six Flags Magic Mountain, offices located at 27750-27770 Entertainment Drive, and office and commercial opportunities located along The Old Road and east of the I-5 in the vicinity of the site. The proposed hotel use would also support residents and visitors of Entrada South by providing hotel services to the community and visitors to the site area. The proposed hotel would be consistent with the applicable land use and zoning designations. For these reasons, the

proposed hotel component would not be materially detrimental to the use, enjoyment, and value of property of other persons located in the vicinity of the site.

C. **Jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.** The proposed hotel use would also support residents and visitors of Entrada South by providing hotel services to the community and visitors to the site area. The proposed hotel will be consistent with the applicable land use and zoning designations. It will comply with the Building Code and Fire Code and other applicable standards (such as the Noise Ordinance). Accordingly, development of the hotel would not jeopardize, endanger, or otherwise constitute a menace to public health, safety, and welfare.

57. **The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area**.

A. Associated VTTM No. 53295 depicts lots which are designed to be of adequate size and shape to accommodate all required development features of the proposed C-3 zone, including the hotel component located in Planning Area 2.

B. The proposed hotel will be consistent with the applicable land use and zoning designations. The hotel will comply with the applicable design, setback, height, and other standards specified for the C-3 zone.

C. Accordingly, the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in the County Code Title 22 (Planning and Zoning).

58. **The proposed site is adequately served**:

A. **By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate.** The hotel component will be served by a circulation system designed to be adequate in size to serve the planned development of Entrada South. The PA-2 hotel site is located along Magic Mountain Parkway which is designated as a Major Highway on the County's Master Plan of Highways.

B. **By other public or private service facilities as are required.** The hotel will be adequately served by public and private facilities consistent with the planned development of Entrada South. The development will provide necessary facilities and improvements in accordance with the County's review of associated VTTM No. 53295 and associated entitlements.

Parking Permit Findings

59. Section 22.178.050 (Findings and Decisions) of the County Code requires substantiation of the following findings.

60. **There is no need for the number of vehicle parking spaces required by Chapter 22.112 (Parking) because of any of the following: 1. The nature of the use is such that there is a reduced occupancy; 2. The business or use has established a viable transportation program for its employees and/or customers to use transportation modes other than the single-occupant automobile. Such a program shall include positive incentives such as van pools, transit fare subsidies, commuter travel allowances, car pools, or bicycle commuter facilities. Where appropriate, proximity to freeways with high-occupancy vehicle (HOV) lanes, bus routes, park-and-ride facilities, people-movers, rapid transit stations, bikeways, or other similar facilities shall be a factor in this consideration; 3. Sufficient land area is reserved or an alternative arrangement is approved to ensure that the parking requirements may be complied with should the use, occupancy, or transportation program change. If land area is reserved, the reserved land area shall be so located and developed in such a manner that it can be feasibly converted to parking if needed; or 4. The reduction in the number of vehicle parking spaces will be offset by the provision of bicycle parking spaces, at a minimum ratio of two bicycle spaces for every one vehicle parking space above the minimum number of bicycle parking spaces otherwise required under Section 22.112.100 (Bicycle Parking Spaces and Related Facilities).**

    A. The Entrada South Project provides the required number of parking spaces in each Planning Area per County Code Chapter 22.112 (Parking), however, this PP is being requested because not all of the required parking within each Planning Area will be located on the same lot as the use that lot is intended to serve. Specifically, each Planning Area within the Entrada South Project includes parking located on the lot where the use will occur and reciprocal parking located on adjacent private drives or nearby lots.

    B. Thus, while each Planning Area provides the required number of parking spaces, not all of the required parking within each Planning Area will be located on the same lot as the use that lot is intended to serve. The alternative arrangement requested by this PP ensures compliance with the parking requirements.

61. **There are no conflicts arising from special parking arrangements allowing shared vehicle parking facilities, tandem spaces, or compact spaces because: 1. Uses sharing parking facilities operate at different times of the day or days of the week; 2. Parking facilities using tandem spaces will employ valets or will utilize other means to ensure a workable plan; or 3. Apartment houses using compact spaces for a portion of the required parking have a management**

program or homeowners' association to assure an efficient distribution of all parking spaces.

A. The Entrada South Project is not proposing any special parking arrangements.

B. Accordingly, there are no conflicts arising from these special parking arrangements.

62. **Off-site facilities, leases of less than 20 years, rear lot transitional parking lots, and uncovered residential vehicle parking spaces will provide the required parking for uses because: 1. Such off-site facilities are controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves and are conveniently accessible to the main use; 2. Such leases are written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces; such leases shall contain other guarantees assuring continued availability of the spaces; or 3. Such transitional lots are designed to minimize adverse effects on surrounding properties.**

A. This PP does not request any use of parking located off-site of the Entrada South Property.

B. While the Entrada South Project does not currently propose any lease of less than 20 years, any such lease in the future shall be written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces and such lease shall contain other guarantees assuring continued availability of the spaces.

C. All parking will be designed to minimize adverse effects on surrounding properties in accordance with County Code Chapter 22.112 (Parking).

D. As stated above, each Planning Area provides the required number of parking spaces consistent with County Code.

63. **The requested PP at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property.**

A. This requested PP will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking intended to serve surrounding property because each Planning Area provides the required number of parking spaces. Thus, while not located on the same lot as the use the parking will serve, parking will be located on adjacent private drives or nearby lots convenient to the use they are intended to serve and will be designed to comply with County Code Title 22 (Planning and Zoning) and other applicable requirements.

B. The proposed Entrada South Project's mixed-use design, pedestrian and bicycle facilities, and TDM program are anticipated to reduce the reliance on automobiles. Further, the Entrada South Project's Transportation Impact Analysis ("TIA") demonstrates the development's conformance with the County's transportation standards.

64. **The proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping, and other development features prescribed in this Title 22.**

A. Each lot has been designed to be adequate in size to meet the development standards required by County Code.

B. Required yards, walls, fences, loading facilities, landscaping, and other development features can be accommodated in accordance with the County Code.

C. Parking lots and structures have been designed to comply with parking space sizing requirements and parking lot design standards.

Oak Tree Permit Findings

Section 22.174.060 of the Los Angeles County Code requires substantiation of the following facts:

65. **The proposed construction or proposed use will be accomplished without endangering the health of the remaining trees subject to Title 22 regulations, if any, on the subject property.**

A. Implementation of the Entrada South Project, as depicted on associated VTTM No. 53295 will not endanger the health of the 16 remaining, un-impacted oak trees which are located within the project boundaries or off-site but associated with project development, as indicated in the Oak Tree Report. Mitigation measures and preservation guidelines have been established consistent with the Oak Tree Report for the 35 oak trees proposed to be impacted.

B. Consistent with the Oak Tree Report, protective fencing not less than five feet in height shall be placed at the limits of the protective zone of the 16 oak trees where no impacts are proposed as well as the 1 tree subject to encroachment. Any grading or other construction- related activities to occur within the protected zone of these trees will be done with hand tools only and under the close supervision of the construction manager to ensure the well-being of the root systems and other parts of the trees.

66. **The removal or relocation of the oak trees proposed will not result in soil erosion through the diversion or increased flow of surface waters which cannot be satisfactorily mitigated.**

    A. The proposed impacts to oak trees will not result in any additional soil erosion through diversion or increased flow of surface waters, which cannot be mitigated satisfactorily through on-site drainage control measures that shall be implemented with the Entrada South Project.

    B. The proposed Entrada South Project incorporates a drainage and water quality plan which is designed to both protect development and control drainage and run-off of pollutants. Drainage entering and originating within the project area will be collected and controlled by the constructed drainage system to ensure that no significant impacts related to site erosion will occur.

In addition to the above facts, at least one of the following findings in subsections a through c, below, apply:

67. **That the removal or relocation of the oak trees proposed is necessary as continued existence at present locations frustrates the planned improvement or proposed use of the subject property to such an extent that: i. Alternative development plans cannot achieve the same permitted density or that the cost of such alternative would be prohibitive, or ii. Placement of such oak trees precludes the reasonable and efficient use of such property for a use otherwise authorized.**

    A. The 34 trees proposed for removal are located in areas of the Entrada South Property where their continued existence would preclude the development of the property in an efficient manner. The proposed Entrada South Project requires grading for geotechnical stability, access and grading balance. Without this grading, the site cannot be developed as proposed, however, the Entrada South Project has been designed to maximize open space areas, including the onsite Spineflower preserve, which includes oak trees.

    B. In an effort to balance the need to protect the oak trees and still develop the project site, land planning took into consideration the need to retain oak trees. It was determined that no reasonable design alternative could prevent all impacts. Of the total 51 oak trees located both on-site and off-site, 34 are proposed to be impacted by development, slated for removal. It is anticipated that the one heritage tree proposed for encroachment will remain healthy and provide a visual amenity to future residents. Mitigation measures and preservation guidelines have been established consistent with the Oak Tree Report for the 35 oak trees proposed to be impacted.

C. Options for preservation of the greatest number of trees possible were considered and removal of trees has been proposed only where no alternative design is practical. Trees to be removed are in locations where grading to create building pads cannot be avoided or where roadways are proposed.

68. **That the oak trees proposed for removal or relocation interferes with utility services or streets and highways, either within or outside of the subject property, and no reasonable alternative to such interference exists other than removal of the trees.** The majority of oak tree impacts, 34 removals and one encroachment are associated with on-site project development, including residential and commercial lots, roadways, utilities and other infrastructure depicted on the tentative tract map.

69. **That the condition of the oak trees proposed for removal with reference to seriously debilitating disease or danger of falling is such that it cannot be remedied through reasonable preservation procedures and practices.** Of the 51 oaks inventoried, one oak tree (two percent) received an "A" grade, 18 oak trees (35 percent) received a "B" grade, and 27 oaks (53 percent) earned a "C' grade at the time of the surveys. Due mostly to fire damage and its effects, 5 oak trees (10 percent) received a "D" grade because of failing health.

70. **That the removal of the oak tree(s) proposed will not be contrary to or be in substantial conflict with the intent and purpose of the OTP procedure.**

A. The proposed removal of 34 trees will not be contrary to, or be in substantial conflict with, the intent and purpose of the OTP procedure as mitigation measures will be implemented to offset the removals.

B. Consistent with the Oak Tree Report, great care has been taken to design the project to minimize the number of trees which need to be removed in the development process and maximizing open space areas, such as the onsite Spineflower preserve. The Permittee recognizes the significance of oak trees as historical, aesthetic and ecological resources that enhance the value of property and character of the communities in which they exist.

C. The Permittee is committed to maintaining the healthy condition of all oak trees to be retained. Replacement trees shall consist of valley oak (Q. lobata), California scrub oak (Q. berberidifolia) and coast live oak (Q. agrifolia) trees. The size and quality of the replacement trees shall be consistent with the conditions of approval in the OTP, usually 15-gallon container size. These replacement trees shall be located at areas consistent with the proposed design plan and as directed by the County Forester. The Entrada South Project proposes to provide several areas designated for tree replacement.

D. As described in the Oak Tree Report, for construction clearance, retention of oak tree foliage shall be the priority; foliage may be tied-back or minimally pruned for

clearance, but medium and large limbs (over 2 inches in diameter) shall be preserved. If pruning of branches greater than 2 inches in diameter is necessary on trees that are not included as encroachments in this report, the Arborist of Record ("AOR") shall review the situation and the County Forester will have to authorize the cut(s).

E. Further, the Oak Tree Report provides that any grubbing (plant or topsoil removal), demolition, digging, excavating, filling, grading, trenching, or construction within the Tree Protection Zone ("TPZ") of any protected oak tree in relation to the project shall be monitored by the AOR.

ENVIRONMENTAL FINDINGS

71. As stated above, these findings incorporate by reference, as if fully set forth herein, the CEQA FOF and SOC regarding the Final SEIR for the Entrada South Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the Entrada South Project would not result in any new or substantially more severe significant impacts.

72. The Commission finds that the Permittee is subject to payment of the CDFW fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

ADMINISTRATIVE FINDINGS

73. **HOUSING ACCOUNTABILITY ACT**. The Commission finds that the Project is considered a housing development that is not consistent with the General Plan and Zoning , as a Zone Change is required. With the adoption of the Zone Change, the Project would not have a specific adverse impact upon public health or safety as described in the associated tentative map, and environmental findings.

74. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION FINDS AND CONCLUDES THAT:

A. The proposed use with the attached conditions will be consistent with the adopted General Plan.

B. The proposed use at the Entrada South Property will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

C. The Entrada South Property is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

D. The Entrada South Property is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

E. The proposed Entrada South Project includes a hotel use up to 75 feet in height which is allowed in the C-3 Zone with a CUP.

F. The proposed Entrada South Project includes the total earth movement would be approximately 13 million cubic yards, and that this is the maximum allowable grading as granted with this CUP.

G. The proposed Entrada South Project preserves the physical integrity of HMAs to the greatest extent feasible, resulting in lesser impacts to hillside resources by locating development outside of HMAs to the extent feasible, locating development in the portions of the HMAs with fewer hillside constraints, and using sensitive design techniques tailored to the site requirements.

H. The proposed Entrada South Project preserves the scenic value of HMAs to the extent feasible, resulting in lesser impacts to on-site and off-site scenic views of slopes and ridgelines as well as views of other unique, site-specific aesthetic or significant natural features of the hillside, by locating development outside of HMAs to the extent feasible, locating development in the portions of the HMAs with fewer hillside constrains, and using sensitive design techniques tailored to the site requirements.

I. The proposed Entrada South Project is compatible with or enhances community character and provides open space as required. The Commission finds that the development is compatible with the surrounding community.

J. The proposed Entrada South Project is in substantial compliance with the Hillside Design Guidelines.

K. The Commission finds that the approval of any DP must include a finding that the DP provides necessary safeguards to ensure completion of the proposed development by the permittee, and it does not allow for substitution of a lesser type of development that is contrary to the public convenience, welfare, or development needs of the area.

L. The Commission finds that the Entrada South Project includes 110 rental affordable units out of the 1,574 total units (or seven percent of the market-rate units proposed for the Entrada South Project) as part of the Entrada South/VCC DA.

M. The proposed Entrada South Project includes a PP that will allow for a more efficient parking system through the use of shared, reciprocal, and offsite parking.

N. The proposed construction of the Entrada South Project will not be accomplished without endangering the health of the remaining oak trees subject to the applicable Title 22 (Planning and Zoning) regulations, if any, on the subject property.

O. The removal of the oak trees proposed will not result in soil erosion through the diversion or increased flow of surface waters, which cannot be satisfactorily mitigated.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Recommends that the Board: Certify that the Final SEIR for the project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the information contained in the Final SEIR, and that the Final SEIR reflects the independent judgment and analysis of the Board as to the environmental consequences of the Entrada South Project; adopt the FOF, SOC and the MMRP; find that the MMRP is adequately designed to ensure compliance with the mitigation measures during the Entrada South Project implementation, and find that the unavoidable significant effects of the Entrada South Project after adoption of said mitigation measures are as described in those FOF; and determine that the remaining, unavoidable environmental effects of the Entrada South Project have been reduced to an acceptable level and are outweighed by specific health, safety, economic, social, and/or environmental benefits of the Entrada South Project as stated in the FOF and SOC.

2. Recommends that the Board approve **CONDITIONAL USE PERMIT NO. 00-210**, **PARKING PERMIT NO. 200700013**, **OAK TREE PERMIT NO. 200700018**, and **ADMINISTRATIVE HOUISNG PERMIT NO. RPPL2024000343** subject to the attached conditions.

ACTION DATE: October 1, 2025

DD:SMT:JSH:EGA:JDS
09/17/25

c: Each Commissioner

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER
PROJECT NO. 87-150 ("VCC Project")

PARKING PERMIT ("PP") NO. RPPL2022007239
OAK TREE PERMIT ("OTP") NO. 200700022
ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114

RECITALS

1. **HEARING DATE(S).** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on October 1, 2025, in the matter of Project No. 87-150, consisting of Parking Permit ("PP") No. RPPL2022007239, OTP No. 200700022, and Environmental Assessment No. RPPL2021007114. Development Agreement ("DA") No. RPPL2025003357 ("Entrada South/VCC DA") and Vesting Tentative Parcel Map ("VTPM") No. 18108 were considered together with the above entitlements, collectively referred to as the "VCC Project Permits".

2. **HEARING PROCEEDINGS.** *Reserved.*

3. **ENTITLEMENT REQUESTED.** The Permittee, the Newhall Land and Farming Company, a California Limited Partnership, a subsidiary of Five Point Holdings, LLC ("Permittee"), owns certain real property known as the "VCC Property," as legally described in Exhibit A. The Permittee requests PP No. RPPL2022007239 to allow shared, reciprocal and offsite parking across the entire Project, pursuant to County Code Section 22.178.050 (PP - Findings and Decision).

4. **ENTITLEMENT REQUESTED.** The Permittee requests OTP No. 200700022 to remove 26 non-heritage oak trees for a total of 26 oak tree-related impacts pursuant to County Code Section 22.174.060 (OTP Findings)/22.174.090 (Effective Date of Decision). Based on the March 31, 2023 Oak Tree Report ("Oak Tree Report"), there are a total of 28 oak trees surveyed subject to the County Oak Tree Ordinance that are located either within the VCC Property, within 200 feet of the proposed grading limits, or located outside the boundaries of the VCC Project but associated with the development. Of the 28 oak trees surveyed, 26 oak trees will be impacted. Of the 26 impacted oak trees, all trees are non-heritage and proposed to be removed by development of the VCC Project in accordance with the County Oak Tree Ordinance.

5. **RELATED ENTITLEMENT.** The Entrada South/VCC DA is a related request, pursuant to Government Code Section 65864 et seq. and County Code Chapter 22.162 (Development Agreements), to adopt by ordinance a voluntary agreement between the County and Permittee that memorializes the terms, conditions, and obligations of the VCC Project, and provides vesting development rights for the VCC Project components. The purpose of the Entrada South/VCC DA is to provide both the

County and the Permittee with long-term contractual assurances that the VCC Project includes public benefits and can be built out as approved in the VCC Project Permits.

6. **RELATED ENTITLEMENT.** Vesting Tentative Parcel Map No. 18108 ("VTPM No. 18108" or "Vesting Map") is a related request to authorize VTPM No. 18108, also known as the "Valencia Commerce Center" ("VCC"), to subdivide approximately 328.8 acres referred to as the "VCC Project" into a total of 104 lots to create 61 commercial lots and 43 open space lots providing a total of 3.4 million square feet of office and industrial space in an undeveloped portion of the partially completed VCC site and industrial/business park c located west of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon landfill. The VCC Project is surrounded by existing single-family residential and industrial uses to the north, existing industrial uses to the east, the Newhall Ranch Specific Plan ("Specific Plan") south, and Chiquita Canyon Landfill to the west. The VCC Project has three Planning Areas and is proposed to be developed in four phases. The subdivision is pursuant to County Code Chapters 21.38 (Vesting Tentative Map) and 21.40 (Tentative Maps).

7. **PREVIOUS ENTITLEMENTS.** Master CUP 87-360 for the Valencia Commerce Center.

8. **ENTITLEMENTS REQUESTOR**. Unless otherwise apparent from the context, "Permittee" shall include the Permittee, successor in interest, owner of the property, and any other person, corporation, or other entity making use of this grant.

9. **COUNTY BOARD OF SUPERVISORS APPROVAL.** The approval of the VCC Project Permits and related entitlements (Entrada South/VCC DA and VTTM No. 18108 will not become effective unless and until the County Board of Supervisors ("Board") has certified the Supplemental Environmental Impact Report ("SEIR") and approved the Entrada South/VCC DA, and it has become effective.

10. **VESTING DATE.** Pursuant to Government Code Section 65866, the County and Permittee agreed to a vesting date of October 7, 2021. Accordingly, the VCC Project is generally subject to the applicable rules, regulations, and official policies that were in effect as of October 7, 2021, except as otherwise provided in the Entrada South/VCC DA.

11. **LOCATION.** The VCC Property is located within the Newhall Zoned District and the Santa Clarita Valley Planning Area. The Project Site is also located within a designated Very High Fire Hazard Severity Zone ("VHFHSZ") and State Responsibility Area ("SRA").

12. **LAND USE DESIGNATION.** The VCC Property is located within the IO (Industrial Office) land use category of the Santa Clarita Valley Area Plan ("Area Plan") Land Use Policy Map, a component of the General Plan.

13. **ZONING.** The VCC Property is located in the Newhall Zoned District and is currently zoned M-1.5-DP (Restricted Heavy Manufacturing –Development Program).

14. **SURROUNDING LAND USES AND ZONING.**

LOCATION	AREA PLAN/SPECIFIC PLAN LAND USE POLICY	ZONING	EXISTING USES
NORTH	H2 (Residential 2 – 0 to 2 Dwelling Units per Acre), SP-MU (Specific Plan – Mixed Use), CG (General Commercial)	M-1.5-DP, R-1 (Single-Family Residential – 5,000 Square Feet Minimum Required Lot Area), and C-3 (General Commercial)	Industrial, Single-Family Residential, Recreation, Commercial
EAST	CG, P (Public and Semi-Public), IL (Light Industrial), IO	M-1.5-DP, C-3	Vacant, Industrial, Commercial, Parking
SOUTH	IO, CM (Major Commercial), IL	C-3, M-1.5-DP	Vacant, Government, Parking, Commercial
WEST	IO	M-1.5-DP	Vacant, Industrial

15. **PROJECT AND SITE PLAN DESCRIPTION.**

A. Existing Site Conditions
The VCC site is 328.8 acres of an undeveloped portion of the previously approved VCC (Master CUP No. 87-360) located west of I-5 and north of SR-126. The VCC is generally comprised of vacant land, RV storage, and some agricultural uses adjacent to SR-126. The site is bisected by Hasley Creek and Castaic Creek, and elevations range from approximately 980 to 1,200 feet above mean sea level (AMSL).

B. Site Access
Regional access to the VCC site is provided by I-5, located just east of the site, and SR-126. Additional freeways in the area include State Route 14, which provides access to the Antelope Valley, Interstate 210 and Interstate 405, which along with I-5 provide access to the region south of Newhall Pass. Local access to the VCC is available from The Old Road, Henry Mayo Drive, Hasley Canyon Road, and Commerce Center Drive.

C. Exhibit "A" Map
The Exhibit Map dated January 15, 2025, depicts approximately 328.8 acres referred to as the "VCC Project" into a total of 104 lots to create 61 commercial lots

and 43 open space lots providing a total of 3.4 million square feet of office and industrial space in an undeveloped portion of the partially completed VCC site and industrial/business park located west of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon landfill.

D. Parking

The VCC includes a total of 8,293 onsite parking spaces. There will be 72 retail parking spaces provided where 72 are required. There will be 7,276 office parking spaces provided where 7,276 spaces are required. There will be 945 industrial parking spaces provided where 945 spaces are required. As noted above, the Permittee has requested a PP to allow for reciprocal parking within the VCC.

E. Internal Circulation

For internal circulation in the VCC site, Hancock Parkway and Franklin Parkway would be extended from Commerce Center Drive east into the VCC, with the latter including a culvert/crossing over Hasley Creek. The Hancock Parkway extension would connect to an existing segment of Hancock Parkway, extending to the northeastern-most portion of the VCC site. Emergency access would be provided from the terminus of Franklin Parkway to Live Oak Road to the northeast. Parking would be provided in a combination of surface lots and parking structures throughout the non-residential (office, industrial, and retail) areas.

A series of multi-use trails and paved pedestrian trails would be introduced along the banks of Hasley Canyon Trail under Commerce Center Drive through the VCC site, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile multi-purpose trail located northwest of the VCC, which can be accessed along Commerce Center Drive and Hasley Canyon Road, with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC. A Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension.

Bicycle route improvements in and around the VCC would connect to an extensive system of continuous bike paths within the Specific Plan and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita to the east.

F. Grading

The grading amounts include 3.5 million cubic yards of cut, 3.5 million cubic yards of fill, and 410,000 cubic yards of shrinkage, for a combined grading amount of 7.0 million cubic yards (3.5 million cut and 3.5 million fill) to be balanced onsite. Grading for the VCC was previously authorized under CUP No. 87-360. There is no additional request for grading beyond that approved under CUP No. 87-360.

G. Oak Trees
The Permittee is concurrently seeking an OTP for development of the VCC consistent with the County Oak Tree Ordinance. The OTP covers 26 removals of non-heritage oak trees within the VCC governed by the County Oak Tree Ordinance. No encroachments on oak trees would occur as defined by the County Oak Tree Ordinance.

16. **CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") DETERMINATION.**

SEIR
The VCC Property is located within the planning boundary of the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan ("RMDP/SCP"), which was approved by the California Department of Fish and Wildlife ("CDFW"). The RMDP/SCP was the subject of an Environmental Impact Report ("EIR") and Additional Environmental Analysis that CDFW certified in 2017 (SCH No. 2000011025; the "State-certified EIR"). The VCC Property was identified in the State-certified EIR as the "VCC Planning Area." The County was a responsible agency for the RMDP/SCP and participated in the State-certified EIR process. The VCC Project implements the development within the VCC Property that was facilitated by the RMDP/SCP and analyzed in the State-certified EIR. The resource management activities and development facilitated by the RMDP/SCP, as approved by CDFW in 2017 for the VCC Property, are referred to herein as the "2017 Project."

The VCC Project, as currently proposed, reflects minor changes and refinements related to the development of the VCC Property as compared to the 2017 Project. Consistent with the requirements for supplemental CEQA review, the County analyzed potential environmental effects of the VCC Project in a Draft Supplemental EIR ("SEIR," SCH No. 2000011025) that focuses on the VCC Project's incremental changes from the 2017 Project, as well as applicable changes in circumstances and new information since certification of the State-certified EIR by CDFW. The VCC Project is referred to as the "Modified Project" in the SEIR.

The County prepared a Final SEIR that incorporates the Draft SEIR and contains the comments received on the Draft SEIR, responses to comments, revisions to the Draft SEIR, including any clarifications based on the comments and responses to the comments, and Mitigation Monitoring and Reporting Program for the VCC Project ("MMRP").

These findings incorporate by reference, as if fully set forth herein, the CEQA Findings of Fact ("FOF") and Statement of Overriding Considerations ("SOC") regarding the Final SEIR for the VCC Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the VCC Project would not result in any new or substantially more severe significant impacts.

17. **AGENCY RECOMMENDATIONS.**

The Los Angeles County Subdivision Committee, consisting of LA County Planning and County Departments of Public Works ("Public Works"), Fire ("Fire"), Parks and Recreation ("Parks and Recreation"), and Public Health ("Public Health"): Recommended clearance to public hearing with conditions of associated VTPM No. 18108 dated January 15, 2025.

A. In a letter dated April 21, 2025, Public Works recommended that the Project proceed to public hearing with required conditions of approval.

B. In a letter dated February 13, 2025, Fire recommended that the Project proceed to public hearing with required conditions of approval.

C. In a letter dated February 11, 2025, Parks and Recreation recommended that the Project proceed to public hearing with required conditions of approval.

D. In a letter dated March 20, 2025, the Public Health recommended that the Project proceed to public hearing with required conditions of approval.

18. **LEGAL NOTIFICATION.** Pursuant to Section 22.222.120 (Public Hearing Procedure) of the County Code, Staff properly notified the community of the public hearing. This included mailings, The Signal newspaper publication, and property posting. On August 28, 2025, Staff mailed a total of 1,133 Notices of Public Hearing out to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the Project Site. This mailing also included 209 notices to those on the courtesy mailing list for the Newhall Zoned District and to any additional interested parties. Additionally, Staff posted the Project case materials and hearing notice on LA County Planning's website.

GENERAL PLAN CONSISTENCY FINDINGS

19. **LAND USE POLICY.** The Commission finds that the VCC Project is consistent with the goals and policies of the Area Plan because the IO land use designation allows for the VCC site's development of non-residential (industrial/business/office park) space, a multi-use trail, roadways, and infrastructure. No General Plan or Area Plan amendments are required to implement the Project.

20. **GOALS AND POLICIES.** In 1991, the County originally approved development of the VCC with approximately 12.6 million square feet of non-residential (industrial/business/office park) uses through the issuance of various entitlements, including Master CUP No. 87-360, and certification of the VCC EIR, finding the project consistent with the General Plan. The development of the VCC is located with the VCC and implements Master CUP No. 87-360 and remains consistent with the County's General Plan. **Specifically, the Commission finds that development of the VCC is consistent with the following policies of the General Plan:**

- ***General Plan – Parks & Recreation, Policy P/R 4.3:*** *"Develop a network of feeder trails into regional trails."*

  A series of multi-use trails and paved pedestrian trails (also providing County flood control access) would be introduced along the banks of Hasley Creek and Castaic Creek within the VCC site to support a network of trails in the region. These include an extension of the existing Hasley Canyon Trail under Commerce Center Drive through the VCC, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile-long multi-purpose trail located northwest of the VCC, which can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing portion of the VCC non-residential (industrial/business/office park), with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC improvements. Also, within VCC, a Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension. The bicycle route improvements in and around the VCC site would connect to an extensive system of continuous bikes paths within Mission Village and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita to the east.

- ***General Plan – Economic Development, Policy ED 2.1:*** *"Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses."*

  Development of the VCC with 3.4 million square feet of non-residential (industrial/business/office park) space consistent with the Area Plan's IO land use designation will protect the site from conversion to non-industrial uses and facilitate the generation of local jobs and economic activity.

- ***General Plan – Economic Development, Policy ED 2.5:*** *"Encourage employment opportunities to be located in proximity to housing."*

  The development of the VCC includes 3.4 million square feet of non-residential (industrial/business/office park) space in proximity to many existing homes in the surrounding community will facilitate the generation of local jobs and economic activity.

- ***General Plan – Land Use, Policy LU4.1:*** *"Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites."*

  The VCC Property is currently vacant. The VCC Project will result in the development of the vacant site with 3.4 million square feet of non-residential (industrial/business/office park) space in proximity to many existing homes in the

surrounding community that will facilitate the generation of local jobs and economic activity.

21. **The Commission also finds that the Project is consistent with the following policies of the Area Plan:**

- ***Area Plan - Land Use, Policy LU-1.1.3:*** *Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.*

  The VCC site has been designated for urban use and will be developed adjacent to existing communities, avoiding leapfrog development. The development proposed for the VCC is consistent with the Area Plan, which accounts for the long-term planned development of the area in an orderly manner.

- ***Area Plan – Land Use, Policy LU-1.1.4:*** *Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*

  Open space areas, including Castaic and Hasley Creeks in the VCC, would be maintained to preserve scenic character. Additionally, development of the VCC would not impact any prominent ridgelines identified in the Area Plan. The VCC Project includes environmental enhancements to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project.

- ***Area Plan - Land Use, Policy LU-1.3.6:*** *"Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas."*

  Development of the VCC would provide increased environmental protections to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project. Hydromodification control best management practices would be implemented during the post development (operational) phase in order to retain the natural drainage patterns and would not result in new hydromodification impacts to the water courses on-site.

- ***Area Plan – Conservation and Open Space Element, Policy CO-10.1.5:*** *"Maintain open space corridors along canyons and ridgelines as a way of*

delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty."

Development of the VCC would provide increased environmental protections to wetlands and related biological resources by reducing permanent impacts to Hasley Creek and Castaic Creek as compared to the 2017 Project, providing residents with increased access to natural areas and preserving scenic beauty. These areas would be restored and revegetated after construction, thereby reducing permanent impacts to certain vegetation communities and jurisdictional stream habitat. In addition, a series of multi-use trails and paved pedestrian trails would be introduced along the banks of Hasley Creek and Castaic Creek. These include an extension of the existing Hasley Canyon Trail under Commerce Center Drive through the VCC, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile-long multi-purpose trail located northwest of the VCC site, which can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing portion of the VCC non-residential (industrial/business/office park), with connection to the Hasley Canyon Equestrian Center in the hills to the north.

SUBDIVISION AND ZONING CODE CONSISTENCY FINDINGS

22. **PERMITTED USE IN ZONE.** The Commission finds that the development of the VCC, as part of the VCC Project, is consistent with the M-1.5-DP zoning classification as retail, office, and industrial uses are permitted in such zones pursuant to County Code Chapter 22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5). The VCC Project would be developed consistent with the uses allowed by the County-approved Master CUP No. 87-360 for the existing VCC.

23. **LOT AREA AND WIDTH.** Development on any lot in the VCC shall comply with County Code Title 22 Division 6 (Development Standards), where applicable. The Commission finds that the Project is consistent with the standards identified in County Code Section 22.110.130 (Required Lot Area and Width).

24. **REQUIRED YARDS.** The Commission finds that the Project is consistent with the standards identified in County Code Section 22.110.080 (Required Yards). The VCC Project follows the non-residential site development standards for lot requirements including minimum front parking setback (33.5' for Commerce Center Drive and 15' for interior streets), minimum front building setback (65 feet for Commerce Center Drive and 40 feet for interior streets), minimum side parking setback (20 feet for Commerce Center Drive and 15 feet for interior streets) (corner lot), and minimum side building setback (25 feet for Commerce Center Drive and 25 feet for interior streets) (corner lot).

25. **FENCES AND WALLS.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.110.070 (Fences and Walls). The minimum required fence and wall heights of 3.5 feet in the front yards and six feet in the side and rear yards, have been implemented throughout the Project Site.

26. **PARKING.** The Commission finds that the VCC Project is consistent with the standard identified in County Code Section 22.112.070 (Required Parking Spaces). The VCC Project has provided the minimum required number of parking facilities for the office and industrial uses proposed. The VCC Project is seeking PP No. RPPL2022007239 to authorize reciprocal parking across lot lines. All VCC -related parking will be provided within the VCC site.

27. **SIGNS.** No signs are proposed or included with the Project.

28. **PLANNING AREA STANDARDS DISTRICT.** The Commission finds that the VCC Project is not subject to or located within any existing planning area standards district.

29. **COMMUNITY STANDARDS DISTRICT.** The Commission finds that the VCC Project is not subject to or located within any existing community standards district.

30. **RURAL OUTDOOR LIGHTING DISTRICT.** The Commission finds that the VCC Project is not located within or subject to the standards identified in County Code Chapter 22.80 (Rural Outdoor Lighting District). However, lighting would be designed to ensure visibility and safety while minimizing light spillover and skyglow. Security features, roadways, entryways, and parking areas would be well illuminated and designed to eliminate areas of concealment. Measures such as light control devices on fixtures and careful fixture placement would be implemented to ensure minimal light spillover onto native habitat areas. Fixtures may include post lights, building mounted fixtures, and landscape lighting, all of which would be carefully placed and directed to reduce glare and maximize comfort, security, and visibility.

31. **TREE PLANTING.** The Commission finds that the VCC Project is consistent with the standards identified in County Code Section 21.32.195 (On-Site Trees) and in Section 22.126 (Tree Planting Requirements). The VCC Project would also comply with the County's Green Building Standards Code (Title 31), which addresses sustainability via appropriate planning and design, water and energy efficiency and conservation, waste diversion, and tree planting requirements.

32. **IMPROVEMENTS.** The Commission finds that the VCC Project is consistent with the standards identified in County Code Section 21.32.010 (Requirements Generally). Offsite Improvements include a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway. These offsite improvements are beyond the associated VTPM No. 18108 boundaries but still located within the boundary of the VCC and Master CUP No. 87-360. The lift station is already built and was approved under Master CUP No. 87-360; the water tank was approved as part of the Landmark Village project. The grading and offsite

improvement requests do not require a new CUP as they were previously approved under Master CUP No. 87-360.

PP FINDINGS

Section 22.178.050 (Findings and Decision) of the County Code requires substantiation of the following findings.

33. **There is no need for the number of vehicle parking spaces required by Chapter 22.112 (Parking) because of any of the following:**

    A. The nature of the use is such that there is a reduced occupancy;
    B. The business or use has established a viable transportation program for its employees and/or customers to use transportation modes other than the single-occupant automobile. Such a program shall include positive incentives such as van pools, transit fare subsidies, commuter travel allowances, car pools, or bicycle commuter facilities. Where appropriate, proximity to freeways with high-occupancy vehicle (HOV) lanes, bus routes, park-and-ride facilities, people-movers, rapid transit stations, bikeways, or other similar facilities shall be a factor in this consideration;
    C. Sufficient land area is reserved or an alternative arrangement is approved to ensure that the parking requirements may be complied with should the use, occupancy, or transportation program change. If land area is reserved, the reserved land area shall be so located and developed in such a manner that it can be feasibly converted to parking if needed; or
    D. The reduction in the number of vehicle parking spaces will be offset by the provision of bicycle parking spaces, at a minimum ratio of two bicycle spaces for every one vehicle parking space above the minimum number of bicycle parking spaces otherwise required under Section 22.112.100 (Bicycle Parking Spaces and Related Facilities).

VCC provides the required number of parking spaces in each Planning Area per County Code Chapter 22.112, however, this Parking Permit is being requested because not all of the required parking within each Planning Area will be located on the same lot as the use that lot is intended to serve. Specifically, each Planning Area within VCC includes parking located on the lot where the use will occur and reciprocal parking located on adjacent private drives or nearby lots. Thus, while each Planning Area provides the required number of parking spaces, not all of the required parking within each Planning Area will be located on the same lot as the use that lot is intended to serve. Thus, the alternative arrangement requested by this Parking Permit ensures compliance with the parking requirements.

34. **There are no conflicts arising from special parking arrangements allowing shared vehicle parking facilities, tandem spaces, or compact spaces because:**

A. Uses sharing parking facilities operate at different times of the day or days of the week;
B. Parking facilities using tandem spaces will employ valets or will utilize other means to ensure a workable plan; or
C. Apartment houses using compact spaces for a portion of the required parking have a management program or homeowners' association to assure an efficient distribution of all parking spaces.

VCC is not proposing any special parking arrangements contemplated by Findings 2(a)-(c). Accordingly, there are no conflicts arising from these special parking arrangements.

D. Off-site facilities, leases of less than 20 years, rear lot transitional parking lots, and uncovered residential vehicle parking spaces will provide the required parking for uses because:
i. Such off-site facilities are controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves and are conveniently accessible to the main use;
ii. Such leases are written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces; such leases shall contain other guarantees assuring continued availability of the spaces; or
iii. Such transitional lots are designed to minimize adverse effects on surrounding properties.

This Parking Permit does not request any use of parking located off-site of the VCC site. While VCC does not currently propose any lease of less than 20 years, any such lease in the future shall be written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces and such lease shall contain other guarantees assuring continued availability of the spaces. All parking will be designed to minimize adverse effects on surrounding properties in accordance with County Code Chapter 22.112. As stated above, each Planning Area provides the required number of parking spaces consistent with County Code.

35. **The requested Parking Permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property.**

This requested Parking Permit will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking intended to serve surrounding property because parking will be located on adjacent private drives or nearby parking structures convenient to the use they are intended to serve and will be designed to comply with County Zoning Ordinance requirements. The proposed development's parking spaces would not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities. Further, the project's Transportation Impact Analysis (TIA) demonstrates the development's conformance with the County's transportation standards.

36. **The proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping, and other development features prescribed in this Title 22.**

Each lot within the planning areas has been designed to be adequate in size to meet the development standards required by County Code. Required yards, walls, fences, loading facilities, landscaping, and other development features can be accommodated. Parking lots and structures have been designed to comply with parking space sizing requirements and parking lot design standards.

OTP FINDINGS

Section 22.174.060 (Findings) of the County Code requires substantiation of the following facts.

37. **The proposed construction or proposed use will be accomplished without endangering the health of the remaining trees subject to County Code Title 22 (Planning and Zoning) regulations, if any, on the subject property.**

Implementation of the VCC development, as depicted on the associated VTPM No. 18108 will not endanger the health of the two remaining un-impacted oak trees (*Quercus lobate x douglasii* and *Quercus lobata*) which are located within the development boundaries or off-site but associated with the VCC development. Implementation of the proposed project would remove 26 non-heritage oak trees, as indicated in the Oak Tree Report. Should additional oak trees grow into ordinance size within the duration of the oak tree permit, removal, encroachment or other impacts shall be included into the conditions of the oak tree permit to ensure proper mitigation. The Oak Tree Report completed for the VCC includes recommendations for tree protection during construction and mitigation.

Consistent with the Oak Tree Report, protective fencing not less than five feet in height shall be placed at the limits of the protected zone of the two oak trees where no impacts are proposed. Any grading or other construction-related activities to occur within the protected zone of these trees will be done with hand tools only and under the close supervision of the construction manager to ensure the well-being of the root systems and other parts of the trees.

38. **The removal or relocation of the oak trees proposed will not result in soil erosion through the diversion or increased flow of surface waters which cannot be satisfactorily mitigated.**

The proposed impacts to oak trees will not result in soil erosion through diversion or increased flow of surface waters, which cannot be mitigated satisfactorily through on-site drainage control measures that shall be implemented with the VCC development.

39. **The proposed project incorporates a drainage and water quality plan which is designed to both protect development and control drainage and run-off of**

pollutants.

Drainage entering and originating within the project area will be collected and controlled by the constructed drainage system to ensure that no significant impacts related to site erosion will occur.

40. **In addition to the above facts, at least one of the following findings in subsections i through vii, below, applies:**

    A. **That the removal or relocation of the oak trees proposed is necessary as continued existence at present locations frustrates the planned improvement or proposed use of the subject property to such an extent that: i. Alternative development plans cannot achieve the same permitted density or that the cost of such alternative would be prohibitive, or ii. Placement of such oak trees precludes the reasonable and efficient use of such property for a use otherwise authorized.**

The 26 trees proposed for removal are located in areas of the property where their continued existence would preclude the development of the property in an efficient manner. The proposed VCC development requires grading for geotechnical stability, access and grading balance. Without this grading, the site cannot be developed as proposed.

In an effort to balance the need to protect the oak trees and still develop the site, land planning took into consideration the need to retain oak trees. It was determined that no reasonable design alternative could prevent all impacts. Of the total 28 oak trees located both on-site and off-site, 26 are proposed to be impacted by development, with all of those slated for removal. No trees are proposed for encroachment. Mitigation measures and preservation guidelines have been established consistent with the Oak Tree Report for the 26 non-heritage oak trees proposed to be impacted.

Options for preservation of the greatest number of trees possible were considered and removal of trees has been proposed only where no alternative design is practical. Trees to be removed are in locations where grading to create building pads cannot be avoided or where roadways are proposed. Building pads are located to provide increased environmental protections to wetlands and related biological resources within the VCC site, the development involves a reduction in permanent impacts to Hasley Creek and Castaic Creek.

41. **That the oak trees proposed for removal or relocation interferes with utility services or streets and highways, either within or outside of the subject property, and no reasonable alternative to such interference exists other than removal of the trees.**

The majority of oak tree impacts, including 26 non-heritage removals are associated with the VCC development, including the proposed industrial/business park, roadways, utilities and other infrastructure depicted on the associated tentative map. There is no reasonable alternative to the removal of these trees, since the building pads are located to provide increased environmental protections to wetlands and related biological resources within the VCC site, the development involves a reduction in permanent impacts to Hasley Creek and Castaic Creek.

42. **That the condition of the oak trees proposed for removal with reference to seriously debilitating disease or danger of falling is such that it cannot be remedied through reasonable preservation procedures and practices.**

Of the 28 oaks inventoried, two oaks (seven percent) received a "A" grade, 12 oak trees (43 percent) received a "B" grade, 13 oaks (46.5 percent) earned a "C" grade, and one oak (3.5 percent) received a "D" grade at the time of the surveys. This Oak Tree Report identifies the extent of the potential impacts and recommends management and/or mitigation measures where appropriate. For construction clearance, retention of oak tree foliage shall be the priority; foliage may be tied-back or minimally pruned for clearance, but medium and large limbs (over two inches in diameter) shall be preserved. If pruning of branches greater than two inches in diameter is necessary on trees that are not included as encroachments in this report, the Arborist of Record ("AOR") shall review the situation and the County Forester will have to authorize the cut(s).

43. **That the removal of the oak tree(s) proposed will not be contrary to or be in substantial conflict with the intent and purpose of the OTP procedure. The proposed impacts to 26 trees will not be contrary to, or be in substantial conflict with, the intent and purpose of the oak tree permit procedure as mitigation measures will be implemented to offset the removals.**

A. Consistent with the Oak Tree Report, great care has been taken to design the project to minimize the number of trees which need to be removed in the development process and maximizing open space areas. The Permittee has taken great care in designing the industrial/business park to minimize the number of trees which need to be removed in the development process. The Permittee recognizes the significance of oak trees as historical, aesthetic and ecological resources that enhance the value of property and character of the communities in which they exist.

B. The Permittee is committed to maintaining the healthy condition of all oak trees to be retained. For each tree removed, a minimum of two 15-gallon replacement trees will be planted, resulting in a greater number of oak trees on site which would consist of valley oak (Q. lobata) trees. These replacement trees shall be located at areas consistent with the proposed design plan and as directed by the County Forester. The VCC development proposes to provide several areas designated for tree replacement.

C. As described in the Oak Tree Report, for construction clearance, retention of oak tree foliage shall be the priority; foliage may be tied-back or minimally pruned for clearance, but medium and large limbs (over two inches in diameter) shall be preserved. If pruning of branches greater than two inches in diameter is necessary on trees that are not included as encroachments in this report, the AOR shall review the situation and the County Forester will have to authorize the cut(s).

ENVIRONMENTAL FINDINGS

44. As stated above, these findings incorporate by reference, as if fully set forth herein, the CEQA FOF and SOC regarding the Final SEIR for the VCC Project, which are attached hereto as Exhibit F. As identified in the Draft SEIR, after implementation of the MMRP, the VCC Project would not result in any new or substantially more severe significant impacts.

45. The Commission finds that the Permittee is subject to payment of the CDFW fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

ADMINISTRATIVE FINDING

46. **HOUSING ACCOUNTABILITY ACT**. The Commission finds that the VCC Project is not considered a housing development and therefore is not subject to the Housing Accountability Act.

47. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION FINDS AND CONCLUDES THAT:

A. The proposed use with the attached conditions will be consistent with the adopted General Plan.

B. The proposed use at the VCC Property will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

C. The VCC Property is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features

prescribed in County Code Title 22 (Planning and Zoning), or as is otherwise required in order to integrate said use with the uses in the surrounding area.

D. The VCC Property is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

E. The proposed VCC Project is compatible with or enhances community character and provides open space as required. The Commission finds that the VCC Project is compatible with the surrounding community.

F. The proposed VCC Project includes a PP that will allow for a more efficient parking system through the use of shared, reciprocal, and offsite parking.

G. The proposed construction of the VCC Project will not be accomplished without endangering the health of the remaining oak trees subject to the applicable County Code Title 22 (Planning and Zoning) regulations, if any, on the subject property.

H. The removal of the oak trees proposed will not result in soil erosion through the diversion or increased flow of surface waters, which cannot be satisfactorily mitigated.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Recommends that the Board certify that the Final SEIR for the project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the information contained in the Final SEIR, and that the Final SEIR reflects the independent judgment and analysis of the Board as to the environmental consequences of the VCC Project; adopt the FOF, SOC and the MMRP; find that the MMRP is adequately designed to ensure compliance with the mitigation measures during the VCC Project implementation, and finds that the unavoidable significant effects of the VCC Project after adoption of said mitigation measures are as described in those FOF; and determines that the remaining, unavoidable environmental effects of the VCC Project have been reduced to an acceptable level and are outweighed by specific health, safety, economic, social, and/or environmental benefits of the Project as stated in the FOF and SOC.

2. Recommends that the Board approve **PARKING PERMIT NO.** RPPL2022007239, and **OAK TREE PERMIT NO. 200700022**, subject to the attached conditions.

ACTION DATE: October 1, 2025

DD:SMT:JSH:EGA:JDS
09/17/25

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL
PROJECT NO. 00-210 ("ENTRADA SOUTH")
VESTING TENTATIVE TRACT MAP ("VTTM") NO. 53295

PROJECT DESCRIPTION

"Entrada South" requests VTTM No. 53295 to subdivide a 382.3-acres site for a mixed-use development into a total of 200 lots to create 91 multi-family lots developed with 1,574 attached townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial space, including hotel, office, and retail space; 51 open space lots (totaling 140.4 acres) to include a 28.0-acre Spineflower Preserve; 20 private recreation lots (totaling 19.9 acres); and one public park lot (5.4 gross acres in size); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots. Entrada South is a mixed-use development proposing residential, commercial and open space uses, including 136 acres of open space of which 58 acres will remain in a natural or undisturbed state. Entrada South also proposes a potential school site and an onsite Spineflower preserve. The project site has sloping topography requiring a combined grading of 6.5 million cubic yards of cut and fill to be balanced onsite. A portion of the project's grading will occur offsite within the Mission Village project between its westerly boundary and Westridge Parkway. The project is proposed to be developed in five phases and is currently vacant.

The related zone change is to amend the existing zoning on 323 acres from the R-1 (Single-Family Residence-5,000 Square Feet Minimum Required Lot Area) Zone to the MXD-DP (Mixed Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R (Commercial Recreation) Zone will remain unchanged. The related Conditional Use Permit ("CUP") will authorize the development program ("DP") zoning; development within an urban hillside management area ("HMA"); a hotel use in the C-3 zone; onsite grading in excess of 100,000 cubic yards and a haul route for offsite grading; and walls and fences exceeding six feet in height. The grading amounts (combined cut and fill) are 13.0 million cubic yards to be balanced onsite. The related parking permit will allow shared, reciprocal and offsite parking across the entire project (i.e., residential and non-residential areas). The related oak tree permit consists of the removal of 34 non-heritage oak trees and encroachment into the protected zone of one heritage oak tree, for a total of 35 oak tree-related impacts. Lastly, the related administrative housing permit proposes 110 rental affordable units out of the 1,574 total units (or seven percent of the project). Pursuant to the related development agreement, the affordability level will not exceed an average of 65 percent County Average Median Income ("AMI"), with a range from Extremely Low Income units (15 to 30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South development. This grant, the VTTM, is subject to the following conditions and requirements of approval:

GENERAL CONDITIONS

1. **Subdivider**. Unless otherwise apparent from the context, the term "Subdivider" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. **Affidavit of Acceptance**. This grant shall not be effective for any purpose until the Subdivider, and the owner of the subject property if other than the Subdivider, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("LA County Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 13 and 16. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 6, and 7 shall be effective immediately upon the date of final approval of this grant by the County.

3. **Date of Final Approval**. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 21.56.010 of the County Code as provided in the Subdivision Map Act Section 66452.5 for Tentative Maps.

4. **Indemnification**. The Subdivider shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this subdivision approval, which action is brought within the applicable time period of Government Code Section 66499.37 or any other applicable limitations period. The County shall promptly notify the Subdivider of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Subdivider of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Subdivider shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. **Invalidation.** If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the subdivision shall be void and the privileges granted hereunder shall lapse.

6. **Litigation Deposit**. In the event that any claim, action, or proceeding as described above is filed against the County, the Subdivider shall within 10 days of the filing make an initial deposit with LA County Planning in the minimum amount of $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to the Subdivider or the Subdivider's counsel.

    A. If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Subdivider shall deposit additional funds sufficient to bring the balance to the minimum required amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

B. At the sole discretion of the Subdivider, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Subdivider according to County Code Section 2.170.010 (Fees for Providing County Records).

7. **Expiration**. VTTM No. 53295 shall expire according to the terms set forth in Development Agreement ("DA") No. RPPL202500003357. In the event that the above-referenced DA is not adopted by the County, Title 21 and the Subdivision Map Act shall control.

8. **Exhibit Map**. The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit Map. If changes to any of the plans marked Exhibit Map are required as a result of instruction given at the public hearing, an amended Exhibit Map shall be submitted to LA County Planning by **January 17, 2026**, 60 days after the Board adoption and effective date.

9. **Revisions to Exhibit Map**. In the event that subsequent revisions to the approved Exhibit Map are submitted the Subdivider shall submit the proposed plans to the Director of LA County Planning ("Director") for review and approval. All revised plans must substantially conform to the originally approved Exhibit Map. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

10. **Conditions Compliance**. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the Subdivider to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of any other encumbrance on the property shall exempt the Subdivider from compliance with these conditions and applicable regulations.

11. **Inspection**. If inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the Subdivider shall be financially responsible and shall reimburse LA County Planning for all enforcement efforts necessary to bring the subject property into compliance. The amount charged for each inspection shall be $456.00 per inspection, or the current recovery cost established by LA County Planning at the time any inspection(s) is/are required, whichever is greater.

    Inspections may be unannounced. Inspections may be conducted utilizing available technologies, including, but not limited to, unmanned aircraft systems (UAS). Use of an UAS requires the consent of the Subdivider pursuant to LA County Planning's UAS policy, which may be updated from time to time, and which shall be provided to the Subdivider upon request.

12. **Library Facilities Mitigation Fees**. Prior to the issuance of any building permit(s), the Subdivider shall remit all applicable library facilities mitigation fees to the County

Librarian and pay the fees in effect at the time of payment, pursuant to Chapter 22.264 of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The Subdivider shall provide proof of payment upon request from LA County Planning.

13. **Environmental Document Filing Fees**. Within five (5) working days from the day after the appeal period ends on **November 18, 2025,** (by **November 25, 2025**), the Subdivider shall remit processing fees at the County Registrar-Recorder/County Clerk Office (i.e. County Clerk's Office), payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination ("NOD") for this project and its entitlements in compliance with section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to section 711.4 of the California Fish and Game Code, the Subdivider shall pay the fees in effect at the time of filing the NOD, as provided for in section 711.4 of the Fish and Game Code, currently **$4,198.50** ($4,123.50 for an Environmental Impact Report ("EIR") plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

14. **Mitigation Monitoring and Reporting Program ("MMRP")**. The Subdivider shall comply with all mitigation measures identified in the MMRP, attached as Exhibit D-2, which are incorporated by this reference as if set forth fully herein.

15. **Covenant and Agreement**. Within thirty (30) days of the date of final approval of the grant by the County, the Subdivider shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Supplemental EIR for this project, in the County Recorder's Office. Prior to recordation of the covenant, the Subdivider shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Subdivider shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Subdivider's compliance with the required mitigation measures.

16. **MMRP Deposit**. The Subdivider shall deposit an initial sum of **$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The Subdivider shall replenish the mitigation monitoring account, if necessary, until all mitigation measures have been implemented and completed.

17. **Revocation**. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to County Code Chapter 22.238 (Modifications and Revocations) of the County Code.

18. **County Fire Code**. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").

19. **County Public Works Requirements**. All development pursuant to this grant shall conform with the requirements of County Public Works ("Public Works") to the satisfaction of said department.

20. **Compliance to County Code Title 21 and Title 22**. All development pursuant to this grant shall comply with the requirements of Title 21 (Subdivisions) and Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Vesting Tentative Map and Exhibit Map, or an approved Amendment Map/Amended Exhibit Map.

21. **Maintenance**. The Subdivider shall maintain the subject property in a neat and orderly fashion. The Subdivider shall maintain free of litter all areas of the premises over which The Subdivider has control. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. In the event of graffiti or other extraneous markings occurring, the Subdivider shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

TENTATIVE TRACT MAP SPECIFIC CONDITIONS

22. **Grant**. This grant shall authorize the creation of 200 lots, to include 91 multi-family lots developed with 1,574 attached townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial, including hotel, office and retail space; 51 open space lots; 20 private recreation lots; one public park lot (5.4 acres in size); 11 public facility lots (drainage, debris and water quality basins); and six private drive lots on 382.3 gross acres, as depicted on the VTTM and Exhibit Map dated January 15, 2025.

23. **Code Compliance**. The Subdivider shall conform to the requirements of Title 21 of the Los Angeles County Code, and the Subdivision Map Act.

24. **Lot Line Adjustments**. Permission is granted to adjust lot lines to the satisfaction of LA County Planning and Public Works.

25. **Subdivision Committee Conditions**. Except as expressly modified herein, this approval is subject to all recommended conditions listed in the attached Subdivision Committee Reports (VTTM dated January 15, 2025), consisting of letters and reports from Public Works, Fire, and County Departments of Parks and Recreation ("Parks and Recreation"), and Public Health.

26. **Grading**. The Subdivider shall not obtain any grading permit for the project prior to the recordation of the final map, unless otherwise authorized by the Director.

27. **Bulk Grading in Phases**. Permission is granted to bulk grade, in one or more phases, to the satisfaction of LA County Planning and Public Works.

28. **Lot on Cul-de-sac**. The Subdivider shall provide at least 40 feet of street frontage at the property line and approximately radial lot lines for each lot fronting on cul-de-sacs and knuckles, except for flag lots.

29. **Street Frontage**. The Subdivider shall provide at least 60 feet of street frontage for each lot, except those lots granted a street frontage waiver.

30. **Street Frontage Waiver**. Permission is granted to waiver from public street frontage requirements for lots fronting private drives and fire lanes for the following lots: 2, 10, 11, 12, 14, 15, 17, 18, 19, 23, 26, 38, 39, 40, 41, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 59, 62, 63, 66, 67, 68, 69, 81, 82, 85, 98, 100, 126, 127, 128, 131, 141, 142, 143, 144, 145, 171, 172, 173, 175, 176, 177, 178, 179, 185, 186.

PRIOR TO RECORDATION OF A FINAL MAP

31. **Water Supply.** A "Written Verification" and supporting documents from the water supplier to indicate the availability of a "Sufficient Water Supply" as required per Section 66473.7 of the Subdivision Map Act (SB 221) shall be provided to the satisfaction of LA County Planning and Public Works prior to filing any map for recordation.

32. **Final Map Phasing**. Permission is granted to record multiple final maps, provided that a phasing exhibit (or updated phasing exhibit) is submitted to LA County Planning for review and approval, prior to final map recordation. The phasing exhibit shall depict the timing of offsite improvements and open space dedication, number of phases, all lots to be phased, dwelling units per phase, gross and net lot area(s), and required homeowner's association ("HOA") and natural open space calculations.

Easements

33. **Easements Depicted on Final Map**. All existing and proposed easements shall be depicted on the final map, as shown on the Existing and Proposed Easements Table on the approved Tentative/Exhibit Map for ingress/egress, reciprocal access, trails, and utilities, etc. to the satisfaction of LA County Planning, Parks and Recreation, and Public Works.

34. **Easements**. The Subdivider shall submit a draft copy of the reciprocal ingress and egress easements for the private driveways to the Director for review and approval.

35. **Draft Covenant Regarding Proposed Easements**. Prior to final map recordation, the Subdivider shall submit a draft covenant to LA County Planning for review and approval, agreeing to record all proposed easements as designated on the approved

Tentative/Exhibit Maps. The approved covenant shall be recorded immediately after the recordation of the final map.

Condominiums

36. The Subdivider shall place a note or notes on the final map, to the satisfaction of LA County Planning, that this subdivision is approved as a condominium project for a total of 1,574 residential units whereby the owners of the units of air space will hold an undivided interest in the common areas, which common areas will in turn provide the necessary access and utility easements for all of the units.

37. Prior to final map recordation, the Subdivider shall submit a draft covenant and agreement to provide tenants 180 days written notification of the intention to sell units prior to termination of tenancy due to sale of the condominium units. The Subdivider shall record said covenant and agreement concurrently with the recordation of the final map.

Covenants, Conditions, and Restrictions ("CC&Rs")

38. The Subdivider shall submit a copy of the project's Covenants, Conditions and Restrictions ("CC&Rs") to the Director for review and approval. A copy of these conditions of approval shall be attached to the CC&Rs and made a part thereof. Those provisions in the CC&Rs required by these conditions shall be identified in the CC&Rs as such and shall not be modified in any way without prior authorization from the Director.

39. The Subdivider shall provide in the CC&Rs a method for the continuous maintenance of the common areas, including but not limited to, the community garden, private driveways and fire lanes, walkways, lighting system along all walkways, landscaping (including all front yard trees and street trees), trash collection points and containers, irrigation systems, wall, fence and recreation area, to the satisfaction of the Director.

40. The Subdivider shall reserve in the CC&Rs the right for all residents and their guests within the condominium project to use the guest parking, and private driveways and fire lanes for access into and out of the subdivision.

Driveway Conditions

41. The private driveways shall be labeled as "Private Driveway and Fire Lane" on the final map.

42. The Subdivider shall construct or bond with Public Works for the private driveways and fire lanes, complying with paving design and widths, as depicted on the approved Exhibit Map dated January 15, 2025, or an Amended Exhibit Map approved by the Director.

43. The external access points and internal private driveways/fire lanes of the development shall not be gated. Except for fire emergency access gates required by Fire and utilities

and/or infrastructure that require private access gating, gated vehicular access shall be listed as a prohibition within the CC&Rs.

44. Prior to recordation of the final map, the Subdivider shall post on private driveways: "No Parking-Fire Lane", unless designated parking otherwise permitted. The Subdivider shall provide for continued enforcement in the CC&Rs or maintenance agreement. The Subdivider shall submit a draft copy of the CC&Rs and/or maintenance agreement to LA County Planning for review and approval.

Tree Planting

45. **On-site Tree Planting**. Prior to final map recordation, the Subdivider shall submit a tree planting plan to the Director for review and approval, depicting the planting location, size and species of the tree plantings required by this grant. The Subdivider shall post a bond guaranteeing performance of work with Public Works or provide other proof of plantings to the satisfaction of the Director. The number and placement of ornamental trees may be reviewed and modified by the Fire Forestry Division with respect to fuel modification and other requirements. Additionally, also prior to final map recordation, the Subdivider shall post a bond guaranteeing performance of work with Public Works or provide other proof of plantings to the satisfaction of the Director.

Open Space

46. Permission is granted to create additional open space lots to the satisfaction of LA County Planning.

47. The Subdivider shall provide for the ownership and maintenance of the open space and/or lots for parks to the satisfaction of LA County Planning. The ownership and maintenance of the lot(s) shall be provided by a homeowners' association or dedicated to a public agency or land conservancy.

OTHER CONDITIONS

48. The Subdivider shall be authorized to use modified street sections within the subdivision as shown on the Vesting Map to the satisfaction of the LA County Planning and Public Works.

49. Permission is granted to bulk grade, in one or more phases, to the satisfaction of LA County Planning and Public Works.

50. Permission is granted to record a Large Lot Parcel Map with parcels of 20 acres or more without the provision of public improvements prior to recordation. Additionally, permission is granted to record a Large Lot Parcel Map of 5 acres or more with improvements. Either Large Lot Parcel Map shall serve as the first unit final map and recordation shall be considered the filing of the first unit map for the purpose of time extensions pursuant to the Subdivision Map Act and shall not require the obligation of developer fees, dedications, exactions, or infrastructure except as may be required by Chapter 21.32 of the Subdivision Map Act.

51. The project is proposed to be developed in phases. Permission is granted to change the order of unit map phasing if the necessary infrastructure has been provided to construct each phase to the satisfaction of Public Works and LA County Planning.

52. Permission is granted to allow future design flexibility, to the satisfaction of LA County Planning, including changing office to commercial or commercial to office, and apartments to condominiums or condominiums to apartments, changing attached units to detached units, changing the building type and location, changing the location, alignments, widths, and entries of driveways, changing the private drive alignments and locations, changing the lot configurations, and changing the residential unit location and commercial building type and location. Any increase in the number of residential units or square footage of non-residential area on a lot is contingent upon the decrease on another lot. An increase in the number of multi-family units and non-residential square footage among lots may be allowed if the increase does not exceed the maximum buildout number of residential units or non-residential square footage established in the approved entitlements. The total residential unit count or non-residential square footage shown on the VTTM and the accompanying Exhibit Map shall not be exceeded. To allow this future flexibility, LA County Planning shall make a determination whether to require an amended exhibit map, minor map amendment, or other applicable process required to implement this condition of approval.

53. Permission is granted to combine lots to the satisfaction of LA County Planning.

54. Permission is granted to record additional non-developable (building) lots for private drives and fire lanes and for utilities to the satisfaction of LA County Planning.

55. Grade elevations on the Vesting Tentative Tract Map are approximate. Elevations may change by up to 10 feet. More than 10 feet may be permissible subject to the approval of the LA County Planning and Public Works.

56. It is acknowledged that the alignment and geometrics of streets and trails are approximate. Permission is granted for adjustments to streets to be made provided that Public Works and LA County Planning determine the adjustments are consistent with the intent of the subdivision approval. Adjustments to private trails can be made with approval by LA County Planning. Adjustments to public trails can be made with the approval of Parks and Recreation.

57. The locations of appurtenant structures and utilities may be relocated if determined to be consistent with the approved VTTM to the satisfaction of Public Works and LA County Planning and applicable process required such as a revised exhibit 'A', amended map, amended exhibit map, or minor map amendment.

58. Proposed non-residential floor area is interchangeable as long as the required parking is provided to the satisfaction of Public Works and LA County Planning and applicable process required such as a revised exhibit 'A', amended map, amended exhibit map, or minor map amendment.

59. Permission is requested to re-subdivide previously subdivided lots, including the recordation of unit maps over previously-recorded final maps or lots of final maps. Each unit map shall comply on its own, or in combination with previously recorded final unit maps, with the open space and lot area requirements of the approved project entitlements.

60. A potential school site has been included on the Project Exhibit Map. Should the school district no longer need the land, school site improvements, or school facilities, the school site can be used for other entitled development subject to overall residential unit or commercial square footage maximums permitted for the site, subject to the approval of LA County Planning and Public Works. Conversely, should a school site be required in a location not previously shown on the VTTM or Exhibit A, residential units, commercial square footage, or recreation/open space areas can be relocated onsite to achieve the full entitlement outlined in project approvals.

Attachments:

Exhibit D-1 Subdivision Committee Reports (pages 1- 102)

Exhibit D-2 MMRP (pages 1- 332)

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL
PROJECT NO. 87-150 ("VCC PROJECT")

VESTING TENTATIVE PARCEL MAP ("VTPM") NO. 18108

PROJECT DESCRIPTION

The "Valencia Commerce Center" ("VCC") is a request to subdivide approximately 328.8 acres referred to as the "VCC Project" into a total of 104 lots to create 61 commercial lots with 3.4 million square feet of building square footage and 43 open space lots in an undeveloped portion of the partially completed VCC site and industrial/business park center located west of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon Landfill. The VCC Project site (VTPM 18108) is surrounded by existing single-family residential and industrial uses to the north, existing industrial uses to the east, the Newhall Ranch Specific Plan ("Specific Plan") to the south, and Chiquita Canyon Landfill to the west. The Project has three Planning Areas and is proposed to be developed in four phases.

The related Parking Permit will seek to allow shared, reciprocal, and offsite parking. The related request for a Development Agreement ("Entrada South/VCC DA") in accordance with Government Code Section 65864 et seq. to memorialize the VCC Project's terms, conditions, and obligations and provide vesting development rights for all of the VCC Project components. The Entrada South/VCC DA would not increase the level of development or the disturbance footprint of the VCC Project. The Entrada South/VCC DA may establish commitments by the Subdivider to provide additional environmental and project benefits. The related Oak Tree Permit is for the removal of 26 non-heritage oak trees and no encroachments. Grading quantities authorized under the original VCC approval (CUP No. 87-360) include 3.5 million cubic yards of cut, 3.5 million cubic yards of fill, all to be balanced onsite. Lastly, offsite improvements include a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway. These offsite improvements are beyond the VTPM No. 18108 boundaries but still located within the boundary of VCC and CUP No. 87-360. The lift station is already built and was approved under CUP No. 87-360; the water tank was approved as part of the Landmark Village project. The grading and offsite improvement requests do not require a new CUP. This grant, the VTPM, is subject to the following conditions and requirements of approval:

GENERAL CONDITIONS

1. **Subdivider**. Unless otherwise apparent from the context, the term "Subdivider" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. **Affidavit of Acceptance**. This grant shall not be effective for any purpose until the Subdivider, and the owner of the subject property if other than the Subdivider, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("LA County Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 13 and 16. Notwithstanding the foregoing, this

Condition No. 2 and Condition Nos. 4, 6, and 7 shall be effective immediately upon the date of final approval of this grant by the County.

3. **Date of Final Approval**. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 21.56.010 of the County Code as provided in the Subdivision Map Act Section 66452.5 for Tentative Maps.

4. **Indemnification**. The Subdivider shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this subdivision approval, which action is brought within the applicable time period of Government Code Section 66499.37 or any other applicable limitations period. The County shall promptly notify the Subdivider of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Subdivider of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Subdivider shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. **Invalidation.** If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the subdivision shall be void and the privileges granted hereunder shall lapse.

6. **Litigation Deposit**. In the event that any claim, action, or proceeding as described above is filed against the County, the Subdivider shall within 10 days of the filing make an initial deposit with LA County Planning in the minimum amount of $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to the Subdivider or the Subdivider's counsel.

    A. If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Subdivider shall deposit additional funds sufficient to bring the balance to the minimum required amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

    B. At the sole discretion of the Subdivider, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Subdivider according to County Code Section 2.170.010 (Fees for Providing County Records).

7. **Expiration.** VTPM No. 18108 shall expire according to the terms set forth in Development Agreement ("DA") No. RPPL202500003357. In the event that the above-referenced DA is not adopted by the County, Title 21 and the Subdivision Map Act shall control.

8. **Exhibit Map**. The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit Map. If changes to any of the plans marked Exhibit Map are required as a result of instruction given at the public hearing, an amended Exhibit Map shall be submitted to LA County Planning by **January 17, 2026**, 60 days after the Board adoption and effective date.

9. **Revisions to Exhibit Map**. In the event that subsequent revisions to the approved Exhibit Map are submitted the Subdivider shall submit the proposed plans to the Director of LA County Planning ("Director") for review and approval. All revised plans must substantially conform to the originally approved Exhibit Map. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

10. **Conditions Compliance**. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the Subdivider to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of any other encumbrance on the property shall exempt the Subdivider from compliance with these conditions and applicable regulations.

11. **Inspection**. If inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the Subdivider shall be financially responsible and shall reimburse LA County Planning for all enforcement efforts necessary to bring the subject property into compliance. The amount charged for each inspection shall be $456.00 per inspection, or the current recovery cost established by LA County Planning at the time any inspection(s) is/are required, whichever is greater.

    Inspections may be unannounced. Inspections may be conducted utilizing any available technologies, including, but not limited to, unmanned aircraft systems (UAS). Use of an UAS requires the consent of the Subdivider pursuant to LA County Planning's UAS policy, which may be updated from time to time, and which shall be provided to the Subdivider upon request.

12. **Library Facilities Mitigation Fees**. Prior to the issuance of any building permit(s), the Subdivider shall remit all applicable library facilities mitigation fees to the County Librarian and pay the fees in effect at the time of payment, pursuant to Chapter 22.264 of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The Subdivider shall provide proof of payment upon request from LA County Planning.

13. **Environmental Document Filing Fees**. Within five (5) working days from the day after the appeal period ends on **November 18, 2025** (by **November 25, 2025**), the Subdivider shall remit processing fees at the County Registrar-Recorder/County Clerk Office (i.e. County Clerk's Office), payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination ("NOD") for this

project and its entitlements in compliance with section 21152 of the Public Resources Cod. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to section 711.4 of the California Fish and Game Code, the Subdivider shall pay the fees in effect at the time of filing the NOD, as provided for in section 711.4 of the Fish and Game Code, currently **$4,198.50** ($4,123.50 for an Environmental Impact Report ("EIR") plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

14. **Mitigation Monitoring and Reporting Program ("MMRP")**. The Subdivider shall comply with all mitigation measures identified in the MMRP, attached as Exhibit D-2, which are incorporated by this reference as if set forth fully herein.

15. **Covenant and Agreement**. Within thirty (30) days of the date of final approval of the grant by the County, the Subdivider shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Supplemental EIR for this project, in the Recorder's Office. Prior to recordation of the covenant, the Subdivider shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Subdivider shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Subdivider's compliance with the required mitigation measures.

16. **MMRP Deposit**. The Subdivider shall deposit an initial sum of **$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The Subdivider shall replenish the mitigation monitoring account, if necessary, until all mitigation measures have been implemented and completed.

17. **Revocation**. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to County Code Chapter 22.238 (Modifications and Revocations) of the County Code.

18. **County Fire Code**. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").

19. **County Public Works Requirements**. All development pursuant to this grant shall conform with the requirements of County Public Works ("Public Works") to the satisfaction of said department.

20. **Compliance to County Code Title 21 and Title 22**. All development pursuant to this grant shall comply with the requirements of Title 21 (Subdivisions) and Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Vesting Tentative Map and Exhibit Map, or an approved Amendment Map/Amended Exhibit Map.

21. **Maintenance**. The Subdivider shall maintain the subject property in a neat and orderly fashion. The Subdivider shall maintain free of litter all areas of the premises over which The Subdivider has control. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. In the event of graffiti or other extraneous markings occurring, the Subdivider shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

TENTATIVE PARCEL MAP SPECIFIC CONDITIONS

22. **Grant**. This grant shall authorize the creation of 104 lots, to include 61 commercial lots and 43 open space lots to be developed with 3.4 million square feet of building square footage on 328.5 gross acres, as depicted on the VTPM and Exhibit Map dated January 15, 2025.

23. **Grant.** This grant shall authorize seven million cubic yards of combined cut and fill material (3.5 million cut, 3.5 million fill), to be balanced onsite.

24. **Grant.** This grant shall authorize offsite improvements to include providing a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway.

25. **Code Compliance**. The Subdivider shall conform to the requirements of Title 21 (Subdivisions) of the County Code, and the Subdivision Map Act.

26. **Subdivision Committee Conditions**. Except as expressly modified herein, this approval is subject to all recommended conditions listed in the attached Subdivision Committee Reports (VTPM dated January 15, 2025), consisting of letters and reports from Public Works, Fire, and County Departments of Parks and Recreation ("Parks and Recreation"), and Public Health.

27. **Grading**. The Subdivider shall not obtain any grading permit for the project prior to the recordation of the final map, unless otherwise authorized by the Director.

28. **Lots on Cul-de-sac**. The Subdivider shall provide at least 40 feet of street frontage at the property line and approximately radial lot lines for each lot fronting on cul-de-sacs and knuckles, except for flag lots.

29. **Street Frontage**. The Subdivider shall provide at least 60 feet of street frontage for each lot, except those lots granted a street frontage waiver.

30. **Street Frontage Waiver**. Permission is granted to waiver from public street frontage requirements for lots fronting private drives and fire lanes for the following lots: 3, 5, 7, 8, 9, 10, 30, 31, 34, 50, 51, 52, 53, 54, 55, 59, 78, 80, 82, 83, 86-89, 93, 95, 96, 97.

PRIOR TO RECORDATION OF A FINAL MAP

31. **Final Map Phasing**. Permission is granted to record multiple final maps, provided that a phasing exhibit (or updated phasing exhibit) is submitted to LA County Planning for review and approval, prior to final map recordation. The phasing exhibit shall depict the timing of offsite improvements and open space dedication, number of phases, all lots to be phased, gross and net lot area(s), and natural open space calculations.

Easements

32. **Easements Depicted on Final Map**. All existing and proposed easements shall be depicted on the final map, as shown on the Existing and Proposed Easements Table on the approved Tentative/Exhibit Map for ingress/egress, reciprocal access, trails, and utilities, etc. to the satisfaction of LA County Planning, Parks and Recreation, and Public Works.

33. **Easements**. The Subdivider shall submit a draft copy of the reciprocal ingress and egress easement for the private driveway to the Director for review and approval.

34. **Draft Covenant Regarding Proposed Easements**. Prior to final map recordation, the Subdivider shall submit draft covenant to LA County Planning for review and approval, agreeing to record all proposed easements as designated on the approved Tentative/Exhibit Maps. The approved covenant shall be recorded immediately after the recordation of the final map.

Covenants, Conditions, and Restrictions (CC&Rs)

35. The Subdivider shall submit a copy of the project's Covenants, Conditions and Restrictions ("CC&Rs") to the Director for review and approval. A copy of these conditions of approval shall be attached to the CC&Rs and made a part thereof. Those provisions in the CC&Rs required by these conditions shall be identified in the CC&Rs as such and shall not be modified in any way without prior authorization from the Director.

36. The Subdivider shall provide in the CC&Rs a method for the continuous maintenance of the common areas, including but not limited to, private driveways and fire lanes, walkways, lighting system along all walkways, landscaping (including all onsite tree plantings), irrigation systems, and walls and fences, to the satisfaction of the Director.

37. The Subdivider shall reserve in the CC&Rs the right for all employees and visitors within the Project to use the parking, private driveways, and fire lanes for access into and out of the subdivision.

Driveway Conditions

38. The private driveways shall be labeled as "Private Driveway and Fire Lane" on the final map.

39. The Subdivider shall construct or bond with Public Works for the private driveways and fire lanes, complying with paving design and widths, as depicted on the approved Exhibit Map dated January 15, 2025, or an Amended Exhibit Map approved by the Director.

40. The external access points and internal private driveways/fire lanes of the development shall not be gated. Except for fire emergency access gates required by Fire and utilities and/or infrastructure that require private access gating, gated vehicular access shall be listed as a prohibition within the CC&Rs.

41. Prior to recordation of the final map, the Subdivider shall post on private driveways: "No Parking-Fire Lane", unless designated parking otherwise permitted. The Subdivider shall provide for continued enforcement in the CC&Rs or maintenance agreement. The Subdivider shall submit a draft copy of the CC&Rs and/or maintenance agreement to LA County Planning for review and approval.

Open Space

42. **Additional Open Space Lots.** Permission is granted to create additional open space lots to the satisfaction of LA County Planning.

43. **Maintenance of Open Space Lots.** The Subdivider shall provide for the ownership and maintenance of the open space to the satisfaction of LA County Planning. The ownership and maintenance of the lot(s) shall be provided by a homeowners' association or dedicated to a public agency or land conservancy.

OTHER CONDITIONS

44. **Lot Line Adjustments.** The subdivider shall be authorized to adjust lot lines between lots within the subdivision to the satisfaction of the LA County Planning and Public Works.

45. **Modified Street Sections.** The subdivider shall be authorized to use modified street sections within the subdivision as shown on the VTPM to the satisfaction of the LA County Planning and Public Works.

46. **Bulk Grading in Phase(s).** Permission is granted to bulk grade, in one or more phases, to the satisfaction of LA County Planning and Public Works.

47. **Large Lot Parcel Map.** Permission is granted to record a Large Lot Parcel Map with parcels of 20 acres or more without the provision of public improvements. Additionally, permission is granted to record a Large Lot Parcel Map of 5 acres or more with improvements. Either Large Lot Parcel Map shall serve as the first unit final map and recordation shall be considered the filing of the first unit map for the purpose of time

extensions pursuant to the Subdivision Map Act and shall not require the obligation of developer fees, dedications, exactions, or infrastructure except as may be required by Chapter 21.32 of the California Subdivision Map Act.

48. **Phasing.** The project is proposed to be developed in phases. Permission is granted to change the order of unit map phasing as long as the necessary infrastructure has been provided to construct each phase to the satisfaction of Public Works and LA County Planning.

49. **Design Flexibility.** Permission is granted to allow future design flexibility to the satisfaction of LA County Planning, including changing the building type and location, changing the location, alignments, widths, and entries of driveways, changing the private drive alignments and locations, changing the lot configurations, and changing the building type and location. Any increase in development square footage on a lot is contingent upon the decrease on another lot. An increase of non-residential square footage within lots may be allowed if the increase does not exceed the maximum buildout square footage established in the approved entitlements. The total building square footage shown on the VTPM and the accompanying Exhibit Map shall not be exceeded. To allow this future flexibility, LA County Planning shall make a determination whether to require an amended exhibit map, minor map amendment, or other applicable process required to implement this condition of approval.

50. **Additional Open Space Lots.** Permission is granted to record additional open space lots to the satisfaction of LA County Planning.

51. **Combine Lots.** Permission is granted to combine lots to the satisfaction of LA County Planning.

52. **Non-developable Lots.** Permission is granted to record additional non-developable lots for private drives and fire lanes and for utilities to the satisfaction of LA County Planning.

53. **Grade Elevations.** Grade elevations on the VTPM are approximate. Elevations may change by up to 10 feet. More than 10 feet may be permissible subject to the approval of LA County Planning and Public Works.

54. **Street and Trail Alignment.** It is acknowledged that the alignment and geometrics of streets and trails are approximate. Permission is granted for adjustments to streets to be made provided that Public Works and LA County Planning determine the adjustments are consistent with the intent of the subdivision approval. Adjustments to private trails can be made with approval by LA County Planning. Adjustments to public trails can be made with the approval of Parks and Recreation.

55. **Location of Appurtenant Structures and Utilities.** The locations of appurtenant structures and utilities may be relocated if determined to be consistent with the approved VTPM to the satisfaction of Public Works and LA County Planning. LA County Planning shall make a determination whether to require an amended exhibit

map, minor map amendment, or other applicable process required to implement this condition of approval.

56. **Non-residential Floor Area.** Proposed non-residential floor area (i.e., retail, office, and/or industrial) is interchangeable among the buildings within the VCC development as long as the required parking is provided to the satisfaction of Public Works and LA County Planning.

57. **Re-subdividing**. Permission is requested to re-subdivide previously subdivided lots, including the recordation of unit maps over previously-recorded final maps or lots of final maps. Each unit map shall comply on its own, or in combination with previously recorded final unit maps, with the open space and lot area requirements of the approved project entitlements.

Attachments:

Exhibit D-1 Subdivision Committee Reports (pages 1- 176)

Exhibit D-2 MMRP (pages 1- [332])

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL
PROJECT NO. 00-210 ("ENTRADA SOUTH")

CONDITIONAL USE PERMIT ("CUP") NO. 00-210
ADMINISTRATIVE HOUSING PERMIT ("AHP") NO. RPPL2024000343
PARKING PERMIT ("PP") NO. 200700013
OAK TREE PERMIT ("OTP") NO. 200700018

PROJECT DESCRIPTION

"Entrada South" Proposes a zone change to amend the existing zoning on 323 acres from the R-1 (Single-Family Residence) Zone to the MXD-DP (Mixed-Use Development-Development Program) Zone; and to change 5.5 acres from the R-1 Zone to the C-3-DP (General Commercial-Development Program) Zone. The C-R Zone will remain unchanged. The CUP will authorize the development program (DP) zoning; development within an urban hillside management area; onsite grading in excess of 100,000 cubic yards with a haul route for offsite grading; and for walls and fences exceeding six feet in height. The grading amounts (combined cut and fill) are 13.0 million cubic yards to be balanced onsite. The proposed parking permit will allow shared, reciprocal and offsite parking across the entire project (i.e., residential and non-residential areas). The oak tree permit consists of the removal of 34 oak trees (none of heritage status) and encroachment into the protected zone of one oak tree (of heritage status), for a total of 35 oak tree-related impacts. Lastly, the AHP includes 110 rental affordable units out of the 1,574 total units (or seven percent of the project). Pursuant to Development Agreement ("DA") No. RPPL2025003357 ("Entrada South/VCC DA"), the affordability level will not exceed an average of 65 percent County AMI, with a range from Extremely Low-Income units (15 to 30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South development. These grants, CUP No. 00-210, AHP No. RPPL2024000343, PP No. 200700013, and OTP No. 200700018. Related to the above entitlements, Entrada South proposes a mixed-use development proposing residential, commercial and open space uses on 382.3 gross acres, including 136 gross acres of open space of which 58 gross acres will remain in a natural or undisturbed state. Entrada South also proposes a potential school site and an onsite Spineflower preserve. The project site has sloping topography requiring a combined grading of 6.5 million cubic yards of cut and fill to be balanced onsite. A portion of the project's grading will occur offsite within the Mission Village project between its westerly boundary and Westridge Parkway. The project is proposed to be developed in five phases and is currently vacant. The Subdivision component will create 91 multi-family lots developed with 1,574 attached townhome and detached condominium units; 20 commercial lots with 730,000 square feet of commercial, including: hotel, office and retail space; 51 open space lots (totaling 140.4 gross acres) which includes 115.1 acres of open space including the 28.0-acre Spineflower Preserve, 20 private recreation lots (19.9 acres), and one public park lot (5.4 acres in size); and 11 public facility lots (drainage, debris and water quality basins), and 6 private drive lots for a total of 200 lots subject to the following conditions and requirements of approval:

GENERAL CONDITIONS

1. **Permittee**. Unless otherwise apparent from the context, the term "Permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. **Affidavit of Acceptance.** This grant shall not be effective for any purpose until the Permittee, and the owner of the subject property if other than the Permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("LA County Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 6, and until all required monies have been paid pursuant to Condition Nos. 9, and 11. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 3, 4, and 7 shall be effective immediately upon the date of final approval of this grant by the County.

3. **Indemnification.** The Permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code sections 65009, or any other applicable limitations period. The County shall promptly notify the Permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

4. **Litigation Deposit.** In the event that any claim, action, or proceeding as described above is filed against the County, the Permittee shall within ten days of the filing make an initial minimum deposit with LA County Planning of $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to Permittee or Permittee's counsel. If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Permittee shall deposit additional funds sufficient to bring the balance up to the amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation. At the sole discretion of the Permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Permittee according to County Code Section 2.170.010.

5. **Invalidation.** If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

6. **Recordation.** Prior to the use of this grant, the Permittee, or the owner of the subject property if other than the Permittee, shall record the terms and conditions of the grant in the office of the County Registrar-Recorder/County Clerk (i.e., Recorder's Office). In addition, upon any transfer or lease of the property during the term of this grant, the Permittee, or the owner of the subject property if other than the Permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

7. **Grant Termination.** These grants shall terminate when the associated Vesting Tentative Tract Map ("VTTM") No. 53295 expires. VTTM No. 53295 shall expire according to the terms set forth in the Entrada South/VCC DA. In the event that the Entrada South/VCC DA is not adopted by the County, Title 21 and the Subdivision Map Act shall control.

8. **Condition Compliance.** The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the Permittee to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of or any other encumbrance on the property shall exempt the Permittee and/or property owner from compliance with these conditions and applicable regulations.

9. **Inspections.** Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved Exhibit "A" on file. The Permittee shall deposit with the County the sum of $**2,280.00**, which shall be placed in a performance fund and be used exclusively to reimburse LA County Planning for all expenses incurred while inspecting the premises to determine the Permittee's compliance with the conditions of this grant. The fund provides for five (5) inspections.

   If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the Permittee shall be financially responsible and shall reimburse LA County Planning for all enforcement efforts necessary to bring the subject property into compliance. The amount charged for each inspection shall be $456.00 per inspection, or the current recovery cost established by LA County Planning at the time any inspection(s) is/are required, whichever is greater.

   Inspections may be unannounced. Inspections may be conducted utilizing any available technologies, including, but not limited to, unmanned aircraft systems (UAS). Use of an UAS requires the consent of the Permittee pursuant to LA County Planning's UAS policy, which may be updated from time to time, and which shall be provided to the Permittee upon request.

10. **Library Facilities Mitigation Fees.** Prior to the issuance of any building permit(s), the Permittee shall remit all applicable library facilities mitigation fees to the County Librarian and pay the fees in effect at the time of payment, pursuant to Chapter 22.264 (Library Facilities Mitigation Fee) of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The Permittee shall provide proof of payment upon request from LA County Planning.

11. **Environmental Document Filing Fees.** Within five (5) working days from the LA County Board of Supervisors hearing on **November 18, 2025**, by **November 25, 2025**, the Permittee shall remit processing fees at the Recorder's Office, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination ("NOD") for this project and its entitlements in compliance with section 21152 of the Public Resources Cod. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to section 711.4 of the California Fish and Game Code, the Permittee shall pay the fees in effect at the time of filing the NOD, as provided for in section 711.4 of the Fish and Game Code, currently **$4,198.50** ($4,123.50 for an Environmental Impact Report plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

12. **Mitigation Monitoring and Reporting Program.** The Permittee shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program ("MMRP"), which are incorporated by this reference as if set forth fully herein. (See Exhibit D-2 - MMRP).

13. **Covenant and Agreement.** Within thirty (30) days of the date of final approval of the grant by the County, the Permittee shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Environmental Impact Report for this project, in the County Recorder's Office. Prior to recordation of the covenant, the Permittee shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Permittee shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Permittee's compliance with the required mitigation measures.

14. **Revocation.** Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.238 of the County Code.

15. **County Fire Code.** All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").

16. **County Department of Public Works.** All development pursuant to this grant shall conform with the requirements of County Public Works ("Public Works") to the satisfaction of said department.

17. **Exhibit "A"/Protected Tree Site Plan.** All development pursuant to this grant shall comply with the requirements of Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a Revised Exhibit "A", and Protected Tree Site Plan (dated January 15, 2025), approved by the Director of LA County Planning ("Director").

18. **Maintenance.** The Permittee shall maintain the subject property in a neat and orderly fashion. The Permittee shall maintain free of litter all areas of the premises over which the Permittee has control.

19. **Graffiti.** All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. These shall include any of the above that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the Permittee shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

PERMIT-SPECIFIC CONDITIONS – CONDITIONAL USE PERMIT ("CUP")

20. **Grant.** This grant authorizes development program (DP) zoning.

21. **Grant.** This grant authorizes development within a Hillside Management Area ("HMA").

22. **Grant.** This grant authorizes onsite grading exceeding 100,000 cubic yards of combined cut and fill earthwork and a haul route, for a total of 13 million cubic yards to be balanced onsite (no import or export of earthwork proposed). A revised Exhibit 'A' will be required for submittal to show the haul route, and bulk grading is authorized.

23. **Grant.** This grant authorizes a hotel use in the C-3 zone.

24. **Grant.** This grant shall authorize walls and fences exceeding six feet in height within the required yard setbacks of the development.

PERMIT SPECIFIC CONDITIONS – ADMINISTRATIVE HOUSING PERMIT

25. **Housing Permit.** The administrative housing permit includes 110 rental affordable units out of the 1,574 total units (or seven percent of the project). Pursuant to the Entrada South/VCC DA, the affordability level will not exceed an average of 65 percent County Average Median Income ("AMI"), with a range from Extremely Low Income units (15 to 30 percent of AMI) to Moderate Income units (80 to 120 percent of AMI). The affordable units will be located in Planning Areas 4b and 4c of the Entrada South development. There are no incentives or waivers requested.

PERMIT SPECIFIC CONDITIONS – PARKING PERMIT

26. **Grant.** This grant authorizes shared, reciprocal and offsite parking across the entire Project (i.e., residential and non-residential areas).

PERMIT SPECIFIC CONDITIONS – OAK TREE PERMIT

27. **Grant.** This grant allows the removal of thirty-four (34) trees of the Oak genus (*Quercus lobata*, *Quercus agrifolia* and *Quercus berbidifolia)* identified as non-heritage Tree Number 28, 30, 31, 32, 33, 34, 37, 38, 41, 89, 102, 103, 112, 113, 115, 116, 117, 120, 125, 129, 131, 156, 157, 163, 164, 168, 170, 173, 9502, 9503, 9504, 9505, and 9508 on the Permittee's Exhibit "A" and Oak Tree Report. This grant allows encroachment within the protected zone of Quercus lobata of the Oak genus identified as heritage Tree Number 12 on the Permittee's Exhibit "A" and Oak Tree Report. Trenching, excavation, or clearance of vegetation within the protected zone of an Oak tree shall be accomplished by the use of hand tools or small hand-held power tools. Any major roots encountered shall be conserved and treated as recommended by the consulting arborist.

28. **Mitigation.** The Permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) for each tree removed for a total of sixty-eight (68). The Permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) for any tree specified above that dies as a result of the approved encroachments. In addition, any tree that reaches ordinance size during the life of the project shall be included in this permit and subject to these conditions of approval.

29. **Mitigation.** The Permittee is subject to the conditions of approval in Exhibit D-3 (Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide).

30. **Mitigation.** Each mitigation tree shall be at least a 15-gallon specimen in size and measure one (1) inch or more in diameter one (1) foot above the base. Free form trees with multiple stems are permissible; the combined diameter of the two (2) largest

stems of such trees shall measure a minimum of one (1) inch in diameter one (1) foot above the base.

31. **Mitigation.** Mitigation trees shall consist of indigenous varieties of Quercus lobata, Quercus agrifolia and Quercus berbidifolia grown from a local seed source.

32. **Mitigation.** Mitigation trees shall be planted within one (1) year of the permitted Oak tree removals. Mitigation trees shall be planted either on site or at an off-site location approved by the County Forester. Alternatively, a contribution to the County of Los Angeles Oak Forest Special Fund may be made in the amount equivalent to the Oak resource loss. The contribution shall be calculated by the consulting arborist and approved by the County Forester according to the most current edition of the International Society of Arboriculture's "Guide for Plant Appraisal."

33. **Mitigation.** The Permittee shall properly maintain each mitigation tree and shall replace any tree failing to survive due to a lack of proper care and maintenance with a tree meeting the specifications set forth above. The five-year maintenance period will begin upon receipt of a letter from the Permittee or consulting arborist to the Director and the County Forester indicating that the mitigation trees have been planted. The maintenance period of the trees failing to survive five (5) years will start anew with the new replacement trees. Subsequently, additional monitoring fees shall be required.

34. **Mitigation.** All mitigation Oak trees planted as a condition of this permit shall be protected in perpetuity by the Los Angeles County Oak Tree Ordinance once they have survived the required maintenance period.

35. **Conditions.** The Permittee shall comply with all other conditions of approval for this grant as specified in Exhibit D-3 (Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide), including consulting with an arborist, and providing proof of this and other writing reporting to LA County Planning, also including the installation of temporary chain-link fencing, not less than four (4) feet in height, to secure the protected zone of all remaining protected trees on site as necessary. The fencing shall be installed prior to grading or tree removal and shall not be removed without approval of the County Forester. The term "protected zone" refers to the area extending five (5) feet beyond the dripline of the protected tree (before pruning), or fifteen (15) feet from the trunk, whichever is greater.

36. **Copies.** Copies of the Protected Tree Report, protected tree map, mitigation planting plan, and conditions of approval shall be kept on the project site and available for review during grading and construction.

PROJECT SITE-SPECIFIC CONDITIONS

37. **Vehicular Parking.** The Project will provide a total of 5,716 parking spaces, of which 3,921 will be for residential uses and 1,795 for commercial uses. Of the residential

spaces, 423 will be reserved for guests. Of the commercial uses, 1,154 will be for office uses, 415 for retail uses, and 226 for hotel uses. While the Project has requested shared and reciprocal parking, the Project provides a surplus of parking compared to the County requirements of 3,467 residential spaces and 1,789 commercial spaces (an extra 11.6 percent and 1.0 percent, respectively). All required parking spaces shall be included and designed in compliance with applicable County Code requirements.

38. **Bicycle Parking.** Bicycle parking spaces shall be maintained within the development. All required parking spaces shall be included and designed in compliance with applicable County Code requirements.

39. **Internal Circulation.** As part of the final map phasing of Entrada South, the Project shall provide multiple means of access to and through the Project, with connections to Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive. Additionally, an extensive community trail system shall connect to existing and planned trails in the vicinity of the Project site. Furthermore, within the Project, a proposed multiple-purpose trail system shall include community trails, bike lanes, neighborhood electric vehicle ("NEV") paths, and recreational trails that are linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. In addition to the various trail types serving as bicycle routes, the Project shall expand bicycle facilities in the area. Lastly, as part of the final map phasing for Entrada South, the proposed NEV pathways within the Project shall also serve as bike routes.

40. **Street Circulation.** Internal circulation and access for the Project shall be provided by seven new internal public streets with street widths ranging from 60 to 113 feet. Each Planning Area of the development shall be interconnected with a private drive and fire lane system, with typical widths of 26 and 28 feet to meet fire road access requirements.

41. **Open Space.** The Project shall provide no less than a total of 140.4 acres of open space areas within the Entrada South Planning Area, including a 27.2-acre Spineflower Preserve located in the southeastern corner of Entrada South. A permanent conservation instrument has been recorded to ensure the Entrada South Spineflower Preserve will be permanently preserved and managed for the benefit of the San Fernando Valley Spineflower, consistent with the approved Spineflower Conservation Plan.

42. **Outdoor Lighting.** The Project shall ensure that all exterior lighting is equipped with down-shields and connected to timers with automatic "on/off" lighting systems.

PRIOR TO RECORDATION OF A FINAL MAP

43. **Housing Exhibit.** Prior to final map recordation, the Permittee shall submit a housing exhibit for review and approval, specifying the location of the 110 rental affordable dwelling units, to LA County Planning for review and approval.

44. **Grading.** The Permittee shall not obtain any grading permit for the project prior to the recordation of the final map, unless otherwise authorized by the Director. Bulk grading is authorized with a revised Exhibit 'A' prior to final map approval.

45. **HMA Guidelines.** The Permittee shall comply with items noted on the attached HMA Sensitive Design Guidelines and categories, including Site Planning, Grading and Facilities, Road Circulation, Building Design, and Landscaping (refer to Exhibit D-4 attached).

PRIOR TO ISSUANCE OF A GRADING PERMIT

46. **Onsite Tree Plantings**. Prior to the issuance of a grading permit, the Permittee shall provide a revised Exhibit "A" site plan showing the locations of all required onsite tree plantings throughout the Entrada South development and in compliance with applicable County Code requirements to the satisfaction of LA County Planning.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

47. **Bicycle Parking Facilities.** Prior to building permit issuance, the Permittee shall provide a revised Exhibit "A" site plan showing the locations of bicycle parking facilities throughout the Entrada South development and in compliance with applicable County Code requirements to the satisfaction of LA County Planning.

Attachments:

Exhibit D-1 Subdivision Committee Report (pages 1 – 102)

Exhibit D-2 MMRP (pages 1 – 332)

Exhibit D-3 Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide

Exhibit D-4 HMA Sensitive Design Guidelines Checklist

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL
PROJECT NO. 87-150 ("VCC PROJECT")

PARKING PERMIT ("PP") NO. RPPL2022007239
OAK TREE PERMIT ("OTP") NO. 200700022

PROJECT DESCRIPTION

The "Valencia Commerce Center" ("VCC") project includes approximately 328.8 gross acres in an undeveloped portion of the partially completed VCC site and industrial/business park center located west of Interstate 5 ("I-5") and The Old Road, north of State Route 126 ("SR-126"), and east of Commerce Center Drive and the Chiquita Canyon Landfill. PP No. RPPL2022007239 allows shared, reciprocal, and offsite parking. OTP No. 200700022 authorizes the removal of 26 non-heritage oak trees and no encroachments. The VCC site is surrounded by existing single-family residential and industrial uses to the north, existing industrial uses to the east, the Newhall Ranch Specific Plan south, and Chiquita Canyon Landfill to the west. The project has three Planning Areas and is proposed to be developed in four phases.

The related Vesting Tentative Parcel Map ("VTPM") No. 18108 creates 104 lots including 61 commercial lot with 3.4 million square feet of building square footage, and 43 open space lots on 328.8 gross acres. The related Development Agreement ("Entrada South/VCC DA") No. RPPL2025003357, in accordance with Government Code Section 65864 et seq. memorializes the project's terms, conditions, and obligations and provide vesting development rights for all of the project components. The Entrada South/VCC DA would not increase the level of development or the disturbance footprint of the project. The Entrada South/VCC DA may establish commitments by the Permittee to provide additional environmental and project benefits. Grading quantities authorized under the original VCC approval (Conditional Use Permit ("CUP") No. 87-360) include 3.5 million cubic yards of cut, 3.5 million cubic yards of fill, all to be balanced onsite. Lastly, offsite improvements include a connection to an existing water tank on Franklin Parkway and a potential upgrade to an existing sewer lift station on Hancock Parkway. These offsite improvements are beyond related VTPM No. 18108 boundaries but still located within the boundary of VCC and CUP No. 87-360. The lift station is already built and was approved under CUP No. 87-360; the water tank was approved as part of the Landmark Village project. The grading and offsite improvement requests do not require a new CUP. These grants, namely PP No. RPPL2022007239 and OTP No. 200700022, are subject to the following conditions and requirements of approval:

GENERAL CONDITIONS

1. **Permittee**. Unless otherwise apparent from the context, the term "Permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. **Affidavit of Acceptance.** This grant shall not be effective for any purpose until the Permittee, and the owner of the subject property if other than the Permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("LA County Planning") their affidavit stating that they are aware of and agree to

accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 6, and until all required monies have been paid pursuant to Condition Nos. 9, 11 and 14. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 3, 4, and 7 shall be effective immediately upon the date of final approval of this grant by the County.

3. **Indemnification.** The Permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code sections 65009, or any other applicable limitations period. The County shall promptly notify the Permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

4. **Litigation Deposit.** In the event that any claim, action, or proceeding as described above is filed against the County, the Permittee shall within ten days of the filing make an initial minimum deposit with LA County Planning of $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to Permittee or Permittee's counsel. If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Permittee shall deposit additional funds sufficient to bring the balance up to the amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation. At the sole discretion of the Permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Permittee according to County Code Section 2.170.010.

5. **Invalidation.** If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

6. **Recordation.** Prior to the use of this grant, the Permittee, or the owner of the subject property if other than the Permittee, shall record the terms and conditions of the grant in the office of the County Registrar-Recorder/County Clerk (i.e., Recorder's Office). In addition, upon any transfer or lease of the property during the term of this grant, the Permittee, or the owner of the subject property if other than the Permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

7. **Grant Termination.** These grants shall terminate when the associated Vesting Tentative Parcel Map ("VTPM") No. 18108 expires. VTPM No. 18108 shall expire according to the terms set forth in the Entrada South/VCC DA. In the event that the

Entrada South/VCC DA is not adopted by the County, Title 21 and the Subdivision Map Act shall control.

8. **Condition Compliance.** The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the Permittee to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of or any other encumbrance on the property shall exempt the Permittee and/or property owner from compliance with these conditions and applicable regulations.

9. **Inspections.** Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved Exhibit "A" on file. The Permittee shall deposit with the County the sum of **$2,280.00**, which shall be placed in a performance fund and be used exclusively to reimburse LA County Planning for all expenses incurred while inspecting the premises to determine the Permittee's compliance with the conditions of this grant. The fund provides for five (5) inspections.

   If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the Permittee shall be financially responsible and shall reimburse LA County Planning for all enforcement efforts necessary to bring the subject property into compliance. The amount charged for each inspection shall be $456.00 per inspection, or the current recovery cost established by LA County Planning at the time any inspection(s) is/are required, whichever is greater.

   Inspections may be unannounced. Inspections may be conducted utilizing any available technologies, including, but not limited to, unmanned aircraft systems (UAS). Use of an UAS requires the consent of the Permittee pursuant to LA County Planning's UAS policy, which may be updated from time to time, and which shall be provided to the Permittee upon request.

10. **Library Facilities Mitigation Fees.** Prior to the issuance of any building permit(s), the Permittee shall remit all applicable library facilities mitigation fees to the County Librarian and pay the fees in effect at the time of payment, pursuant to Chapter 22.264 (Library Facilities Mitigation Fee) of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The Permittee shall provide proof of payment upon request from LA County Planning.

11. **Environmental Document Filing Fees.** Within five (5) working days from the day after the appeal period ends on **November 18**, **2025**, by **November 25**, **2025**, the Permittee shall remit processing fees at the County Recorder's Office, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination ("NOD") for this project and its entitlements in compliance with section 21152 of the Public Resources Cod. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to section 711.4 of

the California Fish and Game Code, the Permittee shall pay the fees in effect at the time of filing the NOD, as provided for in section 711.4 of the Fish and Game Code, currently **$4,198.50** ($4,123.50 for an Environmental Impact Report ("EIR") plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

12. **Mitigation Monitoring and Reporting Program ("MMRP").** The Permittee shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program ("MMRP"), which are incorporated by this reference as if set forth fully herein. (See Exhibit D-2 - MMRP).

13. **Covenant and Agreement.** Within thirty (30) days of the date of final approval of the grant by the County, the Permittee shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Supplemental EIR for this project, in the Recorder's Office. Prior to recordation of the covenant, the Permittee shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Permittee shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Permittee's compliance with the required mitigation measures.

14. **MMRP Deposit.** The Permittee shall deposit an initial sum of **$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The Permittee shall replenish the mitigation monitoring account, if necessary, until all mitigation measures have been implemented and completed.

15. **Revocation.** Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.238 of the County Code.

16. **County Fire Code.** All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").

17. **County Department of Public Works.** All development pursuant to this grant shall conform with the requirements of County Public Works ("Public Works") to the satisfaction of said department.

18. **Exhibit "A"/Protected Tree Site Plan.** All development pursuant to this grant shall comply with the requirements of Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property, unless specifically modified by this

grant, as set forth in these conditions, including the approved Exhibit "A," or a Revised Exhibit "A", and Protected Tree Site Plan (dated January 15, 2025), approved by the Director of LA County Planning ("Director").

19. **Maintenance.** The Permittee shall maintain the subject property in a neat and orderly fashion. The Permittee shall maintain free of litter all areas of the premises over which the Permittee has control.

20. **Graffiti.** All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. These shall include any of the above that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the Permittee shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

PERMIT SPECIFIC CONDITIONS – PARKING PERMIT

21. **Grant.** This grant authorizes shared, reciprocal and offsite parking across the entire VCC Project.

PERMIT SPECIFIC CONDITIONS – OAK TREE PERMIT

22. **Grant.** This grant allows the removal of twenty-six (26) trees of the Oak genus (*Quercus lobata*) identified as Tree Number 6, 8, 9, 10, 11, 12, 13, 15, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, and 36 on the Permittee's site plan and Oak Tree Report. Trenching, excavation, or clearance of vegetation within the protected zone of an Oak tree shall be accomplished by the use of hand tools or small hand-held power tools. Any major roots encountered shall be conserved and treated as recommended by the consulting arborist.

23. **Mitigation.** The Permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) for any tree removed for a total of fifty-two (52) trees. In addition, any tree that reaches ordinance size during the construction and monitoring period shall be included in this permit and subject to these conditions of approval.

24. **Mitigation.** The Permittee is subject to the conditions of approval in Exhibit D-3 (Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide).

25. **Mitigation.** Each mitigation tree shall be at least a 15-gallon specimen in size and measure one (1) inch or more in diameter one (1) foot above the base. Free form trees with multiple stems are permissible provided the combined diameter of the two (2) largest stems of such trees measure a minimum of one (1) inch in diameter one (1) foot above the base.

26. **Mitigation.** Mitigation trees shall consist of indigenous varieties of *Quercus lobata*, grown from a local seed source.

27. **Mitigation.** Mitigation trees shall be planted within one (1) year of the permitted Oak tree removals. Mitigation trees shall be planted either on site or at an off-site location approved by the County Forester. Alternatively, a contribution to the County of Los Angeles Oak Forest Special Fund may be made in the amount equivalent to the Oak resource loss. The contribution shall be calculated by the consulting arborist and approved by the County Forester according to the most current edition of the International Society of Arboriculture's "Guide for Plant Appraisal."

28. **Mitigation.** The Permittee shall properly maintain each mitigation tree and shall replace any tree failing to survive due to a lack of proper care and maintenance with a tree meeting the specifications set forth above. The two-year maintenance period will begin upon receipt of a letter from the Permittee or consulting arborist to the Director and the County Forester, indicating that the mitigation trees have been planted. The maintenance period of the trees failing to survive five (5) years will start anew with the new replacement trees. Subsequently, additional monitoring fees shall be required.

29. **Mitigation.** All mitigation Oak trees planted as a condition of this permit shall be protected in perpetuity by the Los Angeles County Oak Tree Ordinance once they have survived the required maintenance period.

30. **Conditions.** The Permittee shall comply with all other conditions of approval for this grant as specified in Exhibit D-3 (Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide), including consulting with an arborist, and providing proof of this and other writing reporting to LA County Planning, also including the installation of temporary chain-link fencing, not less than four (4) feet in height, to secure the protected zone of all remaining protected trees on site as necessary. The fencing shall be installed prior to grading or tree removal and shall not be removed without approval of the County Forester. The term "protected zone" refers to the area extending five (5) feet beyond the dripline of the protected tree (before pruning), or fifteen (15) feet from the trunk, whichever is greater.

31. **Copies.** Copies of the Protected Tree Report, protected tree map, mitigation planting plan, and conditions of approval shall be kept on the project site and available for review during grading and construction.

PROJECT SITE-SPECIFIC CONDITIONS

32. **Vehicular Parking.** Based on the VCC Exhibit 'A', the VCC Project shall include an overall total of 8,293 onsite parking spaces. If uses change in the future, a revised Exhibit 'A' shall be required to confirm compliance. As noted above, the Permittee has requested a Parking Permit to allow for shared, reciprocal, and offsite parking within the VCC.

33. **Bicycle Parking.** Bicycle parking spaces shall be maintained within the development. All required parking spaces shall be included and designed in compliance with applicable County Code requirements.

34. **Internal Circulation.** Internal circulation from Hancock Parkway and Franklin Parkway shall be extended from Commerce Center Drive east into the VCC Planning Area, with the latter including a culvert/crossing over Hasley Creek. The Hancock Parkway extension shall connect to an existing segment of Hancock Parkway, extending to the northeastern-most portion of the VCC Planning Area. Emergency access shall be provided from the terminus of Franklin Parkway to Live Oak Road to the northeast. Parking shall be provided in a combination of surface lots and parking structures throughout the non-residential (office, industrial, and retail) areas.

35. **Multi-Use Trails.** A series of multi-use trails and paved pedestrian trails shall be developed along the banks of Hasley Canyon Trail under Commerce Center Drive through the VCC Planning Area, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Hasley Canyon Trail is a 1.67-mile multi-purpose trail located northwest of the VCC Planning Area, which may be accessed along Commerce Center Drive and Hasley Canyon Road, with connection to the Hasley Canyon Equestrian Center in the hills to the north. Additionally, sidewalks shall be installed on the east side of Commerce Center Drive as part of the VCC Planning Area. A Class I bike route/pedestrian trail (also providing County flood control access) shall be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension.

36. **Bicycle Routes.** During the final map phasing for the Project, bicycle route improvements shall be developed in and around the VCC and shall connect to a system of continuous bike paths within the Newhall Ranch Specific Plan and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita to the east.

37. **Outdoor Lighting.** The Project shall ensure that all exterior lighting is equipped with down-shields and connected to timers with automatic "on/off" lighting systems.

PRIOR TO ISSUANCE OF A GRADING PERMIT

38. **Tree Planting.** Prior to the issuance of a grading permit, the Permittee shall provide a revised Exhibit "A" site plan showing the locations of all required tree plantings throughout the VCC development and in compliance with County Code requirements (Chapter 22.126 "Tree Planting Requirements") to the satisfaction of LA County Planning.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

39. **Bicycle Parking Facilities.** Prior to building permit issuance, the Permittee shall provide a revised Exhibit "A" site plan showing the locations of bicycle parking

facilities throughout the VCC development and in compliance with applicable County Code requirements to the satisfaction of LA County Planning.

Attachments:

Exhibit D-1 Subdivision Committee Report (pages 1 – 176)

Exhibit D-2 MMRP (pages 1 – 332)

Exhibit D-3 Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide

TRACT NO. 53295 (Rev.) TENTATIVE MAP DATED 01-15-2025
EXHIBIT MAP DATED 01-15-2025

The following reports consisting of 67 pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory Agency.

2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.

3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.

4. In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.

5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.

7. If applicable, quitclaim or relocate easements running through proposed structures.

8. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.

9. Place standard condominium/residential planned development/commercial planned development notes on the final map to the satisfaction of Public Works.

10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works and Fire Department.

11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, in documents over the common private driveways to the satisfaction of Public Works.

12. Furnish Public Works' Street Name Unit with a list of street names acceptable to the subdivider. These names must not be duplicated within a radius of 20 miles.

13. A Mapping & Property Management Division house numbering clearance is required prior to approval of the final map.

14. Remove existing buildings prior to final map approval. Demolition permits and final sign-off from the building inspector are required from the Building and Safety office.

15. Delineate proof of access to a public street on the final map.

16. If unit filing occurs, reserve reciprocal drainage, ingress/egress, sewer, water, utilities, and maintenance purposes, in documents over the private driveways and delineate on the final map to the satisfaction of Public Works.

17. The boundaries of the unit final maps shall be designed to the satisfaction of the Departments of Regional Planning and Public Works.

18. The first unit of this subdivision shall be filed as Tract No. 53295-01, the second unit, Tract No. 53295-02, and so forth and the last unit, Tract No. 53295.

19. The street frontage requirement for lots not fronting a public street needs to be waived by the Advisory Agency.

20. Show open space lots on the final map and dedicate residential construction rights over the open space lots.

21. If all possible, modify the boundaries of the open space lots or add additional open space lots to include the airspace easements for sight distance to the satisfaction of the Department of Regional Planning and Public Works.

22. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.

23. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.

24. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

25. Permission is granted to record large lots (20-acre or more) parcel map as shown on the insert map provided full street right of way and slope easements are dedicated along the latest IEC approved alignments on The Old Road, and Magic Mountain Parkway to the satisfaction of Public Works. In addition, make an offer of private and future right of way and dedicate slope easements on Westridge Parkway and along all remaining interior streets on alignments to the satisfaction of Public Works.

26. Within 30 days of the approval date of this land use entitlement or at the time of the first plan check submittal, the applicant shall deposit the sum of $5,000 with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances.

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

TRACT NO.: 53295

TENTATIVE MAP DATE: 01/15/2025
EXHIBIT MAP DATE: 01/15/2025

HYDROLOGY UNIT CONDITIONS OF APPROVAL

Prior to Improvement Plans Approval:

1. Comply with hydrology study, which was approved on 03/17/2025, or the latest revision, to the satisfaction of the Department of Public Works.

2. Obtain approval or letter of non-jurisdictional from the State Department of Fish and Wildlife.

3. Obtain approval or letter of non-jurisdictional from the State Water Resources Control Board.

4. Obtain approval or letter of non-jurisdictional from the Army Corps of Engineers.

Prior to recordation of a Final Map or Parcel map Waiver:

1. Submit plans of drainage facilities as required by hydrology study for design of drainage facilities to the satisfaction of Department of Public Works.

2. Show and dedicate to Flood Control District or to the County of Los Angeles easements and/or right of way on the final map to the satisfaction of the Department of Public Works.

3. An assessment district shall be formed to finance the future ongoing maintenance and capital replacement of all water quality devices/systems identified by the Department of Public Works. The Subdivider shall deposit the first year's total assessment based on the Public Works engineering report. This will fund the first year's maintenance after the facilities are accepted. The second and subsequent years assessment will be collected through the property tax bill. This is required to the satisfaction of the Department of Public Works.

Prior to Building Permit:

1. Comply with LID (Section 12.84.440) standards in accordance with the Low Impact Development Standards Manual which can be found at http://dpw.lacounty.gov/ldd/web/forms.aspx

2. Prior to issuance of building permits, plans must be approved to: provide for the proper distribution of drainage and for contributory drainage from adjoining properties and eliminate the sheet overflow, ponding, and protect the lots from high velocity scouring action.

Prior to Improvement Acceptance for Public Maintenance:

1. All maintenance permits of the regulatory agencies must be active at the time of acceptance.

Review by: _____ Date: 04/10/2025 Phone: (626) 458-4921
Alex Mikhailpoor

PCA LX001129/A863
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RTM-TR53295-26808

Los Angeles County Public Works
Geotechnical and Materials Engineering Division
GEOLOGIC AND SOILS ENGINEERING REVIEW SHEET
900 S. Fremont Avenue, Alhambra, CA 91803

Telephone: (626) 458-4925
Email: GMEDSubmittals@dpw.lacounty.gov

Tentative Tract / Parcel Map 53295 **Tentative Map Date** **01/15/25 (Exhibit)** **Parent Tract** ---

Grading By Subdivider? [Y] (Y or N) 6,500,000 yd³ **Location** Santa Clarita **APN** 2826-008-039, -044, -009-106

Geologist ENGEO **Subdivider** Newhall Land and Farming Company

Soils Engineer ENGEO **Engineer/Arch.** Hunsaker and Associates

Review of:

Geologic Report(s) Dated:

Soils Engineering Report(s) Dated:

Geotechnical Report(s) Dated: 9/21/22, 4/28/22, 12/23/21, 12/23/21 (LID report)

References: R.T. Frankian: 9/28/17, 9/16/13, 4/6/10, 11/13/09, 1/16/08, 1/15/08, 4/6/07, 3/18/05

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOTECHNICAL STANDPOINT

PRIOR TO FILING THE FINAL LAND DIVISION MAP THE FOLLOWING CONDITIONS MUST BE FULFILLED:

G1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to policy memo GS051.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports.* The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***.

G2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.

G3. Prior to grading plan approval, a detailed geotechnical report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultant(s) must be incorporated into the plan. The report must comply with the provisions of the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***.

G4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas. For information on the RUA policy refer to policy memo GS063.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports.* The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***.

S1. At the grading plan stage, submit grading plans to the GMED for verification of compliance with County Codes and policies.

S2. At the rough grading stage, provide data from the recommended settlement monitoring program to verify that settlements will comply with County codes and policies.

Continued on next page

County of Los Angeles Department of Public Works
Geotechnical and Materials Engineering Division
GEOLOGIC AND SOILS ENGINEERING REVIEW SHEET (continued)

Tentative Tract / Parcel Map 53295

Remarks (continued):

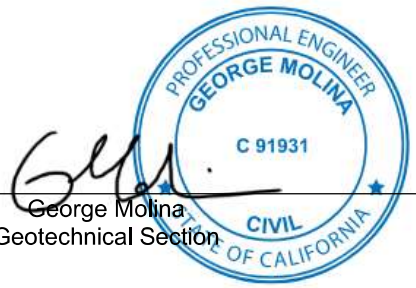
NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY ENGINEER:

A. THE SOILS REPORT DATED 3/18/05 INDICATES THERE MAY BE ENVIRONMENTAL CONCERNS REGARDING THE PRESENCE OF OIL WELLS.
B. ON-SITE SOILS ARE CORROSIVE TO FERROUS METALS.

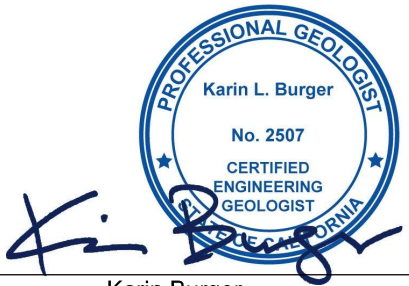
PER THE SOILS ENGINEER:

C. ADDITIONAL SUBSURFACE INVESTIGATION SHALL BE PERFORMED AS PART OF THE ROUGH GRADING PLAN REVIEW TO FURTHER DEFINE THE POTENTIAL FOR SEISMIC SETTLEMENT ACROSS THE SITE WITHIN PLANNING AREA 1.
D. THE PRESENCE OF EROSION-SUSCEPTIBLE BEDS SHALL BE DETERMINED DURING ROUGH GRADING.
E. PAVING STUDIES AND SOIL CORROSIVITY TESTS SHALL BE PERFORMED AT THE COMPLETION OF ROUGH GRADING TO DEVELOP DETAILED RECOMMENDATIONS FOR PROTECTION OF UTILITIES AND STRUCTURES AND FOR CONSTRUCTION OF THE PROPOSED ROADS.
F. WITHIN BUILDING AREAS AT LOCATIONS WHERE EXPANSIVE SAUGUS FORMATION UNITS ARE EXPOSED AT PAD GRADE, IT IS RECOMMENDED THAT THE BEDROCK BE REMOVED AND RECOMPACTED TO A DEPTH OF AT LEAST EIGHT FEET BELOW THE PROPOSED FINAL PAD ELEVATIONS OR FIVE FEET BELOW THE BOTTOM OF PROPOSED FOOTINGS, WHICHEVER IS GREATER. IT IS ALSO RECOMMENDED THAT THE BEDROCK BE REMOVED AND RECOMPACTED TO A DEPTH OF AT LEAST THREE FEET BELOW PROPOSED SOIL SUBGRADE IN EXPOSED SAUGUS FORMATION AREAS RECEIVING PAVEMENT OR HARDSCAPE IMPROVEMENTS.
G. AREAS ADJACENT TO RIVER WITH RECOMMENDED BANK PROTECTION ARE NO LONGER A PART OF THIS TENTATIVE MAP. BANK PROTECTION RECOMMENDATIONS INCLUDED IN REPORT DATED 1/15/08.
H. THE COLLAPSIBLE SOILS NEAR HS-6 AND HS-8 WILL BE REMOVED AND REPLACED AS ENGINEERED FILL.
I. ADDITIONAL CHEMICAL TESTING WILL BE PERFORMED AT THE GRADING PLAN STAGE
J. A GEOGRID WALL IS PROPOSED FOR CROSS SECTION R-R' OF THE GEOTECHNICAL REPORT DATED 12/23/21.

Prepared by



George Molina
Geotechnical Section



Karin Burger
Engineering Geology Section

Date 2/05/2025

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

1. Approval of this map pertaining to grading is recommended.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

2. Notarized covenants shall be prepared and recorded by the applicant for any offsite impacts, as determined by Public Works. By acceptance of this condition, the applicant acknowledges and agrees that this condition does not require the construction or installation of an off-site improvement, and that the offsite covenants referenced above do not constitute an offsite easement, license, title or interest in favor of the County. Therefore, the applicant acknowledges and agrees that the provisions of Government Code Section 66462.5 do not apply to this condition and that the County shall have no duty or obligation to acquire by negotiation or by eminent domain any land or any interest in any land in connection with this condition. (Offsite work is shown on the tentative map, but not required for public improvements, and design changes during the improvement change may allow the offsite improvements or impacts to be omitted or mitigated, respectively.)

3. Provide approval of:

   a. The latest hydrology study by the Storm Drain and Hydrology Section of Land Development Division.

   b. The location/alignment and details/typical sections of any park/trail, as shown on the grading plan, to the satisfaction of the Department of Parks and Recreation.

   c. The grading plan by the Geotechnical & Materials Engineering Division (GMED).

   d. Permits and/or letters of non-jurisdiction from all State and Federal Agencies, as applicable. These agencies may include but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, and the Army Corps of Engineers.

4. If deemed applicable, submit a covenant or a letter of permission to enter and construct (briefly describe the improvement).

5. Record a covenant accepting flows from off-site and maintaining all drainage devices that allow that pattern.

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

6. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (fill in whichever is applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.

7. Record a deed restriction to hold future owners responsible for maintaining the drainage devices without obstructing flows from off-site.

8. Record a deed restriction to hold future owners responsible for maintaining the drainage devices without obstructing cross-lot drainage.

Name Nargiss Majrooh Date 04/16/2025 Phone (626) 458-4921
\\pw01\pwpublic\ldpub\SUBPCHECK\Plan Checking Files\Tract Map\TR 53295 Entrada South\GP 53295\2025-01-15 TTR 53295 Submittal Revised\TTR 53295g Approval.docx

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items, to the satisfaction of Public Works.

1. A minimum centerline curve length of 100 feet shall be maintained on all local streets and a minimum centerline curve radius of 100 feet on all cul-de-sac streets. Curves through intersections should be avoided when possible. If unavoidable, the alignment shall be adjusted so that the proposed BC and EC of the curve through the intersection are set back a minimum of 100 feet away from the BCR's of the intersection. Reversing curves of local streets need not exceed a radius of 1,500 feet and any curve need not exceed a radius of 3,000 feet.

2. Compound curves are preferred over broken-back curves. Broken-back curves must be separated by a minimum of 200 feet of tangent (1,000 feet for multi-lane highways or industrial collectors). If compound curves are used, the radius of the smaller curve shall not be less than two-thirds of the larger curve. The curve length of compound curves shall be adjusted to exceed a minimum curve length of 100 feet, when appropriate, in accordance with AASHTO guidelines.

3. The minimum centerline radius is 350 feet on all local streets with 64 feet of right of way and on all streets where grades exceed 10 percent.

4. The central angles of the right of way radius returns shall not differ by more than 10 degrees on local streets.

5. Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed six (6) percent.

6. Provide maximum 6% grade through the knuckles.

7. At tee intersections involving local streets, the maximum permissible grade of the through street across the intersection is 10%. For intersections involving multi-lane highways, the maximum permissible grade of the through street is three percent. For 4-legged intersections, the maximum permissible grade of the through street is eight (8) percent.

8. Provide minimum landing area of 100 feet for local collectors, 50 feet for local access roads, and 25 feet for cul-de-sacs at a maximum three (3) percent grade on all “tee” intersections.

9. Dedicate variable width right-of-way on “A” Street, varying from 32 feet to 55 feet from centerline. Additional right-of-way dedication may be necessary on “A” Street to accommodate adequate curb/striping transitions consistent with an approved detailed signing and striping plan.

10. The design elements (alignment, curvature, slopes, easement widths) of the Private Drives are not necessarily approved. Conform to the final design criteria (alignment, curvature, slopes, right-of-way widths) of the approved “Private Drives and Traffic Calming Design Guidelines Manual”. All private drives shall be constructed per an approved grading plan.

11. Provide a minimum of 25-foot curb return radii at all intersections. Larger radius returns shall be provided at all highway intersections and other intersections where larger radii are warranted at the discretion of Public Works. The following intersections may require larger radii (than those shown on the tentative map or conceptual striping plan) to accommodate turning trucks: Magic Mountain Parkway at “A” Street, “B” Private Drive at “A” Street. This list of intersections shall not serve as a comprehensive list as every intersection shall be constructed appropriately to provide adequate design features to the satisfaction of Public Works.

12. Dedicate adequate property line return radii at all intersections to adequately construct a curb ramp to Americans with Disabilities Act (ADA) standards. At a minimum, the property line return radii shall be consistent with the necessary curb return radii and parkway widths that are deemed appropriate by Public Works. Additional right of way corner cut offs shall be dedicated at all signalized intersections and other locations where deemed appropriate by Public Works.

13. Reserve easements for ingress/egress purposes over “LDZ lots” outside the public right of way.

14. Construct curb, gutter, base, pavement, and sidewalk on all public,. In addition, construct additional sidewalk pop-outs in the vicinity of any above ground utilities to meet current Americans with Disabilities Act (ADA) requirements.

15. Construct curb, gutter, base, pavement, and sidewalk (if applicable) on all private drives. In addition, if applicable, construct additional sidewalk pop-outs in the vicinity of any above ground utilities to meet current Americans with Disabilities Act (ADA) requirements. All final design criteria (alignment, curvature, slopes,

right-of-way widths) for private drives shall conform to the approved "Private Drives and Traffic Calming Design Guidelines Manual". All private drives shall be constructed per an approved grading plan.

16. Construct a slough wall outside the street right of way when the height of the slope is greater than five feet above the sidewalk and the sidewalk is adjacent to the street right of way. The wall shall not impede any required line of sight. Slough wall is not required if there is a minimum of 3 feet wide flat area between the right of way and the toe of the slope provided there is appropriate drainage system to minimize the sloughing of the slope.

17. The roadway median layouts (pocket lengths, widths, etc.) shown in the plan view of the tentative map are subject to changes based on the final Traffic Study approval and any other necessary design requirements.

18. The typical sections on the tentative maps are not necessarily approved as shown.

19. If the proposed Neighborhood Electric Vehicles (NEV) concept is approved within the road right of way of any street within the tract boundary, provide additional right of way (if necessary) to accommodate the required typical section.

20. Monument signs located on medians (within private drives or driveways to individual lots) shall not impede adequate line of sight to vehicles or pedestrians.

21. Provide adequate curb transitions on all Private Drives with variable right of way.

22. All gated entries proposed for any commercial lots shall substantially conform to the typical gate details provided in the "Private Drives and Traffic Calming Design Guidelines Manual". Provide additional stacking distance if determined to be necessary.

23. All emergency vehicle access gates shall remain closed at all times except during an emergency.

24. Provide stopping sight distance for 40 MPH design speed along “A” Street and intersection sight distance from all the driveways and intersections along “A” Street. Line of sight shall be within right of way or dedicated airspace easements. In areas where the intersection sight distance overlaps with the stopping sight distance, the more stringent of the two shall govern.

25. All line-of-sight easements shall be depicted on grading and landscaping plans.

26. Comply with the attached street lighting document dated 10/16/2024.

27. Comply with the attached approved traffic impact analysis memo dated 06/27/2024

    a. Submit signing and striping plans through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval.

    b. Submit traffic signal plans through EPIC-LA under “Public Improvement Plans: Traffic Signal Plan” directly to Public Works for review and approval.

    c. Submit Westside Phasing Analysis through EPIC-LA under “Engineering Studies: Traffic Study” directly to Public Works for review and approval.

28. Plant street trees on all public streets and provide irrigation.

29. Install postal deliver receptacles in groups to serve two or more residential units.

30. Underground all new and existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.

31. Prior to final map approval, pay the fees established by the Board of Supervisors for the Westside Bridge and Major Thoroughfare Construction Fee District in effect at the time of recordation.

THE PROJECT DOES REQUIRE NEW STREETLIGHTS AND ANNEXATION IS NOT REQUIRED. SEE BELOW FOR FURTHER DETAILS.

Project is in the County Lighting Maintenance District (CLMD) 1687. The Subdivision project shall conform to the design standards and policies of Public Works, in particular, but not limited to the statements and conditions below:

STREETLIGHT REQUIREMENTS

1. Streetlight(s) shall be provided to the satisfaction of Public Works or as modified by Public Works on all streets and highways within Project.

2. Provide streetlights on new concrete pole(s) with underground wiring. The streetlights shall be designed as a County owned and maintained system.

3. Prior to recordation of final map or parcel map waiver, submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

4. For “private and public future” streets, provide centerline of 16' wide easement to the County of Los Angeles for streetlight and auxiliary and auxiliary device purposes and an easement for streetlight and auxiliary device ingress and egress (over the entire road). The operation and maintenance of the streetlights shall remain the responsibility of the owner, developer, or Home Owners Association until such time as the street(s) are accepted for maintenance by the County. Assessments will be imposed on the development served by gated "private and future" street(s) as a result of streetlight benefits derived from existing or future streetlights on adjacent public roadways.

5. If phasing of the project is approved, each phase of the project shall be subject to the conditions for each individual phase.

6. For R3/CUP Projects, Street lighting plans shall be approved prior to issuance of building permits or road construction permits, whichever occurs first.

7. For subdivisions, Street lighting plans shall be approved prior to map recordation.

8. Street lighting improvements shall be installed per approved plans prior to the issuance of a certificate of occupancy.

9. Annexation is not required.

TRANSFER REQUIREMENTS

10. The applicant (property owner or authorized representative) shall be responsible for the operation and maintenance of streetlights along with their associated costs that are installed as a condition of development. The applicant will remain responsible until the

streetlights are formally accepted into the County Lighting District for operation and maintenance and their billing is transferred into a County Lighting District account with Southern California Edison.

11. Public Works can assume the responsibility for operation, maintenance, and funding all associated costs of all streetlights installed and transfer the billing when all of the following conditions are met (the transfer of billing may be delayed one or more years if the conditions are not met):

    a. All required streetlights (LS-2/LS-3) in the project have been constructed per Public Works approved street lighting plan, energized, and field accepted.
    b. The County Lighting Districts is receiving revenue from the benefitting properties via the annual property tax bill.
    c. The County have formally accepted the transfer and conveyance of the streetlights. To initiate the process, the applicant must make a written request to rgholi@pw.lacounty.gov. Alternatively, the applicant can call (800) 618-7575 to make the request over the phone. When completed, Public Works will issue a letter to the developer that the streetlights have been formally accepted.
    d. Any underlying road(s) or any associated road improvements have been accepted for public use.

    Once the transfer is complete, the County will authorize the release of any remaining bond, if any.

12. Prior to the County accepting the streetlights into the County Highway System to assume the operation and maintenance responsibilities for the streetlights, a final field review will be conducted to ensure all streetlights are installed per approved plans and no knockdowns have occurred at the time of transfer.

13. The County Lighting Districts cannot assume responsibility for streetlights located within gated communities or on roadways designated as a private or private-future street.

Additional Conditions for Edison owned Streetlight Transfer of Billing:

14. Comments/Additional Requirements:
    a. Annexation not required. Will still need to be filed with the State Board of Equalization through the County.

Prepared by: Robert Gholi Phone: (626) 300-4796

Date: 10/16/2024

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

June 27, 2024

IN REPLY PLEASE
REFER TO FILE: T-4

Mr. Daryl Zerfass
Stantec
38 TechnologyDrive
Irvine, CA 92618

Dear Mr. Zerfass:

ENTRADA SOUTH (TR53295)
& VALENCIA COMMERCE CENTER (PM18108) (VCC)
TRANSPORTATION IMPACT ANALYSIS (TIA) – APRIL 2024
UNINCORPORATED COUNTY OF LOS ANGELES AREA

Public Works has reviewed the Transportation Impact Analysis (TIA) dated April 2024 for the proposed development located in unincorporated County of Los Angeles in the Santa Clarita Valley. The proposed project reflects minor changes and refinements to the previously approved State-certified 2017 Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis therefore it will be referred to as the "Modified Project". Entrada South will consist of residential area and mixed use commercial. Valencia Commerce Center will consist of a business park (office/industrial/warehouse/retail).

Project's Transportation Impact Related to Level of Service

According to TIA Analysis, the Modified Project will not have new significant project transportation impact to the unincorporated County. We generally agree with the findings in the TIA.

Project's Cumulitave Transportation Impact Related to Level of Service

According to TIA Analysis, the Modified Project will not have new significant cumulative transportation impact to the unincorporated County. We generally agree with the findings in the TIA.

Project's Mitigation Related to Level of Service

The previous mitigations identified in the State-certified 2017 Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis Documents are still required to be implemented to address the previous project transportation impacts and cumulative transportation impacts of the project. The project shall design and construct or contribute its proportionate share of the cost for the mitigation measures as identified in the Mitigation Monitoring and Reporting Program of the 2017 Newtdmhall Ranch Resource Management and Development Plan and pineflower Conservation Plan: Final Additional Environmental Analysis Documents. We generally agree with the findings in the TIA.

Vehicle Miles Traveled Analysis

For informational purposes, a Vehicle Miles Traveled analysis was conducted. According to the TIA, the modified project would not result in a new significant project transportation impact in the unincorporated County. According to the TIA, the modified project will not result in a new significant cumulative transportation impact to the unincorporated County. We generally agree with the findings in the TIA.

Project's Transportation Demand Management Plan

According to the TIA, the project previously proposed Transportation Demand Management measures (see attached Appendix F of the TIA) to reduce vehicle trips which were required as part of the State-certified 2017 Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis. We generally agree with the findings in the TIA.

Site Access Requirements

According to the TIA the project shall provide the improvements as described in Table 4-13, Table 4-14, and Table 4-15 of the TIA (see attached). We generally agree with the findings in the TIA.

The design and construction of the improvements described in Table 4-13, Table 4-14, and Table 4-15 of the TIA shall be the sole responsibility of the project to the satisfaction of Public Works. Detailed signing and striping plans shall be submitted to Public Works for review and approval. Detailed traffic signal plans shall be submitted to Public Works for review and approval.

According to the TIA the project shall provide the following improvements. We generally agree with the findings in the TIA.

- Media Center Lane at Magic Mountain Parkway
    - Extend westbound left turn lane by approximately 21 feet

The design and construction of the improvements shall be the sole responsibility of the project to the satisfaction of Public Works. Detailed signing and striping plans shall be submitted to Public Works for review and approval.

- The Old Road at Turnberry Lane
    - Extend northbound left turn lane by approximately 51 feet

The design and construction of the improvements shall be the sole responsibility of the project to the satisfaction of Public Works. Detailed signing and striping plans shall be submitted to Public Works for review and approval.

Westside Phasing Analysis

In addition to the above mentioned improvements, the following item will be made a condition of approval for the project. A phasing analysis report, known as the Westside Phasing Analysis), evaluated the timing of required improvements commensurate with the proposed phased land development in the WestsideSanta Clarita Valley area. The improvements represent the cumulative impacts and mitigations from the Newhall Ranch Specific Plan as well as other planned devleopments in the Westside Santa Clarita Valley.

A Westside Santa Clarita Phasing Analysis report will evaluate the timing of the requirement improvements necessary to accommodate plannined development in the Westside area of the Santa Clarita Valley commensurate with the proposed project. At a minimum an update to the Westside Santa Clarita Phasing Analysis is expected to occur at the following development thresholds.

1) 3,176 residential units and 13.17 million square feet nonresidential uses
2) 6,066 residential units and 14.87 million square feet nonresidential uses
3) 14,515 residential units and 16.00 million square feet nonresidential uses
4) 21,373 residential units and 17.65 million square feet nonresidential uses
5) 25,001 residential units and 19.78 million square feet nonresidential uses
6) 27,615 residential units and 22.08 million square feet nonresidential uses

If you have any questions, please contact Mr. Kent Tsujii, Traffic Safety and Mobility Division, at (626) 300-4776 or ktsujii@pw.lacounty.gov.

Very truly yours,

MARK PESTRELLA, PE
Director of Public Works

AMIR IBRAHIM, PE, LS
Principal Engineer
Traffic Safety and Mobility Division

KT:wm
SP:\TSM\DOC\STU\LTRS MEMOS\5-29-2024-ESTU2021000506 SOUTH & VALENCIA TIA

Enc.

bc: Land Development (Suarez, Lasso)

Appendix F TDM REDUCTION CALCULATIONS

The following pages are from the RMDP/SCP EIR Appendix E (See Reference 9 in Section 1.3)

- UrbanTrans North America, Valencia Transportation Demand Management Plan (See Reference 8 in Section 1.3)
- Fehr & Peers, Quantification of Implementing TDM Strategies (See Reference 7 in Section 1.3)

Valencia

Transportation Demand Management Plan

October 2022

Prepared by UrbanTrans North America

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Executive Summary

The Valencia Transportation Demand Management (TDM) Plan[1] is a comprehensive plan designed to achieve reductions in vehicle miles traveled (VMT) and, in so doing, reduce greenhouse gas (GHG) emissions.[2] Accordingly, this TDM Plan provides a summary description of the existing and planned regional transportation network, a listing of each of the strategies that comprise this TDM Plan with corresponding information regarding application of the strategy, and a step-by-step plan of implementation.

The TDM Plan applies to new development located on the Newhall Ranch Specific Plan, Entrada, and Valencia Commerce Center planning areas (the Project Site) that is facilitated by the Newhall Ranch Resource Management and Development Plan/Spineflower Conservation Plan (RMDP/SCP) Project. Specifically, the TDM Plan will serve planned development within the Project Site, which consists of up to approximately 21,242 residential units; about 9.3 million square feet of commercial uses; and, numerous public facilities, including schools, fire stations, a library, and recreational amenities. This TDM Plan will serve as an "umbrella plan," with appropriate and customized application to individual villages and land uses, as applicable, located within the three planning areas (i.e., the Newhall Ranch Specific Plan, Entrada and Valencia Commerce Center sites).

The core objectives of the TDM Plan are to reduce the number of single occupancy vehicle trips, through the utilization of alternative forms of motorized and non-motorized transport and related strategies, and thereby reduce total VMT and the corresponding GHG emissions. Therefore, as presented below, the TDM Plan includes a number of strategies that enable the Project Site's residents, employees, and visitors to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation options. The TDM Plan relies, in part, on the design of the planned development and, in part, on innovative strategies developed by the transportation planning and engineering community to achieve

[1] Formerly called "Newhall Ranch TDM Plan". "Valencia" in this context refers to the development to be facilitated by the Newhall Ranch Resource Management Development Plan/Spineflower Conservation Plan, and includes the Newhall Ranch Specific Plan, Entrada, and Valencia Commerce Center planning areas.

its objectives, and provides the foundational elements necessary for the successful implementation of the TDM strategies outlined herein.

A non-profit Transportation Management Organization (TMO) or equivalent management entity will be established to provide the services required by this TDM Plan, as applicable. The TMO and the long-term implementation of the TDM Plan will be funded by TDM assessments, or other funding mechanisms that may be applicable, which all applicable property owners will be required to pay; this payment structure will be enforced through Covenants, Conditions and Restrictions (CC&Rs) placed on residential and commercial properties.

This TDM Plan is based, in part, on information and analysis contained in a technical memorandum entitled *RMDP/SCP Project: Transportation Demand Management Plan Evaluation*, Fehr & Peers (September 2016) and as updated in a technical memorandum entitled *Quantification of Implementing TDM Strategies*, Fehr & Peers (2022). The memorandum analyzes each of the VMT reduction strategies presented in this Plan and based primarily on guidance provided by the California Air Pollution Control Officers Association, calculates the VMT reduction expected to result with implementation of each strategy. The memorandum, including appendix and exhibits, provides technical support for the VMT reductions expected to be achieved with implementation of this Plan.

1.0 Background Information

1.1 Regional Setting

This section provides an overview of the existing and planned transportation network in the vicinity of the Project Site, including transit, roadways, bicycle/trails network, and the pedestrian environment.

The Project Site is located in the northern portion of unincorporated Los Angeles County in the Santa Clarita Valley. The Project Site area begins just west of Interstate 5 and continues to the boundary between Los Angeles and Ventura Counties, as shown in Figure 1. Traversing the Site is State Route (SR) 126, which functions as an east-west travel corridor between the Santa Clarita Valley and Ventura County. This section describes the transportation context to provide an understanding of the TDM needs and opportunities at the Project Site.

Figure 1: Project Site Vicinity Map

1.1.1 Transit Network

The Project Site is located within the City of Santa Clarita Transit service area. The agency operates nine local bus routes and four commuter routes that connect the City's neighborhoods with each other, as well as provide connections to regional transit via the following six transfer stations: the Santa Clarita, Newhall, Via Princessa, and Chatsworth Metrolink stations, the North Hollywood Red/Orange Line Station, and the McBean

Regional Transit Center, which includes a park and ride lot. Commuter Express Service also is available during rush hours to Century City and downtown Los Angeles.

On average, service frequency for local bus routes ranges from 30 minutes to an hour during morning and evening peak hours. Most routes run between 5:00 A.M. and 9:00 P.M. on weekdays. Weekend service is less frequent, starts later in the morning, and ends earlier in the evening. Commuter train service into downtown Los Angeles is provided via the Metrolink Antelope Valley Line, which takes less than an hour to reach Union Station and runs 11 times a day. From the North Hollywood Metro Station, the Red Line runs every ten minutes through Hollywood to Union Station, a ride that takes approximately 30 minutes. The Orange Line serves points west and terminates in Chatsworth. Figure 2 shows a map with regional connections. Figure 3 illustrates the existing local Santa Clarita Transit Network.

Figure 2: City of Santa Clarita Transit Regional Transit Connections

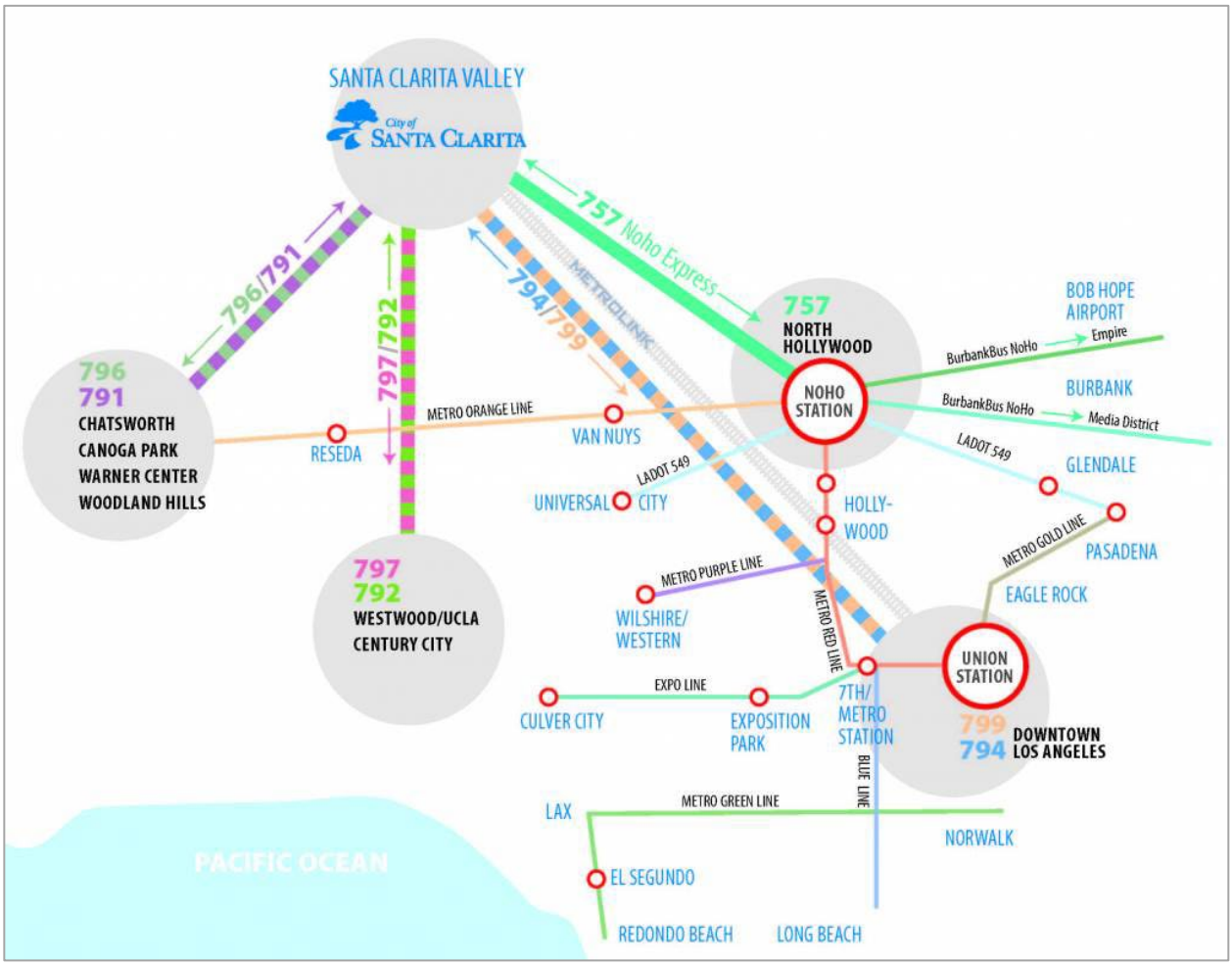
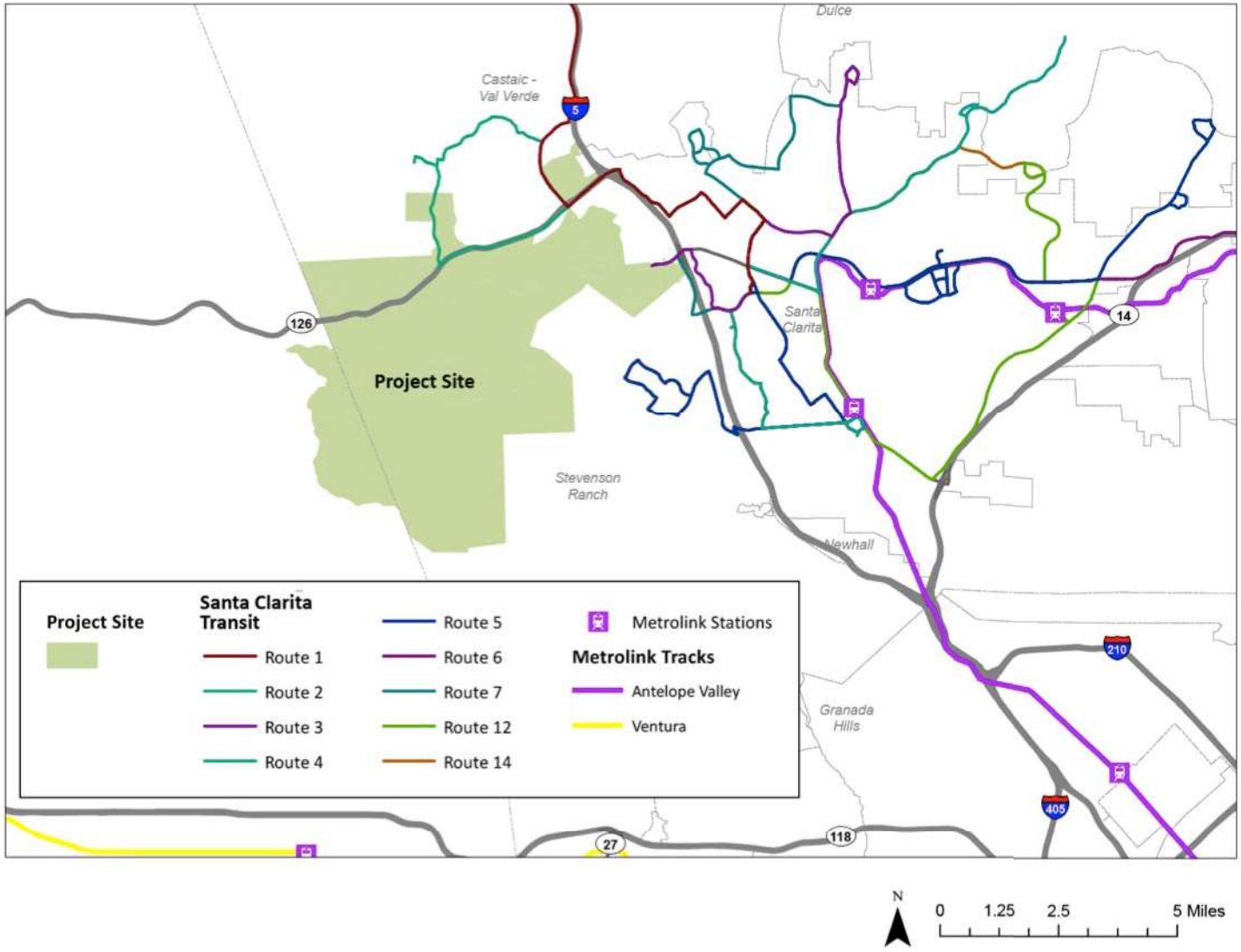


Figure 3: City of Santa Clarita Transit Local Service



1.1.2 Major Roadways

The Project Site is easily accessible from Interstate 5, which runs north-south and connects to downtown Los Angeles, and from Highway 126, which runs east-west between I-5 and the City of Ventura. A northward expansion of existing high occupancy vehicle (HOV) lanes from Highway 14 to north of Highway 126 is planned and scheduled to be completed in 2023. Within the Project Site area, an extension of Magic Mountain Parkway will run through the center of the site and connect with Long Canyon Road, an extension of the existing Valencia Boulevard. North-south connections will be provided by the extension of Commerce Center Drive, which will connect across Highway 126 to the Valencia Commerce Center, and by Long Canyon Road, which will connect to the existing Chiquito Canyon Road north of Highway 126. These new roads will be constructed as major and secondary highways along which transit service will be available.

1.1.3 Bicycle/Trails Network

The Los Angeles County Bicycle Master Plan adopted in 2012 identifies the addition of bike paths, lanes, or routes to several roadways adjacent to the Project Site. Planned improvements include bike paths and lanes along The Old Road, Castaic Creek, and the Santa Clara River/Highway 126. The bicycle master plan and related resources can be found here: https://dpw.lacounty.gov/pdd/bike/masterplan.cfm.

In 2020, the City of Santa Clarita adopted an update to its non-motorized transportation plan, which includes network and infrastructure improvements, facility design recommendations, and programmatic recommendations, including bicycle education and encouragement programs. The City of Santa Clarita is a Bronze level Bicycle Friendly Community, a recognition awarded by the League of American Bicyclists. The city's web site includes maps, bike parking information, safety tips, bicycles and transit information, and other resources. See: http://bikesantaclarita.com/.

The Project's proposed network of bicycle and multi-use trails generally will resemble the extensive existing trail network in neighboring Valencia. Off-street, multi-use trails will connect the villages within the Project Site. They will be supplemented by paseos, wide sidewalks with lighting, benches, and shade trees that provide connections to activity centers, such as schools, recreation centers, and neighborhood centers. On-street bike lanes will be provided on major roads as well.

1.1.4 Pedestrian Environment

Sidewalks will be provided along all roads within the planned development located on the Project Site, supplemented by the trail network. Cul-de-sacs are part of the street design in certain locations, although pedestrian connections will be provided at some of the planned cul-de-sacs to improve pedestrian connectivity.

2.0 TDM Strategies

The strategies outlined below shall be implemented pursuant to this TDM Plan. However, in light of the ongoing evolution of transportation technology and advancements, the strategies set forth below may be modified or replaced, as necessary, with alternative strategies of equal or enhanced effectiveness. Therefore, the applicant (or its designee) and/or the TMO, or equivalent management entity, shall periodically evaluate the parameters of this TDM Plan so as to ensure that the strategies are meeting the needs and priorities of the residents, employees, tenants, and visitors to the Project Site. As new technologies and strategies become available, the TDM Plan can be modified in order to implement alternative technologies and/or strategies of equal or enhanced effectiveness.

2.1 TDM Strategy Description

The following is a brief description of each TDM strategy and its application to the Project Site.

<u>Construction</u>

1. **Construction Traffic Management Plan**

   Description: A construction traffic management plan can be effective both to reduce VMT and reduce the potential construction-related congestion on traffic by maintaining mobility to, from, and within the Project Site during the construction period.

   Application: Prior to issuance of a grading or building permit for each village level project, the applicant, or its designee, shall develop a Construction Traffic Management Plan that may include, as applicable: worker carpools through available incentives; remote parking areas and corresponding shuttle service; work hours and truck deliveries scheduled to the extent feasible to avoid peak hour traffic conditions (i.e., 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.); and re-routing construction-related traffic from congested streets (i.e., those streets, if any, operating at unacceptable levels of service during the peak hours).

Operation

1. **Integrate Affordable and Below Market Rate Housing**

   Description: Income has a statistically significant effect on the probability that a commuter will take transit or walk to work[3]. Below Market Rate (BMR) housing provides greater opportunity for lower income families to live closer to job centers and achieve jobs/housing balance near transit. Incorporating BMR also can encourage smaller units within the same building footprint, thereby increasing density and potential transit ridership.

   Application: The applicant, or its designee, shall include an Affordable Housing Program as part of the planned development within the Project Site, in accordance with the County of Los Angeles' Newhall Ranch Specific Plan approvals.

2. **Pedestrian Network**

   Description: Providing a pedestrian access network to link areas of a Project Site encourages people to walk instead of drive. This mode shift results in people driving less and, thus, a reduction in VMT.

   Application: The applicant, or its designee, shall include within the planned development located on the Project Site pedestrian-movement facilities (e.g., sidewalks, paseos, and trails as depicted in the Newhall Ranch Specific Plan Mobility Plan) that eliminate physical barriers and provide pedestrian-based access to both on- and off-site complementary land uses (e.g., neighborhood-serving commercial retail opportunities; schools; recreational amenities).

3. **Traffic Calming**

   Description: Providing traffic calming measures can encourage people to walk or bike instead of using a vehicle, thereby reducing VMT. Examples of traffic calming features include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

[3] Bento, Antonio M., Maureen L. Cropper, Ahmed Mushfiq Mobarak, and Katja Vinha. 2005. "The Effects of Urban Spatial Structure on Travel Demand in the United States." *The Review of Economics and Statistics* 87,3: 466-478.

Application: The applicant, or its designee, shall include within the planned development located on the Project Site design elements that reduce motor vehicle speeds and improve pedestrian and bicyclist safety on the on-site streets and intersections. These design elements may include, but are not limited to, count-down signal timers, marked crosswalks, raised crosswalks, raised intersections, speed tables, median islands, planter strips with trees, curb extensions, on-street parking, tight corner radii, roundabouts or mini-circles, and chicanes/chokers.

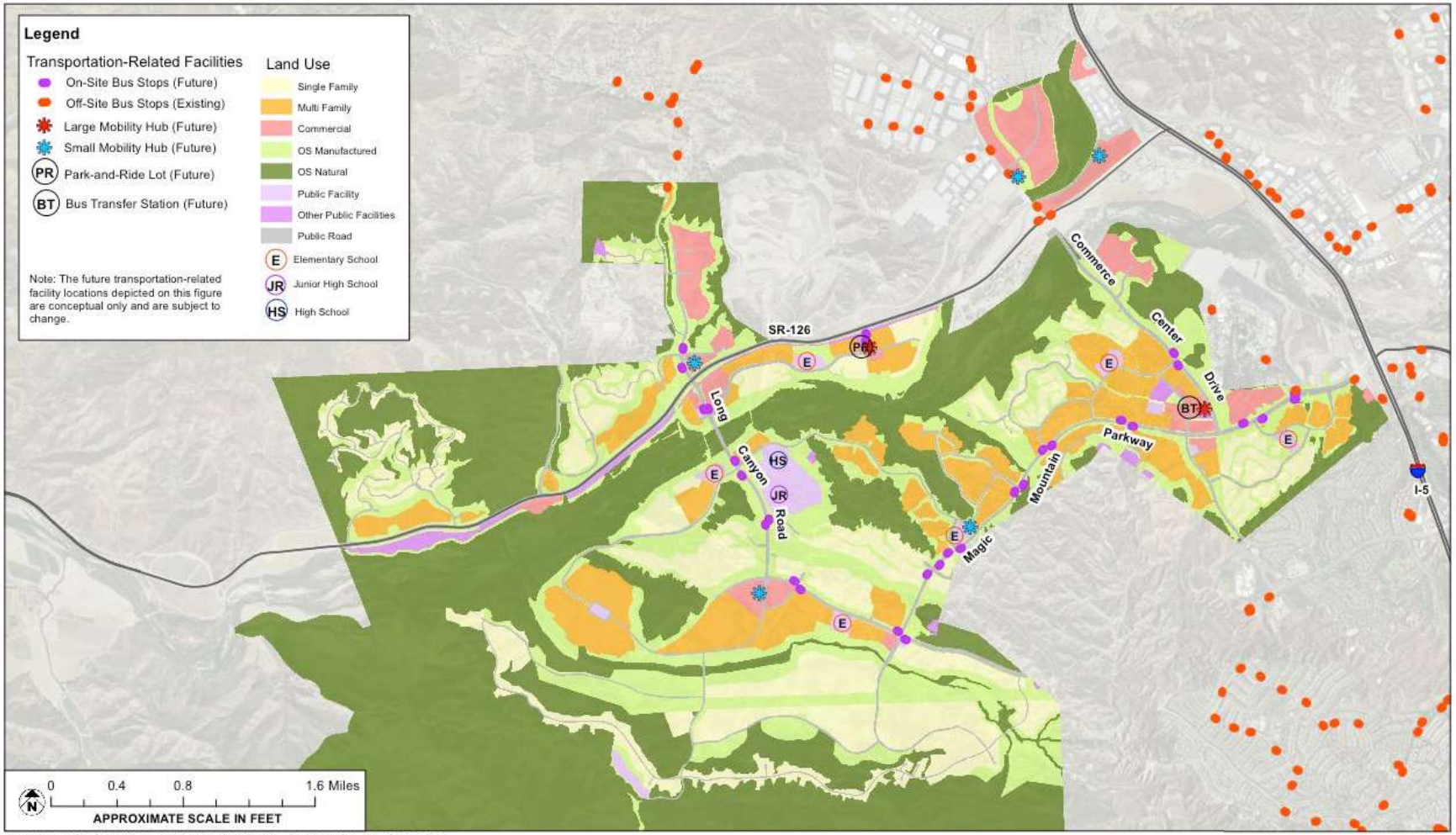
4. **Transit Network Expansion**

Description: Increasing transit availability through route expansion or increasing existing transit frequency improves access to the Project Site and, therefore, will encourage transit ridership. This mode shift results in people driving less and, thus, a reduction in VMT.

Application: The TMO, or its equivalent management entity, shall coordinate with the local transit agencies, including Santa Clarita Transit, to implement the Conceptual Transit Plan illustrated on Figure 4, to provide an expanded transit network that connects the Project Site to major transit centers in the Santa Clarita Valley, and enhance on and off-site connectivity options via transit.[4] The expanded transit network shall include bus stops located throughout the development area, a bus transfer station, and a park-and-ride lot to the extent deemed appropriate.

[4] See, Fehr & Peers Technical Memorandum, *RMDP/SCP Project: Transportation Demand Management Plan Evaluation* (September 2016), Exhibit 2.

Figure 4: Conceptual Transit Plan



SOURCE: Hunsaker & Associates - 2016; Santa Clarita Transit - 2016; Meridian Consultants - 2016

FIGURE A

Meridian

Conceptual Transit Plan

5. **Alternative Work Schedules and Telecommute Program (Residential End)**

Description: Encouraging telecommuting and alternative work schedules reduces the number of commute trips and, therefore, VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed workweeks.

Application: In furtherance of this strategy relative to Project residents, the TMO, or its equivalent management entity, shall utilize all appropriate marketing tools, including incentive strategies, to promote alternative work schedules and telecommuting on the part of Project residents, as feasible. In addition, the applicant, or its designee, shall construct all residential units to facilitate installation of high-speed internet services.

6. **Required Commute Trip Reduction Program**

Description: A Commute Trip Reduction (CTR) program is an employer-administered program that discourages single-occupancy vehicle trips and encourages alternative modes of transportation such as carpooling, taking transit, walking, and biking. A CTR program provides employees with assistance in using alternative modes of travel and provides both "carrots" and "sticks" to achieve behavior change. A typical CTR program may include the following: preferential carpool parking, flexible work schedules for carpools, ridematching, designation of a transportation coordinator, transit subsidies, vanpool assistance, and bicycle end-trip facilities (e.g., parking, showers, and lockers). Participation in required commute trip reduction programs typically is required of employers above a certain size threshold, exempting small businesses and non-traditional employers from the requirement to participate.

Application: The TMO, or its equivalent management entity, shall coordinate with large business employers of the planned development located on the Project Site to implement a required CTR program that may include, but is not limited to, the utilization of ride sharing; provision of transit subsidies and preferential parking to carpools, vanpools and other commute strategies that minimize the use of single occupancy vehicles; and installs end-of trip bicycle facilities. As part of the program, the TMO (or equivalent management entity) shall establish performance and monitoring standards for the program's implementation status. In furtherance of this strategy, the TMO (or equivalent management entity) shall develop marketing strategies, targeted towards the tenants, employers, and employees of the Project Site's commercial areas, which establish and promote the benefits of commuting habits that reduce vehicle miles traveled. Additionally, the applicant/designee or the TMO (or equivalent management entity), as applicable, shall coordinate with

commercial builders/property owners to promote ridesharing through a multi-faceted approach that includes, but is not limited to, the measures below:

- Designating a certain percentage of parking spaces for ride-sharing vehicles that is equivalent to at least one dedicated parking space per 25,000 square feet of office space;

- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; and

- Providing a web site or message board for coordinating rides

7. **Alternative Work Schedules and Telecommute Program (Work End)**

Description: Encouraging telecommuting and alternative work schedules reduces the number of commute trips and, therefore, VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed workweeks.

Application: The TMO, or its equivalent management entity, shall coordinate with employers of the planned development located on the Project Site to facilitate the utilization of non-traditional worker commute patterns, for both Project residents and Project employees, by encouraging the use of alternative work schedules and telecommuting. In furtherance of this strategy for Project employees, the TMO (or equivalent management entity) shall develop marketing strategies, targeted towards the tenants and employers located in commercial areas on the Project Site that establish the benefits of alternative work schedules/telecommuting and provide successful templates for the implementation of such alternative approaches in the workplace. Additionally, any property management company managing commercial property on the Project Site shall require employers with 100 or more employees within the Project Site to develop and implement an alternative work schedules/telecommuting program consisting of the following elements: (1) appointment of a program coordinator; (2) identification of specific categories of employment positions that are appropriate for alternative work schedules and/or telecommuting; (3) provision of required equipment for telecommuting (e.g., hardware, software, and security); and (4) establishment of communications strategies to facilitate satisfaction of employment responsibilities (e.g., instant messaging). In furtherance of this strategy for Project residents, all residential units will be constructed with high-speed, high-capacity internet, and will be included in the TMO's marketing and incentive strategies.

8. **School Bus Program and School Travel Program**

Description: School travel can be a large vehicle trip generator. Under a school bus program, student school bus transit subsidies and Safe Routes to School (SRTS) programming have shown to be important and cost-effective ways to reduce overall trips in the community.

Application: The applicant, or its designee, in coordination with the Project Site's school districts shall establish a school bus program by offering fully subsidized transit passes to all Junior High and High School students residing within the Project Site. The TMO will staff a Safe Routes to School Coordinator position to work with all Valencia Elementary Schools to coordinate SRTS programming. In addition, the TMO will fund a part-time SRTS coordinator position at each of the three school districts (0.25 FTE per district) to leverage resources and coordinate and implement school travel planning to promote the school bus program as well as to provide education, encouragement, and incentives intended to increase taking transit, biking, walking, and carpooling to school. The school bus program, including the transit subsidies and SRTS program, and related staffing will be phased in based on the number of on-site schools and students residing within the Project Site.

9. **Transit Fare Subsidies for Employees**

Description: Subsidizing the cost of transit or other alternative modes can encourage adoption of these modes.

Application: The TMO, through assessments, or other funding mechanisms that may be applicable, shall fund and shall coordinate with those employers of the planned development located on the Project Site not required to participate in the Required Commute Trip Reduction program (Strategy 6) to provide alternative transportation subsidies to employees who commute to jobs located within the Project Site*.*

10. **Carshare Program**

Description: Carshare members, on average, have lower auto ownership rates and drive less than non-carshare members. One study found that, on average, 21% of carshare members in North America gave up their primary or secondary vehicle after joining a carsharing program[5].

[5] IBI Group. (2009). *Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards.* The City of Toronto.

Application: The TMO, or its equivalent management entity, shall establish a membership-based carshare program, whereby members have access to a shared fleet of vehicles. In order to incentivize participation, carshare program participation will be subsidized. Specifically, the TMO, through assessments, or other funding mechanisms that may be applicable, will subsidize 50 percent of the annual membership fee for up to 50 percent of the market rate households that elect to participate in the program (i.e., a 50% subsidy for all households that elect to participate in the program, capped at 50% of the total Project households); and, will subsidize 100 percent of the annual fee for up to 100 percent of the below market rate households. In the event the TMO is unable to retain a commercial carshare vendor, the TMO may consider diverting the funds otherwise planned to provide membership subsidies to the establishment of a peer-to-peer carsharing model, such as Getaround. The peer-to-peer model relies on private individuals registering their car for use by other residents for a fee. To ensure comparable levels of service and reliability to a traditional carshare provider (such as Zipcar), the peer-to-peer model would require aggressive marketing, outreach, and incentives to ensure that a sufficient fleet is established in terms of the number of vehicles and their locations. Another alternative approach could be the establishment of a Valencia-specific carshare service, as has been done successfully in small cities such as Ithaca, New York (population 30,515).

11. **Neighborhood Electric Vehicle (NEV) and Electric Bicycle (E-Bike) Strategy**

Description: NEVs are classified in the California Vehicle Code as a "low speed vehicle". They are electric powered and must conform to applicable federal automobile safety standards. NEVs offer an alternative to traditional vehicle trips and can legally be used on roadways with speed limits of 35 MPH or less (unless specifically restricted). They are ideal for short trips up to 30 miles in length and can promote a mode shift from single-occupancy vehicles, particularly in their ability to replace short trips.

E-Bikes present another travel option with similar mode shift potential for short trips. Low-speed, pedal-assisted and throttle-assisted E-Bikes (Class 1 and 2) can reach a maximum speed of 20 MPH and are allowed by state law on all bicycle facilities, including dedicated bicycle paths, unless a local ordinance specifies otherwise. A survey conducted in 2015[6] showed that E-Bikes are particularly

[6] "E-bikes in North America: Results from an Online Survey," John MacArthur, http://www.bikeleague.org/sites/default/files/E_bikes_mini_report.pdf.

popular in hilly areas and improve the mobility of older residents or people with disabilities who are unable to ride a standard bicycle. Class 1 and 2 E-Bikes do not require a driver's license, registration or insurance and the State of California specifies no minimum age.

Application: The applicant, or its designee, shall incorporate into the design of the planned development located on the Project Site a comprehensive, interconnected travel network that accommodates NEV use and includes features such as NEV parking, charging facilities, striping, signage, and educational tools. Additionally, the applicant or its designee will provide funding for a subsidy covering 25 percent of the NEV purchase price (up to a $2,750 subsidy) that would be made available to residential detached single-family units located on the Project Site. The applicant or its designee also will provide funding for a subsidy covering 50 percent of the E-Bike purchase price (up to a $750 subsidy) that would be made available to all residential units on the Project Site. Subsidies will be made available to original homeowners. Should funding remain available at build-out, the TMO may expand eligibility to subsequent homeowners.

12. **Mobility Hubs**

Description: Mobility hubs are one-stop centers for transit, rideshare meeting, carshare, bicycle repairs, bicycle share, end-of-trip facilities, and other commuter amenities. Mobility hubs are designed to facilitate multi-modal travel and encourage mode shifts by co-locating services and aggregating information.

Application: The applicant, or its designee, shall incorporate into the design of the planned development located on the Project Site four small mobility hubs and two large mobility hubs. The following amenities are typical amenities that may be included at each mobility hub, dependent upon size (see *RMDP/SCP Project: Transportation Demand Management Plan Evaluation, Fehr & Peers, September 2016, Exhibits 3 and 4*):

Small Mobility Hub:

- Information kiosks
- Transit arrival information
- Bike lockers and bike parking
- Enhanced pedestrian amenities
- Branding/signage

- Co-location of carshare and bikeshare

Large Mobility Hub:

- Information kiosks
- Transit arrival information
- Bike lockers and bike parking
- Enhanced pedestrian amenities
- Branding/signage
- Co-location of carshare and bikeshare
- Designated park-and-ride spaces

13. **Tech-Enabled Mobility**

Description: Advances in technology have led to innovative new TDM opportunities. Recent technological applications include improved ride matching apps, real-time ride sharing, and innovative platforms that allow for trip planning, trip tracking, the administration of rewards programs, and real-time bus information.

Application: The TMO, or its equivalent management entity, shall establish as part of the planned development located on the Project Site a one-stop website for transportation information, as well as complementary apps for mobile devices and computers.

14. **Bike/Scootershare Program**

Description: Similar to carshare members, bikeshare members also have lower auto ownership rates and drive less than non-bikeshare member counterparts. Studies have found that on average 7% of bikeshare members replaced their personal vehicle with the bikeshare[7]. Both bikeshare and scootershare programs have been shown to reduce vehicle trips and associated greenhouse gas emissions.

Application: The TMO, or its equivalent management entity, shall establish a station-based or dockless bike/scootershare system on the Project Site with up to 24 stations or designated micromobility parking areas, in the case of a dockless system. The system may offer a variety of micromobility devices, however, at least fifty percent of the fleet will be comprised of electric devices. In order to increase

[7] Johnston, K. (2014, April 7). Beyond Urban Planning: The Economics of Capital Bikeshare. *Georgetown Public Policy Review*. Retrieved from http://gppreview.com/2014/04/07/beyond-urban-planning-the-economics-of-capital-bikeshare/

ridership, program participation will be subsidized. Specifically, the TMO, through assessments, or other funding mechanisms that may be applicable, will subsidize 50 percent of the annual membership cost for up to 1.5 percent of Project residents who live in market rate housing; and 100 percent of the annual household membership cost for below market rate households.

15. **Transit Fare Subsidies for Residents**

Description: Subsidizing the cost of transit or other alternative modes can encourage adoption of these modes.

Application: The TMO, through assessments, or other funding mechanisms that may be applicable, shall fund, and shall provide alternative transportation subsidies to residents located within the Project Site (up to 3250 passes based on anticipated participation rates). Market-rate properties must be part of the HOA or pay TMO dues for their residents to qualify.

Table 1: TDM Plan Performance Metrics and Targets, sets forth the applicable performance metrics and targets for each strategy identified for implementation herein. Notably, however, and as described in Chapter 4.0 below, implementation of this "umbrella plan" will be subject to applicability evaluations and customization efforts in conjunction with the processing of County-level entitlements for planned development located on the Project Site. The overall implementation of this TDM Plan on the Project Site is anticipated to produce the desired effect and facilitate transportation behaviors and patterns that result in meaningful reductions in the number of vehicle trips and vehicle miles traveled.

2.2 TDM Resources

The following regional and local resources presently are available to facilitate implementation of the TDM Plan.

2.2.1 Go511

Go511 is Southern California's traffic information portal. It links commuters and employers to resources and information about car- and vanpooling, trip planning, commute costs, current traffic, and other helpful commute information. It offers regional employer programs, including a free Guaranteed Ride Home program, which provides commuters

who take transit, car- or vanpool, or bike or walk to work with a free ride home in case of an emergency.

The affiliated ride share service, RideMatch, a joint partnership between Los Angeles County, Orange County, and Ventura County, provides commuters with a platform to find a car- or vanpool match, as well as other local resources and incentives for use. Additional employer and commuter programs are available from the Los Angeles County Metropolitan Transportation Authority, which also offers assistance with and incentives for setting up vanpools.

Associated web sites:

http://www.go511.com/
https://www.ridematch.info/
http://www.metro.net/riding/rideshare/

2.2.2 Vanpool Providers

Commuter vanpooling is a transportation mode that encourages employees who live near each other to commute to work via a van leased to the group by a private company. Three vanpool providers operating in Southern California are Commute with Enterprise, Green Commuter, and AVR Vanpool. The Los Angeles County Metropolitan Transportation Authority (Metro) has a vanpool program that offers assistance with vanpool formation and provides a subsidy of up to $500 subsidy per vanpool. An additional subsidy may be available through Rideshare L.A. County as a pilot program.

Associated web sites:

https://www.metro.net/riding/vanpool/
https://rideshare.lacounty.gov/vanpool-new/
https://www.commutewithenterprise.com/en.html
https://www.airportvanrental.com/vanpool
https://greencommuter.org/vanpooling

2.2.3 Ridesourcing Options

In addition to traditional taxicab service, both Uber and Lyft operate in a service area that includes the City of Santa Clarita and the County of Los Angeles, including the Project Site.

Both companies allow users to request rides real-time via a mobile app with payment processed through the app and offer carpooling options on the fly (Lyft Shared and UberX Share). Rides are generally less expensive than a taxi ride, based on supply and demand of drivers and passengers.

3.0 TDM Implementation Plan

Following the California Department of Fish & Wildlife's (CDFW) approval of the Newhall Ranch RMDP/SCP, implementation of this TDM Plan is overseen by the County of Los Angeles as individual village-level projects are processed and approved by the County. Because the VMT-reducing strategies that comprise the TDM Plan are expected to have varying levels of applicability and degrees of effectiveness for individual village-level projects, the TDM Plan (including performance metrics) may be refined, as necessary, as part of the County's approval process, to reflect the relevant characteristics (e.g., land use mix) of each respective village.

Notwithstanding, the performance metrics identified in this TDM Plan shall be met in full, upon buildout of all development facilitated by the RMDP/SCP. In the event the maximum development potential authorized by CDFW's approvals is not achieved as part of the County's approval processes for the individual village-level projects, the VMT-reducing strategies and performance metrics may be adjusted to reflect the modified buildout projections while maintaining consistency with the core objectives of this TDM Plan (i.e., to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related strategies and, thereby, reduce total VMT and the corresponding GHG emissions).

3.1 Funding Options

The TMO and the long-term implementation of the TDM Plan, including transit, carshare and bikeshare programs subsidies, will be funded by TDM assessments, or other funding mechanisms that may be applicable, which all applicable property owners will be required to pay. The payment structure will be enforced through Covenants, Conditions and Restrictions (CC&Rs) placed on residential and commercial properties. The applicant or designee will provide funding for infrastructure components, such as mobility hubs, traffic calming, the pedestrian network, bikeshare facilities, and NEV/E-Bike subsidies. As needed, the applicant, or its designee, also may subsidize TMO operation during the first years until revenues from assessments are sufficient to fund the annual TMO operating expenses.

3.2 Organizational Structure

As previously discussed, a non-profit Transportation Management Organization (TMO) or equivalent management entity will be established to deliver the programs and services identified in this TDM Plan, as applicable.

3.3 TMO Creation Action Plan

It is estimated that the start-up activities to prepare for implementation of the TDM programs and strategies identified in this plan will begin approximately three months prior to issuance of the first building permit. The timing ensures that an organizational structure that facilitates the receipt of funds and the provision of applicable TMO services will be in place as soon as the first property owners and tenants move in. The TMO will be a non-profit organization. The governing body's membership gradually will expand to include a growing number of property owners as they begin occupancy at the Project Site. TMO creation steps are as follows:

- **Create a TMO and form a governing body:** If the TMO is a division of an existing entity, such as a master owners' association, this step simply involves formalizing and expanding a steering committee. If the TMO is envisioned as an independent non-profit organization, the steps for incorporating the entity are listed below.
- **Incorporation of the TMO (optional):** The process for incorporating a TMO is outlined below.
    - Draft and file the articles of incorporation
    - Recruit and appoint a Board of Directors
    - Draft by-laws and conflict of interest policy
    - Conduct initial board actions (election of board officers, approval of the by-laws and conflict of interest policy, and establishment of a bank account).
    - Obtain an employer identification number
    - File the initial registration form (Form CT-1) with the California Attorney General's Registry of Charitable Trusts
    - File the Statement of Information (Form SI-100) with the Secretary of State
    - Apply for federal tax exemption with the Internal Revenue Service (IRS) and receive a determination letter from the IRS
    - Apply for California tax exemption with the California Franchise Tax Board (FTB) and receive an affirmation of exemption letter from the FTB

3.4 Key Implementation Actions

Implementation of the TDM Plan shall be phased in, based on the mix of uses developed, occupancy rates, need, and demand. Additionally, in coordination with the County of Los Angeles, the applicant (or its designee) shall review the planned development located within the Project Site concurrent with the processing of County-level entitlements for each village. Each village's land use map, composition of land use categories, and geographic placement within the Project Site shall guide the determination of the precise implementation of the strategies identified herein. It is not anticipated that every village necessarily will implement each strategy enumerated in this TDM Plan (e.g., each village may not include its own mobility hub). Village-specific performance metrics and targets will be prepared in conjunction with the County's approval process for use in lieu of the overarching metrics and targets presented in Table 1. That said, the overall implementation of this TDM Plan on the Project Site is anticipated to facilitate transportation behaviors and patterns that result in meaningful reductions in the number of vehicle trips and vehicle miles traveled.

3.4.1 Start Up Activities

The start-up activities summarized below will be undertaken to prepare for TDM service delivery. The applicant, or its designee, will:

- Hire staff and establish the TMO, including creation of a financial structure and accounting procedures

The applicant, or its designee, and TMO staff will proceed to:

- Create the TMO budget and ensure TDM program funding by finalizing assessment rates;
- Identify stakeholders and establishing the relationships necessary to successfully implement the TDM strategies;
- Finalize a business plan and create a detailed work plan;
- Create TMO branding and identity;
- Develop a marketing plan;
- Create a steering committee; and
- Establish monitoring and evaluation procedures.

3.4.2 Year One Activities – Based on development triggers

The activities described in this section prepare the TMO for effectively implementing its service when certain milestones are reached. These include employers and residents moving in, schools opening, and bikeshare and carshare systems launching. These activities do not necessarily happen during the first year of operation; instead, they are triggered by differing development milestones dependent upon the particular strategy and, generally, correspond to the first year of residential occupancy or the first year of school operation within the district unless otherwise noted. The timeline in section 3.5 below lists the triggers along with the corresponding strategies and actions. In Year One, the TMO will:

- Initiate the preparation of marketing materials, which may include new resident and new employee welcome kits, as well as general marketing materials;
- Establish an incentive structure for behavior-supportive subsidies, including prizes for drawings or giveaways to be used to incentivize and reward change from single occupant vehicle travel;
- Begin working with employers prior to their move to the Project Site;
- Conduct outreach to developers and property managers to ensure that preferential carpool parking, loading and passenger waiting zones and other end-of-trip facilities are implemented;
- Develop an effective system to administer payment of transit, bikeshare, and carshare program subsidies to employees, students and residents, as applicable;
- Develop a SRTS travel planning strategy that will promote transit service and encourage walking, biking and carpooling to school;
- Assess and employ tech-enabled mobility to provide functionalities such as trip planning, ridematching, ridehailing, trip tracking, rewards programs, and others;
- Begin implementation of monitoring and evaluation activities;
- Launch bikeshare program;
- Launch carshare program.

3.4.3 Ongoing Activities – Years 2 – 5

While specific implementation details will evolve over time and may be adjusted based on new strategies, technologies, or approaches that become available, these general categories will remain key components of program implementation during the first five years and beyond. During these years, TMO staff will:

- Administer transit/alternative transportation subsidies and introduce bikeshare and carshare subsidies as the programs are launched;
- Implement a residential engagement strategy to educate residents about alternative transportation options, available subsidies, and related programs;
- Implement an employer engagement strategy to educate both employers and their employees about the commute options, subsidies, and programs available to them;
- Administer school travel planning programs, such as school pools, walking, school bus, bike trains, incentives, and other programs available at that time; and
- Continue to monitor and evaluate TDM activities.

3.5 Timeline and Phasing

This timeline of TMO activities was developed to provide an estimate of when, during the development phasing process, certain actions need to begin in order to ensure service delivery as building occupancy occurs. The timeline may be adjusted based on changes to the TDM strategies. The TMO will begin operations approximately after the 1,000th residential unit has been occupied. Once the TMO is operational, the implementation will follow the triggers outlined in Table 1 below.

Table 1: Development Triggers

Timeline	Development Triggers	Applicable Land Use				Strategy	Actions
		Residential	School	Retail	Office		
	Approximately at 1,000 residential units occupancy	✓	✓	✓	✓	TMO operations	TMO begins operations. Branding and marketing plan development begins.
	Prior to first occupancy		✓	✓	✓	Required commute trip reduction program	TMO outreach to developers to ensure preferential parking, passenger loading for rideshare vehicles, waiting areas for rideshare
	Prior to occupancy for each applicable land use	✓	✓	✓	✓	TMO operations	Implement systems to deliver subsidies to residents, students, and employees
			✓			SRTS travel planning	Develop school travel planning program, implementation of programs
			✓	✓	✓	Required commute trip reduction program	Pre-relocation employer outreach
		✓				Alternative transportation subsidies - affordable housing	Market subsidies to affordable housing residents
			✓	✓	✓	Alternative transportation subsidies - employees	Work with employers to market alternative transportation subsidies
			✓	✓	✓	Alternative work schedules & telecommute program	General employer outreach, assistance to employers >100 employees, develop monitoring methods and begin tracking of implementation at large employer sites (>100 employees)
		✓				Alternative work schedules & telecommute program	Residential outreach through welcome kits and marketing
			✓	✓	✓	Required commute trip reduction program	Select and launch ridematching tool
		✓	✓	✓	✓	Tech-enabled mobility	Manage web site updates, app selection, distribution & marketing, etc.
	1,250 residential units in each village	✓				Carshare program	Begin implementation of carshare program and promotion of subsidies to residents
		✓				Bikeshare program	Begin implementation of bikeshare program and promotion of subsidies to residents

Activities that do not fall under the purview of the TMO, such as the review and approval of construction traffic management plans, inclusion of affordable housing, the development of a pedestrian network, traffic calming, and the transit network expansion, shall be incorporated into the County of Los Angeles' development review and approval activities and, in the case of transit expansion, coordinated and negotiated with City of Santa Clarita Transit.

4.0 Program Monitoring

The applicant (or its designee) and/or the TMO or equivalent management entity will track the progress towards meeting the performance metrics and targets identified in Table 2, RMDP/SCP TDM Plan Performance Metrics and Targets. Such monitoring includes verification of the installation of infrastructure components, payment of subsidies, and implementation of the various programs and services identified in this TDM plan. Progress will be monitored as identified in Table 2 to ensure that program goals are met and to inform the implementation of TDM strategies going forward.

Progress towards meeting the identified targets will be tracked via the following data collection mechanisms:

- Field verification: Field verification primarily will be used to verify installation of infrastructure components such as the Pedestrian Network, Traffic Calming, NEV travel network, Mobility Hubs, and Bikeshare Network. The field verification will be performed by the TMO or equivalent entity.

- Resident Surveys: The TMO or equivalent entity will track program participation and conduct resident surveys as needed to track the following metrics:
    - Percentage of workforce residents participating in an alternative work schedule;
    - Percentage of students arriving at school via public transit or non-motorized modes;
    - Percentage of households with a carshare membership;
    - Percentage of households with an NEV or E-Bike; and
    - Percentage of below-market households with a subsidized transit pass.

- TMO Reports: The TMO or equivalent entity will prepare an annual report detailing its activities and accomplishments, including the establishment of, and ongoing activities related to:

    - Required Commute Trip Reduction Program; and
    - Tech-enabled Mobility Program.

- Employer Reports/Surveys: Employers will submit an annual report to the TMO, or participate in an annual survey conducted by the TMO, as appropriate, to ensure the following metrics are tracked:
    - Percentage of employees participating in an alternative work schedule;
    - Percentage of employees receiving a discounted transit pass or other alternative transportation subsidy.

Additional methods listed in Table 2 include the review of partnership documents and reports from partnering agencies, and final as-built documents.

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
1	Integrate Affordable and Below Market Rate Housing	Because income has a statistically significant effect on the probability that a commuter will take transit or walk to work, affordable and below market rate housing provides greater opportunity for lower income families to live closer to job centers and achieve jobs/housing balance near transit.	Percentage of deed-restricted, below market housing units	10% of total housing units upon full build-out of the development facilitated by the RMDP/SCP	Review of deed-restricted, below market housing units within the development divided by total number of housing units	Once after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
2	Pedestrian Network	Pedestrian facilities, such as sidewalks, paseos, and trails.	Pedestrian network build-out that provides internal pedestrian facilities and facilities that connect off-site	Full build-out of planned pedestrian network that provides internal and external pedestrian connections	Field Verification	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village
3	Traffic Calming	One or more traffic calming measures for all on-site roadways and intersections. These measures include but are not limited to: count-down signal timers, marked crosswalks, raised crosswalks, raised intersections, speed tables, median islands, planter strips with trees, curb extensions, on-street parking, tight corner radii, roundabouts or mini-circles, and chicanes/chokers.	Percentage of streets and intersections with a traffic calming improvement	100% of streets and intersections	Field Verification	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village
4	Transit Network Expansion	Extension of Santa Clarita Transit routes into Valencia.	Extension of transit system coverage throughout RMDP/SCP project area to each village, consistent with the Conceptual Transit Plan (or equivalent)	Extension results in 80% increase in Santa Clarita Transit system network coverage within the RMDP/SCP project area, as compared to the existing coverage provided within the project area	Transit Operator Reports	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
5	Alternative Work Schedules and Telecommute Program (Residential End)	High-speed internet available to residents and marketing efforts by the Transportation Management Organization (or equivalent entity).[8]	Percent of workforce residents participating in an alternative work schedule	10% of workforce residents participating in an alternative work schedule	Resident Surveys/Big Data[9]	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
		Internet speeds	Pre-wired residential access to high-speed internet	Internet Service Provider Reports	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village	
6	Required Commute Trip Reduction Program	Multi-strategy required program that encompasses a combination of individual VMT reduction measures, such as ride-sharing, marketing, transit fare subsidy, preferential parking, and/or end-of-trip facilities at larger employers. (This is neither intended to be an inclusive or exclusive list of potential measures.)	Program established with a threshold for participation set such that at least 50% of employees at Valencia are captured in the program	Establishment of a multi-strategy program that includes components such as preferential carpool parking, flexible work schedules for carpools, transit fare subsidies, ridematching, designation of a transportation coordinator, vanpool assistance, and bicycle end-trip facilities	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
7	Alternative Work Schedules and Telecommute Program (Work End)	Encouraging telecommuting and alternative work schedules (e.g., 4/40, 9/80).	Percent of employees participating in an alternative work schedule	10% of employees participating in an alternative work schedule	Employer Report or TMO Survey	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
8	School Bus Program	Fully subsidized school bus transit pass to all junior high and high school students	School bus transit passes distributed to Junior High and High School Students	Established as part of the development of each respective village	TMO report	Annually after full build-out of each village	Concurrent with the full build-out of each

[8] When referred to in this table, TMO includes a Transportation Management Organization or an equivalent entity.

[9] Advances in Big Data have increased the data's suitability for measuring mode share. Replica is one example of a tool that uses big data and provides mode share and telework data.

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
		TMO staffs a Safe Routes to School Coordinator position for each Valencia Elementary School to coordinate SRTS programming. Each School District staffs a SRTS Coordinator position (0.25 FTE per district) to coordinate programming on-site, work with the TMO and work with school staff to implement Safe Routes to School.	Percentage of Junior High and High School students arriving at school via bus or non-motorized modes	76% of students	Resident Surveys		respective village
			Staff person hired at TMO	1 FTE	TMO report		
			Staff person hired at each School District	0.25 FTE per district	School Districts report		
			Percentage of Elementary School students walking or biking to school	28% of students	Resident Surveys		
9	Transit Fare Subsidy for Employees	Discounted daily or monthly public transit passes or other alternative transportation subsidy for employees whose employer does not participate in the CTR Program.	Fund a transit or alternative transportation subsidy program for 10% of all employees employed at Valencia whose employer does not participate in the CTR Program, at $5.96 subsidy per person per day.	10% of non-CTR Program employees	Employer Reports or TMO Survey	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
10	Carshare Program	On-site availability of car-share vehicles throughout the project site, such as Zipcar or other.	Provide infrastructure for carshare parking spaces at mobility hubs	Full build-out of supportive carshare network	Final as-built documents	Once as to each village that includes a mobility hub, after build-out of each such village is complete	Full development build-out of each village with an identified mobility hub
			Carshare provider contracted to serve Valencia	Partnership with carshare provider	Partnership documents	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
			Membership in carshare program	1% of residents participate in carshare program	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
11	NEV & E-Bike Strategies	Travel network that accommodates NEV & E-Bike use, including features such as charging facilities, striping, signage, and educational tools. Initial financial incentive in the form of subsidies is included in this strategy: NEV subsidies are available to original owners of detached single-family homes and E-Bike subsidies are available to all original homeowners.	NEV travel network build-out	Full build-out of planned NEV travel network	Field Verification	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village
			Percent of households with an NEV	20% of single-family households (1,749 households)	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
			Percent of households with an E-Bike	55% of all households (11,683 households)	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
12	Mobility Hubs	One-stop centers for transit, rideshare meeting, carshare, bicycle repairs, bicycle share, end-of-trip facilities, commuter amenities. Centrally located within neighborhood and employment centers, consistent with the Conceptual Transit Plan (or equivalent).	Number of small mobility hubs (providing information kiosks, transit arrival information, bike lockers and bike parking, enhanced pedestrian amenities, branding/signage, co-location for carshare and bikeshare)	4 small mobility hubs	Field Verification	Once as to each village that includes a mobility hub, after build-out of each such village is complete	Full development build-out of each village with an identified mobility hub
			Number of large mobility hubs (providing information kiosks, transit arrival information, bike lockers and bike parking, enhanced pedestrian amenities, branding/signage, co-location for carshare and bikeshare, designated park-and-ride spaces)	2 large mobility hubs	Field Verification	Once as to each village that includes a mobility hub, after build-out of each such village is complete	Full development build-out of each village with an identified mobility hub

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
13	Tech-Enabled Mobility	One-stop website for Valencia transportation information. Comprehensive commute planning, on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, carshare), traffic information, etc. All-in-one Valencia specific transportation app or suite of apps. Similar information and services as on website.	Mobile Application implemented by TMO that displays the following: on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, carshare), traffic information	One TMO-implemented application	TMO Report	Annual updates and upgrades to application	Full development build-out of each village
			Website implemented by TMO for transportation information that displays the following: on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, carshare), traffic information	One TMO-implemented website	TMO Report	Annual updates and upgrades to website	Full development build-out of each village
14	Bike/Scootershare	On-site availability of bikeshare bicycles, including standard and E-Bikes or e-scooters in the fleet, throughout the project site with subsidized membership.	Provide infrastructure for up to 15 bikeshare stations/parking areas at mobility hubs and other locations, including 50% E-Bike/E-Scooter composition	Full build-out of planned bike/scootershare network	Field Verification	Once after full build-out of all development facilitated by the RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
			Third party provider contracted to serve Valencia	Partnership with third party provider	Partnership documents	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
15	Transit Fare Subsidy for Residents	Discounted daily or monthly public transit passes or other alternative transportation subsidy for residents (excluding residents of market-rate properties that do not pay HOA or TMO dues).	Fund subsidized transit pass at $5.96 per day for residents in all households	3,250 subsidies	TMO Report	Annually after full build-out of housing facilitated by RMDP/SCP	Full build-out of housing facilitated by RMDP/SCP

FEHR PEERS

MEMORANDUM

Date: December 16, 2022

To: Alex Herrell, The Newhall Land and Farming Company

From: Tom Gaul & Chelsea Richer, Fehr & Peers

Subject: Quantification of Implementing TDM Strategies

Ref: LA16-2810/LA22-3381

The purpose of this memorandum is to document the VMT reductions associated with expanded transportation demand management (TDM) strategies to implement the School Bus Strategy in the Newhall Ranch TDM Plan in the Final Additional Environmental Analysis by the California Department of Fish & Wildlife (TDM Plan).[1] As background, the TDM Plan includes fifteen strategies designed to maximize VMT reduction opportunities within the facilitated development areas of the RMDP/SCP Project, taking into account the Project location and the types of land uses that would be facilitated by the Project. The estimated total VMT reduction for these 15 strategies was previously determined to be 14.9%. The TDM Plan allows for alternative strategies to be implemented over time that provide an equivalent level of VMT reduction. This memo describes five TDM strategies that are expected to achieve an equivalent level of VMT reduction once implemented and incorporated into the TDM Plan.[2]

In some cases, quantification of these strategies is based on research contained in the California Air Pollution Control Officers Association's 2010 report entitled *Quantifying Greenhouse Gas Mitigation Measures – A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* (CAPCOA). For some strategies, the creation of a quantification methodology was required, based on a review of available research and documentation.

This implementation memorandum describes the five adjusted and expanded strategies that are incorporated into the TDM Plan and achieve an equivalent level of VMT reduction, as shown below:

[1] Fehr & Peers (2016). RMDP/SCP Transportation Demand Management Plan Evaluation, dated September 7, 2016, published as Appendix 8 of the Final Additional Environmental Analysis, California Department of Fish & Wildlife, SCH No. 2000011025, June 12, 2017.

[2] Valencia Transportation Demand Management Plan, October 2022. Formerly called "Newhall Ranch TDM Plan". "Valencia" in this context refers to the development to be facilitated by the Newhall Ranch Resource Management Development Plan/Spineflower Conservation Plan, and includes the Newhall Ranch Specific Plan, Entrada, and Valencia Commerce Center planning areas.

- Strategy 8: School Bus Program
- Strategy 9: Transit Subsidies for Newhall Ranch Employees
- Strategy 11: NEV & E-bike Strategy
- Strategy 14: Bikeshare & Scootershare
- Strategy 15: Transit Subsidies for Newhall Ranch Residents

STRATEGY 8 – SCHOOL BUS PROGRAM

The School Bus Strategy, Strategy 8, will be adjusted in conjunction with additional strategies during implementation as described below to provide an equivalent level of reduction in VMT.

As originally described and quantified in the TDM Plan, Strategy 8 assumes 76% of families in the area covered by the TDM Plan participate in the school bus program across elementary, junior, and senior high schools, which would be free for students to use. During implementation, by partnering with Santa Clarita Transit (SCT), the organization established to implement the TDM Plan will fully subsidize high school and junior high school student school bus fares to implement Strategy 8. SCT currently provides busing services for high school and junior high school students via their public bus service, with fares at $1 per ride, in conjunction with other measures described below.

For the high school and junior high school level, uptake between a school-district operated system and the existing SCT service is expected to be equivalent because Newhall will offer full fare school bus subsidies to all students and coordinate closely with SCT to ensure the routes, stops, and service hours are in line with student needs, including before school and after-school hours. Given potential parent concerns about elementary school students traveling on a public bus system, the SCT system currently does not provide service to elementary school students that would result in equivalent uptake as a district-provided school bus system.

The total number of students anticipated within the area covered by the TDM Plan is 8,778.[3] Of this total, 4,320 would be elementary students, or 49%. Therefore, Newhall could expect to see 51% of the previously-estimated overall VMT reduction for the School Bus Strategy (3.4%) as a result of implementing the SCT program (100% of students less 49% elementary students). This would result in an estimated VMT reduction of 1.7% (51% * 3.4%).

In order to achieve an additional 1.7% VMT reduction for an equivalent level of TDM reduction, a portion will be realized through a strong Safe Routes to School (SRTS) program implemented at the elementary schools. Approximately 22% of elementary school students are expected to live

[3] Data provided by FivePoint on 5/16/19.

within a quarter mile of their school, and would comprise the maximum reasonable "baseline" for students walking and biking to school. Research on the effectiveness of SRTS programs shows that an increase of 25% of students walking or biking could be anticipated as a result of SRTS programming (separate from the effects of physical infrastructure changes) (McDonald, et al, 2014).

As previously described in the TDM Plan evaluation memo, the reduction in school VMT is calculated by multiplying the participation rate – in this case, the 25% marginal increase in walking and biking participation rate attributable to the implementation of the SRTS program – by the number of school weeks divided by the number of total weeks in the year.

> % Reduction in Elementary School VMT = 25% marginal participation rate of families * 22% baseline * (39 school weeks / 52 weeks)

This percent reduction is then applied to the VMT that would be generated by the Project's elementary school-based trips, or 49% of the 5.9% of total annual school VMT, to calculate the reduction to overall project VMT. In total, this results in an additional overall project VMT reduction of 0.1% (25% * 22% * 39/52 * 49% * 5.9%).

Therefore, the combined school bus SCT and SRTS strategies would result in a 1.8% overall VMT reduction. The remaining 1.6% VMT reduction is discussed below.

STRATEGY 9 – TRANSIT SUBSIDIES FOR NEWHALL RANCH EMPLOYEES

The Employee Transit Subsidy, Strategy 9, will be expanded during implementation, as follows. By increasing the amount of subsidy from $2.98 per day to $5.96 per day, while maintaining the assumptions about levels of employee eligibility at 50%, Strategy 9 will achieve an additional 0.3% reduction in VMT, reaching a total of 1.4% for Strategy 9. As described in the evaluation of the TDM Plan, $2.98 equates to between 25%-100% of a round-trip fare on Santa Clarita Transit, depending on the service class selected. Currently, a one-way fare for a local route is $1.00, while a one-way fare for the most expensive commuter route (to Century City and Los Angeles) is $4.00. A $5.96 subsidy per day would cover substantially more of the cost of a round-trip fare on the commuter routes, but not 100%. Employee eligibility cannot be adjusted for this strategy, since 50% of employees are already assumed to have transit pass subsidies provided through Strategy 6.

STRATEGY 11 – NEV & E-BIKE STRATEGY

The E-bike Strategy will be expanded during implementation. In the original TDM Plan, this strategy is considered as a component of the NEV strategy, Strategy 11, with a bifurcated approach to implementation that provides NEV subsidies to single-family households and e-bike subsidies to

multi-family households. During implementation, e-bike subsidies will be provided to all households, at the same value as assumed in the TDM Plan, to achieve an additional 0.4% reduction in VMT, reaching a total of 2.9% for Strategy 11.

STRATEGY 14 – BIKESHARE & SCOOTERSHARE

The Bikeshare Strategy, Strategy 14, will be expanded during implementation. In the original TDM Plan, the effectiveness of the Bikeshare Strategy is based on empirical bikeshare usage data from Los Angeles. Implementation of the strategy assumes a non-electric fleet. Recent research into the implementation of electric bikeshare compared to standard bikeshare indicates a higher level of usage for electric bikeshare, higher rates of mode shift from automobile modes, and lower sensitivity to environmental factors such as weather and air quality (Campbell et al, 2016). In addition, dockless e-bike-based fleets were used between two and three times as frequently as standard pedal bike-based fleets in 2018 (NACTO, 2019). Preliminary research from the Capital Bikeshare system pilot in Washington, D.C., shows that e-bike trips are approximately 20% longer than standard bike trips taken on the same bikeshare system (Sussman, 2018). In recent years, electric dockless scootershare programs have also become a popular iteration of this type of mobility system, with a limited base of literature demonstrating VMT reduction potential (Volker, 2020).

However, not all trips taken on bikeshare or scootershare – whether on e-bikes, e-scooters, or standard bikes – are replacements for vehicle trips; some are entirely new trips. Given this consideration, it is reasonable and conservative to increase the effectiveness of the bikeshare system in reducing VMT by 50% over its previously-estimated levels of effectiveness, if the fleet were comprised of e-bikes in addition to standard bicycles. Making this adjustment to the implementation guidelines in the TDM Plan achieves an additional 0.15% VMT reduction, for a total of 0.5% for Strategy 14.

STRATEGY 15 – TRANSIT SUBSIDIES FOR NEWHALL RANCH RESIDENTS

The Resident Transit Subsidy, Strategy 15, will be expanded during implementation. For Strategy 15, increasing the level of subsidy offered to people who live in below market rate households from $2.98 to $5.96 per day, and adding a transit subsidy benefit for people who live in market rate households at a level of $5.96 per day, will achieve an additional 0.8% reduction in VMT, for a total of 0.9% for Strategy 15.

CONCLUSION

Together, the above implementation adjustments to the TDM Plan achieve an equivalent level of VMT reduction as previously estimated for the TDM Plan. This includes the dampening effects of combining the individual VMT reduction amounts associated with each strategy, as described in the memorandum evaluating the TDM Plan. A total estimated 14.9% VMT reduction will result from the TDM Plan with the above adjustments and additions.

Table 1
Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	Description	Relevant Data	CAPCOA Reference	CAPCOA Reduction Range	CAPCOA VMT Reduction for Trip Type	Reduction to Overall VMT [3]
1	Integrate Affordable and Below Market Rate Housing	Below market rate housing provides greater opportunity for lower income families to live closer to job centers and achieve jobs/housing match near transit. Income has a statistically significant effect on the probability that a commuter will take transit or walk to work.	6% of units are below market rate and affordable to an average income of 75% below area median income	LUT-6	0.04%-1.2%	0.2%	0.2%
2	Pedestrian Network	Pedestrian facilities such as sidewalks, paseos, and regional trails.	Within project and connecting off-site	SDT-1	0%-2%	2.0%	2.0%
3	Traffic Calming	One or more traffic calming measures for all on-site roadways and intersections.	100% of streets within project; 100% of intersections within project	SDT-2	0.25%-1%	1.0%	1.0%
4	Transit Network Expansion	Extension of Santa Clarita Transit routes within the RMDP/SCP project area.	80% increase of transit network coverage; 2.3% transit mode share as a % of total daily trips; includes TST-2 [4]	TST-3	0.1%-8.2%	1.3%	1.3%
5	Alternative Work Schedules and Telecommute Program (Residential End)	Highest internet speed available to residents and marketing efforts by the Transportation Management Organization.	10% of employees participating; 1.5 days of telecommuting to jobs outside Newhall Ranch	TRT-6	0.07%-5.5% (commute trips only)	2.2%	0.2%
6	Required Commute Trip Reduction Program	Multi-strategy required program that encompasses a combination of individual VMT reduction measures such as ride-sharing, marketing, preferential parking, and end-of-trip facilities. Targets for the program are set and subject to regular performance monitoring and reporting.	50% of employees eligible (participating); includes TRT-3, TRT-5, TRT-7, TRT-8	TRT-2	4.2%-21% (commute trips only)	10.5%	1.5%
7	Alternative Work Schedules and Telecommute Program (Work End)	Encouraging telecommuting and alternative work schedules (e.g., 4/40, 9/80).	10% of employees participating; 4/40 plan	TRT-6	0.07%-5.5% (commute trips	1.5%	0.2%
8	School Bus Program	Implement modified school bus program: 51% of students (junior and senior high school level) taking SCT service with fully-subsidized pass.	76% of families with students in junior or senior high school use SCT Program	TRT-13 (mod)	38%-63% (school trips only)	57.0%	1.7%
		Implement modified school bus program: 49% of students (elementary level) participating in a Safe Routes to School program to encourage greater walking/biking.	30.5% of families with students in elementary school walk/bike to school	N/A	25% (school trips only)[5]	4.1%	0.1%
9	Transit Fare Subsidy for Employees	Discounted daily or monthly public transit passes for employees.	50% of employees eligible at $5.96/day subsidy	TRT-4	0.3%-20% (commute trips	10.0%	1.4%
10	Carshare Program	On-site availability of car-share vehicles throughout the project site, such as Zipcar or a Newhall Ranch-specific fleet.	Suburban setting	TRT-9	0.4%-0.7%	0.4%	0.4%
11	NEV & Electric Bicycle (E-Bike) Strategy	Travel network that accommodates use of NEVs and e-bikes, including features such as charging facilities, striping, signage, and educational tools. Initial financial incentive in the form of subsidies are included in this strategy.	1 NEV per 5 single-family residences; plus 1 e-bike per residence.	SDT-3 (NEVs only)	0.5%-12.7%	2.9%	2.9%
12	Mobility Hubs	One-stop centers for transit, rideshare meeting, car share, bicycle repairs, bicycle share, end-of-trip facilities, commuter amenities. Centrally-located within each neighborhood and employment center.	Contributes to increased uptake of all strategies; co-located with electric vehicle charging stations	N/A	0%-0.5%[6]	0.3%	0.3%

Table 1
Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	Description	Relevant Data	CAPCOA Reference	CAPCOA Reduction Range	CAPCOA VMT Reduction for Trip Type	Reduction to Overall VMT [3]
13	Tech-Enabled Mobility	One-stop website for Newhall Ranch transportation information. Comprehensive commute planning, on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, car share), traffic information, etc. All-in-one Newhall Ranch specific transportation app or suite of apps. Similar information and services as on website.	Smart-phone apps and online resource centers contribute to increased uptake of all strategies	N/A	1%-2.5%[6]	1.5%	1.5%
14	Bikeshare & Scootershare	On-site availability of bikeshare bicycles throughout the project site, with a mixed fleet of standard and electric bicycles as well as e-scooters.	Minimal impact when implemented alone, but with other strategies can further enhance VMT reduction	TRT-12	0.2%-0.5%[6]	0.5%	0.5%
15	Transit Fare Subsidy for Residents	Discounted public transit passes to all households.	Increases transit mode share for external home-work productions.	N/A	N/A	10.0%	0.9%
Overall Global VMT Reduction							**14.9%[7]**

Notes
1. Based on the CAPCOA report, the land use type is Suburban Center.
2. The TDM Plan would include establishment of a transportation management organization (TMO) to implement and manage strategies.
3. 14% of total VMT is home-to-work attractions, 11% of total VMT is home-to-work productions, and 78% of home-to-work productions are external to Newhall Ranch calculated based on traffic modeling conducted for the RMDP/SCP EIS/EIR (December 2010). 5.9% of total VMT is school trips based on CAPCOA.
4. 2.3% transit mode share based on 2014 Census Journey to Work data for Santa Clarita City.
5. Estimated VMT reduction associated with Safe Routes to School based on research by McDonald, et al (2014).
6. Estimated VMT reduction associated with these strategies based on Fehr & Peers research.
7. Individual rows' VMT reductions do not sum to overall total since effect of individual strategy reductions are multiplicative (not additive).

Table 2
Calculations to Support the Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	CAPCOA Reference	CAPCOA Final Reduction Range	Strategy Calculations					Reduction to Overall RMDP/SCP VMT [3]
				(A)	(B)	(C)	(D)	(E)	(F)=(A)*(B)*(C)*(D)*(E)
1	Integrate Below Market Rate Housing Affordable to an Average Income of 75% Below Area Median Income	LUT-6	0.04%-1.2%	4% Initial CAPCOA Reduction	6% BMR & Low-Income Housing	-	-	-	0.2%
2	Pedestrian Network	SDT-1	0%-2%			(Calculation N/A)			2.0%
3	Traffic Calming	SDT-2	0.25%-1%			(Calculation N/A)			1.0%
4	Transit Network Expansion	TST-3	0.1%-8.2%	80% Coverage	1.01 Elasticity of Transit (CAPCOA)	2.3% Transit Modeshare[4]	0.67 Adjustment Factor (CAPCOA)	-	1.3%
5	Alternative Work Schedules and Telecommute Program (Residential End)	TRT-6	0.07%-5.5% (commute trips only)	2.2% CAPCOA Reduction (given 10% participation; 1.5 days tele-commuting)	11% of VMT (home-based work productions)	78% of work trips external to Newhall Ranch	-	-	0.2%
6	Required Commute Trip Reduction Program (includes creation of TMO)	TRT-2	4.2%-21% (commute trips only)	50% Employees eligible	21% reduction in vehicle mode share (CAPCOA)	14% of VMT (home-based work attractions)	-	-	1.5%
7	Alternative Work Schedules and Telecommute Program (Work End)	TRT-6	0.07%-5.5% (commute trips only)	1.5% CAPCOA Reduction (given 10% participation; 4/40 alternative work schedule)	14% of VMT (home-based work attractions)	-	-	-	0.2%
8	School Bus Program	TRT-13	38%-63% (school trips only)	76% participation rate	75% (39 weeks of school/52 weeks in a year)	5.9% of VMT (school-based trips)	51% of students (junior and senior high school level)	-	1.7%
		N/A	25% (school trips only)[5]	22% (students within walking distance)	75% (39 weeks of school/52 weeks in a year)	5.9% of VMT (school-based trips)	49% of students (elementary school level)	-	0.1%
9	Transit Fare Subsidy for Employees	TRT-4	0.3%-20% (commute trips only)	50% Employees eligible	20% reduction in commute VMT (CAPCOA)	14% of VMT (home-based work attractions)	-	-	1.4%
10	Carshare Program	TRT-9	0.4%-0.7%	37% reduction in carshare member VMT (CAPCOA)	20 carshare members/shared car	1 shared car/2000 suburban residents	90% Market rate households; 10% Below Market Rate Households	-	0.4%

Table 2
Calculations to Support the Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	CAPCOA Reference	CAPCOA Final Reduction Range	Strategy Calculations					Reduction to Overall RMDP/SCP VMT [3]
				(A)	(B)	(C)	(D)	(E)	(F)=(A)*(B)*(C)*(D)*(E)
11	NEV Strategy for Single-Family Residences	SDT-3	0.5%-12.7%	1 / 5 Single-Family HH with an NEV	12.7% VMT reduction (CAPCOA)	-	-	-	2.9%[6]
	E-Bike Strategy for All Residences	N/A	6%-15%[7]			(Calculation N/A)			
12	Mobility Hubs	N/A	0%-0.5%[7]			(Calculation N/A)			0.3%
13	Tech-Enabled Mobility	N/A	1%-2.5%[7]			(Calculation N/A)			1.5%
14	Bikeshare & Scootershare	TRT-12	0.2%-0.5%[7]			(Calculation N/A)			0.5%
15	Transit Fare Subsidy for Residents	N/A	N/A	50% Participation	20% reduction in commute VMT (CAPCOA)	11% of VMT (home-based productions)	78% of work trips external to Newhall Ranch	-	0.9%
Overall Global VMT Reduction									**14.9%[8]**

Notes
1. Based on the CAPCOA report, the land use type is Suburban Center.
2. The TDM Plan would include establishment of a transportation management organization (TMO) to implement and manage strategies.
3. 14% of total VMT is home-to-work attractions, 11% of total VMT is home-to-work productions, and 78% of home-to-work productions are external to Newhall Ranch calculated based on traffic modeling conducted for the RMDP/SCP EIS/EIR (December 2010). 5.9% of total VMT is school trips based on CAPCOA.
4. 2.3% transit mode share based on 2014 Census Journey to Work data for Santa Clarita City.
5. Estimated VMT reduction associated with Safe Routes to School based on research by McDonald, et al (2014).
6. This reflects the combined effectiveness of the NEV component for single-family residences and the e-bike component for all residences.
7. Estimated VMT reduction associated with these strategies based on Fehr & Peers research.
8. Individual rows' VMT reductions do not sum to overall total since effect of individual strategy reductions are multiplicative (not additive).

Table 4-13 Entrada South Area 2030 Cumulative Conditions Roadway Improvements for Site Access

Location	Jurisdiction	Roadway Improvements
300. Commerce Center & Navigation/ Entrada South	County	North-leg – modify the raised median to provide the following lane: - One left-turn lane South-leg – restripe the 3rd through lane to provide the following lane: - One shared through/right-turn lane East-leg – construct for project access with the following westbound lanes: - One left-turn lane - One through lane - One right-turn lane West-leg – restripe the eastbound approach to provide the following lanes: - One left-turn lane - One through lane - One right-turn lane Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
301. "A" St (Entrada South) & Magic Mountain	County	North-leg – construct for project access with the following southbound lanes: - Two left-turn lanes - One through lane - One right-turn lane South-leg – construct for project access with the following northbound lanes: - One left-turn lane - One through lane - One right-turn lane East-leg – restripe approach & modify the raised median to provide the following lanes: - One left-turn lane (median) - One right-turn lane (restripe to drop 4th westbound lane as right-turn lane) West-leg – widen approach & modify the raised median to provide the following lanes: - One left-turn lane (median) - One right-turn lane (construct turn pocket) Traffic Signal – construct new traffic signal
302. North Dwy (Entrada South) & Magic Mountain (Right-turn in/out only)	County	North-leg – construct for project access with the following southbound lane: - One right-turn lane East-leg – restripe the 4th through lane to provide the following lane: - One shared through/right-turn lane
304. Media Center/Entrada South & Magic Mountain	County	North-leg – restripe approach provide the following lane: - One through lane (restripe chevroned lane) South-leg – construct for project access with the following northbound lanes: - One left-turn lane - One through lane - One right-turn lane West-leg – restripe approach provide the following lane: - One right-turn lane (restripe chevroned lane) Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
305. Westridge & "OO" St/ "B" Dr (Entrada South)	County	North-leg – modify the raised median to provide the following lane: - One left-turn lane South-leg – restripe the 2nd through lane to provide the following lane: - One shared through/right-turn lane East-leg – construct for project access with the following westbound lanes: - One left-turn lane - One shared through/right-turn lane West-leg – restripe the right-turn lane to provide the following lane: - One shared through/right-turn lane Traffic Signal – modify traffic signal as needed to accommodate new lane configurations

306. The Old Road & North Dwy (Entrada South) (Right-turn in/out only)	County	North-leg – restripe the 3rd through lane to provide the following lane: - One shared through/right-turn lane West-leg – construct for project access with the following eastbound lane: - One right-turn lane
307. The Old Road & Shopping Center/South Dwy (Entrada South)	County	North-leg – restripe approach provide the following lane: - One right-turn lane East-leg – restripe the right-turn lane to provide the following lane: - One shared through/right-turn lane West-leg – construct for project access with the following eastbound lanes: - One left-turn lane - One shared through/right-turn lane Traffic Signal – modify traffic signal as needed to accommodate new lane configurations

Valencia Commerce Center Area

For 2030 cumulative conditions, certain roadway improvements are required to provide site access and are listed in Table 4-14. These improvements are consistent with the ultimate roadway configurations identified in the Westside Santa Clarita Valley Roadway Phasing Analysis. Table 4-15 lists the recommended corrective actions that would address the negative effects identified under this scenario. When implemented, the identified improvements would offset the Modified Project's negative effects to acceptable levels under this scenario, as shown in Table 4-16.

Table 4-14 VCC Area 2030 Cumulative Conditions Roadway Improvements for Site Access

Location	Jurisdiction	Roadway Improvements
85. Commerce Center & Franklin	County	North-leg – restripe approach provide the following lanes: - Two left-turn lanes (restripe chevroned median) South-leg – restripe approach provide the following lanes: - Two left-turn lanes (restripe chevroned lane) East-leg – construct for project access with the following westbound lanes: - Two left-turn lanes - One through lane - One right-turn lane West-leg – restripe approach provide the following lanes: - One left-turn lane (restripe median) - One shared through/right-turn lane (restripe left-turn lane) - One right-turn lane (existing) Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
206. Commerce Center & Harrison Pkwy	County	North-leg – restripe approach provide the following lane: - One left-turn lane (restripe chevroned median) South-leg – restripe approach provide the following lanes: - One right-turn lane (restripe chevroned lane) East-leg – construct for project access with the following westbound lanes: - One left-turn lane - One through lane - One right-turn lane West-leg – restripe approach provide the following lanes: - One shared through/right-turn lane (restripe right-turn lane) - One right-turn lane (existing) Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
404. Hancock & Turnberry	County	North-leg – restripe approach provide the following lanes: - One left-turn lane - One through lane

		South-leg – restripe approach provide the following lanes: - One through lane - One right-turn lane East-leg – restripe approach provide the following lanes: - One left-turn lane - One right-turn lane

Table 4-15 VCC Area 2030 Cumulative Conditions Roadway Improvements to Offset Negative Effects

Location	Jurisdiction	Roadway Improvements
402. The Old Road & Turnberry	County	Construct traffic signal

Table 4-16 VCC Area LOS Summary – 2030 Cumulative Conditions with Roadway Improvements to Offset Negative Effects

	2030 Cumulative with Modified Project and Roadway Improvements				Net Change with Roadway Improvements	
	AM Peak Hour		PM Peak Hour			
Location	Delay	LOS	Delay	LOS	AM	PM
402. The Old Road & Turnberry	23.2	C	7.5	A	-65.1	-7.9
Delay = vehicle delay (seconds/vehicle) Signal Delay represents average vehicle delay for intersection Stop Delay represents movement with highest average delay						

4.5.2 Queue Length Analysis

At each intersection where the Modified Project would be constructing improvements, turn pocket queue length analysis was performed to ensure that adequate space for turning traffic is anticipated and future improvements are not needed. Queue length analysis was conducted using SimTraffic software and 2030 cumulative conditions traffic volumes. Table 4-17 and Table 4-18 provide a summary of 95th percentile turn pocket queues and recommended turn pocket lengths for the Entrada South area and the VCC area, respectively. For existing locations, the existing turn pocket length is reported and for new construction, the recommended turn pocket length is provided. 95th percentile queues shown are the longest recorded in either the AM or PM peak hour of traffic.

At one existing location in the Entrada South area, the westbound left-turn lane at the Media Center Lane/Magic Mountain Parkway intersection, the forecast future queue length exceeds the length of an existing turn pocket by approximately 21 feet. At one existing location in the Valencia Commerce Center area, the northbound left-turn lane at The Old Road/Turnberry Lane intersection, the forecast future queue length exceeds the length of an existing turn pocket by approximately 51 feet. Modifications to lengthen these two turn pockets as feasible to accommodate the future queue length are recommended. Each of these locations are on a County roadway and would not affect a State highway. Detailed queuing analysis data sheets are provided in Appendix C.

LAND DEVELOPMENT DIVISION
SEWER UNIT

TRACT/PARCEL MAP NO.: 53295 (Rev.) **TENTATIVE MAP DATED 01-15-2025**
EXHIBIT "A" MAP DATED 01-15-2025

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. The subdivider shall install and dedicate main line sewers and serve each lot with a separate house lateral or have approved and bonded sewer plans on file with Public Works.

2. The subdivider shall comply with the mitigation measures as identified in the approved sewer area study (PC 12056AS, dated 05/13/2024) to the satisfaction of Public Works. If the existing sewer system is found to have insufficient capacity, upgrade of the proposed and existing sewerage system is required to the satisfaction of Public Works. The approved sewer area study shall remain valid for two years after initial approval of the tentative map. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.

3. The subdivider shall send a print of the land division map to the Sanitation Districts of Los Angeles County with a request for annexation. The request for annexation must be approved prior to final map approval.

4. Provide a minimum 10-foot sewer easement on the private driveway and fire lane to the satisfaction of Public Works.

Prepared by Mike Tran Phone (626) 458-4921 Date 02-03-2025
Tr53295s-rev16.doc

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A "Written Verification" and supporting documents from the water supplier to indicate the availability of a "Sufficient Water Supply" as required per Section 66473.7 of the Subdivision Map Act (SB 221) shall be provided to the satisfaction of Department of Regional Planning and Public Works prior to filing any map for recordation.

2. The subdivider shall install water mains and fire hydrants maintained by the water purveyor adequate for the domestic demands and general use of the lot owners and for fire protection to the division of land to the satisfaction of Public Works. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department.

3. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.

Prior to issuance of a building permit from the Building and Safety office:

4. Install a separate water irrigation system for the use of recycled water per the Landscape Water Efficiency Plan.

5. The recycled water irrigation systems shall be design and operated in accordance with all local and states codes as required per AB 1881.

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

EPIC-LA NUMBER:	RTM-TR53295-26808	PROJECT NUMBER:	TR53295
CITY/COMMUNITY:		STATUS:	Cleared
PROJECT ADDRESS:	25806 Magic Mountain Parkway Valencia, CA 0	DATE:	02/13/2025

CONDITIONS

1. A digital copy of the Final Map shall be submitted to the Fire Department's Land Development Unit for review and approval prior to recordation. Submittal shall be provided through EPIC-LA using the following Plan Type: Fire Land Development–City Request–Final Map (Tract).
2. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21(County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires all weather access.
3. The driveways required for Fire Apparatus Access Roads shall be indicated on the Final Map as "Private Driveway and Fire Lane" with the widths clearly depicted.
4. The private access roads within the development shall be indicated as "Private Driveway" on the Final Map. The required fire apparatus access, the fire lanes and turnarounds, shall be labeled as “Fire Lane” on the Final Map. Any proposed parking area, walkway, or other amenities within the private driveway shall be outside the required fire lane. Clearly delineate on the Final Map and submit to the Fire Department for approval.
5. Flag lot shall provide a minimum paved unobstructed driveway width of 20 feet, clear-to-sky. Shared driveways shall provide a reciprocal access agreement. The driveway shall be labeled as "Private Driveway and Fire Lane" on the Final Map. Verification of compliance is required prior to Final Map clearance.
6. A construct bond is required for all private driveways within this development. Provide written verification of the posted construction bond to the Fire Department prior to Final Map clearance.
7. A common access agreement is required for the private driveway since multiple units are sharing the same access. Submit a copy of Covenant, Conditions and Restrictions (CC&R) document to the Fire Department's Land Development Unit for review and acceptance prior to Final Map clearance. Submittal shall be perform through EPIC-LA in the project's Final Map plan number.
8. A digital copy of the Grading Plan shall be submitted to the Fire Department's Land Development Unit for review and approval. Compliance is required prior to Final Map clearance. Submittal shall be provided through EPIC-LA using the following Plan Type: Fire Land Development–Grading.
9. A digital copy of the Water Plans for the required public fire hydrants shall be submitted to the Fire Department's Land Development Unit for review and approval. Compliance is required prior to prior to project construction. Submittal shall be provided through EPIC-LA using the following Plan Type: Fire Land Development–Water Plan & System Review.
10. Prior Final Map recordation, provide written verification stating the required public fire hydrants have been bonded for in lieu of installation. Submittal shall be provided through EPIC-LA in the project's Final Map or Water Plan plan number.
11. All raised center medians shall provide a break, a rolled curb, or curb depression at intervals determined by Public Works in consultation with the Fire Department. The location and distance between the median breaks will be determined by Public Works and the Fire Department during final road/street plan design. The road improvement plans must be forwarded to the Fire Department for review and approval prior to final Public Works approval for construction. Compliance required prior to Final Map clearance.
12. Proposed mountable curb Drive shall be designed to comply with the Fire Department rolled curb standards as indicated on the Department of Public Works Private Driveway Manual. Submit road improvement plans to the Fire Department for review and approval prior to approval of such plan by the Department of Public Works construction. Compliance required prior to Final Map clearance.

Reviewed by:

13. Road improvement plans for all road construction, especially the "Private Driveway and Fire Lanes" serving as the primary access system, shall be submitted to the Fire Department for review and approval prior to approval of such plan by the Department of Public Works construction. Compliance required prior to Final Map clearance.
14. This property is located within the area described by the Fire Department as a Fire Hazard Severity Zone. A “Fuel Modification Plan” shall be submitted to the Fuel Modification Unit prior building plan approval. Please contact the Department’s Fuel Modification Unit for details. They may be reached at (626) 969-5205, or by visiting https://www.fire.lacounty.gov/forestry-division/forestry-fuel-modification/
15. Due to the proximity of the existing overhead powerlines to the south of the property, all proposed buildings shall be in compliance with the Fire Department’s Regulation 27. Verification for compliance will be performed during the architectural plan review prior to building permit issuance.
16. All proposed buildings shall be places such that a fire lane is provided to within 150 feet of all exterior walls of the first story. This measurement shall be by an approved route around the exterior of the building or facility. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
17. The minimum "Private Driveway and Fire Lane" width for detached single family residential shall have a minimum paved unobstructed width of 20 feet, clear to the sky, for this development unless otherwise specified. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
18. For buildings where the vertical distance between the access roadway and the highest roof surface does not exceed 30 feet, provide a minimum unobstructed width of 26 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Apparatus Access Roads to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. The highest roof surface shall be determined by measurement of the vertical distance between the access roadway and the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.
19. For buildings where the vertical distance between the access roadway and the highest roof surface exceeds 30 feet from the lowest level of the Fire Apparatus Access Road, provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Apparatus Access Roads to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. At least one required access route meeting this condition shall be located such that the edge of the Fire Apparatus Access Roadway, not including shoulders, that is closest to the building being served, is between 10 feet and 30 feet from the building, as determined by the fire code official, and shall be positioned parallel to one entire side of the building. The side of the building on which the Fire Apparatus Access Road is positioned shall be approved by the fire code official.
20. Dead-end Fire Apparatus Access Roads more than 150 feet in length shall be provided with an approved Fire Department turnaround. Refer to Figure 503.2.5 (1) and Figure 503.2.5(2) in Chapter 5 of the Fire Code. The turnaround shall be orientated on the access roadway in the proper direction of travel. Fire Code 503.2.5
21. The method of gate control shall be subject to review by the Fire Department, prior to clearance to proceed to public hearing. The installation of security gates across a Fire Apparatus Access Road shall be approved by the fire code official. Where security gates are installed, they shall have an approved means of emergency operation, and be in compliance with Fire Code Sections 503.5; 503.5.1; 503.2; 503.6, and the County of Los Angeles Fire Department Regulation 5, Compliance for Installation of Emergency Access Devices.
22. Provide approved signs or other approved notices or markings that include the words “NO PARKING - FIRE LANE” shall be provided for Fire Apparatus Access Roads. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for Fire Apparatus Access Roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector. A no-parking designation shall meet the requirements of California Vehicle Code Section 22500.1 and be approved by the fire code official. Fire Code 503.3
23. All proposed streets and driveways within this development shall provide approved street names and signs. All proposed buildings shall provide approved address numbers. Compliance required prior to occupancy to the satisfaction of the Department of Public Works and the County of Los Angeles Fire Code.
24. The fire hydrant locations will be determined with further submittal of plans. All fire hydrants shall measure 6”x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code. All required fire hydrants shall be installed, tested, and accepted prior to construction. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants.
25. The required fire flow for the public fire hydrants adjacent to residential development, single family dwellings and detached condominiums, at this location is 1250 GPM at 20 psi for a 1 hour duration, over and above maximum daily domestic demand.

Reviewed by:

26. The required fire flow from the public fire hydrant for this development with the allowable reduction for an approved fire sprinkler system in the buildings can be up to 4000 gallons per minute at 20 psi for a duration of 4 hours, over and above maximum daily domestic demand. The required fire flow will be calculated by the Fire Department during the architectural plan review process prior to building permit issuance.
27. An approved automatic fire sprinkler system is required for proposed building within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.
28. Additional access and water system requirements will need to be addressed with submittal of the individual planning areas.

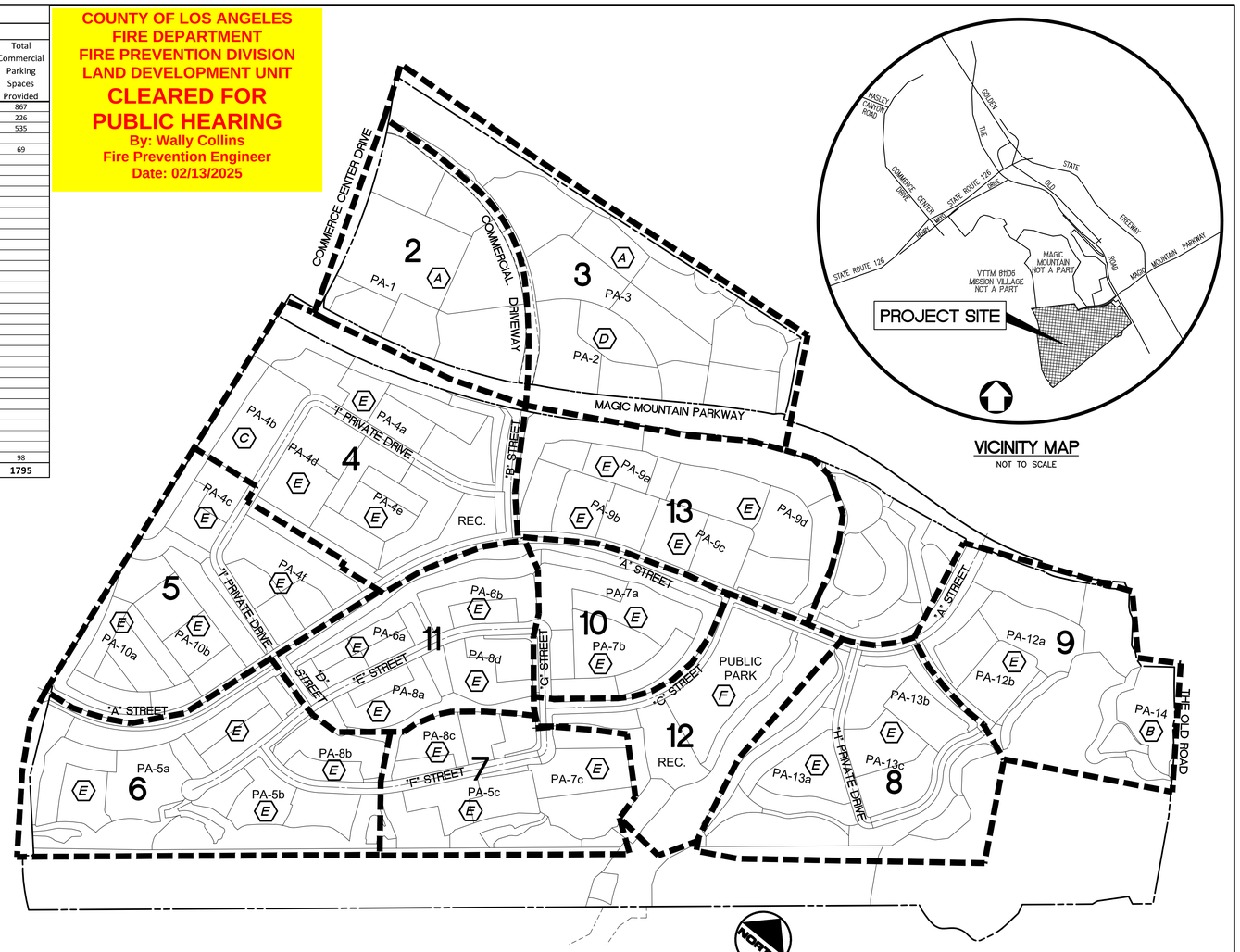
For any questions regarding the report, please contact Wally Collins at (323) 890-4243 or Wally.Collins@fire.lacounty.gov.

Reviewed by:

ENTRADA SOUTH PARKING SUMMARY TABLE

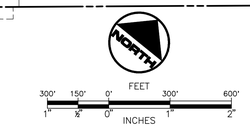
Planning Area	Lot Number	Street Frontage	No. of Buildings	RESIDENTIAL							COMMERCIAL										
				No. of Dwelling Units	Required Resident Parking Spaces	Required Guest Parking Spaces	Total Residential Parking Spaces Required	Resident Parking Spaces Provided	Guest Parking Provided	Total Residential Parking Spaces Provided	Retail Building S.F.	Office Building S.F.	Hotel Building S.F.	Total Building S.F.	Required Retail Parking Spaces (1/250 S.F.)	Required Office Parking Spaces (1/400 S.F.)	Required Hotel Parking Spaces (1/400 S.F.)	Total Commercial Parking Spaces Required	Retail Parking Spaces Provided	Office Parking Spaces Provided	Hotel Parking Spaces Provided	Total Commercial Parking Spaces Provided
1	15,17-24	MAGIC MOUNTAIN PKWY	7								86,400	208,500	-	294,900	346	521	-	867	346	521	-	867
2	16,25,26,27	MAGIC MOUNTAIN PKWY	1								-	-	165,000	165,000	-	-	220	220	-	-	226	226
3	2,8,9,10,11,12,13,14	MAGIC MOUNTAIN PKWY	4								-	213,925	-	213,925	-	535	-	535	-	535	-	535
4a	40,44,45,46,47	"I" PRIVATE DRIVE	20	94	188	24	212	188	29	217	-	-	-	-	-	-	-	-	-	-	-	-
4b	34,41	"I" PRIVATE DRIVE	1	92	464		464	464		464	17,025	-	-	17,025	69	-	-	69	69	-	-	69
4c	38,39	"I" PRIVATE DRIVE	8	48	96	12	108	96	13	109	-	-	-	-	-	-	-	-	-	-	-	-
4d	51,54	"I" PRIVATE DRIVE	14	84	168	21	189	168	21	189	-	-	-	-	-	-	-	-	-	-	-	-
4e	48,49,50,52,53	"I" PRIVATE DRIVE	17	105	210	26	236	210	26	236	-	-	-	-	-	-	-	-	-	-	-	-
4f	55,56,57,58	"I" PRIVATE DRIVE	22	89	178	23	201	178	23	201	-	-	-	-	-	-	-	-	-	-	-	-
5a	81-86,88	"E" STREET	70	70	140	18	158	140	21	161	-	-	-	-	-	-	-	-	-	-	-	-
5b	89,90,91	"F" STREET	34	34	68	9	77	68	10	78	-	-	-	-	-	-	-	-	-	-	-	-
5c	92,93,94	"F" STREET	39	39	78	11	89	78	14	92	-	-	-	-	-	-	-	-	-	-	-	-
6a	97-102	"E" STREET	30	30	60	9	69	60	9	69	-	-	-	-	-	-	-	-	-	-	-	-
6b	103,104	"E" STREET	26	26	52	7	59	52	8	60	-	-	-	-	-	-	-	-	-	-	-	-
7a	123,127	"G" STREET	15	45	90	12	102	90	13	103	-	-	-	-	-	-	-	-	-	-	-	-
7b	124,125,126,128	"G" STREET	44	44	88	11	99	88	13	101	-	-	-	-	-	-	-	-	-	-	-	-
7c	129,130,131	"G" STREET	12	57	114	14	128	114	17	131	-	-	-	-	-	-	-	-	-	-	-	-
8a	113,114	"E" STREET	26	26	52	7	59	52	10	62	-	-	-	-	-	-	-	-	-	-	-	-
8b	111,112	"E" STREET	24	24	48	6	54	48	6	54	-	-	-	-	-	-	-	-	-	-	-	-
8c	115,116,117,118	"F" STREET	52	52	104	13	117	104	16	120	-	-	-	-	-	-	-	-	-	-	-	-
8d	119,120	"E" STREET	26	26	52	7	59	52	8	60	-	-	-	-	-	-	-	-	-	-	-	-
9a	141,142,143,146	"A" STREET	14	62	124	16	140	124	16	140	-	-	-	-	-	-	-	-	-	-	-	-
9b	147,148	"A" STREET	11	54	108	15	123	108	18	126	-	-	-	-	-	-	-	-	-	-	-	-
9c	149,150	"A" STREET	10	56	112	14	126	112	14	126	-	-	-	-	-	-	-	-	-	-	-	-
9d	144,145,151	"A" STREET	22	54	108	14	122	108	14	122	-	-	-	-	-	-	-	-	-	-	-	-
10a	65,66,67,68,69,70	"A" STREET	20	57	132	14	146	132	15	147	-	-	-	-	-	-	-	-	-	-	-	-
10b	59,61,62,63,64	"A" STREET	29	58	115	14	129	115	15	130	-	-	-	-	-	-	-	-	-	-	-	-
PUBLIC PARK	161	"C" STREET	1				27			31	-	-	-	-	-	-	-	-	-	-	-	-
12a	186,187	"H" PRIVATE DRIVE	6	48	96	12	108	114	12	126	-	-	-	-	-	-	-	-	-	-	-	-
12b	184,185	"H" PRIVATE DRIVE	2	28	56	7	63	60	10	70	-	-	-	-	-	-	-	-	-	-	-	-
13a	171,172,173,174	"H" PRIVATE DRIVE	6	68	136	18	154	136	20	156	-	-	-	-	-	-	-	-	-	-	-	-
13b	175,179	"H" PRIVATE DRIVE	17	48	96	12	108	96	15	111	-	-	-	-	-	-	-	-	-	-	-	-
13c	176,177,178	"H" PRIVATE DRIVE	4	56	112	14	126	112	17	129	-	-	-	-	-	-	-	-	-	-	-	-
14	194	THE OLD ROAD	1								-	39,150	-	39,150	-	98	-	98	-	98	-	98
TOTAL	**197**		**635**	**1574**	**3445**	**380**	**3852**	**3467**	**423**	**3921**	**103,425**	**461,575**	**165,000**	**730,000**	**415**	**1154**	**220**	**1789**	**415**	**1154**	**226**	**1795**

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025



VICINITY MAP
NOT TO SCALE

INDEX MAP



LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
EXHIBIT MAP TR53295

GENERAL NOTES

1. GRADE ELEVATIONS ON THE VESTING TENTATIVE TRACT MAP (VTTM) AND THE EXHIBITS MAP ARE APPROXIMATE. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. PERMISSION IS REQUESTED FOR LOT LINES TO BE ADJUSTED TO THE SATISFACTION OF DRP AND DPW PROVIDED NO ADDITIONAL DEVELOPMENT LOTS ARE CREATED. THE DEGREE OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP ACT.
3. ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. PERMISSION IS REQUESTED FOR ADJUSTMENTS TO STREETS TO BE MADE PROVIDED THE DPW AND DRP DETERMINE THAT THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO PRIVATE TRAILS CAN BE MADE WITH APPROVAL BY DRP. ADJUSTMENTS TO PUBLIC TRAILS CAN BE MADE WITH APPROVAL BY DPR.
4. BUILDING FOOTPRINTS SHOWN ON THE VTTM OR THIS EXHIBIT MAP ARE ONLY FOR ILLUSTRATIVE PURPOSES. ACTUAL BUILDING LOCATIONS AND FOOTPRINTS MAY VARY. APPROVAL IS REQUESTED DURING PLOT PLAN REVIEW PROVIDED THE PROPOSED BUILDINGS SATISFY ALL EXISTING CODES AND ORDINANCES. THIS MINOR CHANGE DOES NOT INCLUDE A CHANGE IN PROPOSED LAND USE.
5. PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (EG. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
6. PERMISSION IS REQUESTED FOR UNIT MAP PHASING.
7. PERMISSION IS REQUESTED TO COMBINE LOTS.
8. PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
9. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS PROVIDED MAINTENANCE EASEMENTS ARE GRANTED TO THE SATISFACTION OF DRP AND DPW, AND ADDITIONAL NON-DEVELOPMENT LOTS FOR PRIVATE DRIVE PURPOSES.
10. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PASEOS, PEDESTRIAN BRIDGES,TRANSIT SHELTERS, SEWER LIFT STATIONS) MAY BE RELOCATED IF DETERMINED TO BE IN SUBSTANTIAL CONFORMANCE WITH THE VTTM.
11. PROPOSED RETAIL AND OFFICE FLOOR AREAS ARE INTERCHANGEABLE IF THE REQUIRED PARKING AND PUBLIC RIGHT OF WAY IS PROVIDED, EXCLUDING ASSEMBLY USES.
12. PERMISSION IS REQUESTED TO PHASE MASS GRADE TO THE SATISFACTION OF DRP AND DPW AND THE PROVISIONS OF THE COUNTY CODE, APPROVED PROJECT CONDITIONS AND MITIGATION MEASURES.
13. PROPOSED STREET GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS.
14. PERMISSION IS REQUESTED TO PROVIDE RIGHT OF WAY RETURN RADII OF 13 FEET AT ALL LOCAL STREET INTERSECTIONS, INCLUDING INTERSECTION OF LOCAL STREETS WITH PLANNED HIGHWAYS PLUS CORNER CUTOFF DEDICATIONS (THOSE ON THE COUNTY HIGHWAY PLAN): 27 FEET WHERE ALL PLANNED HIGHWAYS INTERSECT, OR 25 FEET WHERE ONE OF THE ROADS SERVES A COMMERCIAL OR INDUSTRIAL DEVELOPMENT, OR TO THE SATISFACTION OF PUBLIC WORKS.
15. ALL DIMENSIONS SHOWN ARE APPROXIMATE.
16. TOPO COMPILED 09/15/2011 BY HUNSAKER FROM DATA FLOWN 08/15/2011.
17. ENTITLEMENTS REQUESTED: (ZONE CHANGE, CONDITIONAL USE PERMIT, PARKING PERMIT, AND OAK TREE PERMIT).
18. NUMBER OF OAK TREES TO BE REMOVED/ENCROACHED: (REMOVED 34, ENCROACHED: 1)
19. PERMISSION IS REQUESTED TO WAIVE PUBLIC STREET FRONTAGE REQUIREMENTS, TO THE SATISFACTION OF DRP AND DPW, FOR THE FOLLOWING LOTS: 2, 10, 11, 12, 14, 15, 17, 18, 19, 23, 26, 38, 39, 40, 41, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 59, 62, 63, 66, 67, 68, 69, 81, 82, 85, 98, 100, 126, 127, 128, 131, 141, 142, 143, 144, 145, 171, 172, 173, 175, 176, 177, 178, 179, 185, AND 186.
20. VEHICULAR ACCESS WILL BE PROVIDED TO WITHIN 150' OF THE EXTERIOR WALLS OF THE PROPOSED BUILDINGS AND TO THE SATISFACTION OF THE FIRE DEPARTMENT.
21. ADDITIONAL RIGHT OF WAY MAY BE DEDICATED AS REQUIRED TO THE SATISFACTION OF PUBLIC WORKS.
22. WITHIN COMMERCIAL PLANNING AREAS 1-3, AND MIXED USE PLANNING AREAS 4-14 FLEXIBILITY IN FUTURE DIVISION IS PERMITTED, INCLUDING BUT NOT LIMITED TO CHANGING RESIDENTIAL TO COMMERCIAL AND COMMERCIAL TO RESIDENTIAL (EXCEPT PA1-3), COMMERCIAL TO OFFICE AND OFFICE TO COMMERCIAL, CHANGING APARTMENTS TO CONDOMINIUMS AND CONDOMINIUMS TO APARTMENTS, CHANGING FROM ATTACHED TO DETACHED UNITS AND DETACHED TO ATTACHED UNITS, CHANGES TO BUILDING TYPES AND LOCATION, LOT CONFIGURATIONS AND RELOCATION OF DRIVEWAYS, DRIVE ENTRIES, DRIVEWAY ALIGNMENT AND OPEN SPACE AND LANDSCAPE AREA LOCATIONS AFFECTED AS A RESULT OF DESIGN CHANGES, PROVIDED THE CHANGES DO NOT EXCEED THE APPROVED TOTAL RESIDENTIAL UNIT COUNT, TOTAL COMMERCIAL/OFFICE SQUARE FOOTAGE AND DOES NOT RESULT IN A REDUCTION OF TOTAL OPEN SPACE. CHANGES SHALL BE DEPICTED ON A REVISED EXHIBIT MAP.
23. SHARED AND RECIPROCAL PARKING SHOWN PER REQUESTED PARKING PERMIT.
24. EXISTING STRUCTURES THAT ARE TO REMAIN MUST MEET RELEVANT DEVELOPMENT STANDARDS.
25. GUEST PARKING PROPOSED ON PRIVATE DRIVES PER COUNTY PRIVATE DRIVE MANUAL.
26. ON SITE TREES SHALL BE PROVIDED PURSUANT TO THE HEALTHY DESIGN ORDINANCE (SECTION 21.32.195) THE TOTAL NUMBER OF TREES TO BE PROVIDED IS APPROXIMATELY 3,277 (81,931 L.F. OF STREET/1 TREE PER 25 FEET) SPACING AND LOCATION SUBJECT TO LANDSCAPE PLAN REVIEW. THE TOTAL NUMBER OF TREES MAY BE MODIFIED SUBJECT TO SECTION 21.32.295 (E)
27. GRADING OF VTTM 53295 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE TENTATIVE TRACT MAP. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE A BALANCED GRADING PHASE. AN INTERIM HYDROLOGY REPORT WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. DRAINAGE AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPW.
28. THE BREAKDOWN OF EARTHWORK VOLUMES OF EACH PHASE SHOULD BE CONSIDERED A FRACTION OF THE OVERALL PROPOSED EARTHWORK QUANTITY FOR THE ENTIRE PROJECT.
29. THE CUMULATIVE EARTHWORK VOLUME FOR ALL THE PHASES WILL BE REQUIRED ON EACH SET OF GRADING PLANS SUBMITTED.
30. THE PROJECT IS PROPOSED TO BE DEVELOPED IN PHASES, BUT PERMISSION IS REQUESTED TO CHANGE THE NUMBER AND ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT, AND A MODIFIED PHASING MAP IS PROVIDED TO DRP.
31. A BLANKET EASEMENT FOR COVERED STORM DRAIN, APPURTENANT STRUCTURES, AND INGRESS AND EGRESS PURPOSES SHALL BE DEDICATED TO THE LACFCD OVER NECESSARY PRIVATE DRIVEWAYS AND FIRELANES TO THE SATISFACTION OF PUBLIC WORKS.
32. ALL SANITARY SEWER EASEMENTS SHALL BE LOCATED WITHIN PUBLIC RIGHT OF WAY OR A MINIMUM 10' WIDE SANITARY SEWER EASEMENT.
33. EASEMENTS INTENDED TO BE GRANTED TO A CONSERVATION ENTITY IN WHICH THE EASEMENT IS GRANTED SUBSEQUENT TO VTTM OR FINAL MAP APPROVAL, MAY BE ACCEPTED TO THE SATISFACTION OF DPW AND DRP WITHOUT AN AMENDED OR REVISED MAP.
34. GRADING OF FINAL FLAT BUILDING PADS SHALL BE ALLOWED ON THE PROJECT ROUGH GRADING PLANS CONSISTENT WITH "SECTION J109.5 DISPOSAL" OF APPENDIX J OF THE LOS ANGELES COUNTY BUILDING CODE. THE LOCATION AND ELEVATION OF THE BUILDING PADS WILL BE CONSISTENT WITH THE APPROVED VTTM OR THE MOST CURRENT APPROVED EXHIBIT "A" SITE PLAN.

    THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE ROUGH GRADING PLAN:
    ALL FLAT PADS WILL DRAIN TO AN APPROVE DRAINAGE FACILITY OR PUBLIC STREET IN A CONTROLLED MANNER AND CONSISTENT WITH THE APPROVED PROJECT HYDROLOGY OR EROSION CONTROL PLAN AS DETERMINED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS. THE USE OF SWALES, BERMS, OR OTHER DRAINAGE FACILITIES SHALL BE UTILIZED AS NECESSARY TO PREVENT DRAINAGE ACROSS PROPERTY LINES.
35. ALL ABANDONMENTS AND QUITCLAIMS TO BE COMPLETED PRIOR TO FINAL MAP.
36. THE DEVELOPER/ENGINEER ACKNOWLEDGE THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASINS WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE OF THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING PLANNING DOCUMENTS BY DRP.
37. MODIFICATIONS OF REQUIRED STREET FRONTAGE IS REQUESTED PER SECTION 21.24.040 OF THE LOS ANGELES COUNTY CODE.
38. PERMISSION IS REQUESTED TO RECORD JOINT ACCESS EASEMENTS AS NON DEVELOPMENT LOT FOR PRIVATE DRIVEWAYS.

SPECIAL NOTES:

1. WATER QUALITY BASINS AND CATCH BASIN FILTERS WILL PROVIDE FOR TREATMENT OF STORM WATER RUN OFF
2. THE WATER QUALITY BASINS SHALL BE DEDICATED TO THE COUNTY WHEN COMPLETED AND ACCEPTED.

PROJECT SUMMARY:

GROSS AREA	– 382.3 Acres
TOTAL LOTS	– 200
TOTAL D.U.	– 1,574
EXISTING ZONING	– R1 (328.4 AC), C-3 (52.4 AC) C-R (1.5 AC)
PROPOSED ZONING	– C-3 (57.9 AC), MXD C-R (1.5 AC)
EXISTING LAND USE	– H5 (328.4 AC), CM (52.4 AC), OS-PR (1.5 AC)
PROPOSED LAND USE	– H5 (328.4 AC), CM (52.4 AC), OS-PR (1.5 AC)
SCHOOL DISTRICT	– SAUGUS UNION SCHOOL DISTRICT NEWHALL SCHOOL DISTRICT

PUBLIC STREETS

"A" STREET	"E" STREET
"B" STREET	"F" STREET
"C" STREET	"G" STREET
"D" STREET	MAGIC MOUNTAIN PARKWAY

UTILITY PROVIDERS:

SEWER:	L.A. COUNTY SANITATION DIST. 32
WATER:	SANTA CLARITA VALLEY WATER AGENCY
ELECTRICAL:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS CO.
TELEPHONE:	AT&T
CABLE TV:	TIME WARNER CABLE

SURVEY NOTES:

VERTICAL DATUM:

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS BENCHMARK DESCRIBED AS FOLLOWS: LACDPW L5402 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT W/O C/L THE OLD RD (W RDWY) AND 0.6 MI S/O HENRY MAYO DR @ MI MKR #6.25 NEWHALL QUAD
1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951

THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988 IS 2.3 FEET HIGHER THAN NAVD1929).

AERIAL PLANIMETRY:

THIS SURVEY WAS PREPARED BY PHOTOGRAMMETRIC PROCESSES, UTILIZING AERIAL PHOTOGRAPHY DATED SEPTEMBER 15, 2011. THE OUTLINE OF BUILDINGS AND OTHER ROOFED IMPROVEMENTS, MAY INCLUDE EAVES, CANOPIES AND BALCONIES, SINCE BUILDINGS BELOW THESE ITEMS ARE NOT VISIBLE TO THE CAMERA.

TOPOGRAPHY:

BY PHOTOGRAMMETRIC PROCESSES FROM LIDAR IMAGING DATED SEPTEMBER 15, 2011, AND COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.

CONTOUR INTERVAL:

5 FOOT, UNLESS OTHERWISE NOTED.

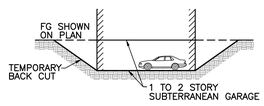
RELATED ENTITLEMENTS

PROJECT NO.	– 00-210
CONDITIONAL USE PERMIT NO.	– 00-210
OAK TREE PERMIT NO	– 200700018
ZONE CHANGE NO.	– 00-210
PARKING PERMIT NO.	– 200700013
ENVIRONMENTAL ASSESSMENT NO.	– RPPL 2021007114

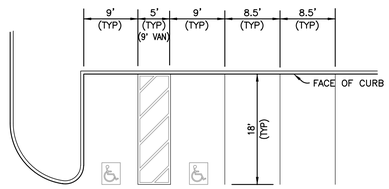
EARTHWORK:

	Cut Volume (CY)	Fill Volume (CY)
RAW (MASS EX.)	6,500,000	6,116,500
OFFSITE (INCLUDED)	500	18,300
SHRINKAGE (5.9%)		383,500
TOTAL	6,500,000	6,500,000

REMEDIAL GRADING NOT INCLUDED

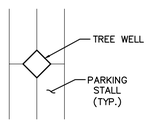


SUBTERRANEAN GARAGE EXCAVATION DETAIL
NTS

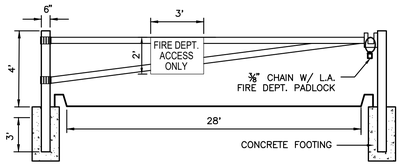


90° PARKING SPACE W/ HANDICAP
SCALE: 1" = 10'

NOTE: ALL HANDICAP PARKING SHALL BE PER CODE.

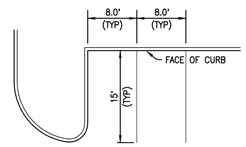


TREE WELL
NOT TO SCALE



EMERGENCY ACCESS GATE DETAIL
NTS

TYP. PARALLEL PARKING SPACE DETAIL
SCALE: 1" = 10'



90° COMPACT PARKING SPACE
SCALE: 1" = 10'

LEGEND

12	SHEET NUMBER (REVISED SHEETS)
(A)	MIXED USE - COMMERCIAL/BUSINESS PARK
(B)	MIXED USE - COMMERCIAL
(C)	MIXED USE - RESIDENTIAL
(D)	HOTEL
(E)	MULTI FAMILY CONDOMINIUM
(F)	RECREATION

DESIGNED:	A WAKEFIELD
DRAFTED:	
CHECKED:	J FUKUMITSU

LEGAL DESCRIPTION:

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890

JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-035-037
SHEET	1
	OF 14 SHEETS

G:\Vesting\ Ranch\53295 Entrada\Tentative\VTE5043-01_Exh A Title.dwg Plotted on Oct 22, 2024--7:56am by oddmw

LEGAL DESCRIPTION

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
M.F.	MULTI FAMILY
MIN	MINIMUM
N.A.P.	NOT A PART
O.S.	OPEN SPACE
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RW	RECYCLED WATER
R/W	RIGHT-OF-WAY
SCVWA	SANTA CLARITA VALLEY WATER AGENCY
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
STD	STANDARD
TYP	TYPICAL

DISPOSITION:

A	ABANDON
P	PROTECT IN PLACE
Q	QUIT CLAIM
R	REMOVE
RC	RELOCATE
RM	TO REMAIN
IN	INDETERMINATE IN NATURE
L	LEASE (OIL, GAS, MINERALS)
NA	NOT APPLICABLE TO PROJECT
V	VACATE

EASEMENT NOTES:

EASEMENTS BASED ON FIRST AMERICAN TITLE INSURANCE COMPANY, PRELIMINARY TITLE REPORT ORDER NO. 4619835 DATED DECEMBER 14, 2023

NA 1-4 INTENTIONALLY DELETED

Q 5. AN EASEMENT FOR TELEPHONE LINES AND INCIDENTAL PURPOSES, RECORDED MAY 26, 1924 AS INSTRUMENT NO. 1570 IN BOOK 4022, PAGE 192 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: A PORTION OF PARCELS 12, 16 AND 17 OF PARCEL MAP NO. 24500-01 AND OTHER LAND
NOTE: A PORTION OF SAID EASEMENT WAS QUITCLAIMED BY A DOCUMENT RECORDED NOVEMBER 19, 1971 AS INSTRUMENT NO. 4005 OF OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

RM 6. AN EASEMENT FOR ELECTRICAL POLE LINES AND TOWERS AND INCIDENTAL PURPOSES, RECORDED APRIL 17, 1925 AS INSTRUMENT NO. 1620 IN BOOK 3997 PAGE 67 OF OFFICIAL RECORDS, UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED THEREIN.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: A PORTION OF PARCELS 12, 16 AND 17 OF PARCEL MAP NO. 24500-01 AND OTHER LAND

RM 7. AN EASEMENT FOR ELECTRICAL POLE LINES AND TOWERS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 10, 1928 AS INSTRUMENT NO. 1921 IN BOOK 7853 PAGE 11 OF OFFICIAL RECORDS, UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED THEREIN.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: A PORTION OF PARCELS 12, 16 AND 17 OF PARCEL MAP NO. 24500-01 AND OTHER LAND
THE LOCATION OF THE EASEMENT IS PLOTTED ON VTTM 61105.

NA 8. INTENTIONALLY DELETED

RM 9. AN EASEMENT FOR 2 ELECTRIC TRANSMISSION LINES CONSISTING OF STEEL OR WOODEN TOWERS OR POLES AND INCIDENTAL PURPOSES, RECORDED JANUARY 12, 1931 AS INSTRUMENT NO. 917 IN BOOK 10631, PAGE 4 OF OFFICIAL RECORDS, UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED THEREIN.
IN FAVOR OF: AFFECTS:SOUTHERN CALIFORNIA EDISON COMPANY
A STRIP OF LAND 100 FEET WIDE, IN RANCHO SAN FRANCISCO, THE SIDELINES OF SAID STRIP OF LAND BEING PARALLEL WITH AND RESPECTIVELY 75 FEET NORTHERLY AND 25 FEET SOUTHERLY FROM THE LINES DESCRIBED THEREIN

NA 10-45 INTENTIONALY DELETED

RM 46. AN EASEMENT FOR OVERHEAD AND UNDERGROUND ELECTRIC LINES AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1966 AS INSTRUMENT NO. 2217 IN BOOK D3363, PAGE 475 OF OFFICIAL RECORDS, UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED THEREIN.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: A PORTION OF PARCELS 12, 16 AND 17 OF PARCEL MAP NO. 24500-01 AND OTHER LAND

NA 47-48 INTENTIONALLY DELETED

A 49. AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND DRAINAGE FACILITIES AND INCIDENTAL PURPOSES, RECORDED APRIL 6, 1971 AS INSTRUMENT NO. 3104 IN BOOK D5018, PAGE 704 OF OFFICIAL RECORDS. IN FAVOR OF: THE COUNTY OF LOS ANGELES
AFFECTS: A PORTION OF SAID LAND MORE PARTICULARLY DESCRIBED THEREIN THE LOCATION OF THE EASEMENT IS PLOTTED ON VTTM 53295.

RM 50. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 13, 1971 AS INSTRUMENT NO. 2154 IN BOOK D5024, PAGE 891 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY, A CALIFORNIA CORPORATION SUCCESSOR BY MERGER TO PACIFIC LIGHTING SERVICE COMPANY
AFFECTS: A PORTION OF SAID LAND MORE PARTICULARLY DESCRIBED THEREIN THE LOCATION OF THE EASEMENT IS PLOTTED ON VTTM 53295.
SAID EASEMENT WAS MODIFIED BY AN INSTRUMENT EXECUTED BY THE NEWHALL LAND AND FARMING COMPANY, A CORPORATION AND PACIFIC LIGHTING SERVICE COMPANY, A CORPORATION RECORDED DECEMBER 20, 1973 AS INSTRUMENT NO. 2623 IN BOOK M4548 PAGE 281 OFFICIAL RECORDS
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 7, 2019 AS INSTRUMENT NO. 20190015741 OF OFFICIAL RECORDS.

NA 51-52 INTENTIONALLY DELETED

RM 53. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED AGREEMENT TO PROVIDE FINANCING FOR EDUCATIONAL FACILITIES RECORDED AUGUST 5, 1992 AS INSTRUMENT NO. 92-1439637 OF OFFICIAL RECORDS.

NA 54-57 INTENTIONALLY DELETED

RM 58. THE DEDICATION TO THE COUNTY OF LOS ANGELES OF THE RIGHT TO PROHIBIT THE CONSTRUCTION OF RESIDENTIAL BUILDINGS WITHIN PARCEL 7 AS RECITED ON PARCEL MAP NO. 26010 IN BOOK 305, PAGES 79 TO 95 INCLUSIVE OF PARCEL MAPS (LOT LINE ADJUSTMENT AFFECTING ENTRADA SOUTH)

NA 59-64 INTENTIONALLY DELETED

Q 65. AN EASEMENT FOR FLOOD CONTROL AND INCIDENTAL PURPOSES, RECORDED AUGUST 23, 2005 AS INSTRUMENT NO. 05-2021536 OF OFFICIAL RECORDS.
IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC
AFFECTS: A PORTION OF SAID LAND MORE PARTICULARLY DESCRIBED THEREIN THE LOCATION OF THE EASEMENT IS PLOTTED ON VTTM 53295

A 66. AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY SERVICES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 9, 2006 AS INSTRUMENT NO. 06-0307031 OF OFFICIAL RECORDS.
IN FAVOR OF: THE CITY OF SANTA CLARITA, A MUNICIPAL CORPORATION
AFFECTS: A PORTION OF SAID LAND MORE PARTICULARLY DESCRIBED THEREIN
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 16, 2014 AS INSTRUMENT NO. 20141091813 OF OFFICIAL RECORDS.

RM 67. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED COVENANT AND AGREEMENT, EXECUTED BY AND BETWEEN THE NEWHALL LAND AND FARMING COMPANY AND THE COUNTY OF LOS ANGELES FIRE DEPARTMENT, RECORDED FEBRUARY 15, 2006 AS INSTRUMENT NO. 06-0350219 OF OFFICIAL RECORDS.

NA 68 INTENTIONALLY DELETED

Q 69. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENTS ENTITLED "COVENANT AND AGREEMENT BY OFFSITE PROPERTY OWNER REGARDING OFFSITE EASEMENT OF TR 61105"
RECORDED SEPTEMBER 26, 2008 AS INSTRUMENT NOS. 20081733498 AND 20081733499, BOTH OF OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

RM 70. THE TERMS AND CONDITIONS CONTAINED IN A DOCUMENT ENTITLED MEMORANDUM OF AGREEMENT EXECUTED BY AND BETWEEN NEWHALL SCHOOL DISTRICT, A PUBLIC SCHOOL DISTRICT AND NEWHALL LAND DEVELOPMENT, LLC, A DELAWARE LIMITED LIABILITY COMPANY RECORDED FEBRUARY 4, 2010 AS INSTRUMENT NO. 20100164624 OF OFFICIAL RECORDS.

RM 71. THE EFFECT OF A LOT LINE ADJUSTMENT (RLLA 2010 00006) RECORDED JULY 19, 2010 AS INSTRUMENT NO. 201000984250 OF OFFICIAL RECORDS.

A 72. AN IRREVOCABLE OFFER TO DEDICATE AND GRANT OF EASEMENT FOR STREET AND HIGHWAY PURPOSES (MAGIC MOUNTAIN PARKWAY) RECORDED FEBRUARY 10, 2011 AS INSTRUMENT NO. 20110227355 OF OFFICIAL RECORDS.
IN FAVOR OF: THE COUNTY OF LOS ANGELES
AFFECTS: A PORTION OF SAID LAND MORE PARTICULARLY DESCRIBED THEREIN NOTE: SAID OFFER WAS NOT ACCEPTED AT THIS TIME.

Q 73. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT BY OWNER REGARDING OFFSITE IMPROVEMENTS, DRAINAGE ALTERATION FROM TR 53295/61105, AND INDEMNIFICATION" RECORDED APRIL 6, 2011 AS INSTRUMENT NO. 20110505702 OF OFFICIAL RECORDS.

RM 74. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT BY OWNER REGARDING OFFSITE IMPROVEMENTS, DRAINAGE ALTERATION FROM TR 53295/61996, AND INDEMNIFICATION" RECORDED APRIL 6, 2011 AS INSTRUMENT NO. 20110505703 OF OFFICIAL RECORDS.

NA 75-76 INTENTIONALLY DELETED

R 77. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. NOT PLOTTABLE

Q 78. AN EASEMENT FOR COVERED STORM DRAIN, APPURTENANT STRUCTURES AND INGRESS AND EGRESS AND INCIDENTAL PURPOSES AS SHOWN AND DEDICATED TO THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT ON THE VESTING TRACT MAP NO. 45433-04 FILED IN BOOK 1268, PAGES 45 THROUGH 65 OF MAPS.
FOR: COVERED STORM DRAIN, APPURTENANT STRUCTURES AND INGRESS AND EGRESS AND INCIDENTAL PURPOSES.

RM 79. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "IRREVOCABLE OFFER OF DEDICATION OF PERMANENT CONSERVATION EASEMENT AND DECLARATION OF RESTRICTIVE COVENANTS (ENTRADA SPINEFLOWER PRESERVE AREA)" RECORDED SEPTEMBER 25, 2014 AS INSTRUMENT NO. 20141015456 OF OFFICIAL RECORDS.

RM 80. AN EASEMENT FOR INSTALLATION AND MAINTENANCE OF LANDSCAPING, IRRIGATION SYSTEMS AND SURFACE DRAINAGE AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 12, 2015 AS INSTRUMENT NO. 20150159072 OF OFFICIAL RECORDS.
IN FAVOR OF: LANDSCAPING AND LIGHTING ACT DISTRICT NO. 4 ZONE NO. 79 (THE OLD ROAD LOCAL)
AFFECTS: AS DESCRIBED THEREIN

Q 81. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT BY OFFSITE PROPERTY OWNER REGARDING OFFSITE IMPROVEMENTS, DRAINAGE, ACCEPTANCE FROM TR 061105, AND RELEASE OF LIABILITY" RECORDED JULY 9, 2015 AS INSTRUMENT NO. 20150826008 OF OFFICIAL RECORDS.

NA 82. INTENTIONALLY DELETED

RM 83. AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED JANUARY 30, 2019 AS INSTRUMENT NO. 20190089645 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS
AFFECTS: AS DESCRIBED THEREIN

NA 84. INTENTIONALLY DELETED

RM 84a. AN EASEMENT FOR TRANSPORTATION AND DISTRIBUTION OF NATURAL GAS AND COMMUNICATIONS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 03, 2020 AS INSTRUMENT NO. 20201053779 OF OFFICIAL RECORDS
IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY, A CALIFORNIA CORPORATION, ITS SUCCESSORS AND ASSIGNS
AFFECTS: AS DESCRIBED THEREIN

NA 84b - 84c INTENTIONALLY DELETED

RM 84d. AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 2020 AS INSTRUMENT NO. 202011693391 OF OFFICIAL RECORDS
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS
AFFECTS: AS DESCRIBED THEREIN

RM 84da. AN EASEMENT FOR STREET RIGHT OF WAY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 2021 AS INSTRUMENT NO. 20211910483 OF OFFICIAL RECORDS
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN

RM 84db. AN EASEMENT FOR NON-EXCLUSIVE EASEMENT AND RIGHT OF WAY AND INCIDENTAL PURPOSES, RECORDED JULY 14, 2022 AS INSTRUMENT NO. 20220726378 OF OFFICIAL RECORDS
IN FAVOR OF: SANTA CLARITA VALLEY WATER AGENCY
AFFECTS: AS DESCRIBED THEREIN

RM 84dc. AN EASEMENT FOR CONSTRUCT DEBRIS BASIN AND APPURTENANT SLOPES AND INCIDENTAL PURPOSES, RECORDED APRIL 3, 2023 AS INSTRUMENT NO. 20230208918 OF OFFICIAL RECORDS
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN

RM 84dd. AN EASEMENT FOR CONSTRUCT DEBRIS BASIN AND APPURTENANT SLOPES AND INCIDENTAL PURPOSES, RECORDED APRIL 3, 2023 AS INSTRUMENT NO. 20230208919 OF OFFICIAL RECORDS
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN

RM 84de. AN EASEMENT SHOWN OR DEDICATED ON TRACT MAP NO 61105-01 FILED IN BOOK 1415 PAGES 72 THROUGH 99 OF TRACT MAPS
IN FAVOR OF: COUNTY OF LOS ANGELES
FOR: SANITARY SEWER, INGRESS AND EGRESS AND INCIDENTAL PURPOSES

RM 84df. AN EASEMENT SHOWN OR DEDICATED ON TRACT MAP NO 61105-01 FILED IN BOOK 1415 PAGES 72 THROUGH 99 OF TRACT MAPS
IN FAVOR OF: COUNTY OF LOS ANGELES
FOR: COVERED STORM DRAINAGE APPURTENANT STRUCTURES, INGRESS AND EGRESS PURPOSES TOGETHER WITH THE RIGHT TO ASSIGN AND TRANSFER SUCH EASEMENTS TO THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC AND INCIDENTAL PURPOSES

NA 84dg INTENTIONALLY DELETED

RM 84dh. AN EASEMENT SHOWN OR DEDICATED ON TRACT MAP NO 61105-01 FILED IN BOOK 1415 PAGES 72 THROUGH 99 OF TRACT MAPS
IN FAVOR OF: COUNTY OF LOS ANGELES
FOR: COVERED STORM DRAINAGE APPURTENANT STRUCTURES, INGRESS AND EGRESS FOR WATER QUALITY AND INCIDENTAL PURPOSES

NA 84e. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "HERITAGE VIEW LANE SHARED AMENITY AGREEMENT" RECORDED APRIL 17, 2003 AS INSTRUMENT NO. 03-1087880

NA 84f. EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN THE DEED FROM THE NEWHALL LAND AND FARMING COMPANY (A CALIFORNIA LIMITED PARTNERSHIP), AS GRANTOR, TO TOURNAMENT PLAYERS CLUB AT VALENCIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS GRANTEE, RECORDED APRIL 29, 2003 AS INSTRUMENT NO. 03-201314 OF OFFICIAL RECORDS. REFERENCE BEING MADE TO THE DOCUMENT FOR FULL PARTICULARS.

RM 84g. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AFFIDAVIT OF ACCEPTANCE" RECORDED NOVEMBER 4, 2020 AS INSTRUMENT NO. 20201398793 OF OFFICIAL RECORDS.

RM 84h. THE LACK OF A RIGHT OF ACCESS TO AND FROM THE LAND.

RM 84i. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

RM 84j. RIGHTS OF PARTIES IN POSSESSION.

RM 85. WITH RESPECT TO NEWHALL LAND AND FARMING COMPANY (A CALIFORNIA LIMITED PARTNERSHIP), A LIMITED PARTNERSHIP:
A. THAT A CERTIFIED COPY OF THE APPLICATION FOR REGISTRATION, FOREIGN LIMITED PARTNERSHIP (FORM LP-5) AND ANY AMENDMENTS THERETO (FORM LP-6) BE RECORDED IN THE PUBLIC RECORDS;
B. A FULL COPY OF THE PARTNERSHIP AGREEMENT AND ANY AMENDMENTS;
C. SATISFACTORY EVIDENCE OF THE CONSENT OF A MAJORITY IN INTEREST OF THE LIMITED PARTNERS TO THE CONTEMPLATED TRANSACTION;
D. OTHER REQUIREMENTS WHICH THE COMPANY MAY IMPOSE FOLLOWING ITS REVIEW OF THE MATERIAL REQUIRED HEREIN AND OTHER INFORMATION WHICH THE COMPANY MAY REQUIRE.

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037

SHEET 1a
OF 14 SHEETS

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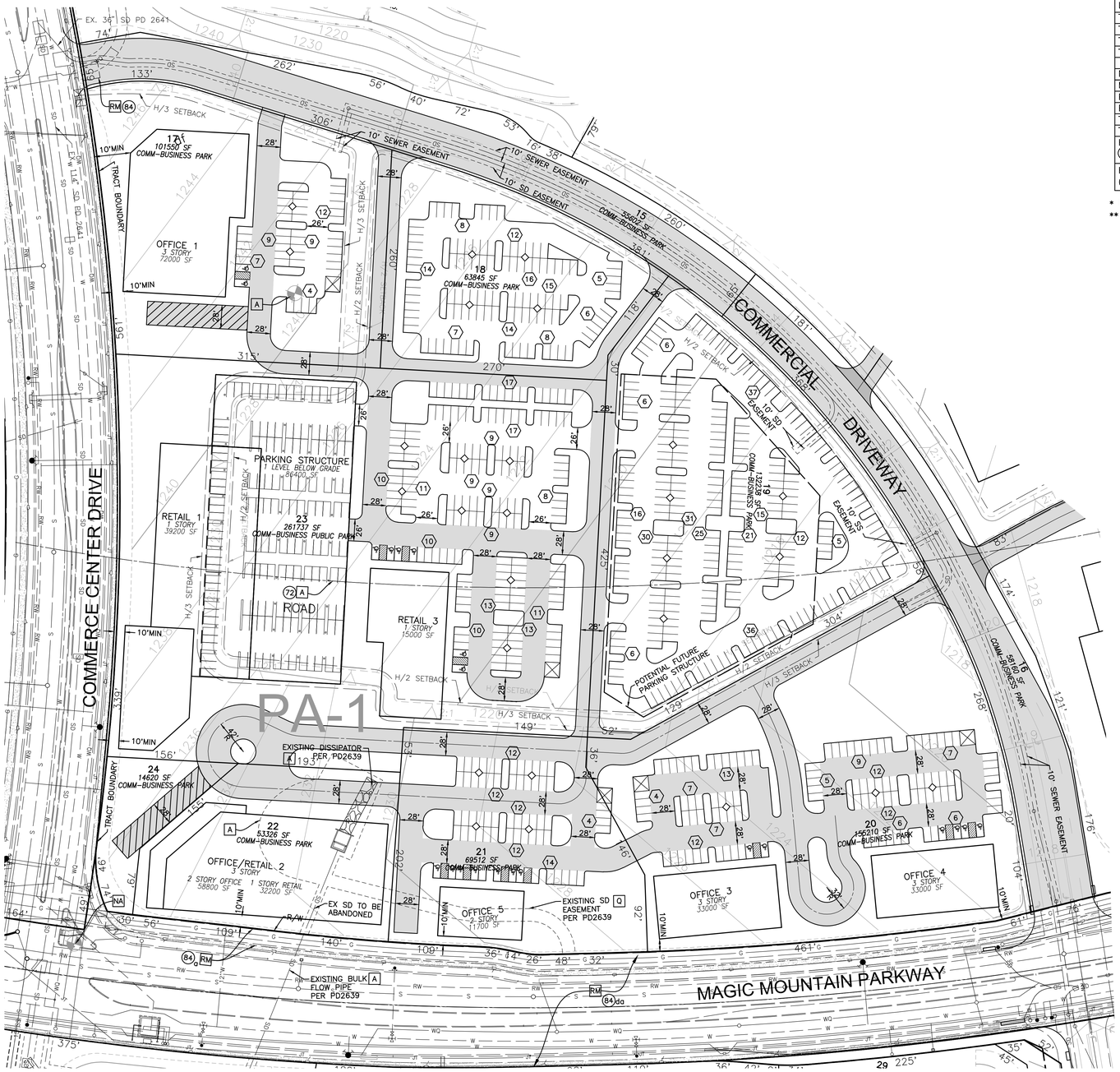
COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025



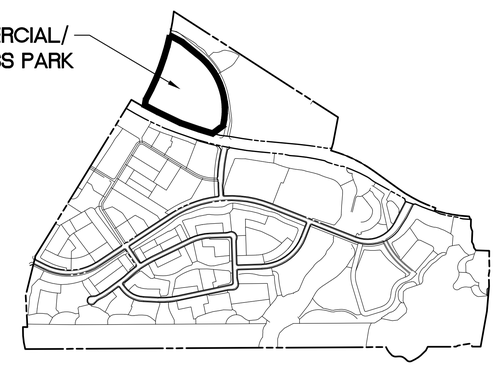
PA-1

LOTS 15, 17–24	
COMMERCIAL/OFFICE–RETAIL	
Land Use:	MU–COMM
Total Site Acreage:	20.9 Acres
Total Retail Sq. Ft.:	86400 s.f.
Total Office Sq. Ft.:	208500 s.f.
Total Sq. Ft.:	294900 s.f.
Number of Buildings:	7 Buildings
Max Height:	55'
Parking Required Retail:	346
Parking Required Office:	521
Total Parking Required:	867 Spaces
Total Parking Provided*:	867 Spaces
Handicap Parking**: (Per CBC Table 11B–208.2)	22 Spaces
Handicap Van–Accessible: (1 Space/6 Handicap SP)	5 Spaces

* Note: Additional 150 parking spaces provided in parking structure.
** Note: ADA parking is included in open parking stall count.

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT–OF–WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- SD — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)



INDEX MAP

SCALE: 1" = 800'

NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PEDESTRIAN ACCESS GATES LOCATED TO SATISFACTION OF THE FIRE DEPARTMENT.

2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.

3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.

4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs

NORTH

FEET
60' 30' 0' 60' 120'
1" 0" 1" 2"
INCHES

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 2
OF 14 SHEETS

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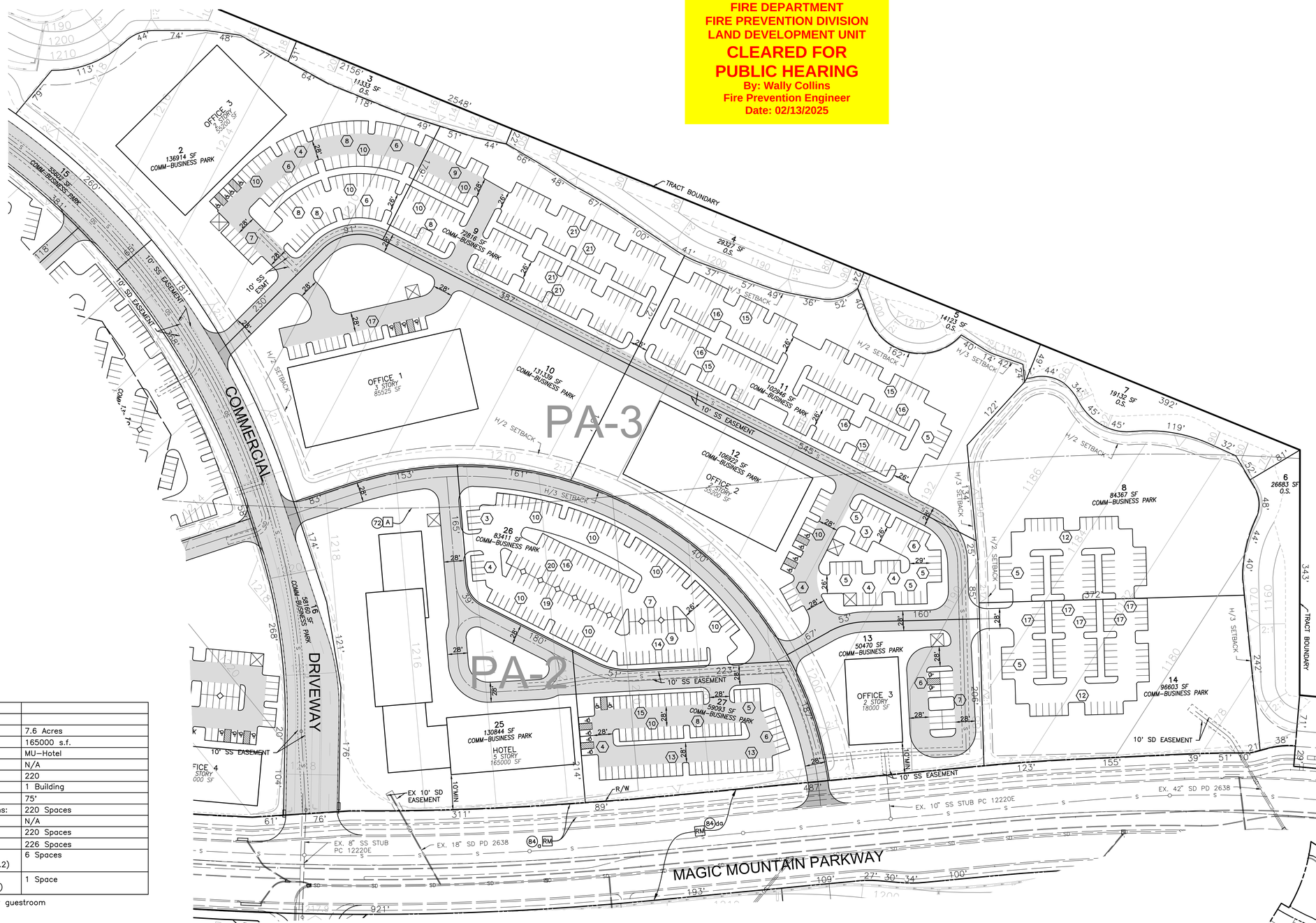
COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025



LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- (X) — PARKING COUNT
- TRASH ENCLOSURE
- (SD) — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

PA-2

LOTS 16, 25-27	
HOTEL	
Total Site Acreage:	7.6 Acres
Total Site Area:	165000 s.f.
Land Use:	MU-Hotel
Total Retail Sq. Ft.:	N/A
Total Keys:	220
Number of Buildings:	1 Building
Max Height:	75'
Parking Req. Guest Rooms:	220 Spaces
Parking Required Retail:	N/A
Total Required Parking:	220 Spaces
Total Parking Provided*:	226 Spaces
Handicap Parking: (Per CBC Table 11B-208.2)	6 Spaces
Handicap Van-Accessible: (1 Space/8 Handicap SP)	1 Space

*Assumption: 1 space per guestroom

PA-3

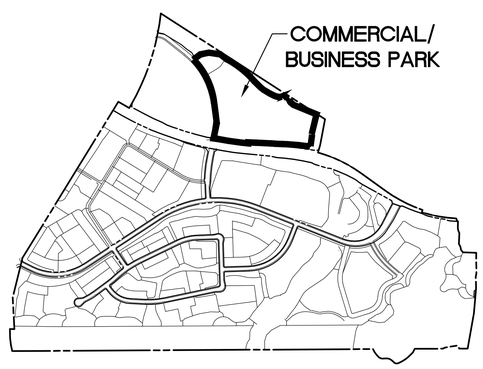
LOTS 2, 8-14	
COMMERCIAL/OFFICE-RETAIL	
Land Use:	MU-COMM
Total Site Acreage:	17.9 Acres
Total Retail Sq. Ft.:	
Total Retail Units:	
Total Office Sq. Ft.:	213,925 s.f.
Total Office Units:	
Number of Buildings:	3
Max Height:	55'
Total Required Parking: (1 Space/400 SF Building)	535 Spaces
Total Parking Provided:	535 Spaces
Handicap Parking: (Per CBC Table 11B-208.2)	13 Spaces
Handicap Van-Accessible: (1 Space/6 Handicap SP)	3 Space

NORTH

FEET: 60' 30' 0' 60' 120'
INCHES: 1" ½" 0" 1" 2"

NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PEDESTRIAN ACCESS GATES LOCATED TO SATISFACTION OF THE FIRE DEPARTMENT.
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.
4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs



INDEX MAP
SCALE: 1" = 800'

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER — JASON H. FUKUMITSU — No. 40695 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
Jason H Fukumitsu 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 3 OF 14 SHEETS

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NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PEDESTRIAN ACCESS GATES LOCATED TO SATISFACTION OF THE FIRE DEPARTMENT.
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.
4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

PA-4b

LOT 41	
Commercial in Mixed-Use Zone	
Land Use:	MU-COMM
Total Site Acreage:	3.4 Acres
Total Sq. Ft.:	17,025 s.f.
Total Retail Units:	
Total Office Sq. Ft.:	
Total Office Units:	
Number of Buildings:	1 Building
Max Height:	55'
Parking Required Commercial:	69 Spaces
Total Required Parking:	69 Spaces
Total Parking Provided:	69 Spaces
Handicap Parking*:	7 Spaces Per CBC Table 11B-208.2
Handicap Van-Accessible: 1 Space/6 Handicap PS	2 Spaces

* Note: Some ADA parking is included in open parking stall count.

PA-4b

LOT 41					
Condominium in Mixed-Use Zone					
Product Type:	MU-Residential				
# of Stories:	4				
Total Site Area:	3.4 Acres				
Land Use:	MU-Residential				
Total Units:	92				
Number of Buildings:	1				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
1 bed	32	48	16	8	72
2 bed	51	77	26	13	116
3 bed	9	14	5	2	21
Total	92	139	47	23	209
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	209				
Provided Spaces:	–				
Garage:	209				
Open	0				
Total:	209				

Note: Parking Garage includes Commercial parking count in addition to this.

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PA-4e

LOT 48,49,50,52,53					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	7.3 Acres				
Land Use:	Residential				
Total Units:	105				
Number of Buildings:	17				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	34	51	17	8	76
4 bed	71	107	35	18	160
Total	105	158	52	26	236
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	236				
Provided Spaces:	–				
Garage:	210				
* Open	26				
Total:	236				

* Note: Some ADA parking is included in open parking stall count.

PA-4a

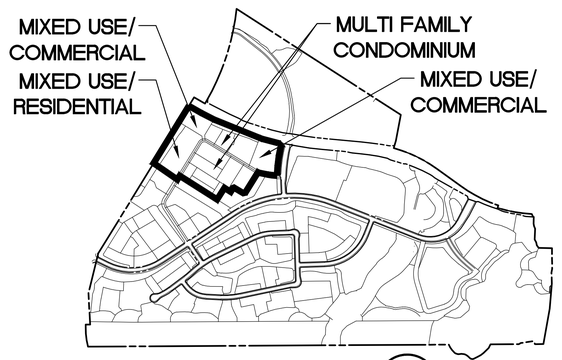
LOT 40,44,45,46,47					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	7.0 Acres				
Land Use:	Residential				
Total Units:	94				
Number of Buildings:	20				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
4 bed	94	141	47	24	212
Total	94	141	47	24	212
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	3				
Total ADA Parking	5				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	212				
Provided Spaces:	–				
Garage:	188				
* Open	29				
Total:	217				

* Note: Some ADA parking is included in open parking stall count.

PA-4d

LOT 51,54					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	4.2 Acres				
Land Use:	Residential				
Total Units:	84				
Number of Buildings:	14				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	70	105	35	17	157
4 bed	14	21	7	4	32
Total	84	126	42	21	189
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	189				
Provided Spaces:	–				
Garage:	168				
* Open	21				
Total:	189				

* Note: Some ADA parking is included in open parking stall count.



INDEX MAP
SCALE: 1" = 800'

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
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26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No 0015-035-037
SHEET 4 OF 14 SHEETS

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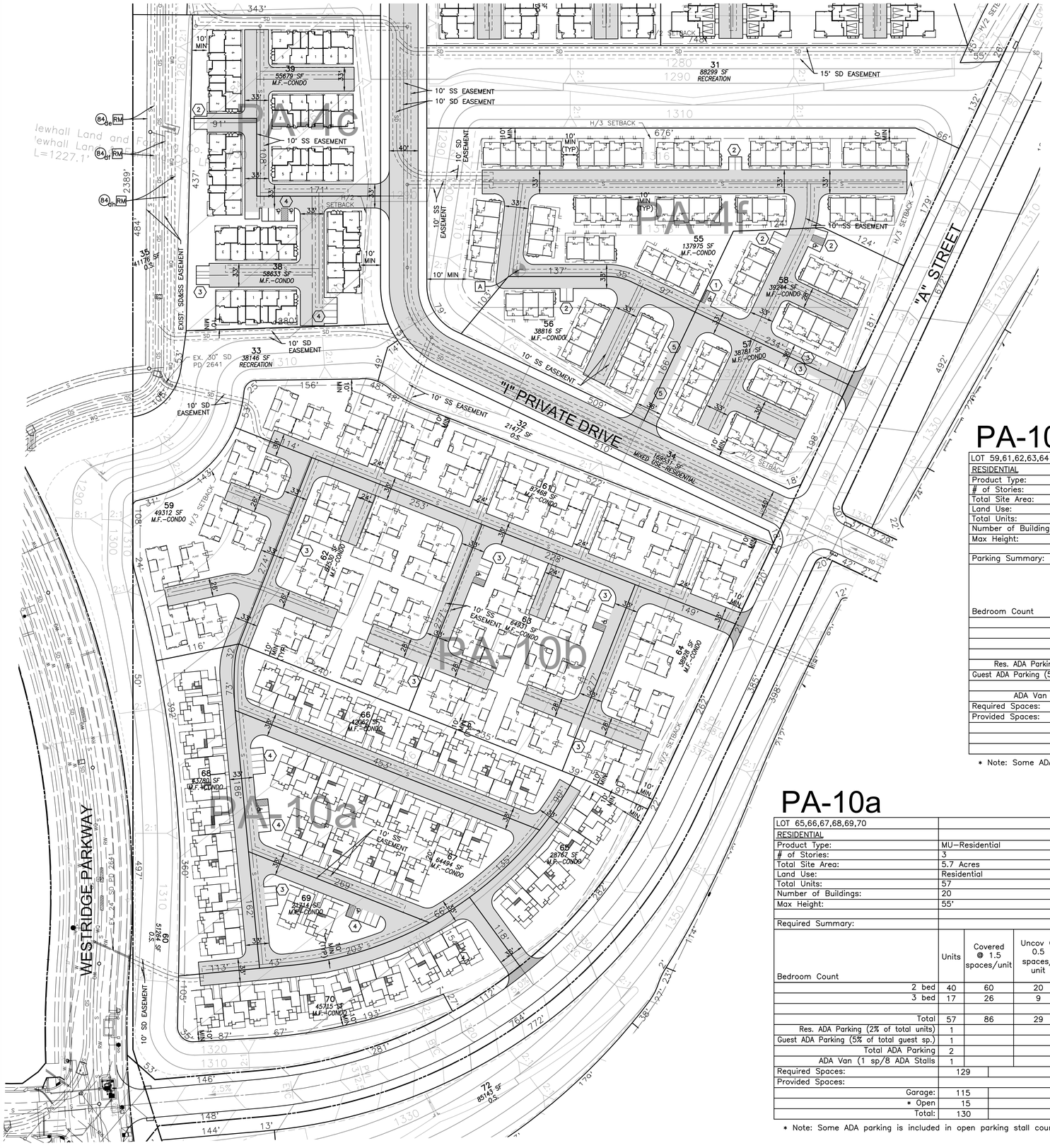

PA-4c

LOT 38,39					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	2.6 Acres				
Land Use:	Residential				
Total Units:	48				
Number of Buildings:	8				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	40	60	20	10	90
4 bed	8	12	4	2	18
Total	48	72	24	12	108
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	108				
Provided Spaces:					
Garage:	96				
* Open	13				
Total:	109				

* Note: Some ADA parking is included in open parking stall count.

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT–OF–WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
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- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

PA-10b

LOT 59,61,62,63,64					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	2 & 3				
Total Site Area:	7.2 Acres				
Land Use:	Residential				
Total Units:	58				
Number of Buildings:	29				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	29	44	22	7	73
4 bed	29	44	22	7	73
Total	58	88	44	14	146
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	146				
Provided Spaces:					
Garage:	132				
* Open	15				
Total:	147				

* Note: Some ADA parking is included in open parking stall count.

PA-4f

LOT 55,56,57,58					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	5.9 Acres				
Land Use:	Residential				
Total Units:	89				
Number of Buildings:	22				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	45	67	23	12	102
4 bed	44	66	22	11	99
Total	89	133	45	23	201
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	201				
Provided Spaces:					
Garage:	178				
* Open	23				
Total:	201				

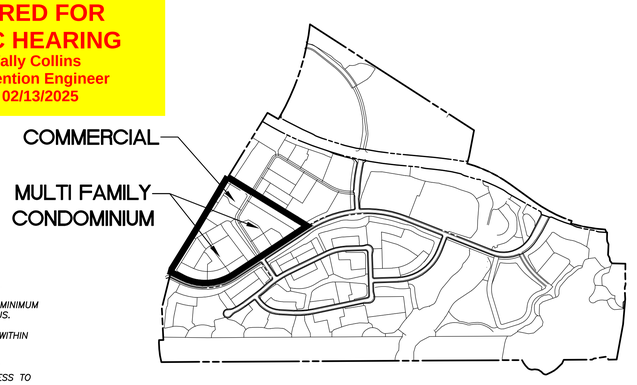
* Note: Some ADA parking is included in open parking stall count.

PA-10a

LOT 65,66,67,68,69,70					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	5.7 Acres				
Land Use:	Residential				
Total Units:	57				
Number of Buildings:	20				
Max Height:	55'				
Required Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
2 bed	40	60	20	10	90
3 bed	17	26	9	4	39
Total	57	86	29	14	129
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	129				
Provided Spaces:					
Garage:	115				
* Open	15				
Total:	130				

* Note: Some ADA parking is included in open parking stall count.

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025



INDEX MAP

SCALE: 1" = 800'

NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PEDESTRIAN ACCESS GATES LOCATED TO SATISFACTION OF THE FIRE DEPARTMENT.
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.
4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs

60' 30' 0' 60' 120' FEET
1" ½" 0" 1" 2" INCHES

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

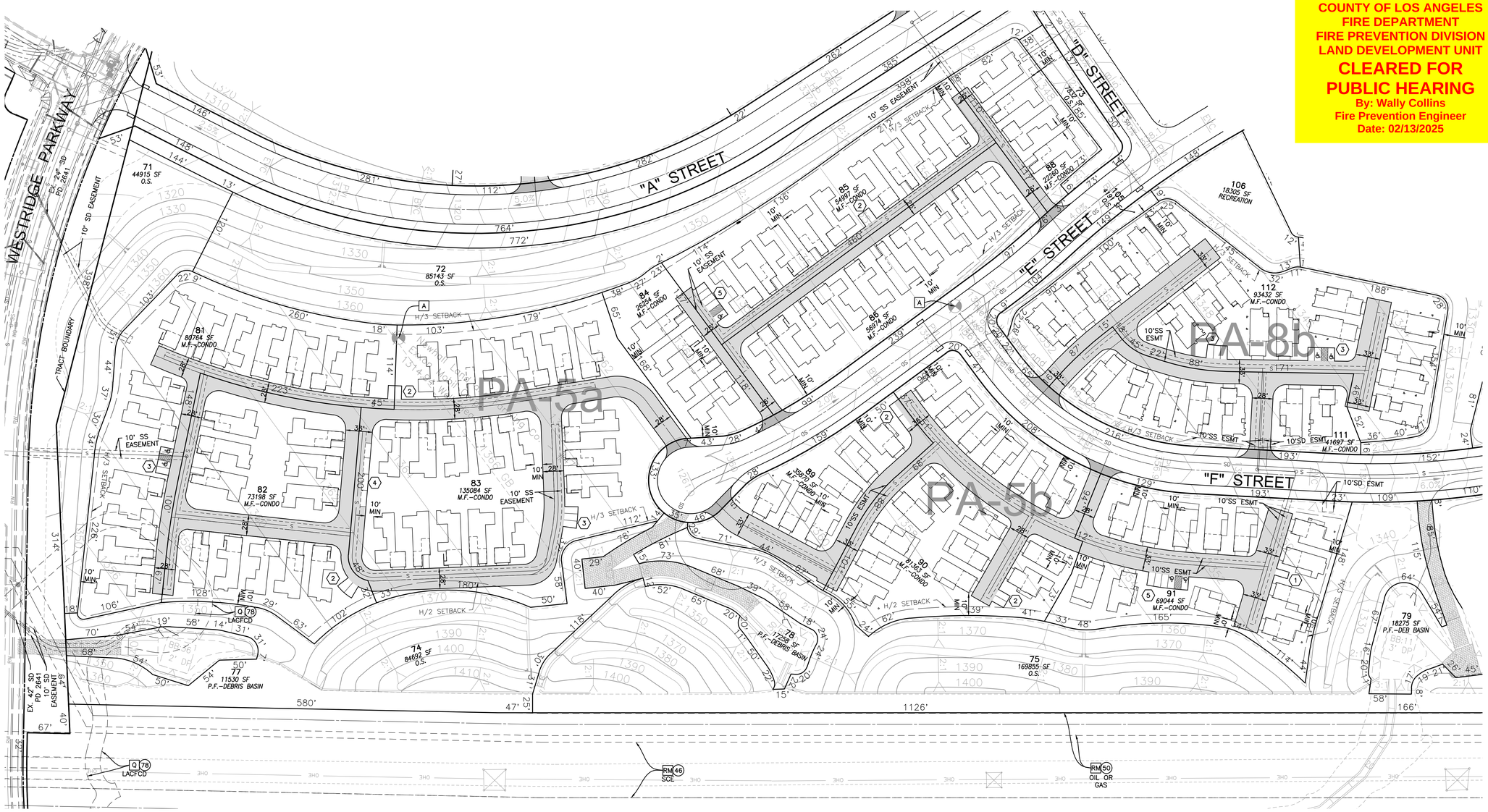
SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 5 OF 14 SHEETS

© Viewhall Ranch\53295 Entitled\Tentative\VESD43-05_Exh A PA-4c 4f & 10a 10b.dwg Plotted on Nov 19, 2024–5:20pm by adamw

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)



PA-5a

LOT 81,82,83,84,85,86,88					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	2				
Total Site Area:	10.4 Acres				
Land Use:	Residential				
Total Units:	70				
Number of Buildings:	70				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
4 bed	46	69	23	12	104
5 bed	24	36	12	6	54
Total	70	105	35	18	158
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	158				
Provided Spaces:					
Garage:	140				
* Open	21				
Total:	161				

* Note: Some ADA parking is included in open parking stall count.

PA-5b

LOT 89,90,91					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	4.3 Acres				
Land Use:	Residential				
Total Units:	34				
Number of Buildings:	34				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	34	51	17	9	77
Total	34	51	17	9	77
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	77				
Provided Spaces:					
Garage:	68				
* Open	10				
Total:	78				

* Note: Some ADA parking is included in open parking stall count.

PA-8b

LOT 111,112					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	3.1 Acres				
Land Use:	Residential				
Total Units:	24				
Number of Buildings:	24				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
4 bed	24	36	12	6	54
Total	24	36	12	6	54
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	54				
Provided Spaces:					
Garage:	48				
* Open	6				
Total:	54				

* Note: Some ADA parking is included in open parking stall count.

NOTES:

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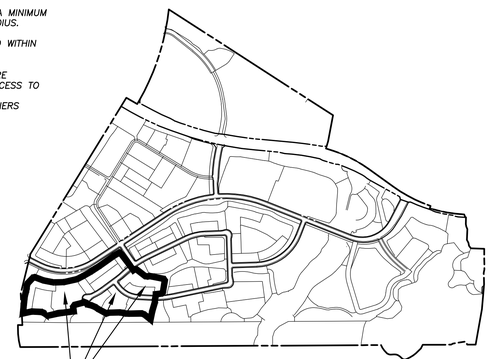


MULTI FAMILY CONDOMINIUM

INDEX MAP

SCALE: 1" = 800'

NORTH

NORTH

FEET
60' 30' 0' 60' 120'
INCHES
1" ½" 0" 1" 2"

DESIGNED:	A WAKEFIELD
DRAFTED:	
CHECKED:	J FUKUMITSU

LEGAL DESCRIPTION:

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:

FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355

TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER — JASON H. FUKUMITSU — No. 40695 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:

HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890

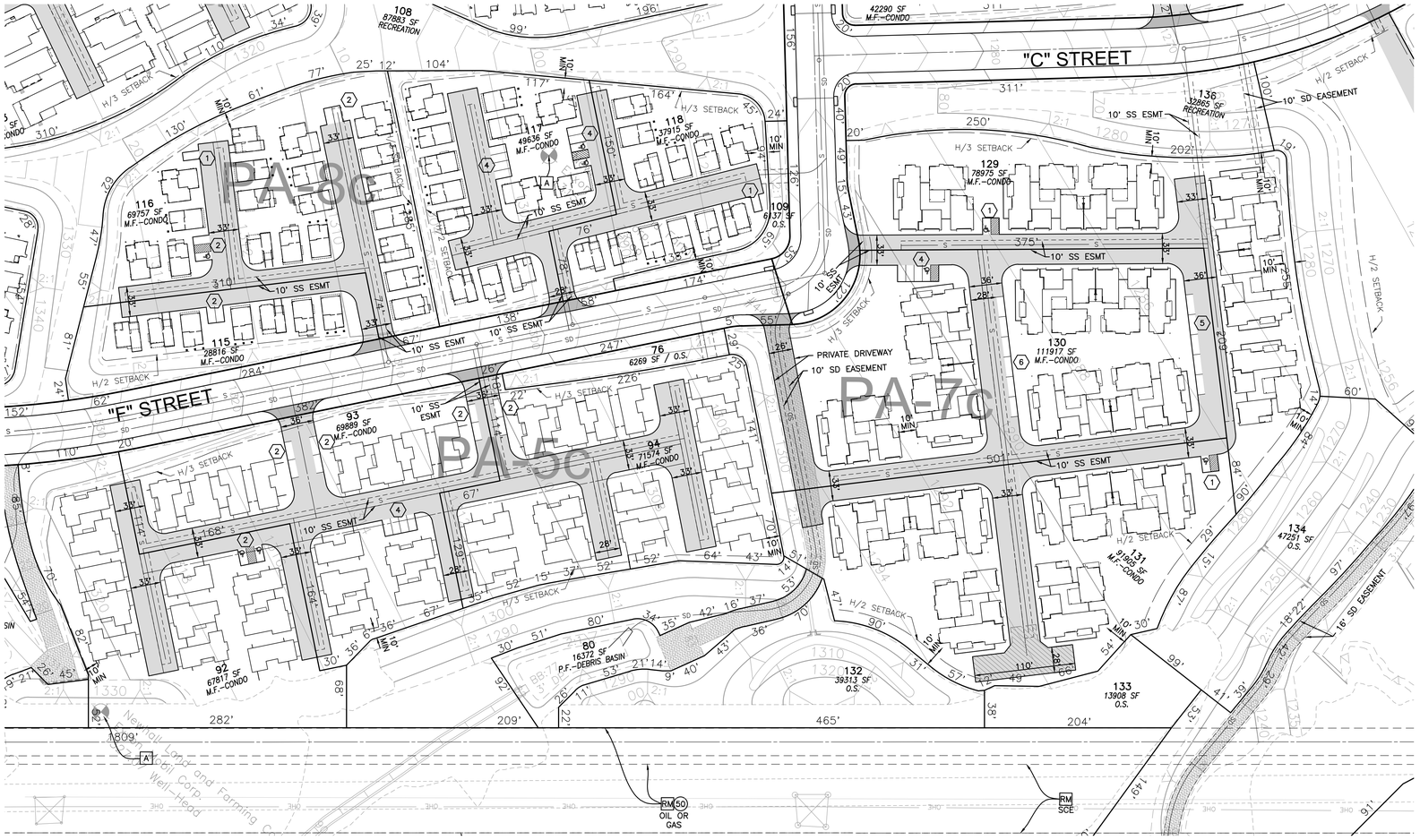
Jason H. Fukumitsu 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-035-037
SHEET	6
	OF 14 SHEETS

G:\Vtmtnal Maps\53295 Entrada\Tentative\VES0A3-06_Exh A PA-5a 5b & 8b.dwg Plotted on Nov 20, 2024–6:21am by ddonne



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COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- SD — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

NORTH

FEET
60' 30' 0' 60' 120'
INCHES
1" ½" 0" 1" 2"

PA-5c

LOT 92,93,94					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	4.8 Acres				
Land Use:	Residential				
Total Units:	39				
Number of Buildings:	39				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
2 bed	15	21	8	4	35
3 bed	11	17	5	3	26
4 bed	13	20	7	4	31
Total	39	58	20	11	89
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	89				
Provided Spaces: Garage:	78				
* Open	14				
Total:	92				

* Note: Some ADA parking is included in open parking stall count.

PA-7c

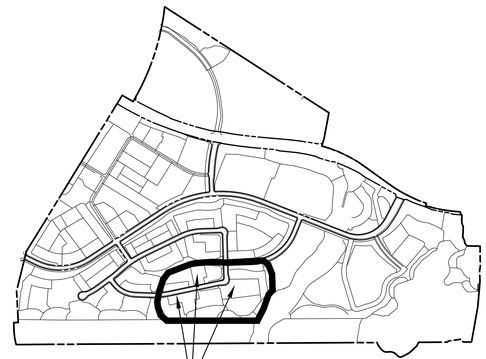
LOT 129,130,131					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	6.5 Acres				
Land Use:	Residential				
Total Units:	57				
Number of Buildings:	12				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	57	85	29	14	128
Total	57	85	29	14	128
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Provided Spaces:	128				
Required Spaces: Garage:	114				
* Open	17				
Total:	131				

* Note: Some ADA parking is included in open parking stall count.

PA-8c

LOT 115,116,117,118					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	2 & 3				
Total Site Area:	4.3 Acres				
Land Use:	Residential				
Total Units:	52				
Number of Buildings:	52				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	52	78	26	13	117
Total	52	78	26	13	117
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Provided Spaces:	117				
Required Spaces: Garage:	90				
Carport:	14				
* Open	16				
Total:	120				

* Note: Some ADA parking is included in open parking stall count.



MULTI FAMILY CONDOMINIUM

INDEX MAP
SCALE: 1" = 800'

NORTH

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
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OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER
JASON H. FUKUMITSU
No. 40695
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
26074 Avenue Hall, Ste 23 ▪ Valencia, CA 91355
PH: (661) 294-2211 ▪ FX: (661) 294-9890

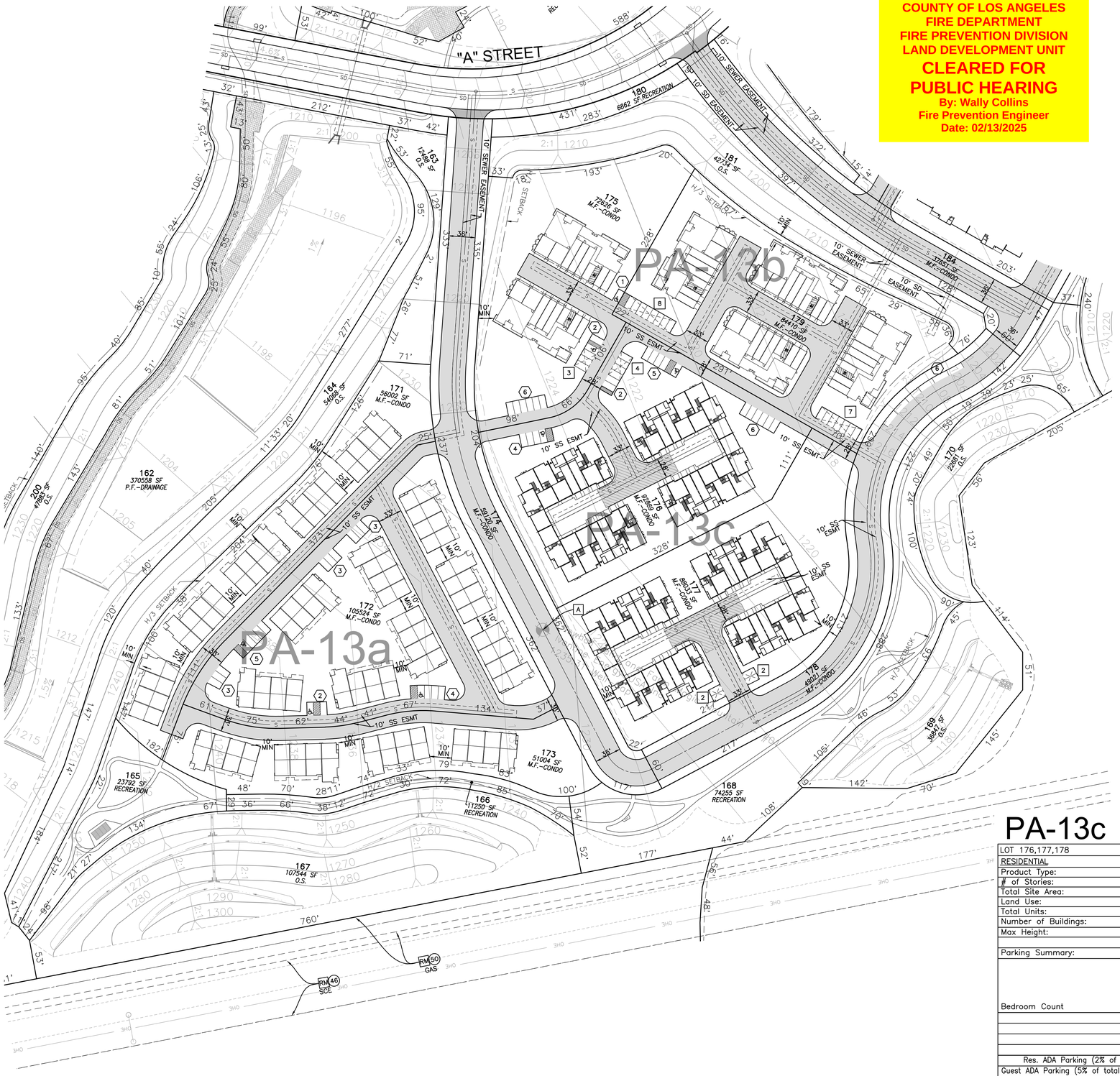
JASON H. FUKUMITSU 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 7 OF 14 SHEETS

G:\Newhall Ranch\53295 Entrada\Tentative\VE53443-07_Exh A PA-5c & 7c & 8c.dwg Plotted on Nov 20, 2024–6:29pm by adamw



COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PA-13a

LOT 171,172,173,174	
RESIDENTIAL	
Product Type:	MU–Residential
# of Stories:	2 & 3
Total Site Area:	6.3 Acres
Land Use:	Residential
Total Units:	68
Number of Buildings:	17
Max Height:	55'
Parking Summary:	

Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	34	51	17	9	77
4 bed	34	51	17	9	77
Total	68	102	34	18	154
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	154				
Provided Spaces:					
Garage:	136				
* Open	20				
Total:	156				

* Note: Some ADA parking is included in open parking stall count.

PA-13b

LOT 175,179	
RESIDENTIAL	
Product Type:	MU–Residential
# of Stories:	3
Total Site Area:	3.6 Acres
Land Use:	Residential
Total Units:	48
Number of Buildings:	6
Max Height:	55'
Parking Summary:	

Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
1 bed	12	18	6	3	27
2 bed	24	36	12	6	54
3 bed	12	18	6	3	27
Total	48	72	24	12	108
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	8				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	108				
Provided Spaces:					
Garage:	78				
Carport	18				
* Open	15				
Total:	111				

* Note: Some ADA parking is included in open parking stall count.

PA-13c

LOT 176,177,178	
RESIDENTIAL	
Product Type:	MU–Residential
# of Stories:	2 & 3
Total Site Area:	5.2 Acres
Land Use:	Residential
Total Units:	56
Number of Buildings:	4
Max Height:	55'
Parking Summary:	

Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
1 bed	8	12	4	2	18
2 bed	16	24	8	4	36
3 bed	32	48	16	8	72
Total	56	84	28	14	126
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	126				
Provided Spaces:					
Garage:	104				
Carport	8				
* Open	17				
Total:	129				

* Note: Some ADA parking is included in open parking stall count.

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT–OF–WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

NOTES:

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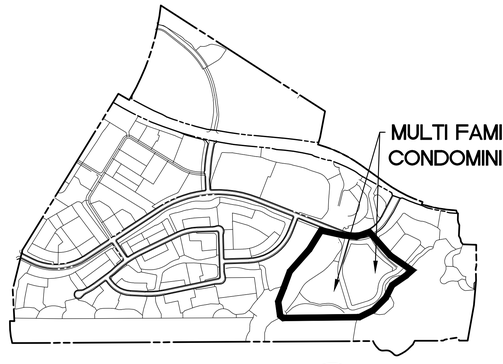

INDEX MAP
SCALE: 1" = 800'

NORTH

FEET
60' 30' 0' 60' 120'
1" ½" 0" 1" 2"
INCHES

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
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OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
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TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
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26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
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SCALE: AS SHOWN
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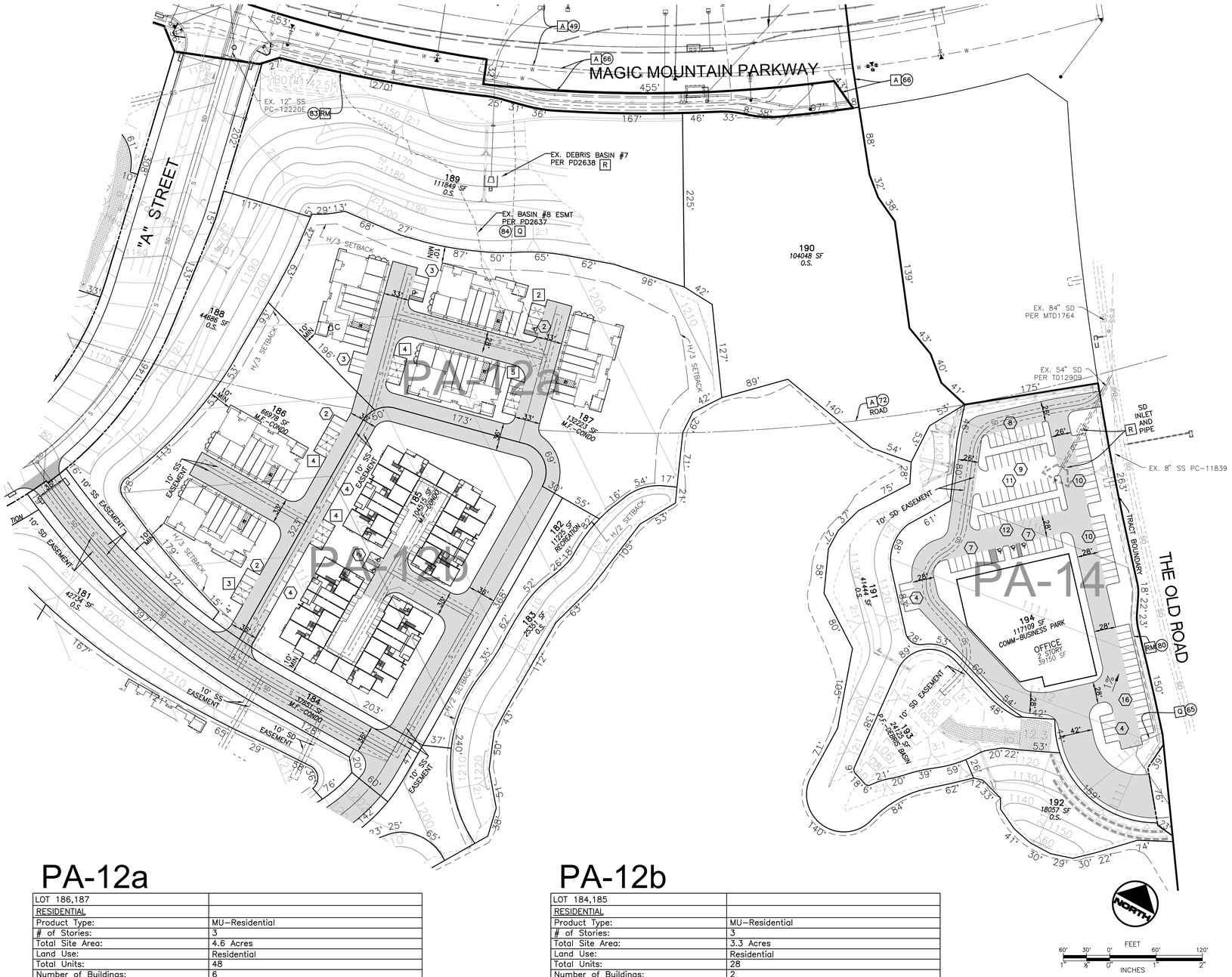
SHEET 8 OF 14 SHEETS

© Vianeali Ronch\53295 Entrada\Tentative\VES5043-08_Exh. A PA-13a 13b & 13c.dwg Plotted on Nov 20, 2024–6:42pm by adamw



COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

PA-14

LOT 194	
COMMERCIAL/OFFICE	
Land Use:	Office
Total Site Acreage:	2.7 Acres
Total Commercial Sq. Ft:	39,150 s.f.
Total Units	
Number of Buildings:	1 Building
Max Height:	55'
Parking Req. Residential:	
Parking Req. Office:	98 Spaces
Total Required Parking:	98 Spaces
Total Parking Provided*:	98 Spaces
Handicap Parking:	3 Spaces 3.1% of Parking Provided
Handicap Van-Accessible:	1 Space 1 Space/8 Handicap PS

PA-12a

LOT 186,187					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	4.6 Acres				
Land Use:	Residential				
Total Units:	48				
Number of Buildings:	6				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
1 bed	12	18	6	3	27
2 bed	24	36	12	6	54
3 bed	12	18	6	3	27
Total	48	72	24	12	108
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	108				
Provided Spaces:					
Garage:	96				
Carport	18				
* Open	12				
Total:	126				

* Note: Some ADA parking is included in open parking stall count.

PA-12b

LOT 184,185					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	3.3 Acres				
Land Use:	Residential				
Total Units:	28				
Number of Buildings:	2				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
1 bed	4	6	2	1	9
2 bed	8	12	4	2	18
3 bed	16	24	8	4	36
Total	28	42	14	7	63
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	63				
Provided Spaces:					
Garage:	56				
Carport	4				
* Open	10				
Total:	70				

* Note: Some ADA parking is included in open parking stall count.

NOTES:

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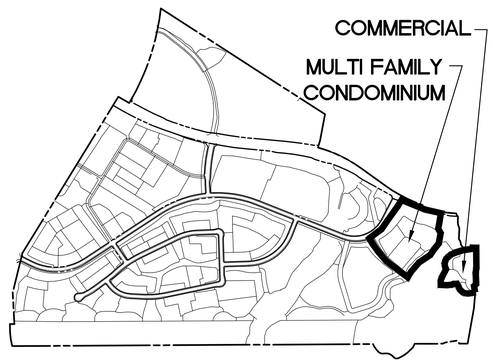
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.
4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs



INDEX MAP
SCALE: 1" = 800'

DESIGNED:	A WAKEFIELD
DRAFTED:	
CHECKED:	J FUKUMITSU

LEGAL DESCRIPTION:
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER — JASON H. FUKUMITSU — No. 40695 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU — 11/20/24 — DATE

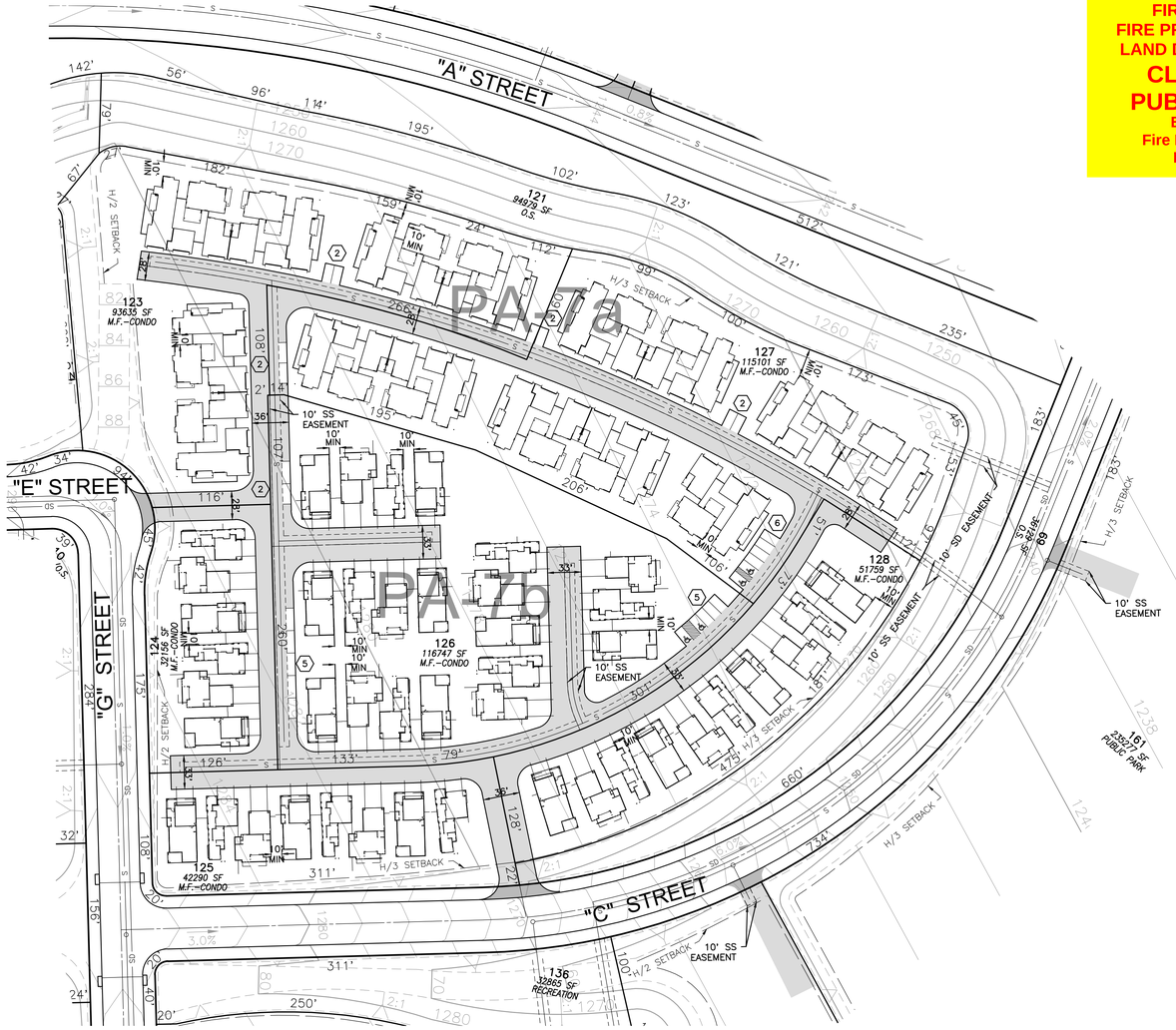
MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-035-037
SHEET	9
	OF 14 SHEETS

© Newhall Ranch\53295 Entrada\Tentative\VES043-09_Exh A PA-12a 12b & 14.dwg Plotted on Nov 20, 2024-6:46am by adamw

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025



LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
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- S — PROPOSED SEWER
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- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

NORTH

FEET
60' 30' 0' 60' 120'
1" = 60'
INCHES

PA-7a

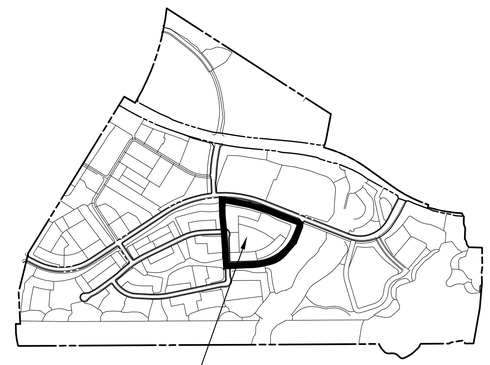
LOT 123,127						
RESIDENTIAL						
Product Type:	MU–Residential					
# of Stories:	3					
Total Site Area:	4.7 Acres					
Land Use:	Residential					
Total Units:	45					
Number of Buildings:	15					
Max Height:	55'					
Parking Summary:						
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total	
3 bed	45	67	23	12	102	
Total	45	67	23	12	102	
Res. ADA Parking (2% of total units)	1					
Guest ADA Parking (5% of total guest sp.)	1					
Total ADA Parking	2					
ADA Van (1 sp/8 ADA Stalls	1					
Required Spaces:	102					
Provided Spaces:						
Garage:	90					
* Open	13					
Total:	103					

* Note: Some ADA parking is included in open parking stall count.

PA-7b

LOT 124,125,126,128					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	5.6 Acres				
Land Use:	Residential				
Total Units:	44				
Number of Buildings:	44				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ unit	Guest @ 0.25 spaces/ unit	Total
3 bed	44	66	22	11	99
Total	44	66	22	11	99
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	99				
Provided Spaces:					
Garage:	88				
* Open	13				
Total:	101				

* Note: Some ADA parking is included in open parking stall count.



INDEX MAP
SCALE: 1" = 800'

NOTES:

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2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
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4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER
JASON H. FUKUMITSU
No. 40695
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
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26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU — DATE 11/20/24

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 10 OF 14 SHEETS

G:\Vesting\ Ranch\53295 Entrada\Tentative\VTE53043-10_Exh A PA-7a & 7b.dwg Plotted on Nov 20, 2024–6:48am by adamw

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
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- H/2 & H/3 SETBACK LINE
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- DAYLIGHT LINE
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- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

PA-8d

LOT 119,120					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	3.3 Acres				
Land Use:	Residential				
Total Units:	26				
Number of Buildings:	26				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
4 bed	26	39	13	7	59
Total	26	39	13	7	59
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	59				
Provided Spaces:					
Garage:	52				
* Open	8				
Total:	60				

* Note: Some ADA parking is included in open parking stall count.

PA-6a

LOT 97,98,99,100,101,102					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	3.0 Acres				
Land Use:	Residential				
Total Units:	30				
Number of Buildings:	30				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
2 bed	10	15	5	3	23
3 bed	10	15	5	3	23
4 bed	10	15	5	3	23
Total	30	45	15	9	69
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	69				
Provided Spaces:					
Garage:	60				
* Open	9				
Total:	69				

* Note: Some ADA parking is included in open parking stall count.

PA-6b

LOT 103,104					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	3.2 Acres				
Land Use:	Residential				
Total Units:	26				
Number of Buildings:	26				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
3 bed	26	39	13	7	59
Total	26	39	13	7	59
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	59				
Provided Spaces:					
Garage:	52				
* Open	8				
Total:	60				

* Note: Some ADA parking is included in open parking stall count.

PA-8a

LOT 113,114					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	3.0 Acres				
Land Use:	Residential				
Total Units:	26				
Number of Buildings:	26				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
3 bed	26	39	13	7	59
Total	26	39	13	7	59
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	59				
Provided Spaces:					
Garage:	52				
* Open	10				
Total:	62				

* Note: Some ADA parking is included in open parking stall count.

NOTES:

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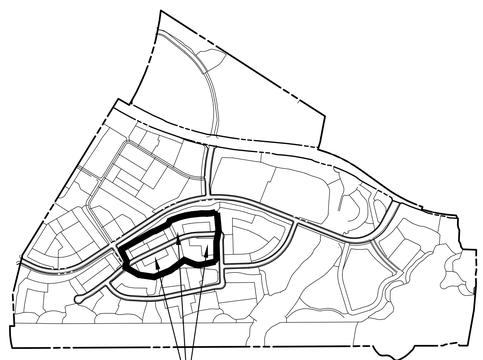

MULTI FAMILY CONDOMINIUM

INDEX MAP
SCALE: 1" = 800'

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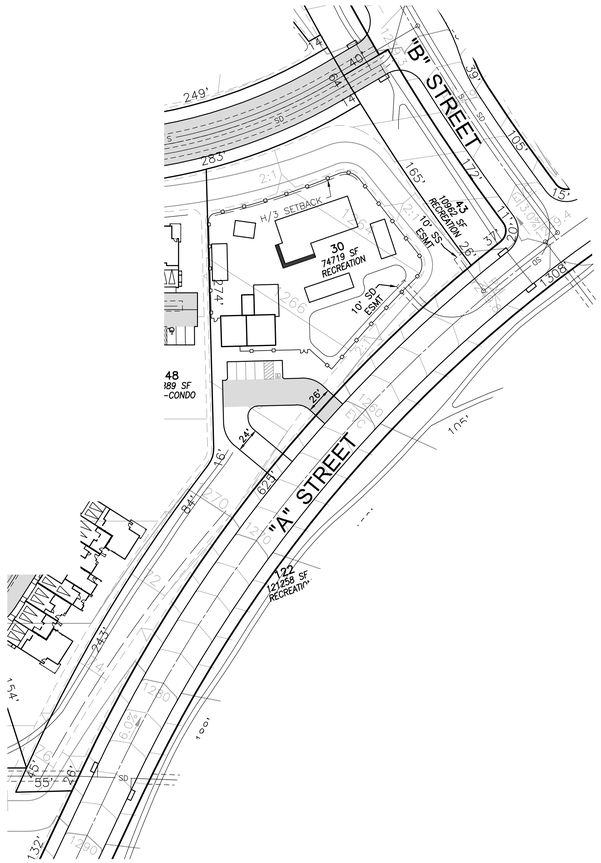
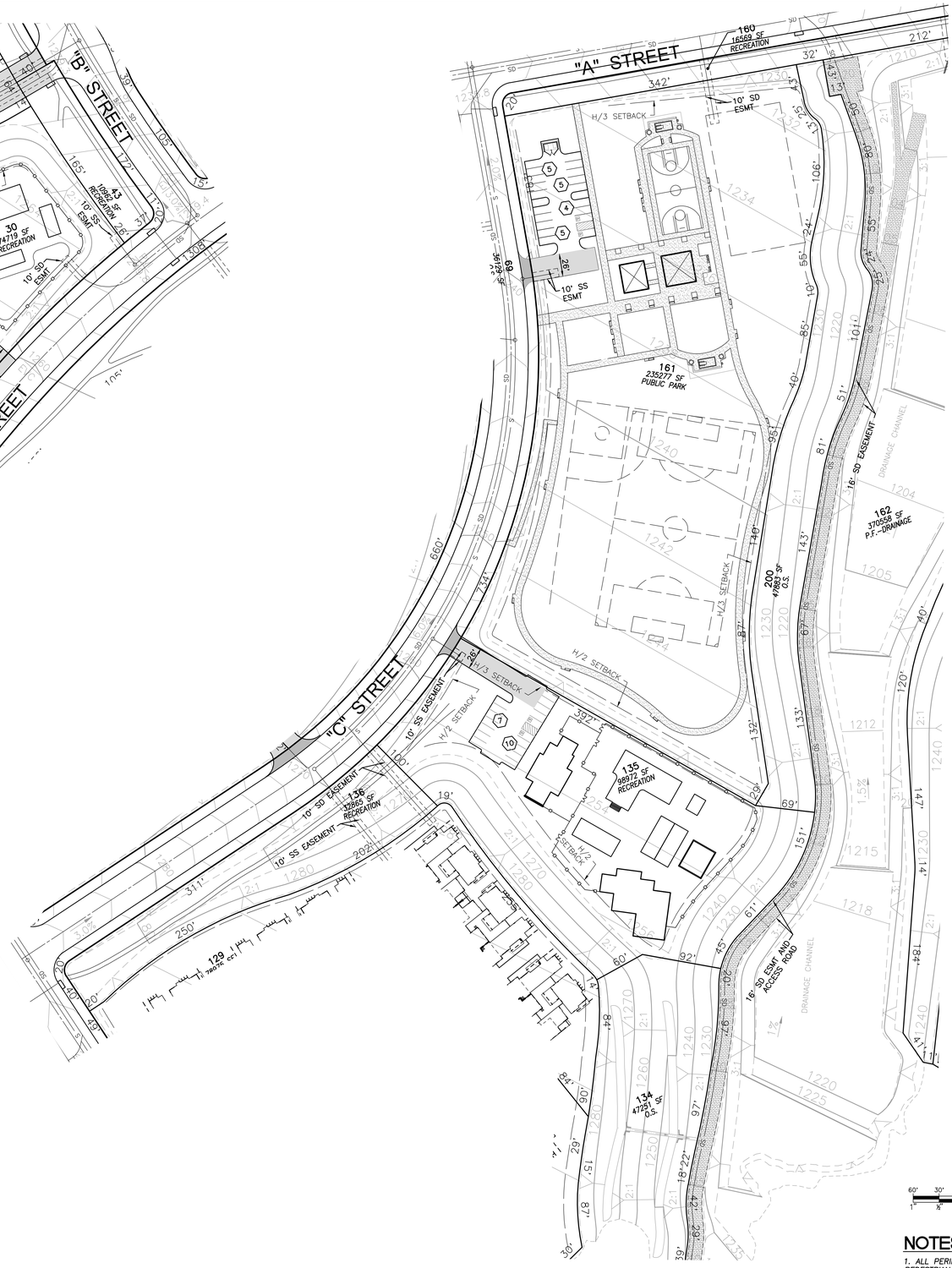
DRAFTED:			
CHECKED: J FUKUMITSU		REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA	

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 11
OF 14 SHEETS

G:\Vtm\tm\ Ranch\53295 Entrada\tentative\VES0A3-11_Exh A PA-6a 6b 8a 8d.dwg Plotted on Nov 20, 2024-4:53pm by adamw





COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

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- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- SD — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)

PUBLIC PARK

LOT 161	
PUBLIC PARK	
Land Use:	RECREATION
Total Site Area:	5.4 Acres
Total Building Sq. Ft:	2,203 SF
Total Buildings	2
Number of Buildings:	2
Max Height:	32'
Total Required Parking: (1 Space/400 SF Building)	6 Spaces
Total Parking Provided:	19 Spaces
Handicap Parking: (1 Space/25 PS)	2 Spaces
Handicap Van-Accessible: (1 Space/8 Handicap PS)	1 Space

RECREATION

LOT 135	
RECREATION	
Land Use:	RECREATION
Total Site Area:	2.3 Acres
Total Building Sq. Ft:	6,600 SF
Total Buildings	2
Number of Buildings:	2
Max Height:	32'
Total Required Parking: (1 Space/400 SF Building)	17 Spaces
Total Parking Provided:	17 Spaces
Handicap Parking: (1 Space/25 PS)	2 Spaces
Handicap Van-Accessible: (1 Space/8 Handicap PS)	1 Space

RECREATION

LOT 30	
RECREATION	
Land Use:	RECREATION
Total Site Area:	1.7 Acres
Total Building Sq. Ft:	1,830 SF
Total Buildings	1
Number of Buildings:	1
Max Height:	32'
Total Required Parking: (1 Space/400 SF Building)	5 Spaces
Total Parking Provided:	5 Spaces
Handicap Parking: (1 Space/25 PS)	1 Space
Handicap Van-Accessible: (1 Space/8 Handicap PS)	1 Space

NORTH

FEET
60' 30' 0' 60' 120'
1" ½" 0" 1" 2"
INCHES

NOTES:

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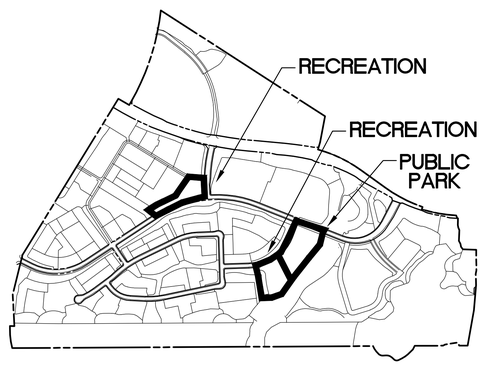

INDEX MAP
SCALE: 1" = 800'

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DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:

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25124 SPRINGFIELD COURT SUITE 300
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PLANS PREPARED BY:
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PLANNING ▪ ENGINEERING ▪ SURVEYING
26074 Avenue Hall, Ste 23 ▪ Valencia, CA 91355
PH: (661) 294-2211 ▪ FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 12 OF 14 SHEETS

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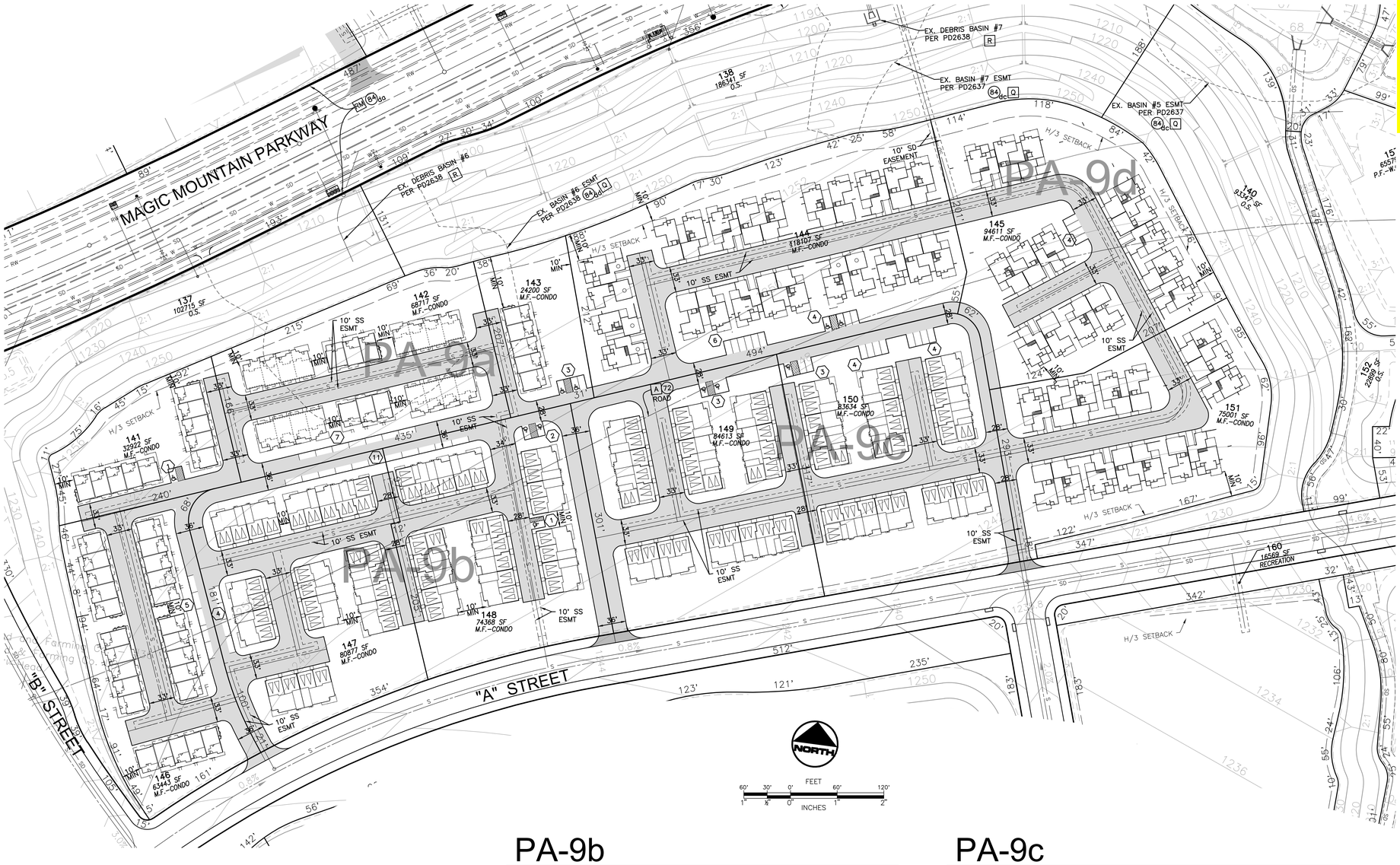
COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- SD — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)



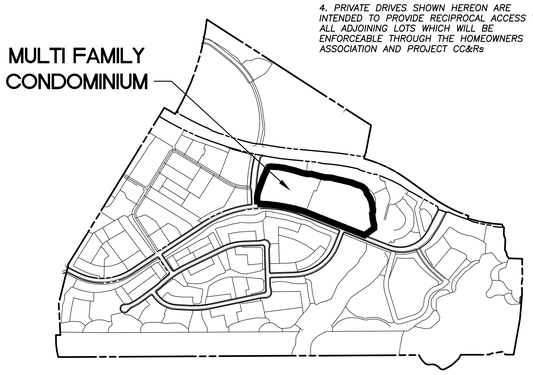
PA-9d

LOT 144,145,151					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	6.6 Acres				
Land Use:	Residential				
Total Units:	54				
Number of Buildings:	22				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
3 bed	39	58	19	10	89
4 bed	15	23	8	4	35
Total	54	81	27	14	122
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	2				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	122				
Provided Spaces:					
Garage:	108				
* Open	14				
Total:	122				

* Note: Some ADA parking is included in open parking stall count.

NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PEDESTRIAN ACCESS GATES LOCATED TO SATISFACTION OF THE FIRE DEPARTMENT.
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.
4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs



INDEX MAP

SCALE: 1" = 800'

PA-9a

LOT 141,142,143,146					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	4.5 Acres				
Land Use:	Residential				
Total Units:	62				
Number of Buildings:	14				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
2 bed	48	72	24	12	108
3 bed	14	21	7	4	32
4 bed					
Total	62	93	31	16	140
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	140				
Provided Spaces:					
Garage:	124				
* Open	16				
Total:	140				

* Note: Some ADA parking is included in open parking stall count.

PA-9b

LOT 147,148					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	3.6 Acres				
Land Use:	Residential				
Total Units:	54				
Number of Buildings:	11				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
3 bed	37	55	19	10	84
4 bed	17	25	9	5	39
Total	54	80	28	15	123
Res. ADA Parking (2% of total units)	2				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls	1				
Required Spaces:	123				
Provided Spaces:					
Garage:	108				
* Open	18				
Total:	126				

* Note: Some ADA parking is included in open parking stall count.

PA-9c

LOT 149,150					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	3.8 Acres				
Land Use:	Residential				
Total Units:	56				
Number of Buildings:	10				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/unit	Guest @ 0.25 spaces/unit	Total
3 bed	44	66	22	11	99
4 bed	12	18	6	3	27
Total	56	84	28	14	126
Res. ADA Parking (2% of total units)	1				
Guest ADA Parking (5% of total guest sp.)	1				
Total ADA Parking	3				
ADA Van (1 sp/8 ADA Stalls)	1				
Required Spaces:	126				
Provided Spaces:					
Garage:	112				
* Open	14				
Total:	126				

* Note: Some ADA parking is included in open parking stall count.

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER — JASON H. FUKUMITSU — No. 40695 — CIVIL — STATE OF CALIFORNIA

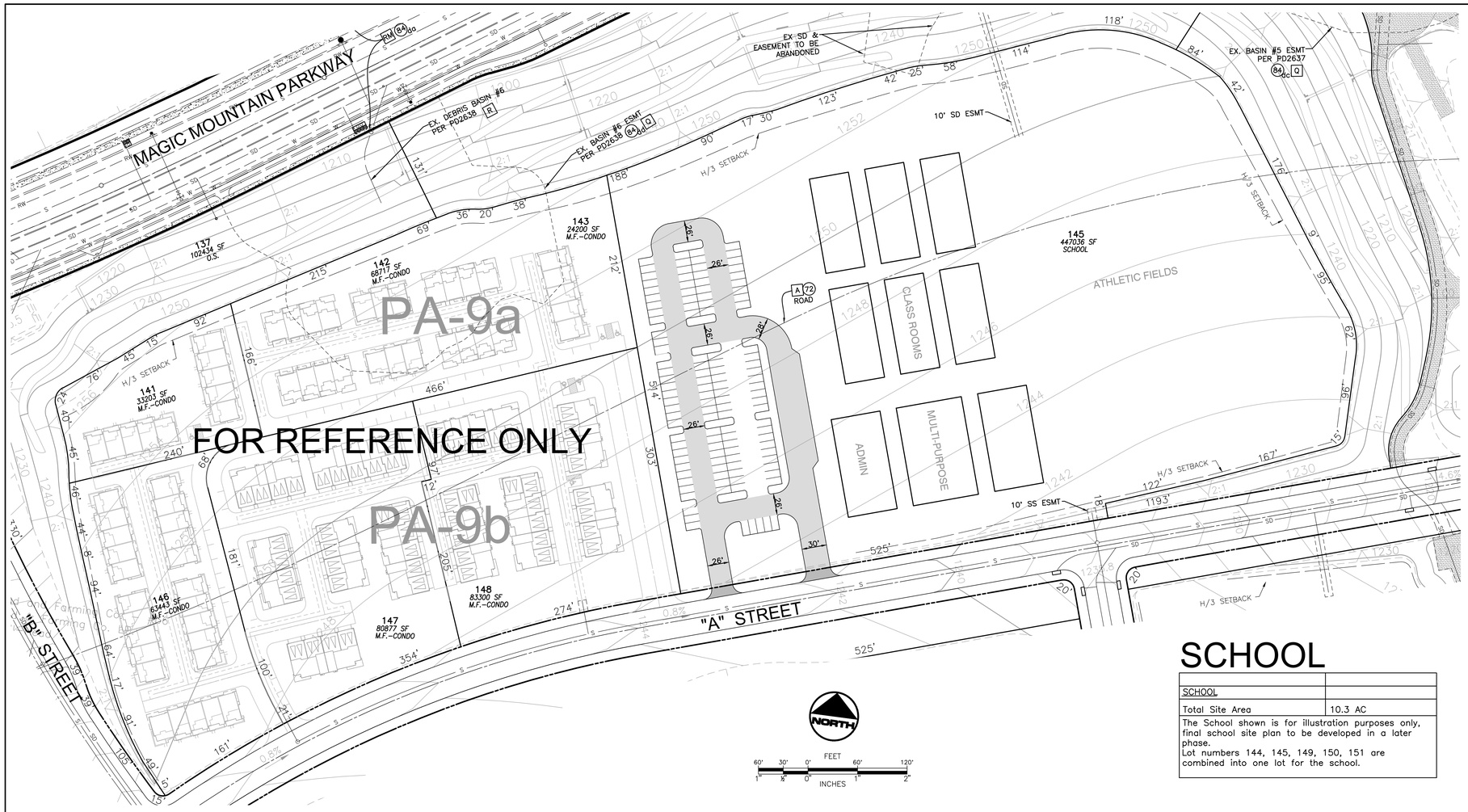
PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU — 11/20/24 — DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 13
OF 14 SHEETS

© Vtnehall Ranch\53295 Entitlds\Tentative\VES043-13_Exh A PA-9a 9b 9c 9d.dwg Plotted on Nov 20, 2024-10:34am by adams



SCHOOL

SCHOOL	
Total Site Area	10.3 AC

The School shown is for illustration purposes only, final school site plan to be developed in a later phase.
Lot numbers 144, 145, 149, 150, 151 are combined into one lot for the school.

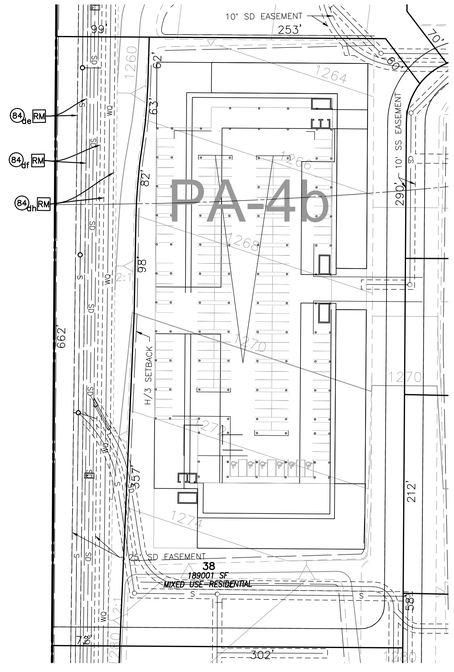
NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PEDESTRIAN ACCESS GATES LOCATED TO SATISFACTION OF THE FIRE DEPARTMENT.
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.
4. PRIVATE DRIVES SHOWN HEREON ARE INTENDED TO PROVIDE RECIPROCAL ACCESS TO ALL ADJOINING LOTS WHICH WILL BE ENFORCEABLE THROUGH THE HOMEOWNERS ASSOCIATION AND PROJECT CC&Rs

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

LEGEND

- 100 — LOT NO.
- PA-4a — PLANNING AREA NUMBER
- VTTM 53295 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- SD — PROPOSED STORM DRAIN
- S — PROPOSED SEWER
- H/2 & H/3 SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- 310' — LINE OF SIGHT / LINE OF SIGHT EASEMENT
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- EXISTING OIL WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- 50 — STORM DRAIN MANHOLE
- 3 — COVERED PARKING (NUMBER OF SPACES IN BOX)



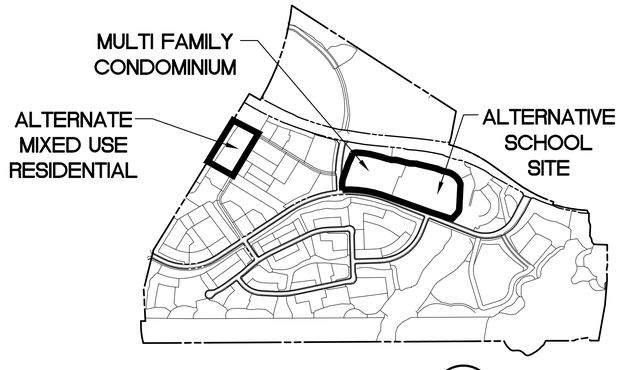
PA-4b ALTERNATE

LOT 41	
Condominium in Mixed-Use Zone	
Land Use:	MU-Residential
Total Site Acreage:	3.4 Acres
Total Residential Units:	202 *
Number of Buildings:	1 Building
Max Height:	55'
Parking Required Residential:	697 Spaces
Total Parking Provided*:	697 Spaces
Handicap Parking:	14 Spaces (10 assigned + 4 unassigned) 2% of Total assigned stalls per CBC 1109A.3 + 5% of total unassigned stalls per CBC 1109A.5 (Guest Parking)
Handicap Van-Accessible:	2 Spaces (1 assigned + 1 unassigned) 1 Space/8 Handicap PS

* 110 dwelling units on PA-9c and PA-9d were relocated to PA-4b with the addition of the school site in this location.

PA-4b ALTERNATE

LOT 41	
COMMERCIAL	
Land Use:	MU-COMM
Total Site Acreage:	3.4 Acres
Total Sq. Ft.:	17,025 s.f.
Total Retail Units:	
Total Office Sq. Ft.:	
Total Office Units:	
Number of Buildings:	1 Building
Max Height:	55'
Parking Required Commercial:	69 Spaces
Total Required Parking:	69 Spaces
Total Parking Provided*:	69 Spaces
Handicap Parking**:	7 Spaces Per CBC Table 11B-208.2
Handicap Van-Accessible**:	2 Spaces 1 Space/6 Handicap PS

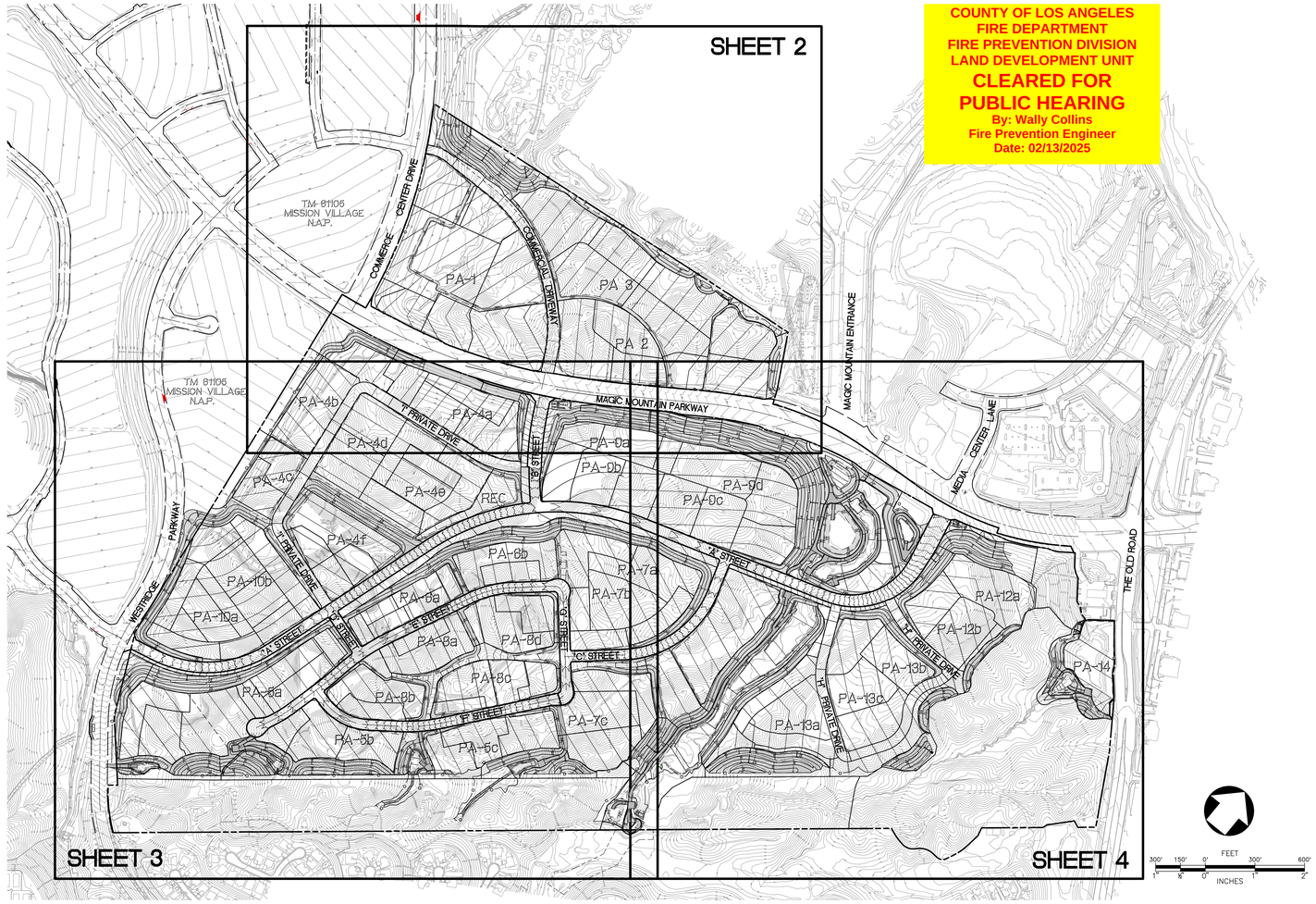


INDEX MAP

SCALE: 1" = 800'

DESIGNED: A WAKEFIELD	LEGAL DESCRIPTION: IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED IN THE TITLE REPORT DATED FEBRUARY 28, 2024.	OWNER/DEVELOPER: FIVEPOINT NEWHALL LAND 25124 SPRINGFIELD COURT SUITE 300 VALENCIA, CA 91355 TELEPHONE: (661) 255-4000 REPRESENTATIVE : MR. MATT HANSON	REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA	PLANS PREPARED BY: HUNSAKER & ASSOCIATES LOS ANGELES, INC. PLANNING • ENGINEERING • SURVEYING 26074 Avenue Hall, Ste 23 • Valencia, CA 91355 PH: (661) 294-2211 • FX: (661) 294-9890 JASON H. FUKUMITSU 11/20/24 DATE	MAJOR LAND DIVISION VESTING TENTATIVE TRACT MAP NO. 53295 EXHIBIT "A" IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA	SCALE: AS SHOWN DATE: 11/20/24 JOB No. 0015-035-037 SHEET 14 OF 14 SHEETS
DRAFTED:							
CHECKED: J FUKUMITSU							

G:\Vesting\ Ranch\53295 Entrada\Tentative\VIES043-14_Exh A School PA-4b Alt.dwg Plotted on Nov 20, 2024-10:36am by oderne

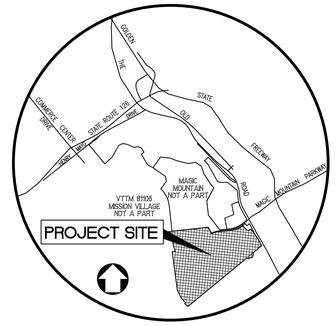


COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

FEET
300' 150' 0' 300' 600'
INCHES
1" = 300' 0" 1' 2'

GENERAL NOTES:

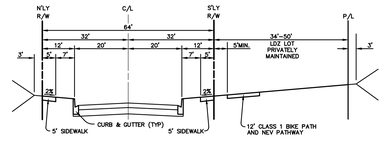
1. GRADE ELEVATIONS ON THE VESTING TENTATIVE TRACT MAP (VTTM) ARE APPROXIMATE. THE ELEVATIONS MAY CHANGE BY NO MORE THAN 10 FEET. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. PERMISSION IS REQUESTED FOR LOT LINES TO BE ADJUSTED TO THE SATISFACTION OF DRP AND DPW PROVIDED NO ADDITIONAL DEVELOPMENT LOTS ARE CREATED. THE DEGREE OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP ACT.
3. ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. PERMISSION IS REQUESTED FOR ADJUSTMENTS TO STREETS TO BE MADE PROVIDED THAT THE DPW AND DRP DETERMINE THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO PRIVATE TRAILS CAN BE MADE WITH APPROVAL BY DRP. ADJUSTMENTS TO PUBLIC TRAILS CAN BE MADE WITH APPROVAL BY DPR.
4. BUILDING FOOTPRINTS SHOWN ON THE VTTM OR ACCOMPANYING SITE PLAN EXHIBIT MAPS ARE ONLY FOR ILLUSTRATIVE PURPOSES. ACTUAL BUILDING LOCATIONS AND FOOTPRINTS MAY VARY. APPROVAL IS REQUESTED DURING PLOT PLAN REVIEW PROVIDED THE PROPOSED BUILDINGS SATISFY ALL EXISTING CODES AND ORDINANCES. THIS MINOR CHANGE DOES NOT INCLUDE A CHANGE IN PROPOSED LAND USE.
5. PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (E.G. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
6. PERMISSION IS REQUESTED FOR UNIT PHASING.
7. PERMISSION IS REQUESTED TO COMBINE LOTS.
8. PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
9. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS PROVIDED MAINTENANCE EASEMENTS ARE GRANTED TO THE SATISFACTION OF DRP AND DPW, AND ADDITIONAL NON-DEVELOPMENT LOTS FOR PRIVATE DRIVE PURPOSES.
10. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PASEOS, PEDESTRIAN BRIDGES, TRANSIT SHELTERS, WATER QUALITY BASINS, WATER TANKS, ETC.) MAY BE RELOCATED IF DETERMINED TO BE IN SUBSTANTIAL CONFORMANCE WITH THE VTTM.
11. PROPOSED RETAIL AND OFFICE FLOOR AREAS ARE INTERCHANGEABLE IF THE REQUIRED PARKING AND PUBLIC RIGHT OF WAY IS PROVIDED, EXCLUDING ASSEMBLY USES.
12. PERMISSION IS REQUESTED TO PHASE MASS GRADE TO THE SATISFACTION OF DRP AND DPW AND THE PROVISIONS OF THE COUNTY CODE, APPROVED PROJECT CONDITIONS AND MITIGATION MEASURES.
13. PROPOSED STREET GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS AND TO THE SATISFACTION OF DPW.
14. PROVIDE STANDARD PROPERTY LINE RETURN RADII OF 13 FEET AT ALL LOCAL STREET INTERSECTIONS, INCLUDING INTERSECTION OF LOCAL STREETS WITH PLANNED HIGHWAYS PLUS CORNER CUTOFF DEDICATIONS (THOSE ON THE COUNTY HIGHWAY PLAN). 27 FEET WHERE ALL PLANNED HIGHWAYS INTERSECT, OR 25 FEET WHERE ONE OF THE ROADS SERVES A COMMERCIAL OR INDUSTRIAL DEVELOPMENT, OR TO THE SATISFACTION OF PUBLIC WORKS.
15. ALL DIMENSIONS SHOWN ARE APPROXIMATE.
16. TOPO COMPILED 09/15/2011 BY HUNSAKER FROM DATA FLOWN 08/15/2011.
17. ENTITLEMENTS REQUESTED: (ZONE CHANGE, CONDITIONAL USE PERMIT, PARKING PERMIT, AND OAK TREE PERMIT).
18. NUMBER OF OAK TREES TO BE REMOVED/ENCROACHED; (REMOVED: 34, ENCROACHED: 1).
19. PERMISSION IS REQUESTED TO WAIVE PUBLIC STREET FRONTAGE REQUIREMENTS, TO THE SATISFACTION OF DRP AND DPW, FOR THE FOLLOWING LOTS: 2, 10, 11, 12, 14, 15, 17, 18, 19, 23, 26, 38, 39, 40, 41, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 59, 62, 63, 66, 67, 68, 69, 81, 82, 85, 98, 100, 126, 127, 128, 131, 141, 142, 143, 144, 145, 171, 172, 173, 175, 176, 177, 178, 179, 185, AND 186.
20. VEHICULAR ACCESS WILL BE PROVIDED TO WITHIN 150' OF THE EXTERIOR WALLS OF THE PROPOSED BUILDINGS AND TO THE SATISFACTION OF THE FIRE DEPARTMENT.
21. ADDITIONAL RIGHT OF WAY MAY BE DEDICATED AS REQUIRED TO THE SATISFACTION OF PUBLIC WORKS.
22. WITHIN COMMERCIAL PLANNING AREAS 1-3 AND MIXED USE PLANNING AREAS 4-14, FLEXIBILITY IN FUTURE DESIGN IS PERMITTED, INCLUDING BUT NOT LIMITED TO: CHANGING RESIDENTIAL TO COMMERCIAL AND COMMERCIAL TO RESIDENTIAL (EXCEPT PA 1-3), CHANGING RETAIL TO OFFICE AND OFFICE TO RETAIL, CHANGING APARTMENTS TO CONDOMINIUMS OR CONDOMINIUMS TO APARTMENTS, CHANGE FROM ATTACHED TO DETACHED UNITS, CHANGES TO BUILDING TYPES AND LOCATIONS, RELOCATION OF DRIVEWAYS, DRIVE ENTRIES AND DRIVEWAY ALIGNMENT, LOT CONFIGURATIONS, AND COMMERCIAL BUILDING TYPE AND LOCATION PROVIDED CHANGES DO NOT EXCEED THE APPROVED RESIDENTIAL UNIT COUNT OR COMMERCIAL SQUARE FOOTAGE TOTAL AND THAT THE CHANGES ARE DEPICTED ON A REVISED EXHIBIT MAP AND SHALL BE CONSISTENT WITH THE APPROVED TENTATIVE MAP AND CONDITIONS OF APPROVAL, AND MAY REQUIRE AN AMENDED TENTATIVE MAP.
23. SHARED AND RECIPROCAL PARKING SHOWN PER REQUESTED PARKING PERMIT.
24. EXISTING STRUCTURES THAT ARE TO REMAIN MUST MEET RELEVANT DEVELOPMENT STANDARDS.
25. NOT USED.
26. ON SITE TREES SHALL BE PROVIDED PURSUANT TO THE HEALTHY DESIGN ORDINANCE (SECTION 21.32.195) THE TOTAL NUMBER OF TREES TO BE PROVIDED IS APPROXIMATELY 3,277 (81,931 L.F. OF STREET/1 TREE PER 25 FEET) SPACING AND LOCATION SUBJECT TO LANDSCAPE PLAN REVIEW. THE TOTAL NUMBER OF TREES MAY BE MODIFIED SUBJECT TO SECTION 21.32.195 (E)
27. GRADING OF VTTM 53295 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE VTTM. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE A BALANCED GRADING PHASE. AN INTERIM HYDROLOGY REPORT WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. DRAINAGE AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPW.
28. THE BREAKDOWN OF EARTHWORK VOLUMES OF EACH PHASE SHOULD BE CONSIDERED A FRACTION OF THE OVERALL PROPOSED EARTHWORK QUANTITY FOR THE ENTIRE PROJECT.
29. THE CUMULATIVE EARTHWORK VOLUME FOR ALL THE PHASES WILL BE REQUIRED ON EACH SET OF GRADING PLANS SUBMITTED.
30. THE PROJECT IS PROPOSED TO BE DEVELOPED IN PHASES, BUT PERMISSION IS REQUESTED TO CHANGE THE NUMBER AND ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT, AND A MODIFIED PHASING MAP IS PROVIDED TO DRP.
31. A BLANKET EASEMENT FOR COVERED STORM DRAIN, APPURTENANT STRUCTURES, AND INGRESS AND EGRESS PURPOSES SHALL BE DEDICATED TO THE LACFCD OVER NECESSARY PRIVATE DRIVEWAYS AND FIRE LANES TO THE SATISFACTION OF PUBLIC WORKS.
32. ALL SANITARY SEWER EASEMENTS SHALL BE LOCATED WITHIN PUBLIC RIGHT-OF-WAY OR A MINIMUM 10' WIDE SANITARY SEWER EASEMENT.
33. EASEMENTS INTENDED TO BE GRANTED TO A CONSERVATION ENTITY IN WHICH THE EASEMENT IS GRANTED SUBSEQUENT TO VTTM OR FINAL MAP APPROVAL, MAY BE ACCEPTED TO THE SATISFACTION OF DPW AND DRP WITHOUT AN AMENDED OR REVISED MAP.
34. GRADING OF FINAL FLAT BUILDING PADS SHALL BE ALLOWED ON THE PROJECT ROUGH GRADING PLANS CONSISTENT WITH "SECTION J109.5 DISPOSAL" OF APPENDIX J OF THE LOS ANGELES COUNTY BUILDING CODE. THE LOCATION AND ELEVATION OF THE BUILDING PADS WILL BE CONSISTENT WITH THE APPROVED VTTM OR THE MOST CURRENT APPROVED EXHIBIT "A" SITE PLAN.
THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE ROUGH GRADING PLAN:
ALL FLAT PADS WILL DRAIN TO AN APPROVED DRAINAGE FACILITY OR PUBLIC STREET IN A CONTROLLED MANNER AND CONSISTENT WITH THE APPROVED PROJECT HYDROLOGY OR EROSION CONTROL PLAN AS DETERMINED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS. THE USE OF SWALES, BERMS, OR OTHER DRAINAGE FACILITIES SHALL BE UTILIZED AS NECESSARY TO PREVENT DRAINAGE ACROSS PROPERTY LINES.
35. ALL ABANDONMENTS AND QUITCLAIMS SHALL BE COMPLETED PRIOR TO FINAL MAP.
36. THE DEVELOPER/ENGINEER ACKNOWLEDGE THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASIN WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE OF THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING PLANNING DOCUMENTS BY THE DEPARTMENT OF REGIONAL PLANNING.



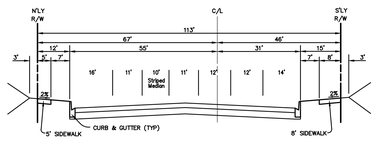
VICINITY MAP
NOT TO SCALE

Lot Summary

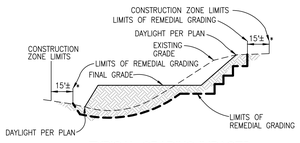
Lot Number	No. of Lots	Type (Use)	Commercial Sq.Ft.	Dwelling Units	Total Acres
PA-1					
17-24	8	Commercial-Business Park	294,900		19.6
1	1	Open Space			3.7
15	1	Commercial-Business Park Driveway			1.3
PA-2					
25-27	3	Commercial-Business Park	165,000		6.3
16	1	Commercial-Business Park Driveway			1.3
PA-3					
2, 8-14	8	Commercial-Business Park	213,925		18.0
3-7	5	Open Space			2.3
PA-4a					
40, 44-47	5	Multi Family-Condo		94	7.0
42	1	Recreation			0.4
28, 29, 37	3	Open Space			3.0
PA-4b					
41	1	Mixed Use-Residential	17,025	92	3.4
34	1	Mixed Use-Residential Pvt Drive			3.9
36	1	Open Space			1.1
PA-4c					
38, 39	2	Multi Family-Condo		48	2.6
33	1	Recreation			0.7
35	1	Open Space			0.9
PA-4d					
51, 54	2	Multi Family-Condo		84	4.2
PA-4e					
48-50, 52, 53	5	Multi Family-Condo		105	7.3
30, 43	2	Recreation			2.0
PA-4f					
55-58	4	Multi Family-Condo		89	5.9
31	1	Recreation			2.0
PA-5a					
81-86, 88	7	Multi Family-Condo		70	10.4
87	1	Recreation			0.6
71-74	4	Open Space			5.1
PA-5b					
89-91	3	Multi Family-Condo		34	4.3
75	1	Open Space			3.9
PA-5c					
92-94	3	Multi Family-Condo		39	4.8
76, 198	2	Open Space			1.0
PA-6a					
97-102	6	Multi Family-Condo		30	3.0
95, 96	2	Open Space			2.7
122	1	Recreation			2.8
PA-6b					
103, 104	2	Multi Family-Condo		26	3.2
PA-7a					
123, 127	2	Multi Family-Condo		45	4.7
121	1	Open Space			2.2
PA-7b					
124-128	4	Multi Family-Condo		44	5.6
PA-7c					
129-131	3	Multi Family-Condo		57	6.5
135, 136	2	Recreation			3.1
132-134	3	Open Space			2.3
PA-8a					
113, 114	2	Multi Family-Condo		26	3.0
107	1	Recreation			0.6
PA-8b					
111, 112	2	Multi Family-Condo		24	3.1
106	1	Recreation			0.4
105	1	Open Space			0.1
PA-8c					
115-118	4	Multi Family-Condo		52	4.3
108	1	Recreation			2.0
109	1	Open Space			0.1
PA-8d					
119, 120	2	Multi Family-Condo		26	3.3
110	1	Open Space			0.3
PA-9a					
141-143, 146	4	Multi Family-Condo		62	4.5
137	1	Open Space			2.4
PA-9b					
147, 148	2	Multi Family-Condo		54	3.6
PA-9c					
149, 150	2	Multi Family-Condo		56	3.8
PA-9d					
144, 145, 151	3	Multi Family-Condo		54	6.6
138, 140	2	Open Space			6.4
PA-10a					
65-70	6	Multi Family-Condo		57	5.7
60	1	Open Space			1.2
PA-10b					
59, 61-64	5	Multi Family-Condo		58	7.2
32	1	Open Space			0.5
PA-12a					
186, 187	2	Multi Family-Condo		48	4.5
188-190	3	Open Space			5.9
PA-12b					
185	1	Multi Family-Condo		28	2.4
184	1	Multi Family-Condo Private Drive			0.9
182	1	Recreation			0.3
183	1	Open Space			0.6
PA-13a					
171-173	3	Multi Family-Condo		68	4.9
174	1	Multi Family-Condo Private Drive			1.4
165, 166	2	Recreation			0.8
163, 164, 167	3	Open Space			4.0
PA-13b					
175, 179	2	Multi Family-Condo		48	3.6
180	1	Recreation			0.2
181	1	Open Space			1.0
PA-13c					
176, 177	2	Multi Family-Condo		56	4.1
178	1	Multi Family-Condo Private Drive			1.1
168	1	Recreation			1.7
169, 170	2	Open Space			1.3
PA-14					
194	1	Commercial-Business Park	39,150		2.7
191, 192	2	Open Space			1.4
Civic					
161	1	Public Park			5.4
Miscellaneous					
153, 154, 160	3	Recreation			2.3
152, 155, 156, 200	4	Open Space			3.5
196, 197	2	Open Space Natural			30.2
195	1	Open Space Natural (Spineflower Preserve)			28.0
159, 162	2	P.F. Drainage			10.4
77-80, 139, 193, 199	7	P.F. Debris Basin			3.5
157, 158	2	P.F.-Water Quality Basin			2.2
		Public Road			31.8
	200		730,000	1,574	382.3



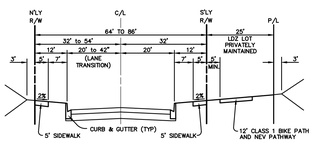
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64')
PUBLIC STREET "A"
FROM "D" STREET TO "C" STREET



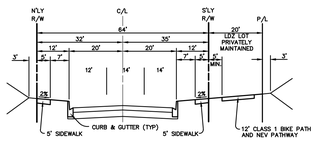
RESIDENTIAL COLLECTOR
(R/W = 113')
PUBLIC STREET "A"
AT MAGIC MOUNTAIN PARKWAY



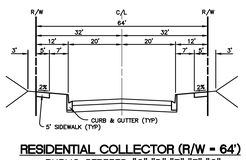
TYPICAL GRADING IMPACTS
NOT TO SCALE
** DIMENSION MAY VARY DEPENDING UPON ACTUAL FIELD CONDITIONS*



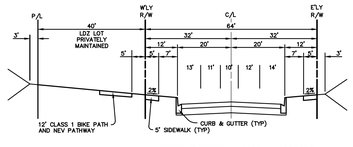
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64' - 86')
PUBLIC STREET "A"
FROM "C" STREET TO "H" PVT DRIVE



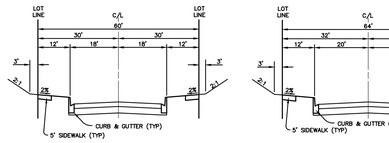
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64')
PUBLIC STREET "A"
FROM WESTRIDGE TO "D" STREET



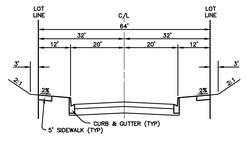
RESIDENTIAL COLLECTOR (R/W = 64')
PUBLIC STREETS "C","D","E","F","G"



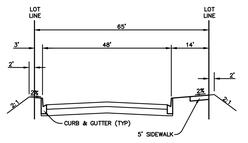
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64')
PUBLIC STREET "B"



PRIVATE DRIVE (WIDTH = 60')
"H" STREET



PRIVATE DRIVE (WIDTH = 64')
"I"STREET



COMMERCIAL DRIVEWAY (WIDTH = 65')
PRIVATE

LEGEND:

- 99 — LOT NO.
- 1,000 SF — LOT AREA (SQUARE FEET)
- M.F.-CONDO — LAND USE
- PROJECT BOUNDARY
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- EXISTING EASEMENT
- 1000 — PROPOSED CONTOUR
- DAYLIGHT LINE
- CUT / FILL LINE
- WQ — WATER QUALITY
- SD — STORM DRAIN
- SS — SANITARY SEWER
- W — WATER
- R.W — RECYCLED WATER
- STORM DRAIN INLET
- CATCH BASIN
- SD — EXISTING STORM DRAIN LINE
- SS — EXISTING SEWER LINE
- W — EXISTING WATER LINE
- EXISTING POWER POLE
- SEA — SEA, RIVER CORRIDOR
- FEMA — FEMA
- 050 — EXISTING COUNTY FLOODPLAIN
- 404_1603 JURISDICTION
- LINE OF SIGHT EASEMENT
- STREAM RESTORATION AREA
- RIPRAP
- ASPHALT PAVING
- PCC CONCRETE
- ABANDONED OIL WELL
- OAK TREE (HERITAGE SIZE LABELED WITH "H")

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
M.F.	MULTI FAMILY
MIN	MINIMUM
N.A.P.	NOT A PART
O.S.	OPEN SPACE
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RW	RECYCLED WATER
R/W	RIGHT-OF-WAY
SCVWA	SANTA CLARITA VALLEY WATER AGENCY
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
STD	STANDARD
TYP	TYPICAL

DISPOSITION:

- A — *ABANDON*
- P — *PROTECT IN PLACE*
- Q — *QUIT CLAIM*
- R — *REMOVE*
- RE — *RELOCATE*
- RM — *TO REMAIN*
- IN — *INDETERMINATE IN NATURE*
- L — *LEASE (OIL, GAS, MINERALS)*
- NA — *NOT APPLICABLE TO PROJECT*
- V — *VACATE*

UTILITY PROVIDERS:

SEWER: L.A. COUNTY SANITATION DIST. 32
WATER: SANTA CLARITA VALLEY WATER AGENCY
ELECTRICAL: SOUTHERN CALIFORNIA EDISON
GAS: SOUTHERN CALIFORNIA GAS CO.
TELEPHONE: AT&T
CABLE TV: TIME WARNER CABLE

PROJECT SUMMARY:

GROSS AREA	– 382.3 Acres
NET AREA	– 320.6 Acres
TOTAL LOTS	– 200
TOTAL D.U.	– 1,574
EXISTING ZONING	– R1 (328.4 AC), C-3 (52.4 AC) C-R (1.5 AC)
PROPOSED ZONING	– C-3 (57.9 AC), MXD (322.9 AC) C-R (1.5 AC)
EXISTING LAND USE	– H5 (328.4 AC), CM (52.4 AC), OS-PR (1.5 AC)
PROPOSED LAND USE	– H5 (328.4 AC), CM (52.4 AC), OS-PR (1.5 AC)
SCHOOL DISTRICT	– SAUGUS UNION SCHOOL DISTRICT – NEWHALL SCHOOL DISTRICT – WILLIAM S HART SCHOOL DISTRICT

PUBLIC STREETS

"A" STREET	"E" STREET
"B" STREET	"F" STREET
"C" STREET	"G" STREET
"D" STREET	MAGIC MOUNTAIN PARKWAY (EXISTING)

OFF-SITE IMPROVEMENTS:

1. FILL GRADING IN 61105 MISSION VILLAGE
2. UTILITY CONNECTIONS IN WESTRIDGE PARKWAY AT "A" STREET
3. UTILITY CONNECTIONS IN THE OLD ROAD
4. RECONSTRUCT S.D. OUTLET STRUCTURE 45433-01 WESTRIDGE

SPECIAL NOTES:

1. WATER QUALITY BASINS AND CATCH BASIN FILTERS WILL PROVIDE TREATMENT OF STORM WATER RUN OFF
2. THE WATER QUALITY BASINS SHALL BE DEDICATED TO THE COUNTY WHEN COMPLETED AND ACCEPTED.
3. ALL SEWER AND STORM DRAIN EASEMENTS SHOWN ON PRIVATE PROPERTY SHALL BE PUBLICLY MAINTAINED.

ASSESSOR'S PARCEL NUMBERS (APN)

2826-008-044
2826-008-039
2826-009-106

RELATED ENTITLEMENTS

PROJECT NO.	– 00-210
CONDITIONAL USE PERMIT NO.	– 00-210
OAK TREE PERMIT NO	– 200700018
ZONE CHANGE NO.	– 00-210
PARKING PERMIT NO.	– 200700013
ENVIRONMENTAL ASSESSMENT NO.	– RPPL 2021007114

EARTHWORK:

	Cut Volume (CY)	Fill Volume (CY)
RAW (MASS EX.)	6,500,000	6,116,500
OFFSITE (INCLUDED)	500	18,300
SHRINKAGE (5.9%)		383,500
TOTAL	6,500,000	6,500,000

REMEDIAL GRADING NOT INCLUDED

SURVEY NOTES:

VERTICAL DATUM:

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS BENCHMARK DESCRIBED AS FOLLOWS: LACDPW L5402 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT W/O C/L THE OLD RD (W RDWY) AND 0.6 MI S/O HENRY MAYO DR @ MI MKR @6.25 NEWHALL QUAD
1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951

THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988 IS 2.3 FEET HIGHER THAN NAVD1929).

AERIAL PLANIMETRY:

THIS SURVEY WAS PREPARED BY PHOTOGRAMMETRIC PROCESSES, UTILIZING AERIAL PHOTOGRAPHY DATED SEPTEMBER 15, 2011. THE OUTLINE OF BUILDINGS AND OTHER ROOFED IMPROVEMENTS, MAY INCLUDE EAVES, CANOPIES AND BALCONIES, SINCE BUILDINGS BELOW THESE ITEMS ARE NOT VISIBLE TO THE CAMERA.

TOPOGRAPHY:

BY PHOTOGRAMMETRIC PROCESSES FROM LIDAR IMAGING DATED SEPTEMBER 15, 2011, AND COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.

CONTOUR INTERVAL:

5 FOOT, UNLESS OTHERWISE NOTED.

SHEET INDEX:

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	VTTM & EASEMENTS
3	VTTM
4	VTTM
5	LARGE LOT PARCEL MAP AND PHASING MAP

DESIGNED:
DRAFTED:
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER
JASON H. FUKUMITSU
No. 40695
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
11/20/24
JASON H. FUKUMITSU, DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295

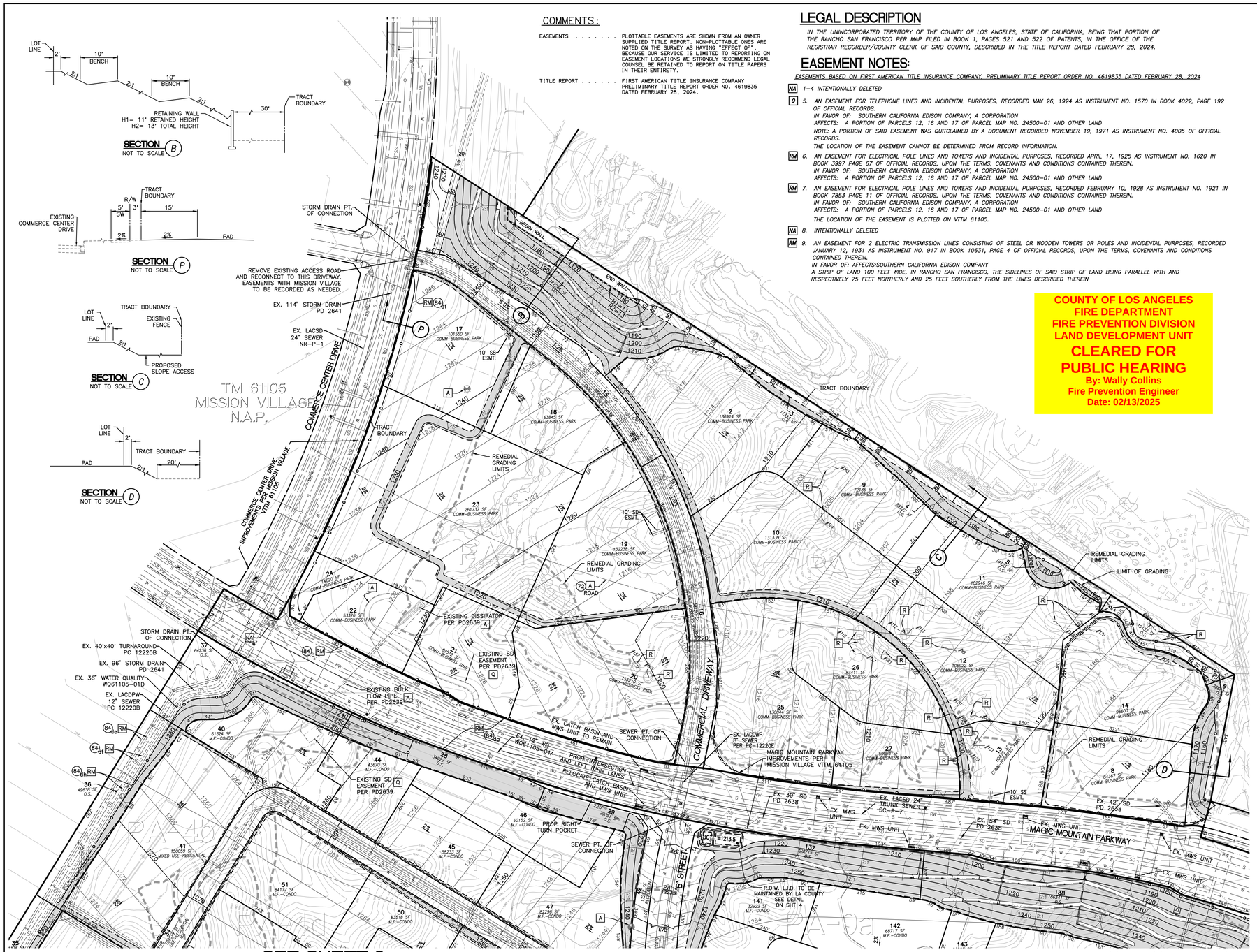
LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
TENTATIVE MAP TR53295

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO. 0015-035-037

SHEET 1 OF 5 SHEETS

G:\Newhall Ranch\53295 Entrada\Tentative\VES53295-01_VTTM Title.dwg Plotted on Oct 21, 2024 - 6:11pm by sdonne


COMMENTS:
EASEMENTS . . . . . PLOTTABLE EASEMENTS ARE SHOWN FROM AN OWNER SUPPLIED TITLE REPORT. NON-PLOTTABLE ONES ARE NOTED ON THE SURVEY AS HAVING "EFFECT OF". BECAUSE OUR SERVICE IS LIMITED TO REPORTING ON EASEMENT LOCATIONS WE STRONGLY RECOMMEND LEGAL COUNSEL BE RETAINED TO REPORT ON TITLE PAPERS IN THEIR ENTIRETY.
TITLE REPORT . . . . . FIRST AMERICAN TITLE INSURANCE COMPANY PRELIMINARY TITLE REPORT ORDER NO. 4619835 DATED FEBRUARY 28, 2024.
SECTION B NOT TO SCALE
SECTION P NOT TO SCALE
SECTION C NOT TO SCALE
SECTION D NOT TO SCALE
TM 61105 MISSION VILLAGE N.A.P.
COMMERCE CENTER DRIVE
COMMERCIAL DRIVEWAY
B STREET
MAGIC MOUNTAIN PARKWAY
REMOVE EXISTING ACCESS ROAD AND RECONNECT TO THIS DRIVEWAY. EASEMENTS WITH MISSION VILLAGE TO BE RECORDED AS NEEDED.
EX. 114" STORM DRAIN PD 2641
EX. LACSD 24" SEWER NR-P-1
STORM DRAIN PT. OF CONNECTION
EXISTING COMMERCE CENTER DRIVE
PROPOSED SLOPE ACCESS
REMEDIAL GRADING LIMITS
LIMIT OF GRADING
EXISTING DISSIPATOR PER PD2639
EXISTING SD EASEMENT PER PD2639
EXISTING BULK FLOW PIPE PER PD2639
EX. 40'x40' TURNAROUND PC 12220B
EX. 96" STORM DRAIN PD 2641
EX. 36" WATER QUALITY WQ61105-01D
EX. LACDPW 12" SEWER PC 12220B
EX. CATCH BASIN AND MWS UNIT TO REMAIN
PROPOSED INTERSECTION AND LEFT TURN LANES
RELOCATE CATCH BASIN AND MWS UNIT
SEWER PT. OF CONNECTION
EX. LACDPW 8" SEWER PER PC-12220E
EX. 30" SD PD 2638
EX. 54" SD PD 2638
EX. 42" SD PD 2656
EX. MWS UNIT
10' SS ESMT.
10' SD ESMT.
R.O.W. L.I.D. TO BE MAINTAINED BY LA COUNTY SEE DETAIL ON SHT 4
TRACT BOUNDARY
PROP RIGHT-TURN POCKET
EX. 12" WQ WQ61105-01A
EX. CATCH BASIN
EX. 30" WQ
EX. 18" WQ
EX. 24" WQ
EX. 36" WQ
EX. 42" WQ
EX. 48" WQ
EX. 54" WQ
EX. 60" WQ
EX. 72" WQ
EX. 84" WQ
EX. 96" WQ
EX. 108" WQ
EX. 120" WQ
EX. 132" WQ
EX. 144" WQ
EX. 156" WQ
EX. 168" WQ
EX. 180" WQ
EX. 192" WQ
EX. 204" WQ
EX.

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

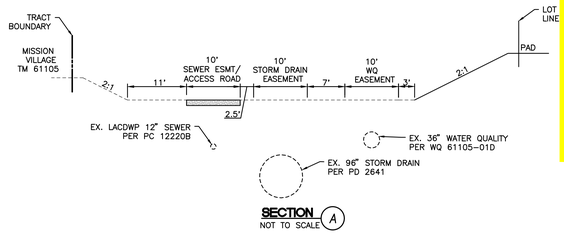
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

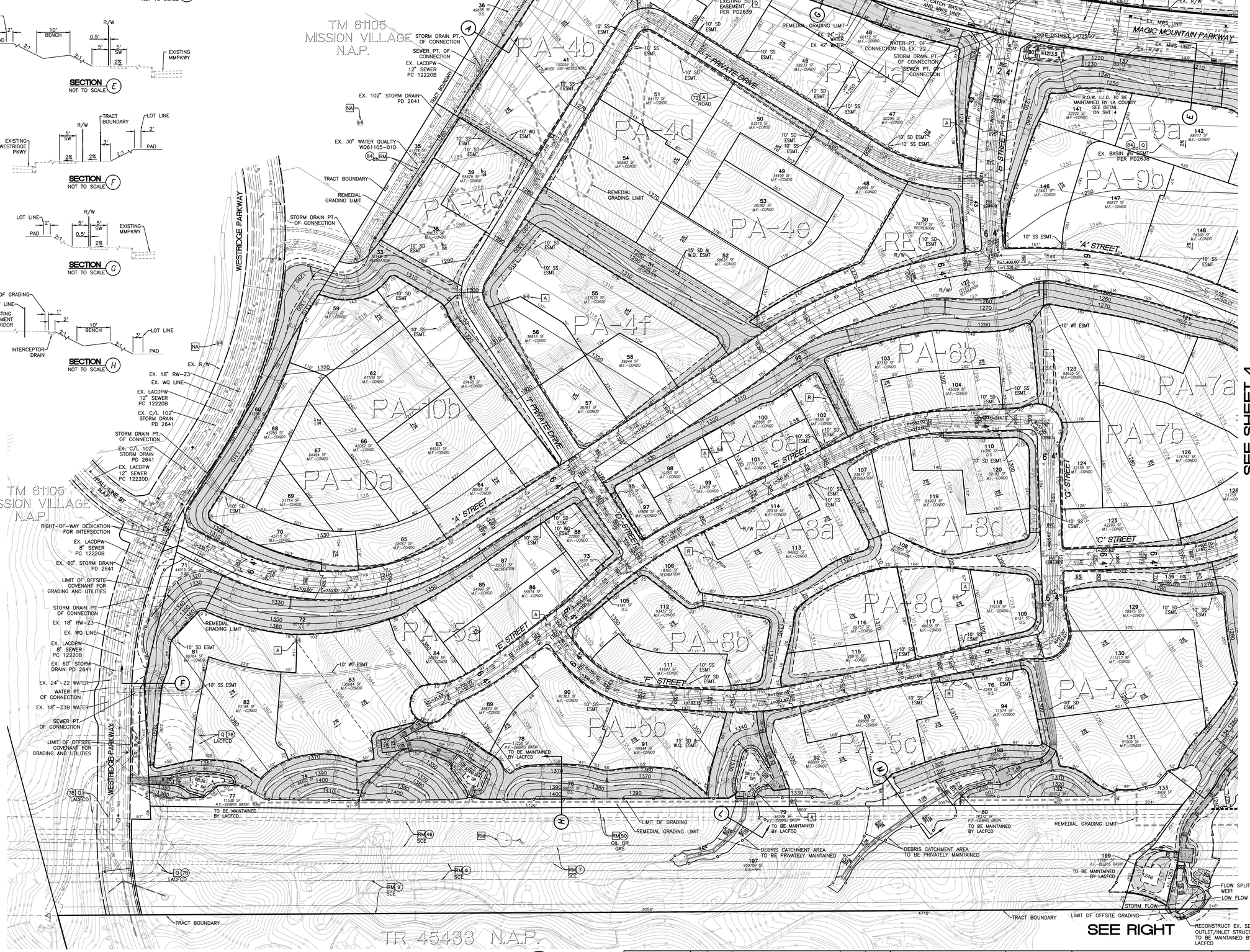
SEE SHEET 2

SEE SHEET 4

SEE BELOW LEFT

SEE RIGHT





LEGEND:

99	LOT NO.
1,000 SF	LOT AREA (SQUARE FEET)
M.F.–CONDO	LAND USE
	PROJECT BOUNDARY
	EXISTING RIGHT–OF–WAY
	PROPOSED RIGHT–OF–WAY
	PROPOSED UTILITY EASEMENT
	EXISTING EASEMENT
	BENCH DRAIN
1000	PROPOSED CONTOUR
	DAYLIGHT LINE
	CUT / FILL LINE
WQ	WATER QUALITY
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER
RW	RECYCLED WATER
	STORM DRAIN INLET
	CATCH BASIN
SD	EXISTING STORM DRAIN LINE
SS	EXISTING SEWER LINE
W	EXISTING WATER LINE
	EXISTING POWER POLE
SEA	SEA, RIVER CORRIDOR
FEMA	FEMA
050	EXISTING COUNTY FLOODPLAIN
404_1603	JURISDICTION
	LINE OF SIGHT EASEMENT
	RIPRAP
	ASPHALT PAVING
	PCC CONCRETE
	ABANDONED OIL WELL
	OAK TREE HERITAGE SIZE LABELED WITH "H"

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
M.F.	MULTI FAMILY
MIN	MINIMUM
N.A.P.	NOT A PART
O.S.	OPEN SPACE
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RW	RECYCLED WATER
R/W	RIGHT–OF–WAY
SCVWA	SANTA CLARITA VALLEY WATER AGENCY
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
STD	STANDARD
TYP	TYPICAL

DISPOSITION:

A	ABANDON	RM	TO REMAIN
P	PROTECT IN PLACE	IN	INDETERMINATE IN NATURE
Q	QUIT CLAIM	L	LEASE (OIL, GAS, MINERALS)
R	REMOVE	NA	NOT APPLICABLE TO PROJECT
RE	RELOCATE	V	VACATE

FEET
100' 50' 0' 100' 200'
INCHES
1" 1/2" 0" 1" 2"

DESIGNED:
DRAFTED:
CHECKED: JFukumitsu

NO.		REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
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26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 FX: (661) 294-9890
JASON H. FUKUMITSU, 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO. 0015-035-037

SHEET 3 OF 5 SHEETS

D:\Newhall Ranch\53295 Entrada\Tentative\VES53295-03_VTM.dwg Plotted on Nov 20, 2024 - 10:43am by sdonne

SEE SHEET 2

SEE SHEET 3

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

MAGIC MOUNTAIN PARKWAY

MAGIC MOUNTAIN ENTRANCE

MEDIA CENTER LANE

"A" STREET

"C" STREET

"H" PRIVATE DRIVE

THE OLD ROAD

PM 18654
N.A.P.

TR 45433
N.A.P.

PA-9c

PA-12a

PA-12b

PA-13a

PA-13b

PA-13c

PA-14

PA-17a

LEGEND:

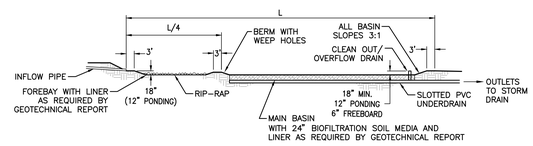
99	LOT NO.
1,000 SF	LOT AREA (SQUARE FEET)
M.F.–CONDO	LAND USE
	PROJECT BOUNDARY
	EXISTING RIGHT–OF–WAY
	PROPOSED RIGHT–OF–WAY
	PROPOSED UTILITY EASEMENT
	EXISTING EASEMENT
	BENCH DRAIN
1000	PROPOSED CONTOUR
	DAYLIGHT LINE
	CUT / FILL LINE
WQ	WATER QUALITY
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER
RW	RECYCLED WATER
	STORM DRAIN INLET
	CATCH BASIN
SD	EXISTING STORM DRAIN LINE
SS	EXISTING SEWER LINE
W	EXISTING WATER LINE
	EXISTING POWER POLE
SEA	SEA, RIVER CORRIDOR
FEMA	*FEMA*
Q50	EXISTING COUNTY FLOODPLAIN
	404_1603 JURISDICTION
	LINE OF SIGHT EASEMENT
	STREAM RESTORATION AREA
	RIPRAP
	ASPHALT PAVING
	PCC CONCRETE
	ABANDONED OIL WELL
	OAK TREE HERITAGE SIZE LABELED WITH "H"

DISPOSITION:

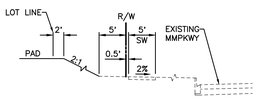
A	ABANDON
P	PROTECT IN PLACE
Q	QUIT CLAIM
R	REMOVE
RE	RELOCATE
RM	TO REMAIN
IN	INDETERMINATE IN NATURE
L	LEASE (OIL, GAS, MINERALS)
NA	NOT APPLICABLE TO PROJECT
V	VACATE

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
M.F.	MULTI FAMILY
MIN	MINIMUM
N.A.P.	NOT A PART
O.S.	OPEN SPACE
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RW	RECYCLED WATER
R/W	RIGHT–OF–WAY
SCVWA	SANTA CLARITA VALLEY WATER AGENCY
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
STD	STANDARD
TYP	TYPICAL



RIGHT–OF–WAY L.I.D.
NOT TO SCALE



SECTION J
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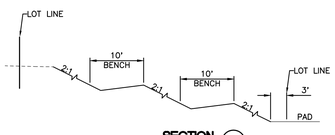
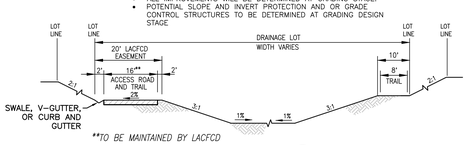


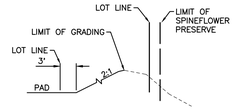
SECTION K
NOT TO SCALE

STREAM RESTORATION AREA:
- ALL IMPROVEMENTS WILL BE DETERMINED AT GRADING STAGE.
- POTENTIAL SLOPE AND INVERT PROTECTION AND OR GRADE CONTROL STRUCTURES TO BE DETERMINED AT GRADING DESIGN STAGE



**TO BE MAINTAINED BY LACFCD

SECTION N
NOT TO SCALE



SECTION O
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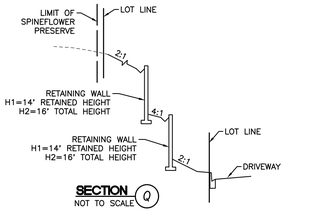

SECTION Q
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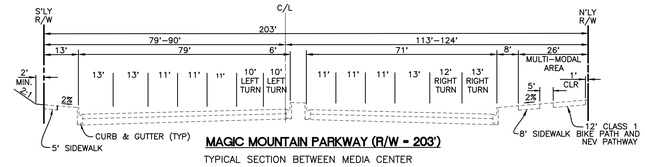

MAGIC MOUNTAIN PARKWAY (R/W = 203')
TYPICAL SECTION BETWEEN MEDIA CENTER AND THEME PARK ENTRANCE

FEET
100' 50' 0' 100' 200'
1" ½" 0" 1" 2"
INCHES

DESIGNED:					
DRAFTED:					
CHECKED: JFukumitsu	NO.	REVISIONS	DATE	BY	

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 FX: (661) 294-9890

JASON H. FUKUMITSU, 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	11/20/24
SCALE	AS SHOWN
PROJECT NO.	0015-035-037
SHEET	4
OF	5 SHEETS

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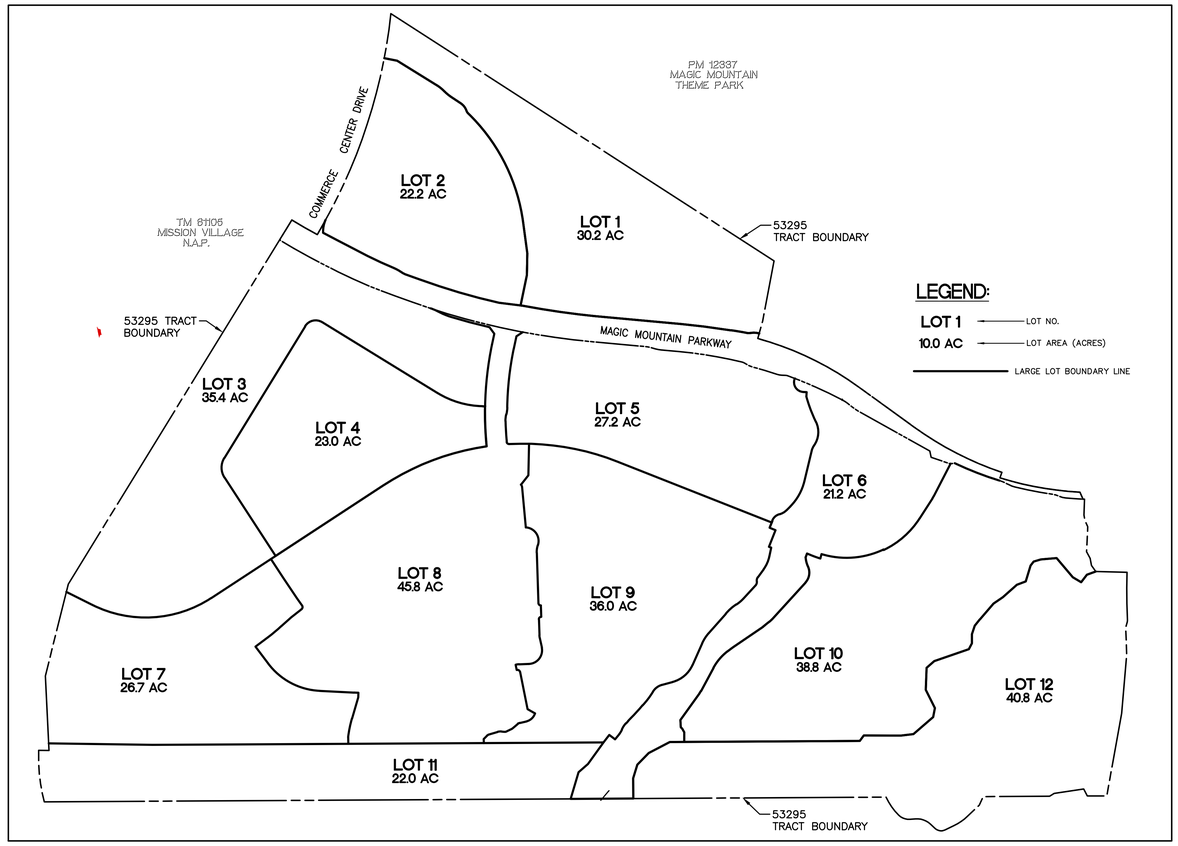
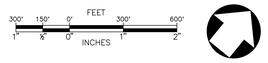
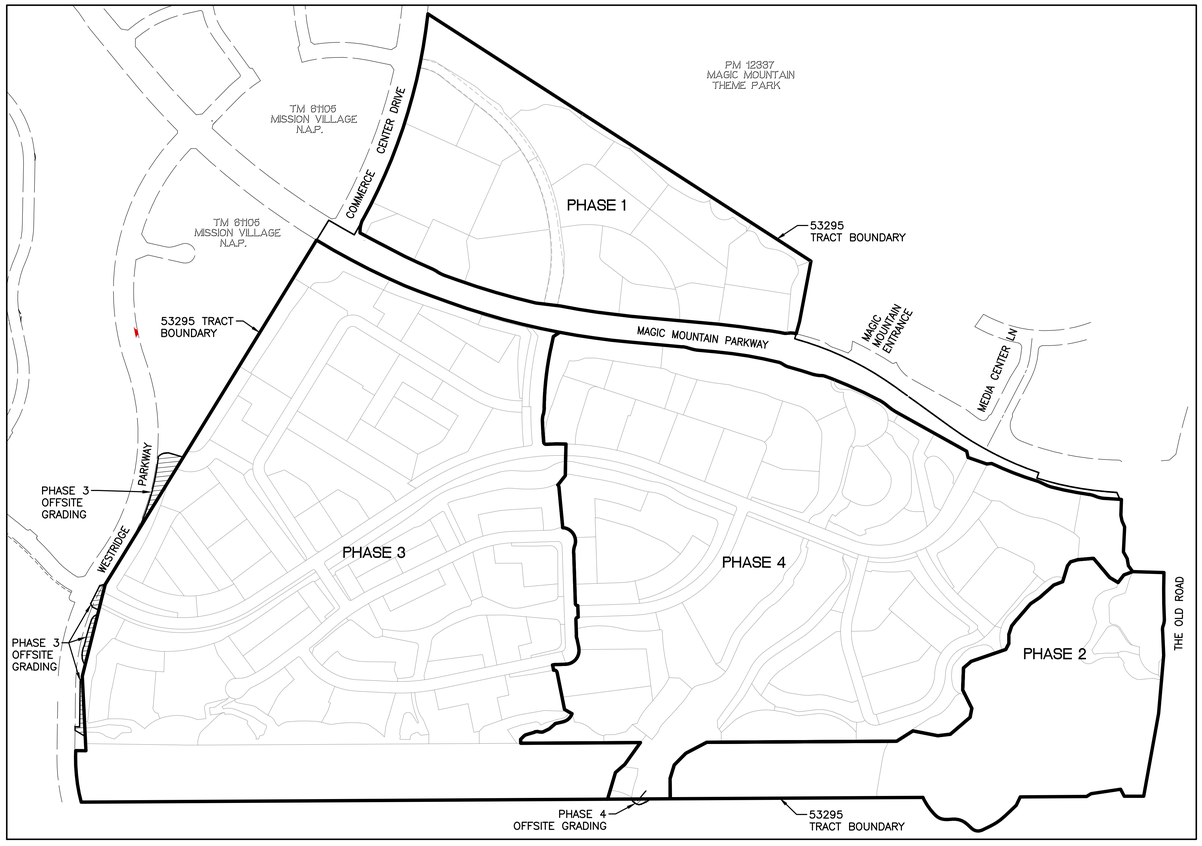


LARGE LOT PARCEL MAP





PHASING MAP

PHASE 1	
Total Ac	52.4 AC
Total On-Site AC	52.4 AC
Total Off-Site AC	0.0 AC
Total DU (Condo)	0 DU
Total Commercial SF	673,825 SF
Total Open Space	6.0 AC

PHASE 2	
Total AC	40.8 AC
Total On-Site AC	40.8 AC
Total Off-Site AC	0.0 AC
Total DU (Condo)	0 DU
Total Commercial SF	39,150 SF
Total Open Space	37.6 AC

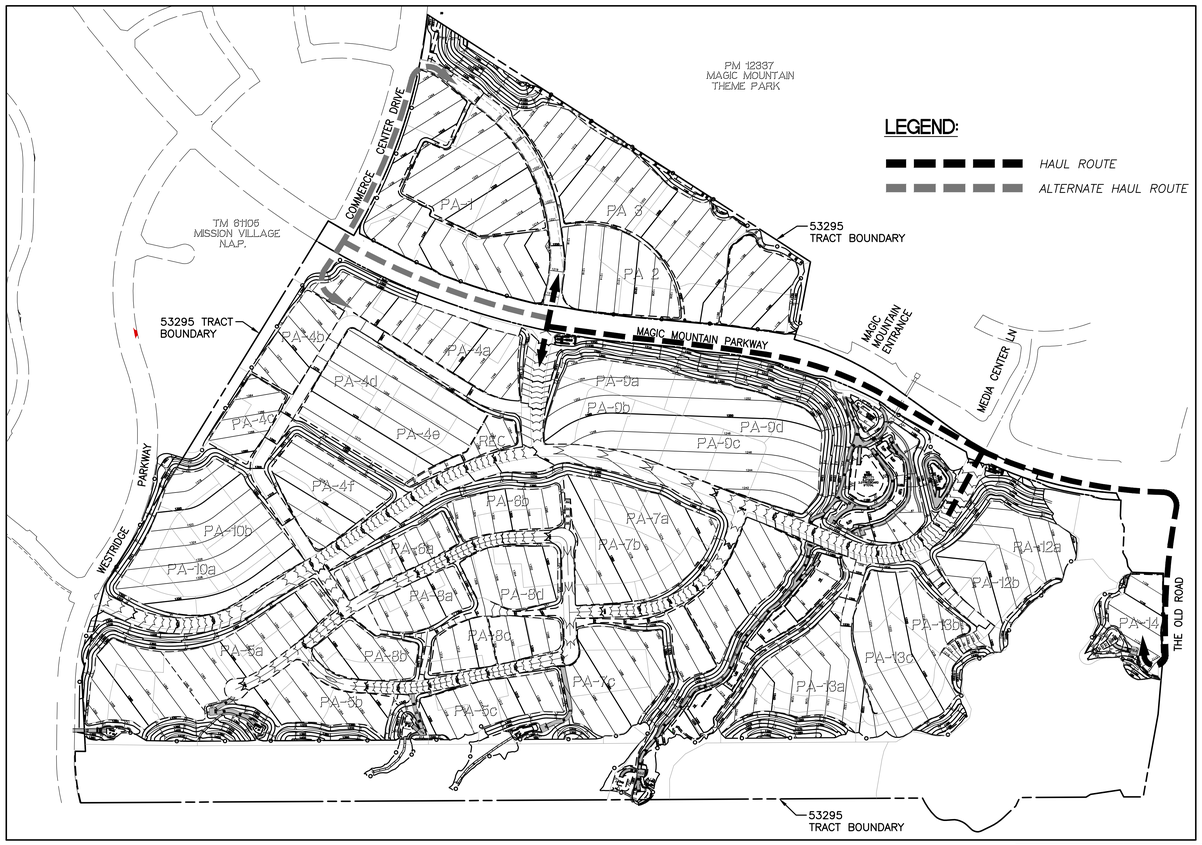
PHASE 3	
Total AC	154.2 AC
Total On-Site AC	152.9 AC
Total Off-Site AC	1.3 AC
Total DU (Condo)	954 DU
Total Commercial SF	17,025 SF
Total Open Space	42.0 AC

PHASE 4	
Total Ac	123.3 AC
Total On-Site AC	123.2 AC
Total Off-Site AC	0.1 AC
Total DU (Condo)	620 DU
Total Commercial SF	0 SF
Total Open Space	33.3 AC

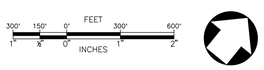
NOTE: SPINEFLOWER PRESERVE AND PARKS ARE INCLUDED IN TOTAL OPEN SPACE CALCULATION
130 ACRES OF DEDICATED MAGIC MOUNTAIN PARKWAY NOT INCLUDED HERE

THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT WE HEREBY REQUEST TO CHANGE THE ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025



HAUL ROUTE MAP



DESIGNED:					
DRAFTED:					
CHECKED: JFukumitsu	NO.	REVISIONS	DATE	BY	

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER
JASON H. FUKUMITSU
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Jason H Fukumitsu 11/20/24
JASON H. FUKUMITSU, DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
LARGE LOT PARCEL MAP
AND PHASING MAP

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO. 0015-035-037

SHEET 5 OF 5 SHEETS

C:\Users\kd Ranch\53295 Entrada\Tentative\VES053K-DL_Phasing and Large Lot Parcel.dwg Plotted on Oct 21, 2024-8:00pm by kdame

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **53295** DRP Map Date: **04/15/2025** SCM Date: **11/03/2022** Report Date: **02/11/2025**
Park Planning Area # **35A** CSD: **CASTAIC, CASTAIC AREA CSD, N/A** Map Type: **Tentative Map - Tract**

Total Units **1,574** = Proposed Units **1,574** + Exempt Units **0**

Park land obligation in acres or in-lieu fees:

ACRES:	**10.82**
IN-LIEU FEES:	**$1,946,902**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

The Representative Land Value (RLVs) in Los Angeles County Code (LACC) Section 21.28.140 are used to calculate park fees and are adjusted annually, based on changes in the Consumer Price Index. The new RLVs become effective July 1st of each year and may apply to this subdivision map if first advertised for hearing before either a hearing officer or the Regional Planning Commission on or after July 1st pursuant to LACC Section 21.28.140, subsection 3. Accordingly, the park fee in this report is subject to change depending upon when the subdivision is first advertised for public hearing.

The park obligation for this development will be met by:

The dedication of 29.1 acres for public park.
Contributing $1,946,902 in park improvements.
Conditions of approval attached to report.

Trails:

No Trails

Comments:

For further information or to schedule an appointment to make an in-lieu fee payment:
Please contact Loretta Quach at lquach@parks.lacounty.gov or (626) 588-5305
Department of Parks and Recreation, 1000 S. Fremont Avenue, Building A-9 West, Alhambra, California 91803.

By: Loretta Quach
Loretta Quach, Departmental Facilities Planner I

SD-5
February 11, 2025

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # **53295** DRP Map Date: **04/15/2025** SCM Date: **11/03/2022** Report Date: **02/11/2025**
Park Planning Area # **35A** CSD: **CASTAIC, CASTAIC AREA CSD, N/A** Map Type: **Tentative Map - Tract**

The formula for calculating the acreage obligation and or in-lieu fee is as follows:

(P)eople x (0.0030) Ratio x (U)nits = (X) acres obligation
(X) acres obligation x RLV/Acre = In-Lieu Base Fee

Where P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the U.S. Census
Ratio = The subdivision ordinance provides a ratio of 3.0 acres of park land for each 1,000 people generated by the development. This ratio is calculated as "0.0030" in the formula.
U = Total approved number of Dwelling Units.
X = Local park space obligation expressed in terms of acres.
RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **1,574** = Proposed Units **1,574** + Exempt Units **0**

Park Planning Area = **35A**

Type of dwelling unit	People *	Ratio 3.0 Acres/ 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	**3.31**	**0.0030**	**0**	**0.00**
M.F. < 5 Units	**2.16**	**0.0030**	**784**	**5.08**
M.F. >= 5 Units	**2.42**	**0.0030**	**790**	**5.74**
Mobile Units	**2.57**	**0.0030**	**0**	**0.00**
Exempt Units			**0**	**0.00**
TOTAL			**1,574**	**10.82**

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@ (0.0030)	10.82	$435,826	**$1,946,902**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit
369	public park	5.40	100.00%	29.10
			Total Provided Acre Credit:	**29.10**

Acre Obligation	Private and Crdt.	Net Obligation	RLV / Acre	**In-Lieu Fee Due**
10.82	29.10	-18.28	$435,826	**$0**

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

February 11, 2025

Mr. Jodie Sackett
Senior Planner
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Dear Mr. Sackett:

VESTING TENTATIVE TRACT MAP (VTTM) 53295 – (ENTRADA SOUTH)
PARK CONDITIONS OF MAP APPROVAL
REGIONAL PLANNING MAP DATED JANUARY 19, 2025

This letter details the Department of Parks and Recreation (Department)'s of map approval for the above map.

PARK CONDITIONS

The basic Quimby park land obligation is 10.81 net acres (maximum slope 3%). As shown on the attached Quimby Park Obligation Report and Worksheet, the dedication of a 5.4 net-acre public park on Lot 161 results in a remaining Quimby obligation of $2,360,303 in lieu of park land. As conditions of approval for the zone change and plan amendments being sought and for project impact mitigation purposes, the Department recommends that the applicant develop the public park in accordance with the scope of improvements detailed in Condition 1 of this report, at no cost to the County. The Subdivider is responsible for total park development costs provided that the site is deemed acceptable after a review of the required submittals listed below, even if they exceed the $2,145,991 remaining Quimby obligation. For detailed requirements for pre-public hearing submittals referenced in these conditions, please refer to the ***Public Park Checklist of Required Submittals*** attached to this report.

1. Lot 161, Public Neighborhood Park: The Department's Design Review Committee (DRC) approved the revised schematic design received on November 7, 2022. The DRC-approved schematic design and scope of improvements are reflected in the Exhibit Map to the subsequent page dated January 10, 2023 listed below:

   The neighborhood park shall contain the following improvements: covered shade with picnic tables, charcoal barbecues, hot coal receptacles and seat walls, full court basketball, bench seating with trash/recycle container, practice soccer/open turf field, top of slope tube steel fencing, group picnic pavilion with picnic tables, charcoal barbeques, and hot coal receptacles, 8-foot side perimeter walking path with bench seating and trash receptacles, open turn area with sports field overlay, parking lot, restroom building with storage drinking fountain, vehicular gate, open turf area, and tot lots in the park.

2. The following off-site improvements to the public park shall be provided without receiving Quimby credit: full street improvements and utilities/utility connections, including, but not limited to curbs, gutters, relocation of existing public utility facilities, street paving, traffic control devices, public trees, public streets and sidewalks. Utility types, sizes, and locations shall be to the satisfaction of the Department.

3. Whenever these conditions require the Subdivider to enter into a Park Development Agreement (PDA) and post bonds (Faithful Performance; Labor and Materials) with the Department and submit a Park Delivery Schedule:
   a. the PDA shall be substantially similar in form and content to the PDA approved by the Board of Supervisors on December 21, 2021;
   b. the bonds shall be substantially similar in form and content to the bonds used by the Los Angeles County Department of Public Works (DPW) and the Department will require them to be updated prior to construction commencement to conform with contracted construction costs; and
   c. the Park Delivery Schedule shall use the critical path method (CPM), identify the design development phase and the various stages of construction document development, include all submittals, reviews, and approvals required by said stages; identify construction commencement and completion dates as milestones; include time for tests, inspections, and sign-offs ("finals" and/certificates of occupancy); include time for and preparation and review of the park deed and ALTA title policy and survey; and deed recordation. The Initial Park Delivery Schedule shall serve as the baseline for all activities. Subdivider shall update the Park Delivery Schedule on a monthly basis to show actual progress compared to planned progress and submit the updates to the Department on the first County business day of each month. If as a result of these monthly schedule updates it appears that the Park Delivery Schedule does not comply with the critical path, the Subdivider shall submit a Recovery Schedule as a revision to the Park Delivery Schedule showing how all work will be completed within the period for park delivery. If the Subdivider fails to comply with any submittal required by this condition, the Department shall give written notice to Subdivider describing such breach. If Subdivider fails to cure said breach, the Department may do one or both of the following: withhold further clearance on final maps which contain residential units and (2) request the Department of Public Works to withhold further issuance of residential building permits until the required submittal is made. Notice shall be deemed given when sent by Certified Mail, postage prepaid or by reliable over-night courier to Subdivider's address set forth in the PDA.

4. Lot 161, Public Neighborhood Park:
   a. Enter into a PDA, post bonds, and submit a Park Delivery Schedule prior to the Department clearing the first unit (final) map containing housing.
   b. Subdivider shall commence Neighborhood Park construction prior to the County issuing the 1,000th residential building permit and complete park construction and convey the park to the County 20 months after construction commencement. Commencing when the first residential building permit is issued, Subdivider shall submit monthly reports to the Department that identify for each unit map the number of residential units for which building permits were issued ("permitted units") for the month and cumulative to date, and which relate permitted units to owner, building number, building type (e.g., single family home, condominium, apartment) and lot number. The monthly reports are due on the first County business day of each month until the park is conveyed to the County. Failure to

provide the Department with a report or to commence construction prior to the 1,000th residential building permit, or to convey the park to the County prior to the 1,440th residential building permit will result in the Department requesting the Department of Public Works, to withhold further issuance of residential building permits until the respective report is received or park construction is commenced, or the park is conveyed to the County.

c. Construction commencement is defined as when the Subdivider starts precise grading and/or installing utilities for the Neighborhood Park.

5. Whenever a final map having multiple residential units on one or more lots is submitted to the Department for clearance, it shall be accompanied by a letter/table signed by the engineer of record identifying each residential lot by the number and amount of residential units organized into the following categories:
   a. Single-family (SF) detached units (includes detached condominium product);
   b. Multi-family dwelling units, <5 units per building (duplex-, tri-plex-, four-plex-, and town-home product types, condominiums and apartments); and
   c. Multi-family dwelling units, 5 or more units per building (townhomes, condominiums, apartments).

6. Submit park plans and specifications for the Department's for review and approval during the design development stage (100%), fifty percent (50%), seventy five percent (75%), ninety percent (90%), and one hundred percent (100%) stages of construction document development. Specifications and a grading plan (scale 1 inch = 40 feet or as required by the Department) shall be submitted to the Department concurrent with the final grading plan submittal to DPW. The respective stage of each submittal shall be clearly labeled on the drawings. Plan submittals shall be made by giving the Department three (3) sets of drawings and a CD-ROM containing the drawings in AutoCAD 2006 format. The Department shall have twenty-one (21) County business days from receipt of any design/construction document submittal to review and approve it. If the Department does not respond within said time period, the submittal shall be deemed approved by the Department. Any corrections or changes made by the Department during review of one stage shall be incorporated into a revision of the current drawings and specifications and resubmitted for the Department's approval prior to the Department's clearance for Subdivider to proceed with the next stage. The public park shall be developed in accordance with park improvement plans approved by the Department, using standard construction activities and responsible contractors licensed by the State of California to perform this type of work. Sole responsibility for completion of the park improvements, and payment of all costs incurred, lies with the Subdivider.

7. Obtain all applicable jurisdictional approvals, comply with all applicable federal, state, and local laws, rules, codes, and regulations; obtain, coordinate and pay for all studies, permits, fees and agency inspections required to design and build the park; provide one (1) copy of all studies, permits, inspection reports, and written approvals to the Department's representative; provide the County with certification that the playground(s) constructed in the public park meet American Society for Testing and Materials (ASTM) standards, United States Consumer Product Safety Commission (USCPSC) standards, and all State of California accessibility playground guidelines.

8. Designate and identify a project manager who will oversee design and construction of the public park. The project manager shall communicate by providing written documentation via facsimile, mail/email to County's representative and abide by County's requirements and direction to ensure acceptable park completion; provide the County with reasonable access to the public park site and the park improvements for inspection purposes and at a minimum initiate and coordinate the following inspections and approvals during the course of construction with not less than two County business days advanced notice of any request for inspection or approval: (1) contractor orientation/pre-construction meeting; (2) construction staking and layout; (3) progress/installation inspections to be scheduled on a weekly basis or as required to insure conformance with construction documents; (4) irrigation mainline and equipment layout; (5) irrigation pressure test; (6) irrigation coverage test; (7) weed abatement after abatement cycle, to review degree of kill; (8) plant material approval; (9) plant material/Hydroseed/pre-maintenance inspection; (10) substantial completion and commencement of maintenance period; (11) final walk through and acceptance. Continued work without inspection and approval shall make Subdivider and its subcontractors solely responsible for any and all expenses incurred for required changes or modifications. County reserves the right to reject all work not approved in conformance with this condition.

9. Provide the Department with written Notice of Construction Commencement for the public park site. Construction Commencement is defined as when the Subdivider starts precise grading and/or installing utilities for the Neighborhood Park. The Construction Phase is defined as the period of time from said notice to the date the Department issues its Notice of Acceptance of Completed Park Improvements, inclusive of the 90-day plant establishment period. Upon completing park construction, and obtaining final sign off from DPW on all code compliance issues, notify the Department in writing by submitting a Notice of Completion of Park Construction. Within thirty (30) days after receipt of said notice, Department shall inspect the park and reasonably determine whether or not the park improvements have been constructed in accordance with the construction documents, and to a level of quality and workmanship for the Department to issue its Notice of Acceptance of Completed Park Improvements. If park construction is unacceptable, within fifteen (15) County business days after inspection, Department shall provide Subdivider with a list of items that need to be corrected, after receipt of said list, in order for the Department to issue its Notice of Acceptance of Completed Park Improvements, or issuance of said notice will be delayed until the items on the list are corrected.

10. Upon Department's Notice of Acceptance of Completed Park Improvements, provide the Department with two (2) sets of record drawings, maintenance manuals, and irrigation controller charts, and contact information for utility companies and utility account codes in order for the Department to request timely transfer of utilities serving the public park. These documents shall also be submitted on a CD-ROM with the drawings in AutoCAD 2006 format.

11. Convey the public park by recordable grant deed showing the fee vested with the County of Los Angeles, and free of all encumbrances except those not interfering with the use of the property for park or recreational purposes. Subdivider's designated title company shall provide the County with an ALTA title policy and survey and shall record the park deed simultaneously to County's acceptance of the park improvements, as evidenced by the County's issuance of a Certificate of Acceptance for the park, and shall deliver the recorded deed to the Chief Executive Office Real Estate Division, Property Management Section, Chief Executive Office Real Estate Division, Property Management Section.

12. Any major change proposed by the Subdivider to a public park's size (not more than 2 acres variance), shape, location, or terrain as shown on the approved tentative tract or parcel map, or to the schematic design approved by the Department's Design Review Committee, shall be deemed a revision of the tentative tract or parcel map and shall require the filing of a revised map, as described in Los Angeles County Code Section 21.62.030.

If you have any questions regarding the park conditions, please contact Loretta Quach of my staff at (626) 588-5305 or by email at lquach@parks.lacounty.gov.

Sincerely,

Sean Woods
Chief of Planning

SW:LQ (53295 Entrada South 02152025_Conditions of Approval)

Attachments
(1) Park Obligation Report and Worksheet
(2) Public Park Checklist of Required Submittals

COUNTY OF LOS ANGELES
Public Health

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

MUNTU DAVIS, M.D., M.P.H.
County Health Officer

ANISH P. MAHAJAN, M.D., M.S., M.P.H.
Chief Deputy Director

AZAR KATTAN, J.D., M.P.H.
Deputy Director for Health Protection

LIZA FRIAS, REHS
Director of Environmental Health

SCOTT ABBOTT, REHS, M.P.A.
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5374 • FAX (626) 813-3000

www.publichealth.lacounty.gov/eh/

BOARD OF SUPERVISORS

Hilda L. Solis
First District

Holly J. Mitchell
Second District

Lindsey P. Horvath
Third District

Janice Hahn
Fourth District

Kathryn Barger
Fifth District

March 20, 2025

TO: Joshua Huntington
Supervising Regional Planner
Department of Regional Planning

Attention: Jodie Sackett

FROM: Charlene Contreras
Director, Community Protection Branch
Department of Public Health

SUBJECT: LAND DIVISION – TENTATIVE MAP- TRACT
CASE: RTM-TR53295-26808
PROJECT: TR 53295
25806 MAGIC MOUNTAIN PARKWAY VALENCIA CA 91355

Thank you for the opportunity to review the application and subdivision request for the subject property. The project proposes to subdivide the existing property into 197 lots for 1,574 condominium units (including affordable housing units), 730,000 square feet of non-residential mixed-use retail, office development and hotel uses, a neighborhood park and potential school site, a “spineflower” preserve, trails and infrastructure on 385.3 acres.

☒ Public Health conditions for this project have been met as of the date of this letter. Public Health recommend clearance of the aforementioned project.

☐ Public Health **DOES NOT** recommend clearance of the subject project and requires that the following conditions and/or information requested below are addressed prior to agency clearance:

1. Drinking Water Program: Potable Water

1.1 The applicant provided a Water Availability form from Santa Clarita Valley Water signed on March 03, 2025. The letter expires on March 03, 2027. The applicant shall abide by the conditions and requirements listed on the letter at **Final Map.**

For questions regarding drinking water, please contact Bharat Dungrani, Drinking Water Program at (626) 430-5420 or bdungrani@ph.lacounty.gov.

2. Onsite Wastewater Treatment Program: Wastewater

2.1 The applicant provided a Notice of Availability (NOA) from the Los Angeles County Sanitation Districts dated January 17, 2025. The applicant shall abide by the conditions and requirements listed on the letter by **Final Map.**

For questions regarding wastewater, please contact Tigran Khachatryan, Land Use Program, at (626) 430-5380 or tkhachatryan@ph.lacounty.gov

3. Community Protection Branch: Environmental Hygiene

Please Note: The following are general requirements for Noise and Air Quality recommendations for the project.

The applicant shall abide by the requirements contained in Title 12, Section 12.08.390, 12.08.440, and 12.08.530, Noise Control Ordinance for the County of Los Angeles (reference available at municode.com).

3.1 Exterior Noise
Ordinance:
Exterior Noise Standards (12.08.390)
No person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards (See Table 1):

Exterior Noise Standards, dBA						
Area	Duration	Std # 1 = L50	Std # 2 = L25	Std # 3 = L8.3	Std # 4 = L1.7	Std # 5 = L0
		30min/hr	15min/hr	5 min/hr	1 min/hr	At no time
Residential	7 am – 10 pm	50	55	60	65	70
	10 pm – 7 am	45	50	55	60	65
Commercial	7 am – 10 pm	60	65	70	75	80
	10 pm – 7 am	55	60	65	70	75

Table 1. Std = Standard dB that may not exceed the cumulative period

3.2 Construction Noise

Ordinance:

Exterior Noise Standards (12.08.440)

Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

A. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment shall not exceed:

	Single-family Residential	Multi-family Residential	Semi residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	**75 dBA**	**80 dBA**	**85 dBA**

Table 2. Std = Standard dB that may not exceed

B. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment shall not exceed:

	Single-family Residential	Multi-family Residential	Semi residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	**60 dBA**	**65 dBA**	**70 dBA**

Table 3. Std = Standard dB that may not exceed

3.3 Community Noise

Ordinance:

Residential air conditioning or refrigeration equipment (12.08.530)

Operating or permitting the operation of any air conditioning or refrigeration equipment in such a manner as to exceed any of the following sound levels is prohibited (See Table 4).

Measuring Location	Units Installed on or after January 1, 1980, dBA
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	**55**
Center of neighboring patio, 5 feet above level, no closer than 3 feet from any wall.	**50**
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	**50**

Table 4: dBA levels not to be exceeded on the neighboring property.

3.4 Recommendation

Based on the proposed plan and findings, activities from residential properties should comply with requirements contained in Title 12, Section 12.08.390, 12.08.440 and 12.08.530, Noise Control Ordinance for the County of Los Angeles.

3.4.1 Exterior Noise

The operation of the subject site must adhere to the Los Angeles County Exterior Noise Standards. All other applicable Noise Control Ordinance of the County of Los Angeles must also be complied with.

3.4.2 Construction Noise

Noise mitigation measures should be applied to reduce construction noise and to comply with Title 12, 12.08.440 – Construction Noise. Noise mitigation strategies may include but are not limited to:

1. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.
2. Installation of a temporary sound barrier at the property lines of the proposed project site to mitigate noise impacts on all surrounding properties.
3. All construction equipment shall be properly maintained and tuned to minimize noise emissions.
4. Stationary noise sources (e.g., generators and compressors) shall be located as far from residential receptor locations as is feasible.

3.4.3 Residential air conditioning

Ensure HVAC units are placed at a location that does not exceed 50 dBA at the neighboring residential property line.

3.4.4 Air Quality Recommendation

During grading or excavation activities if applicable, application of dust control measures to minimize fugitive dust is recommended. Fugitive dust can result in worker and public exposure to fungal spores such as Coccidioides immitis, which can cause Coccidioidomycosis (Valley Fever). Adhere to applicable Air Quality Management District regulations.

For questions regarding above comments, please contact Makkaphoeum Em, Environmental Hygiene Program at (626) 430-5201 or mem@ph.lacounty.gov.

If you have any other questions or require additional information, please contact Veronica Aranda of Public Health, Land Use Liaison at (626) 430-5201 or DPH-EHDRPLiaison@ph.lacounty.gov.

CC:va
DPH_CLEARED_25806 MAGIC MOUNTAIN PARKWAY VALENCIA CA 91355_RTM-TR53295-26808_ 03.20.2025

The following reports consisting of 149 pages are the recommendations of Public Works. The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory Agency.

2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.

3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.

4. In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.

5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.

7. If applicable, quitclaim or relocate easements running through proposed structures.

8. Show the remainder of the last legally created parcel as "Not a Part" on any final map to the satisfaction of the Director of Public Works.

9. Place standard commercial planned development notes on the final map to the satisfaction of Public Works.

10. Label driveways and multiple access strips as "Private Driveway" or "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works and Fire Department.

11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, and maintenance purposes, etc., in documents over the private driveways to the satisfaction of Public Works.

12. Furnish Public Works' Street Name Unit with a list of street names acceptable to the subdivider. These names must not be duplicated within a radius of 20 miles.

13. A Mapping & Property Management Division house numbering clearance is required prior to approval of the final map.

14. If applicable, remove existing buildings prior to final map approval. Demolition permits and final sign-off from the inspector are required from the Building and Safety office.

15. If unit filing occurs, reserve reciprocal easements for drainage, ingress/egress, utilities, and maintenance purposes in documents over the private driveways and delineate on the final map to the satisfaction of Public Works.

16. The boundaries of the unit final maps shall be designed to the satisfaction of the Departments of Regional Planning and Public Works.

17. The first unit of this subdivision shall be filed as Parcel Map No. 18108-01, the second unit, Parcel Map No. 18108-02, and the last unit, Parcel Map No. 18108.

18. Show open space lots on the final map and dedicate residential construction rights over the open space lots.

19. If applicable, depict all line of sight easements on grading and/or landscaping plans.

20. If possible, modify the boundaries of the open space lots or add additional open space lots to include the airspace easements for sight distance to the satisfaction of Regional Planning and Public Works.

21. A final parcel map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.

22. Prior to submitting the parcel map to the Director of Public Works for examination pursuant to Section 66450 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.

23. If signatures of record title interests appear on the final map, a preliminary guarantee is needed. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office. If said signatures do not appear on the final map, a title report/guarantee is needed showing all fee owners and interest holders and this account must remain open until the final parcel map is filed with the Registrar-Recorder/County Clerk's Office.

24. Permission is granted to record large lots (20-acre or more) parcel map as shown on the insert map provided full street right of way and slope easements are dedicated along the latest IEC approved alignments on all highways to the satisfaction of Public Works. In addition, make an offer of private and future right of way and dedicate slope easements along all remaining interior streets on alignments to the satisfaction of Public Works.

25. Within 30 days of the approval date of this land use entitlement or at the time of the first plan check submittal, the applicant shall deposit the sum of $2,000 with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances.

Prepared by Jose Cruz Phone (626) 458-4921 Date (Rev'd 06-18-2025)
pm18108L-rev13-RTM-PM18108-20129

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

PARCEL NO.: 18108

TENTATIVE MAP DATE: 01/15/2025
EXHIBIT MAP DATE: 01/15/2025

HYDROLOGY UNIT CONDITIONS OF APPROVAL

Prior to Improvement Plans Approval:

1. Comply with hydrology study, which was approved on 03/20/2025, or the latest revision, to the satisfaction of Public Works.

2. Comply with maintenance responsibilities per latest approved hydrology study to the satisfaction of Public Works.

3. Parcel based Low Impact Development (LID) for access roads and planning areas, and right-of-way LID shall comply with latest approved LID report, to the satisfaction of Public Works.

4. Obtain approval or letter of non-jurisdictional from the State Department of Fish and Wildlife.

5. Obtain approval or letter of non-jurisdictional from the State Water Resources Control Board.

6. Obtain approval or letter of non-jurisdictional from the Army Corps of Engineers.

7. A maintenance permit is required from the State Department of Fish and Wildlife, the Army Corps of Engineers, and the State Water Resources Control Board to the satisfaction of Public Works.

8. This site is located in Zone AE per the Federal Flood Insurance Rate Map. Obtain a Conditional Letter of Map Revision (CLOMR) from FEMA to the satisfaction of Public Works.

Prior to recordation of a Final Map or Parcel map Waiver:

1. Submit plans of drainage facilities, as required by hydrology study for design of drainage facilities to the satisfaction of Public Works.

2. Show and dedicate to the Flood Control District or to the County of Los Angeles easements and/or rights of way on the final map to the satisfaction of Public Works.

3. Show and label all natural drainage courses.

4. Dedicate to the County of Los Angeles the rights to restrict the erection of buildings in the flood hazard area(s).

5. An assessment district shall be formed to finance the future ongoing maintenance and capital replacement of all water quality devices/systems identified by Public Works. The Subdivider shall deposit the first year's total assessment based on the Public Works' engineering report. This will fund the first year's maintenance after the facilities are accepted. The second and subsequent years assessment will be collected through the property tax bill. This is required to the satisfaction of Public Works.

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6. Prior to final map approval, a covenant or agreement shall be recorded in the office of the Los Angeles County Registrar-Recorder/County Clerk indicating that the owner of the subject development is aware and agrees to the requirements of County Code Section 12.84.460 Subsection B.

Prior to Building Permit:

1. Comply with LID (Section 12.84.440) standards in accordance with the Low Impact Development Standards Manual which can be found at http://dpw.lacounty.gov/ldd/web/forms.aspx, and latest approved LID report.

2. Prior to issuance of building permits, plans must be approved to: provide for the proper distribution of drainage and for contributory drainage from adjoining properties and eliminate the sheet overflow, ponding, and protect the lots from high velocity scouring action.

Prior to Improvement Acceptance for Public Maintenance:

1. Portions of the County Adopted Floodway Maps (388-ML-1, 335-ML-1, & 335-ML-2) must be rescinded and revised by the Board of Supervisors as proposed in the approved drainage concept.

2. Letter of Map Revision (LOMR) from FEMA must be obtained. Public Works, Stormwater Engineering Division, should be contacted to obtain required procedures.

3. All maintenance permits of the regulatory agencies must be active at the time of acceptance.

Review by: _____ Date: 04/28/2025 Phone: (626) 458-7201
Lonnie Chung

PCA LX001129/A863
EPIC LA RTM-PM18108-20129
Telephone: (626) 458-4925
Email: GMEDSubmittals@dpw.lacounty.gov

Los Angeles County Public Works
Geotechnical and Materials Engineering Division
GEOLOGIC AND GEOTECHNICAL ENGINEERING REVIEW SHEET
900 S. Fremont Avenue, Alhambra, CA 91803

Tentative Parcel Map	18108	**Tentative Map Dated**	**1/15/25** (Tent/Exhib) **Parent Tract**
Grading By Subdivider? [Y] (Y or N)	3.5M yd^3	**Location**	Castaic Junction
Geologist	ENGEO	**Subdivider**	Newhall Land
Soils Engineer	ENGEO	**Engineer/Arch.**	Hunsaker & Associates LA, Inc.

Review of:
Geologic Report(s) Dated:
Soils Engineering Report(s) Dated:
Geotechnical Report(s) Dated: 1/30/23, 11/7/22, 8/8/22, 12/20/21
References: Leighton and Associates, 12/3/15, 3/6/15; R.T. Frankian & Assoc., 4/15/00; Geolabs-Westlake Village, 12/21/07, 5/31/07

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOTECHNICAL STANDPOINT

PRIOR TO FILING THE FINAL LAND DIVISION MAP THE FOLLOWING CONDITIONS MUST BE FULFILLED:

G1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to policy memo GS051.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports.* The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***.

G2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.

G3. Prior to grading plan approval, a detailed geotechnical report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultant(s) must be incorporated into the plan. The report must comply with the provisions of the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***.

G4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas. For information on the RUA policy refer to policy memo GS063.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports.* The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***..

S1. At the grading plan stage, submit grading plans to the GMED for verification of compliance with County Codes and policies.

S2. At the rough grading stage, provide data from the recommended settlement monitoring program to verify that settlements will comply with County codes and policies.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY DISTRICT ENGINEER:
PER THE SOILS ENGINEER:

A. ENGINEERED FILL SHALL BE COMPACTED TO MEET THE APPLICABLE MINIMUM RELATIVE COMPACTION SHOWN ON TABLE 7.5-1 OF THE SOILS REPORT DATED 12/20/21.
B. THE FREQUENCY OF FIELD DENSITY TESTS SHALL BE ONE MINIMUM PER 800 CUBIC YARDS OF FILL PLACED.
C. ONSITE SOILS ARE CORROSIVE TO FERROUS METALS AND CONCRETE. TYPE V CEMENT SHALL BE USED FOR FOUNDATION CONSTRUCTION UNLESS ADDITIONAL CORROSION TESTING IS PERFORMED.
D. ABANDONED OIL/GAS WELLS ARE LOCATED IN THE SOUTHWESTERN PORTION OF THE SITE.
E. APPENDIX G OF THE GEOTEHNICAL REPORT DATED 12/20/2021 SHOWS THE APPROXIMATE LIMITS OF REMOVAL AND RECOMPACTION.

Prepared by

George Molina
Geotechnical Section

Karin Burger
Engineering Geology Section

Date 02/10/2025

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

1. Approval of this map pertaining to grading is recommended.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

2. No activity or construction, including the proposed offsite grading and drainage improvements, can occur on Caltrans right-of-way without the project applicant first obtaining a Caltrans encroachment permit. Any modifications to Caltran's facilities must meet all mandatory design standards and specifications. By acceptance of this condition, the applicant acknowledges and agrees that this condition does not require the construction or installation of an off-site improvement, and that the Caltran's encroachment permit referenced above do not constitute an offsite easement, license, title or interest in favor of the County. Therefore, the applicant acknowledges and agrees that the provisions of Government Code Section 66462.5 do not apply to this condition and that the County shall have no duty or obligation to acquire by negotiation or by eminent domain any land or any interest in any land in connection with this condition. (Offsite work is shown on the tentative map, but not required for public improvements, and design changes during the improvement change may allow the offsite improvements or impacts to be omitted or mitigated, respectively.)

3. Provide approval of:

   a. The latest hydrology study by the Storm Drain and Hydrology Section of Land Development Division.

   b. The location/alignment and details/typical sections of any park/trail, as shown on the grading plan, to the satisfaction of the Department of Parks and Recreation.

   c. The grading plan by the Geotechnical & Materials Engineering Division (GMED).

   d. Permits and/or letters of non-jurisdiction from all State and Federal Agencies, as applicable. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, California Geologic Energy Management Division (CalGEM), and the Army Corps of Engineers.

   e. A Conditional Letter of Map Revision (CLOMR) from FEMA to the satisfaction of the Department of Public Works.

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

4. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (fill in whichever is applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.

5. Record a deed restriction to hold future owners responsible for maintaining the drainage devices without obstructing cross-lot drainage.

Name Dennis Tovar Date 02/05/2025 Phone (626) 458-4921

TENTATIVE MAP DATED 01-15-2025
EXHIBIT MAP DATED 01-15-2025

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Permission is granted to record large lots (20-acre or more) parcel map provided that each parcel resulting from the division of land has a minimum gross area of 20 acres (Per LACC 21.32), and street frontage (per LACC 21.24).

2. Permission to waive street frontage for Lots 2, 7, 8, 11, 19, 31 and 32 is subject to approval by the advisory agency and to that easements for ingress and egress purposes are reserved to the satisfaction of Public Works. If not waived, the subdivider shall revise the tentative map and provide street frontage to every lot to the satisfaction of Public Works.

3. Permission is granted to vacate excess right of way on Live Oak Road to the satisfaction of Public Works.

4. Compound curves are preferred over broken-back curves. Broken back curves must be separated by a minimum of 500 feet of tangent. If compound curves are used, the radius of the smaller curve shall not be less than two-thirds of the larger curve. The curve length of compound curves shall be adjusted to exceed a minimum curve length of 100 feet, when appropriate in accordance with AASHTO guidelines.

5. A minimum centerline curve radius of 100 feet on all cul-de-sac streets. Curves through intersections should be avoided when possible. If unavoidable, the alignment shall be adjusted so that the proposed BC and EC of the curve through the intersection are set back a minimum of 100 feet away from the BCR's of the intersection. Reversing curves of local streets need not exceed a radius of 1,500 feet and any curve need not exceed a radius of 3,000 feet.

6. The minimum centerline radius is 1000 feet on all industrial collector streets (84 foot right of way).

7. The central angles of the right of way radius returns shall not differ by more than 10 degrees.

8. Provide minimum landing area of 100 feet for all industrial cul-de-sac streets at a maximum three (3) percent grade on all “tee” intersections.

9. Provide a new centerline on Franklin Parkway (from Easterly Boundary of PA5 to Westerly Boundary of PA4) to the satisfaction of Public Works. Dedicate and/or vacate additional and/or excess right of way if necessary.

10. Provide intersection sight distance to the satisfaction of Public Works for a design speed of 45 mph (495 feet) for all industrial streets intersections. Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required.

    With respect to the position of the vehicle at the minor road, the driver of the vehicle is presumed to be located 4 feet right of centerline and 10 feet back the top of curb (TC) or flow line (FL) prolongation. When looking left, we consider the target to be located at the center of the lane nearest to the parkway curb. We use 6 feet from TC. When looking right, the target is the center of the lane nearest to the centerline or from the median TC (when present).

11. Provide stopping sight distance where applicable using the design speed of 45 mph along all industrial collector streets. In areas where the intersection and stopping sight distances overlapped, the more stringent of the two shall be applied. Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required.

12. All line of sight easements shall be depicted on grading and landscaping plans.

13. Dedicate right of way 42 feet from the centerline including a standard cul-de-sac bulb on Franklin Parkway in Planning Subarea 3 (PA3) to the satisfaction of Public Works.

14. Dedicate right of way 42 feet from the centerline including a standard cul-de-sac bulb on Hancock Parkway in PA2 to the satisfaction of Public Works.

15. Dedicate right of way 42 feet from centerline on Wolcott Way in PA6 to the satisfaction of Public Works.

16. Dedicate right of way 32 feet from centerline on including a standard cul-de-sac bulb on A Street in PA2 and B Street in PA 3 to the satisfaction of Public Works.

17. Dedicate property line return radii of 25 feet at all intersections of industrial streets to adequately construct curb ramps to Americans with Disabilities Act (ADA) standards and to the satisfaction of Public Works. Additional right of way corner cut offs shall

be dedicated at all signalized intersections and other location that deemed appropriate by Public Works.

18. Construct curb, gutter, base, pavement, and sidewalk on all public streets to the satisfaction of Public Works.

19. Comply with the following street lighting requirements as stipulated in their memo dated January 22, 2025.

20. Conform to the approved conceptual signing and striping plan. Detailed signing and stripping plans will be required.

21. Comply with any additional requirements, if any, as a means of mitigating any traffic impacts as identified in the approved Traffic Study (or Transportation Impact Analysis) dated June 22, 2024, by Public Works' Traffic Safety and Mobility Division. Offsite mitigations may be required.

22. Approval of Caltrans is required for any proposed work on the Old Road within Caltrans jurisdiction and any proposed construction of the retaining wall under the bridge.

23. Prior to Building permit issuance, pay the fees established by the Board of Supervisors for the Westside Bridge and Major Thoroughfare Construction Fee District (B&T District). The fee is to be based upon the fee rate in effect at the time of permit issuance. The current applicable fee is $23,450 per factored unit and is subject to change. Record a covenant (subject to the approval of Public Works) at final map approval to encumber parcels/property owners with provisions requiring payment of applicable B&T District fees prior to building permit issuance.

24. Plan street trees on all public streets to the satisfaction of Public Works.

25. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Land Development Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.

26. Permission to establish a Landscape Maintenance District, subject to the approval of the Department of Public Works, for the purpose of maintaining landscaped parkways on all streets.

27. Construct the bridge on Franklin Parkway in the PA3 to the satisfaction of Public Works. The proposed bridge typical section shown on the map is not necessarily approved. The ultimate bridge section shall meet the requirements of Public Works' Design Division.

Name Sam Richards Phone (626) 458-4921 Date 02-13-2025

THE PROJECT DOES REQUIRE NEW STREETLIGHTS AND ANNEXATION IS REQUIRED. SEE BELOW FOR FURTHER DETAILS.

Project is not in the County Lighting Maintenance District (CLMD) 1687. The Subdivision project shall conform to the design standards and policies of Public Works, in particular, but not limited to the statements and conditions below:

STREETLIGHT REQUIREMENTS

1. Streetlight(s) shall be provided to the satisfaction of Public Works or as modified by Public Works on all public streets within and around PM 18108.

2. Provide streetlights on new concrete pole(s) with underground wiring. The streetlights shall be designed as a County owned and maintained system.

3. Prior to recordation of final map or parcel map waiver, submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

4. If annexation is required for the project, street lighting plans cannot be approved until the Board of Supervisors approve the annexation.

5. If phasing of the project is approved, each phase of the project shall be subject to the conditions for each individual phase.

6. For subdivisions, Street lighting plans shall be approved prior to map recordation.

7. Street lighting improvements shall be installed per approved plans prior to the issuance of a certificate of occupancy.

ANNEXATION AND ASSESSMENT BALLOTING REQUIREMENTS

8. The proposed project or a portion(s) of the proposed project is not within the existing CLMD and annexation to the CLMD is required, prior to recordation of final map or parcel map waiver. The Board of Supervisors must approve the annexation and levy of assessments prior to Public Works approving the street lighting plans.

9. Upon approval of the Tentative Map, the developer must notify wsayre@pw.lacounty.gov in order to initiate the annexation process.

10. Upon approval of the Tentative Map, the applicant (property owner or authorized representative) shall comply with the Conditions of Annexation listed below in order for the CLMD to pay the future operation and maintenance costs of streetlight(s):

a. Submit a street lighting plan for the proposed streetlight(s) meeting County lighting standards to the satisfaction of Public Works.
b. Provide business address and developer/property owners name(s), mailing address(es), site address, Assessor Parcel Number(s), and Parcel Boundaries in either MicroStation or Auto CADD format of territory to be developed to the Street Lighting Section.
c. Submit site map of the proposed project including any roadways conditioned for streetlights that are outside the proposed project area to the Street Lighting Section. Contact the Street Lighting Section at (800) 618-7575 for map requirements and/or questions you may have.
d. If no new streetlights are required but annexation is required, submit a street lighting plan showing the location of existing streetlights.
e. For subdivisions, provide a copy of the recorded subdivision map, if recorded.

11. The annexation and assessment balloting process takes approximately 18 months to complete once the annexation and levy of assessment timeline acknowledgment form is signed by the developer after the above information is received and approved. Therefore, untimely submittal of the above information may result in delaying the approval of the street lighting plans.

12. Upon project recordation, the developer must notify Public Works, Street Lighting Section. The applicant shall provide the status of this approval to wsayre@pw.lacounty.gov.

TRANSFER REQUIREMENTS

13. The applicant (property owner or authorized representative) shall be responsible for the operation and maintenance of streetlights along with their associated costs that are installed as a condition of development. The applicant will remain responsible until the streetlights are formally accepted into the County Lighting District for operation and maintenance and their billing is transferred into a County Lighting District account with Southern California Edison.

14. Public Works can assume the responsibility for operation, maintenance, and funding all associated costs of all streetlights installed and transfer the billing when all of the following conditions are met (the transfer of billing may be delayed one or more years if the conditions are not met):

a. All required streetlights (LS-2/LS-3) in the project have been constructed per Public Works approved street lighting plan, energized, and field accepted.
b. The County Lighting Districts is receiving revenue from the benefitting properties via the annual property tax bill.
c. The County have formally accepted the transfer and conveyance of the streetlights. To initiate the process, the applicant must make a written request to wsayre@pw.lacounty.gov. Alternatively, the applicant can call (800) 618-7575 to

make the request over the phone. When completed, Public Works will issue a letter to the developer that the streetlights have been formally accepted.

d. Any underlying road(s) or any associated road improvements have been accepted for public use.

Once the transfer is complete, the County will authorize the release of any remaining bond, if any.

15. Prior to the County accepting the streetlights into the County Highway System to assume the operation and maintenance responsibilities for the streetlights, a final field review will be conducted to ensure all streetlights are installed per approved plans and no knockdowns have occurred at the time of transfer.

16. The County Lighting Districts cannot assume responsibility for streetlights located within gated communities or on roadways designated as a private or private-future street.

EG Prepared by: Whitley Sayre Phone: (626) 300-4675

Date: 01/22/25

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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ALHAMBRA, CALIFORNIA 91803-1331
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http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

June 27, 2024

IN REPLY PLEASE
REFER TO FILE: T-4

Mr. Daryl Zerfass
Stantec
38 TechnologyDrive
Irvine, CA 92618

Dear Mr. Zerfass:

ENTRADA SOUTH (TR53295)
& VALENCIA COMMERCE CENTER (PM18108) (VCC)
TRANSPORTATION IMPACT ANALYSIS (TIA) – APRIL 2024
UNINCORPORATED COUNTY OF LOS ANGELES AREA

Public Works has reviewed the Transportation Impact Analysis (TIA) dated April 2024 for the proposed development located in unincorporated County of Los Angeles in the Santa Clarita Valley. The proposed project reflects minor changes and refinements to the previously approved State-certified 2017 Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis therefore it will be referred to as the "Modified Project". Entrada South will consist of residential area and mixed use commercial. Valencia Commerce Center will consist of a business park (office/industrial/warehouse/retail).

Project's Transportation Impact Related to Level of Service

According to TIA Analysis, the Modified Project will not have new significant project transportation impact to the unincorporated County. We generally agree with the findings in the TIA.

Project's Cumulitave Transportation Impact Related to Level of Service

According to TIA Analysis, the Modified Project will not have new significant cumulative transportation impact to the unincorporated County. We generally agree with the findings in the TIA.

Project's Mitigation Related to Level of Service

The previous mitigations identified in the State-certified 2017 Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis Documents are still required to be implemented to address the previous project transportation impacts and cumulative transportation impacts of the project. The project shall design and construct or contribute its proportionate share of the cost for the mitigation measures as identified in the Mitigation Monitoring and Reporting Program of the 2017 Newtdmhall Ranch Resource Management and Development Plan and pineflower Conservation Plan: Final Additional Environmental Analysis Documents. We generally agree with the findings in the TIA.

Vehicle Miles Traveled Analysis

For informational purposes, a Vehicle Miles Traveled analysis was conducted. According to the TIA, the modified project would not result in a new significant project transportation impact in the unincorporated County. According to the TIA, the modified project will not result in a new significant cumulative transportation impact to the unincorporated County. We generally agree with the findings in the TIA.

Project's Transportation Demand Management Plan

According to the TIA, the project previously proposed Transportation Demand Management measures (see attached Appendix F of the TIA) to reduce vehicle trips which were required as part of the State-certified 2017 Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis. We generally agree with the findings in the TIA.

Site Access Requirements

According to the TIA the project shall provide the improvements as described in Table 4-13, Table 4-14, and Table 4-15 of the TIA (see attached). We generally agree with the findings in the TIA.

The design and construction of the improvements described in Table 4-13, Table 4-14, and Table 4-15 of the TIA shall be the sole responsibility of the project to the satisfaction of Public Works. Detailed signing and striping plans shall be submitted to Public Works for review and approval. Detailed traffic signal plans shall be submitted to Public Works for review and approval.

According to the TIA the project shall provide the following improvements. We generally agree with the findings in the TIA.

- Media Center Lane at Magic Mountain Parkway
    - Extend westbound left turn lane by approximately 21 feet

The design and construction of the improvements shall be the sole responsibility of the project to the satisfaction of Public Works. Detailed signing and striping plans shall be submitted to Public Works for review and approval.

- The Old Road at Turnberry Lane
    - Extend northbound left turn lane by approximately 51 feet

The design and construction of the improvements shall be the sole responsibility of the project to the satisfaction of Public Works. Detailed signing and striping plans shall be submitted to Public Works for review and approval.

Westside Phasing Analysis

In addition to the above mentioned improvements, the following item will be made a condition of approval for the project. A phasing analysis report, known as the Westside Phasing Analysis), evaluated the timing of required improvements commensurate with the proposed phased land development in the WestsideSanta Clarita Valley area. The improvements represent the cumulative impacts and mitigations from the Newhall Ranch Specific Plan as well as other planned devleopments in the Westside Santa Clarita Valley.

A Westside Santa Clarita Phasing Analysis report will evaluate the timing of the requirement improvements necessary to accommodate plannined development in the Westside area of the Santa Clarita Valley commensurate with the proposed project. At a minimum an update to the Westside Santa Clarita Phasing Analysis is expected to occur at the following development thresholds.

1) 3,176 residential units and 13.17 million square feet nonresidential uses
2) 6,066 residential units and 14.87 million square feet nonresidential uses
3) 14,515 residential units and 16.00 million square feet nonresidential uses
4) 21,373 residential units and 17.65 million square feet nonresidential uses
5) 25,001 residential units and 19.78 million square feet nonresidential uses
6) 27,615 residential units and 22.08 million square feet nonresidential uses

If you have any questions, please contact Mr. Kent Tsujii, Traffic Safety and Mobility Division, at (626) 300-4776 or ktsujii@pw.lacounty.gov.

Very truly yours,

MARK PESTRELLA, PE
Director of Public Works

AMIR IBRAHIM, PE, LS
Principal Engineer
Traffic Safety and Mobility Division

KT:wm
SP:\TSM\DOC\STU\LTRS MEMOS\5-29-2024-ESTU2021000506 SOUTH & VALENCIA TIA

Enc.

bc: Land Development (Suarez, Lasso)

Appendix F TDM REDUCTION CALCULATIONS

The following pages are from the RMDP/SCP EIR Appendix E (See Reference 9 in Section 1.3)

- UrbanTrans North America, Valencia Transportation Demand Management Plan (See Reference 8 in Section 1.3)
- Fehr & Peers, Quantification of Implementing TDM Strategies (See Reference 7 in Section 1.3)

Valencia

Transportation Demand Management Plan

October 2022

Prepared by UrbanTrans North America

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Executive Summary

The Valencia Transportation Demand Management (TDM) Plan[1] is a comprehensive plan designed to achieve reductions in vehicle miles traveled (VMT) and, in so doing, reduce greenhouse gas (GHG) emissions.[2] Accordingly, this TDM Plan provides a summary description of the existing and planned regional transportation network, a listing of each of the strategies that comprise this TDM Plan with corresponding information regarding application of the strategy, and a step-by-step plan of implementation.

The TDM Plan applies to new development located on the Newhall Ranch Specific Plan, Entrada, and Valencia Commerce Center planning areas (the Project Site) that is facilitated by the Newhall Ranch Resource Management and Development Plan/Spineflower Conservation Plan (RMDP/SCP) Project. Specifically, the TDM Plan will serve planned development within the Project Site, which consists of up to approximately 21,242 residential units; about 9.3 million square feet of commercial uses; and, numerous public facilities, including schools, fire stations, a library, and recreational amenities. This TDM Plan will serve as an "umbrella plan," with appropriate and customized application to individual villages and land uses, as applicable, located within the three planning areas (i.e., the Newhall Ranch Specific Plan, Entrada and Valencia Commerce Center sites).

The core objectives of the TDM Plan are to reduce the number of single occupancy vehicle trips, through the utilization of alternative forms of motorized and non-motorized transport and related strategies, and thereby reduce total VMT and the corresponding GHG emissions. Therefore, as presented below, the TDM Plan includes a number of strategies that enable the Project Site's residents, employees, and visitors to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation options. The TDM Plan relies, in part, on the design of the planned development and, in part, on innovative strategies developed by the transportation planning and engineering community to achieve

[1] Formerly called "Newhall Ranch TDM Plan". "Valencia" in this context refers to the development to be facilitated by the Newhall Ranch Resource Management Development Plan/Spineflower Conservation Plan, and includes the Newhall Ranch Specific Plan, Entrada, and Valencia Commerce Center planning areas.

its objectives, and provides the foundational elements necessary for the successful implementation of the TDM strategies outlined herein.

A non-profit Transportation Management Organization (TMO) or equivalent management entity will be established to provide the services required by this TDM Plan, as applicable. The TMO and the long-term implementation of the TDM Plan will be funded by TDM assessments, or other funding mechanisms that may be applicable, which all applicable property owners will be required to pay; this payment structure will be enforced through Covenants, Conditions and Restrictions (CC&Rs) placed on residential and commercial properties.

This TDM Plan is based, in part, on information and analysis contained in a technical memorandum entitled *RMDP/SCP Project: Transportation Demand Management Plan Evaluation*, Fehr & Peers (September 2016) and as updated in a technical memorandum entitled *Quantification of Implementing TDM Strategies*, Fehr & Peers (2022). The memorandum analyzes each of the VMT reduction strategies presented in this Plan and based primarily on guidance provided by the California Air Pollution Control Officers Association, calculates the VMT reduction expected to result with implementation of each strategy. The memorandum, including appendix and exhibits, provides technical support for the VMT reductions expected to be achieved with implementation of this Plan.

1.0 Background Information

1.1 Regional Setting

This section provides an overview of the existing and planned transportation network in the vicinity of the Project Site, including transit, roadways, bicycle/trails network, and the pedestrian environment.

The Project Site is located in the northern portion of unincorporated Los Angeles County in the Santa Clarita Valley. The Project Site area begins just west of Interstate 5 and continues to the boundary between Los Angeles and Ventura Counties, as shown in Figure 1. Traversing the Site is State Route (SR) 126, which functions as an east-west travel corridor between the Santa Clarita Valley and Ventura County. This section describes the transportation context to provide an understanding of the TDM needs and opportunities at the Project Site.

Figure 1: Project Site Vicinity Map

1.1.1 Transit Network

The Project Site is located within the City of Santa Clarita Transit service area. The agency operates nine local bus routes and four commuter routes that connect the City's neighborhoods with each other, as well as provide connections to regional transit via the following six transfer stations: the Santa Clarita, Newhall, Via Princessa, and Chatsworth Metrolink stations, the North Hollywood Red/Orange Line Station, and the McBean

Regional Transit Center, which includes a park and ride lot. Commuter Express Service also is available during rush hours to Century City and downtown Los Angeles.

On average, service frequency for local bus routes ranges from 30 minutes to an hour during morning and evening peak hours. Most routes run between 5:00 A.M. and 9:00 P.M. on weekdays. Weekend service is less frequent, starts later in the morning, and ends earlier in the evening. Commuter train service into downtown Los Angeles is provided via the Metrolink Antelope Valley Line, which takes less than an hour to reach Union Station and runs 11 times a day. From the North Hollywood Metro Station, the Red Line runs every ten minutes through Hollywood to Union Station, a ride that takes approximately 30 minutes. The Orange Line serves points west and terminates in Chatsworth. Figure 2 shows a map with regional connections. Figure 3 illustrates the existing local Santa Clarita Transit Network.

Figure 2: City of Santa Clarita Transit Regional Transit Connections

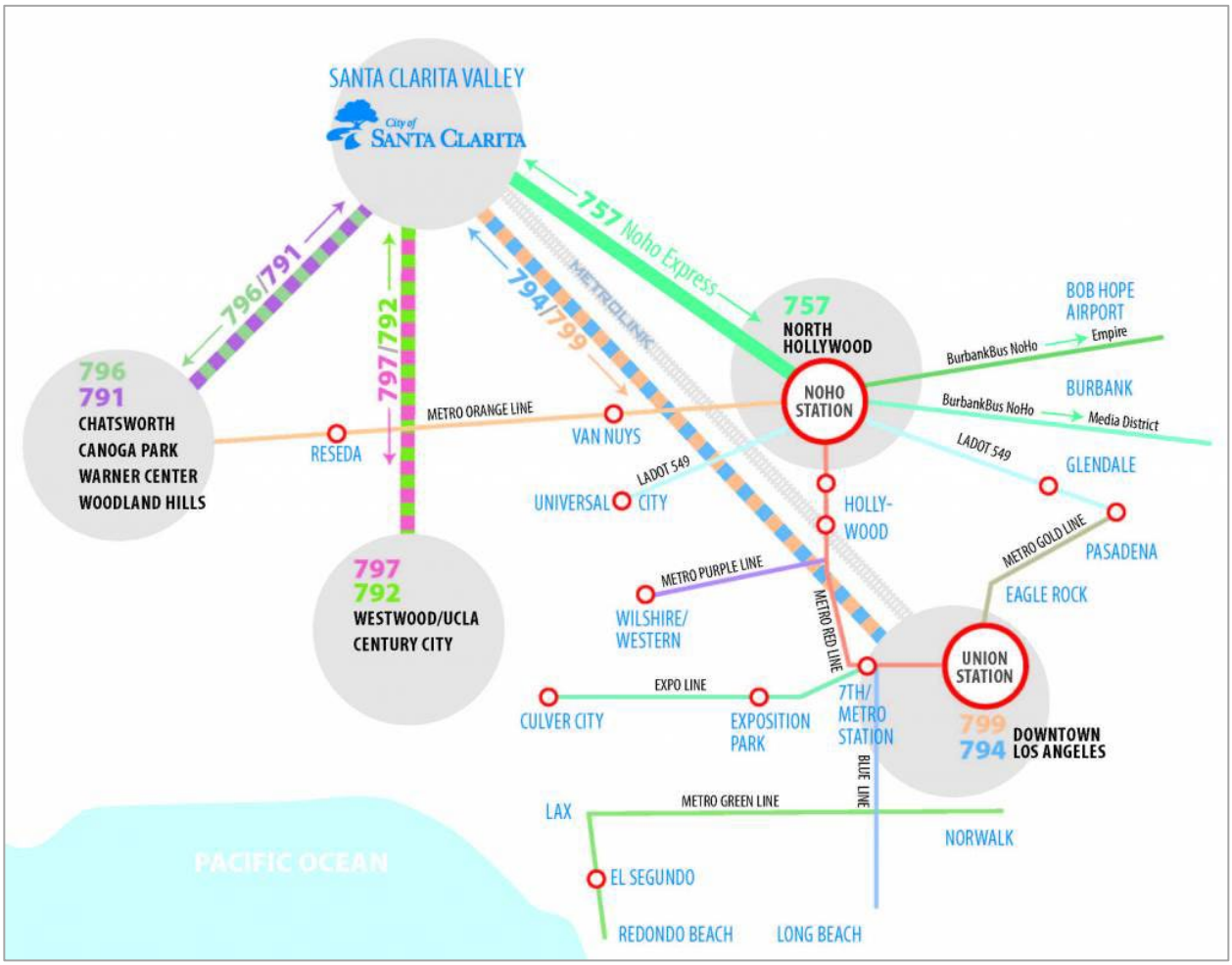
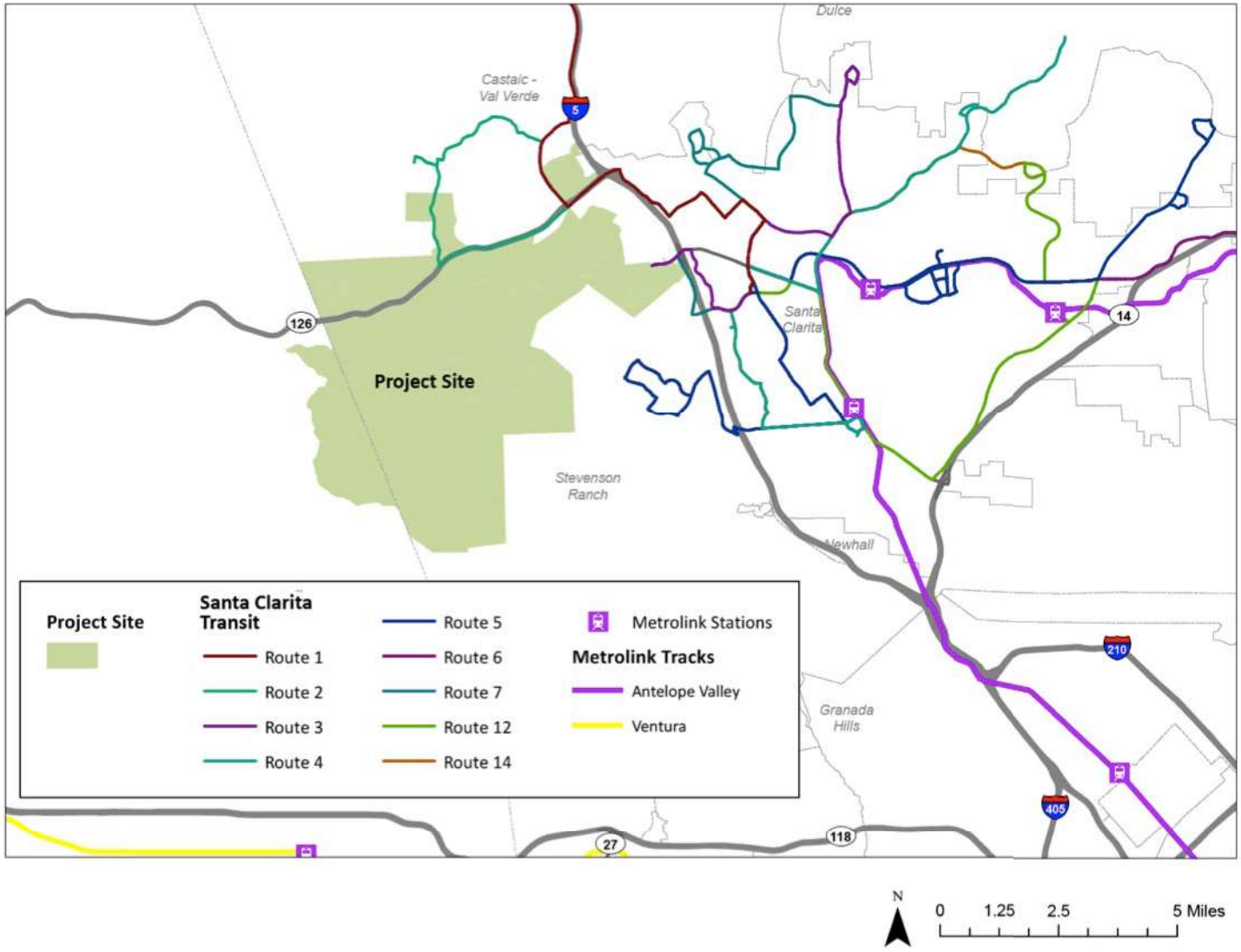


Figure 3: City of Santa Clarita Transit Local Service



1.1.2 Major Roadways

The Project Site is easily accessible from Interstate 5, which runs north-south and connects to downtown Los Angeles, and from Highway 126, which runs east-west between I-5 and the City of Ventura. A northward expansion of existing high occupancy vehicle (HOV) lanes from Highway 14 to north of Highway 126 is planned and scheduled to be completed in 2023. Within the Project Site area, an extension of Magic Mountain Parkway will run through the center of the site and connect with Long Canyon Road, an extension of the existing Valencia Boulevard. North-south connections will be provided by the extension of Commerce Center Drive, which will connect across Highway 126 to the Valencia Commerce Center, and by Long Canyon Road, which will connect to the existing Chiquito Canyon Road north of Highway 126. These new roads will be constructed as major and secondary highways along which transit service will be available.

1.1.3 Bicycle/Trails Network

The Los Angeles County Bicycle Master Plan adopted in 2012 identifies the addition of bike paths, lanes, or routes to several roadways adjacent to the Project Site. Planned improvements include bike paths and lanes along The Old Road, Castaic Creek, and the Santa Clara River/Highway 126. The bicycle master plan and related resources can be found here: https://dpw.lacounty.gov/pdd/bike/masterplan.cfm.

In 2020, the City of Santa Clarita adopted an update to its non-motorized transportation plan, which includes network and infrastructure improvements, facility design recommendations, and programmatic recommendations, including bicycle education and encouragement programs. The City of Santa Clarita is a Bronze level Bicycle Friendly Community, a recognition awarded by the League of American Bicyclists. The city's web site includes maps, bike parking information, safety tips, bicycles and transit information, and other resources. See: http://bikesantaclarita.com/.

The Project's proposed network of bicycle and multi-use trails generally will resemble the extensive existing trail network in neighboring Valencia. Off-street, multi-use trails will connect the villages within the Project Site. They will be supplemented by paseos, wide sidewalks with lighting, benches, and shade trees that provide connections to activity centers, such as schools, recreation centers, and neighborhood centers. On-street bike lanes will be provided on major roads as well.

1.1.4 Pedestrian Environment

Sidewalks will be provided along all roads within the planned development located on the Project Site, supplemented by the trail network. Cul-de-sacs are part of the street design in certain locations, although pedestrian connections will be provided at some of the planned cul-de-sacs to improve pedestrian connectivity.

2.0 TDM Strategies

The strategies outlined below shall be implemented pursuant to this TDM Plan. However, in light of the ongoing evolution of transportation technology and advancements, the strategies set forth below may be modified or replaced, as necessary, with alternative strategies of equal or enhanced effectiveness. Therefore, the applicant (or its designee) and/or the TMO, or equivalent management entity, shall periodically evaluate the parameters of this TDM Plan so as to ensure that the strategies are meeting the needs and priorities of the residents, employees, tenants, and visitors to the Project Site. As new technologies and strategies become available, the TDM Plan can be modified in order to implement alternative technologies and/or strategies of equal or enhanced effectiveness.

2.1 TDM Strategy Description

The following is a brief description of each TDM strategy and its application to the Project Site.

<u>Construction</u>

1. **Construction Traffic Management Plan**

   Description: A construction traffic management plan can be effective both to reduce VMT and reduce the potential construction-related congestion on traffic by maintaining mobility to, from, and within the Project Site during the construction period.

   Application: Prior to issuance of a grading or building permit for each village level project, the applicant, or its designee, shall develop a Construction Traffic Management Plan that may include, as applicable: worker carpools through available incentives; remote parking areas and corresponding shuttle service; work hours and truck deliveries scheduled to the extent feasible to avoid peak hour traffic conditions (i.e., 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.); and re-routing construction-related traffic from congested streets (i.e., those streets, if any, operating at unacceptable levels of service during the peak hours).

Operation

1. **Integrate Affordable and Below Market Rate Housing**

   Description: Income has a statistically significant effect on the probability that a commuter will take transit or walk to work[3]. Below Market Rate (BMR) housing provides greater opportunity for lower income families to live closer to job centers and achieve jobs/housing balance near transit. Incorporating BMR also can encourage smaller units within the same building footprint, thereby increasing density and potential transit ridership.

   Application: The applicant, or its designee, shall include an Affordable Housing Program as part of the planned development within the Project Site, in accordance with the County of Los Angeles' Newhall Ranch Specific Plan approvals.

2. **Pedestrian Network**

   Description: Providing a pedestrian access network to link areas of a Project Site encourages people to walk instead of drive. This mode shift results in people driving less and, thus, a reduction in VMT.

   Application: The applicant, or its designee, shall include within the planned development located on the Project Site pedestrian-movement facilities (e.g., sidewalks, paseos, and trails as depicted in the Newhall Ranch Specific Plan Mobility Plan) that eliminate physical barriers and provide pedestrian-based access to both on- and off-site complementary land uses (e.g., neighborhood-serving commercial retail opportunities; schools; recreational amenities).

3. **Traffic Calming**

   Description: Providing traffic calming measures can encourage people to walk or bike instead of using a vehicle, thereby reducing VMT. Examples of traffic calming features include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

[3] Bento, Antonio M., Maureen L. Cropper, Ahmed Mushfiq Mobarak, and Katja Vinha. 2005. "The Effects of Urban Spatial Structure on Travel Demand in the United States." *The Review of Economics and Statistics* 87,3: 466-478.

Application: The applicant, or its designee, shall include within the planned development located on the Project Site design elements that reduce motor vehicle speeds and improve pedestrian and bicyclist safety on the on-site streets and intersections. These design elements may include, but are not limited to, count-down signal timers, marked crosswalks, raised crosswalks, raised intersections, speed tables, median islands, planter strips with trees, curb extensions, on-street parking, tight corner radii, roundabouts or mini-circles, and chicanes/chokers.

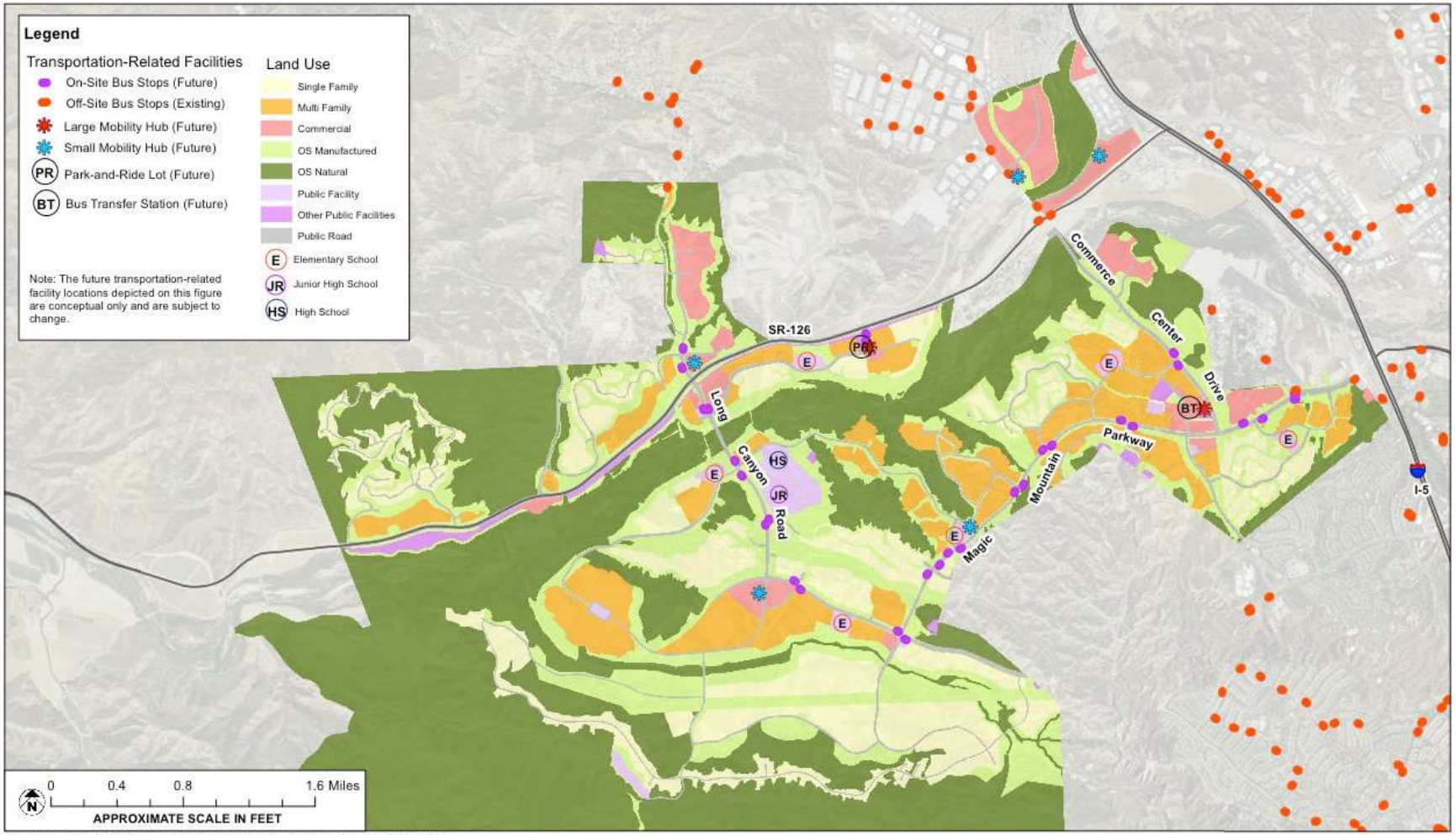
4. **Transit Network Expansion**

Description: Increasing transit availability through route expansion or increasing existing transit frequency improves access to the Project Site and, therefore, will encourage transit ridership. This mode shift results in people driving less and, thus, a reduction in VMT.

Application: The TMO, or its equivalent management entity, shall coordinate with the local transit agencies, including Santa Clarita Transit, to implement the Conceptual Transit Plan illustrated on Figure 4, to provide an expanded transit network that connects the Project Site to major transit centers in the Santa Clarita Valley, and enhance on and off-site connectivity options via transit.[4] The expanded transit network shall include bus stops located throughout the development area, a bus transfer station, and a park-and-ride lot to the extent deemed appropriate.

[4] See, Fehr & Peers Technical Memorandum, *RMDP/SCP Project: Transportation Demand Management Plan Evaluation* (September 2016), Exhibit 2.

Figure 4: Conceptual Transit Plan



SOURCE: Hunsaker & Associates - 2016; Santa Clarita Transit - 2016; Meridian Consultants - 2016

FIGURE A

Meridian

Conceptual Transit Plan

5. **Alternative Work Schedules and Telecommute Program (Residential End)**

Description: Encouraging telecommuting and alternative work schedules reduces the number of commute trips and, therefore, VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed workweeks.

Application: In furtherance of this strategy relative to Project residents, the TMO, or its equivalent management entity, shall utilize all appropriate marketing tools, including incentive strategies, to promote alternative work schedules and telecommuting on the part of Project residents, as feasible. In addition, the applicant, or its designee, shall construct all residential units to facilitate installation of high-speed internet services.

6. **Required Commute Trip Reduction Program**

Description: A Commute Trip Reduction (CTR) program is an employer-administered program that discourages single-occupancy vehicle trips and encourages alternative modes of transportation such as carpooling, taking transit, walking, and biking. A CTR program provides employees with assistance in using alternative modes of travel and provides both "carrots" and "sticks" to achieve behavior change. A typical CTR program may include the following: preferential carpool parking, flexible work schedules for carpools, ridematching, designation of a transportation coordinator, transit subsidies, vanpool assistance, and bicycle end-trip facilities (e.g., parking, showers, and lockers). Participation in required commute trip reduction programs typically is required of employers above a certain size threshold, exempting small businesses and non-traditional employers from the requirement to participate.

Application: The TMO, or its equivalent management entity, shall coordinate with large business employers of the planned development located on the Project Site to implement a required CTR program that may include, but is not limited to, the utilization of ride sharing; provision of transit subsidies and preferential parking to carpools, vanpools and other commute strategies that minimize the use of single occupancy vehicles; and installs end-of trip bicycle facilities. As part of the program, the TMO (or equivalent management entity) shall establish performance and monitoring standards for the program's implementation status. In furtherance of this strategy, the TMO (or equivalent management entity) shall develop marketing strategies, targeted towards the tenants, employers, and employees of the Project Site's commercial areas, which establish and promote the benefits of commuting habits that reduce vehicle miles traveled. Additionally, the applicant/designee or the TMO (or equivalent management entity), as applicable, shall coordinate with

commercial builders/property owners to promote ridesharing through a multi-faceted approach that includes, but is not limited to, the measures below:

- Designating a certain percentage of parking spaces for ride-sharing vehicles that is equivalent to at least one dedicated parking space per 25,000 square feet of office space;

- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; and

- Providing a web site or message board for coordinating rides

7. **Alternative Work Schedules and Telecommute Program (Work End)**

Description: Encouraging telecommuting and alternative work schedules reduces the number of commute trips and, therefore, VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed workweeks.

Application: The TMO, or its equivalent management entity, shall coordinate with employers of the planned development located on the Project Site to facilitate the utilization of non-traditional worker commute patterns, for both Project residents and Project employees, by encouraging the use of alternative work schedules and telecommuting. In furtherance of this strategy for Project employees, the TMO (or equivalent management entity) shall develop marketing strategies, targeted towards the tenants and employers located in commercial areas on the Project Site that establish the benefits of alternative work schedules/telecommuting and provide successful templates for the implementation of such alternative approaches in the workplace. Additionally, any property management company managing commercial property on the Project Site shall require employers with 100 or more employees within the Project Site to develop and implement an alternative work schedules/telecommuting program consisting of the following elements: (1) appointment of a program coordinator; (2) identification of specific categories of employment positions that are appropriate for alternative work schedules and/or telecommuting; (3) provision of required equipment for telecommuting (e.g., hardware, software, and security); and (4) establishment of communications strategies to facilitate satisfaction of employment responsibilities (e.g., instant messaging). In furtherance of this strategy for Project residents, all residential units will be constructed with high-speed, high-capacity internet, and will be included in the TMO's marketing and incentive strategies.

8. **School Bus Program and School Travel Program**

Description: School travel can be a large vehicle trip generator. Under a school bus program, student school bus transit subsidies and Safe Routes to School (SRTS) programming have shown to be important and cost-effective ways to reduce overall trips in the community.

Application: The applicant, or its designee, in coordination with the Project Site's school districts shall establish a school bus program by offering fully subsidized transit passes to all Junior High and High School students residing within the Project Site. The TMO will staff a Safe Routes to School Coordinator position to work with all Valencia Elementary Schools to coordinate SRTS programming. In addition, the TMO will fund a part-time SRTS coordinator position at each of the three school districts (0.25 FTE per district) to leverage resources and coordinate and implement school travel planning to promote the school bus program as well as to provide education, encouragement, and incentives intended to increase taking transit, biking, walking, and carpooling to school. The school bus program, including the transit subsidies and SRTS program, and related staffing will be phased in based on the number of on-site schools and students residing within the Project Site.

9. **Transit Fare Subsidies for Employees**

Description: Subsidizing the cost of transit or other alternative modes can encourage adoption of these modes.

Application: The TMO, through assessments, or other funding mechanisms that may be applicable, shall fund and shall coordinate with those employers of the planned development located on the Project Site not required to participate in the Required Commute Trip Reduction program (Strategy 6) to provide alternative transportation subsidies to employees who commute to jobs located within the Project Site*.*

10. **Carshare Program**

Description: Carshare members, on average, have lower auto ownership rates and drive less than non-carshare members. One study found that, on average, 21% of carshare members in North America gave up their primary or secondary vehicle after joining a carsharing program[5].

[5] IBI Group. (2009). *Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards.* The City of Toronto.

Application: The TMO, or its equivalent management entity, shall establish a membership-based carshare program, whereby members have access to a shared fleet of vehicles. In order to incentivize participation, carshare program participation will be subsidized. Specifically, the TMO, through assessments, or other funding mechanisms that may be applicable, will subsidize 50 percent of the annual membership fee for up to 50 percent of the market rate households that elect to participate in the program (i.e., a 50% subsidy for all households that elect to participate in the program, capped at 50% of the total Project households); and, will subsidize 100 percent of the annual fee for up to 100 percent of the below market rate households. In the event the TMO is unable to retain a commercial carshare vendor, the TMO may consider diverting the funds otherwise planned to provide membership subsidies to the establishment of a peer-to-peer carsharing model, such as Getaround. The peer-to-peer model relies on private individuals registering their car for use by other residents for a fee. To ensure comparable levels of service and reliability to a traditional carshare provider (such as Zipcar), the peer-to-peer model would require aggressive marketing, outreach, and incentives to ensure that a sufficient fleet is established in terms of the number of vehicles and their locations. Another alternative approach could be the establishment of a Valencia-specific carshare service, as has been done successfully in small cities such as Ithaca, New York (population 30,515).

11. **Neighborhood Electric Vehicle (NEV) and Electric Bicycle (E-Bike) Strategy**

Description: NEVs are classified in the California Vehicle Code as a "low speed vehicle". They are electric powered and must conform to applicable federal automobile safety standards. NEVs offer an alternative to traditional vehicle trips and can legally be used on roadways with speed limits of 35 MPH or less (unless specifically restricted). They are ideal for short trips up to 30 miles in length and can promote a mode shift from single-occupancy vehicles, particularly in their ability to replace short trips.

E-Bikes present another travel option with similar mode shift potential for short trips. Low-speed, pedal-assisted and throttle-assisted E-Bikes (Class 1 and 2) can reach a maximum speed of 20 MPH and are allowed by state law on all bicycle facilities, including dedicated bicycle paths, unless a local ordinance specifies otherwise. A survey conducted in 2015[6] showed that E-Bikes are particularly

[6] "E-bikes in North America: Results from an Online Survey," John MacArthur, http://www.bikeleague.org/sites/default/files/E_bikes_mini_report.pdf.

popular in hilly areas and improve the mobility of older residents or people with disabilities who are unable to ride a standard bicycle. Class 1 and 2 E-Bikes do not require a driver's license, registration or insurance and the State of California specifies no minimum age.

Application: The applicant, or its designee, shall incorporate into the design of the planned development located on the Project Site a comprehensive, interconnected travel network that accommodates NEV use and includes features such as NEV parking, charging facilities, striping, signage, and educational tools. Additionally, the applicant or its designee will provide funding for a subsidy covering 25 percent of the NEV purchase price (up to a $2,750 subsidy) that would be made available to residential detached single-family units located on the Project Site. The applicant or its designee also will provide funding for a subsidy covering 50 percent of the E-Bike purchase price (up to a $750 subsidy) that would be made available to all residential units on the Project Site. Subsidies will be made available to original homeowners. Should funding remain available at build-out, the TMO may expand eligibility to subsequent homeowners.

12. **Mobility Hubs**

Description: Mobility hubs are one-stop centers for transit, rideshare meeting, carshare, bicycle repairs, bicycle share, end-of-trip facilities, and other commuter amenities. Mobility hubs are designed to facilitate multi-modal travel and encourage mode shifts by co-locating services and aggregating information.

Application: The applicant, or its designee, shall incorporate into the design of the planned development located on the Project Site four small mobility hubs and two large mobility hubs. The following amenities are typical amenities that may be included at each mobility hub, dependent upon size (see *RMDP/SCP Project: Transportation Demand Management Plan Evaluation, Fehr & Peers, September 2016, Exhibits 3 and 4*):

Small Mobility Hub:

- Information kiosks
- Transit arrival information
- Bike lockers and bike parking
- Enhanced pedestrian amenities
- Branding/signage

- Co-location of carshare and bikeshare

Large Mobility Hub:

- Information kiosks
- Transit arrival information
- Bike lockers and bike parking
- Enhanced pedestrian amenities
- Branding/signage
- Co-location of carshare and bikeshare
- Designated park-and-ride spaces

13. **Tech-Enabled Mobility**

Description: Advances in technology have led to innovative new TDM opportunities. Recent technological applications include improved ride matching apps, real-time ride sharing, and innovative platforms that allow for trip planning, trip tracking, the administration of rewards programs, and real-time bus information.

Application: The TMO, or its equivalent management entity, shall establish as part of the planned development located on the Project Site a one-stop website for transportation information, as well as complementary apps for mobile devices and computers.

14. **Bike/Scootershare Program**

Description: Similar to carshare members, bikeshare members also have lower auto ownership rates and drive less than non-bikeshare member counterparts. Studies have found that on average 7% of bikeshare members replaced their personal vehicle with the bikeshare[7]. Both bikeshare and scootershare programs have been shown to reduce vehicle trips and associated greenhouse gas emissions.

Application: The TMO, or its equivalent management entity, shall establish a station-based or dockless bike/scootershare system on the Project Site with up to 24 stations or designated micromobility parking areas, in the case of a dockless system. The system may offer a variety of micromobility devices, however, at least fifty percent of the fleet will be comprised of electric devices. In order to increase

[7] Johnston, K. (2014, April 7). Beyond Urban Planning: The Economics of Capital Bikeshare. *Georgetown Public Policy Review*. Retrieved from http://gppreview.com/2014/04/07/beyond-urban-planning-the-economics-of-capital-bikeshare/

ridership, program participation will be subsidized. Specifically, the TMO, through assessments, or other funding mechanisms that may be applicable, will subsidize 50 percent of the annual membership cost for up to 1.5 percent of Project residents who live in market rate housing; and 100 percent of the annual household membership cost for below market rate households.

15. **Transit Fare Subsidies for Residents**

Description: Subsidizing the cost of transit or other alternative modes can encourage adoption of these modes.

Application: The TMO, through assessments, or other funding mechanisms that may be applicable, shall fund, and shall provide alternative transportation subsidies to residents located within the Project Site (up to 3250 passes based on anticipated participation rates). Market-rate properties must be part of the HOA or pay TMO dues for their residents to qualify.

Table 1: TDM Plan Performance Metrics and Targets, sets forth the applicable performance metrics and targets for each strategy identified for implementation herein. Notably, however, and as described in Chapter 4.0 below, implementation of this "umbrella plan" will be subject to applicability evaluations and customization efforts in conjunction with the processing of County-level entitlements for planned development located on the Project Site. The overall implementation of this TDM Plan on the Project Site is anticipated to produce the desired effect and facilitate transportation behaviors and patterns that result in meaningful reductions in the number of vehicle trips and vehicle miles traveled.

2.2 TDM Resources

The following regional and local resources presently are available to facilitate implementation of the TDM Plan.

2.2.1 Go511

Go511 is Southern California's traffic information portal. It links commuters and employers to resources and information about car- and vanpooling, trip planning, commute costs, current traffic, and other helpful commute information. It offers regional employer programs, including a free Guaranteed Ride Home program, which provides commuters

who take transit, car- or vanpool, or bike or walk to work with a free ride home in case of an emergency.

The affiliated ride share service, RideMatch, a joint partnership between Los Angeles County, Orange County, and Ventura County, provides commuters with a platform to find a car- or vanpool match, as well as other local resources and incentives for use. Additional employer and commuter programs are available from the Los Angeles County Metropolitan Transportation Authority, which also offers assistance with and incentives for setting up vanpools.

Associated web sites:

http://www.go511.com/
https://www.ridematch.info/
http://www.metro.net/riding/rideshare/

2.2.2 Vanpool Providers

Commuter vanpooling is a transportation mode that encourages employees who live near each other to commute to work via a van leased to the group by a private company. Three vanpool providers operating in Southern California are Commute with Enterprise, Green Commuter, and AVR Vanpool. The Los Angeles County Metropolitan Transportation Authority (Metro) has a vanpool program that offers assistance with vanpool formation and provides a subsidy of up to $500 subsidy per vanpool. An additional subsidy may be available through Rideshare L.A. County as a pilot program.

Associated web sites:

https://www.metro.net/riding/vanpool/
https://rideshare.lacounty.gov/vanpool-new/
https://www.commutewithenterprise.com/en.html
https://www.airportvanrental.com/vanpool
https://greencommuter.org/vanpooling

2.2.3 Ridesourcing Options

In addition to traditional taxicab service, both Uber and Lyft operate in a service area that includes the City of Santa Clarita and the County of Los Angeles, including the Project Site.

Both companies allow users to request rides real-time via a mobile app with payment processed through the app and offer carpooling options on the fly (Lyft Shared and UberX Share). Rides are generally less expensive than a taxi ride, based on supply and demand of drivers and passengers.

3.0 TDM Implementation Plan

Following the California Department of Fish & Wildlife's (CDFW) approval of the Newhall Ranch RMDP/SCP, implementation of this TDM Plan is overseen by the County of Los Angeles as individual village-level projects are processed and approved by the County. Because the VMT-reducing strategies that comprise the TDM Plan are expected to have varying levels of applicability and degrees of effectiveness for individual village-level projects, the TDM Plan (including performance metrics) may be refined, as necessary, as part of the County's approval process, to reflect the relevant characteristics (e.g., land use mix) of each respective village.

Notwithstanding, the performance metrics identified in this TDM Plan shall be met in full, upon buildout of all development facilitated by the RMDP/SCP. In the event the maximum development potential authorized by CDFW's approvals is not achieved as part of the County's approval processes for the individual village-level projects, the VMT-reducing strategies and performance metrics may be adjusted to reflect the modified buildout projections while maintaining consistency with the core objectives of this TDM Plan (i.e., to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related strategies and, thereby, reduce total VMT and the corresponding GHG emissions).

3.1 Funding Options

The TMO and the long-term implementation of the TDM Plan, including transit, carshare and bikeshare programs subsidies, will be funded by TDM assessments, or other funding mechanisms that may be applicable, which all applicable property owners will be required to pay. The payment structure will be enforced through Covenants, Conditions and Restrictions (CC&Rs) placed on residential and commercial properties. The applicant or designee will provide funding for infrastructure components, such as mobility hubs, traffic calming, the pedestrian network, bikeshare facilities, and NEV/E-Bike subsidies. As needed, the applicant, or its designee, also may subsidize TMO operation during the first years until revenues from assessments are sufficient to fund the annual TMO operating expenses.

3.2 Organizational Structure

As previously discussed, a non-profit Transportation Management Organization (TMO) or equivalent management entity will be established to deliver the programs and services identified in this TDM Plan, as applicable.

3.3 TMO Creation Action Plan

It is estimated that the start-up activities to prepare for implementation of the TDM programs and strategies identified in this plan will begin approximately three months prior to issuance of the first building permit. The timing ensures that an organizational structure that facilitates the receipt of funds and the provision of applicable TMO services will be in place as soon as the first property owners and tenants move in. The TMO will be a non-profit organization. The governing body's membership gradually will expand to include a growing number of property owners as they begin occupancy at the Project Site. TMO creation steps are as follows:

- **Create a TMO and form a governing body:** If the TMO is a division of an existing entity, such as a master owners' association, this step simply involves formalizing and expanding a steering committee. If the TMO is envisioned as an independent non-profit organization, the steps for incorporating the entity are listed below.
- **Incorporation of the TMO (optional):** The process for incorporating a TMO is outlined below.
    - Draft and file the articles of incorporation
    - Recruit and appoint a Board of Directors
    - Draft by-laws and conflict of interest policy
    - Conduct initial board actions (election of board officers, approval of the by-laws and conflict of interest policy, and establishment of a bank account).
    - Obtain an employer identification number
    - File the initial registration form (Form CT-1) with the California Attorney General's Registry of Charitable Trusts
    - File the Statement of Information (Form SI-100) with the Secretary of State
    - Apply for federal tax exemption with the Internal Revenue Service (IRS) and receive a determination letter from the IRS
    - Apply for California tax exemption with the California Franchise Tax Board (FTB) and receive an affirmation of exemption letter from the FTB

3.4 Key Implementation Actions

Implementation of the TDM Plan shall be phased in, based on the mix of uses developed, occupancy rates, need, and demand. Additionally, in coordination with the County of Los Angeles, the applicant (or its designee) shall review the planned development located within the Project Site concurrent with the processing of County-level entitlements for each village. Each village's land use map, composition of land use categories, and geographic placement within the Project Site shall guide the determination of the precise implementation of the strategies identified herein. It is not anticipated that every village necessarily will implement each strategy enumerated in this TDM Plan (e.g., each village may not include its own mobility hub). Village-specific performance metrics and targets will be prepared in conjunction with the County's approval process for use in lieu of the overarching metrics and targets presented in Table 1. That said, the overall implementation of this TDM Plan on the Project Site is anticipated to facilitate transportation behaviors and patterns that result in meaningful reductions in the number of vehicle trips and vehicle miles traveled.

3.4.1 Start Up Activities

The start-up activities summarized below will be undertaken to prepare for TDM service delivery. The applicant, or its designee, will:

- Hire staff and establish the TMO, including creation of a financial structure and accounting procedures

The applicant, or its designee, and TMO staff will proceed to:

- Create the TMO budget and ensure TDM program funding by finalizing assessment rates;
- Identify stakeholders and establishing the relationships necessary to successfully implement the TDM strategies;
- Finalize a business plan and create a detailed work plan;
- Create TMO branding and identity;
- Develop a marketing plan;
- Create a steering committee; and
- Establish monitoring and evaluation procedures.

3.4.2 Year One Activities – Based on development triggers

The activities described in this section prepare the TMO for effectively implementing its service when certain milestones are reached. These include employers and residents moving in, schools opening, and bikeshare and carshare systems launching. These activities do not necessarily happen during the first year of operation; instead, they are triggered by differing development milestones dependent upon the particular strategy and, generally, correspond to the first year of residential occupancy or the first year of school operation within the district unless otherwise noted. The timeline in section 3.5 below lists the triggers along with the corresponding strategies and actions. In Year One, the TMO will:

- Initiate the preparation of marketing materials, which may include new resident and new employee welcome kits, as well as general marketing materials;
- Establish an incentive structure for behavior-supportive subsidies, including prizes for drawings or giveaways to be used to incentivize and reward change from single occupant vehicle travel;
- Begin working with employers prior to their move to the Project Site;
- Conduct outreach to developers and property managers to ensure that preferential carpool parking, loading and passenger waiting zones and other end-of-trip facilities are implemented;
- Develop an effective system to administer payment of transit, bikeshare, and carshare program subsidies to employees, students and residents, as applicable;
- Develop a SRTS travel planning strategy that will promote transit service and encourage walking, biking and carpooling to school;
- Assess and employ tech-enabled mobility to provide functionalities such as trip planning, ridematching, ridehailing, trip tracking, rewards programs, and others;
- Begin implementation of monitoring and evaluation activities;
- Launch bikeshare program;
- Launch carshare program.

3.4.3 Ongoing Activities – Years 2 – 5

While specific implementation details will evolve over time and may be adjusted based on new strategies, technologies, or approaches that become available, these general categories will remain key components of program implementation during the first five years and beyond. During these years, TMO staff will:

- Administer transit/alternative transportation subsidies and introduce bikeshare and carshare subsidies as the programs are launched;
- Implement a residential engagement strategy to educate residents about alternative transportation options, available subsidies, and related programs;
- Implement an employer engagement strategy to educate both employers and their employees about the commute options, subsidies, and programs available to them;
- Administer school travel planning programs, such as school pools, walking, school bus, bike trains, incentives, and other programs available at that time; and
- Continue to monitor and evaluate TDM activities.

3.5 Timeline and Phasing

This timeline of TMO activities was developed to provide an estimate of when, during the development phasing process, certain actions need to begin in order to ensure service delivery as building occupancy occurs. The timeline may be adjusted based on changes to the TDM strategies. The TMO will begin operations approximately after the 1,000th residential unit has been occupied. Once the TMO is operational, the implementation will follow the triggers outlined in Table 1 below.

Table 1: Development Triggers

Timeline	Development Triggers	Applicable Land Use				Strategy	Actions
		Residential	School	Retail	Office		
	Approximately at 1,000 residential units occupancy	✓	✓	✓	✓	TMO operations	TMO begins operations. Branding and marketing plan development begins.
	Prior to first occupancy		✓	✓	✓	Required commute trip reduction program	TMO outreach to developers to ensure preferential parking, passenger loading for rideshare vehicles, waiting areas for rideshare
	Prior to occupancy for each applicable land use	✓	✓	✓	✓	TMO operations	Implement systems to deliver subsidies to residents, students, and employees
			✓			SRTS travel planning	Develop school travel planning program, implementation of programs
			✓	✓	✓	Required commute trip reduction program	Pre-relocation employer outreach
		✓				Alternative transportation subsidies - affordable housing	Market subsidies to affordable housing residents
			✓	✓	✓	Alternative transportation subsidies - employees	Work with employers to market alternative transportation subsidies
			✓	✓	✓	Alternative work schedules & telecommute program	General employer outreach, assistance to employers >100 employees, develop monitoring methods and begin tracking of implementation at large employer sites (>100 employees)
		✓				Alternative work schedules & telecommute program	Residential outreach through welcome kits and marketing
			✓	✓	✓	Required commute trip reduction program	Select and launch ridematching tool
		✓	✓	✓	✓	Tech-enabled mobility	Manage web site updates, app selection, distribution & marketing, etc.
	1,250 residential units in each village	✓				Carshare program	Begin implementation of carshare program and promotion of subsidies to residents
		✓				Bikeshare program	Begin implementation of bikeshare program and promotion of subsidies to residents

Activities that do not fall under the purview of the TMO, such as the review and approval of construction traffic management plans, inclusion of affordable housing, the development of a pedestrian network, traffic calming, and the transit network expansion, shall be incorporated into the County of Los Angeles' development review and approval activities and, in the case of transit expansion, coordinated and negotiated with City of Santa Clarita Transit.

4.0 Program Monitoring

The applicant (or its designee) and/or the TMO or equivalent management entity will track the progress towards meeting the performance metrics and targets identified in Table 2, RMDP/SCP TDM Plan Performance Metrics and Targets. Such monitoring includes verification of the installation of infrastructure components, payment of subsidies, and implementation of the various programs and services identified in this TDM plan. Progress will be monitored as identified in Table 2 to ensure that program goals are met and to inform the implementation of TDM strategies going forward.

Progress towards meeting the identified targets will be tracked via the following data collection mechanisms:

- Field verification: Field verification primarily will be used to verify installation of infrastructure components such as the Pedestrian Network, Traffic Calming, NEV travel network, Mobility Hubs, and Bikeshare Network. The field verification will be performed by the TMO or equivalent entity.

- Resident Surveys: The TMO or equivalent entity will track program participation and conduct resident surveys as needed to track the following metrics:
    - Percentage of workforce residents participating in an alternative work schedule;
    - Percentage of students arriving at school via public transit or non-motorized modes;
    - Percentage of households with a carshare membership;
    - Percentage of households with an NEV or E-Bike; and
    - Percentage of below-market households with a subsidized transit pass.

- TMO Reports: The TMO or equivalent entity will prepare an annual report detailing its activities and accomplishments, including the establishment of, and ongoing activities related to:

    - Required Commute Trip Reduction Program; and
    - Tech-enabled Mobility Program.

- Employer Reports/Surveys: Employers will submit an annual report to the TMO, or participate in an annual survey conducted by the TMO, as appropriate, to ensure the following metrics are tracked:
    - Percentage of employees participating in an alternative work schedule;
    - Percentage of employees receiving a discounted transit pass or other alternative transportation subsidy.

Additional methods listed in Table 2 include the review of partnership documents and reports from partnering agencies, and final as-built documents.

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
1	Integrate Affordable and Below Market Rate Housing	Because income has a statistically significant effect on the probability that a commuter will take transit or walk to work, affordable and below market rate housing provides greater opportunity for lower income families to live closer to job centers and achieve jobs/housing balance near transit.	Percentage of deed-restricted, below market housing units	10% of total housing units upon full build-out of the development facilitated by the RMDP/SCP	Review of deed-restricted, below market housing units within the development divided by total number of housing units	Once after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
2	Pedestrian Network	Pedestrian facilities, such as sidewalks, paseos, and trails.	Pedestrian network build-out that provides internal pedestrian facilities and facilities that connect off-site	Full build-out of planned pedestrian network that provides internal and external pedestrian connections	Field Verification	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village
3	Traffic Calming	One or more traffic calming measures for all on-site roadways and intersections. These measures include but are not limited to: count-down signal timers, marked crosswalks, raised crosswalks, raised intersections, speed tables, median islands, planter strips with trees, curb extensions, on-street parking, tight corner radii, roundabouts or mini-circles, and chicanes/chokers.	Percentage of streets and intersections with a traffic calming improvement	100% of streets and intersections	Field Verification	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village
4	Transit Network Expansion	Extension of Santa Clarita Transit routes into Valencia.	Extension of transit system coverage throughout RMDP/SCP project area to each village, consistent with the Conceptual Transit Plan (or equivalent)	Extension results in 80% increase in Santa Clarita Transit system network coverage within the RMDP/SCP project area, as compared to the existing coverage provided within the project area	Transit Operator Reports	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
5	Alternative Work Schedules and Telecommute Program (Residential End)	High-speed internet available to residents and marketing efforts by the Transportation Management Organization (or equivalent entity).[8]	Percent of workforce residents participating in an alternative work schedule	10% of workforce residents participating in an alternative work schedule	Resident Surveys/Big Data[9]	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
		Internet speeds	Pre-wired residential access to high-speed internet	Internet Service Provider Reports	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village	
6	Required Commute Trip Reduction Program	Multi-strategy required program that encompasses a combination of individual VMT reduction measures, such as ride-sharing, marketing, transit fare subsidy, preferential parking, and/or end-of-trip facilities at larger employers. (This is neither intended to be an inclusive or exclusive list of potential measures.)	Program established with a threshold for participation set such that at least 50% of employees at Valencia are captured in the program	Establishment of a multi-strategy program that includes components such as preferential carpool parking, flexible work schedules for carpools, transit fare subsidies, ridematching, designation of a transportation coordinator, vanpool assistance, and bicycle end-trip facilities	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
7	Alternative Work Schedules and Telecommute Program (Work End)	Encouraging telecommuting and alternative work schedules (e.g., 4/40, 9/80).	Percent of employees participating in an alternative work schedule	10% of employees participating in an alternative work schedule	Employer Report or TMO Survey	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
8	School Bus Program	Fully subsidized school bus transit pass to all junior high and high school students	School bus transit passes distributed to Junior High and High School Students	Established as part of the development of each respective village	TMO report	Annually after full build-out of each village	Concurrent with the full build-out of each

[8] When referred to in this table, TMO includes a Transportation Management Organization or an equivalent entity.

[9] Advances in Big Data have increased the data's suitability for measuring mode share. Replica is one example of a tool that uses big data and provides mode share and telework data.

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
		TMO staffs a Safe Routes to School Coordinator position for each Valencia Elementary School to coordinate SRTS programming. Each School District staffs a SRTS Coordinator position (0.25 FTE per district) to coordinate programming on-site, work with the TMO and work with school staff to implement Safe Routes to School.	Percentage of Junior High and High School students arriving at school via bus or non-motorized modes	76% of students	Resident Surveys		respective village
			Staff person hired at TMO	1 FTE	TMO report		
			Staff person hired at each School District	0.25 FTE per district	School Districts report		
			Percentage of Elementary School students walking or biking to school	28% of students	Resident Surveys		
9	Transit Fare Subsidy for Employees	Discounted daily or monthly public transit passes or other alternative transportation subsidy for employees whose employer does not participate in the CTR Program.	Fund a transit or alternative transportation subsidy program for 10% of all employees employed at Valencia whose employer does not participate in the CTR Program, at $5.96 subsidy per person per day.	10% of non-CTR Program employees	Employer Reports or TMO Survey	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
10	Carshare Program	On-site availability of car-share vehicles throughout the project site, such as Zipcar or other.	Provide infrastructure for carshare parking spaces at mobility hubs	Full build-out of supportive carshare network	Final as-built documents	Once as to each village that includes a mobility hub, after build-out of each such village is complete	Full development build-out of each village with an identified mobility hub
			Carshare provider contracted to serve Valencia	Partnership with carshare provider	Partnership documents	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
			Membership in carshare program	1% of residents participate in carshare program	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
11	NEV & E-Bike Strategies	Travel network that accommodates NEV & E-Bike use, including features such as charging facilities, striping, signage, and educational tools. Initial financial incentive in the form of subsidies is included in this strategy: NEV subsidies are available to original owners of detached single-family homes and E-Bike subsidies are available to all original homeowners.	NEV travel network build-out	Full build-out of planned NEV travel network	Field Verification	Once as to each village, after build-out of each village is complete	Full development build-out of each respective village
			Percent of households with an NEV	20% of single-family households (1,749 households)	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
			Percent of households with an E-Bike	55% of all households (11,683 households)	TMO Report	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
12	Mobility Hubs	One-stop centers for transit, rideshare meeting, carshare, bicycle repairs, bicycle share, end-of-trip facilities, commuter amenities. Centrally located within neighborhood and employment centers, consistent with the Conceptual Transit Plan (or equivalent).	Number of small mobility hubs (providing information kiosks, transit arrival information, bike lockers and bike parking, enhanced pedestrian amenities, branding/signage, co-location for carshare and bikeshare)	4 small mobility hubs	Field Verification	Once as to each village that includes a mobility hub, after build-out of each such village is complete	Full development build-out of each village with an identified mobility hub
			Number of large mobility hubs (providing information kiosks, transit arrival information, bike lockers and bike parking, enhanced pedestrian amenities, branding/signage, co-location for carshare and bikeshare, designated park-and-ride spaces)	2 large mobility hubs	Field Verification	Once as to each village that includes a mobility hub, after build-out of each such village is complete	Full development build-out of each village with an identified mobility hub

Table 2: RMDP/SCP TDM Plan Performance Metrics and Targets

Strategy #	Strategy	Description	Metric/Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
13	Tech-Enabled Mobility	One-stop website for Valencia transportation information. Comprehensive commute planning, on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, carshare), traffic information, etc. All-in-one Valencia specific transportation app or suite of apps. Similar information and services as on website.	Mobile Application implemented by TMO that displays the following: on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, carshare), traffic information	One TMO-implemented application	TMO Report	Annual updates and upgrades to application	Full development build-out of each village
			Website implemented by TMO for transportation information that displays the following: on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, carshare), traffic information	One TMO-implemented website	TMO Report	Annual updates and upgrades to website	Full development build-out of each village
14	Bike/Scootershare	On-site availability of bikeshare bicycles, including standard and E-Bikes or e-scooters in the fleet, throughout the project site with subsidized membership.	Provide infrastructure for up to 15 bikeshare stations/parking areas at mobility hubs and other locations, including 50% E-Bike/E-Scooter composition	Full build-out of planned bike/scootershare network	Field Verification	Once after full build-out of all development facilitated by the RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
			Third party provider contracted to serve Valencia	Partnership with third party provider	Partnership documents	Annually after full build-out of all development facilitated by RMDP/SCP	Full build-out of all development facilitated by RMDP/SCP
15	Transit Fare Subsidy for Residents	Discounted daily or monthly public transit passes or other alternative transportation subsidy for residents (excluding residents of market-rate properties that do not pay HOA or TMO dues).	Fund subsidized transit pass at $5.96 per day for residents in all households	3,250 subsidies	TMO Report	Annually after full build-out of housing facilitated by RMDP/SCP	Full build-out of housing facilitated by RMDP/SCP

FEHR PEERS

MEMORANDUM

Date: December 16, 2022

To: Alex Herrell, The Newhall Land and Farming Company

From: Tom Gaul & Chelsea Richer, Fehr & Peers

Subject: Quantification of Implementing TDM Strategies

Ref: LA16-2810/LA22-3381

The purpose of this memorandum is to document the VMT reductions associated with expanded transportation demand management (TDM) strategies to implement the School Bus Strategy in the Newhall Ranch TDM Plan in the Final Additional Environmental Analysis by the California Department of Fish & Wildlife (TDM Plan).[1] As background, the TDM Plan includes fifteen strategies designed to maximize VMT reduction opportunities within the facilitated development areas of the RMDP/SCP Project, taking into account the Project location and the types of land uses that would be facilitated by the Project. The estimated total VMT reduction for these 15 strategies was previously determined to be 14.9%. The TDM Plan allows for alternative strategies to be implemented over time that provide an equivalent level of VMT reduction. This memo describes five TDM strategies that are expected to achieve an equivalent level of VMT reduction once implemented and incorporated into the TDM Plan.[2]

In some cases, quantification of these strategies is based on research contained in the California Air Pollution Control Officers Association's 2010 report entitled *Quantifying Greenhouse Gas Mitigation Measures – A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* (CAPCOA). For some strategies, the creation of a quantification methodology was required, based on a review of available research and documentation.

This implementation memorandum describes the five adjusted and expanded strategies that are incorporated into the TDM Plan and achieve an equivalent level of VMT reduction, as shown below:

[1] Fehr & Peers (2016). RMDP/SCP Transportation Demand Management Plan Evaluation, dated September 7, 2016, published as Appendix 8 of the Final Additional Environmental Analysis, California Department of Fish & Wildlife, SCH No. 2000011025, June 12, 2017.

[2] Valencia Transportation Demand Management Plan, October 2022. Formerly called "Newhall Ranch TDM Plan". "Valencia" in this context refers to the development to be facilitated by the Newhall Ranch Resource Management Development Plan/Spineflower Conservation Plan, and includes the Newhall Ranch Specific Plan, Entrada, and Valencia Commerce Center planning areas.

- Strategy 8: School Bus Program
- Strategy 9: Transit Subsidies for Newhall Ranch Employees
- Strategy 11: NEV & E-bike Strategy
- Strategy 14: Bikeshare & Scootershare
- Strategy 15: Transit Subsidies for Newhall Ranch Residents

STRATEGY 8 – SCHOOL BUS PROGRAM

The School Bus Strategy, Strategy 8, will be adjusted in conjunction with additional strategies during implementation as described below to provide an equivalent level of reduction in VMT.

As originally described and quantified in the TDM Plan, Strategy 8 assumes 76% of families in the area covered by the TDM Plan participate in the school bus program across elementary, junior, and senior high schools, which would be free for students to use. During implementation, by partnering with Santa Clarita Transit (SCT), the organization established to implement the TDM Plan will fully subsidize high school and junior high school student school bus fares to implement Strategy 8. SCT currently provides busing services for high school and junior high school students via their public bus service, with fares at $1 per ride, in conjunction with other measures described below.

For the high school and junior high school level, uptake between a school-district operated system and the existing SCT service is expected to be equivalent because Newhall will offer full fare school bus subsidies to all students and coordinate closely with SCT to ensure the routes, stops, and service hours are in line with student needs, including before school and after-school hours. Given potential parent concerns about elementary school students traveling on a public bus system, the SCT system currently does not provide service to elementary school students that would result in equivalent uptake as a district-provided school bus system.

The total number of students anticipated within the area covered by the TDM Plan is 8,778.[3] Of this total, 4,320 would be elementary students, or 49%. Therefore, Newhall could expect to see 51% of the previously-estimated overall VMT reduction for the School Bus Strategy (3.4%) as a result of implementing the SCT program (100% of students less 49% elementary students). This would result in an estimated VMT reduction of 1.7% (51% * 3.4%).

In order to achieve an additional 1.7% VMT reduction for an equivalent level of TDM reduction, a portion will be realized through a strong Safe Routes to School (SRTS) program implemented at the elementary schools. Approximately 22% of elementary school students are expected to live

[3] Data provided by FivePoint on 5/16/19.

within a quarter mile of their school, and would comprise the maximum reasonable "baseline" for students walking and biking to school. Research on the effectiveness of SRTS programs shows that an increase of 25% of students walking or biking could be anticipated as a result of SRTS programming (separate from the effects of physical infrastructure changes) (McDonald, et al, 2014).

As previously described in the TDM Plan evaluation memo, the reduction in school VMT is calculated by multiplying the participation rate – in this case, the 25% marginal increase in walking and biking participation rate attributable to the implementation of the SRTS program – by the number of school weeks divided by the number of total weeks in the year.

> % Reduction in Elementary School VMT = 25% marginal participation rate of families * 22% baseline * (39 school weeks / 52 weeks)

This percent reduction is then applied to the VMT that would be generated by the Project's elementary school-based trips, or 49% of the 5.9% of total annual school VMT, to calculate the reduction to overall project VMT. In total, this results in an additional overall project VMT reduction of 0.1% (25% * 22% * 39/52 * 49% * 5.9%).

Therefore, the combined school bus SCT and SRTS strategies would result in a 1.8% overall VMT reduction. The remaining 1.6% VMT reduction is discussed below.

STRATEGY 9 – TRANSIT SUBSIDIES FOR NEWHALL RANCH EMPLOYEES

The Employee Transit Subsidy, Strategy 9, will be expanded during implementation, as follows. By increasing the amount of subsidy from $2.98 per day to $5.96 per day, while maintaining the assumptions about levels of employee eligibility at 50%, Strategy 9 will achieve an additional 0.3% reduction in VMT, reaching a total of 1.4% for Strategy 9. As described in the evaluation of the TDM Plan, $2.98 equates to between 25%-100% of a round-trip fare on Santa Clarita Transit, depending on the service class selected. Currently, a one-way fare for a local route is $1.00, while a one-way fare for the most expensive commuter route (to Century City and Los Angeles) is $4.00. A $5.96 subsidy per day would cover substantially more of the cost of a round-trip fare on the commuter routes, but not 100%. Employee eligibility cannot be adjusted for this strategy, since 50% of employees are already assumed to have transit pass subsidies provided through Strategy 6.

STRATEGY 11 – NEV & E-BIKE STRATEGY

The E-bike Strategy will be expanded during implementation. In the original TDM Plan, this strategy is considered as a component of the NEV strategy, Strategy 11, with a bifurcated approach to implementation that provides NEV subsidies to single-family households and e-bike subsidies to

multi-family households. During implementation, e-bike subsidies will be provided to all households, at the same value as assumed in the TDM Plan, to achieve an additional 0.4% reduction in VMT, reaching a total of 2.9% for Strategy 11.

STRATEGY 14 – BIKESHARE & SCOOTERSHARE

The Bikeshare Strategy, Strategy 14, will be expanded during implementation. In the original TDM Plan, the effectiveness of the Bikeshare Strategy is based on empirical bikeshare usage data from Los Angeles. Implementation of the strategy assumes a non-electric fleet. Recent research into the implementation of electric bikeshare compared to standard bikeshare indicates a higher level of usage for electric bikeshare, higher rates of mode shift from automobile modes, and lower sensitivity to environmental factors such as weather and air quality (Campbell et al, 2016). In addition, dockless e-bike-based fleets were used between two and three times as frequently as standard pedal bike-based fleets in 2018 (NACTO, 2019). Preliminary research from the Capital Bikeshare system pilot in Washington, D.C., shows that e-bike trips are approximately 20% longer than standard bike trips taken on the same bikeshare system (Sussman, 2018). In recent years, electric dockless scootershare programs have also become a popular iteration of this type of mobility system, with a limited base of literature demonstrating VMT reduction potential (Volker, 2020).

However, not all trips taken on bikeshare or scootershare – whether on e-bikes, e-scooters, or standard bikes – are replacements for vehicle trips; some are entirely new trips. Given this consideration, it is reasonable and conservative to increase the effectiveness of the bikeshare system in reducing VMT by 50% over its previously-estimated levels of effectiveness, if the fleet were comprised of e-bikes in addition to standard bicycles. Making this adjustment to the implementation guidelines in the TDM Plan achieves an additional 0.15% VMT reduction, for a total of 0.5% for Strategy 14.

STRATEGY 15 – TRANSIT SUBSIDIES FOR NEWHALL RANCH RESIDENTS

The Resident Transit Subsidy, Strategy 15, will be expanded during implementation. For Strategy 15, increasing the level of subsidy offered to people who live in below market rate households from $2.98 to $5.96 per day, and adding a transit subsidy benefit for people who live in market rate households at a level of $5.96 per day, will achieve an additional 0.8% reduction in VMT, for a total of 0.9% for Strategy 15.

CONCLUSION

Together, the above implementation adjustments to the TDM Plan achieve an equivalent level of VMT reduction as previously estimated for the TDM Plan. This includes the dampening effects of combining the individual VMT reduction amounts associated with each strategy, as described in the memorandum evaluating the TDM Plan. A total estimated 14.9% VMT reduction will result from the TDM Plan with the above adjustments and additions.

Table 1
Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	Description	Relevant Data	CAPCOA Reference	CAPCOA Reduction Range	CAPCOA VMT Reduction for Trip Type	Reduction to Overall VMT [3]
1	Integrate Affordable and Below Market Rate Housing	Below market rate housing provides greater opportunity for lower income families to live closer to job centers and achieve jobs/housing match near transit. Income has a statistically significant effect on the probability that a commuter will take transit or walk to work.	6% of units are below market rate and affordable to an average income of 75% below area median income	LUT-6	0.04%-1.2%	0.2%	0.2%
2	Pedestrian Network	Pedestrian facilities such as sidewalks, paseos, and regional trails.	Within project and connecting off-site	SDT-1	0%-2%	2.0%	2.0%
3	Traffic Calming	One or more traffic calming measures for all on-site roadways and intersections.	100% of streets within project; 100% of intersections within project	SDT-2	0.25%-1%	1.0%	1.0%
4	Transit Network Expansion	Extension of Santa Clarita Transit routes within the RMDP/SCP project area.	80% increase of transit network coverage; 2.3% transit mode share as a % of total daily trips; includes TST-2 [4]	TST-3	0.1%-8.2%	1.3%	1.3%
5	Alternative Work Schedules and Telecommute Program (Residential End)	Highest internet speed available to residents and marketing efforts by the Transportation Management Organization.	10% of employees participating; 1.5 days of telecommuting to jobs outside Newhall Ranch	TRT-6	0.07%-5.5% (commute trips only)	2.2%	0.2%
6	Required Commute Trip Reduction Program	Multi-strategy required program that encompasses a combination of individual VMT reduction measures such as ride-sharing, marketing, preferential parking, and end-of-trip facilities. Targets for the program are set and subject to regular performance monitoring and reporting.	50% of employees eligible (participating); includes TRT-3, TRT-5, TRT-7, TRT-8	TRT-2	4.2%-21% (commute trips only)	10.5%	1.5%
7	Alternative Work Schedules and Telecommute Program (Work End)	Encouraging telecommuting and alternative work schedules (e.g., 4/40, 9/80).	10% of employees participating; 4/40 plan	TRT-6	0.07%-5.5% (commute trips	1.5%	0.2%
8	School Bus Program	Implement modified school bus program: 51% of students (junior and senior high school level) taking SCT service with fully-subsidized pass.	76% of families with students in junior or senior high school use SCT Program	TRT-13 (mod)	38%-63% (school trips only)	57.0%	1.7%
		Implement modified school bus program: 49% of students (elementary level) participating in a Safe Routes to School program to encourage greater walking/biking.	30.5% of families with students in elementary school walk/bike to school	N/A	25% (school trips only)[5]	4.1%	0.1%
9	Transit Fare Subsidy for Employees	Discounted daily or monthly public transit passes for employees.	50% of employees eligible at $5.96/day subsidy	TRT-4	0.3%-20% (commute trips	10.0%	1.4%
10	Carshare Program	On-site availability of car-share vehicles throughout the project site, such as Zipcar or a Newhall Ranch-specific fleet.	Suburban setting	TRT-9	0.4%-0.7%	0.4%	0.4%
11	NEV & Electric Bicycle (E-Bike) Strategy	Travel network that accommodates use of NEVs and e-bikes, including features such as charging facilities, striping, signage, and educational tools. Initial financial incentive in the form of subsidies are included in this strategy.	1 NEV per 5 single-family residences; plus 1 e-bike per residence.	SDT-3 (NEVs only)	0.5%-12.7%	2.9%	2.9%
12	Mobility Hubs	One-stop centers for transit, rideshare meeting, car share, bicycle repairs, bicycle share, end-of-trip facilities, commuter amenities. Centrally-located within each neighborhood and employment center.	Contributes to increased uptake of all strategies; co-located with electric vehicle charging stations	N/A	0%-0.5%[6]	0.3%	0.3%

Table 1
Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	Description	Relevant Data	CAPCOA Reference	CAPCOA Reduction Range	CAPCOA VMT Reduction for Trip Type	Reduction to Overall VMT [3]
13	Tech-Enabled Mobility	One-stop website for Newhall Ranch transportation information. Comprehensive commute planning, on-demand rideshare matching, real-time transit arrivals, bicycle route mapping, shared ride reservations (shuttle, car share), traffic information, etc. All-in-one Newhall Ranch specific transportation app or suite of apps. Similar information and services as on website.	Smart-phone apps and online resource centers contribute to increased uptake of all strategies	N/A	1%-2.5%[6]	1.5%	1.5%
14	Bikeshare & Scootershare	On-site availability of bikeshare bicycles throughout the project site, with a mixed fleet of standard and electric bicycles as well as e-scooters.	Minimal impact when implemented alone, but with other strategies can further enhance VMT reduction	TRT-12	0.2%-0.5%[6]	0.5%	0.5%
15	Transit Fare Subsidy for Residents	Discounted public transit passes to all households.	Increases transit mode share for external home-work productions.	N/A	N/A	10.0%	0.9%
Overall Global VMT Reduction							**14.9%[7]**

Notes
1. Based on the CAPCOA report, the land use type is Suburban Center.
2. The TDM Plan would include establishment of a transportation management organization (TMO) to implement and manage strategies.
3. 14% of total VMT is home-to-work attractions, 11% of total VMT is home-to-work productions, and 78% of home-to-work productions are external to Newhall Ranch calculated based on traffic modeling conducted for the RMDP/SCP EIS/EIR (December 2010). 5.9% of total VMT is school trips based on CAPCOA.
4. 2.3% transit mode share based on 2014 Census Journey to Work data for Santa Clarita City.
5. Estimated VMT reduction associated with Safe Routes to School based on research by McDonald, et al (2014).
6. Estimated VMT reduction associated with these strategies based on Fehr & Peers research.
7. Individual rows' VMT reductions do not sum to overall total since effect of individual strategy reductions are multiplicative (not additive).

Table 2
Calculations to Support the Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	CAPCOA Reference	CAPCOA Final Reduction Range	Strategy Calculations					Reduction to Overall RMDP/SCP VMT [3]
				(A)	(B)	(C)	(D)	(E)	(F)=(A)*(B)*(C)*(D)*(E)
1	Integrate Below Market Rate Housing Affordable to an Average Income of 75% Below Area Median Income	LUT-6	0.04%-1.2%	4% Initial CAPCOA Reduction	6% BMR & Low-Income Housing	-	-	-	0.2%
2	Pedestrian Network	SDT-1	0%-2%			(Calculation N/A)			2.0%
3	Traffic Calming	SDT-2	0.25%-1%			(Calculation N/A)			1.0%
4	Transit Network Expansion	TST-3	0.1%-8.2%	80% Coverage	1.01 Elasticity of Transit (CAPCOA)	2.3% Transit Modeshare[4]	0.67 Adjustment Factor (CAPCOA)	-	1.3%
5	Alternative Work Schedules and Telecommute Program (Residential End)	TRT-6	0.07%-5.5% (commute trips only)	2.2% CAPCOA Reduction (given 10% participation; 1.5 days tele-commuting)	11% of VMT (home-based work productions)	78% of work trips external to Newhall Ranch	-	-	0.2%
6	Required Commute Trip Reduction Program (includes creation of TMO)	TRT-2	4.2%-21% (commute trips only)	50% Employees eligible	21% reduction in vehicle mode share (CAPCOA)	14% of VMT (home-based work attractions)	-	-	1.5%
7	Alternative Work Schedules and Telecommute Program (Work End)	TRT-6	0.07%-5.5% (commute trips only)	1.5% CAPCOA Reduction (given 10% participation; 4/40 alternative work schedule)	14% of VMT (home-based work attractions)	-	-	-	0.2%
8	School Bus Program	TRT-13	38%-63% (school trips only)	76% participation rate	75% (39 weeks of school/52 weeks in a year)	5.9% of VMT (school-based trips)	51% of students (junior and senior high school level)	-	1.7%
		N/A	25% (school trips only)[5]	22% (students within walking distance)	75% (39 weeks of school/52 weeks in a year)	5.9% of VMT (school-based trips)	49% of students (elementary school level)	-	0.1%
9	Transit Fare Subsidy for Employees	TRT-4	0.3%-20% (commute trips only)	50% Employees eligible	20% reduction in commute VMT (CAPCOA)	14% of VMT (home-based work attractions)	-	-	1.4%
10	Carshare Program	TRT-9	0.4%-0.7%	37% reduction in carshare member VMT (CAPCOA)	20 carshare members/shared car	1 shared car/2000 suburban residents	90% Market rate households; 10% Below Market Rate Households	-	0.4%

Table 2
Calculations to Support the Strategies in the Recommended TDM Plan for the RMDP/SCP Project [1,2]

Strategy Number	Strategy	CAPCOA Reference	CAPCOA Final Reduction Range	Strategy Calculations					Reduction to Overall RMDP/SCP VMT [3]
				(A)	(B)	(C)	(D)	(E)	(F)=(A)*(B)*(C)*(D)*(E)
11	NEV Strategy for Single-Family Residences	SDT-3	0.5%-12.7%	1 / 5 Single-Family HH with an NEV	12.7% VMT reduction (CAPCOA)	-	-	-	2.9%[6]
	E-Bike Strategy for All Residences	N/A	6%-15%[7]			(Calculation N/A)			
12	Mobility Hubs	N/A	0%-0.5%[7]			(Calculation N/A)			0.3%
13	Tech-Enabled Mobility	N/A	1%-2.5%[7]			(Calculation N/A)			1.5%
14	Bikeshare & Scootershare	TRT-12	0.2%-0.5%[7]			(Calculation N/A)			0.5%
15	Transit Fare Subsidy for Residents	N/A	N/A	50% Participation	20% reduction in commute VMT (CAPCOA)	11% of VMT (home-based productions)	78% of work trips external to Newhall Ranch	-	0.9%
Overall Global VMT Reduction									**14.9%[8]**

Notes
1. Based on the CAPCOA report, the land use type is Suburban Center.
2. The TDM Plan would include establishment of a transportation management organization (TMO) to implement and manage strategies.
3. 14% of total VMT is home-to-work attractions, 11% of total VMT is home-to-work productions, and 78% of home-to-work productions are external to Newhall Ranch calculated based on traffic modeling conducted for the RMDP/SCP EIS/EIR (December 2010). 5.9% of total VMT is school trips based on CAPCOA.
4. 2.3% transit mode share based on 2014 Census Journey to Work data for Santa Clarita City.
5. Estimated VMT reduction associated with Safe Routes to School based on research by McDonald, et al (2014).
6. This reflects the combined effectiveness of the NEV component for single-family residences and the e-bike component for all residences.
7. Estimated VMT reduction associated with these strategies based on Fehr & Peers research.
8. Individual rows' VMT reductions do not sum to overall total since effect of individual strategy reductions are multiplicative (not additive).

Table 4-13 Entrada South Area 2030 Cumulative Conditions Roadway Improvements for Site Access

Location	Jurisdiction	Roadway Improvements
300. Commerce Center & Navigation/ Entrada South	County	North-leg – modify the raised median to provide the following lane: - One left-turn lane South-leg – restripe the 3rd through lane to provide the following lane: - One shared through/right-turn lane East-leg – construct for project access with the following westbound lanes: - One left-turn lane - One through lane - One right-turn lane West-leg – restripe the eastbound approach to provide the following lanes: - One left-turn lane - One through lane - One right-turn lane Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
301. "A" St (Entrada South) & Magic Mountain	County	North-leg – construct for project access with the following southbound lanes: - Two left-turn lanes - One through lane - One right-turn lane South-leg – construct for project access with the following northbound lanes: - One left-turn lane - One through lane - One right-turn lane East-leg – restripe approach & modify the raised median to provide the following lanes: - One left-turn lane (median) - One right-turn lane (restripe to drop 4th westbound lane as right-turn lane) West-leg – widen approach & modify the raised median to provide the following lanes: - One left-turn lane (median) - One right-turn lane (construct turn pocket) Traffic Signal – construct new traffic signal
302. North Dwy (Entrada South) & Magic Mountain (Right-turn in/out only)	County	North-leg – construct for project access with the following southbound lane: - One right-turn lane East-leg – restripe the 4th through lane to provide the following lane: - One shared through/right-turn lane
304. Media Center/Entrada South & Magic Mountain	County	North-leg – restripe approach provide the following lane: - One through lane (restripe chevroned lane) South-leg – construct for project access with the following northbound lanes: - One left-turn lane - One through lane - One right-turn lane West-leg – restripe approach provide the following lane: - One right-turn lane (restripe chevroned lane) Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
305. Westridge & "OO" St/ "B" Dr (Entrada South)	County	North-leg – modify the raised median to provide the following lane: - One left-turn lane South-leg – restripe the 2nd through lane to provide the following lane: - One shared through/right-turn lane East-leg – construct for project access with the following westbound lanes: - One left-turn lane - One shared through/right-turn lane West-leg – restripe the right-turn lane to provide the following lane: - One shared through/right-turn lane Traffic Signal – modify traffic signal as needed to accommodate new lane configurations

306. The Old Road & North Dwy (Entrada South) (Right-turn in/out only)	County	North-leg – restripe the 3rd through lane to provide the following lane: - One shared through/right-turn lane West-leg – construct for project access with the following eastbound lane: - One right-turn lane
307. The Old Road & Shopping Center/South Dwy (Entrada South)	County	North-leg – restripe approach provide the following lane: - One right-turn lane East-leg – restripe the right-turn lane to provide the following lane: - One shared through/right-turn lane West-leg – construct for project access with the following eastbound lanes: - One left-turn lane - One shared through/right-turn lane Traffic Signal – modify traffic signal as needed to accommodate new lane configurations

Valencia Commerce Center Area

For 2030 cumulative conditions, certain roadway improvements are required to provide site access and are listed in Table 4-14. These improvements are consistent with the ultimate roadway configurations identified in the Westside Santa Clarita Valley Roadway Phasing Analysis. Table 4-15 lists the recommended corrective actions that would address the negative effects identified under this scenario. When implemented, the identified improvements would offset the Modified Project's negative effects to acceptable levels under this scenario, as shown in Table 4-16.

Table 4-14 VCC Area 2030 Cumulative Conditions Roadway Improvements for Site Access

Location	Jurisdiction	Roadway Improvements
85. Commerce Center & Franklin	County	North-leg – restripe approach provide the following lanes: - Two left-turn lanes (restripe chevroned median) South-leg – restripe approach provide the following lanes: - Two left-turn lanes (restripe chevroned lane) East-leg – construct for project access with the following westbound lanes: - Two left-turn lanes - One through lane - One right-turn lane West-leg – restripe approach provide the following lanes: - One left-turn lane (restripe median) - One shared through/right-turn lane (restripe left-turn lane) - One right-turn lane (existing) Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
206. Commerce Center & Harrison Pkwy	County	North-leg – restripe approach provide the following lane: - One left-turn lane (restripe chevroned median) South-leg – restripe approach provide the following lanes: - One right-turn lane (restripe chevroned lane) East-leg – construct for project access with the following westbound lanes: - One left-turn lane - One through lane - One right-turn lane West-leg – restripe approach provide the following lanes: - One shared through/right-turn lane (restripe right-turn lane) - One right-turn lane (existing) Traffic Signal – modify traffic signal as needed to accommodate new lane configurations
404. Hancock & Turnberry	County	North-leg – restripe approach provide the following lanes: - One left-turn lane - One through lane

		South-leg – restripe approach provide the following lanes: - One through lane - One right-turn lane East-leg – restripe approach provide the following lanes: - One left-turn lane - One right-turn lane

Table 4-15 VCC Area 2030 Cumulative Conditions Roadway Improvements to Offset Negative Effects

Location	Jurisdiction	Roadway Improvements
402. The Old Road & Turnberry	County	Construct traffic signal

Table 4-16 VCC Area LOS Summary – 2030 Cumulative Conditions with Roadway Improvements to Offset Negative Effects

	2030 Cumulative with Modified Project and Roadway Improvements				Net Change with Roadway Improvements	
	AM Peak Hour		PM Peak Hour			
Location	Delay	LOS	Delay	LOS	AM	PM
402. The Old Road & Turnberry	23.2	C	7.5	A	-65.1	-7.9
Delay = vehicle delay (seconds/vehicle) Signal Delay represents average vehicle delay for intersection Stop Delay represents movement with highest average delay						

4.5.2 Queue Length Analysis

At each intersection where the Modified Project would be constructing improvements, turn pocket queue length analysis was performed to ensure that adequate space for turning traffic is anticipated and future improvements are not needed. Queue length analysis was conducted using SimTraffic software and 2030 cumulative conditions traffic volumes. Table 4-17 and Table 4-18 provide a summary of 95th percentile turn pocket queues and recommended turn pocket lengths for the Entrada South area and the VCC area, respectively. For existing locations, the existing turn pocket length is reported and for new construction, the recommended turn pocket length is provided. 95th percentile queues shown are the longest recorded in either the AM or PM peak hour of traffic.

At one existing location in the Entrada South area, the westbound left-turn lane at the Media Center Lane/Magic Mountain Parkway intersection, the forecast future queue length exceeds the length of an existing turn pocket by approximately 21 feet. At one existing location in the Valencia Commerce Center area, the northbound left-turn lane at The Old Road/Turnberry Lane intersection, the forecast future queue length exceeds the length of an existing turn pocket by approximately 51 feet. Modifications to lengthen these two turn pockets as feasible to accommodate the future queue length are recommended. Each of these locations are on a County roadway and would not affect a State highway. Detailed queuing analysis data sheets are provided in Appendix C.

LAND DEVELOPMENT DIVISION
SEWER UNIT

TRACT/PARCEL MAP NO.: 18108 **TENTATIVE MAP DATED 01-15-2025**
EXHIBIT "A" MAP DATED 01-15-2025

1. The subdivider shall comply with the conditions and mitigation measures as identified attached "Hydraulic Outlet Study for the Hancock Parkway Pump Station and Conditions and Mitigation Measures for PM18108 in the Los Angeles County", approved 5/20/2025, to the satisfaction of Public Works.

2. The subdivider shall comply with the mitigation measures as identified in the approved sewer area study (PC 12077AS , approved 6/17/2025) to the satisfaction of Public Works. The approved sewer area study shall remain valid for two years after the date of approval of the study. After this period, an update of the area study shall be recertified if determined to be warranted by Public Works. If the sewerage system is found to have insufficient capacity, an upgrade of the proposed and existing sewerage system shall be required to the satisfaction of Public Works

Prepared by Thong Ngov TN Phone (626) 458-4921 Date 06-18-2025

This sewer facility outlet feasibility study has been reviewed and approved by Los Angeles County Public Works.

Plan Case No. ESTU2022000625

Date Approved: 5/20/2025

Approver: James Chon

HYDRAULIC OUTLET STUDY FOR THE HANCOCK PARKWAY PUMP STATION AND CONDITIONS AND MITIGATION MEASURES FOR PM18108 IN THE COUNTY OF LOS ANGELES

May 20, 2025

Prepared for:
Los Angeles County Department of Public Works
Sewer Maintenance Division

Prepared by:
Dexter Wilson Engineering, Inc.
2234 Faraday Avenue
Carlsbad, CA 92008
760-438-4422

REGISTERED PROFESSIONAL ENGINEER
NATALIE J. FRASCHETTI
C 77025
EXP. 12/31/2026
CIVIL
STATE OF CALIFORNIA

Job No. 721-470

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APPENDIX E – PROPOSED IMPROVEMENTS
APPENDIX F – EXISTING AND PROPOSED DEVELOPMENT DETAIL

SECTION 1
BACKGROUND INFORMATION

A gravity outlet is not presently available to serve the proposed TM18108. As such, the existing Hancock Parkway Pump Station will serve as the outlet until future, downstream, regional facilities are constructed.

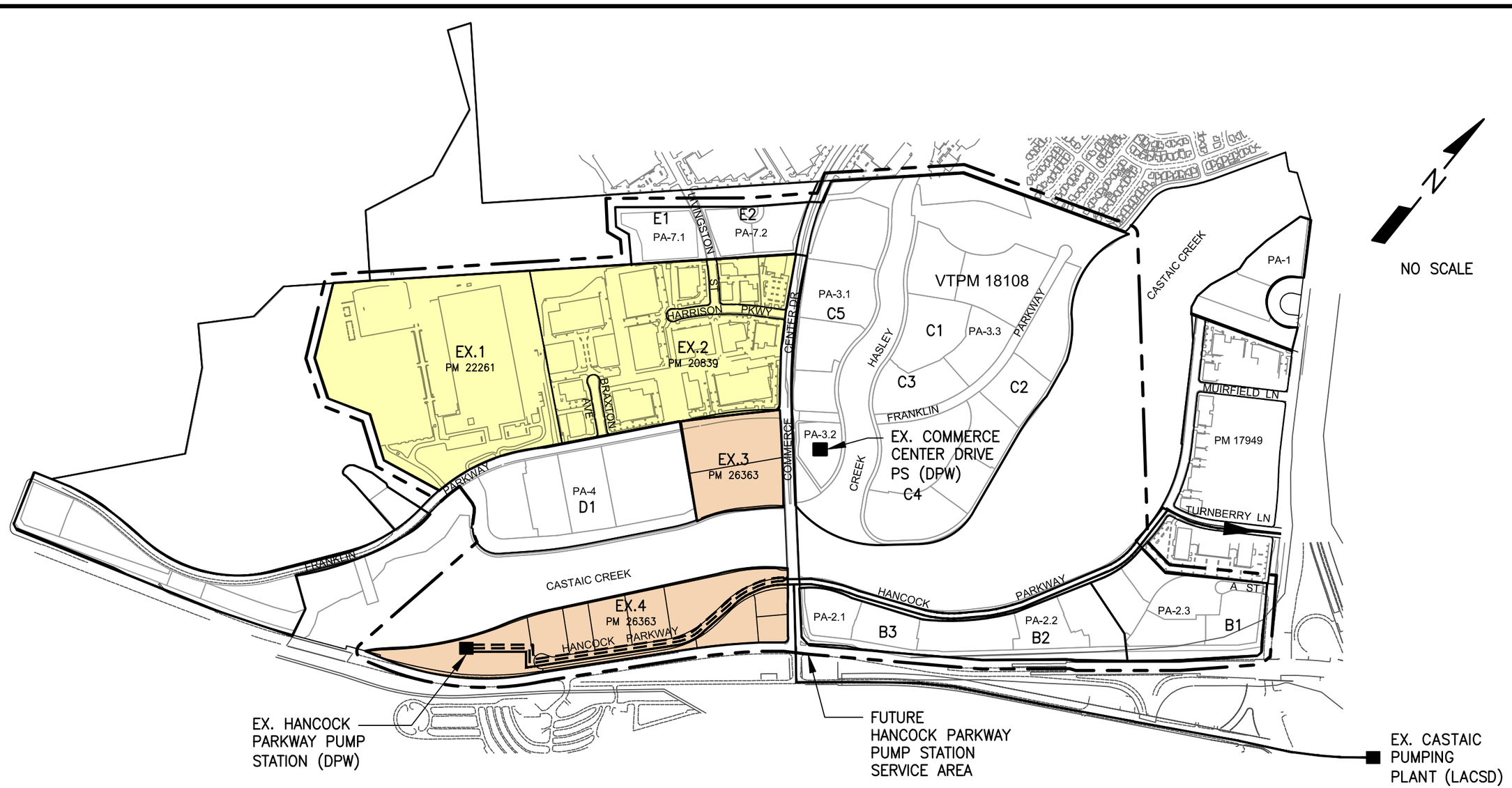
Hancock Parkway Pump Station

Hancock Parkway PS has three (3) pumps and two (2) force mains. DPW Standards require 2 standby pumps and 1 standby force main. Thus, 1 pump and 1 force main must be able to pump the Design Flow. The existing Design Flow is 150% of the Peak Flow, thus each of the three existing pumps at Hancock Parkway Pump Station is capable of pumping 710 gpm (PM 26363 DPW Peak Flow of 473 gpm*1.5 = 710 gpm). 473 gpm is based on the acre-based generation rate of 0.021 cfs/acre and is consistent with the PM 26363 Approved Sewer Area Study (SAS). Additionally, the station has 2 hours of Emergency Storage at Peak Flow 473 gpm * 2 hours * 60 min/hour = 56,760 gallons.

Commerce Center Drive Pump Station – The Commerce Center Drive Pump Station was designed and constructed to serve PM22261 (Study Area EX.1) and PM20839 (EX.2). Improvements made in upstream gravity sewers during construction of PM26363 (EX.3 and EX.4) allow for gravity flows to bypass the Commerce Center Drive Pump Station. These improvements, made at the request of operations staff, consisted of installing a berm within the pump station gravity influent line providing start-up flows for the Hancock Parkway Pump Station. As such, presently, flows from PM22261 (EX.1), PM20839 (EX.2), and PM26363 (EX.3 and EX.4) all flow directly into the existing Hancock Parkway Pump Station and are then pumped to the existing Commerce Center Drive Pump Station.

Service Area

Figure 1 depicts the location and service area for the Hancock Parkway Pump Station as well as the nearby Commerce Center Drive Pump Station.



LEGEND

EX. COMMERCE CENTER DRIVE PS SERVICE AREA

EX. HANCOCK PARKWAY PS SERVICE AREA

C5 SEWER AREA STUDY PLANNING AREA

FIGURE 1

HANCOCK PARKWAY PUMP STATION SERVICE AREA

HANCOCK PARKWAY PUMP STATION HYDRAULIC OUTLET STUDY

DEXTER WILSON ENGINEERING, INC.
CONSULTING ENGINEERS
(760) 438-4422

\\ARTIC\DWG\721470\REPORT\HPY_FIGURE-1_HANCOCKPSSERVICEAREA.DWG 4/13/2023 11:05:13 AM LAYOUT:11x17 USER:William

PM22261 (EX.1) and PM20839 (EX.2) are built out with the exception of one lot along Franklin Parkway. The majority of PM26363 (EX.3 & EX.4) is constructed and occupied, with only one area remaining to be developed. Presently, flows from PM22261 (EX.1), PM20839 (EX.2), and PM26363 (EX.3 & EX.4) all flow directly into Hancock Parkway Pump Station which are then pumped to the existing Commerce Center Drive Pump Station. As such, at the present time, the existing Hancock Parkway Pump Station is serving (1) the 1,182 gpm planning Peak Flow from the 22261 and 20839 tracts as well as (2) the 473 gpm planning Peak Flow from 26363. For illustrative purposes, if it is assumed that the vacant parcels represent 5%, the Hancock Parkway Pump Station (designed to serve a planning Peak Flow of 473 gpm) is presently serving a planning Peak Flow of approximately 1,570 gpm. See Appendix A for the detailed planning Peak Flow calculations.

Existing Flows

Table 1 summarizes those existing planning areas which are tributary to the Hancock Parkway Pump Station. Figure 2 illustrates the location of recent flow monitoring activities in VCC which is summarized in Table 1 below.

TABLE 1
EXISTING FLOWS TO
HANCOCK PARKWAY PUMP STATION

Planning Area	Parcel Map	Peak Flow*, gpm
EX.1	22261	49.05
EX.2	20839	
EX.3	26363	
EX.4	26363	
TOTAL	**--**	**49.05**

*Measured as described in Appendix B.

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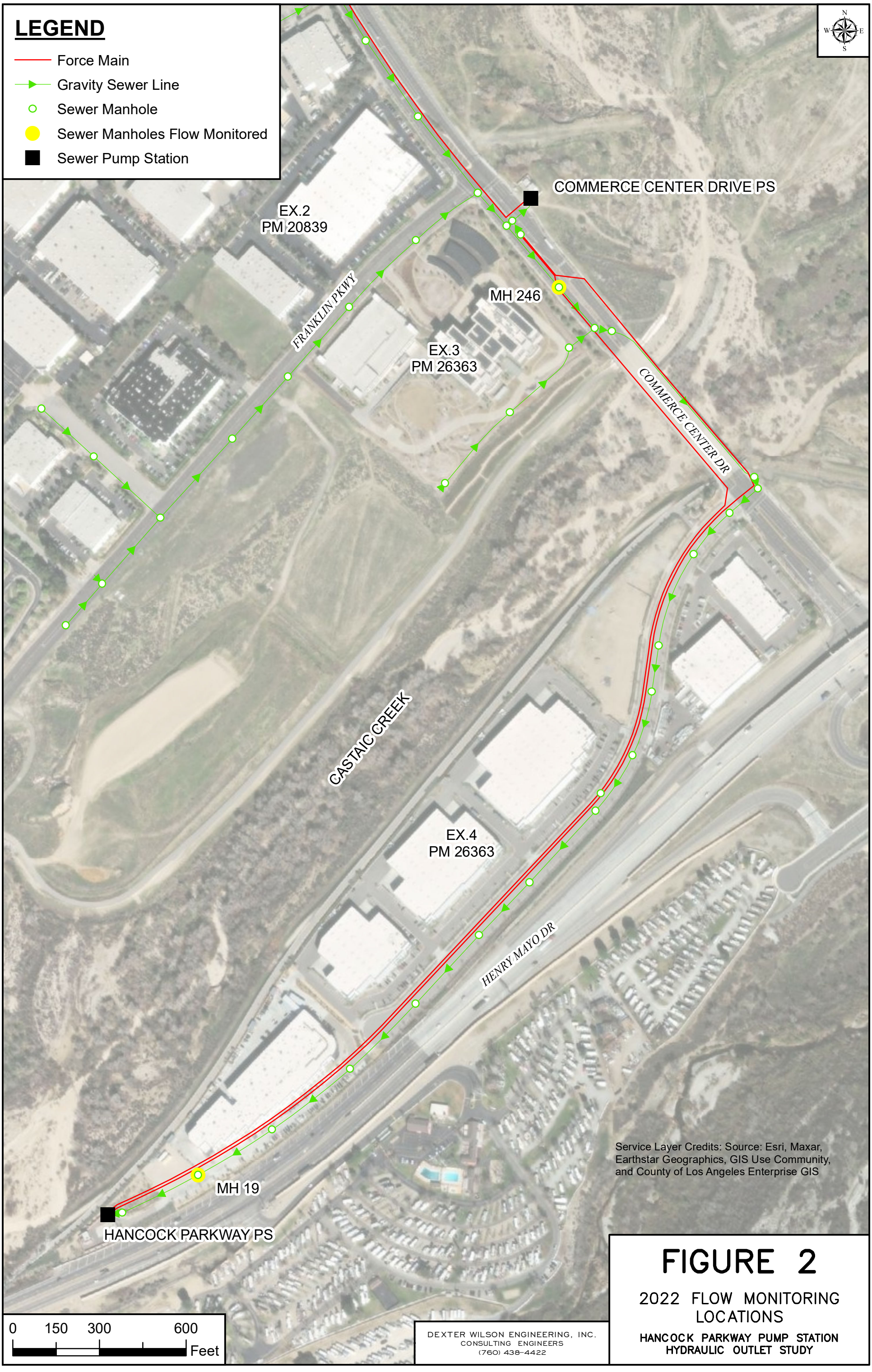

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FIGURE 2

2022 FLOW MONITORING LOCATIONS

HANCOCK PARKWAY PUMP STATION HYDRAULIC OUTLET STUDY

SECTION 2
PROPOSED DEVELOPMENT AND FLOWS

For the areas tributary to Hancock Parkway Pump Station, Table 2 summarizes the estimated sewage generation based on DPW cfs/acre planning factors. Additional planning flow information is provided in Appendix D for reference. The required Pump Station Design Flow necessary to serve the Existing and Proposed flows is also provided in this table.

TABLE 2
EXISTING AND PROPOSED FLOWS TO
HANCOCK PARKWAY PUMP STATION

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow[1], cfs	Peak Flow[1], gpm	Design Flow[2], gpm
EX. 1	59.50	0.021	0.109	49	74
EX. 2	65.93	0.021			
EX. 3	13.80	0.021			
EX. 4	36.40	0.021			
Subtotal	175.63	—	0.109	49	74
EX. 2 (V-1)	2.21	0.021	0.047	21	31
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Subtotal	181.35	—	0.230	103	155
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Subtotal	208.48	—	0.636	286	428
Pro. 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Subtotal	249.64	—	1.254	563	844
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Subtotal	316.33	—	2.399	1,077	1,615
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**327.29**	**—**	**2.629**	**1,180**	**1,770**

EX. = Existing, Pro. = Proposed.
[1] Measured, where available, as described in Appendix B.
[2] Pump station Design Flow equals Peak Flow * 1.5. Can be substituted with Peak Wet Weather Flow (PWWF) data, if available.
Note: This table is Table 4 in Appendix D.

SECTION 3
HANCOCK PARKWAY PUMP STATION IMPROVEMENTS

Hancock Parkway Pump Station has three (3) pumps and two (2) force mains. DPW Standards require 2 standby pumps and 1 standby force main. Thus, 1 pump and 1 force main must be able to pump the design flow. The Design Flow is 150% of the Peak Flow, thus each of the three existing pumps are capable of pumping 710 gpm (PM26363 DPW Peak Flow of 473 gpm*1.5 = 710 gpm).

Phasing Plan

This section details the Hancock Parkway Pump Station improvements that are required to accommodate all the flows provided in Table 2. The specific improvements required are listed in Table 3 and include additional emergency storage, new force mains, new gravity sewer, electrical upgrades, and mechanical upgrades. Exhibit E.1 in Appendix E shows expansion area for the emergency storage. Exhibit E.2 shows the location of the force mains and gravity line.

Immediately upstream of the Hancock Parkway Pump Station is a gravity sewer line constructed in anticipation of a future regional gravity sewer in SR126 which would allow the Hancock Parkway Pump Station to be taken offline. The downstream infrastructure has not yet been constructed which is why the Hancock Parkway Pump Station remains in service to pump wastewater from the VCC area to the treatment plant. In the future, depending on the timing of development in the VCC area versus the timing of the downstream gravity sewer, the scope of improvements to Hancock Parkway Pump Station itself could be reduced or the pump station could be eliminated altogether.

TABLE 3
EXPANSION OF HANCOCK PARKWAY PS TO ACCOMMODATE VCC DEVELOPMENT

<table>
<tr><td colspan="2"><u>Emergency Storage Upgrade</u>
1,159 gpm x 2 hours = 139,080 gallons
Existing storage is 9.5 ft x 832 sq ft = 59,121 gallons
New storage = 82,500 gallons or overflow to SR-126</td></tr>
<tr><td><u>Force Main Option #1</u></td><td><u>Force Main Option #2</u></td></tr>
<tr><td><u>Extend Dual 8” Force Main</u>
Length = 3,700 ft
<u>Second 12” Force Main</u>
Length = 6,900 ft
<u>New 18” Gravity in Turnberry Ln</u>
Length = 1,300 ft</td><td><u>Extend Dual 8” Force Main</u>
Length = 5,400 ft
<u>Second 12” Force Main</u>
Length = 8,900 ft</td></tr>
<tr><td colspan="2"><u>Upgrades at Pump Station</u>
Electrical – New MCC and upsize generator
Mechanical – New pumps and piping
Expand and split wet well</td></tr>
</table>

SECTION 4
CONDITIONS AND MITIGATION MEASURES FOR PM18108

Below are the proposed sewer conditions for TPM18108 (VCC). In summary, both the Commerce Center Drive Pump Station (CCPS) and Hancock Parkway Pump Station (HPS) will remain in service to allow for development to proceed. With future realignment of the HPS force mains, the County may elect to minimize operation of the CCPS (or place the station in emergency use mode only) or the pump station could be fully abandoned at some point in the future. County SMD may elect to divert flows from CCPS to HPS; however, CCPS will be retained as an emergency backup and the capacity of CCPS will be made available for development. When needed, alternative designs/improvements of gravity outlet solutions and/or force main alignments may be prepared to the satisfaction of Public Works.

1. Subdivider shall provide the design plans and calculations for expansion of the HPS to serve PM18108 (which may be done in phases) as stipulated below for review and approval to the satisfaction of Public Works (PW).

2. Subdivider to provide proof of sufficient easements, as needed, for all proposed improvements associated with the sewer pump system in VCC, including offsite improvements prior to PM18108 approval.

3. Prior to the 1st Building Permit Issuance:

    a. For PA-4 or PA-7 or first Unit Phase Map of PM 18108, initiate construction of the CCPS dual force main.

    OR

    b. As an alternative to (a), reroute HPS dual force main discharge from HPS to a new gravity discharge location acceptable to PW (including any necessary modifications to the existing HPS to handle diversion).

4. Reroute HPS dual force discharge through PA-2 to Turnberry Lane (or approved alternate alignment) when PA-2 is developed (including any necessary modifications to the existing HPS to handle diversion) to the satisfaction of PW.

5. Prior to recordation of each Unit Phase Map for PM 18108 tributary to HPS , subdivider for VCC shall provide improvement plans and associated bonds for the upgrade of the HPS including associated force mains necessary to serve the planning flows (County Code planning coefficients) for each Unit Phase for PM 18108 to the satisfaction of PW.

a. Design of the phased HPS improvements will be incremental and strategic in order to maximize the use of the existing pump station components and in consideration that the long-term PW goal is to abandon this pump station. Construction plans shall ensure that uninterrupted services will be maintained at the HPS throughout construction. The incremental phasing shall be subject to PW approval.

6. Phasing of HPS improvements to accommodate developments may occur and is subject to the Flow Monitoring Scheme below.

    a. The Flow Monitoring Scheme shall include the following:

        i. Prior to the 1st Building Permit of PA-4, PA-7, or PM18108, initiate construction of manhole modifications and permanent meter per Attachment A of the Implementation requirements (excerpt below).

ATTACHMENT A

FLOW MONITORING REQUIREMENTS

Flow Monitoring shall include the following per DPW written comments prior to 1st Building Permit, of either PA-4, PA-7, or 18108:

a. Perform flow monitoring at selected manhole locations that will best represent the actual flows condition of the entire sewershed at any given point. To have good represented flow data, applicant will need to modify the overflow manhole at Commerce Center PS to assure all flow is diverted to Hancock PS and install ongoing influent flow monitoring at Hancock PS.

b. Provide continuous flow monitoring at minimum 15-minute increments or shorter and submit biweekly (or quarterly, if determined adequate) reports signed and certified by licensed Civil Engineer to the County for approval at the applicant's cost. The applicant will also cover all costs for County staffs' time associated with the review and approval of the data.

    b. Implement the following to upgrade the existing sewer system:

        i. At the actual 15-minute peak flow reaching 190 gallons per minute (gpm), no additional building permits will be issued until the following occurs:

            1. The improvement plans and associated bonds for the expansion of the existing HPS to accommodate planned flows (PA-4, PA-7, or each Unit Phase Map of PM 18108, whichever occur first) are approved to PW satisfaction. The plans shall include the following:

                a. The expansion of HPS to accommodate the planned flows. and routing of discharge through PA-2 to Turnberry Lane or approved alternate alignment.

b. Construction plans shall ensure that uninterrupted services will be maintained at the HPS throughout construction. Subdivider will be responsible for all costs related to temporary/construction systems necessary to accommodate construction.

c. Bonds under this phased approach may replace bonds contemplated under 5. subject to PW approval.

ii. At the actual 15-minute peak flow reaching 330 gpm, no additional building permits will be issued until the following occurs:

1. Construct forcemains to Turnberry Lane or approved alternate including the construction of any necessary expansion to the HPS to PW satisfaction.

iii. After the initial upgrade of HPS and each subsequent phase, no additional building permits will be issued until the following occurs:

1. Construct a phased upgrade to HPS when the actual 15-minute peak flow reaches 70% of design capacity.

7. Independent of the Flow Monitoring Scheme, prior to the issuance of the first building permit for the Final Unit Phase of PM18108:

a. Construct forcemains to Turnberry Lane or approved alternate including the construction of any necessary expansion to the HPS to PW satisfaction.

b. Design and bond for either:

i. The ultimate HPS such that it remains the only pump station to accommodate planned flows for the tributary area per PW satisfaction.

OR

ii. Gravity sewer outlet including decommissioning of CCPS and HPS to the satisfaction of PW.

8. All required bonds are to be held and updated every two years until the ultimate HPS (buildout of PM18108) is constructed to PW satisfaction.

9. If a gravity sewer outlet has not been identified and implemented, Subdivider will continue to monitor actual flow monitoring system and after 10 years of issuance of the building permits for the last Unit Phase Map of PM 18108, assess the need for the construction of the ultimate HPS or phase thereof, and construct the ultimate HPS or phase thereof if the actual flow reaches the capacity of the improved HPS system to the satisfaction of PW.

10. Upon implementation of an alternate downstream gravity solution, the CPS and HPS shall be decommissioned by the subdivider and easements shall be quitclaimed by the County to the landowner.

APPENDIX A

PLANNING FACTOR BASED FLOW CALCULATIONS

Table A-1 summarizes the Existing Planning Peak Flows which are tributary to each pump station in the VCC area, as well as the combined total Planning Peak Flow to both stations.

TABLE A-1
SUMMARY OF PLANNING PEAK FLOWS
(EXISTING ONLY)

Area	Acres	Coefficient, cfs/acre	Peak Flow	
			cfs	gpm
PM 22261 (Existing)	59.5	0.021	1.250	561
PM 20839 (Existing)	65.93	0.021	1.385	621
Planning Flow to Comm. Center Dr PS	*125.43*	--	*2.635*	*1,182*
PM 26363 (Existing)	50.2	0.021	1.054	473
Planning Flow to Hancock Parkway PS	*50.2*	--	*1.054*	*473*
TOTAL EXISTING PEAK FLOW (PLANNING FACTOR BASED)	**175.63**	**--**	**3.689**	**1,655**

See Table A-2 for additional detail.

TABLE A-2
VCC Projected Flow Summary

SEWER GENERATION OVERVIEW, VTM 18108 + FUTURE

Hunsaker February 2023 SAS						*DWE Analysis*										
Planning Area		**Lot Area (Acres)**	**Developable Area (Acres)**	**Sewer Flows (cfs)**	**Ult. Discharge Location**	**Land Use**	**DPW Peak Flow Factor, cfs/acre**	**Q By Zoning DPW Peak Flow, cfs**	**DPW Avg Flow Factor, cfs/acre**	**DPW Avg. Flow, cfs**		**LACSD Peak Flow Factor, cfs/acre**	**LACSD Peak Flow, cfs**	**LACSD Avg. Flow, cfs**	**DPW Peak Service Area Flow, gpm**	**LACSD Peak Service Area Flow, gpm**
1		-	9.62	0.144	SCVSD	Commercial	0.015	0.144	0.006	0.058		0.010	0.096	0.026	65	43
Subtotal		**-**	**9.62**	**0.144**				**0.144**		**0.058**			**0.096**	**0.026**	**65**	**43**
2.1 (B3)		-	13.25	0.199	Hancock	Commercial	0.015	0.199	0.006	0.080		0.010	0.133	0.037	89	59
2.2 (B2)		-	10.48	0.157	Hancock	Commercial	0.015	0.157	0.006	0.063		0.010	0.105	0.028	71	47
2.3 (B1)		-	17.43	0.262	Hancock	Commercial	0.015	0.262	0.006	0.105		0.010	0.174	0.050	118	78
Subtotal		**-**	**41.16**	**0.618**				**0.618**		**0.247**			**0.412**	**0.114**	**277**	**185**
3.1 (C5)		-	19.06	0.286	Hancock	Commercial	0.015	0.286	0.006	0.114		0.010	0.191	0.055	128	86
3.2 (C6)		-	2.55	0.038	Hancock	Commercial	0.015	0.038	0.006	0.015		0.010	0.026	0.006	17	11
3.3a/b (C1/C2)		-	24.12	0.507	Hancock	Industrial	0.021	0.507	0.008	0.203		0.010	0.241	0.071	227	108
3.3c/d (C3/C4)		-	20.96	0.314	Hancock	Commercial	0.015	0.314	0.006	0.126		0.010	0.210	0.061	141	94
Subtotal		**-**	**66.69**	**1.15**				**1.145**		**0.458**			**0.667**	**0.192**	**514**	**299**
TOTAL VTM10108			*117.47*	*1.91*				*1.91*		*0.76*						
4 (D1)	*		27.13	0.407	Hancock	Commercial	0.015	0.407	0.006	0.163		0.010	0.271	0.081	183	122
Subtotal		**-**	**27.13**	**0.407**				**0.407**		**0.163**			**0.271**	**0.081**	**183**	**122**
5.1	*		1.83	0.027	NRSD	Commercial	0.015	0.027	0.006	0.011		0.010	0.018	0.004	12	8
5.2	*		2.74	0.041	NRSD	Commercial	0.015	0.041	0.006	0.016		0.010	0.027	0.006	18	12
Subtotal		-	**4.57**	**0.069**				**0.069**		**0.027**			**0.046**	**0.011**	**31**	**21**
5.3/6	*		7.42	0.156	NRSD	Industrial	0.021	0.156	0.008	0.062		0.010	0.074	0.019	70	33
Subtotal		-	**7.42**	**0.156**				**0.156**		**0.062**			**0.074**	**0.019**	**70**	**33**
7.1 (E1)	*		4.87	0.102	Hancock	Industrial	0.021	0.102	0.008	0.041		0.010	0.049	0.012	46	22
7.2 (E2)	*		6.09	0.128	Hancock	Industrial	0.021	0.128	0.008	0.051		0.010	0.061	0.016	57	27
Subtotal		**-**	**10.96**	**0.230**				**0.230**		**0.092**			**0.110**	**0.028**	**103**	**49**
Total		**-**	**167.55**	**2.768**				**2.769**		**1.108**			**1.676**	**0.471**	**1,243**	**752**
								2.400	*<-- Total to Hancock*			*Total to Hancock-->*	*1.459*		*1,077*	*655*

* Included for planning purposes, not a part of VTTM 18108.

Grouped to correspond with Exhibit

FLOW TO HANCOCK PARKWAY PS, VTM 18108 + FUTURE

From Approved SAS for 26363											
22261	59.5		0.021	1.250	0.008	0.500	0.010	0.595	0.192	561	267
20839	65.93		0.021	1.385	0.008	0.554	0.010	0.659	0.215	621	296
PM22261+20839	125.43		0.021	**2.634**	0.008	1.054	0.010	**1.254**	0.438	**1,182**	**563**
(Existing)	acreage per 28108 SAS exhibit 11-25-2015										
PM26363 (north)	13.8		0.021	**0.290**	0.008	0.116	0.010	**0.138**	0.038	**130**	**62**
(Proposed)	acreage increased slightly to achieve station peak flow of 473 gpm										
PM26363 (south)	36.4		0.021	**0.764**	0.008	0.306	0.010	**0.364**	0.112	**343**	**163**
(Proposed)	acreage increased slightly to achieve station peak flow of 473 gpm										
Subtotal Existing Planning Flows (PM22261+PM20839+PM26363)				**3.688**				**1.756**		**1,655**	**788**
TOTAL To Hancock Parkway PS (Existing & Proposed)				**6.088**				**3.216**		**2,732**	**1,443**
Total w/o Future 4 and 7.				5.451				2.835		2,447	1,272

use these flows for emergency storage calcs ^^

APPENDIX B

2022 FLOW MONITORING OF GRAVITY SEWERS
(JUNE 28, 2022 – JULY 13, 2022)

INFORMATION INCLUDED:

1. Figure 2 – Flow Monitoring Locations
2. Dexter Wilson Engineering, Inc. Data Review and Summary
3. US3 Flow Monitoring Report

APPENDIX B
ITEM 1

FIGURE 2

2022 FLOW MONITORING LOCATIONS

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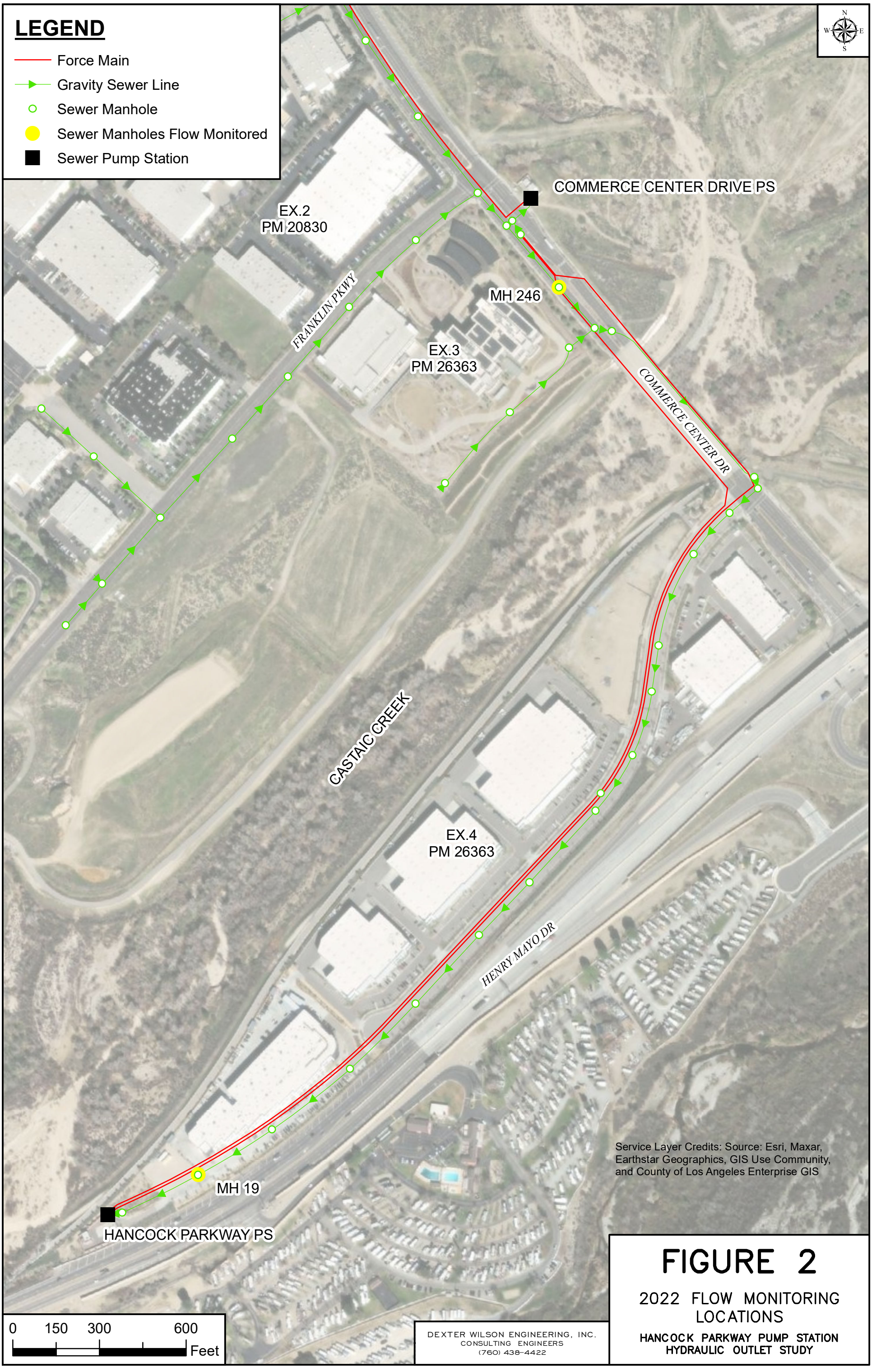

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CONSULTING ENGINEERS
(760) 438-4422

FIGURE 2

2022 FLOW MONITORING LOCATIONS

HANCOCK PARKWAY PUMP STATION HYDRAULIC OUTLET STUDY

APPENDIX B
ITEM 2

DEXTER WILSON ENGINEERING, INC.
DATA REVIEW AND SUMMARY

DWEI DATA REVIEW AND SUMMARY

Flow Monitoring Locations:

MH - 246 in Commerce Center Drive

MH - 19 just upstream of Hancock Parkway Pump Station

Notes/Comments:

- Gravity flow of unknown amount may enter Commerce Center Drive Pump Station.
- Pumped flow from Hancock Parkway Pump Station when discharged from the force main, may re-enter gravity sewer in Commerce Center Drive (measured at MH-246). Therefore, exclude time periods where circular pumping is anticipated to be occurring.
- Use estimated hourly peak based on 2019 wet well level until recirculating is eliminated.

MH 19 Data Summary

	Flow (gpm)	Flow (gpm)
Average Daily Flow (w/o red) =	24.37	-
Max Hourly Peak Flow (w/o red) =	-	49.05
Median Hourly Peak Flow (w/o red) =	-	23.13
Peak 15 min (w/o red) =	54.55	-

PEAK FLOW FOR PUMP STATION ANALYSIS = 49.05 gpm

APPENDIX B
ITEM 3

US3 FLOW MONITORING REPORT

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
6/28/2022 12:03	1.84	1.11	47.32	0.10	47.32	-
6/28/2022 12:18	1.55	1.35	44.73	0.09	-	-
6/28/2022 12:33	1.83	1.12	47.37	0.10	-	-
6/28/2022 12:48	1.68	1.11	41.4	0.09	-	-
6/28/2022 13:03	1.82	1.12	46.99	0.10	45.12	-
6/28/2022 13:18	1.82	1.12	46.99	0.10	-	-
6/28/2022 13:33	1.82	1.12	46.99	0.10	-	-
6/28/2022 13:48	1.82	1.11	46.57	0.10	-	-
6/28/2022 14:03	2.04	1.1	54.55	0.11	48.78	-
6/28/2022 14:18	2.04	1.1	54.55	0.11	-	-
6/28/2022 14:33	1.93	1.1	50.3	0.11	-	-
6/28/2022 14:48	1.93	1.05	48.01	0.11	-	-
6/28/2022 15:03	1.8	1.05	43.34	0.10	49.05	-
6/28/2022 15:18	1.79	1.07	43.81	0.10	-	-
6/28/2022 15:33	1.79	1.07	43.81	0.10	-	-
6/28/2022 15:48	1.55	1.1	36.44	0.09	-	-
6/28/2022 16:03	1.53	1.1	35.75	0.09	39.95	-
6/28/2022 16:18	1.55	1.1	36.44	0.09	-	-
6/28/2022 16:33	1.66	1.06	38.85	0.09	-	-
6/28/2022 16:48	1.29	0.91	23	0.07	-	-
6/28/2022 17:03	1.58	0.98	33.4	0.09	32.92	-
6/28/2022 17:18	1.19	1.03	23.1	0.07	-	-
6/28/2022 17:33	1.58	0.98	33.4	0.09	-	-
6/28/2022 17:48	1.51	0.93	29.65	0.08	-	-
6/28/2022 18:03	1.71	0.87	33.31	0.10	29.87	-
6/28/2022 18:18	1.51	0.85	27.1	0.08	-	-
6/28/2022 18:33	1.32	1.03	26.93	0.07	-	-
6/28/2022 18:48	1.47	0.84	25.74	0.08	-	-
6/28/2022 19:03	1.53	0.84	27.3	0.09	26.77	-
6/28/2022 19:18	1.66	0.96	35.18	0.09	-	-
6/28/2022 19:33	1.53	0.84	27.3	0.09	-	-
6/28/2022 19:48	1.44	0.95	28.24	0.08	-	-
6/28/2022 20:03	1.18	0.81	17.94	0.07	27.17	-
6/28/2022 20:18	1.37	0.89	24.58	0.08	-	-
6/28/2022 20:33	1.64	0.86	30.96	0.09	-	-
6/28/2022 20:48	1.43	1.06	31.19	0.08	-	-
6/28/2022 21:03	1.46	0.75	22.75	0.08	27.37	-
6/28/2022 21:18	1.46	0.71	21.54	0.08	-	-
6/28/2022 21:33	1.36	0.87	23.77	0.08	-	-
6/28/2022 21:48	1.26	0.88	21.48	0.07	-	-
6/28/2022 22:03	1.01	0.78	13.72	0.06	20.13	-
6/28/2022 22:18	1.16	0.9	19.44	0.06	-	-
6/28/2022 22:33	1.22	0.85	19.78	0.07	-	-
6/28/2022 22:48	1.36	0.9	24.7	0.08	-	-
6/28/2022 23:03	1.41	0.88	25.36	0.08	22.32	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
6/28/2022 23:18	1.15	0.76	16.2	0.06	-	-
6/28/2022 23:33	1.61	0.86	30.13	0.09	-	-
6/28/2022 23:48	1.32	0.85	22.22	0.07	-	-
6/29/2022 0:03	1.32	0.85	22.22	0.07	22.69	32.98
6/29/2022 0:18	1.32	0.77	20.13	0.07	-	-
6/29/2022 0:33	1.25	0.8	19.41	0.07	-	-
6/29/2022 0:48	1.17	0.85	18.71	0.07	-	-
6/29/2022 1:03	1.15	0.88	18.76	0.06	19.25	-
6/29/2022 1:18	1.44	0.99	29.43	0.08	-	-
6/29/2022 1:33	1.37	0.85	23.55	0.08	-	-
6/29/2022 1:48	1.37	0.85	23.55	0.08	-	-
6/29/2022 2:03	1.23	0.92	21.67	0.07	24.55	-
6/29/2022 2:18	1.03	0.87	15.76	0.06	-	-
6/29/2022 2:33	1.37	0.83	22.92	0.08	-	-
6/29/2022 2:48	1.36	0.89	24.32	0.08	-	-
6/29/2022 3:03	1.22	0.76	17.69	0.07	20.17	-
6/29/2022 3:18	1.33	0.74	19.56	0.07	-	-
6/29/2022 3:33	1.34	0.62	16.57	0.07	-	-
6/29/2022 3:48	1.01	0.47	8.27	0.06	-	-
6/29/2022 4:03	0.93	1.06	16.5	0.05	15.23	-
6/29/2022 4:18	1.21	0.74	17.01	0.07	-	-
6/29/2022 4:33	1.21	0.79	18.16	0.07	-	-
6/29/2022 4:48	1.21	0.79	18.16	0.07	-	-
6/29/2022 5:03	1.21	0.79	18.16	0.07	17.87	-
6/29/2022 5:18	1.24	0.79	18.83	0.07	-	-
6/29/2022 5:33	1.62	0.83	29.35	0.09	-	-
6/29/2022 5:48	1.29	0.82	20.72	0.07	-	-
6/29/2022 6:03	1.41	0.86	24.78	0.08	23.42	-
6/29/2022 6:18	1.69	0.94	35.37	0.09	-	-
6/29/2022 6:33	1.26	0.87	21.23	0.07	-	-
6/29/2022 6:48	1.37	1.02	28.17	0.08	-	-
6/29/2022 7:03	1.14	0.93	19.58	0.06	26.09	-
6/29/2022 7:18	0.75	0.97	10.97	0.04	-	-
6/29/2022 7:33	0.54	1.02	7.07	0.03	-	-
6/29/2022 7:48	0.47	1.05	5.92	0.03	-	-
6/29/2022 8:03	1.19	1.03	23.1	0.07	11.77	-
6/29/2022 8:18	1.22	1.04	24.2	0.07	-	-
6/29/2022 8:33	1.26	1.05	25.63	0.07	-	-
6/29/2022 8:48	0.9	1.19	17.64	0.05	-	-
6/29/2022 9:03	1.18	1.11	24.59	0.07	23.02	-
6/29/2022 9:18	1.36	1.06	28.96	0.08	-	-
6/29/2022 9:33	1.26	1.24	30.26	0.07	-	-
6/29/2022 9:48	1.4	1.21	34.5	0.08	-	-
6/29/2022 10:03	1.53	1.15	37.38	0.09	32.78	-
6/29/2022 10:18	1.57	1.2	40.52	0.09	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
6/29/2022 10:33	1.63	1.22	43.53	0.09	-	-
6/29/2022 10:48	1.71	1.24	47.47	0.10	-	-
6/29/2022 11:03	1.59	1.17	40.25	0.09	42.94	-
6/29/2022 11:18	1.69	1.39	52.3	0.09	-	-
6/29/2022 11:33	1.66	1.22	44.71	0.09	-	-
6/29/2022 11:48	1.65	1.08	39.23	0.09	-	-
6/29/2022 12:03	1.65	1.16	42.14	0.09	44.60	-
6/29/2022 12:18	1.42	1.19	34.65	0.08	-	-
6/29/2022 12:33	1.34	1.21	32.34	0.07	-	-
6/29/2022 12:48	1.11	1.23	24.89	0.06	-	-
6/29/2022 13:03	1.78	1.13	45.89	0.10	34.44	-
6/29/2022 13:18	1.6	1.02	35.41	0.09	-	-
6/29/2022 13:33	1.62	1.16	41.01	0.09	-	-
6/29/2022 13:48	1.44	1	29.73	0.08	-	-
6/29/2022 14:03	1.4	0.88	25.09	0.08	32.81	-
6/29/2022 14:18	1.32	0.62	16.21	0.07	-	-
6/29/2022 14:33	1.2	0.86	19.53	0.07	-	-
6/29/2022 14:48	1.16	1.15	24.84	0.06	-	-
6/29/2022 15:03	1.29	1.19	29.97	0.07	22.64	-
6/29/2022 15:18	1.76	1.18	47.13	0.10	-	-
6/29/2022 15:33	1.72	1.14	44.02	0.10	-	-
6/29/2022 15:48	1.69	1.12	42.14	0.09	-	-
6/29/2022 16:03	1.36	1.28	34.97	0.08	42.07	-
6/29/2022 16:18	1.69	1.04	39.13	0.09	-	-
6/29/2022 16:33	1.39	0.95	26.8	0.08	-	-
6/29/2022 16:48	1.39	1.1	31.04	0.08	-	-
6/29/2022 17:03	1.73	1.06	41.28	0.10	34.56	-
6/29/2022 17:18	1.62	0.91	32.17	0.09	-	-
6/29/2022 17:33	1.32	0.82	21.44	0.07	-	-
6/29/2022 17:48	1.55	0.79	26.17	0.09	-	-
6/29/2022 18:03	1.55	0.91	30.15	0.09	27.48	-
6/29/2022 18:18	1.44	0.91	27.05	0.08	-	-
6/29/2022 18:33	1.32	0.96	25.1	0.07	-	-
6/29/2022 18:48	1.36	0.96	26.23	0.08	-	-
6/29/2022 19:03	1.29	0.96	24.26	0.07	25.66	-
6/29/2022 19:18	1.29	0.96	24.26	0.07	-	-
6/29/2022 19:33	1.29	0.95	24.01	0.07	-	-
6/29/2022 19:48	1.34	0.92	24.59	0.07	-	-
6/29/2022 20:03	1.34	0.8	21.38	0.07	23.56	-
6/29/2022 20:18	1.53	0.8	26	0.09	-	-
6/29/2022 20:33	1.19	0.87	19.51	0.07	-	-
6/29/2022 20:48	1.19	0.84	18.84	0.07	-	-
6/29/2022 21:03	1.69	0.73	27.47	0.09	22.96	-
6/29/2022 21:18	1.11	0.79	15.98	0.06	-	-
6/29/2022 21:33	1.72	0.81	31.28	0.10	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
6/29/2022 21:48	1.64	0.72	25.92	0.09	-	-
6/29/2022 22:03	1.34	0.89	23.79	0.07	24.24	-
6/29/2022 22:18	1.39	0.73	20.6	0.08	-	-
6/29/2022 22:33	1.22	1.08	25.13	0.07	-	-
6/29/2022 22:48	1.3	0.89	22.75	0.07	-	-
6/29/2022 23:03	1.32	0.72	18.82	0.07	21.83	-
6/29/2022 23:18	1.59	0.79	27.17	0.09	-	-
6/29/2022 23:33	1.64	0.8	28.8	0.09	-	-
6/29/2022 23:48	1.55	0.79	26.17	0.09	-	-
6/30/2022 0:03	1.55	0.79	26.17	0.09	27.08	26.66
6/30/2022 0:18	1.59	0.79	27.17	0.09	-	-
6/30/2022 0:33	1.26	0.83	20.26	0.07	-	-
6/30/2022 0:48	1.47	0.83	25.43	0.08	-	-
6/30/2022 1:03	1.68	0.79	29.47	0.09	25.58	-
6/30/2022 1:18	1.43	0.78	22.95	0.08	-	-
6/30/2022 1:33	1.34	0.82	21.92	0.07	-	-
6/30/2022 1:48	1.5	0.66	20.84	0.08	-	-
6/30/2022 2:03	1.43	0.78	22.95	0.08	22.17	-
6/30/2022 2:18	1.4	0.66	18.82	0.08	-	-
6/30/2022 2:33	1.4	0.66	18.82	0.08	-	-
6/30/2022 2:48	1.4	0.66	18.82	0.08	-	-
6/30/2022 3:03	1.4	0.72	20.53	0.08	19.25	-
6/30/2022 3:18	1.43	0.72	21.18	0.08	-	-
6/30/2022 3:33	1.55	0.89	29.49	0.09	-	-
6/30/2022 3:48	1.55	0.91	30.15	0.09	-	-
6/30/2022 4:03	1.55	0.95	31.47	0.09	28.07	-
6/30/2022 4:18	1.54	0.95	31.18	0.09	-	-
6/30/2022 4:33	1.18	0.95	21.04	0.07	-	-
6/30/2022 4:48	1.18	0.95	21.04	0.07	-	-
6/30/2022 5:03	1.18	0.94	20.82	0.07	23.52	-
6/30/2022 5:18	1.19	0.87	19.51	0.07	-	-
6/30/2022 5:33	1.28	0.78	19.49	0.07	-	-
6/30/2022 5:48	1.28	0.78	19.49	0.07	-	-
6/30/2022 6:03	1.28	0.78	19.49	0.07	19.50	-
6/30/2022 6:18	1.24	0.83	19.78	0.07	-	-
6/30/2022 6:33	1.22	0.99	23.04	0.07	-	-
6/30/2022 6:48	1.48	0.94	29.09	0.08	-	-
6/30/2022 7:03	1.57	1.06	35.79	0.09	26.93	-
6/30/2022 7:18	1.55	0.97	32.14	0.09	-	-
6/30/2022 7:33	1.55	0.97	32.14	0.09	-	-
6/30/2022 7:48	1.51	1.09	34.75	0.08	-	-
6/30/2022 8:03	1.48	1.16	35.9	0.08	33.73	-
6/30/2022 8:18	1.39	1.2	33.86	0.08	-	-
6/30/2022 8:33	1.33	1.23	32.52	0.07	-	-
6/30/2022 8:48	1.64	1.05	37.8	0.09	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
6/30/2022 9:03	1.61	0.83	29.08	0.09	33.32	-
6/30/2022 9:18	1.64	1.12	40.32	0.09	-	-
6/30/2022 9:33	1.61	1.05	36.79	0.09	-	-
6/30/2022 9:48	1.61	1.05	36.79	0.09	-	-
6/30/2022 10:03	1.59	1.03	35.43	0.09	37.33	-
6/30/2022 10:18	1.32	1.03	26.98	0.07	-	-
6/30/2022 10:33	1.29	1.03	26.03	0.07	-	-
6/30/2022 10:48	1.39	1.3	36.68	0.08	-	-
6/30/2022 11:03	1.75	1.1	43.57	0.10	33.32	-
6/30/2022 11:18	1.4	1.17	33.36	0.08	-	-
6/30/2022 11:33	1.39	1.1	31.04	0.08	-	-
6/30/2022 11:48	1.39	1.17	33.01	0.08	-	-
6/30/2022 12:03	1.05	1.14	21.24	0.06	29.66	-
6/30/2022 12:18	0.86	1.12	15.52	0.05	-	-
6/30/2022 12:33	0.86	1.1	15.24	0.05	-	-
6/30/2022 12:48	1.33	1.13	29.87	0.07	-	-
6/30/2022 13:03	1.8	1.08	44.58	0.10	26.30	-
6/30/2022 13:18	1.77	1.03	41.48	0.10	-	-
6/30/2022 13:33	1.79	1.05	42.99	0.10	-	-
6/30/2022 13:48	1.8	0.94	38.8	0.10	-	-
6/30/2022 14:03	0.87	1.14	16.07	0.05	34.84	-
6/30/2022 14:18	1.61	0.93	32.58	0.09	-	-
6/30/2022 14:33	1.61	1.03	36.09	0.09	-	-
6/30/2022 14:48	1.59	1.05	36.12	0.09	-	-
6/30/2022 15:03	1.57	1.06	35.79	0.09	35.15	-
6/30/2022 15:18	1.4	0.63	17.96	0.08	-	-
6/30/2022 15:33	1.59	0.88	30.27	0.09	-	-
6/30/2022 15:48	1.72	1.1	42.47	0.10	-	-
6/30/2022 16:03	1.76	1.25	49.92	0.10	35.16	-
6/30/2022 16:18	1.73	1.21	47.12	0.10	-	-
6/30/2022 16:33	1.79	1.14	46.67	0.10	-	-
6/30/2022 16:48	1.3	0.92	23.52	0.07	-	-
6/30/2022 17:03	1.17	0.9	19.69	0.07	34.25	-
6/30/2022 17:18	1.05	0.94	17.52	0.06	-	-
6/30/2022 17:33	1.19	0.88	19.74	0.07	-	-
6/30/2022 17:48	1.73	0.82	31.93	0.10	-	-
6/30/2022 18:03	1.78	1.15	46.7	0.10	28.97	-
6/30/2022 18:18	1.77	0.89	35.84	0.10	-	-
6/30/2022 18:33	1.76	0.62	24.76	0.10	-	-
6/30/2022 18:48	1.69	0.66	24.83	0.09	-	-
6/30/2022 19:03	1.59	0.61	20.98	0.09	26.60	-
6/30/2022 19:18	1.65	0.79	28.7	0.09	-	-
6/30/2022 19:33	1.65	0.66	23.97	0.09	-	-
6/30/2022 19:48	1.64	0.66	23.76	0.09	-	-
6/30/2022 20:03	1.54	0.73	23.96	0.09	25.10	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
6/30/2022 20:18	1.46	0.88	26.7	0.08	-	-
6/30/2022 20:33	1.73	0.99	38.55	0.10	-	-
6/30/2022 20:48	1.58	0.72	24.54	0.09	-	-
6/30/2022 21:03	1.41	0.55	15.85	0.08	26.41	-
6/30/2022 21:18	1.25	0.99	23.88	0.07	-	-
6/30/2022 21:33	1.09	0.43	8.47	0.06	-	-
6/30/2022 21:48	1.03	0.87	15.76	0.06	-	-
6/30/2022 22:03	0.77	0.31	3.65	0.04	12.94	-
6/30/2022 22:18	1.01	0.75	13.19	0.06	-	-
6/30/2022 22:33	1.25	0.64	15.44	0.07	-	-
6/30/2022 22:48	1.39	0.65	18.34	0.08	-	-
6/30/2022 23:03	1.65	0.66	23.97	0.09	17.74	-
6/30/2022 23:18	1.28	0.77	19.24	0.07	-	-
6/30/2022 23:33	1.75	0.84	33.27	0.10	-	-
6/30/2022 23:48	1.29	0.88	22.24	0.07	-	-
7/1/2022 0:03	1.53	0.81	26.33	0.09	25.27	27.53
7/1/2022 0:18	1.73	0.87	33.88	0.10	-	-
7/1/2022 0:33	1.54	0.82	26.91	0.09	-	-
7/1/2022 0:48	1.36	0.84	22.95	0.08	-	-
7/1/2022 1:03	1.59	0.83	28.55	0.09	28.07	-
7/1/2022 1:18	1.36	0.87	23.77	0.08	-	-
7/1/2022 1:33	1.15	0.8	17.06	0.06	-	-
7/1/2022 1:48	1.14	0.78	16.48	0.06	-	-
7/1/2022 2:03	1.15	0.78	16.74	0.06	18.51	-
7/1/2022 2:18	1.27	0.75	18.46	0.07	-	-
7/1/2022 2:33	1.29	0.71	17.94	0.07	-	-
7/1/2022 2:48	1.4	0.64	18.25	0.08	-	-
7/1/2022 3:03	1.26	0.55	13.42	0.07	17.02	-
7/1/2022 3:18	1.68	0.73	27.23	0.09	-	-
7/1/2022 3:33	1.43	0.58	17.06	0.08	-	-
7/1/2022 3:48	1.43	0.64	18.83	0.08	-	-
7/1/2022 4:03	1.5	0.75	23.68	0.08	21.70	-
7/1/2022 4:18	1.53	0.76	24.7	0.09	-	-
7/1/2022 4:33	1.59	0.88	30.27	0.09	-	-
7/1/2022 4:48	1.4	0.88	25.09	0.08	-	-
7/1/2022 5:03	1.54	0.8	26.25	0.09	26.58	-
7/1/2022 5:18	1.47	0.83	25.43	0.08	-	-
7/1/2022 5:33	1.54	0.83	27.24	0.09	-	-
7/1/2022 5:48	1.47	0.81	24.82	0.08	-	-
7/1/2022 6:03	1.45	0.75	22.52	0.08	25.00	-
7/1/2022 6:18	1.47	0.72	22.06	0.08	-	-
7/1/2022 6:33	1.23	0.66	15.54	0.07	-	-
7/1/2022 6:48	1.11	0.6	12.14	0.06	-	-
7/1/2022 7:03	1.29	1.07	27.04	0.07	19.20	-
7/1/2022 7:18	1.39	1.01	28.5	0.08	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/1/2022 7:33	1.69	1.14	42.89	0.09	-	-
7/1/2022 7:48	1.39	1.05	29.63	0.08	-	-
7/1/2022 8:03	0.86	1.26	17.46	0.05	29.62	-
7/1/2022 8:18	1.46	1.2	36.4	0.08	-	-
7/1/2022 8:33	1.69	1.13	42.52	0.09	-	-
7/1/2022 8:48	1.33	0.97	25.64	0.07	-	-
7/1/2022 9:03	1.08	0.9	17.49	0.06	30.51	-
7/1/2022 9:18	1.15	0.93	19.83	0.06	-	-
7/1/2022 9:33	1.1	0.96	19.17	0.06	-	-
7/1/2022 9:48	1.15	1.02	21.75	0.06	-	-
7/1/2022 10:03	0.97	0.93	15.48	0.05	19.06	-
7/1/2022 10:18	0.79	0.85	10.38	0.04	-	-
7/1/2022 10:33	0.61	0.66	5.49	0.03	-	-
7/1/2022 10:48	0.43	0.82	4.05	0.02	-	-
7/1/2022 11:03	0.22	0.98	1.78	0.01	5.43	-
7/1/2022 11:18	0.78	1.14	13.67	0.04	-	-
7/1/2022 11:33	0.78	1.09	13.07	0.04	-	-
7/1/2022 11:48	1	1.11	19.24	0.06	-	-
7/1/2022 12:03	1.21	1.13	25.98	0.07	17.99	-
7/1/2022 12:18	1.22	1.06	24.67	0.07	-	-
7/1/2022 12:33	1.05	1.05	19.57	0.06	-	-
7/1/2022 12:48	1.43	1.15	33.83	0.08	-	-
7/1/2022 13:03	1.27	1.21	29.88	0.07	26.99	-
7/1/2022 13:18	1.14	1.33	27.99	0.06	-	-
7/1/2022 13:33	1.05	1.04	19.33	0.06	-	-
7/1/2022 13:48	1.26	0.89	21.72	0.07	-	-
7/1/2022 14:03	1.57	0.7	23.63	0.09	23.17	-
7/1/2022 14:18	1.48	0.97	30.02	0.08	-	-
7/1/2022 14:33	1.37	0.68	18.78	0.08	-	-
7/1/2022 14:48	1.26	0.98	23.92	0.07	-	-
7/1/2022 15:03	0.87	0.96	13.53	0.05	21.56	-
7/1/2022 15:18	1.06	1	18.85	0.06	-	-
7/1/2022 15:33	1.17	1	21.85	0.07	-	-
7/1/2022 15:48	1.34	0.91	24.32	0.07	-	-
7/1/2022 16:03	1.18	1.01	22.37	0.07	21.85	-
7/1/2022 16:18	1.51	0.89	28.37	0.08	-	-
7/1/2022 16:33	1.71	0.93	35.6	0.10	-	-
7/1/2022 16:48	1.53	0.88	28.6	0.09	-	-
7/1/2022 17:03	1.36	0.85	23.22	0.08	28.95	-
7/1/2022 17:18	1.3	0.93	23.77	0.07	-	-
7/1/2022 17:33	1.3	0.95	24.28	0.07	-	-
7/1/2022 17:48	1.5	0.93	29.36	0.08	-	-
7/1/2022 18:03	1.41	0.9	25.93	0.08	25.84	-
7/1/2022 18:18	1.26	0.88	21.48	0.07	-	-
7/1/2022 18:33	1.5	0.74	23.36	0.08	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/1/2022 18:48	1.58	0.67	22.83	0.09	-	-
7/1/2022 19:03	1.33	1.04	27.49	0.07	23.79	-
7/1/2022 19:18	1.3	0.89	22.75	0.07	-	-
7/1/2022 19:33	1.25	0.75	18.09	0.07	-	-
7/1/2022 19:48	1.14	0.65	13.68	0.06	-	-
7/1/2022 20:03	1.32	0.69	18.04	0.07	18.14	-
7/1/2022 20:18	1.39	1.3	36.68	0.08	-	-
7/1/2022 20:33	1.5	0.73	23.05	0.08	-	-
7/1/2022 20:48	1.32	0.69	18.04	0.07	-	-
7/1/2022 21:03	1.32	0.73	19.08	0.07	24.21	-
7/1/2022 21:18	1.25	0.8	19.25	0.07	-	-
7/1/2022 21:33	1.12	0.93	19.07	0.06	-	-
7/1/2022 21:48	1.25	0.85	20.5	0.07	-	-
7/1/2022 22:03	1.32	0.67	17.52	0.07	19.09	-
7/1/2022 22:18	1.11	0.6	12.14	0.06	-	-
7/1/2022 22:33	1.15	1.24	26.44	0.06	-	-
7/1/2022 22:48	1.12	0.64	13.12	0.06	-	-
7/1/2022 23:03	1.17	0.61	13.36	0.07	16.27	-
7/1/2022 23:18	1.19	0.86	19.29	0.07	-	-
7/1/2022 23:33	1.12	0.72	14.76	0.06	-	-
7/1/2022 23:48	1.25	0.84	20.26	0.07	-	-
7/2/2022 0:03	1.25	0.87	20.99	0.07	18.83	22.02
7/2/2022 0:18	1.25	0.86	20.74	0.07	-	-
7/2/2022 0:33	1.25	0.87	20.99	0.07	-	-
7/2/2022 0:48	1.54	0.94	30.85	0.09	-	-
7/2/2022 1:03	1.26	1	24.41	0.07	24.25	-
7/2/2022 1:18	1.47	0.94	28.8	0.08	-	-
7/2/2022 1:33	1.23	0.6	14.13	0.07	-	-
7/2/2022 1:48	1.18	0.81	17.94	0.07	-	-
7/2/2022 2:03	1.32	0.76	19.87	0.07	20.19	-
7/2/2022 2:18	1.58	1.01	34.42	0.09	-	-
7/2/2022 2:33	1.58	0.95	32.38	0.09	-	-
7/2/2022 2:48	1.5	0.6	18.94	0.08	-	-
7/2/2022 3:03	1.29	0.68	17.18	0.07	25.73	-
7/2/2022 3:18	1.23	0.65	15.31	0.07	-	-
7/2/2022 3:33	1.55	0.53	17.56	0.09	-	-
7/2/2022 3:48	1.29	0.6	15.16	0.07	-	-
7/2/2022 4:03	1.29	0.65	16.43	0.07	16.12	-
7/2/2022 4:18	1.4	0.57	16.25	0.08	-	-
7/2/2022 4:33	1.38	0.58	16.19	0.08	-	-
7/2/2022 4:48	1.36	0.6	16.34	0.08	-	-
7/2/2022 5:03	1.48	0.56	17.33	0.08	16.53	-
7/2/2022 5:18	1.19	0.55	12.34	0.07	-	-
7/2/2022 5:33	1.18	0.61	13.51	0.07	-	-
7/2/2022 5:48	1.19	0.64	14.35	0.07	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/2/2022 6:03	1.54	0.54	17.72	0.09	14.48	-
7/2/2022 6:18	1.65	0.67	24.34	0.09	-	-
7/2/2022 6:33	1.51	0.6	19.13	0.08	-	-
7/2/2022 6:48	1.5	0.59	18.63	0.08	-	-
7/2/2022 7:03	1.43	0.92	27.07	0.08	22.29	-
7/2/2022 7:18	1.5	0.67	21.15	0.08	-	-
7/2/2022 7:33	1.5	0.6	18.94	0.08	-	-
7/2/2022 7:48	1.54	0.69	22.55	0.09	-	-
7/2/2022 8:03	1	0.58	10.05	0.06	18.17	-
7/2/2022 8:18	1.23	0.66	15.54	0.07	-	-
7/2/2022 8:33	1.41	0.67	19.31	0.08	-	-
7/2/2022 8:48	1.41	0.6	17.29	0.08	-	-
7/2/2022 9:03	1.37	0.6	16.57	0.08	17.18	-
7/2/2022 9:18	1.37	0.63	17.4	0.08	-	-
7/2/2022 9:33	1.41	0.6	17.29	0.08	-	-
7/2/2022 9:48	1.38	0.72	20.1	0.08	-	-
7/2/2022 10:03	1.36	0.84	22.95	0.08	19.44	-
7/2/2022 10:18	1.23	0.55	12.95	0.07	-	-
7/2/2022 10:33	1.32	0.56	14.64	0.07	-	-
7/2/2022 10:48	1.55	0.56	18.55	0.09	-	-
7/2/2022 11:03	1.65	0.58	21.07	0.09	16.80	-
7/2/2022 11:18	1.33	0.56	14.8	0.07	-	-
7/2/2022 11:33	1.37	0.58	16.02	0.08	-	-
7/2/2022 11:48	1.25	0.79	19.06	0.07	-	-
7/2/2022 12:03	1.46	0.89	27	0.08	19.22	-
7/2/2022 12:18	1.35	0.79	21.35	0.08	-	-
7/2/2022 12:33	1.14	0.78	16.42	0.06	-	-
7/2/2022 12:48	1.39	0.65	18.34	0.08	-	-
7/2/2022 13:03	1.36	0.55	15.03	0.08	17.79	-
7/2/2022 13:18	1.28	0.85	21.23	0.07	-	-
7/2/2022 13:33	1.28	0.78	19.49	0.07	-	-
7/2/2022 13:48	1.36	0.85	23.22	0.08	-	-
7/2/2022 14:03	1.28	0.86	21.48	0.07	21.36	-
7/2/2022 14:18	1.23	0.86	20.26	0.07	-	-
7/2/2022 14:33	1.23	0.89	20.96	0.07	-	-
7/2/2022 14:48	1.29	0.73	18.45	0.07	-	-
7/2/2022 15:03	1.34	0.65	17.37	0.07	19.26	-
7/2/2022 15:18	1.47	0.69	21.14	0.08	-	-
7/2/2022 15:33	1.64	0.56	20.16	0.09	-	-
7/2/2022 15:48	1.25	0.52	12.54	0.07	-	-
7/2/2022 16:03	1.34	0.64	17.11	0.07	17.74	-
7/2/2022 16:18	1.25	0.64	15.44	0.07	-	-
7/2/2022 16:33	1.25	0.64	15.44	0.07	-	-
7/2/2022 16:48	1.25	0.64	15.44	0.07	-	-
7/2/2022 17:03	1.39	0.6	16.93	0.08	15.81	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/2/2022 17:18	1.54	0.54	17.72	0.09	-	-
7/2/2022 17:33	1.36	0.62	16.94	0.08	-	-
7/2/2022 17:48	1.44	0.54	16.05	0.08	-	-
7/2/2022 18:03	1.54	0.61	20.02	0.09	17.68	-
7/2/2022 18:18	1.51	0.6	19.13	0.08	-	-
7/2/2022 18:33	1.44	0.6	17.84	0.08	-	-
7/2/2022 18:48	1.44	0.54	16.05	0.08	-	-
7/2/2022 19:03	1.36	0.6	16.39	0.08	17.35	-
7/2/2022 19:18	1.48	0.6	18.57	0.08	-	-
7/2/2022 19:33	1.33	0.76	20.09	0.07	-	-
7/2/2022 19:48	1.21	0.54	12.41	0.07	-	-
7/2/2022 20:03	1.07	0.47	9.01	0.06	15.02	-
7/2/2022 20:18	1.5	0.65	20.52	0.08	-	-
7/2/2022 20:33	1.25	0.57	13.75	0.07	-	-
7/2/2022 20:48	1.25	0.57	13.75	0.07	-	-
7/2/2022 21:03	1.19	0.61	13.68	0.07	15.43	-
7/2/2022 21:18	1.4	0.57	16.25	0.08	-	-
7/2/2022 21:33	1.39	0.55	15.52	0.08	-	-
7/2/2022 21:48	1.39	0.53	14.95	0.08	-	-
7/2/2022 22:03	1.29	0.63	15.92	0.07	15.66	-
7/2/2022 22:18	1.62	0.54	19.09	0.09	-	-
7/2/2022 22:33	1.5	0.56	17.68	0.08	-	-
7/2/2022 22:48	1.43	0.59	17.36	0.08	-	-
7/2/2022 23:03	1.14	0.88	18.52	0.06	18.16	-
7/2/2022 23:18	1.55	0.72	23.85	0.09	-	-
7/2/2022 23:33	1.48	0.52	16.09	0.08	-	-
7/2/2022 23:48	1.43	0.59	17.36	0.08	-	-
7/3/2022 0:03	1.44	0.52	15.46	0.08	18.19	18.35
7/3/2022 0:18	1.44	0.52	15.46	0.08	-	-
7/3/2022 0:33	1.44	0.52	15.46	0.08	-	-
7/3/2022 0:48	1.4	0.53	15.11	0.08	-	-
7/3/2022 1:03	1.4	0.58	16.54	0.08	15.64	-
7/3/2022 1:18	1.4	0.59	16.82	0.08	-	-
7/3/2022 1:33	1.4	0.61	17.39	0.08	-	-
7/3/2022 1:48	1.5	0.5	15.78	0.08	-	-
7/3/2022 2:03	1.5	0.62	19.57	0.08	17.39	-
7/3/2022 2:18	1.57	0.8	27.01	0.09	-	-
7/3/2022 2:33	1.3	0.57	14.57	0.07	-	-
7/3/2022 2:48	1.44	0.78	23.19	0.08	-	-
7/3/2022 3:03	1.41	0.76	21.9	0.08	21.67	-
7/3/2022 3:18	1.41	0.76	21.9	0.08	-	-
7/3/2022 3:33	1.41	0.76	21.9	0.08	-	-
7/3/2022 3:48	1.41	0.76	21.9	0.08	-	-
7/3/2022 4:03	1.12	0.61	12.51	0.06	19.55	-
7/3/2022 4:18	1.12	0.61	12.51	0.06	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/3/2022 4:33	1.15	0.59	12.58	0.06	-	-
7/3/2022 4:48	1.15	0.57	12.15	0.06	-	-
7/3/2022 5:03	1.15	0.75	15.99	0.06	13.31	-
7/3/2022 5:18	1.11	0.72	14.57	0.06	-	-
7/3/2022 5:33	1.22	0.67	15.59	0.07	-	-
7/3/2022 5:48	0.96	0.52	8.48	0.05	-	-
7/3/2022 6:03	1.19	0.71	15.92	0.07	13.64	-
7/3/2022 6:18	1.19	0.61	13.68	0.07	-	-
7/3/2022 6:33	1.19	0.54	12.11	0.07	-	-
7/3/2022 6:48	1.19	0.54	12.11	0.07	-	-
7/3/2022 7:03	1.25	0.61	14.71	0.07	13.15	-
7/3/2022 7:18	1.25	0.61	14.71	0.07	-	-
7/3/2022 7:33	1.53	0.65	21.13	0.09	-	-
7/3/2022 7:48	1.44	0.73	21.7	0.08	-	-
7/3/2022 8:03	1.48	0.86	26.62	0.08	21.04	-
7/3/2022 8:18	1.41	0.55	15.85	0.08	-	-
7/3/2022 8:33	1.14	0.45	9.47	0.06	-	-
7/3/2022 8:48	1.3	0.51	13.04	0.07	-	-
7/3/2022 9:03	1.3	0.54	13.8	0.07	13.04	-
7/3/2022 9:18	1.28	0.51	12.74	0.07	-	-
7/3/2022 9:33	1.28	0.51	12.74	0.07	-	-
7/3/2022 9:48	1.28	0.54	13.49	0.07	-	-
7/3/2022 10:03	1.28	0.55	13.74	0.07	13.18	-
7/3/2022 10:18	1.26	0.55	13.42	0.07	-	-
7/3/2022 10:33	1.3	0.63	16.1	0.07	-	-
7/3/2022 10:48	1.43	0.79	23.24	0.08	-	-
7/3/2022 11:03	1.43	0.61	17.95	0.08	17.68	-
7/3/2022 11:18	1.12	0.65	13.33	0.06	-	-
7/3/2022 11:33	1.55	0.5	16.57	0.09	-	-
7/3/2022 11:48	1.39	0.6	16.93	0.08	-	-
7/3/2022 12:03	1.3	0.68	17.38	0.07	16.05	-
7/3/2022 12:18	1.08	0.72	13.99	0.06	-	-
7/3/2022 12:33	1.22	0.71	16.52	0.07	-	-
7/3/2022 12:48	1.37	0.7	19.33	0.08	-	-
7/3/2022 13:03	1.03	0.73	13.22	0.06	15.77	-
7/3/2022 13:18	1.18	0.69	15.28	0.07	-	-
7/3/2022 13:33	1.18	0.68	15.06	0.07	-	-
7/3/2022 13:48	1.18	0.7	15.51	0.07	-	-
7/3/2022 14:03	1.14	0.61	12.84	0.06	14.67	-
7/3/2022 14:18	1.3	0.81	20.7	0.07	-	-
7/3/2022 14:33	1.16	0.59	12.74	0.06	-	-
7/3/2022 14:48	1.21	0.61	14.02	0.07	-	-
7/3/2022 15:03	1.11	0.67	13.56	0.06	15.26	-
7/3/2022 15:18	1.16	0.67	14.56	0.06	-	-
7/3/2022 15:33	1.16	0.67	14.56	0.06	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/3/2022 15:48	1.16	0.67	14.56	0.06	-	-
7/3/2022 16:03	1.16	0.67	14.56	0.06	14.56	-
7/3/2022 16:18	1.27	0.73	17.94	0.07	-	-
7/3/2022 16:33	1.32	0.61	15.95	0.07	-	-
7/3/2022 16:48	1.47	0.84	25.79	0.08	-	-
7/3/2022 17:03	1.48	0.87	26.82	0.08	21.63	-
7/3/2022 17:18	1.47	0.9	27.63	0.08	-	-
7/3/2022 17:33	1.38	0.88	24.57	0.08	-	-
7/3/2022 17:48	1.29	0.87	21.99	0.07	-	-
7/3/2022 18:03	1.78	0.86	34.92	0.10	27.28	-
7/3/2022 18:18	1.16	0.75	16.2	0.06	-	-
7/3/2022 18:33	1.03	0.54	9.78	0.06	-	-
7/3/2022 18:48	1.04	0.69	12.68	0.06	-	-
7/3/2022 19:03	1.14	0.8	16.84	0.06	13.88	-
7/3/2022 19:18	1.59	1.04	35.77	0.09	-	-
7/3/2022 19:33	1.37	0.82	22.65	0.08	-	-
7/3/2022 19:48	1.44	0.53	15.75	0.08	-	-
7/3/2022 20:03	1.16	0.69	14.9	0.06	22.27	-
7/3/2022 20:18	1.19	0.66	14.8	0.07	-	-
7/3/2022 20:33	1.09	0.63	12.41	0.06	-	-
7/3/2022 20:48	1.3	0.67	17.13	0.07	-	-
7/3/2022 21:03	1.16	0.66	14.25	0.06	14.65	-
7/3/2022 21:18	1.11	0.66	13.35	0.06	-	-
7/3/2022 21:33	1.09	0.67	13.2	0.06	-	-
7/3/2022 21:48	1.11	0.71	14.37	0.06	-	-
7/3/2022 22:03	1.11	0.71	14.37	0.06	13.82	-
7/3/2022 22:18	1.11	0.71	14.37	0.06	-	-
7/3/2022 22:33	1.11	0.65	13.15	0.06	-	-
7/3/2022 22:48	1.09	0.74	14.58	0.06	-	-
7/3/2022 23:03	1.08	0.83	16.13	0.06	14.56	-
7/3/2022 23:18	1.08	0.77	14.96	0.06	-	-
7/3/2022 23:33	1.21	0.63	14.48	0.07	-	-
7/3/2022 23:48	1.26	0.63	15.38	0.07	-	-
7/4/2022 0:03	1.14	0.68	14.31	0.06	14.78	16.59
7/4/2022 0:18	1.18	0.72	15.95	0.07	-	-
7/4/2022 0:33	0.96	0.69	11.26	0.05	-	-
7/4/2022 0:48	1.05	0.69	12.86	0.06	-	-
7/4/2022 1:03	1.11	0.69	13.96	0.06	13.51	-
7/4/2022 1:18	1.11	0.69	13.96	0.06	-	-
7/4/2022 1:33	1.08	0.7	13.6	0.06	-	-
7/4/2022 1:48	1.05	0.72	13.42	0.06	-	-
7/4/2022 2:03	1.09	0.71	13.98	0.06	13.74	-
7/4/2022 2:18	0.86	0.85	11.78	0.05	-	-
7/4/2022 2:33	1.16	1.15	24.84	0.06	-	-
7/4/2022 2:48	1.29	0.92	23.25	0.07	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/4/2022 3:03	1.16	0.74	15.98	0.06	18.96	-
7/4/2022 3:18	1.23	0.58	13.66	0.07	-	-
7/4/2022 3:33	1	0.68	11.79	0.06	-	-
7/4/2022 3:48	1.53	0.69	22.43	0.09	-	-
7/4/2022 4:03	1.46	0.85	25.81	0.08	18.42	-
7/4/2022 4:18	1.28	0.77	19.21	0.07	-	-
7/4/2022 4:33	1.05	0.62	11.55	0.06	-	-
7/4/2022 4:48	1.36	0.7	19.13	0.08	-	-
7/4/2022 5:03	1.22	0.63	14.66	0.07	16.14	-
7/4/2022 5:18	1.18	0.61	13.49	0.07	-	-
7/4/2022 5:33	0.96	0.68	11.1	0.05	-	-
7/4/2022 5:48	1.16	0.75	16.2	0.06	-	-
7/4/2022 6:03	1.32	0.88	23.01	0.07	15.95	-
7/4/2022 6:18	1.01	0.7	12.31	0.06	-	-
7/4/2022 6:33	1.25	0.97	23.31	0.07	-	-
7/4/2022 6:48	1.14	1.01	21.37	0.06	-	-
7/4/2022 7:03	1	0.65	11.27	0.06	17.07	-
7/4/2022 7:18	1.06	0.57	10.8	0.06	-	-
7/4/2022 7:33	1.04	0.52	9.55	0.06	-	-
7/4/2022 7:48	1.07	0.53	10.16	0.06	-	-
7/4/2022 8:03	1.18	0.66	14.62	0.07	11.28	-
7/4/2022 8:18	1.34	0.69	18.44	0.07	-	-
7/4/2022 8:33	1.18	0.65	14.4	0.07	-	-
7/4/2022 8:48	1.18	0.66	14.62	0.07	-	-
7/4/2022 9:03	1.18	0.66	14.62	0.07	15.52	-
7/4/2022 9:18	1.15	0.65	13.86	0.06	-	-
7/4/2022 9:33	1.39	1.22	34.42	0.08	-	-
7/4/2022 9:48	1.19	0.86	19.29	0.07	-	-
7/4/2022 10:03	1.09	0.71	13.98	0.06	20.39	-
7/4/2022 10:18	1.16	0.81	17.49	0.06	-	-
7/4/2022 10:33	1.14	0.74	15.58	0.06	-	-
7/4/2022 10:48	1.36	0.93	25.41	0.08	-	-
7/4/2022 11:03	1.08	0.68	13.21	0.06	17.92	-
7/4/2022 11:18	1.21	0.74	17.01	0.07	-	-
7/4/2022 11:33	1.07	0.62	11.88	0.06	-	-
7/4/2022 11:48	1.11	0.6	12.14	0.06	-	-
7/4/2022 12:03	1.11	0.68	13.76	0.06	13.70	-
7/4/2022 12:18	1.23	0.85	20.02	0.07	-	-
7/4/2022 12:33	1.46	1.17	35.49	0.08	-	-
7/4/2022 12:48	1.2	1.13	25.66	0.07	-	-
7/4/2022 13:03	1.01	1.17	20.58	0.06	25.44	-
7/4/2022 13:18	0.86	1.2	16.63	0.05	-	-
7/4/2022 13:33	1.07	0.89	16.96	0.06	-	-
7/4/2022 13:48	1.26	0.66	16.11	0.07	-	-
7/4/2022 14:03	1.08	0.63	12.24	0.06	15.49	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/4/2022 14:18	1.01	0.62	10.91	0.06	-	-
7/4/2022 14:33	1.25	0.89	21.59	0.07	-	-
7/4/2022 14:48	1.11	0.68	13.76	0.06	-	-
7/4/2022 15:03	1.22	1.05	24.43	0.07	17.67	-
7/4/2022 15:18	1.08	0.92	17.87	0.06	-	-
7/4/2022 15:33	1.21	0.84	19.31	0.07	-	-
7/4/2022 15:48	1.36	1.05	28.69	0.08	-	-
7/4/2022 16:03	1.35	1.04	28.01	0.08	23.47	-
7/4/2022 16:18	1.16	0.83	17.93	0.06	-	-
7/4/2022 16:33	1.17	0.89	19.44	0.07	-	-
7/4/2022 16:48	1.03	0.75	13.58	0.06	-	-
7/4/2022 17:03	1.28	0.89	22.23	0.07	18.30	-
7/4/2022 17:18	1.28	0.81	20.24	0.07	-	-
7/4/2022 17:33	1.32	0.79	20.65	0.07	-	-
7/4/2022 17:48	1.12	0.8	16.4	0.06	-	-
7/4/2022 18:03	1.47	1.08	33.09	0.08	22.60	-
7/4/2022 18:18	1.26	0.73	17.82	0.07	-	-
7/4/2022 18:33	1.28	0.87	21.83	0.07	-	-
7/4/2022 18:48	1.06	0.61	11.53	0.06	-	-
7/4/2022 19:03	0.84	0.93	12.45	0.05	15.91	-
7/4/2022 19:18	0.64	0.67	5.98	0.04	-	-
7/4/2022 19:33	1.08	0.93	18.17	0.06	-	-
7/4/2022 19:48	1.34	0.64	17.11	0.07	-	-
7/4/2022 20:03	1.34	0.65	17.37	0.07	14.66	-
7/4/2022 20:18	1.09	0.69	13.59	0.06	-	-
7/4/2022 20:33	1.18	0.58	12.85	0.07	-	-
7/4/2022 20:48	1.18	0.61	13.55	0.07	-	-
7/4/2022 21:03	1.19	0.81	18.17	0.07	14.54	-
7/4/2022 21:18	1.14	0.57	12.01	0.06	-	-
7/4/2022 21:33	1.15	0.57	12.17	0.06	-	-
7/4/2022 21:48	1.11	0.64	12.95	0.06	-	-
7/4/2022 22:03	1.15	0.68	14.5	0.06	12.91	-
7/4/2022 22:18	1.01	0.69	12.14	0.06	-	-
7/4/2022 22:33	1.12	0.73	14.97	0.06	-	-
7/4/2022 22:48	1.12	0.7	14.35	0.06	-	-
7/4/2022 23:03	1.21	0.58	13.33	0.07	13.70	-
7/4/2022 23:18	1.05	0.7	13.04	0.06	-	-
7/4/2022 23:33	1.09	0.63	12.41	0.06	-	-
7/4/2022 23:48	1.28	0.68	16.99	0.07	-	-
7/5/2022 0:03	1.09	0.67	13.2	0.06	13.91	16.69
7/5/2022 0:18	1.23	0.67	15.78	0.07	-	-
7/5/2022 0:33	1.48	0.69	21.36	0.08	-	-
7/5/2022 0:48	1.48	0.67	20.74	0.08	-	-
7/5/2022 1:03	1.15	0.67	14.29	0.06	18.04	-
7/5/2022 1:18	1.14	0.73	15.37	0.06	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/5/2022 1:33	1.28	0.86	21.48	0.07	-	-
7/5/2022 1:48	1.15	0.66	14.07	0.06	-	-
7/5/2022 2:03	1.21	0.7	16.09	0.07	16.75	-
7/5/2022 2:18	1.14	0.87	18.31	0.06	-	-
7/5/2022 2:33	1.46	0.92	27.91	0.08	-	-
7/5/2022 2:48	1.33	0.8	21.15	0.07	-	-
7/5/2022 3:03	1.19	0.62	13.91	0.07	20.32	-
7/5/2022 3:18	1.46	0.71	21.54	0.08	-	-
7/5/2022 3:33	1.23	0.82	19.31	0.07	-	-
7/5/2022 3:48	1.21	0.7	16.09	0.07	-	-
7/5/2022 4:03	1.16	0.62	13.39	0.06	17.58	-
7/5/2022 4:18	1.48	0.57	17.64	0.08	-	-
7/5/2022 4:33	1.23	0.69	16.25	0.07	-	-
7/5/2022 4:48	1.16	0.62	13.39	0.06	-	-
7/5/2022 5:03	1.34	0.62	16.57	0.07	15.96	-
7/5/2022 5:18	1.34	0.69	18.44	0.07	-	-
7/5/2022 5:33	1.41	0.73	21.04	0.08	-	-
7/5/2022 5:48	1.4	0.67	19.11	0.08	-	-
7/5/2022 6:03	0.96	0.61	9.95	0.05	17.14	-
7/5/2022 6:18	1.43	0.74	21.77	0.08	-	-
7/5/2022 6:33	1.59	0.87	29.93	0.09	-	-
7/5/2022 6:48	1.37	0.77	21.27	0.08	-	-
7/5/2022 7:03	1.8	0.89	36.74	0.10	27.43	-
7/5/2022 7:18	1.8	0.96	39.63	0.10	-	-
7/5/2022 7:33	1.8	0.58	23.94	0.10	-	-
7/5/2022 7:48	1.4	1.01	28.8	0.08	-	-
7/5/2022 8:03	1.23	1.01	23.79	0.07	29.04	-
7/5/2022 8:18	1.66	0.92	33.72	0.09	-	-
7/5/2022 8:33	1.59	0.76	26.14	0.09	-	-
7/5/2022 8:48	0.66	1.06	9.91	0.04	-	-
7/5/2022 9:03	1.34	0.93	24.86	0.07	23.66	-
7/5/2022 9:18	0.58	1.02	7.87	0.03	-	-
7/5/2022 9:33	1.48	1.02	31.57	0.08	-	-
7/5/2022 9:48	1.28	1.04	25.98	0.07	-	-
7/5/2022 10:03	1.72	1	38.61	0.10	26.01	-
7/5/2022 10:18	1.61	1.05	36.79	0.09	-	-
7/5/2022 10:33	1.53	1.11	36.08	0.09	-	-
7/5/2022 10:48	0.73	1.09	11.84	0.04	-	-
7/5/2022 11:03	1.54	1.13	37.08	0.09	30.45	-
7/5/2022 11:18	1.71	1.13	43.26	0.10	-	-
7/5/2022 11:33	1.54	1.13	37.08	0.09	-	-
7/5/2022 11:48	1.54	1.13	37.08	0.09	-	-
7/5/2022 12:03	1.47	1.13	34.63	0.08	38.01	-
7/5/2022 12:18	1.59	1.11	38.18	0.09	-	-
7/5/2022 12:33	1.55	0.78	25.84	0.09	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/5/2022 12:48	1.57	1.37	46.26	0.09	-	-
7/5/2022 13:03	1.5	1.15	36.3	0.08	36.65	-
7/5/2022 13:18	1.66	1.05	38.48	0.09	-	-
7/5/2022 13:33	1.4	1.01	28.8	0.08	-	-
7/5/2022 13:48	1.57	1.15	38.83	0.09	-	-
7/5/2022 14:03	1.57	1.05	35.45	0.09	35.39	-
7/5/2022 14:18	1.64	1.05	37.8	0.09	-	-
7/5/2022 14:33	1.57	1.01	34.1	0.09	-	-
7/5/2022 14:48	1.64	0.99	35.64	0.09	-	-
7/5/2022 15:03	1.51	1.01	32.2	0.08	34.94	-
7/5/2022 15:18	1.66	1.28	46.91	0.09	-	-
7/5/2022 15:33	1.89	1.01	44.78	0.11	-	-
7/5/2022 15:48	1.82	1.13	47.41	0.10	-	-
7/5/2022 16:03	1.83	1.1	46.52	0.10	46.41	-
7/5/2022 16:18	1.3	1.05	26.84	0.07	-	-
7/5/2022 16:33	1.54	1	32.82	0.09	-	-
7/5/2022 16:48	1.51	1.03	32.84	0.08	-	-
7/5/2022 17:03	1.39	0.93	26.24	0.08	29.69	-
7/5/2022 17:18	1.51	1	31.88	0.08	-	-
7/5/2022 17:33	1.51	0.93	29.65	0.08	-	-
7/5/2022 17:48	1.51	0.93	29.65	0.08	-	-
7/5/2022 18:03	1.47	0.89	27.27	0.08	29.61	-
7/5/2022 18:18	1.51	0.85	27.1	0.08	-	-
7/5/2022 18:33	1.47	0.84	25.74	0.08	-	-
7/5/2022 18:48	1.47	0.84	25.74	0.08	-	-
7/5/2022 19:03	1.53	0.84	27.3	0.09	26.47	-
7/5/2022 19:18	1.54	0.84	27.57	0.09	-	-
7/5/2022 19:33	1.53	0.84	27.3	0.09	-	-
7/5/2022 19:48	1.53	0.84	27.3	0.09	-	-
7/5/2022 20:03	1.54	0.89	29.21	0.09	27.85	-
7/5/2022 20:18	1.37	0.89	24.58	0.08	-	-
7/5/2022 20:33	1.37	0.81	22.37	0.08	-	-
7/5/2022 20:48	1.46	0.81	24.57	0.08	-	-
7/5/2022 21:03	1.46	0.75	22.75	0.08	23.57	-
7/5/2022 21:18	1.32	0.73	19.08	0.07	-	-
7/5/2022 21:33	1.82	0.61	25.59	0.10	-	-
7/5/2022 21:48	1.64	0.81	29.16	0.09	-	-
7/5/2022 22:03	1.75	1.13	44.75	0.10	29.65	-
7/5/2022 22:18	1.46	0.9	27.3	0.08	-	-
7/5/2022 22:33	1.75	0.7	27.72	0.10	-	-
7/5/2022 22:48	1.64	0.9	32.4	0.09	-	-
7/5/2022 23:03	1.5	0.94	29.67	0.08	29.27	-
7/5/2022 23:18	1.5	0.9	28.41	0.08	-	-
7/5/2022 23:33	1.51	0.81	25.82	0.08	-	-
7/5/2022 23:48	1.59	0.53	18.23	0.09	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/6/2022 0:03	1.32	0.95	24.84	0.07	24.33	27.11
7/6/2022 0:18	1.71	0.85	32.54	0.10	-	-
7/6/2022 0:33	1.55	0.8	26.51	0.09	-	-
7/6/2022 0:48	1.75	0.85	33.66	0.10	-	-
7/6/2022 1:03	1.71	0.85	32.54	0.10	31.31	-
7/6/2022 1:18	1.73	0.85	33.1	0.10	-	-
7/6/2022 1:33	1.73	0.85	33.1	0.10	-	-
7/6/2022 1:48	1.73	0.85	33.1	0.10	-	-
7/6/2022 2:03	1.62	0.86	30.41	0.09	32.43	-
7/6/2022 2:18	1.39	0.83	23.42	0.08	-	-
7/6/2022 2:33	1.37	0.83	22.92	0.08	-	-
7/6/2022 2:48	1.22	0.76	17.69	0.07	-	-
7/6/2022 3:03	1.22	0.76	17.69	0.07	20.43	-
7/6/2022 3:18	1.15	0.76	16.2	0.06	-	-
7/6/2022 3:33	1.15	0.76	16.2	0.06	-	-
7/6/2022 3:48	1.12	0.76	15.58	0.06	-	-
7/6/2022 4:03	1.12	0.76	15.58	0.06	15.89	-
7/6/2022 4:18	1.12	0.76	15.58	0.06	-	-
7/6/2022 4:33	1.62	0.71	25.1	0.09	-	-
7/6/2022 4:48	1.54	0.98	32.16	0.09	-	-
7/6/2022 5:03	1.71	0.81	31.01	0.10	25.96	-
7/6/2022 5:18	1.4	0.79	22.53	0.08	-	-
7/6/2022 5:33	1.62	0.83	29.35	0.09	-	-
7/6/2022 5:48	1.54	0.83	27.24	0.09	-	-
7/6/2022 6:03	1.37	0.59	16.29	0.08	23.85	-
7/6/2022 6:18	1.69	0.94	35.37	0.09	-	-
7/6/2022 6:33	1.26	0.87	21.23	0.07	-	-
7/6/2022 6:48	1.37	0.61	16.85	0.08	-	-
7/6/2022 7:03	1.32	0.96	25.1	0.07	24.64	-
7/6/2022 7:18	1.8	0.91	37.56	0.10	-	-
7/6/2022 7:33	1.54	1.02	33.47	0.09	-	-
7/6/2022 7:48	0.47	1.05	5.92	0.03	-	-
7/6/2022 8:03	1.5	1.02	32.2	0.08	27.29	-
7/6/2022 8:18	1.8	0.99	40.87	0.10	-	-
7/6/2022 8:33	1.72	1.29	49.81	0.10	-	-
7/6/2022 8:48	1.79	1.23	50.36	0.10	-	-
7/6/2022 9:03	1.69	1.23	46.28	0.09	46.83	-
7/6/2022 9:18	1.79	1.3	53.22	0.10	-	-
7/6/2022 9:33	1.79	1.23	50.36	0.10	-	-
7/6/2022 9:48	1.58	1.19	40.56	0.09	-	-
7/6/2022 10:03	1.4	1.15	32.79	0.08	44.23	-
7/6/2022 10:18	1.57	1.2	40.52	0.09	-	-
7/6/2022 10:33	1.66	1.14	41.78	0.09	-	-
7/6/2022 10:48	1.8	1.08	44.58	0.10	-	-
7/6/2022 11:03	1.65	1.29	46.86	0.09	43.44	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/6/2022 11:18	1.5	1.06	33.46	0.08	-	-
7/6/2022 11:33	1.48	1.03	31.88	0.08	-	-
7/6/2022 11:48	1.65	1.08	39.23	0.09	-	-
7/6/2022 12:03	1.65	1.16	42.14	0.09	36.68	-
7/6/2022 12:18	1.6	1.09	37.84	0.09	-	-
7/6/2022 12:33	1.58	1.16	39.53	0.09	-	-
7/6/2022 12:48	1.64	1.1	39.6	0.09	-	-
7/6/2022 13:03	1.76	1.06	42.33	0.10	39.83	-
7/6/2022 13:18	1.78	1.25	50.76	0.10	-	-
7/6/2022 13:33	1.64	1.16	41.76	0.09	-	-
7/6/2022 13:48	1.64	1.1	39.6	0.09	-	-
7/6/2022 14:03	1.57	1.07	36.13	0.09	42.06	-
7/6/2022 14:18	1.36	1.07	29.23	0.08	-	-
7/6/2022 14:33	1.33	1.04	27.49	0.07	-	-
7/6/2022 14:48	1.02	1.1	19.64	0.06	-	-
7/6/2022 15:03	0.87	1.19	16.78	0.05	23.29	-
7/6/2022 15:18	1.76	1.18	47.13	0.10	-	-
7/6/2022 15:33	1.7	1.14	43.27	0.09	-	-
7/6/2022 15:48	1.68	1.12	41.78	0.09	-	-
7/6/2022 16:03	1.36	1.28	34.97	0.08	41.79	-
7/6/2022 16:18	1.43	1.1	32.36	0.08	-	-
7/6/2022 16:33	1.39	0.95	26.8	0.08	-	-
7/6/2022 16:48	1.39	1.1	31.04	0.08	-	-
7/6/2022 17:03	1.39	1.09	30.75	0.08	30.24	-
7/6/2022 17:18	1.39	1	28.22	0.08	-	-
7/6/2022 17:33	1.39	0.95	26.8	0.08	-	-
7/6/2022 17:48	1.55	0.79	26.17	0.09	-	-
7/6/2022 18:03	0.71	0.96	10.01	0.04	22.80	-
7/6/2022 18:18	1.53	0.87	28.28	0.09	-	-
7/6/2022 18:33	1.15	0.85	18.12	0.06	-	-
7/6/2022 18:48	1.39	0.83	23.42	0.08	-	-
7/6/2022 19:03	1.21	0.85	19.54	0.07	22.34	-
7/6/2022 19:18	1.21	0.83	19.08	0.07	-	-
7/6/2022 19:33	1.21	0.83	19.08	0.07	-	-
7/6/2022 19:48	1.21	0.83	19.08	0.07	-	-
7/6/2022 20:03	1.19	0.84	18.84	0.07	19.02	-
7/6/2022 20:18	1.19	0.87	19.51	0.07	-	-
7/6/2022 20:33	1.19	0.87	19.51	0.07	-	-
7/6/2022 20:48	1.19	0.84	18.84	0.07	-	-
7/6/2022 21:03	1.19	0.82	18.39	0.07	19.06	-
7/6/2022 21:18	1.28	0.82	20.48	0.07	-	-
7/6/2022 21:33	1.3	0.82	20.96	0.07	-	-
7/6/2022 21:48	1.34	0.86	22.99	0.07	-	-
7/6/2022 22:03	1.34	0.89	23.79	0.07	22.06	-
7/6/2022 22:18	1.34	0.89	23.79	0.07	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/6/2022 22:33	1.34	0.89	23.79	0.07	-	-
7/6/2022 22:48	1.3	0.89	22.75	0.07	-	-
7/6/2022 23:03	1.3	0.77	19.68	0.07	22.50	-
7/6/2022 23:18	1.59	0.79	27.17	0.09	-	-
7/6/2022 23:33	1.64	0.8	28.8	0.09	-	-
7/6/2022 23:48	1.47	0.87	26.66	0.08	-	-
7/7/2022 0:03	1.51	0.84	26.78	0.08	27.35	29.34
7/7/2022 0:18	1.47	0.82	25.13	0.08	-	-
7/7/2022 0:33	1.16	0.83	17.93	0.06	-	-
7/7/2022 0:48	1.47	0.83	25.43	0.08	-	-
7/7/2022 1:03	1.34	0.82	21.92	0.07	22.60	-
7/7/2022 1:18	1.43	0.78	22.95	0.08	-	-
7/7/2022 1:33	1.34	0.97	25.93	0.07	-	-
7/7/2022 1:48	1.19	0.76	17.05	0.07	-	-
7/7/2022 2:03	1.18	0.75	16.61	0.07	20.64	-
7/7/2022 2:18	1.39	0.88	24.83	0.08	-	-
7/7/2022 2:33	1.19	0.78	17.49	0.07	-	-
7/7/2022 2:48	1.4	0.66	18.82	0.08	-	-
7/7/2022 3:03	1.09	0.71	13.98	0.06	18.78	-
7/7/2022 3:18	1.43	0.72	21.18	0.08	-	-
7/7/2022 3:33	1.54	0.57	18.71	0.09	-	-
7/7/2022 3:48	1.66	1.14	41.78	0.09	-	-
7/7/2022 4:03	1.5	0.92	29.04	0.08	27.68	-
7/7/2022 4:18	1.14	0.55	11.58	0.06	-	-
7/7/2022 4:33	1.5	0.57	17.99	0.08	-	-
7/7/2022 4:48	1.14	0.55	11.58	0.06	-	-
7/7/2022 5:03	1.14	0.54	11.37	0.06	13.13	-
7/7/2022 5:18	1.14	0.54	11.37	0.06	-	-
7/7/2022 5:33	1.14	0.54	11.37	0.06	-	-
7/7/2022 5:48	1.14	0.73	15.37	0.06	-	-
7/7/2022 6:03	1.36	0.75	20.49	0.08	14.65	-
7/7/2022 6:18	1.47	0.8	24.51	0.08	-	-
7/7/2022 6:33	1.47	0.88	26.97	0.08	-	-
7/7/2022 6:48	1.47	0.96	29.42	0.08	-	-
7/7/2022 7:03	1.47	1.03	31.56	0.08	28.12	-
7/7/2022 7:18	1.5	1.1	34.73	0.08	-	-
7/7/2022 7:33	1.55	0.97	32.14	0.09	-	-
7/7/2022 7:48	1.62	1.04	36.77	0.09	-	-
7/7/2022 8:03	1.71	1.13	43.26	0.10	36.73	-
7/7/2022 8:18	1.49	1.18	36.89	0.08	-	-
7/7/2022 8:33	1.33	1.23	32.52	0.07	-	-
7/7/2022 8:48	1.07	1.21	23.19	0.06	-	-
7/7/2022 9:03	1.61	0.83	29.08	0.09	30.42	-
7/7/2022 9:18	1.64	1.12	40.32	0.09	-	-
7/7/2022 9:33	1.57	1.27	42.88	0.09	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/7/2022 9:48	0.53	1.12	7.55	0.03	-	-
7/7/2022 10:03	0.59	1.3	10.28	0.03	25.26	-
7/7/2022 10:18	1.32	1.32	34.51	0.07	-	-
7/7/2022 10:33	1.29	1.03	26.03	0.07	-	-
7/7/2022 10:48	1.39	1.3	36.68	0.08	-	-
7/7/2022 11:03	1.75	1.1	43.57	0.10	35.20	-
7/7/2022 11:18	1.64	1.17	42.12	0.09	-	-
7/7/2022 11:33	1.51	1.27	40.49	0.08	-	-
7/7/2022 11:48	1.16	1.28	27.64	0.06	-	-
7/7/2022 12:03	1.29	1.32	33.36	0.07	35.90	-
7/7/2022 12:18	1.07	1.45	27.79	0.06	-	-
7/7/2022 12:33	1.29	1.22	30.83	0.07	-	-
7/7/2022 12:48	1.53	1.15	37.38	0.09	-	-
7/7/2022 13:03	1.8	1.08	44.58	0.10	35.15	-
7/7/2022 13:18	1.79	1.06	43.4	0.10	-	-
7/7/2022 13:33	1.79	1.05	42.99	0.10	-	-
7/7/2022 13:48	1.8	1.14	47.06	0.10	-	-
7/7/2022 14:03	1.61	1.39	48.7	0.09	45.54	-
7/7/2022 14:18	1.61	1.43	50.1	0.09	-	-
7/7/2022 14:33	1.61	1.43	50.1	0.09	-	-
7/7/2022 14:48	1.59	1.35	46.44	0.09	-	-
7/7/2022 15:03	1.57	1.36	45.92	0.09	48.14	-
7/7/2022 15:18	1.45	1.25	37.54	0.08	-	-
7/7/2022 15:33	1.36	1.17	31.97	0.08	-	-
7/7/2022 15:48	1.72	1.1	42.47	0.10	-	-
7/7/2022 16:03	1.76	1.25	49.92	0.10	40.48	-
7/7/2022 16:18	1.77	1.2	48.33	0.10	-	-
7/7/2022 16:33	1.79	1.14	46.67	0.10	-	-
7/7/2022 16:48	1.3	0.92	23.52	0.07	-	-
7/7/2022 17:03	0.81	0.7	8.88	0.05	31.85	-
7/7/2022 17:18	1.32	0.88	23.01	0.07	-	-
7/7/2022 17:33	1.65	1.29	46.86	0.09	-	-
7/7/2022 17:48	1.73	0.82	31.93	0.10	-	-
7/7/2022 18:03	1.78	1.15	46.7	0.10	37.13	-
7/7/2022 18:18	1.75	0.86	34.06	0.10	-	-
7/7/2022 18:33	1.76	0.92	36.74	0.10	-	-
7/7/2022 18:48	1.55	1.2	39.76	0.09	-	-
7/7/2022 19:03	1.55	1.2	39.76	0.09	37.58	-
7/7/2022 19:18	1.51	1.16	36.98	0.08	-	-
7/7/2022 19:33	1.61	1.27	44.5	0.09	-	-
7/7/2022 19:48	1.71	1.38	52.83	0.10	-	-
7/7/2022 20:03	1.54	1.23	40.37	0.09	43.67	-
7/7/2022 20:18	1.46	1.18	35.8	0.08	-	-
7/7/2022 20:33	1.73	1.29	50.24	0.10	-	-
7/7/2022 20:48	1.52	1.14	36.7	0.08	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/7/2022 21:03	1.41	1.05	30.26	0.08	38.25	-
7/7/2022 21:18	1.25	0.99	23.88	0.07	-	-
7/7/2022 21:33	0.81	1.13	14.33	0.05	-	-
7/7/2022 21:48	1.08	1.04	20.21	0.06	-	-
7/7/2022 22:03	0.85	0.98	13.35	0.05	17.94	-
7/7/2022 22:18	0.61	1.16	9.64	0.03	-	-
7/7/2022 22:33	1.25	0.84	20.26	0.07	-	-
7/7/2022 22:48	1.4	0.65	18.54	0.08	-	-
7/7/2022 23:03	1.65	0.86	31.24	0.09	19.92	-
7/7/2022 23:18	1.28	1.17	29.23	0.07	-	-
7/7/2022 23:33	1.53	1.2	39	0.09	-	-
7/7/2022 23:48	1.29	1.38	34.8731	0.07	-	-
7/8/2022 0:03	1.53	1.21	39.33	0.09	35.61	30.81
7/8/2022 0:18	1.4	1.2	34.22	0.08	-	-
7/8/2022 0:33	1.4	1.2	34.22	0.08	-	-
7/8/2022 0:48	1.3	1.12	28.63	0.07	-	-
7/8/2022 1:03	1.4	1.22	34.789	0.08	32.96	-
7/8/2022 1:18	1.36	1.11	30.33	0.08	-	-
7/8/2022 1:33	1.36	1.09	29.78	0.08	-	-
7/8/2022 1:48	1.43	1.18	34.7174	0.08	-	-
7/8/2022 2:03	1.55	1.23	40.7516	0.09	33.89	-
7/8/2022 2:18	1.59	1.28	44.0292	0.09	-	-
7/8/2022 2:33	1.59	1.28	44.0292	0.09	-	-
7/8/2022 2:48	1.55	1.21	40.089	0.09	-	-
7/8/2022 3:03	1.53	1.21	39.3295	0.09	41.87	-
7/8/2022 3:18	1.5	1.16	36.6202	0.08	-	-
7/8/2022 3:33	1.39	1.05	29.63	0.08	-	-
7/8/2022 3:48	1.5	1.05	33.15	0.08	-	-
7/8/2022 4:03	1.5	1.05	33.15	0.08	33.14	-
7/8/2022 4:18	1.53	1.06	34.45	0.09	-	-
7/8/2022 4:33	1.69	1.06	39.88	0.09	-	-
7/8/2022 4:48	1.69	1.06	39.88	0.09	-	-
7/8/2022 5:03	1.54	1.08	35.44	0.09	37.41	-
7/8/2022 5:18	1.54	1.07	35.11	0.09	-	-
7/8/2022 5:33	1.54	1.11	36.43	0.09	-	-
7/8/2022 5:48	1.27	1.03	25.43	0.07	-	-
7/8/2022 6:03	1.35	1.07	28.92	0.08	31.47	-
7/8/2022 6:18	1.66	1.13	41.41	0.09	-	-
7/8/2022 6:33	1.33	0.81	21.41	0.07	-	-
7/8/2022 6:48	1.11	0.6	12.14	0.06	-	-
7/8/2022 7:03	1.29	1.07	27.04	0.07	25.50	-
7/8/2022 7:18	1.39	1.01	28.5	0.08	-	-
7/8/2022 7:33	1.69	1.14	42.89	0.09	-	-
7/8/2022 7:48	1.39	1.05	29.63	0.08	-	-
7/8/2022 8:03	0.86	1.26	17.46	0.05	29.62	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/8/2022 8:18	1.46	1.2	36.4	0.08	-	-
7/8/2022 8:33	1.05	1.2	22.36	0.06	-	-
7/8/2022 8:48	0.64	1.25	11.16	0.04	-	-
7/8/2022 9:03	0.53	1.3	8.7655	0.03	19.67	-
7/8/2022 9:18	0.38	1.32	5.4172	0.02	-	-
7/8/2022 9:33	0.59	1.34	10.6013	0.03	-	-
7/8/2022 9:48	0.44	1.31	6.6916	0.02	-	-
7/8/2022 10:03	0.41	1.26	5.7923	0.02	7.13	-
7/8/2022 10:18	0.32	0.93	2.9524	0.02	-	-
7/8/2022 10:33	0.23	0.58	1.12	0.01	-	-
7/8/2022 10:48	0.64	1.06	9.47	0.04	-	-
7/8/2022 11:03	0.9	1.39	20.61	0.05	8.54	-
7/8/2022 11:18	0.78	1.14	13.67	0.04	-	-
7/8/2022 11:33	0.91	1.07	16.13	0.05	-	-
7/8/2022 11:48	1.02	1.1	19.64	0.06	-	-
7/8/2022 12:03	1.21	1.13	25.98	0.07	18.86	-
7/8/2022 12:18	1.59	1.22	41.97	0.09	-	-
7/8/2022 12:33	1.23	1.12	26.38	0.07	-	-
7/8/2022 12:48	1.43	1.15	33.83	0.08	-	-
7/8/2022 13:03	1.27	1.24	30.62	0.07	33.20	-
7/8/2022 13:18	1.14	1.33	27.99	0.06	-	-
7/8/2022 13:33	1.48	1.04	32.19	0.08	-	-
7/8/2022 13:48	1.52	0.91	29.29	0.08	-	-
7/8/2022 14:03	1.57	0.7	23.63	0.09	28.28	-
7/8/2022 14:18	1.48	0.97	30.02	0.08	-	-
7/8/2022 14:33	1.37	0.68	18.78	0.08	-	-
7/8/2022 14:48	1.58	1	34.08	0.09	-	-
7/8/2022 15:03	1.57	0.97	32.75	0.09	28.91	-
7/8/2022 15:18	1.58	1	34.08	0.09	-	-
7/8/2022 15:33	1.69	1	37.63	0.09	-	-
7/8/2022 15:48	1.69	1	37.63	0.09	-	-
7/8/2022 16:03	1.78	0.98	39.79	0.10	37.28	-
7/8/2022 16:18	1.71	0.89	34.07	0.10	-	-
7/8/2022 16:33	1.65	0.8	29.06	0.09	-	-
7/8/2022 16:48	1.3	0.8	20.45	0.07	-	-
7/8/2022 17:03	1.33	0.92	24.32	0.07	26.98	-
7/8/2022 17:18	1.36	1.11	30.33	0.08	-	-
7/8/2022 17:33	1.68	0.86	32.08	0.09	-	-
7/8/2022 17:48	1.71	0.72	27.56	0.10	-	-
7/8/2022 18:03	1.65	0.65	23.61	0.09	28.40	-
7/8/2022 18:18	1.68	0.82	30.59	0.09	-	-
7/8/2022 18:33	1.68	0.82	30.59	0.09	-	-
7/8/2022 18:48	1.65	0.82	29.79	0.09	-	-
7/8/2022 19:03	1.65	1.03	37.41	0.09	32.10	-
7/8/2022 19:18	1.47	0.88	26.97	0.08	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/8/2022 19:33	1.25	0.75	18.09	0.07	-	-
7/8/2022 19:48	0.65	1.15	10.51	0.04	-	-
7/8/2022 20:03	1.79	0.99	40.53	0.10	24.03	-
7/8/2022 20:18	1.51	0.81	25.82	0.08	-	-
7/8/2022 20:33	1.48	0.81	25.07	0.08	-	-
7/8/2022 20:48	1.48	0.92	28.47	0.08	-	-
7/8/2022 21:03	1.5	0.81	25.57	0.08	26.23	-
7/8/2022 21:18	1.48	0.8	24.76	0.08	-	-
7/8/2022 21:33	1.48	0.8	24.76	0.08	-	-
7/8/2022 21:48	1.5	0.85	26.83	0.08	-	-
7/8/2022 22:03	1.5	0.8	25.26	0.08	25.40	-
7/8/2022 22:18	1.36	0.77	21.04	0.08	-	-
7/8/2022 22:33	1.5	0.77	24.31	0.08	-	-
7/8/2022 22:48	1.75	0.74	29.31	0.10	-	-
7/8/2022 23:03	1.71	0.61	23.35	0.10	24.50	-
7/8/2022 23:18	1.71	0.61	23.35	0.10	-	-
7/8/2022 23:33	1.75	0.61	24.16	0.10	-	-
7/8/2022 23:48	1.71	0.61	23.35	0.10	-	-
7/9/2022 0:03	1.71	0.89	34.07	0.10	26.23	27.69
7/9/2022 0:18	1.54	0.89	29.21	0.09	-	-
7/9/2022 0:33	1.54	0.89	29.21	0.09	-	-
7/9/2022 0:48	1.54	0.94	30.85	0.09	-	-
7/9/2022 1:03	1.47	0.94	28.8	0.08	29.52	-
7/9/2022 1:18	1.47	0.94	28.8	0.08	-	-
7/9/2022 1:33	1.5	0.95	29.99	0.08	-	-
7/9/2022 1:48	1.58	0.95	32.38	0.09	-	-
7/9/2022 2:03	1.5	1.01	31.88	0.08	30.76	-
7/9/2022 2:18	1.58	1.01	34.42	0.09	-	-
7/9/2022 2:33	1.58	0.95	32.38	0.09	-	-
7/9/2022 2:48	1.58	0.89	30.33	0.09	-	-
7/9/2022 3:03	1.53	0.89	28.93	0.09	31.52	-
7/9/2022 3:18	1.53	0.77	25.03	0.09	-	-
7/9/2022 3:33	1.46	0.54	16.38	0.08	-	-
7/9/2022 3:48	1.46	0.54	16.38	0.08	-	-
7/9/2022 4:03	1.26	0.47	11.47	0.07	17.32	-
7/9/2022 4:18	1.26	0.47	11.47	0.07	-	-
7/9/2022 4:33	1.29	0.64	16.17	0.07	-	-
7/9/2022 4:48	1.36	0.98	26.77	0.08	-	-
7/9/2022 5:03	1.36	0.6	16.39	0.08	17.70	-
7/9/2022 5:18	1.54	0.53	17.39	0.09	-	-
7/9/2022 5:33	1.54	0.44	14.44	0.09	-	-
7/9/2022 5:48	1.54	0.6	19.69	0.09	-	-
7/9/2022 6:03	1.54	0.54	17.72	0.09	17.31	-
7/9/2022 6:18	1.29	0.54	13.65	0.07	-	-
7/9/2022 6:33	1.29	0.79	19.96	0.07	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/9/2022 6:48	1.32	0.87	22.74	0.07	-	-
7/9/2022 7:03	1.32	0.87	22.74	0.07	19.77	-
7/9/2022 7:18	1.32	0.88	23.01	0.07	-	-
7/9/2022 7:33	1.54	0.9	29.54	0.09	-	-
7/9/2022 7:48	1.54	0.87	28.55	0.09	-	-
7/9/2022 8:03	1.54	0.85	27.89	0.09	27.25	-
7/9/2022 8:18	1.61	0.7	24.53	0.09	-	-
7/9/2022 8:33	1.61	0.7	24.53	0.09	-	-
7/9/2022 8:48	1.68	0.7	26.11	0.09	-	-
7/9/2022 9:03	1.37	0.6	16.57	0.08	22.94	-
7/9/2022 9:18	1.51	1.02	32.52	0.08	-	-
7/9/2022 9:33	1.68	0.99	36.93	0.09	-	-
7/9/2022 9:48	1.51	0.92	29.33	0.08	-	-
7/9/2022 10:03	1.36	0.84	22.95	0.08	30.43	-
7/9/2022 10:18	1.23	0.55	12.95	0.07	-	-
7/9/2022 10:33	1.64	0.83	29.88	0.09	-	-
7/9/2022 10:48	1.5	0.6	18.94	0.08	-	-
7/9/2022 11:03	1.65	0.58	21.07	0.09	20.71	-
7/9/2022 11:18	1.5	0.65	20.52	0.08	-	-
7/9/2022 11:33	1.61	0.64	22.42	0.09	-	-
7/9/2022 11:48	1.25	0.79	19.06	0.07	-	-
7/9/2022 12:03	1.46	0.89	27	0.08	22.25	-
7/9/2022 12:18	1.5	0.79	24.94	0.08	-	-
7/9/2022 12:33	1.46	0.79	23.97	0.08	-	-
7/9/2022 12:48	1.46	0.79	23.97	0.08	-	-
7/9/2022 13:03	1.46	0.67	20.33	0.08	23.30	-
7/9/2022 13:18	1.29	0.67	16.93	0.07	-	-
7/9/2022 13:33	1.29	0.67	16.93	0.07	-	-
7/9/2022 13:48	1.53	0.69	22.43	0.09	-	-
7/9/2022 14:03	1.53	0.69	22.43	0.09	19.68	-
7/9/2022 14:18	1.55	0.69	22.86	0.09	-	-
7/9/2022 14:33	1.75	0.89	35.25	0.10	-	-
7/9/2022 14:48	1.75	0.8	31.68	0.10	-	-
7/9/2022 15:03	1.55	0.64	21.2	0.09	27.75	-
7/9/2022 15:18	1.5	0.64	20.2	0.08	-	-
7/9/2022 15:33	1.5	0.8	25.26	0.08	-	-
7/9/2022 15:48	1.5	0.65	20.52	0.08	-	-
7/9/2022 16:03	1.78	0.65	26.39	0.10	23.09	-
7/9/2022 16:18	1.78	0.7	28.42	0.10	-	-
7/9/2022 16:33	1.25	0.64	15.44	0.07	-	-
7/9/2022 16:48	1.79	0.95	38.9	0.10	-	-
7/9/2022 17:03	1.79	0.66	27.02	0.10	27.45	-
7/9/2022 17:18	1.48	0.54	16.71	0.08	-	-
7/9/2022 17:33	1.44	0.58	17.24	0.08	-	-
7/9/2022 17:48	1.48	0.58	17.95	0.08	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/9/2022 18:03	1.48	0.58	17.95	0.08	17.46	-
7/9/2022 18:18	1.48	0.58	17.95	0.08	-	-
7/9/2022 18:33	1.44	0.58	17.24	0.08	-	-
7/9/2022 18:48	1.41	0.64	18.44	0.08	-	-
7/9/2022 19:03	1.41	0.64	18.44	0.08	18.02	-
7/9/2022 19:18	1.37	0.61	16.85	0.08	-	-
7/9/2022 19:33	1.48	0.76	23.52	0.08	-	-
7/9/2022 19:48	1.21	0.54	12.41	0.07	-	-
7/9/2022 20:03	1.07	0.47	9.01	0.06	15.45	-
7/9/2022 20:18	1.39	0.81	22.85	0.08	-	-
7/9/2022 20:33	1.25	0.57	13.75	0.07	-	-
7/9/2022 20:48	1.25	0.57	13.75	0.07	-	-
7/9/2022 21:03	1.19	0.61	13.68	0.07	16.01	-
7/9/2022 21:18	1.78	1.06	43.04	0.10	-	-
7/9/2022 21:33	1.79	1.02	41.76	0.10	-	-
7/9/2022 21:48	1.78	0.86	34.92	0.10	-	-
7/9/2022 22:03	1.29	0.63	15.92	0.07	33.91	-
7/9/2022 22:18	1.57	0.75	25.32	0.09	-	-
7/9/2022 22:33	1.73	0.9	35.05	0.10	-	-
7/9/2022 22:48	1.78	1.04	42.23	0.10	-	-
7/9/2022 23:03	1.14	0.88	18.52	0.06	30.28	-
7/9/2022 23:18	1.18	0.69	15.28	0.07	-	-
7/9/2022 23:33	1.36	0.8	21.86	0.08	-	-
7/9/2022 23:48	1.25	0.73	17.61	0.07	-	-
7/10/2022 0:03	1.75	1.02	40.4	0.10	23.79	23.59
7/10/2022 0:18	1.36	0.52	14.21	0.08	-	-
7/10/2022 0:33	1.36	0.52	14.21	0.08	-	-
7/10/2022 0:48	1.36	0.53	14.48	0.08	-	-
7/10/2022 1:03	1.46	1.08	32.76	0.08	18.92	-
7/10/2022 1:18	1.46	0.91	27.61	0.08	-	-
7/10/2022 1:33	1.5	0.62	19.57	0.08	-	-
7/10/2022 1:48	1.5	0.5	15.78	0.08	-	-
7/10/2022 2:03	1.5	0.62	19.57	0.08	20.63	-
7/10/2022 2:18	1.34	0.56	14.97	0.07	-	-
7/10/2022 2:33	1.34	0.52	13.9	0.07	-	-
7/10/2022 2:48	1.21	0.52	11.95	0.07	-	-
7/10/2022 3:03	1.21	0.56	12.87	0.07	13.42	-
7/10/2022 3:18	1.07	0.59	11.31	0.06	-	-
7/10/2022 3:33	1.09	0.64	12.61	0.06	-	-
7/10/2022 3:48	1.18	0.64	14.18	0.07	-	-
7/10/2022 4:03	1.18	0.66	14.62	0.07	13.18	-
7/10/2022 4:18	1.18	0.66	14.62	0.07	-	-
7/10/2022 4:33	1.15	0.73	15.57	0.06	-	-
7/10/2022 4:48	1.34	0.88	23.52	0.07	-	-
7/10/2022 5:03	1.15	0.75	15.99	0.06	17.43	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/10/2022 5:18	1.11	0.72	14.57	0.06	-	-
7/10/2022 5:33	1.53	0.71	23.08	0.09	-	-
7/10/2022 5:48	1.19	0.72	16.15	0.07	-	-
7/10/2022 6:03	1.19	0.71	15.92	0.07	17.43	-
7/10/2022 6:18	1.19	0.61	13.68	0.07	-	-
7/10/2022 6:33	1.19	0.54	12.11	0.07	-	-
7/10/2022 6:48	1.19	0.54	12.11	0.07	-	-
7/10/2022 7:03	1.25	0.61	14.71	0.07	13.15	-
7/10/2022 7:18	1.25	0.61	14.71	0.07	-	-
7/10/2022 7:33	1.29	0.73	18.45	0.07	-	-
7/10/2022 7:48	1.44	0.73	21.7	0.08	-	-
7/10/2022 8:03	1.48	0.86	26.62	0.08	20.37	-
7/10/2022 8:18	1.19	0.69	15.48	0.07	-	-
7/10/2022 8:33	1.01	0.52	9.15	0.06	-	-
7/10/2022 8:48	1.07	0.54	10.35	0.06	-	-
7/10/2022 9:03	1.3	0.54	13.8	0.07	12.20	-
7/10/2022 9:18	1.47	0.66	20.22	0.08	-	-
7/10/2022 9:33	1.07	0.48	9.2	0.06	-	-
7/10/2022 9:48	1.07	0.74	14.18	0.06	-	-
7/10/2022 10:03	1.18	0.61	13.51	0.07	14.28	-
7/10/2022 10:18	1.18	0.61	13.51	0.07	-	-
7/10/2022 10:33	1.18	0.61	13.51	0.07	-	-
7/10/2022 10:48	1.18	0.74	16.39	0.07	-	-
7/10/2022 11:03	1.61	0.91	31.88	0.09	18.82	-
7/10/2022 11:18	1.66	0.97	35.55	0.09	-	-
7/10/2022 11:33	1.66	0.98	35.92	0.09	-	-
7/10/2022 11:48	1.69	0.82	30.85	0.09	-	-
7/10/2022 12:03	1.72	0.7	27.03	0.10	32.34	-
7/10/2022 12:18	1.76	1.02	40.74	0.10	-	-
7/10/2022 12:33	1.64	0.89	32.04	0.09	-	-
7/10/2022 12:48	1.59	0.66	22.7	0.09	-	-
7/10/2022 13:03	1.14	0.7	14.73	0.06	27.55	-
7/10/2022 13:18	1.14	0.7	14.73	0.06	-	-
7/10/2022 13:33	1.05	0.54	10.06	0.06	-	-
7/10/2022 13:48	1.14	0.66	13.89	0.06	-	-
7/10/2022 14:03	1.14	0.61	12.84	0.06	12.88	-
7/10/2022 14:18	1.14	0.61	12.84	0.06	-	-
7/10/2022 14:33	1.16	0.59	12.74	0.06	-	-
7/10/2022 14:48	1.21	0.61	14.02	0.07	-	-
7/10/2022 15:03	1.43	0.67	19.71	0.08	14.83	-
7/10/2022 15:18	1.65	0.67	24.34	0.09	-	-
7/10/2022 15:33	1.65	0.67	24.34	0.09	-	-
7/10/2022 15:48	1.65	0.67	24.34	0.09	-	-
7/10/2022 16:03	1.65	0.67	24.34	0.09	24.34	-
7/10/2022 16:18	1.66	0.73	26.75	0.09	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/10/2022 16:33	1.76	0.79	31.55	0.10	-	-
7/10/2022 16:48	1.72	0.84	32.43	0.10	-	-
7/10/2022 17:03	1.76	0.87	34.75	0.10	31.37	-
7/10/2022 17:18	1.72	0.9	34.75	0.10	-	-
7/10/2022 17:33	1.75	0.91	36.04	0.10	-	-
7/10/2022 17:48	1.8	0.93	38.39	0.10	-	-
7/10/2022 18:03	1.78	0.86	34.92	0.10	36.03	-
7/10/2022 18:18	1.57	0.58	19.58	0.09	-	-
7/10/2022 18:33	1.03	0.54	9.78	0.06	-	-
7/10/2022 18:48	1.04	0.69	12.68	0.06	-	-
7/10/2022 19:03	1.34	0.63	16.84	0.07	14.72	-
7/10/2022 19:18	1.59	1.04	35.77	0.09	-	-
7/10/2022 19:33	1.37	0.82	22.65	0.08	-	-
7/10/2022 19:48	1.44	0.53	15.75	0.08	-	-
7/10/2022 20:03	1.73	0.65	25.31	0.10	24.87	-
7/10/2022 20:18	1.72	0.55	21.24	0.10	-	-
7/10/2022 20:33	1.78	0.55	22.33	0.10	-	-
7/10/2022 20:48	1.72	0.55	21.24	0.10	-	-
7/10/2022 21:03	1.72	0.63	24.33	0.10	22.29	-
7/10/2022 21:18	1.59	0.55	18.92	0.09	-	-
7/10/2022 21:33	1.59	0.61	20.98	0.09	-	-
7/10/2022 21:48	1.59	0.63	21.67	0.09	-	-
7/10/2022 22:03	1.64	0.63	22.68	0.09	21.06	-
7/10/2022 22:18	1.64	0.67	24.12	0.09	-	-
7/10/2022 22:33	1.64	0.67	24.12	0.09	-	-
7/10/2022 22:48	1.52	0.7	22.53	0.08	-	-
7/10/2022 23:03	1.34	0.73	19.51	0.07	22.57	-
7/10/2022 23:18	1.68	0.64	23.87	0.09	-	-
7/10/2022 23:33	1.66	0.65	23.82	0.09	-	-
7/10/2022 23:48	1.26	0.63	15.38	0.07	-	-
7/11/2022 0:03	1.66	0.64	23.46	0.09	21.63	20.47
7/11/2022 0:18	1.66	0.64	23.46	0.09	-	-
7/11/2022 0:33	1.66	0.63	23.09	0.09	-	-
7/11/2022 0:48	1.35	0.52	14.05	0.08	-	-
7/11/2022 1:03	1.19	0.44	9.87	0.07	17.62	-
7/11/2022 1:18	1.54	0.65	21.33	0.09	-	-
7/11/2022 1:33	1.33	0.61	16.13	0.07	-	-
7/11/2022 1:48	1.29	0.58	14.66	0.07	-	-
7/11/2022 2:03	1.64	1.05	37.8	0.09	22.48	-
7/11/2022 2:18	0.86	0.85	11.78	0.05	-	-
7/11/2022 2:33	1.16	1.15	24.84	0.06	-	-
7/11/2022 2:48	1.29	0.92	23.25	0.07	-	-
7/11/2022 3:03	1.57	0.92	31.06	0.09	22.73	-
7/11/2022 3:18	1.57	0.92	31.06	0.09	-	-
7/11/2022 3:33	1.5	0.88	27.78	0.08	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/11/2022 3:48	1.53	0.79	25.68	0.09	-	-
7/11/2022 4:03	1.61	0.85	29.78	0.09	28.58	-
7/11/2022 4:18	1.79	1.01	41.35	0.10	-	-
7/11/2022 4:33	1.76	0.75	29.95	0.10	-	-
7/11/2022 4:48	1.73	0.52	20.25	0.10	-	-
7/11/2022 5:03	1.75	0.58	22.97	0.10	28.63	-
7/11/2022 5:18	1.79	0.61	24.97	0.10	-	-
7/11/2022 5:33	1.09	0.38	7.48	0.06	-	-
7/11/2022 5:48	1.21	0.64	14.71	0.07	-	-
7/11/2022 6:03	1.4	0.79	22.53	0.08	17.42	-
7/11/2022 6:18	1.62	0.9	31.82	0.09	-	-
7/11/2022 6:33	1.47	0.97	29.72	0.08	-	-
7/11/2022 6:48	1.44	1.01	30.02	0.08	-	-
7/11/2022 7:03	1.79	0.9	36.85	0.10	32.10	-
7/11/2022 7:18	1.62	0.97	34.3	0.09	-	-
7/11/2022 7:33	1.47	0.99	30.34	0.08	-	-
7/11/2022 7:48	1.44	0.99	29.43	0.08	-	-
7/11/2022 8:03	1.18	0.86	19.05	0.07	28.28	-
7/11/2022 8:18	1.34	0.69	18.44	0.07	-	-
7/11/2022 8:33	1.18	0.95	21.04	0.07	-	-
7/11/2022 8:48	1.19	1.37	30.73	0.07	-	-
7/11/2022 9:03	1.55	1.28	42.41	0.09	28.16	-
7/11/2022 9:18	1.44	1.25	37.16	0.08	-	-
7/11/2022 9:33	1.39	1.22	34.42	0.08	-	-
7/11/2022 9:48	1.37	1.14	31.49	0.08	-	-
7/11/2022 10:03	1.35	0.89	24.05	0.08	31.78	-
7/11/2022 10:18	1.33	0.61	16.13	0.07	-	-
7/11/2022 10:33	1.65	1.33	48.31	0.09	-	-
7/11/2022 10:48	1.36	0.93	25.41	0.08	-	-
7/11/2022 11:03	1.51	0.91	29.01	0.08	29.72	-
7/11/2022 11:18	1.21	0.74	17.01	0.07	-	-
7/11/2022 11:33	1.46	0.82	24.88	0.08	-	-
7/11/2022 11:48	1.72	1.13	43.63	0.10	-	-
7/11/2022 12:03	1.6	1.02	35.41	0.09	30.23	-
7/11/2022 12:18	1.53	1.11	36.08	0.09	-	-
7/11/2022 12:33	1.46	1.17	35.49	0.08	-	-
7/11/2022 12:48	1.29	1.13	28.56	0.07	-	-
7/11/2022 13:03	1.03	1.08	19.56	0.06	29.92	-
7/11/2022 13:18	0.86	0.96	13.3	0.05	-	-
7/11/2022 13:33	1.66	0.89	32.62	0.09	-	-
7/11/2022 13:48	1.23	0.66	15.54	0.07	-	-
7/11/2022 14:03	1.31	0.75	19.39	0.07	20.21	-
7/11/2022 14:18	1.23	0.89	20.96	0.07	-	-
7/11/2022 14:33	1.55	0.89	29.49	0.09	-	-
7/11/2022 14:48	1.23	0.99	23.32	0.07	-	-

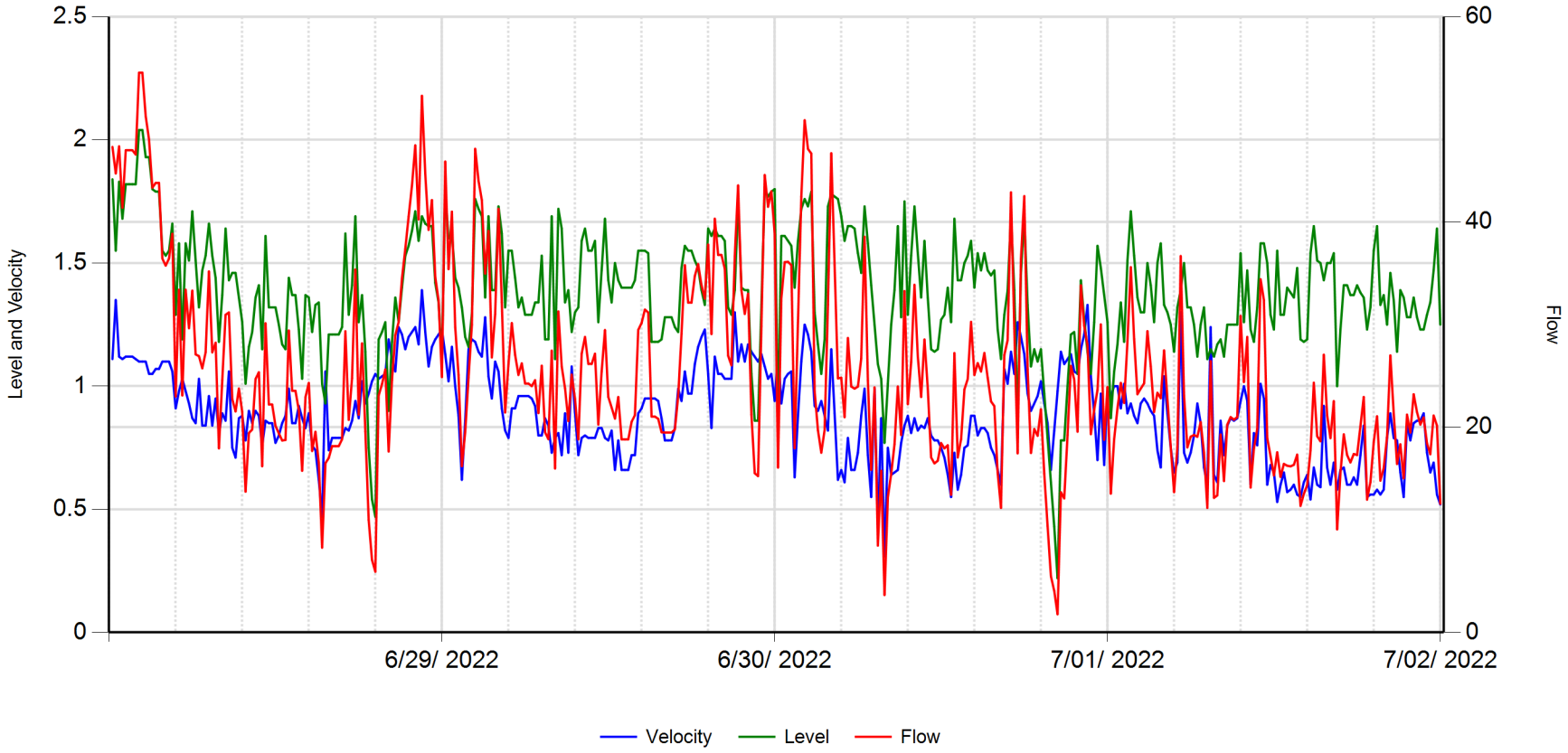
MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/11/2022 15:03	1.22	1.05	24.43	0.07	24.55	-
7/11/2022 15:18	1.47	1.05	32.18	0.08	-	-
7/11/2022 15:33	1.36	1.04	28.41	0.08	-	-
7/11/2022 15:48	1.36	1.05	28.69	0.08	-	-
7/11/2022 16:03	1.47	1.04	31.87	0.08	30.29	-
7/11/2022 16:18	1.47	0.95	29.11	0.08	-	-
7/11/2022 16:33	1.69	0.89	33.49	0.09	-	-
7/11/2022 16:48	1.69	0.95	35.75	0.09	-	-
7/11/2022 17:03	1.8	0.89	36.74	0.10	33.77	-
7/11/2022 17:18	1.8	0.81	33.44	0.10	-	-
7/11/2022 17:33	1.32	0.79	20.65	0.07	-	-
7/11/2022 17:48	1.4	0.92	26.23	0.08	-	-
7/11/2022 18:03	1.47	1.08	33.09	0.08	28.35	-
7/11/2022 18:18	1.82	0.93	39.02	0.10	-	-
7/11/2022 18:33	1.84	0.87	37.09	0.10	-	-
7/11/2022 18:48	1.86	0.61	26.42	0.10	-	-
7/11/2022 19:03	1.84	0.93	39.65	0.10	35.55	-
7/11/2022 19:18	1.84	0.93	39.65	0.10	-	-
7/11/2022 19:33	1.84	0.93	39.65	0.10	-	-
7/11/2022 19:48	1.71	0.93	35.6	0.10	-	-
7/11/2022 20:03	1.38	0.79	22.05	0.08	34.24	-
7/11/2022 20:18	1.11	0.68	13.76	0.06	-	-
7/11/2022 20:33	1.33	0.57	15.07	0.07	-	-
7/11/2022 20:48	1.82	0.91	38.18	0.10	-	-
7/11/2022 21:03	1.51	0.54	17.22	0.08	21.06	-
7/11/2022 21:18	1.41	0.57	16.43	0.08	-	-
7/11/2022 21:33	1.51	0.57	18.17	0.08	-	-
7/11/2022 21:48	1.51	0.68	21.68	0.08	-	-
7/11/2022 22:03	1.51	0.68	21.68	0.08	19.49	-
7/11/2022 22:18	1.72	0.69	26.64	0.10	-	-
7/11/2022 22:33	1.72	0.73	28.19	0.10	-	-
7/11/2022 22:48	1.72	0.7	27.03	0.10	-	-
7/11/2022 23:03	1.76	0.73	29.16	0.10	27.76	-
7/11/2022 23:18	1.76	0.73	29.16	0.10	-	-
7/11/2022 23:33	1.59	0.73	25.11	0.09	-	-
7/11/2022 23:48	1.65	0.7	25.43	0.09	-	-
7/12/2022 0:03	1.57	0.67	22.62	0.09	25.58	26.98
7/12/2022 0:18	1.23	0.67	15.78	0.07	-	-
7/12/2022 0:33	1.48	0.69	21.36	0.08	-	-
7/12/2022 0:48	1.48	0.67	20.74	0.08	-	-
7/12/2022 1:03	1.15	0.67	14.29	0.06	18.04	-
7/12/2022 1:18	1.4	0.74	21.1	0.08	-	-
7/12/2022 1:33	1.8	0.86	35.5	0.10	-	-
7/12/2022 1:48	1.78	0.55	22.33	0.10	-	-
7/12/2022 2:03	1.3	0.61	15.59	0.07	23.63	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/12/2022 2:18	1.73	0.53	20.64	0.10	-	-
7/12/2022 2:33	1.51	0.58	18.49	0.08	-	-
7/12/2022 2:48	1.33	0.6	15.86	0.07	-	-
7/12/2022 3:03	1.19	0.62	13.91	0.07	17.23	-
7/12/2022 3:18	1.46	0.71	21.54	0.08	-	-
7/12/2022 3:33	1.51	0.56	17.85	0.08	-	-
7/12/2022 3:48	1.29	0.53	13.39	0.07	-	-
7/12/2022 4:03	1.46	0.62	18.81	0.08	17.90	-
7/12/2022 4:18	1.46	0.56	16.99	0.08	-	-
7/12/2022 4:33	1.37	0.56	15.47	0.08	-	-
7/12/2022 4:48	1.37	0.6	16.57	0.08	-	-
7/12/2022 5:03	1.62	0.73	25.81	0.09	18.71	-
7/12/2022 5:18	1.37	0.66	18.23	0.08	-	-
7/12/2022 5:33	1.41	0.73	21.04	0.08	-	-
7/12/2022 5:48	1.57	0.74	24.98	0.09	-	-
7/12/2022 6:03	1.43	0.74	21.77	0.08	21.51	-
7/12/2022 6:18	1.43	0.74	21.77	0.08	-	-
7/12/2022 6:33	1.56	0.79	26.42	0.09	-	-
7/12/2022 6:48	1.69	0.84	31.61	0.09	-	-
7/12/2022 7:03	1.8	0.89	36.74	0.10	29.14	-
7/12/2022 7:18	1.8	0.96	39.63	0.10	-	-
7/12/2022 7:33	1.8	0.58	23.94	0.10	-	-
7/12/2022 7:48	1.72	0.62	23.94	0.10	-	-
7/12/2022 8:03	1.66	0.68	24.92	0.09	28.11	-
7/12/2022 8:18	1.66	0.92	33.72	0.09	-	-
7/12/2022 8:33	1.59	0.76	26.14	0.09	-	-
7/12/2022 8:48	0.66	1.06	9.91	0.04	-	-
7/12/2022 9:03	1.01	0.97	17.06	0.06	21.71	-
7/12/2022 9:18	1.55	0.88	29.16	0.09	-	-
7/12/2022 9:33	1.44	0.91	27.05	0.08	-	-
7/12/2022 9:48	1.54	1.17	38.4	0.09	-	-
7/12/2022 10:03	1.72	1	38.61	0.10	33.31	-
7/12/2022 10:18	1.61	1.05	36.79	0.09	-	-
7/12/2022 10:33	1.53	1.11	36.08	0.09	-	-
7/12/2022 10:48	0.73	1.08	11.73	0.04	-	-
7/12/2022 11:03	1.54	1.1	36.1	0.09	30.18	-
7/12/2022 11:18	1.41	1.13	32.56	0.08	-	-
7/12/2022 11:33	1.45	1.08	32.43	0.08	-	-
7/12/2022 11:48	1.48	1.03	31.88	0.08	-	-
7/12/2022 12:03	1.47	1.13	34.63	0.08	32.88	-
7/12/2022 12:18	1.37	1.16	32.04	0.08	-	-
7/12/2022 12:33	1.42	1.23	35.82	0.08	-	-
7/12/2022 12:48	1.57	1.37	46.26	0.09	-	-
7/12/2022 13:03	1.63	1.11	39.6	0.09	38.43	-
7/12/2022 13:18	1.72	0.83	32.05	0.10	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/12/2022 13:33	1.64	1.23	44.28	0.09	-	-
7/12/2022 13:48	1.9	1.01	45.13	0.11	-	-
7/12/2022 14:03	1.46	0.86	26.09	0.08	36.89	-
7/12/2022 14:18	1.64	1.01	36.36	0.09	-	-
7/12/2022 14:33	1.64	1.01	36.36	0.09	-	-
7/12/2022 14:48	1.89	1.01	44.78	0.11	-	-
7/12/2022 15:03	1.51	1.01	32.2	0.08	37.43	-
7/12/2022 15:18	1.89	1.05	46.56	0.11	-	-
7/12/2022 15:33	1.89	1.01	44.78	0.11	-	-
7/12/2022 15:48	1.89	1.05	46.56	0.11	-	-
7/12/2022 16:03	1.83	1.1	46.52	0.10	46.11	-
7/12/2022 16:18	1.83	1.05	44.41	0.10	-	-
7/12/2022 16:33	1.85	1.06	45.55	0.10	-	-
7/12/2022 16:48	1.89	1.07	47.45	0.11	-	-
7/12/2022 17:03	1.89	1.09	48.33	0.11	46.44	-
7/12/2022 17:18	1.84	1.05	44.76	0.10	-	-
7/12/2022 17:33	1.85	1.08	46.41	0.10	-	-
7/12/2022 17:48	1.87	1.11	48.46	0.10	-	-
7/12/2022 18:03	1.88	1.11	48.84	0.10	47.12	-
7/12/2022 18:18	1.88	1.1	48.4	0.10	-	-
7/12/2022 18:33	1.89	1.1	48.78	0.11	-	-
7/12/2022 18:48	1.87	0.96	41.91	0.10	-	-
7/12/2022 19:03	1.89	0.53	23.5	0.11	40.65	-
7/12/2022 19:18	1.25	0.52	12.54	0.07	-	-
7/12/2022 19:33	1.87	0.68	29.69	0.10	-	-
7/12/2022 19:48	1.43	0.54	15.89	0.08	-	-
7/12/2022 20:03	1.43	0.54	15.89	0.08	18.50	-
7/12/2022 20:18	1.43	0.62	18.24	0.08	-	-
7/12/2022 20:33	1.47	0.59	18.08	0.08	-	-
7/12/2022 20:48	1.51	0.56	17.85	0.08	-	-
7/12/2022 21:03	1.61	0.57	19.97	0.09	18.54	-
7/12/2022 21:18	1.71	0.53	20.29	0.10	-	-
7/12/2022 21:33	1.82	0.61	25.59	0.10	-	-
7/12/2022 21:48	1.61	0.57	19.97	0.09	-	-
7/12/2022 22:03	1.61	0.61	21.37	0.09	21.81	-
7/12/2022 22:18	1.71	0.63	24.12	0.10	-	-
7/12/2022 22:33	1.72	0.72	27.8	0.10	-	-
7/12/2022 22:48	1.72	0.83	32.05	0.10	-	-
7/12/2022 23:03	1.76	0.83	33.15	0.10	29.28	-
7/12/2022 23:18	1.62	0.74	26.16	0.09	-	-
7/12/2022 23:33	1.5	0.62	19.57	0.08	-	-
7/12/2022 23:48	1.59	0.53	18.23	0.09	-	-
7/13/2022 0:03	1.22	0.97	22.57	0.07	21.63	28.90
7/13/2022 0:18	1.18	0.66	14.62	0.07	-	-
7/13/2022 0:33	1.15	0.54	11.51	0.06	-	-

MH 19						
Date (PST)	Level (in)	Velocity (fps)	Flow (gpm)	d/D	Hourly (gpm)	Daily (gpm)
7/13/2022 0:48	1.78	0.54	21.93	0.10	-	-
7/13/2022 1:03	1.8	0.58	23.94	0.10	18.00	-
7/13/2022 1:18	1.84	0.62	26.43	0.10	-	-
7/13/2022 1:33	1.79	0.66	27.02	0.10	-	-
7/13/2022 1:48	1.71	0.7	26.8	0.10	-	-
7/13/2022 2:03	1.79	0.7	28.66	0.10	27.23	-
7/13/2022 2:18	1.8	1.17	48.3	0.10	-	-
7/13/2022 2:33	1.84	1.05	44.76	0.10	-	-
7/13/2022 2:48	1.79	0.7	28.66	0.10	-	-
7/13/2022 3:03	1.8	0.7	28.89	0.10	37.65	-
7/13/2022 3:18	1.8	0.67	27.66	0.10	-	-
7/13/2022 3:33	1.82	0.59	24.75	0.10	-	-
7/13/2022 3:48	1.65	0.59	21.43	0.09	-	-
7/13/2022 4:03	1.76	0.67	26.76	0.10	25.15	-
7/13/2022 4:18	1.62	0.68	24.04	0.09	-	-
7/13/2022 4:33	1.62	0.71	25.1	0.09	-	-
7/13/2022 4:48	1.62	0.71	25.1	0.09	-	-
7/13/2022 5:03	1.65	0.69	25.06	0.09	24.83	-
7/13/2022 5:18	1.62	0.69	24.4	0.09	-	-
7/13/2022 5:33	1.56	0.65	21.74	0.09	-	-
7/13/2022 5:48	1.44	0.62	18.43	0.08	-	-
7/13/2022 6:03	1.37	0.59	16.29	0.08	20.22	-
7/13/2022 6:18	1.46	0.63	19.11	0.08	-	-
7/13/2022 6:33	1.54	0.66	21.66	0.09	-	-
7/13/2022 6:48	1.37	0.61	16.85	0.08	-	-
7/13/2022 7:03	1.3	0.58	14.82	0.07	18.11	-
7/13/2022 7:18	1.8	0.91	37.56	0.10	-	-
7/13/2022 7:33	1.54	0.66	21.66	0.09	-	-
7/13/2022 7:48	1.8	0.91	37.56	0.10	-	-
7/13/2022 8:03	1.8	0.99	40.87	0.10	34.41	-
7/13/2022 8:18	1.8	0.99	40.87	0.10	-	-
7/13/2022 8:33	1.8	1.05	43.34	0.10	-	-
7/13/2022 8:48	1.8	1.05	43.34	0.10	-	-
7/13/2022 9:03	1.68	0.83	30.96	0.09	39.63	-

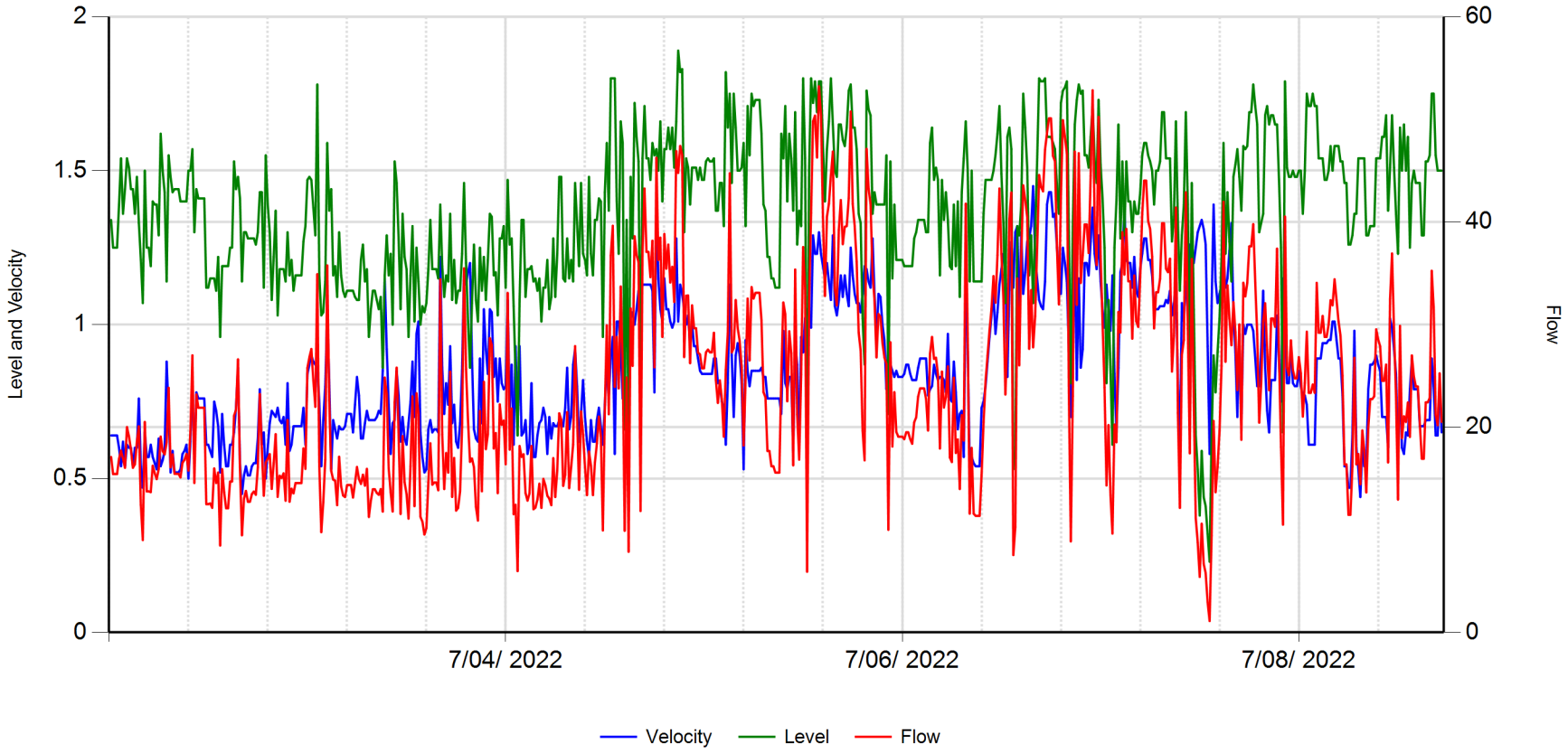
2022.06 Hancock MH 19



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	0.885	1.386	25.356	**RainFall**	Inches
Maximum	1.390	2.040	54.550		
Minimum	0.310	0.220	1.780		

7/26/2022

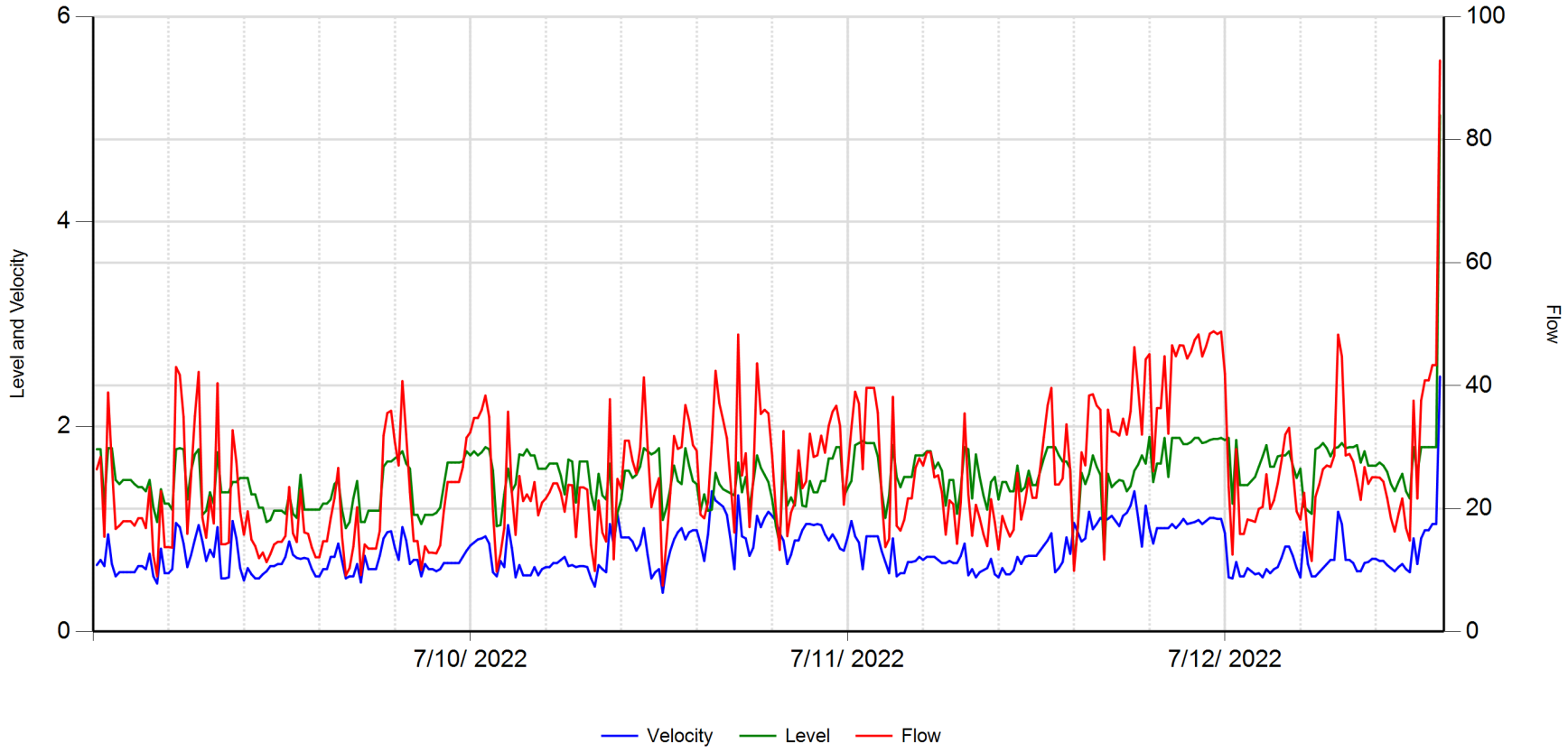
2022.06 Hancock MH 19



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	0.859	1.365	24.246	**RainFall**	Inches
Maximum	1.450	1.890	53.220		
Minimum	0.440	0.230	1.120		

7/26/2022

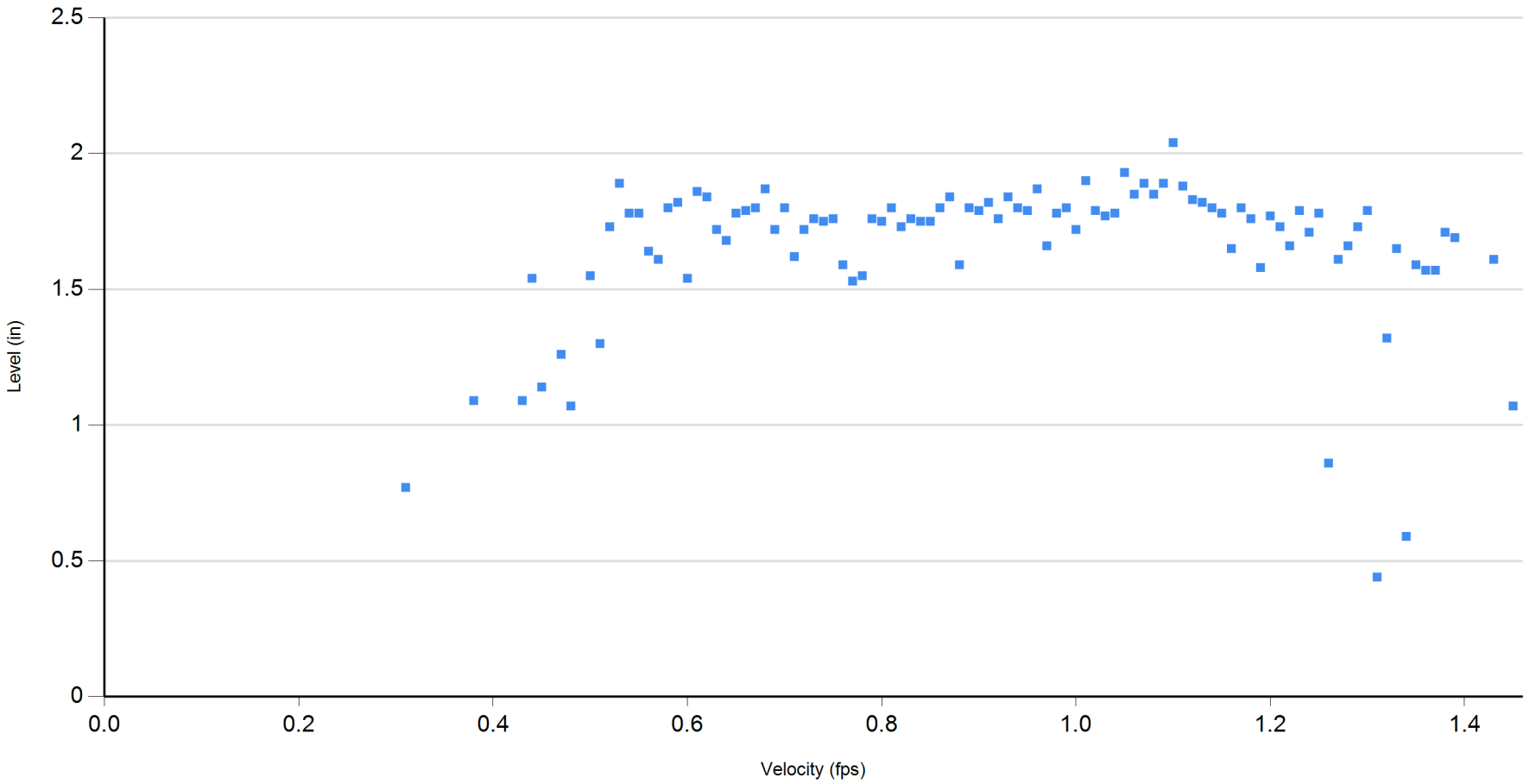
2022.06 Hancock MH 19



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	0.779	1.508	25.399	**RainFall**	Inches
Maximum	1.370	1.900	48.840		
Minimum	0.380	0.660	7.480		

7/26/2022

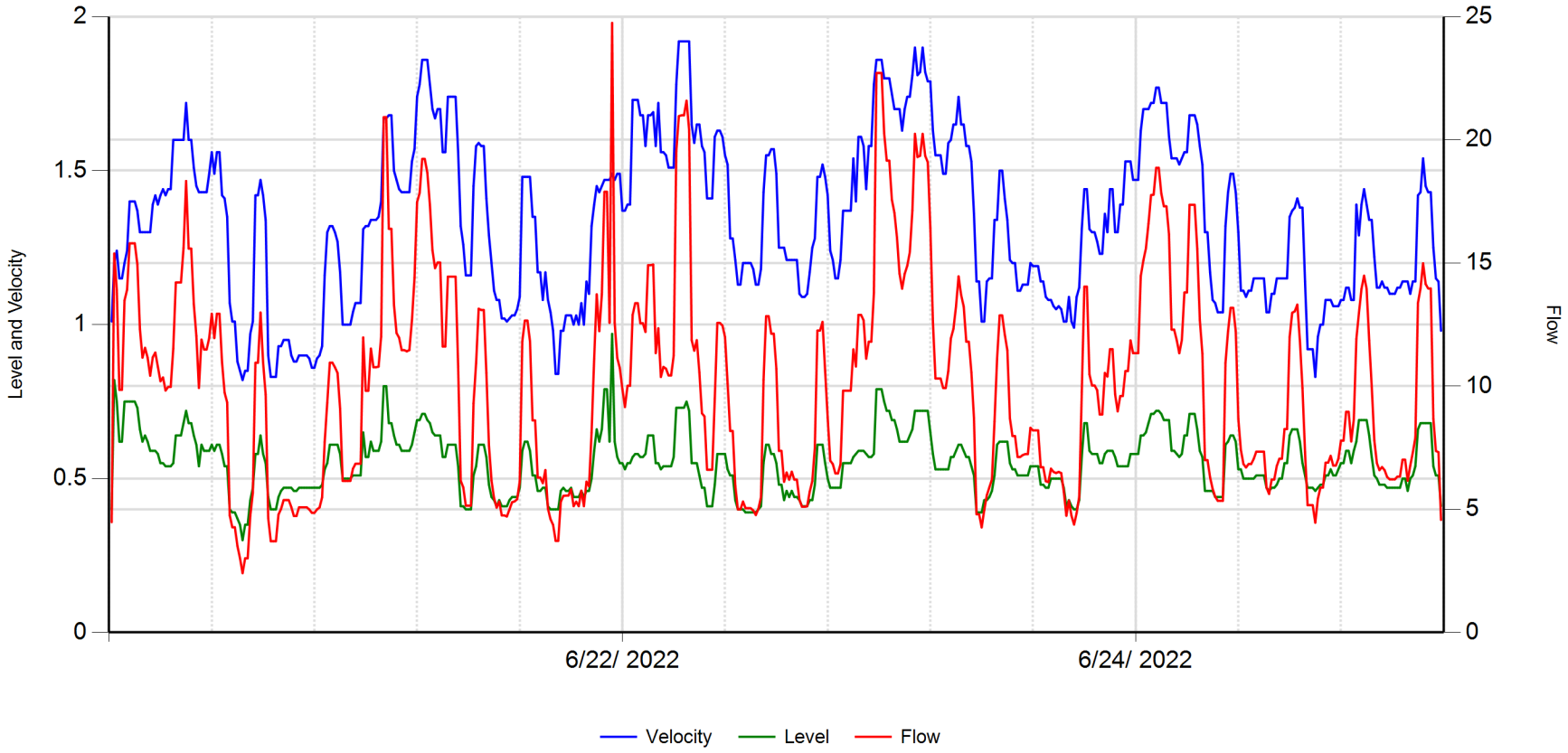
2022.06 Hancock MH 19



6/28/2022 thru 7/13/2022

7/26/2022 1:52:38 PM

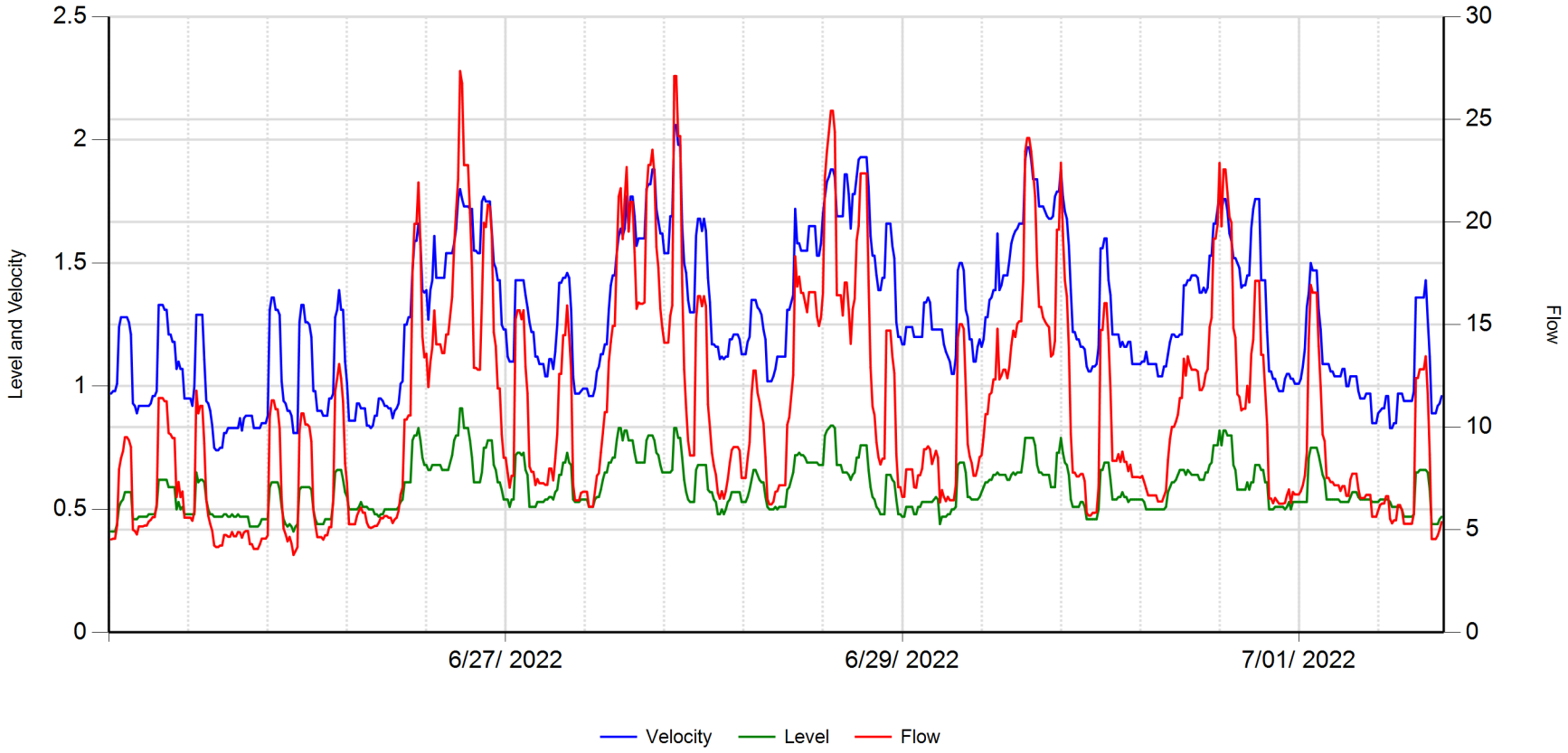
2022.06 Commerce MH 246



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	1.338	0.552	10.078	**RainFall**	Inches
Maximum	1.920	0.970	24.748		
Minimum	0.820	0.300	2.411		

7/26/2022

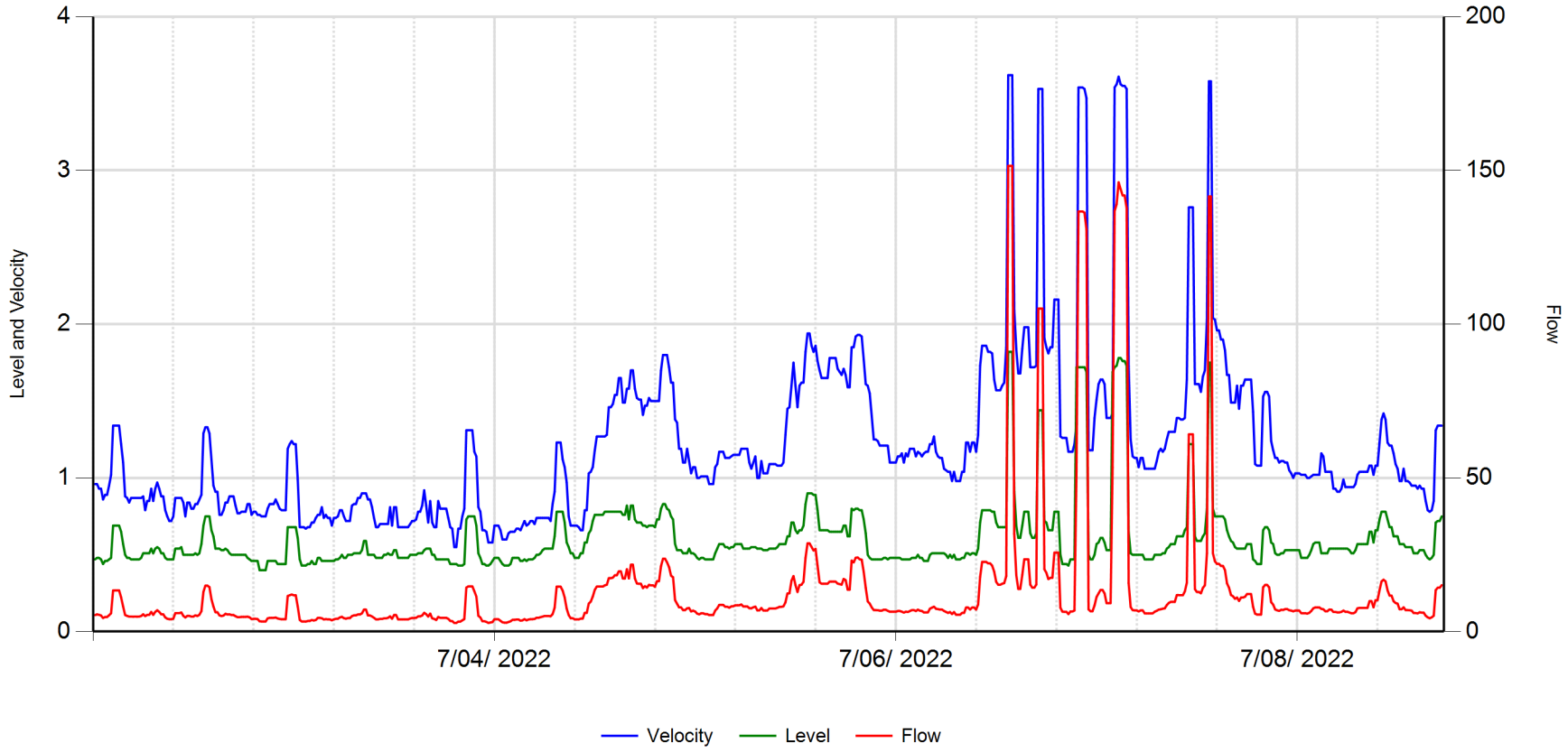
2022.06 Commerce MH 246



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	1.279	0.591	10.796	**RainFall**	Inches
Maximum	2.060	0.910	27.353		
Minimum	0.740	0.410	3.778		

7/26/2022

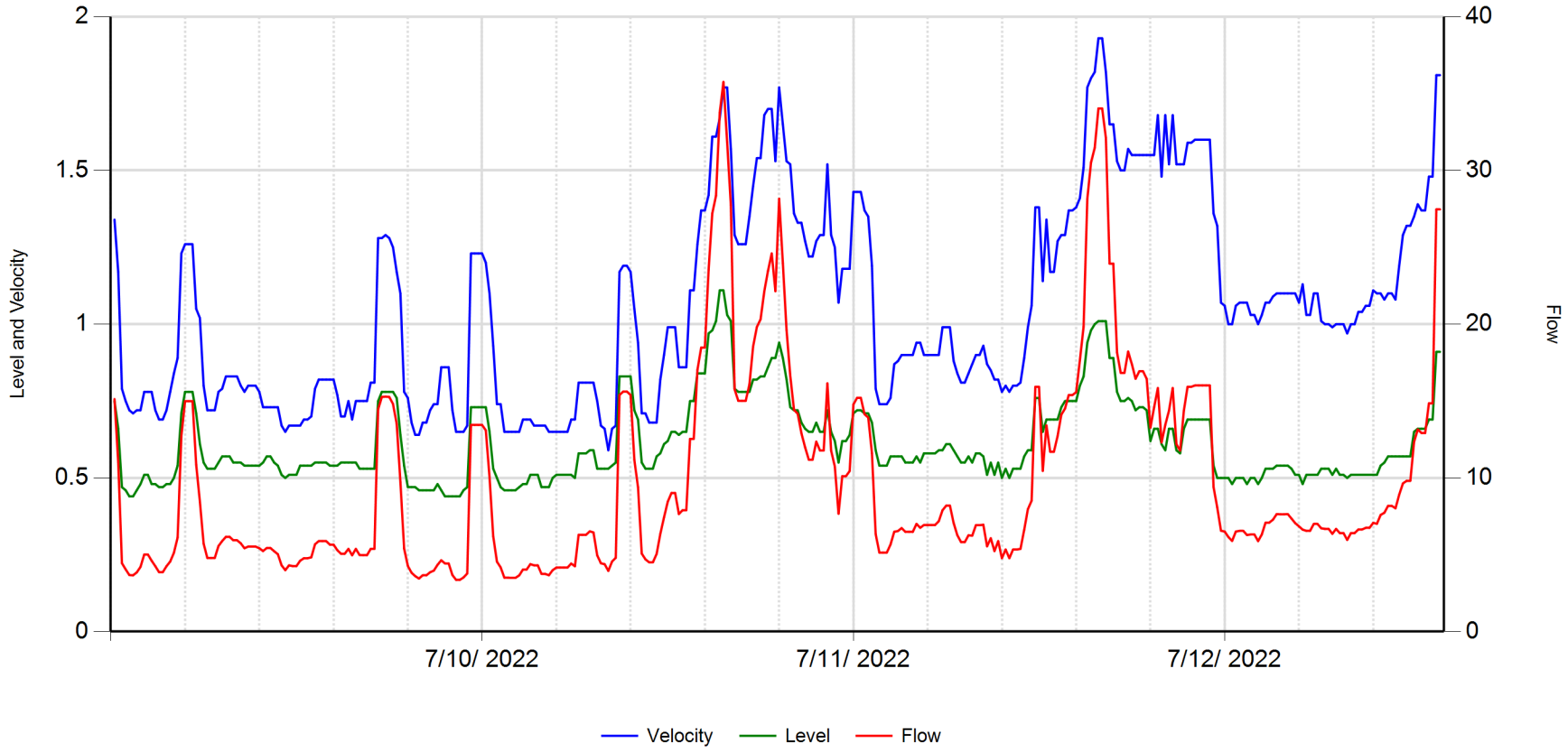
2022.06 Commerce MH 246



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	1.219	0.605	13.329	**RainFall**	Inches
Maximum	3.620	1.820	151.473		
Minimum	0.550	0.400	2.835		

7/26/2022

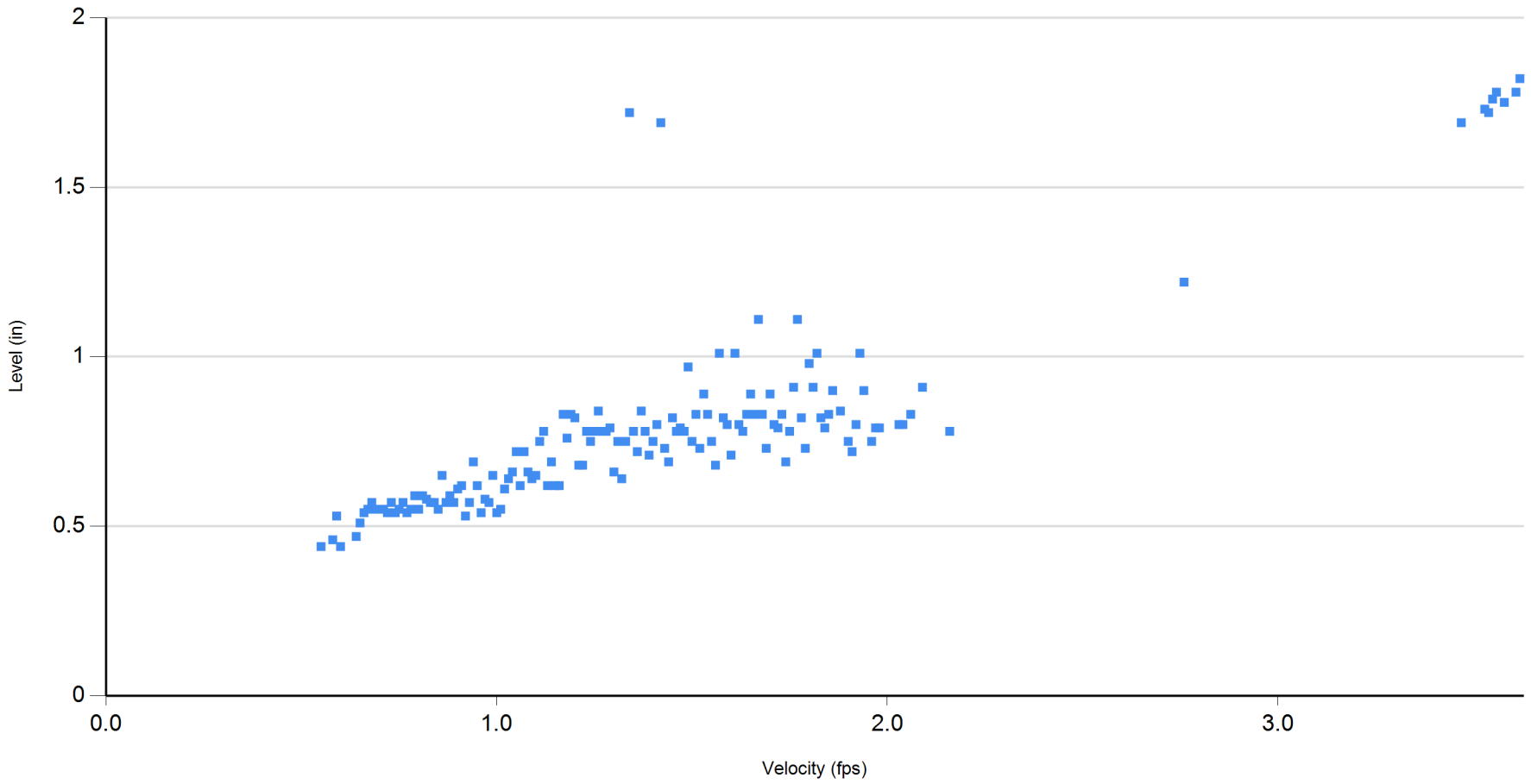
2022.06 Commerce MH 246



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	1.058	0.614	9.805	**RainFall**	Inches
Maximum	1.930	1.110	35.755		
Minimum	0.590	0.440	3.369		

7/26/2022

2022.06 Commerce MH 246



6/20/2022 thru 7/13/2022

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Methods & Procedures & Equipment

Methods and Procedures

Utility Systems Science & Software provided Dexter Wilson Engineering with an off the shelf, non-proprietary flow monitoring solution that included two state of the art Hach Flo-Dar® AV Sensor systems. The project course of action is listed below. The US^3 team:

- Assessed permitting and traffic control at the sites in Valencia, CA.
- Installed and removed traffic control in accord with site-specific California Temporary Traffic Control Handbook (CATTCH) requirements for both the installation and removal of equipment.
- Validated the sites for suitability for sewer flow monitoring for the Hancock Parkway 18-inch Gravity Sewer Outlet Project.
  - Commerce MH 246 had no laterals with moderate open channel hydraulics and some surges in discharge.
  - Hancock MH 19 had no laterals with slow to moderate hydraulics and some backwater conditions due to proximity of pump station. Note: Equipment was originally installed in MH 17. The error was identified and the equipment was moved to the correct location.
- Installed and calibrated the flow monitoring equipment at MH 246 on 6/20/2022 and at MH 19 on 6/28/2022 per manufacturer recommendations.
  - Follow-up on the installations confirmed equipment was reading properly.
  - Collected 15-minute interval depth and velocity data points over the entire monitoring period.
- Removed the equipment on 7/13/2022 and validated the data.
  - All of the equipment went through diagnostic testing before and after the study with less than a 1% deviation between manual and meter level readings and less than a 5% deviation between manual and meter velocity readings.
  - Equipment calibration was verified in accordance with manufacturer specifications.
- Prepared the data reports.
  - The table below contains a summary of the average (Avg) and maximum (Max) velocities (Vel) and levels (Lev) collected during this study as well as the calculated flow rates (Flow) and depth versus diameter ratios (d/D).

MH	Pipe Size (in)	Avg Vel (fps)	Max Vel (fps)	Avg Lev (in)	Max Lev (in)	Avg Flow (gpm)	Max Flow (gpm)	Avg d/D	Max d/D
246	18	1.24	3.62	0.59	1.82	11.23	151.47	0.02	0.10
19	18	0.85	1.45	1.40	2.04	24.84	54.55	0.08	0.11

Equipment

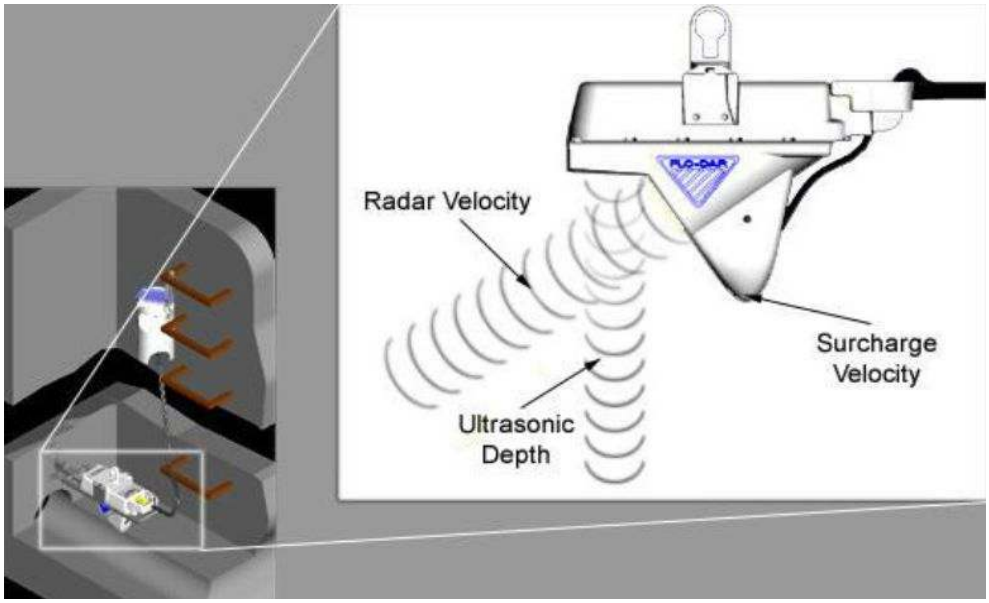


Figure above: Equipment installed for the Sewer Flow Monitoring Study

Figure above: Web-Enabled Flo-Dar® AV Sensor, Radar-Based Velocity/Area Flow Meter

FloDar® AV Sensor Specifications:

- **Enclosure**
  - IP68 Waterproof rating, Polystyrene
- **Dimensions**
  - 160.5 W x 432.2 L x 297 D mm (6.32 x 16.66 x 11.7 in.),
  - With SVS, D = 387 mm (15.2 in.)
- **Weight**
  - 4.8 kg (10.5 lbs.)
- **Operating Temperature**
  - -10 to 50°C (14 to 122°F)
- **Storage Temperature**
  - -40 to 60°C (-40 to 140°F)
- **Power Requirements**
  - Supplied by FL900 Flow Logger, Flo-Logger, or Flo-Station
- **Interconnecting Cable**
  - Disconnect available at both sensor and logger or Flo-Station
  - Polyurethane, 0.400 (±0.015) in. diameter; IP68
  - Standard length 9 m (30 ft), maximum 305 m (1000 ft)
- **Cables – available in two styles:**
  - connectors at both ends
  - connector from sensor with open leads to desiccant hub, desiccant hub with connector to logger. A potting/sealant kit will be included. This can be used to run the cable through conduit.
- **Certification**
  - Certified to: FCC Part 15.245: FCC ID: VIC-FLODAR24
  - Industry Canada Spec. RSS210. v7: IC No.: 6149A-FLODAR24

SURCHARGE DEPTH MEASUREMENT

  - Auto zero function maintains zero error below 0.5 cm (0.2 in.)
- **Method**
  - Piezo-resistive pressure transducer with stainless steel diaphragm
- **Range**
  - 3.5 m (138 in.), overpressure rating 2.5 x full scale

VELOCITY MEASUREMENT

- **Method**
  - Radar
- **Range**
  - 0.23 to 6.10 m/s (0.75 to 20 ft/s)

- **Frequency Range**
  - 24.075 to 24.175 GHz, 15.2 mW (max.)
- **Accuracy**
  - ±0.5%; ±0.03 m/s (±0.1 ft/s)

DEPTH MEASUREMENT

- **Method**
  - Ultrasonic
- **Standard Operating Range from Flo-Dar® Housing to Liquid**
  - 0 to 152.4 cm (0 to 60 in.)
- **Optional Extended Level Operating Range from Transducer Face to Liquid**
  - 0 to 6.1 m (0 to 20 ft.) with 43.18 cm (17 in.) dead band, temperature compensated.
- **Accuracy**
  - ±1%; ±0.25 cm (±0.1 in.)

FLOW MEASUREMENT

- **Method**
  - Based on Continuity Equation
- **Accuracy**
  - ±5% of reading typical where flow is in a channel with uniform flow conditions and is not surcharged, ±1% full scale max.

SURCHARGE CONDITIONS DEPTH/VELOCITY DEPTH (Std with Flo-Dar® Sensor)

- **Surcharge depth supplied by Flo-Dar® sensor.**

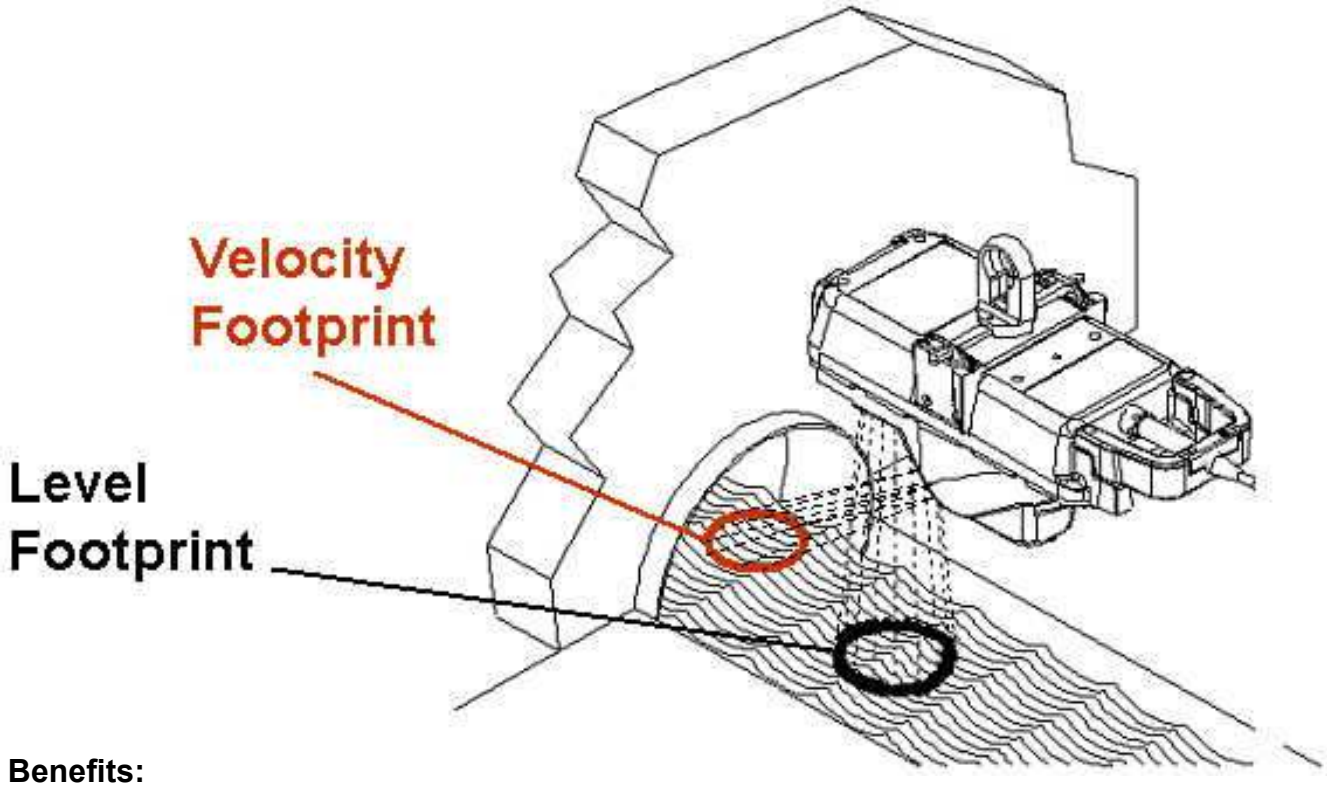
VELOCITY (Optional Surcharge Velocity Sensor)

- **Method**
  - Electromagnetic
- **Range**
  - ±4.8 m/s (±16 ft/s)
- **Accuracy**
  - ±0.15 ft/s or 4% of reading, whichever is greater.
- **Zero Stability**
  - ±0.05 ft/s

The Flo-Dar® Open Channel Flow Meters provide an innovative approach to open channel flow monitoring. Combining digital Doppler radar velocity sensing with ultrasonic pulse echo level sensing Flo-Dar® provides accurate open channel flow monitoring without the fouling problems associated with submerged sensors.

Perfect Solution for Difficult Flow Conditions:

- Flows with High Solids Content
- High Temperature Flows
- Caustic Flows
- Large Man-Made Channel
- High Velocities
- Shallow Flows



Benefits:

1. Personnel have no contact with the flow during installation.
2. Maintenance caused by sensor fouling is eliminated
3. Field Replaceable/Interchangeable Sensors and Monitors

How It Works

Flo-Dar® transmits a digital Doppler radar beam that interacts with the fluid and reflects back signals at a different frequency than that which was transmitted. These reflected signals are compared with the transmitted frequency. The resulting frequency shift provides an accurate measure of the velocity and the direction of the flow. Level is detected by ultrasonic pulse echo. Flow is then calculated based on the Continuity Equation:

$$Q = V \times A, \text{ Where } Q = \text{Flow, } V = \text{Average Velocity and } A = \text{Area}$$

Accurate Flow Measurements

Flo-Dar® provides the user with highly accurate flow measurements under a wide range of flows and site conditions. By measuring the velocity of the fluid from above, Flo-Dar® eliminates accuracy problems inherent with submerged sensors including sensor disturbances, high solids content and distribution of reflectors.

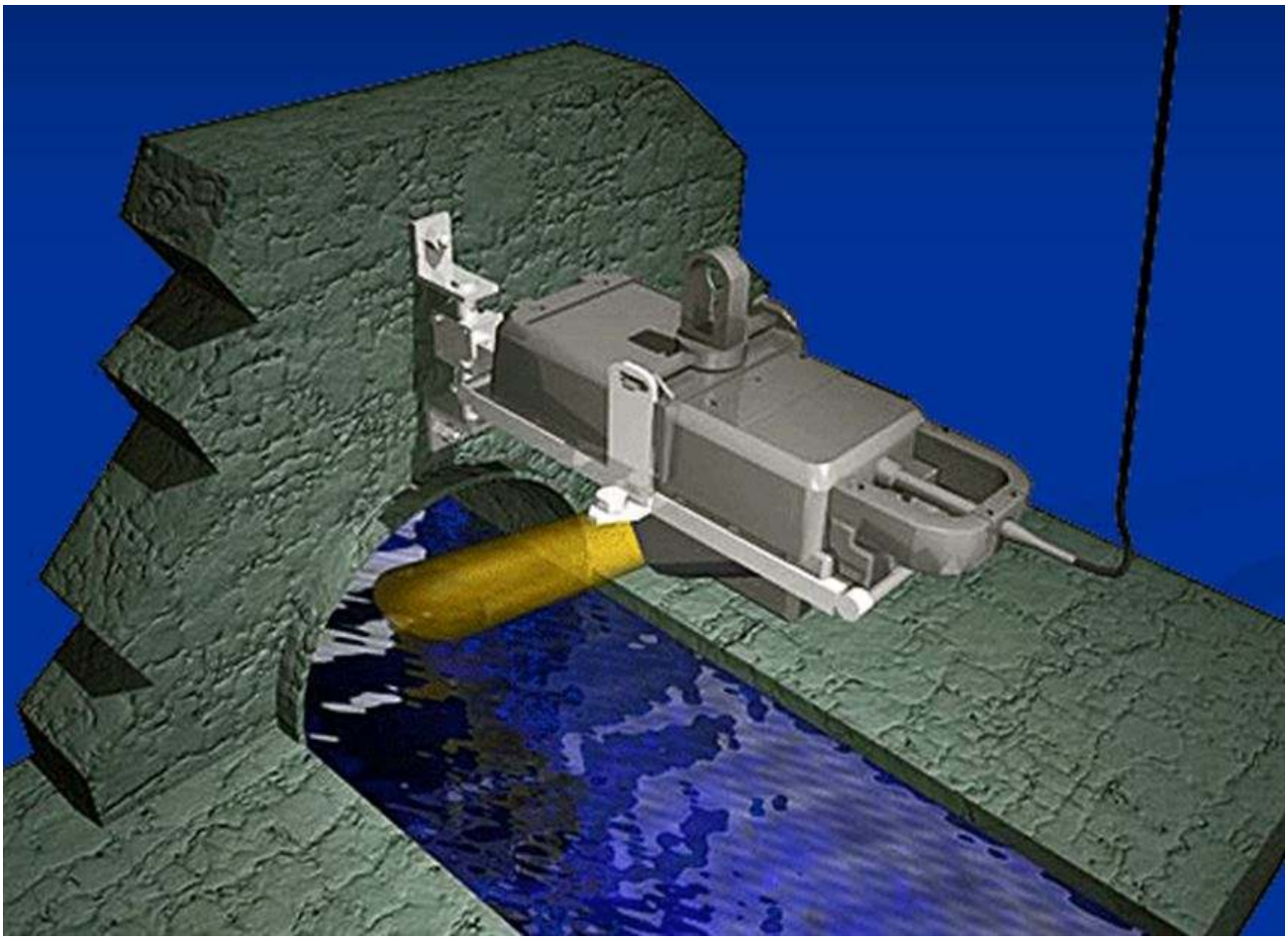


Figure above: US^3 utilizes exclusively Hach March-McBirney Flo-Dar® Meters

US³ Company Information

US³ is a California Corporation **Federal ID No. 33-0729605** and qualifies as a Minority Business Enterprise. US³ has certified as an MBE with the California Public Utility Commission's authorized clearinghouse, **Verification Number: 97ES0008.**

US³ is a specialty service company for the Water & Waste Water industry, providing monitoring and control for Utilities since 1996. US³ is in the forefront of this industry by taking the proven technological approaches developed in other high-tech industries and applying them to protect one of our most precious natural resources - our water.

US³ engineers and technical personnel have applied advanced instrumentation system technology to water/wastewater open channel flow monitoring, pipeline evaluation, engineering, and data analysis, all coupled to the power of the Internet. This unique integrated systems approach allows the company to bring greater insight and intelligence to gathering information about water/wastewater system performance of our clients, and in turn, to support the fulfillment of their commitments to manage and cost effectively design, operate, and maintain these systems.

Moreover, ***US³*** supports Municipalities, Consulting Engineering firms and other water/waste water systems integrators by providing temporary technical services for engineering, software programming and technical site maintenance and calibration site support work, primarily in the Water and Waste Water industries.

Figure at right: All US³ technicians are certified for Confined Space Entry.

Key Personnel Assigned

US³ provided the necessary resources to fully implement this project. Primary in support of this effort were the following personnel:

Mr. Mark Serres: Mr. Serres is a degreed electrical engineer with over 25 years of experience with fresh/wastewater systems, project management, and systems integration in relation to complex industrial systems. This includes experience in industrial automation and water/wastewater industries. Mr. Serres is responsible for assuring client satisfaction and marshalling the required resources to meet the project requirements.

Mr. Thomas Williams: Mr. Williams is an Engineering Manager with over 20 years of experience in complex systems development for wastewater monitoring. This experience includes hydraulic compatibility, instrumentation, communications and analysis. Mr. Williams is responsible for assuring that the required equipment is designed and calibrated to meet the project requirements.

Darlene Szczublewski, PE: Mrs. Szczublewski is a licensed Civil Engineer in multiple states. She has over 15 years of engineering experience with stormwater/wastewater related projects. She assisted in the completion of several Sanitary Sewer Evaluation Surveys and Capacity Analysis projects to meet Consent Decrees as well as completing numerous Infiltration and Inflow (I&I) studies for other clients. Mrs. Szczublewski has developed numerous flow data analysis techniques to present a clear informative picture of flow in a monitored system. Her work also includes the development of training programs for clients describing I&I and capacity analysis methodologies. Mrs. Szczublewski is responsible for analyzing the data as well as the data collection process and assuring that the reports meet the project requirements.

Name, title, address and telephone number of persons to contact regarding this US³ project.

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Senior Civil Engineer
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El Cajon, CA 92021
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Tom Williams
Engineering Manager
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619-546-4281 (work)
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APPENDIX C

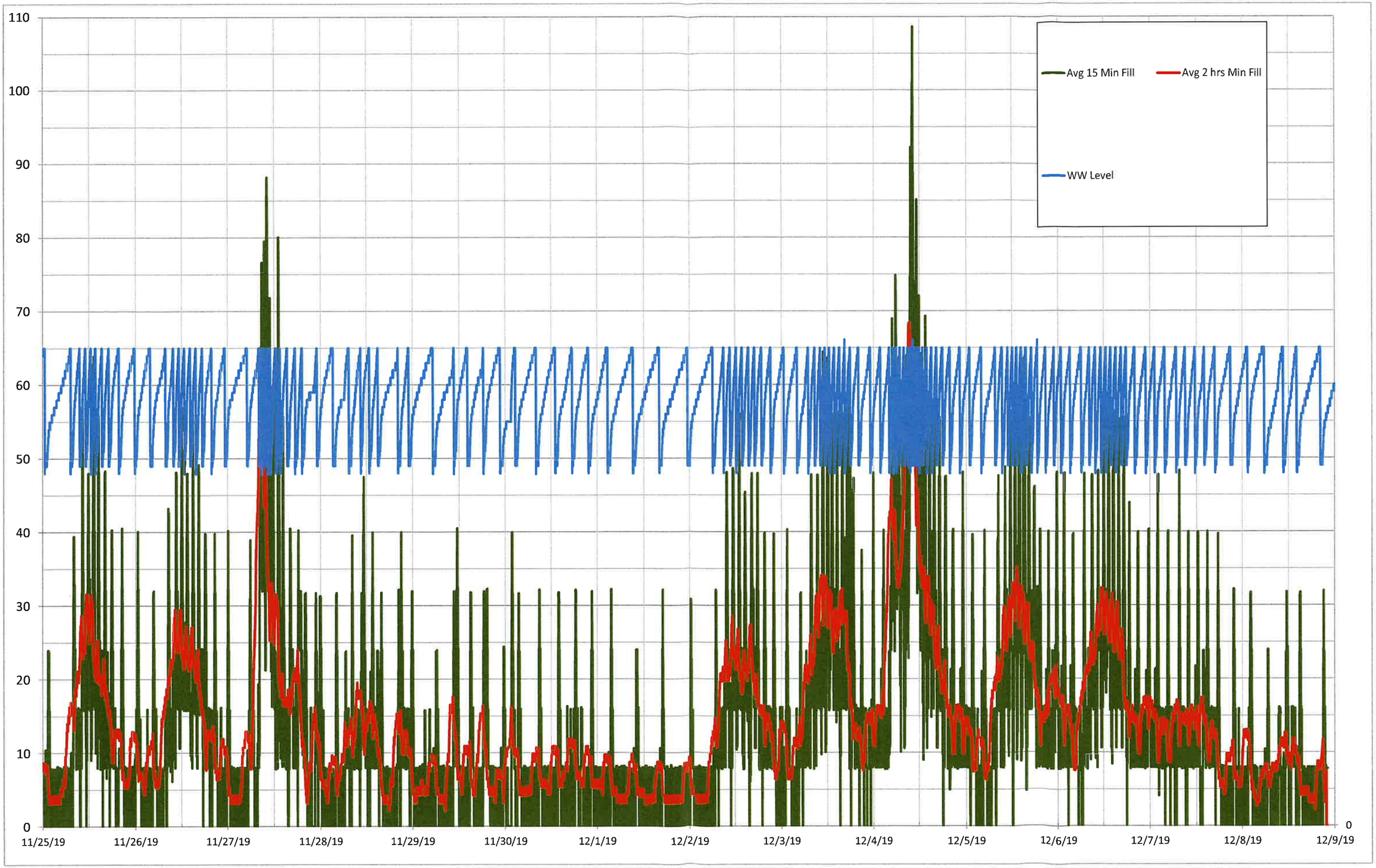
2019 FLOW EVALUATION USING WET WELL DATA

TABLE C-1
SUMMARY OF MEASURED SEWAGE FLOW
AT HANCOCK PARKWAY PS

Flow Condition	Date	Flow, gpm [1]
Average	December 4, 2019	25
TOTAL EXISTING PEAK FLOW (MEASURED)	**DECEMBER 4, 2019**	**77.4 [2]**

[1] Flow tributary to both Commerce Center Drive PS and Hancock Parkway PS

[2] 17% of Hancock Parkway Design Flow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Avg 2 hrs Min Fill
WW Level
110
100
90
80
70
60
50
40
30
20
10
0
0
11/25/19
11/26/19
11/27/19
11/28/19
11/29/19
11/30/19
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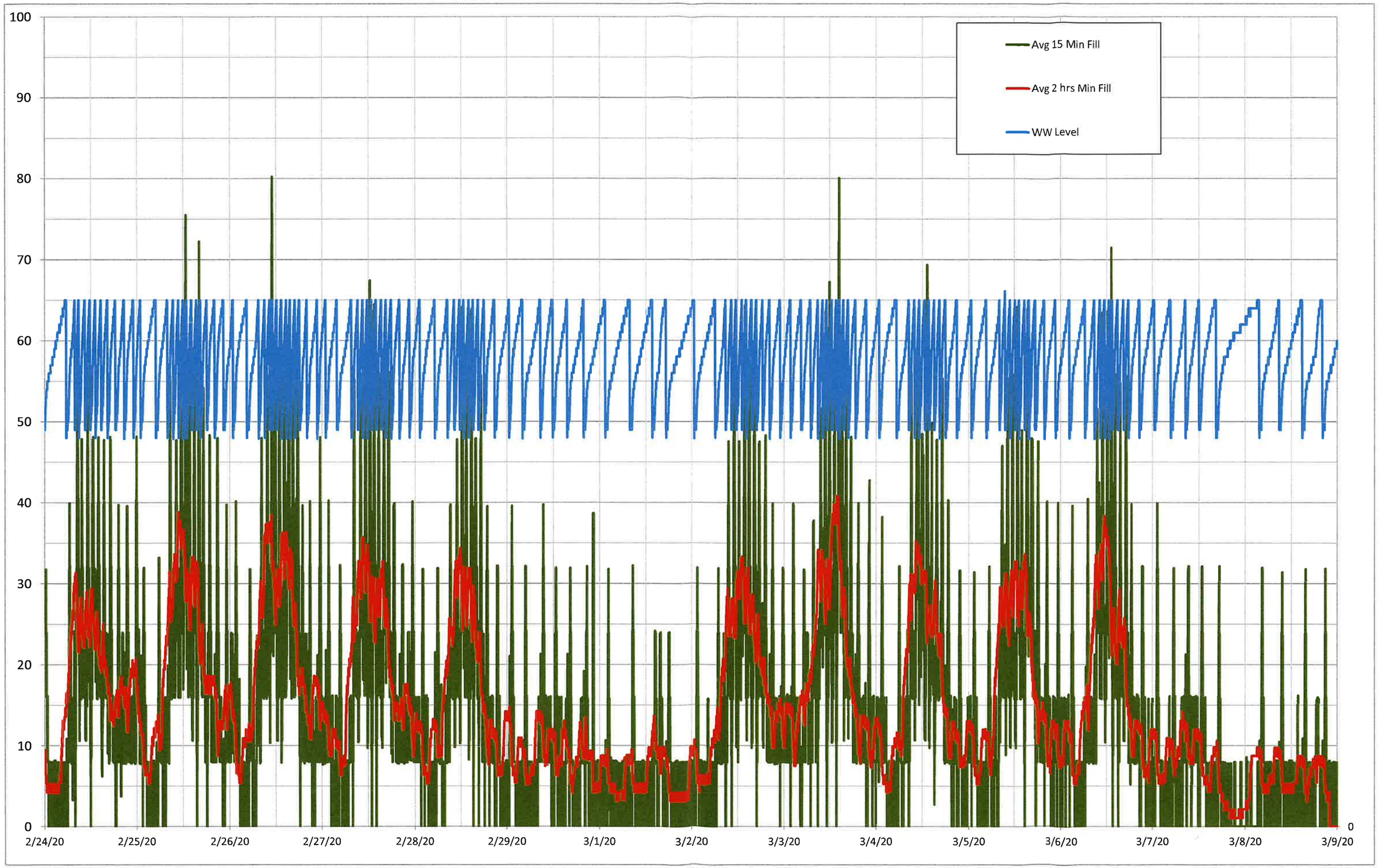
12/8/19
12/9/19


Avg 15 Min Fill
Avg 2 hrs Min Fill
WW Level
100
90
80
70
60
50
40
30
20
10
0
0
2/24/20
2/25/20
2/26/20
2/27/20
2/28/20
2/29/20
3/1/20
3/2/20
3/3/20
3/4/20
3/5/20
3/6/20
3/7/20
3/8/20
3/9/20

APPENDIX D

PUMP STATION FLOW COMPARISONS

TABLE 1
HANCOCK + CCD PS DRAINAGE BASINS (ALL PLANNING)

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow, cfs	Peak Flow, gpm	Design Flow, gpm
EX.1	59.50	0.021	1.250	561	841
EX.2	65.93	0.021	1.385	621	932
EX.3	13.80	0.021	0.290	130	195
EX.4	36.40	0.021	0.764	343	515
EX. 2 (V-1)	2.21	0.021	0.047	21	31
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Pro. 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**327.29**	**—**	**6.208**	**2,786**	**4,179**

TABLE 2
HANCOCK + CCD PS DRAINAGE BASINS (ACTUAL + PLANNING)

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow, cfs	Peak Flow[1], gpm	Design Flow[2], gpm
EX.1	59.50	0.021	0.109	49	74
EX.2	65.93	0.021			
EX.3	13.80	0.021			
EX.4	36.40	0.021			
EX. 2 (V-1)	2.21	0.021	0.047	21	31
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Pro. 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**327.29**	**—**	**2.629**	**1,180**	**1,770**

[1] Based on measured peak, where available. Data Source: MH19 July 2022 and includes CCD Flows.

[2] Pump station Design Flow equals Peak Flow * 1.5.

TABLE 3
HANCOCK + CCD PS DRAINAGE BASINS (ALL PLANNING) WITH SUBTOTALS

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow, cfs	Peak Flow, gpm	Design Flow, gpm
EX.1	59.50	0.021	1.250	561	841
EX.2	65.93	0.021	1.385	621	932
EX.3	13.80	0.021	0.290	130	195
EX.4	36.40	0.021	0.764	343	515
Subtotal	175.63	—	3.688	1655	2483
EX. 2 (V-1)	2.21	0.021	0.047	21	31
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Subtotal	181.35	—	3.808	1,709	2,564
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Subtotal	208.48	—	4.215	1,892	2,838
Pro 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Subtotal	249.64	—	4.833	2,169	3,253
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Subtotal	316.33	—	5.978	2,683	4,024
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**327.29**	**—**	**6.208**	**2,786**	**4,179**

TABLE 4
HANCOCK + CCD PS DRAINAGE BAINS (ACTUAL + PLANNING) WITH SUBTOTALS

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow, cfs	Peak Flow[1], gpm	Design Flow[2], gpm
EX.1	59.50	0.021	0.109	49	74
EX.2	65.93	0.021			
EX.3	13.80	0.021			
EX.4	36.40	0.021			
Subtotal	175.63	—	0.109	49	74
EX. 2 (V-1)	2.21	0.021	0.047	21	31
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Subtotal	181.35	—	0.230	103	155
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Subtotal	208.48	—	0.636	286	428
Pro 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Subtotal	249.64	—	1.254	563	844
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Subtotal	316.33	—	2.399	1,077	1,615
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**327.29**	**—**	**2.629**	**1,180**	**1,770**

[1] Based on measured peak, where available. Data Source: MH19 July 2022 and includes CCD Flows.

[2] Pump station Design Flow equals Peak Flow * 1.5.

TABLE 5
HANCOCK ONLY (ALL PLANNING)

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow, cfs	Peak Flow, gpm	Design Flow, gpm
EX.3	13.80	0.021	0.290	130	195
EX.4	36.40	0.021	0.764	343	515
Subtotal	50.20	—	1.054	473	710
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Subtotal	53.71	—	1.128	506	759
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Subtotal	80.84	—	1.535	689	1,033
Pro 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Subtotal	122.00	—	2.152	966	1,449
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Subtotal	188.69	—	3.297	1,480	2,220
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**199.65**	**—**	**3.527**	**1,583**	**2,375**

TABLE 6
HANCOCK ONLY (ACTUAL + PLANNING)

Planning Area	Acres	Coefficient, cfs/ac	Peak Flow, cfs	Peak Flow[1], gpm	Design Flow[2], gpm
EX.3	13.80	0.021	0.109	49	74
EX.4	36.40	0.021			
Subtotal	50.20	—	0.109	49	74
EX. 4 (V-2)	2.47	0.021	0.052	23	35
EX. 4 (V-3)	1.04	0.021	0.022	10	15
Subtotal	53.71	—	0.183	82	123
Pro. 4 (D1)	27.13	0.015	0.407	183	274
Subtotal	80.84	—	0.590	265	397
Pro 2.1 (B3)	13.25	0.015	0.199	89	134
Pro. 2.2 (B2)	10.48	0.015	0.157	71	106
Pro. 2.3 (B1)	17.43	0.015	0.261	117	176
Subtotal	122.00	—	1.207	542	813
Pro. 3.1 (C5)	19.06	0.015	0.286	128	192
Pro. 3.2 (C6)	2.55	0.015	0.038	17	26
Pro. 3.3 a/b (C1/C2)	24.12	0.021	0.507	227	341
Pro. 3.3 c/d (C3/C4)	20.96	0.015	0.314	141	212
Subtotal	188.69	—	2.352	1,056	1,584
Pro. 7.1 (E1)	4.87	0.021	0.102	46	69
Pro. 7.2 (E2)	6.09	0.021	0.128	57	86
Total	**199.65**	**—**	**2.583**	**1,159**	**1,739**

[1] Based on measured peak, where available. Data Source: MH19 July 2022 and includes CCD Flows.

[2] Pump station Design Flow equals Peak Flow * 1.5.

TABLE 7
HANCOCK ONLY (ALL PROJECTED)

Planning Area	Acres	Coefficient[2], cfs/ac	Peak Flow, cfs	Peak Flow[1], gpm	Design Flow, gpm
EX.3	13.80	0.002	0.109	49	74
EX.4	36.40	0.002			
Subtotal	50.20	—	0.109	49	74
EX. 4 (V-2)	2.47	0.002	0.005	2	4
EX. 4 (V-3)	1.04	0.002	0.002	1	2
Subtotal	53.71	—	0.117	52	79
Pro. 4 (D1)	27.13	0.002	0.059	27	40
Subtotal	80.84	—	0.176	79	118
Pro 2.1 (B3)	13.25	0.002	0.029	13	19
Pro. 2.2 (B2)	10.48	0.002	0.023	10	15
Pro. 2.3 (B1)	17.43	0.002	0.038	17	26
Subtotal	122.00	—	0.266	119	179
Pro. 3.1 (C5)	19.06	0.002	0.041	19	28
Pro. 3.2 (C6)	2.55	0.002	0.006	2	4
Pro. 3.3 a/b (C1/C2)	24.12	0.002	0.053	24	35
Pro. 3.3 c/d (C3/C4)	20.96	0.002	0.046	20	31
Subtotal	188.69	—	0.411	184	277
Pro. 7.1 (E1)	4.87	0.002	0.011	5	7
Pro. 7.2 (E2)	6.09	0.002	0.013	6	9
Total	**199.65**	**—**	**0.435**	**195**	**293**

[1] Based on measured peak, where available. Data Source: MH19 July 2022 and includes CCD Flows.

[2] Factor of Safety of 1.0. (EX.3 Peak Flow + EX.4 Peak Flow)/(EX.3 Acres + EX.4 Acres) = 0.002 cfs/ac. 0.002 cfs/ac * 1.0 = 0.002 cfs/ac.

TABLE 8
HANCOCK ONLY (ALL PROJECTED)

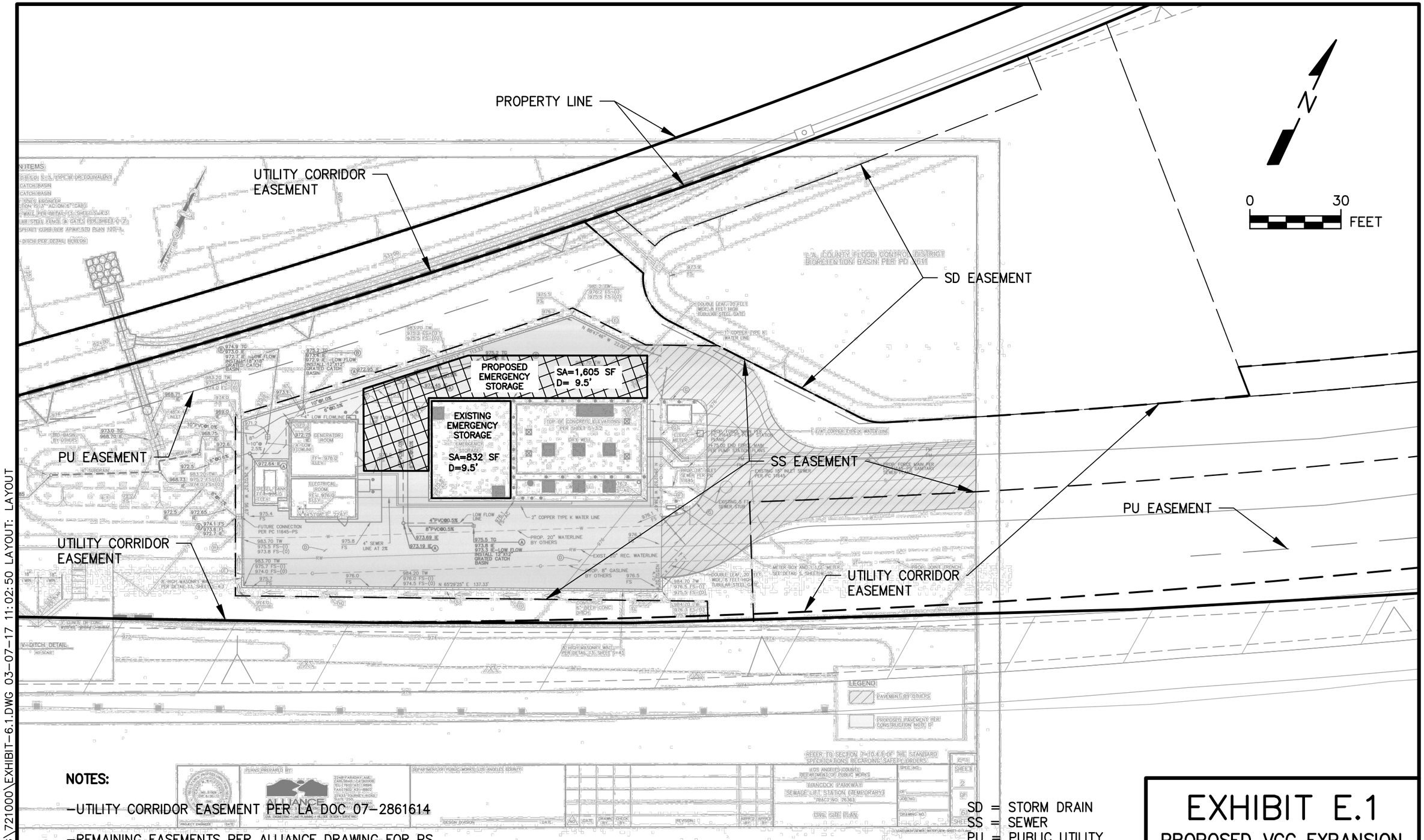
Planning Area	Acres	Coefficient[2], cfs/ac	Peak Flow, cfs	Peak Flow[1], gpm	Design Flow, gpm
EX.3	13.80	0.003	0.109	49	74
EX.4	36.40	0.003			
Subtotal	50.20	—	0.109	49	74
EX. 4 (V-2)	2.47	0.003	0.008	4	5
EX. 4 (V-3)	1.04	0.003	0.003	2	2
Subtotal	53.71	—	0.121	54	81
Pro. 4 (D1)	27.13	0.003	0.089	40	60
Subtotal	80.84	—	0.209	94	141
Pro. 2.1 (B3)	13.25	0.003	0.043	19	29
Pro. 2.2 (B2)	10.48	0.003	0.034	15	23
Pro. 2.3 (B1)	17.43	0.003	0.057	26	38
Subtotal	122.00	—	0.344	154	231
Pro. 3.1 (C5)	19.06	0.003	0.062	28	42
Pro. 3.2 (C6)	2.55	0.003	0.008	4	6
Pro. 3.3 a/b (C1/C2)	24.12	0.003	0.079	35	53
Pro. 3.3 c/d (C3/C4)	20.96	0.003	0.068	31	46
Subtotal	188.69	—	0.562	252	378
Pro. 7.1 (E1)	4.87	0.003	0.016	7	11
Pro. 7.2 (E2)	6.09	0.003	0.020	9	13
Total	**199.65**	**—**	**0.597**	**268**	**402**

[1] Based on measured peak, where available. Data Source: MH19 July 2022 and includes CCD Flows.

[2] Factor of Safety of 1.5. (EX.3 Peak Flow + EX.4 Peak Flow)/(EX.3 Acres + EX.4 Acres) = 0.002 cfs/ac. 0.003 cfs/ac * 1.5 = 0.003 cfs/ac.

APPENDIX E

PROPOSED IMPROVEMENTS



NOTES:

-UTILITY CORRIDOR EASEMENT PER LA DOC 07-2861614

-REMAINING EASEMENTS PER ALLIANCE DRAWING FOR PS

D = DEPTH, IN FEET

SF = SQUARE FEET

SD = STORM DRAIN
SS = SEWER
PU = PUBLIC UTILITY

EXHIBIT E.1

PROPOSED VCC EXPANSION EMERGENCY STORAGE

HANCOCK PARKWAY PUMP STATION
HYDRAULIC OUTLET STUDY

DEXTER WILSON ENGINEERING, INC.
CONSULTING ENGINEERS
(760) 438-4422

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EXPANDED HANCOCK PARKWAY PUMP STATION SERVICE AREA

NO SCALE

PROPOSED 18" GRAVITY SEWER ~ 1,300 FT (OPT.1)

EX. PS #3 ABANDON (DPW)

PROPOSED DUAL 8" FORCE MAINS ~3,700 FT (OPT.1)

EXPANDED HANCOCK PARKWAY PUMP STATION (DPW)

EXISTING DUAL 8" FORCE MAINS ~3,500 FT

PROPOSED 12" FORCE MAIN ~ 6,900 FT (OPT.1 OR OPT.2)

PROPOSED DUAL 8" FORCE MAINS ~ 5,400 FT AND 12" FORCE MAIN ~ 8,900 FT (OPT.2)

EX. CASTAIC PUMPING PLANT (LACSD)

VTPM 18108

PM 22261

PM 20839

PM 26363

PM 17949

PA-1

PA-2.1

PA-2.2

PA-2.3

PA-3.1

PA-3.2

PA-3.3

PA-4

PA-5.1

PA-5.2

PA-6

PA-7.1

PA-7.2

CASTAIC CREEK

HASLEY CREEK

HARRISON PKWY

BRAXTON AVE

LIVINGSTON ST

CENTER DR

COMMERCE PARKWAY

FRANKLIN

HANCOCK PARKWAY

TURNBERRY LN

MUIRFIELD LANE

A ST

TRAVEL VILLAGE

Legend

- Project Boundary
- Existing Parcel Map Boundary
- COMM-BUSINESS PARK - 71.9 Acres
- INDUSTRIAL - 116.4 Acres
- P.F.-Utility - 1.0 Acres
- P.F.-DEBRIS BASIN - 1.4 Acres
- OPEN SPACE - 38.0 Acres
- O.S.-NAT. - 347.7 Acres
- Public Road - 11.9 Acres

EXHIBIT E.2

EXPANDED HANCOCK PARKWAY PUMP STATION

HANCOCK PARKWAY PUMP STATION HYDRAULIC OUTLET STUDY

DEXTER WILSON ENGINEERING, INC.
CONSULTING ENGINEERS
(760) 438-4422

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PARCEL MAP NO. 18108 (Rev.)

TENTATIVE MAP DATED 01-15-2025
EXHIBIT MAP DATED 01-15-2025

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all parcels/buildings in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.

2. Provide a minimum 10 feet separation between sanitary sewer pipe and water main.

3. Obtain SCE approval for the proposed pipeline within SCE easement.

4. There shall be filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the land division, and that water service will be provided to each parcel.

5. A “Written Verification” from the water supplier. Provide a “Written Verification” and supporting documents from the water supplier to indicate the availability of a “Sufficient Water Supply” as required per Section 66473.7 of the Subdivision Map Act (SB 221) prior to filing any map or parcel map to the satisfaction of Public Works and the Department of Regional Planning.

6. If required, provide off-site water improvements to bring water to this land division to the satisfaction of Public Works.

7. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.

8. Submit landscape and irrigation plans for each commercial/open space parcel in the land division, with landscape area greater than 1,000 square feet, in accordance with the Water Efficient Landscape Ordinance.

Prepared by Sam Richards Phone (626) 458-4921 Date 02-13-2025

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

EPIC-LA NUMBER:	RTM-PM18108-20129	PROJECT NUMBER:	87150
CITY/COMMUNITY:		STATUS:	Cleared
PROJECT ADDRESS:	27202 Turnberry Lane VALENCIA, CA 91355	DATE:	02/13/2025

CONDITIONS

1. THE FOLLOWING CONDTIONS OF APPROVAL ARE REQUIRED FOR THE VESTING TENTATIVE PARCEL MAP:
2. A digital copy of the Final Map shall be submitted to the Fire Department's Land Development Unit for review and approval prior to recordation. Submittal shall be provided through EPIC-LA.
3. The driveways required for Fire Apparatus Access Roads shall be indicated on the Final Map as "Private Driveway and Fire Lane" with the widths clearly depicted.
4. A common access agreement is required for the private driveway since multiple units are sharing the same access. Submit a copy of Covenant, Conditions and Restrictions (CC&R) document to the Fire Department's Land Development Unit for review and acceptance prior to Final Map clearance. Submittal shall be perform through EPIC-LA in the project's Final Map plan number.
5. A Reciprocal Easement Agreement for access purposes, ingress and egress, is required for all lots that share the private driveway as primary access, including emergency providers. A digital copy of the agreement shall be submitted to the Fire Department's Land Development Unit for review and acceptance prior to Final Map clearance. Submittal shall be provided through EPIC-LA in the project's Final Map plan number.
6. A digital copy of the Grading Plan shall be submitted to the Fire Department's Land Development Unit for review and approval. Compliance is required prior to Final Map clearance. Submittal shall be provided through EPIC-LA using the following Plan Type: Fire Land Development–Grading.
7. A digital copy of the Water Plans for the required public fire hydrants shall be submitted to the Fire Department's Land Development Unit for review and approval. Compliance is required prior to prior to project construction. Submittal shall be provided through EPIC-LA using the following Plan Type: Fire Land Development–Water Plan & System Review.
8. Prior Final Map recordation, provide written verification stating the required public fire hydrants have been bonded for in lieu of installation. Submittal shall be provided through EPIC-LA in the project's Final Map or Water Plan plan number.
9. Provide public streets as to noted on the cross-sections.
10. Approved building address numbers, building numbers or approved building identification shall be provided and maintained to be plainly visible and legible from the street fronting the property. The numbers shall contrast with their background, be Arabic numerals or alphabet letters, and be a minimum of 4 inches high with a minimum stroke width of 0.5 inch. Fire Code 505.1
11. Multiple residential and commercial buildings having entrances to individual units not visible from the street or road shall have unit numbers displayed in groups for all units within each structure. Such numbers may be grouped on the wall of the structure or mounted on a post independent of the structure and shall be positioned to be plainly visible from the street or road as required by Fire Code 505.3 and in accordance with Fire Code 505.1.
12. All public and private on-site fire hydrants shall measure 6”x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.
13. The required fire flow for the public fire hydrants for this project is 4000 GPM at 20 psi residual pressure for 4 hours. Three (3) public fire hydrants flowing simultaneously may be used to achieve the required fire flow. The installation of an automatic fire sprinkler system is required. The fire flow is subject to further reduction during

Reviewed by:

the building plan check process. Fire Code 507.3 & Appendix B

14. The public fire hydrants will determine by the Fire Department with further review of the tentative parcel map. All required public fire hydrants shall be installed, tested and accepted prior to beginning construction. All fire hydrants shall measure 6”x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code. Fire Code 501.4
15. THE FOLLOWING CONDTIONS OF APPROVAL ARE REQUIRED FOR THE EXHIBIT "A":
16. All on-site Fire Apparatus Access Roads shall be labeled as “Private Driveway and Fire Lane” on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction in accordance too Fire Code Section 501.4
17. For buildings where the vertical distance between the access roadway and the highest roof surface does not exceed 30 feet, provide a minimum unobstructed width of 26 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Apparatus Access Roads to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. The highest roof surface shall be determined by measurement of the vertical distance between the access roadway and the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Fire Code 503.1., 503.2.1.2 & 503.2.1.2.1
18. For buildings where the vertical distance between the access roadway and the highest roof surface exceeds 30 feet from the lowest level of the Fire Apparatus Access Road, provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Apparatus Access Roads to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. At least one required access route meeting this condition shall be located such that the edge of the Fire Apparatus Access Roadway, not including shoulders, that is closest to the building being served, is between 10 feet and 30 feet from the building, as determined by the fire code official, and shall be positioned parallel to one entire side of the building. The side of the building on which the Fire Apparatus Access Road is positioned shall be approved by the fire code official. Fire Code 503.1.1; 503.2.1.2; 503.2.1.2.2 & 503.2.1.2.2.1
19. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official. Fire Code 503.2.2.1
20. The Fire Apparatus Access Roads shall be provided with a minimum of a 32-foot centerline turning radius. Fire Code 503.2.4
21. Dead-end Fire Apparatus Access Roads more than 150 feet in length shall be provided with an approved Fire Department turnaround. Refer to Figure 503.2.5 (1) and Figure 503.2.5(2) in Chapter 5 of the Fire Code. The turnaround shall be orientated on the access roadway in the proper direction of travel. Fire Code 503.2.5
22. Provide approved signs or other approved notices or markings that include the words “NO PARKING - FIRE LANE” shall be provided for Fire Apparatus Access Roads. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for Fire Apparatus Access Roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector. A no-parking designation shall meet the requirements of California Vehicle Code Section 22500.1 and be approved by the fire code official. Fire Code 503.3
23. A minimum 5-foot-wide approved firefighter access walkway leading from the Fire Department Access Road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Fire Code 504.1
24. Security barriers, visual screen barriers or other obstructions shall not be installed on the roof of any building in such a manner as to obstruct firefighter access or egress in the event of fire or other emergency. Parapets shall not exceed 36 inches from the top of the parapet to the roof surface on more than two sides. These sides should face an access roadway or yard sufficient to accommodate ladder operations. Fire Code 504.5
25. The locations of the private on-site fire hydrants will be determined by the Fire Department with the further review of the Exhibit "A". All required private fire hydrants shall be installed, tested and approved prior to building occupancy. Fire Code 901.5.1
26. The required fire flow for more than one on-site fire hydrant is 2500 GPM at 20 psi residual pressure for 2 hours. Two (2) on-site fire hydrants flowing simultaneously may be used to achieve the required fire flow with one being located the furthest from the public fire hydrant. Fire Code C106.1
27. All private fire hydrants shall be installed a minimum of 25 feet from a structure or protected by a two (2) hour rated firewall. For fully sprinkled multi-family structures, private fire hydrants may be installed a minimum of 10 feet from the structure. Fire Code Appendix C106.1
28. Plans showing underground piping for private on-site fire hydrants shall be submitted to the Sprinkler Plan Check Unit for review and approval prior to installation. Fire Code 901.2 & County of Los Angeles Fire

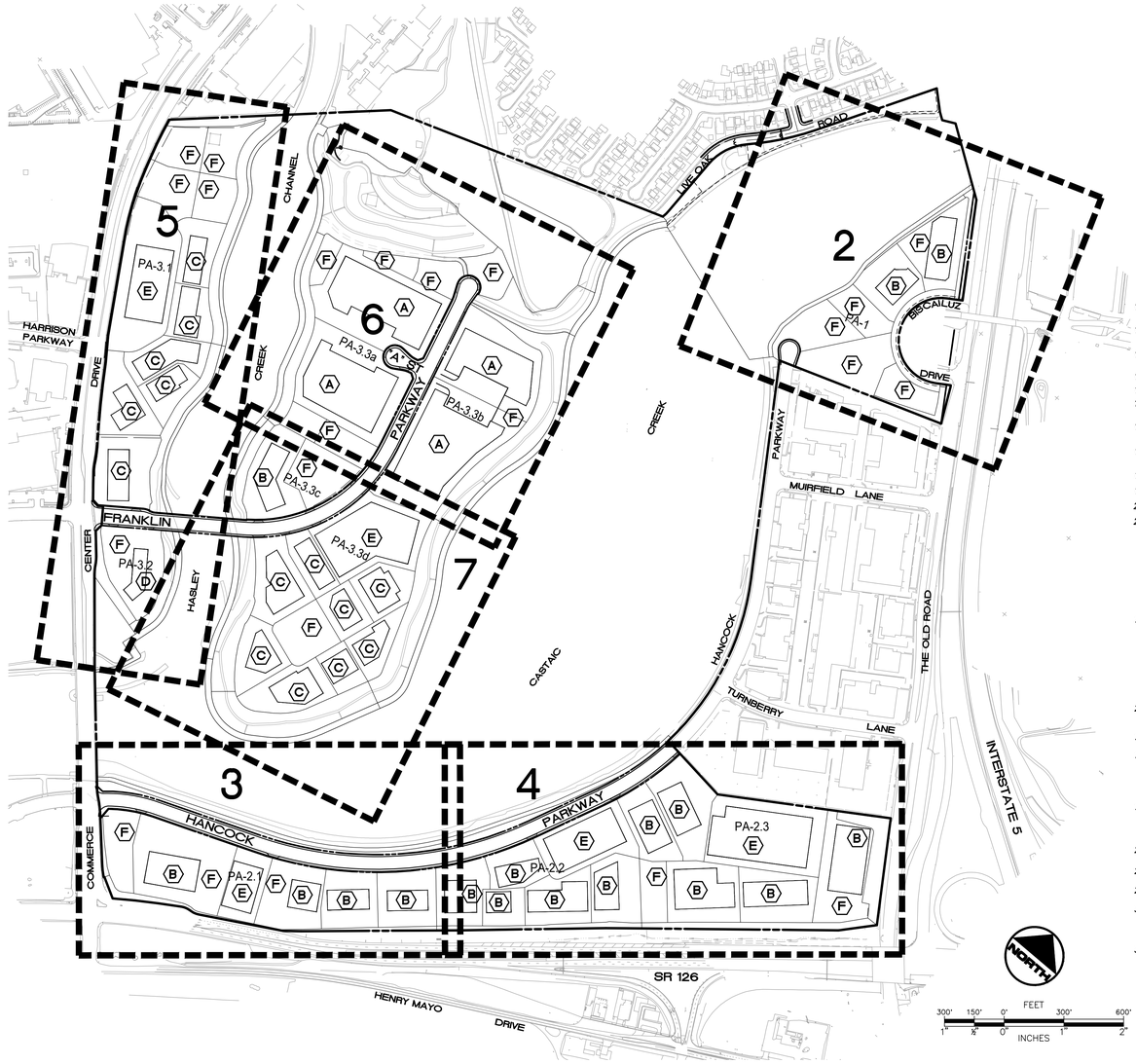
Reviewed by:

Department Regulation 7

29. This property is located within the area described by the Fire Department as a Fire Hazard Severity Zone. A "Fuel Modification Plan" shall be submitted to the Fuel Modification Unit prior building plan approval. Please contact the Department's Fuel Modification Unit for details. They may be reached at (626) 969-5205, or by visiting https://www.fire.lacounty.gov/forestry-division/forestry-fuel-modification/

For any questions regarding the report, please contact Wally Collins at (323) 890-4243 or Wally.Collins@fire.lacounty.gov.

Reviewed by:



INDEX MAP

GENERAL NOTES:

1. GRADE ELEVATIONS SHOWN ON THE VTPM ARE APPROXIMATE. THE ELEVATIONS MAY CHANGE BY 10 FEET. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. LOT LINES CAN BE ADJUSTED PROVIDED NO ADDITIONAL DEVELOPABLE LOTS ARE CREATED. THE DEGREE OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL, THE SUBDIVISION MAP ACT.
3. ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. ADJUSTMENTS TO STREETS CAN BE MADE PROVIDED THE DEPARTMENT OF PUBLIC WORKS AND DRP DETERMINE THAT THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO TRAILS CAN BE MADE WITH APPROVAL BY DRP AND THE PARKS AND RECREATION DEPARTMENT.
4. BUILDING FOOTPRINTS THAT ARE SHOWN ON THE SUBDIVISION MAP OR ACCOMPANYING SITE PLAN ARE ONLY FOR ILLUSTRATIVE PURPOSES. ACTUAL BUILDING LOCATIONS AND FOOTPRINTS MAY VARY AND WILL BE REVIEWED DURING PLOT PLAN APPROVAL AND SHALL BE GRANTED PROVIDED THE PROPOSED BUILDING SATISFIES ALL EXISTING CODES AND ORDINANCES.
5. PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (E.G. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
6. PERMISSION IS REQUESTED FOR UNIT PHASING.
7. PERMISSION IS REQUESTED TO COMBINE LOTS.
8. PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
9. PERMISSION IS REQUESTED TO RECORD ADDITIONAL NON DEVELOPABLE LOTS FOR PRIVATE DRIVEWAY PURPOSES.
10. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS PROVIDED MAINTENANCE EASEMENTS ARE GRANTED TO THE SATISFACTION OF DPW.
11. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PASEOS, PEDESTRIAN BRIDGES, TRANSIT SHELTERS, WATER QUALITY BASINS, WATER TANKS, ETC.) MAY BE RELOCATED TO THE SATISFACTION OF DPW AND DRP.
12. PROPOSED RETAIL, INDUSTRIAL, AND OFFICE FLOOR AREA ARE INTERCHANGEABLE IF THE REQUIRED PARKING IS PROVIDED.
13. PERMISSION TO RECORD JOINT ACCESS EASEMENTS (20' WIDE) AS LOTS REQUESTED.
14. REQUEST PERMISSION TO MASS/BULK GRADE.
15. PROPOSED STREET GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS.
16. PROVIDE STANDARD RIGHT OF WAY RETURN RADII OF 13 FT. AT ALL LOCAL STREET INTERSECTIONS AND 27 FT WHERE ALL PLANNED HIGHWAYS INTERSECT OR WHERE ONE OF THE ROADS SERVES A COMMERCIAL OR INDUSTRIAL DEVELOPMENT.
17. MODIFIED STREET CROSS-SECTIONS AS SHOWN ON VESTING TENTATIVE TRACT MAP ARE REQUESTED. HOWEVER, PERMISSION IS SOUGHT TO CONSTRUCT STANDARD AND ALTERNATE STREET CROSS-SECTIONS AT THE DISCRETION OF THE SUBDIVIDER.
18. ALL DIMENSIONS SHOWN ARE APPROXIMATE.
19. TOPO COMPILED 12/2013 FROM AERIAL DATA FLOWN 12/2013.
20. PERMISSION IS REQUESTED TO VACATE EXCESS RIGHT OF WAY ON LIVE OAK ROAD WITHIN LOTS 24, 25, 27, 42 AND 104.
21. GRADING OF FINAL FLAT BUILDING PADS SHALL BE ALLOWED ON THE PROJECT ROUGH GRADING PLANS CONSISTENT WITH "SECTION J109.5 DISPOSAL" OF APPENDIX J OF THE LOS ANGELES COUNTY BUILDING CODE. THE LOCATION AND ELEVATION OF THE BUILDING PADS WILL BE CONSISTENT WITH THE APPROVED VESTING TENTATIVE TRACT MAP OR THE MOST CURRENT APPROVED EXHIBIT "A" SITE PLAN.
THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE ROUGH GRADING PLAN:
ALL FLAT PADS WILL DRAIN TO AN APPROVED DRAINAGE FACILITY OR PUBLIC STREET IN A CONTROLLED MANNER AND CONSISTENT WITH THE APPROVED PROJECT HYDROLOGY OR EROSION CONTROL PLAN AS DETERMINED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS. THE USE OF SWALES, BERMS, OR OTHER DRAINAGE FACILITIES SHALL BE UTILIZED AS NECESSARY TO PREVENT DRAINAGE ACROSS PROPERTY LINES.
22. GRADING OF VTPM 18108 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE VTTM. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE A BALANCED GRADING PHASE. AN INTERIM HYDROLOGY REPORT WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. DRAINAGE AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPW.RASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.
23. THE BREAKDOWN OF EARTHWORK VOLUMES OF EACH PHASE SHOULD BE CONSIDERED A FRACTION OF THE OVERALL PROPOSED EARTHWORK QUANTITY FOR THE ENTIRE PROJECT.
24. THE CUMULATIVE EARTHWORK VOLUME FOR ALL PHASES WILL BE REQUIRED ON EACH SET OF GRADING PLAN SUBMITTED.
25. THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT PERMISSION IS REQUESTED TO CHANGE THE NUMBER AND ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT, AND A MODIFIED PHASING MAP IS PROVIDED TO DRP.
26. PERMISSION IS REQUESTED TO WAIVE PUBLIC STREET FRONTAGE REQUIREMENTS, TO THE SATISFACTION OF DRP AND DPW, FOR THE FOLLOWING LOTS: 3, 5, 7, 8, 9, 10, 30, 31, 34, 50, 51, 52, 53, 54, 55, 59, 78, 80, 82, 83, 86, 87, 88, 89, 93, 95, 96, AND 97.
27. ALL SLOPES AND LANDSCAPING TO BE MAINTAINED BY VALENCIA COMMERCE CENTER ASSOCIATION.
28. ALL SEWER AND STORM DRAIN SHOWN IN EASEMENTS ON PRIVATE PROPERTY SHALL BE PUBLICLY MAINTAINED.
29. ALL ABANDONMENTS AND QUITCLAIMS SHALL BE COMPLETED PRIOR TO FINAL MAP.
30. THE DEVELOPER/ENGINEER ACKNOWLEDGES THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASIN WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE IN THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING PLANNING DOCUMENTS BY THE DEPARTMENT OF REGIONAL PLANNING.
31. THE LID PROJECT DESIGN FEATURES PROPOSED AS PART OF THE PROJECT ARE SELECTED IN ACCORDANCE WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND PROVIDE PRETREATMENT, RETENTION, AND BIOFILTRATION VOLUME CONSISTENT WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND THE LA COUNTY LID DEVELOPMENT DESIGN MANUAL.

SURVEY NOTES:

VERTICAL DATUM:
LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS BENCHMARK DESCRIBED AS FOLLOWS: LACDPW L5402 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT W/O C/L THE OLD RD (W ROWY) AND 0.6 MI S/O HENRY MAYO DR @ MI MKR #6.25 NEWHALL QUAD, 1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951

THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988 IS 2.3 FEET HIGHER THAN NAVD 1929).

SPECIAL NOTE:

1. PROPOSED RECLAIMED WATER LINES WILL BE LOCATED IN PUBLIC STREETS AND TRAILS.

NOTES:

1. ALL PERIMETER WALLS SHALL HAVE PERSONNEL PEDESTRIAN ACCESS GATES LOCATED TO THE SATISFACTION OF THE FIRE DEPARTMENT (NO VEHICULAR ACCESS).
2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
3. FIRELANE TO BE DEDICATED BY SEPARATE INSTRUMENT BASED UPON THE FINAL SITE PLAN APPROVAL.
4. FIRE ACCESS WILL BE PROVIDED TO WITHIN 150' OF ALL EXTERIOR WALLS.

PROJECT RELATED ENTITLEMENTS:

PROJECT NUMBER – 87-350
CONDITIONAL USE PERMIT – 87-360
OAK TREE PERMIT – 200700022
PARKING PERMIT – RPPL2022007239
ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114

UTILITY PROVIDERS

PHONE: AT&T
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON
SEWER TREATMENT: LA COUNTY SANITATION
DISTRICT SCHOOLS: CASTAIC UNION SCHOOL DISTRICT
WM S HART SCHOOL DISTRICT
WATER: SANTA CLARITA VALLEY WATER AGENCY
POLICE PROTECTION: LA COUNTY SHERIFF
FIRE PROTECTION: LA COUNTY FIRE

SHEET INDEX

SHEET No.	DESCRIPTION
1	TITLE SHEET, NOTES, STATISTICS
1A	EASEMENTS
2	PLANNING AREA 1
3	PLANNING AREA 2.1
4	PLANNING AREA 2.2 AND 2.3
5	PLANNING AREA 3.1 AND 3.2
6	PLANNING AREA 3.3a AND 3.3b
7	PLANNING AREA 3.3c AND 3.3d

APPROXIMATE EARTHWORK QUANTITIES:

	Cut Volume (CY)	Fill Volume (CY)
RAW (MASS EX.)	3,500,000	3,090,000
SHRINKAGE		410,000
TOTAL	3,500,000	3,500,000

REMEDIAL GRADING NOT INCLUDED
EARTHWORK TO BE BALANCED ONSITE

PROJECT SUMMARY:

GROSS AREA	328.8 Acres
TOTAL LOTS	104
EXISTING ZONING	M-1.5-DP, M-1.5
PROPOSED ZONING	M-1.5-DP, M-1.5
EXISTING COUNTYWIDE GENERAL PLAN DESIGNATION:	I 0
PROPOSED COUNTYWIDE GENERAL PLAN DESIGNATIONS:	I 0

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

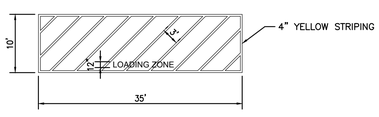
PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED

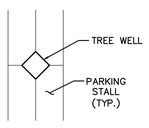
LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
EXHIBIT MAP PM18108

LEGEND

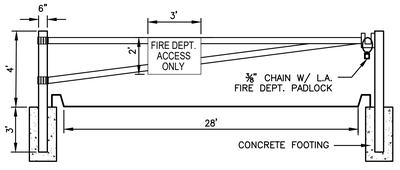
2 SHEET NUMBER
(A) INDUSTRIAL
(B) OFFICE
(C) OFFICE (4 LEVELS)
(D) RETAIL
(E) STRUCTURE PARKING
(F) SURFACE PARKING



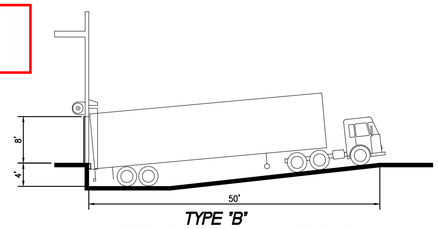
TYPE "A"
TYPICAL LOADING ZONE - PLAN
MIN. DIMENSIONS: 10' W x 35' D x 14' H
NOT TO SCALE



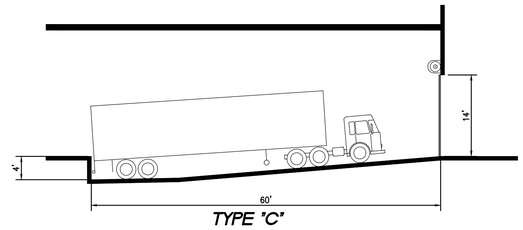
TREE WELL
NOT TO SCALE



EMERGENCY ACCESS GATE DETAIL
NOT TO SCALE



TYPE "B"
EXTERIOR LOADING WELL - SECTION
MIN. DIMENSIONS: 10' W x 35' D x 14' H
NOT TO SCALE

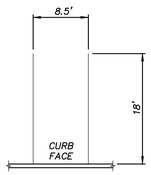


TYPE "C"
INTERIOR LOADING WELL - SECTION
MIN. DIMENSIONS: 10' W x 35' D x 14' H
NOT TO SCALE

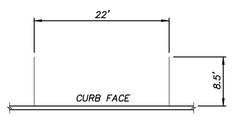
NON-RESIDENTIAL SITE DEVELOPMENT STANDARDS

STREET FRONTAGE	LOT REQUIREMENTS			
	MINIMUM FRONT PARKING SETBACK	MINIMUM FRONT BUILDING SETBACK	MINIMUM SIDE PARKING SETBACK (CORNER LOT)	MINIMUM SIDE BUILDING SETBACK (CORNER LOT)
COMMERCE CENTER DRIVE	33.5'	65'	20'	25'
INTERIOR STREETS	15' [1]	40'	15' [1]	25'

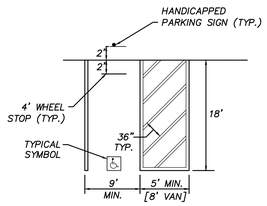
SETBACKS ARE MEASURED FROM CURB OF ROADWAY.
1. 20' AT SIDEWALK CONDITIONS



TYPICAL PERPENDICULAR PARKING
NOT TO SCALE



TYPICAL PARALLEL PARKING
NOT TO SCALE



HANDICAP PARKING
NOT TO SCALE

PARKING SPACE SUMMARY TABLE

PLANNING AREA	LOT NO.	STREET FRONTAGE	NO. OF Buildings	Retail Building S.F.	Office Building S.F.	Industrial Building S.F.	Total Building S.F.	Required Retail Parking Spaces (1/250 S.F.)	Required Office Parking Spaces (1/400 S.F.)	Required Industrial Parking Spaces (1/500 S.F.)	Total Parking Spaces Required	Retail Parking Spaces Provided	Office Parking Spaces Provided	Total Industrial Spaces Provided	Total Parking Spaces Provided
1	92-97	THE OLD ROAD	2	–	174300	–	174300	–	436	–	436	–	436	–	436
2.1	68-73	HANCOCK PARKWAY	4	–	302600	–	302600	–	757	–	757	–	757	–	757
2.2	77-82	HANCOCK PARKWAY	5	–	368400	–	368400	–	921	–	921	–	921	–	921
2.3	83-90	HANCOCK PARKWAY	5	–	649800	–	649800	–	1625	–	1625	–	1625	–	1625
3.1	2-12	COMMERCE CENTER DRIVE	6	–	581200	–	581200	–	1453	–	1453	–	1453	–	1453
3.2	17,20	COMMERCE CENTER DRIVE	1	18000	–	–	18000	72	–	–	72	72	–	–	72
3.3a	29-35	FRANKLIN PARKWAY	2	–	–	247800	247800	–	–	496	496	–	–	496	496
3.3b	28,38,39	FRANKLIN PARKWAY	2	–	–	224500	224500	–	–	449	449	–	–	449	449
3.3c	43,44	FRANKLIN PARKWAY	1	–	66300	–	66300	–	166	–	166	–	166	–	166
3.3d	47-55,59	FRANKLIN PARKWAY	8	–	767100	–	767100	–	1918	–	1918	–	1918	–	1918
TOTAL	–	–	36	18000	2909700	472300	3400000	72	7276	945	8293	72	7276	945	8293

NOTE:
1. EASEMENTS FOR INGRESS / EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP.
2. ALL HANDICAP SPACES ARE VAN ACCESSIBLE

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866-002-001, 2866-002-007, 2866-002-045, 2866-002-052, 2866-002-061, 2866-002-063, AND 3271-001-038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522, OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 1 OF 7 SHEETS

Plan No. HCC093-01

G:\Newhall Ranch\18108 VCC\Tentative\VCC093-01_Exh. A.dwg Plotted on Oct 22, 2024-10:54am by sdonne

EASEMENTS DISPOSITION NOTES:

ALL COUNTY EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE WITH FINAL MAP RECORDATION.
ALL OTHER EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE PRIOR TO FINAL MAP RECORDATION.

DATED AS OF JAN 17, 2023

NA 1. *INTENTIONALLY DELETED*

NA 1A. *TAXES AND ASSESSMENTS. REPORT TO FOLLOW. PLEASE VERIFY BEFORE CLOSING.*

NA 1B. *THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.*

NA 1C. *WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.*

NA 2. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 3, 1907 IN BOOK 3210 OF DEEDS, PAGE 74.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE PROVIDED BETTER COPY IS STILL ILLEGIBLE.

Q R 3. *AN EASEMENT FOR ELECTRIC LIGHT AND POWER LINE AND INCIDENTAL PURPOSES, RECORDED OCTOBER 23, 1907 IN BOOK 3251 OF DEEDS, PAGE 51.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: STARTS ON THE VENTURA COUNTY SIDE. NOT PLOTTED. MIGHT BE PLOTTABLE WITH ADDITIONAL SURVEY.

Q R 4. *AN EASEMENT FOR POLES, GUYS, ANCHORS, CROSS-ARMS AND WIRES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 27, 1920, AS DOCUMENT NO. 426 IN BOOK 7068 OF DEEDS, PAGE 323.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
SURVEYORS NOTE: THE LEGAL DESCRIPTION MAKE CALLS TO 'STAKES' THAT EXISTED IN 1915 AT THE TIME THE EASEMENTS ORIGINATED. THE DOCUMENT DOES NOT DEFINE A WIDTH. THE PORTION OF THE EASEMENT IS PLOTTED APPROXIMATELY BASED ON AN EXISTING POLE LINE WESTERLY OF THE LAND FILL TO THE LOS ANGELES COUNTY LINE THAT STILL EXIST. THE PORTION EASTERLY OF THE LANDFILL IS PLOTTED BASED ON THE SURVEYED LOCATION PER RS 112/39-42 TO THE MOST NORTHERLY ANGLE POINT. THE REMAINING PORTION EASTERLY IS PLOTTED BASED ON RECORD ANGLES AND DISTANCES FROM SAID MOST NORTHERLY ANGLE POINT. THE QUITCLAIM DEED WAS PLOTTED BASED ON EXISTING POLES FROM THE AERIAL TOPOGRAPHY.

NA 5. *INTENTIONALLY DELETED.*

NA 6. *THE PERMISSIVE LICENSE TO EMPTY OR SPILL WATER FROM THE LOS ANGELES AQUEDUCT INTO THE STREAMS OR WATER CHANNELS RUNNING THROUGH CERTAIN PORTIONS OF THE PREMISES HEREIN DESCRIBED UPON CERTAIN CONDITIONS, AS CONTAINED IN THE AGREEMENT BETWEEN THE NEWHALL LAND AND FARMING COMPANY AND THE CITY OF LOS ANGELES, RECORDED DECEMBER 14, 1920, AS DOCUMENT NO. 825 IN BOOK 308, PAGE 82 OF MISCELLANEOUS RECORDS.*
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 7-14 *INTENTIONALLY DELETED.*

NA 14A. *AN EASEMENT FOR POLE LINES, ANCHORS, UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16456, PAGE 204 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA TELEPHONE COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DESCRIBES APPROXIMATE AND GENERAL LOCATIONS FOR THE EASEMENT.

Q RE 14B. *AN EASEMENT FOR 2 PIPE LINES AND A POLE LINE AND INCIDENTAL PURPOSES, RECORDED AS BOOK 13835, PAGES 350 OF OFFICIAL RECORDS.*
IN FAVOR OF: GENERAL PIPE LINE COMPANY OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT BASED ON TIED TO THE OLD ROAD AND SPRR.

NA 15-17A *INTENTIONALLY DELETED*

NA 17B. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED AS BOOK 29881, PAGE 252 OF OFFICIAL RECORDS. AFFECTS: PARCEL 2 SURVEYORS NOTE: THE STATE HIGHWAY WAS RELINQUISHED TO THE COUNTY OF LOS ANGELES SHOWN ON STATE HIGHWAY MAP BOOK 13, PAGES 13-17. IT IS UNCLEAR IF THE ABUTTER'S RIGHTS OF INGRESS AND EGRESS REMAIN.*

NA 17C-24 *INTENTIONALLY DELETED*

NA 25. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED APRIL 10, 1951 AS INSTRUMENT NO. 2549, IN BOOK 36011, PAGE 33 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE.

NA 26-32 *INTENTIONALLY DELETED*

RM Q NA 33. *AN EASEMENT FOR ELECTRICAL TRANSMISSION LINES, POLES, TOWERS, AND ACCESS AND INCIDENTAL PURPOSES, RECORDED JULY 1, 1958 AS INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS AND FEBRUARY 8, 1960, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS. INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS IS THE JUDGEMENT THAT REFERENCES THE FINAL ORDER OF CONDEMNATION RECORDED AS INSTRUMENT NO. 4125.

Q NA 34. *AN EASEMENT FOR ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED AUGUST 5, 1958 AS INSTRUMENT NO. 3331, IN BOOK D 177, PAGE 503 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 35. *INTENTIONALLY DELETED*

Q RM 36. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 8, 1960 AS INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 37&38 *INTENTIONALLY DELETED*

Q RE 38A. *AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH, COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 4, 1962 AS INSTRUMENT NO. 3559 OF OFFICIAL RECORDS.*
IN FAVOR OF: THE PACIFIC TELEPHONE, TELEGRAPH COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 39&40 *INTENTIONALLY DELETED*

RM 41. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1966 AS INSTRUMENT NO.2218, RECORDED IN BOOK D3363, PAGE 502 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL QUITCLAIM DEED" RECORDED JULY 5, 2019 AS INSTRUMENT NO. 20190648481 OF OFFICIAL RECORDS.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. QUITCLAIM PLOTTED PER DOCUMENT.

NA 42. *INTENTIONALLY DELETED*

NA 43. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED AN AGREEMENT, EXECUTED BY AND BETWEEN THE NEWHALL LAND AND FARMING COMPANY, A CALIFORNIA CORPORATION AND LARWIN-SOUTHERN CALIFORNIA, INC., A CALIFORNIA CORPORATION FOR THE BENEFIT OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT AND THE COUNTY OF LOS ANGELES, RECORDED NOVEMBER 26, 1969, AS INSTRUMENT NO. INSTRUMENT NO. 3142, IN BOOK M-3354, PAGE 739 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 44-50 *INTENTIONALLY DELETED*

NA 51. *AN INSTRUMENT ENTITLED "NOTIFICATION OF FLOODWAY AND FLOOD HAZARD AREA" DATED JUNE 11, 1982, WHEREAS ORDINANCE NO. 12,114 ADOPTED MARCH 12, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND THEREAFTER PERIODICALLY AMENDED, CREATED AND ESTABLISHED FLOODWAY AND WATER SURFACE ELEVATIONS.*
SAID ORDINANCE PROVIDES THAT SUCH FLOODWAYS AND WATER SURFACE ELEVATIONS WERE ESTABLISHED OVER THOSE LANDS SUBJECT TO SEVERE FLOOD HAZARD B REASON OF INUNDATION, OVERFLOW, EROSION OR DEPOSITION OF DEBRIS AND WHEREAS ORDINANCE NO. 12,115 AMENDING THE BUILDING CODE TO REGULATE CONSTRUCTION WITHIN ESTABLISHED FLOODWAYS WAS ADOPTED MARCH 25, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND CONTAINS PROVISIONS RELATIVE TO THE PROHIBITION OF THE PLACEMENT OF BUILDINGS OR OTHER STRUCTURES IN AN AREA TO BE SUBJECT TO FLOOD HAZARD BY REASON OF INUNDATION, OVERFLOW OR EROSION, RECORDED JUNE 14, 1982, AS INSTRUMENT NO. 82-599334, OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE DOCUMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DEPICTS GRAPHICAL INFORMATION.

NA 52-54 *INTENTIONALLY DELETED*

NA 55. *AN EASEMENT FOR DRAINAGE AND SLOPES AND INCIDENTAL PURPOSES, RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 56. *A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: SEE ITEM 55 FOR LOCATION.

RM 56A. *AN EASEMENT FOR WATER PIPELINES, WATER TANK, ACCESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 27, 1993 AS INSTRUMENT NO. 93-159145 OF OFFICIAL RECORDS. IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION*
AFFECTS: AS DESCRIBED THEREIN
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735841 OF OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 57. *INTENTIONALLY DELETED*

NA 57A. *AN EASEMENT FOR ELECTRICAL SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 02, 1996 AS INSTRUMENT NO. 96-1615020 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 58. *AN EASEMENT FOR ELECTRIC LINES FOR CONVEYING ELECTRIC ENERGY AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 3, 1997 AS INSTRUMENT NO. 97-178589 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 59. *INTENTIONALLY DELETED*

NA 60. *AN EASEMENT FOR TRAFFIC CONTROL DEVICES AND INCIDENTAL PURPOSES, RECORDED MARCH 21, 1997 AS INSTRUMENT NO. 97-434775 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 61. *INTENTIONALLY DELETED*

NA 62. *EASEMENT FOR ROADWAY, ACCESS, INGRESS, EGRESS, SLOPE, STORM DRAIN, SEWER AND FLOOD CONTROL PURPOSES, AS SHOWN OR DEDICATED ON THE FOLLOWING PARCEL MAPS:*
NA *AS MAP NO. 15173, IN BOOK 161, PAGE 80-87, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 22261, IN BOOK 273, PAGE 27-37, PARCEL MAPS; SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
NA *AS MAP NO. 20839, IN BOOK 273, PAGES 38-43, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
NA *AS MAP NO. 17949-01, IN BOOK 282, PAGES 94-98, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
RM *AS MAP NO. 17949, IN BOOK 283, PAGES 1-5, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
NA *AS MAP NO. 19784-01, IN BOOK 279 PAGES 34-44, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
NA *AS MAP NO. 26363, IN BOOK 353 PAGES 44-56, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 18229, IN BOOK 232, PAGES 1-11, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
63-67 INTENTIONALLY DELETED

NA 68. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE HIGHWAY AND/OR FREEWAY ADJACENT TO SAID LAND HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED. SEPTEMBER 15, 2000 AS INSTRUMENT NO. 00-1445419 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 69-90 *INTENTIONALLY DELETED*

Q 91. *AN EASEMENT FOR FLOOD CONTROL AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513085 OF OFFICIAL RECORDS.*
IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 92&93 *INTENTIONALLY DELETED*

RM 94. *AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513084 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

Q 95. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 2005 AS INSTRUMENT NO. 05-3215252 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PARCEL 1-3 ARE NOT LOCATABLE DUE TO ERRORS IN THE LEGAL DESCRIPTION. THE REST OF THE PARCELS ARE PLOTTED PER DOCUMENT.

P RM 96. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 12, 2006 AS INSTRUMENT NO. 06-0079742 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

P RM 97. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 24, 2006 AS INSTRUMENT NO. 06-0415610 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 98-100 *INTENTIONALLY DELETED*

RM 101. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT FOR CONSTRUCTION OF A PARKING FACILITY FOR THE STORAGE OF TRAILERS AND RECREATIONAL VEHICLES WITHIN FLOOD HAZARD AREA" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637210 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 102. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING THE MAINTENANCE OF LOW IMPACT DEVELOPMENT (LID) FEATURES" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637211 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 103. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637212 OF OFFICIAL RECORDS.*
AFFECTS:
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 104. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "BUILDOVER AGREEMENT" RECORDED JUNE 29, 2011 AS INSTRUMENT NO. 20110880140 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

Q 105. *AN EASEMENT FOR WATER PIPELINE, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED AUGUST 08, 2011 AS INSTRUMENT NO. 20111058697 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 106. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF AGREEMENT" RECORDED SEPTEMBER 09, 2011 AS INSTRUMENT NO. 20111221427 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

NA 107-114 *INTENTIONALLY DELETED*

RM 115. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WATER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735839 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

RM 116. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WARTER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735840 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 117. *RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET, ALLEY OR HIGHWAY.*

NA 118. *INTENTIONALLY DELETED*

NA 119. *RIGHTS OF PARTIES IN POSSESSION.*

NA 120. *INTENTIONALLY DELETED*

RM 121. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16643 PAGE 243 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, LTD., A CORPORATION
AFFECTS: PORTIONS OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 122. *AN EASEMENT FOR POLES AND INCIDENTAL PURPOSES OVER THOSE PORTIONS OF SAID LAND, WITHIN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 17 WEST, IN THE RANCHO SAN FRANCISCO, LOS ANGELES COUNTY, CALIFORNIA, AS SHOWN ON LICENSED SURVEYOR'S MAP FILED IN BOOK 1 PAGE 514 OF PATENTS. ALL POLES TO BE ERECTED AND MAINTAINED WITHIN ONE FOOT OF THE FOLLOWING DESCRIBED LINE:*
BEGINNING AT AN EXISTING SOUTHERN CALIFORNIA EDISON COMPANY POLE #710893-E, LOCATED IN THE EASTERLY LINE OF HASLEY CANYON ROAD, 3710 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID SECTION 12 AND 420 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID SECTION, SAID POINT HEREINAFTER REFERRED TO AS POINT "A"; THENCE NORTHEASTERLY 1435 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "B"; THENCE EASTERLY, FORMING AN ANGLE OF 119 DEGREES 10' 480 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "C".
ALSO, FOUR STRIPS OF LAND THE CENTER LINES OF WHICH ARE DESCRIBED AS FOLLOWS:
STRIP 1: BEGINNING AT SAID POINT "A"; THENCE SOUTHWESTERLY 100 FEET;
STRIP 2: BEGINNING AT SAID POINT "B"; THENCE WESTERLY 40 FEET;
STRIP 3: BEGINNING AT SAID POINT "B"; THENCE NORTHEASTERLY 40 FEET;
STRIP 4: BEGINNING AT SAID POINT "C"; THENCE EASTERLY 40 FEET;
EXCEPT THEREFROM ANY PORTION THEREOF, LYING WITHIN HASLEY CANYON ROAD, 40 FEET WIDE, AS NOW ESTABLISHED,
AS GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, BY DEED RECORDED SEPTEMBER 4, 1953 IN BOOK 42632 PAGE 203, OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE EASEMENT BEGINS AT AN EXISTING POLE.

NA 123. *INTENTIONALLY DELETED*

NA 124. *AN EASEMENT FOR WATER SYSTEM MAINS, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING PIPELINES, WATER WELLS, PUMPING STATIONS, RESERVOIRS, BLENDING PLANTS, TREATMENT PLANTS AND CONDUITS AND CABLES FOR POWER TRANSMISSION AND COMMUNICATION PURPOSES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS INSTRUMENT NO. 3780 IN BOOK D4248 PAGE 313 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

NA 125. *AN EASEMENT FOR CABLE TELEVISION LINES, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING CONDUITS, CABLES, TRANSFORMERS, TRANSMISSION RELAYS, HOOKUP FACILITIES AND APPURTENANCES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS BOOK D4248, PAGE 315 OF OFFICIAL RECORDS.*
IN FAVOR OF: RANCHERS SUPPLY COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

RM 126. *A RIGHT OF WAY FOR A STATE HIGHWAY OVER THOSE PORTIONS OF SAID LAND INCLUDED WITHIN A STRIP OF LAND 60 FEET WIDE, BEING 30 FEET ON EACH SIDE OF THE CENTER LINE AS MORE PARTICULARLY DESCRIBED THEREIN, AS GRANTED UPON CERTAIN CONDITIONS BY THE NEWHALL LAND AND FARMING COMPANY TO STATE OF CALIFORNIA, BY DEED RECORDED JULY 7, 1915 IN BOOK 6056 PAGE 284, OF DEEDS.*
EASEMENT LOCATION CANNOT BE DETERMINED
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 127-130 *INTENTIONALLY DELETED*

R 131. *AN EASEMENT FOR UTILITY PURPOSES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 34891 PAGE 223 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. THE DOCUMENT DOES NOT DEFINE A WIDTH. ALIGNMENT BASED ON EXISTING POLE LOCATION.

RM 132. *AN EASEMENT FOR DRAINAGE PURPOSES AND INCIDENTAL PURPOSES, RECORDED APRIL 16, 1969 AS INSTRUMENT NO. 614 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT. ADDITIONAL FIELD WORK WOULD BE REQUIRED TO EXACTLY LOCATE. THE CURRENT PLOTTING SHOULD BE WITHIN 0.15' OF THE CORRECT LOCATION.
THE EASEMENT ADJOINS PARCEL 4 OF THE DOCUMENT RECORDED APRIL 18, 1966 AS INST. NO. 2223 IN BOOK D3274, PAGE 517 OF OFFICIAL RECORDS WHICH IS NOT IN THE REPORT. BOTH PARCELS WERE RELINQUISHED TO THE COUNTY OF LOS ANGELES APRIL 29, 1977 PER INST. NO. 77-443686 WHICH REFERENCES STATE HIGHWAY MAP BOOK 13, PAGES 16-20.

RM 133. *AN EASEMENT FOR SEWER PURPOSES AND INCIDENTAL PURPOSES, RECORDED JUNE 11, 1970 AS INSTRUMENT NO. 1595 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY SANITATION DISTRICT NO. 32 OF LOS ANGELES COUNTY, A BODY CORPORATE AND POLITIC
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 134. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CERTIFICATE OF COMPLIANCE" RECORDED FEBRUARY 26, 1981 AS INSTRUMENT NO. 81-209884 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: AFFECTS PORTION OF THE SUBJECT PROPERTY.

NA 135. *INTENTIONALLY DELETED*

Q RE 136. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399620 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: DOES NOT CONTAIN SURVEY MATTERS.

Q 136A. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399625 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

NA 137. *THE FOLLOWING MATTERS SHOWN OR DISCLOSED BY

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
Conforming to American Waterworks Association Standard C503

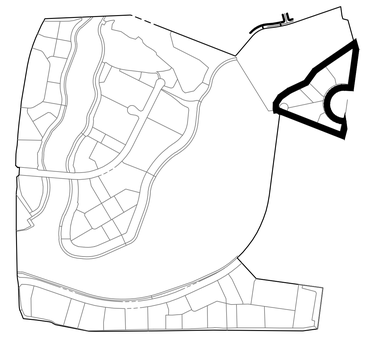
PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED

LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kV — PROPOSED 66KV SCE POWER LINE
- 500kV — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- (X) — PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL

PA-1

LOTS 92, 93, 94, 95, 96, 97	
TOTAL LOT ACREAGE:	9.5 ACRES
TOTAL SITE AREA:	412836 S.F.
LAND USE:	COMMERCIAL-BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	174300 S.F.
NUMBER OF BUILDINGS:	2
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	436
SURFACE PARKING PROVIDED:	436
TOTAL PARKING PROVIDED:	436
ADA PARKING (2% OF TOTAL):	10
ADA VAN (1SP/8 ADA STALLS):	2



KEY MAP

SCALE: 1" = 800'

FEET
60' 30' 0' 60' 120'
1" ½" 0" 1" 2"
INCHES

DESIGNED: A WAKEFIELD	LEGAL DESCRIPTION: THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866-002-001, 2866-002-007, 2866-002-045, 2866-002-052, 2866-002-061, 2866-002-063, AND 3271-001-038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.	OWNER/DEVELOPER: FIVEPOINT NEWHALL LAND 25124 SPRINGFIELD COURT SUITE 300 VALENCIA, CA 91355 TELEPHONE: (661) 255-4000 REPRESENTATIVE : MR. MATT HANSON	REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA	PLANS PREPARED BY: HUNSAKER & ASSOCIATES LOS ANGELES, INC. PLANNING ▪ ENGINEERING ▪ SURVEYING 26074 Avenue Hall, Ste 23 ▪ Valencia, CA 91355 PH: (661) 294-2211 ▪ FX: (661) 294-9890 JASON H. FUKUMITSU 11/20/24 DATE	MAJOR LAND DIVISION VESTING TENTATIVE PARCEL MAP NO. 18108 EXHIBIT "A" IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA	SCALE: AS SHOWN DATE: 11/20/24 JOB No. 0015-043-024 SHEET 2 OF 7 SHEETS
CHECKED: J FUKUMITSU					

Plan No. HCC093-02

© Newhall Ranch\VBTdB VDC\Tentative\VTC093-02_Exh A.dwg Plotted on Oct 22, 2024-10:58am by oddame

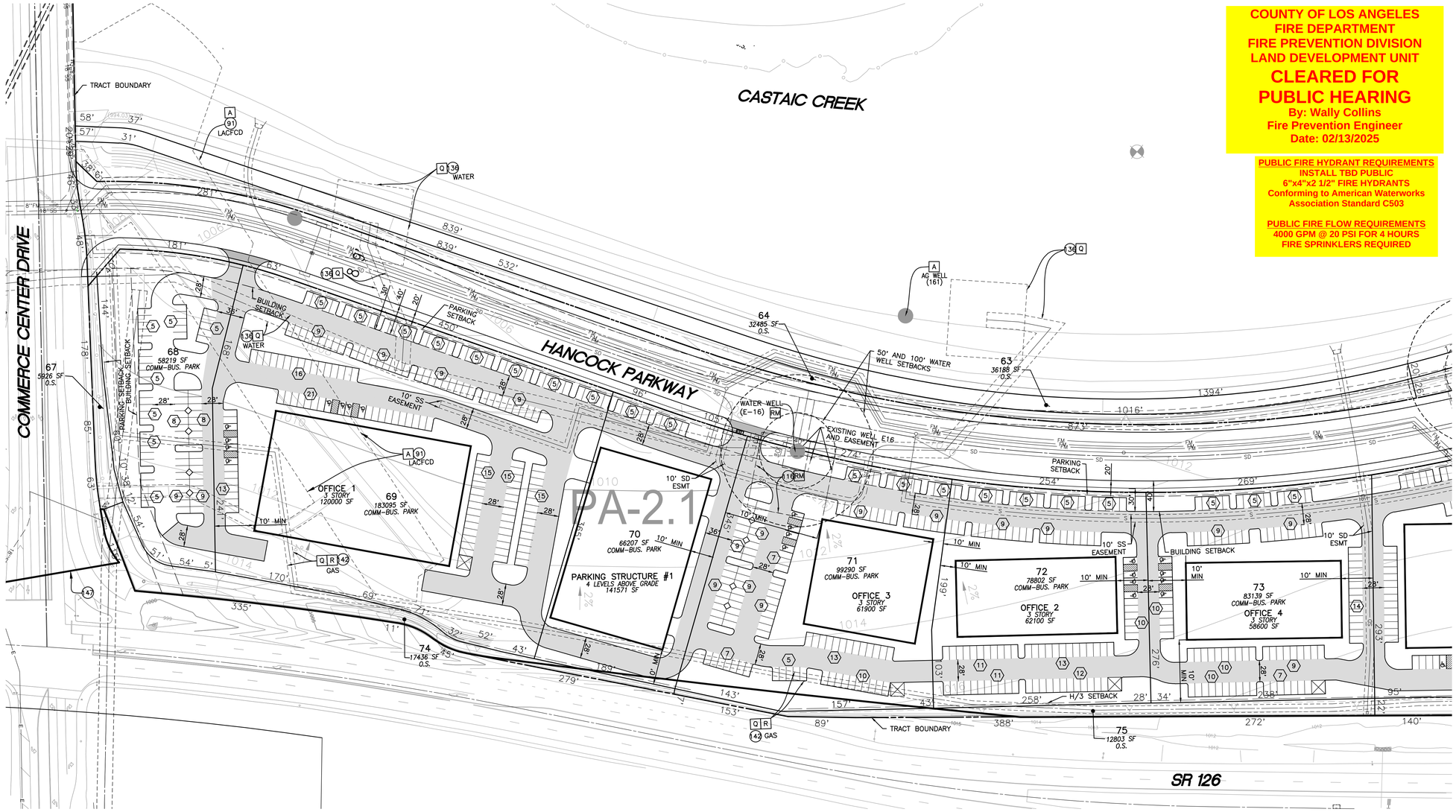
COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED



LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT-OF-WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
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- FIRE LANE ONLY
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- E — EXISTING SCE POWER LINE
- 66kV — PROPOSED 66KV SCE POWER LINE
- 500kV — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- (X) — PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL

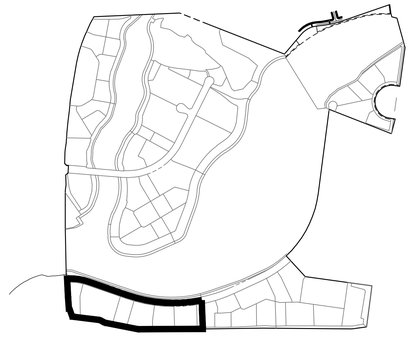
PA-2.1

LOTS 68, 69, 71, 72, 73	
TOTAL LOT ACREAGE:	11.5 ACRES
TOTAL SITE AREA:	502545 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	302600 S.F.
NUMBER OF BUILDINGS:	4
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	757
SURFACE PARKING PROVIDED:	558
TOTAL PARKING PROVIDED:	757 *
ADA PARKING (2% OF TOTAL):	20
ADA VAN (1SP/8 ADA STALLS):	3

* INCLUDES 558 SPACES ON-SITE AND 199 SPACES IN PARKING STRUCTURE #1

PA-2.1

LOT 70	
TOTAL LOT ACREAGE:	1.5 ACRES
TOTAL SITE AREA:	66207 S.F.
TOTAL BUILDING SQ. FT.:	141571
LAND USE:	COMMERCIAL–BUSINESS PARK
PARKING STRUCTURE # 1	
# OF STORIES	4
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	199



KEY MAP

SCALE: 1" = 800'

NORTH

NORTH

FEET
60' 30' 0' 60' 120'
1" ½" 0' 1" 2"
INCHES

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

LEGAL DESCRIPTION:
THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866-002-001, 2866-002-007, 2866-002-045, 2866-002-052, 2866-002-061, 2866-002-063, AND 3271-001-038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 3 OF 7 SHEETS

Plan No. HCC093-03

G:\Newhall Ranch\18108 VCC\Tentative\VCC093-03_Ent A.dwg Plotted on Oct 22, 2024-11:00am by ddomm

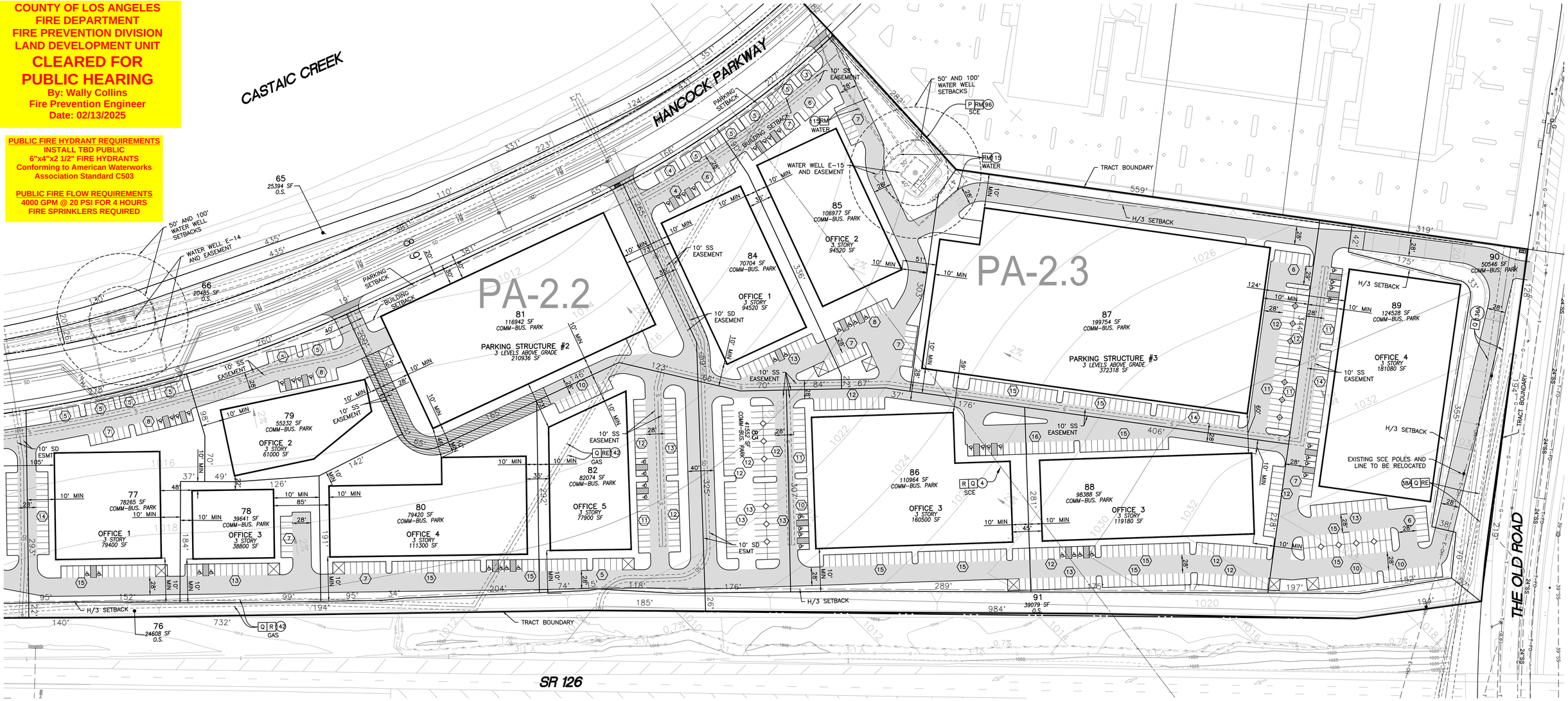
COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED



LEGEND

100	LOT NO.
PA-2.1	PLANNING AREA NUMBER
	VTPM 18108 BOUNDARY
	RIGHT-OF-WAY
225'	PROPOSED LOT LINE
	PROPOSED EASEMENT
	EXISTING EASEMENT
	H/2 & H/3 SETBACK LINE
	BUILDING/PARKING SETBACK LINE
950	PROPOSED CONTOUR
	DAYLIGHT LINE
	PROPOSED DRIVEWAY
	PRIVATE DRIVE AND FIRE LANE
	FIRE LANE ONLY
SD	PROPOSED STORM DRAIN
E	EXISTING SCE POWER LINE
66kV	PROPOSED 66KV SCE POWER LINE
500kV	FUTURE 500KV SCE POWER LINE
	EXISTING SCE POLE
	PROPOSED SCE POLE
	EXISTING WELL
X	PARKING COUNT
	TRASH ENCLOSURE
	STORM DRAIN MANHOLE
	EXISTING WATER WELL

PA-2.2

LOTS 77, 78, 79, 80, 82	
TOTAL LOT ACREAGE:	7.7 ACRES
TOTAL SITE AREA:	337322 S.F.
LAND USE:	COMMERCIAL-BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	368400 S.F.
NUMBER OF BUILDINGS:	5
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	921
SURFACE PARKING PROVIDED:	202
TOTAL PARKING PROVIDED:	921 *
ADA PARKING (2% OF TOTAL):	20
ADA VAN (1SP/8 ADA STALLS):	3

* INCLUDES 202 SPACES ON-SITE AND 719 SPACES IN PARKING STRUCTURE #2.

PA-2.3

LOTS 83, 84, 85, 86, 88, 89, 90	
TOTAL LOT ACREAGE:	13.8 ACRES
TOTAL SITE AREA:	557713 S.F.
LAND USE:	COMMERCIAL-BUSINESS PARK
OFFICE - THREE STORY	
TOTAL COMMERCIAL SQ. FT:	649800 S.F.
NUMBER OF BUILDINGS:	5
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	1625
SURFACE PARKING PROVIDED:	551
TOTAL PARKING PROVIDED:	1625 *
ADA PARKING (2% OF TOTAL):	34
ADA VAN (1SP/8 ADA STALLS):	4

* INCLUDES 551 SPACES ON-SITE AND 1074 SPACES IN PARKING STRUCTURE #3.

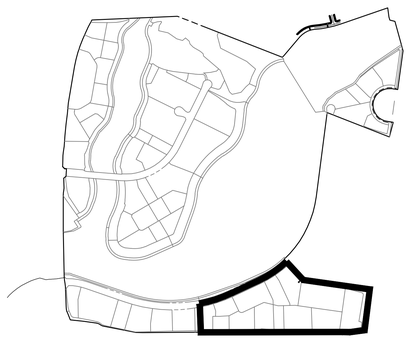
PA-2.2

LOT 81	
TOTAL LOT ACREAGE:	2.7 ACRES
TOTAL SITE AREA:	116942 S.F.
TOTAL BUILDING SQ. FT.:	210936
LAND USE:	COMMERCIAL-BUSINESS PARK
PARKING STRUCTURE # 2	
# OF STORIES	3
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	719

PA-2.3

LOT 87	
TOTAL LOT ACREAGE:	4.6 ACRES
TOTAL SITE AREA:	199754 S.F.
TOTAL BUILDING SQ. FT.:	392461
LAND USE:	COMMERCIAL-BUSINESS PARK
PARKING STRUCTURE # 3	
# OF STORIES	3
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	1074

NORTH
FEET
60' 30' 0' 60' 120'
1" 1/2" 0 1" 2"
INCHES



KEY MAP

SCALE: 1" = 800'

NORTH

DESIGNED:	A WAKEFIELD
DRAFTED:	
CHECKED:	J FUKUMITSU

LEGAL DESCRIPTION:
THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866-002-001, 2866-002-007, 2866-002-045, 2866-002-052, 2866-002-061, 2866-002-063, AND 3271-001-038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/DEVELOPER:
FIVEPOINT
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JASON H. FUKUMITSU
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PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

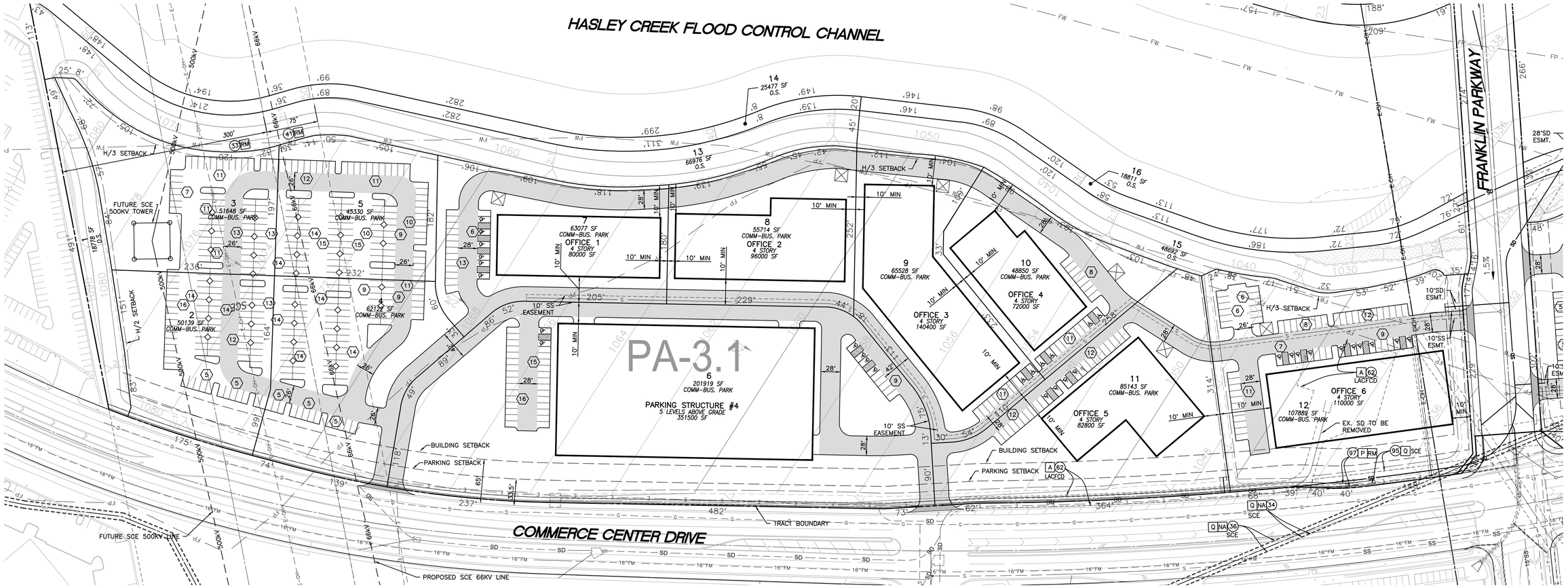
MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-043-024
SHEET	4
	OF 7 SHEETS

Plan No. HCC093-04

G:\Newhall Ranch\18108 VCC\Tentative\VCC093-04_Exh A.dwg Plotted on Oct 22, 2024-11:01am by ddonne



PA-3.1

LOT 6	
TOTAL LOT ACREAGE:	4.6 ACRES
TOTAL SITE AREA:	201919 S.F.
TOTAL BUILDING SQ. FT.:	351500
LAND USE:	COMMERCIAL–BUSINESS PARK
PARKING STRUCTURE # 4	
# OF STORIES	5
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	1,005

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC 6"x4"x2 1/2" FIRE HYDRANTS Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS FIRE SPRINKLERS REQUIRED

PA-3.1

LOTS 2, 3, 4, 5, 7, 8, 9, 10, 11, 12	
TOTAL LOT ACREAGE:	14.4 ACRES
TOTAL SITE AREA:	626708 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - FOUR STORY	
TOTAL COMMERCIAL SQ. FT:	581200 S.F.
NUMBER OF BUILDINGS:	6
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	1453
SURFACE PARKING PROVIDED:	525
TOTAL PARKING PROVIDED:	1530 *
ADA PARKING (2% OF TOTAL):	32
ADA VAN (1SP/8 ADA STALLS):	4

* INCLUDES 525 SPACES ON–SITE AND 928 SPACES IN PARKING STRUCTURE #4.

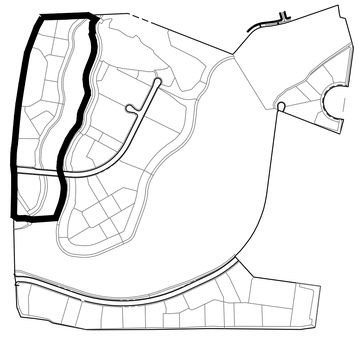
PA-3.2

LOTS 17,20	
TOTAL LOT ACREAGE:	3.9 ACRES
TOTAL SITE AREA:	169,496 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
RETAIL - ONE STORY	
TOTAL COMMERCIAL SQ. FT:	18000
NUMBER OF BUILDINGS:	1
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	72
SURFACE PARKING PROVIDED:	72
TOTAL PARKING PROVIDED:	72
ADA PARKING (2% OF TOTAL):	2
ADA VAN (1SP/8 ADA STALLS):	1

LEGEND

- 100 — LOT NO.
- PA-2.1 — PLANNING AREA NUMBER
- VTPM 18108 BOUNDARY
- RIGHT–OF–WAY
- 225' — PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kv — PROPOSED 66KV SCE POWER LINE
- 500kv — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- X — PARKING COUNT
- TRASH ENCLOSURE
- STORM DRAIN MANHOLE
- EXISTING WATER WELL

NORTH
FEET 60' 30' 0' 60' 120'
INCHES 1" ½" 0" 1" 2"



KEY MAP
SCALE: 1" = 800'

NORTH

DESIGNED: A WAKEFIELD	
DRAFTED:	
CHECKED: J FUKUMITSU	

LEGAL DESCRIPTION:
THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, KNOWN AS ASSESSOR PARCELS 2866–002–001, 2866–002–007, 2866–002–045, 2866–002–052, 2866–002–061, 2866–002–063, AND 3271–001–038, BEING A PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/DEVELOPER:
FIVEPOINT
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER
JASON H. FUKUMITSU
No. 40695
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia , CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
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MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE:	AS SHOWN
DATE:	11/20/24
JOB No.	0015-043-024
SHEET	5
OF	7 SHEETS

Plan No. HCC093–05

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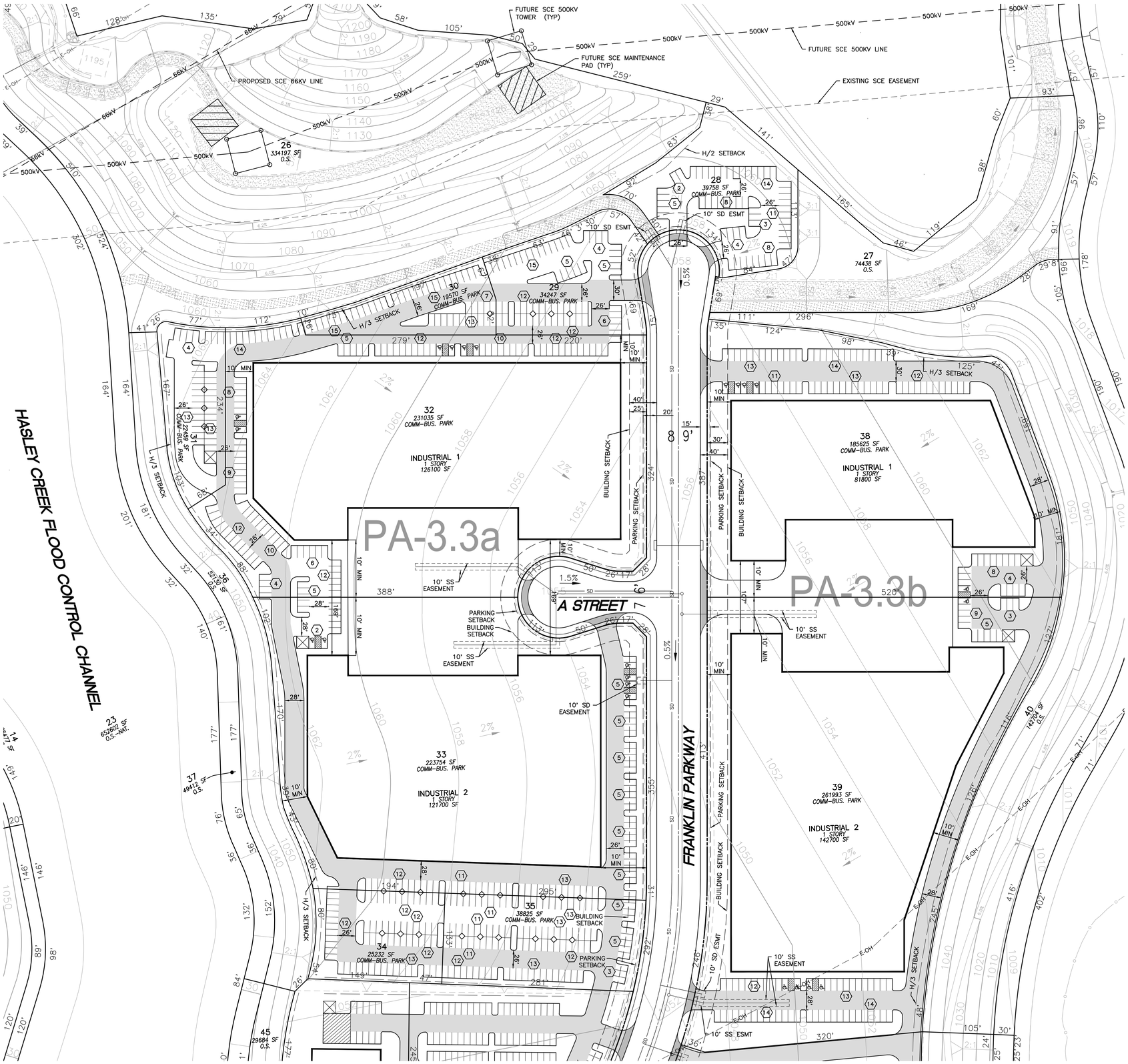

PA-3.3a

LOTS 29, 30, 31, 32, 33, 34, 35,	
TOTAL LOT ACREAGE:	13.7 ACRES
TOTAL SITE AREA:	596538 S.F.
LAND USE:	INDUSTRIAL
INDUSTRIAL - ONE STORY	
TOTAL INDUSTRIAL SQ. FT:	247800 S.F.
NUMBER OF BUILDINGS:	2
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED INDUSTRIAL:	496
SURFACE PARKING PROVIDED:	496
TOTAL PARKING PROVIDED:	496
ADA PARKING (2% OF TOTAL):	12
ADA VAN (1SP/8 ADA STALLS):	2

PA-3.3b

LOTS 28, 38, 39	
TOTAL LOT ACREAGE:	11.2 ACRES
TOTAL SITE AREA:	487382 S.F.
LAND USE:	INDUSTRIAL
INDUSTRIAL - ONE STORY	
TOTAL INDUSTRIAL SQ. FT:	224500 S.F.
NUMBER OF BUILDINGS:	2
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED INDUSTRIAL:	449
SURFACE PARKING PROVIDED:	200
TOTAL PARKING PROVIDED:	449 *
ADA PARKING (2% OF TOTAL):	10
ADA VAN (1SP/8 ADA STALLS):	2

* INCLUDES 145 SPACES ON-SITE, 55 SPACES IN NORTH OFFSITE PARKING LOT 28 AND 249 SPACES IN SOUTH PARKING STRUCTURE #5.

LEGEND

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- RIGHT-OF-WAY
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- PROPOSED EASEMENT
- EXISTING EASEMENT
- H/2 & H/3 SETBACK LINE
- BUILDING/PARKING SETBACK LINE
- 950 — PROPOSED CONTOUR
- DAYLIGHT LINE
- PROPOSED DRIVEWAY
- PRIVATE DRIVE AND FIRE LANE
- FIRE LANE ONLY
- SD — PROPOSED STORM DRAIN
- E — EXISTING SCE POWER LINE
- 66kV — PROPOSED 66KV SCE POWER LINE
- 500kV — FUTURE 500KV SCE POWER LINE
- EXISTING SCE POLE
- PROPOSED SCE POLE
- EXISTING WELL
- (X) — PARKING COUNT
- TRASH ENCLOSURE
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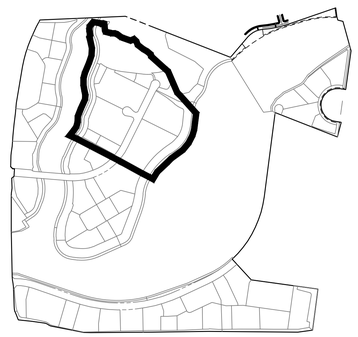

KEY MAP

SCALE: 1" = 800'

NORTH

FEET
60' 30' 0' 60' 120'
1" ½" 0" 1" 2"
INCHES

DESIGNED: A WAKEFIELD
DRAFTED:
CHECKED: J FUKUMITSU

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MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 6 OF 7 SHEETS

Plan No. HCC093-06

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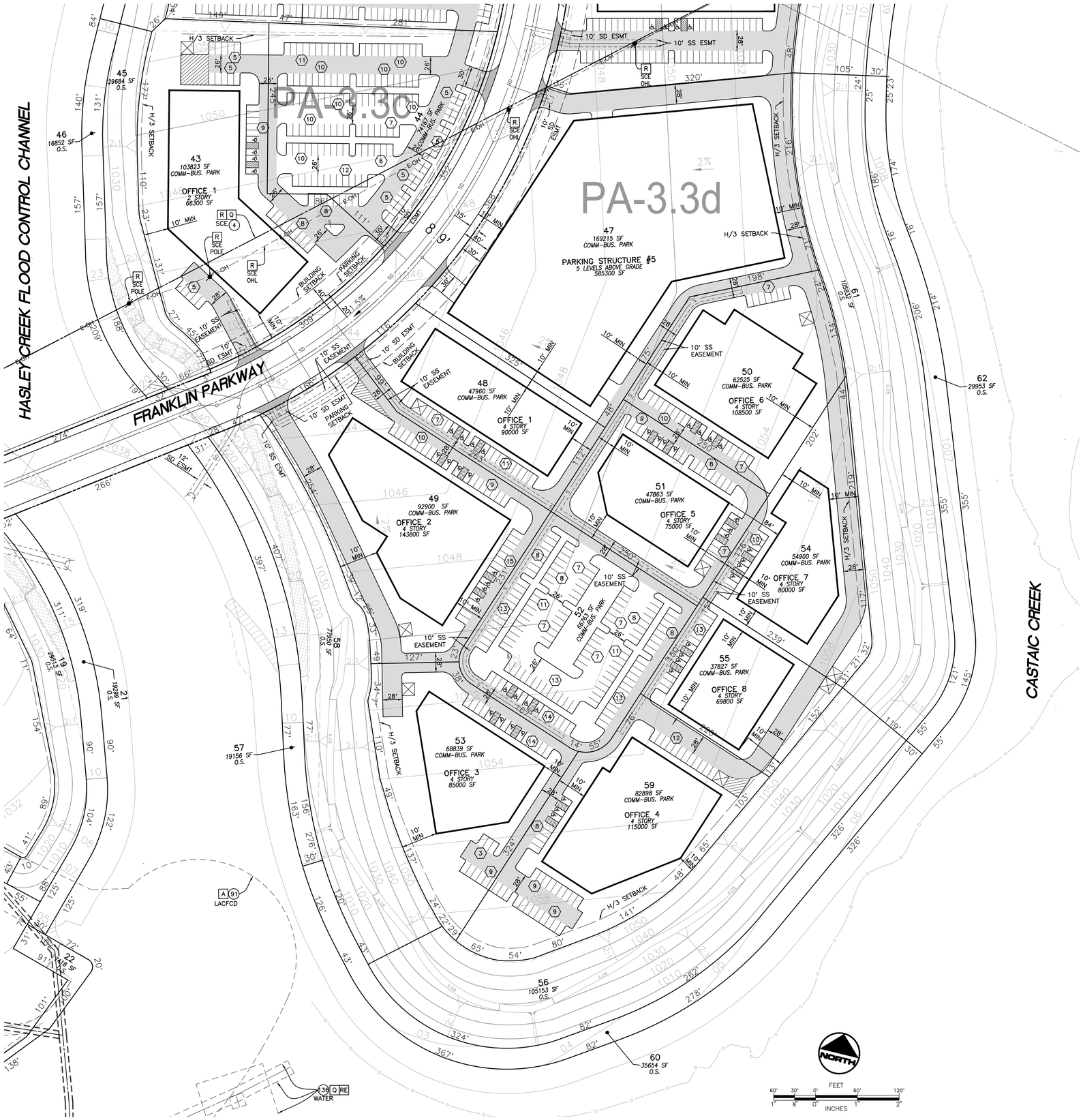

PA-3.3c

LOTS 43, 44	
TOTAL LOT ACREAGE:	4.1 ACRES
TOTAL SITE AREA:	177990 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - TWO STORY	
TOTAL COMMERCIAL SQ. FT:	66300 S.F.
NUMBER OF BUILDINGS:	1
MAX HEIGHT:	35'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	166
SURFACE PARKING PROVIDED:	166
TOTAL PARKING PROVIDED:	166
ADA PARKING (2% OF TOTAL):	4
ADA VAN (1SP/8 ADA STALLS):	1

PA-3.3d

LOTS 48, 49, 50, 51, 52, 53, 54, 55, 59	
TOTAL LOT ACREAGE:	12.9 ACRES
TOTAL SITE AREA:	562475 S.F.
LAND USE:	COMMERCIAL–BUSINESS PARK
OFFICE - FOUR STORY	
TOTAL COMMERCIAL SQ. FT:	767100 S.F.
NUMBER OF BUILDINGS:	8
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING REQUIRED COMMERCIAL:	1918
SURFACE PARKING PROVIDED:	322
TOTAL PARKING PROVIDED:	1918 *
ADA PARKING (2% OF TOTAL):	39
ADA VAN (1SP/8 ADA STALLS):	5

* INCLUDES 322 SPACES ON–SITE AND 1596 IN PARKING STRUCTURE #5.

PA-3.3d

LOT 47	
TOTAL LOT ACREAGE:	3.9 ACRES
TOTAL SITE AREA:	169215 S.F.
TOTAL BUILDING SQ. FT.:	585300
LAND USE:	COMMERCIAL–BUSINESS PARK
PARKING STRUCTURE # 5	
# OF STORIES	5
NUMBER OF BUILDINGS IN LOT:	1
MAX HEIGHT:	50'
PARKING SUMMARY:	
PARKING PROVIDED:	1596 + 249 FROM PA 3.3b

LEGEND

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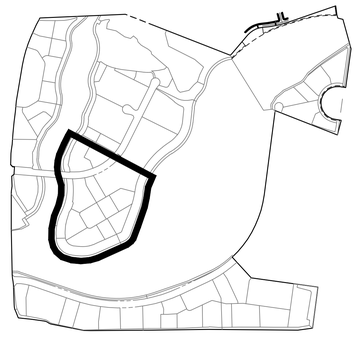

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CHECKED: J FUKUMITSU

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JASON H. FUKUMITSU 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
EXHIBIT "A"

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-043-024
SHEET 7
OF 7 SHEETS

Plan No. HCC093–07

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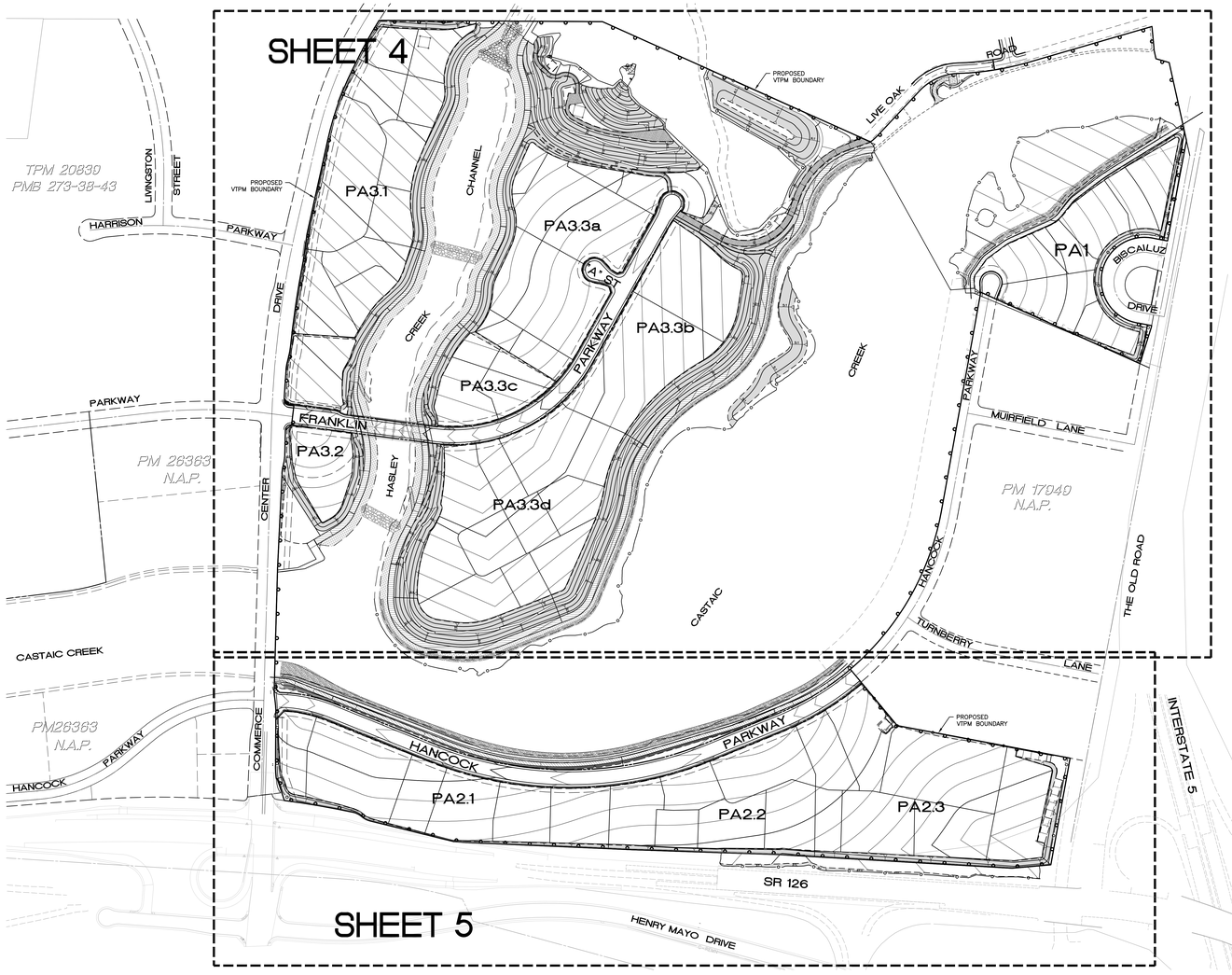
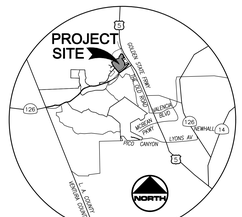




VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

1. GRADE ELEVATIONS SHOWN ON THE VTPM ARE APPROXIMATE. THE ELEVATIONS MAY CHANGE BY NO MORE THAN 10 FEET. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. LOT LINES CAN BE ADJUSTED PROVIDED NO ADDITIONAL DEVELOPABLE LOTS ARE CREATED. THE DEGREE OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL AND THE SUBDIVISION MAP ACT, TO THE SATISFACTION OF REGIONAL PLANNING.
3. ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. ADJUSTMENTS TO STREETS CAN BE MADE PROVIDED THE DEPARTMENT OF PUBLIC WORKS AND DRP DETERMINE THAT THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO TRAILS CAN BE MADE WITH APPROVAL BY DRP AND THE PARKS AND RECREATION DEPARTMENT.
4. BUILDING FOOTPRINTS THAT ARE SHOWN ON THE EXHIBIT A OR ACCOMPANYING SITE PLAN ARE ONLY FOR ILLUSTRATIVE PURPOSES. ACTUAL BUILDING LOCATIONS AND FOOTPRINTS MAY VARY AND WILL BE REVIEWED DURING PLOT PLAN APPROVAL AND SHALL BE GRANTED PROVIDED THE PROPOSED BUILDING SATISFIES ALL EXISTING CODES AND ORDINANCES.
5. PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (E.G. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
6. PERMISSION IS REQUESTED FOR UNIT PHASING.
7. PERMISSION IS REQUESTED TO COMBINE LOTS.
8. PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
9. PERMISSION IS REQUESTED TO RECORD ADDITIONAL NON-DEVELOPABLE LOTS FOR PRIVATE DRIVEWAY PURPOSES.
10. PERMISSION IS REQUESTED TO RECORD ADDITIONAL UTILITY LOTS PROVIDED MAINTENANCE EASEMENTS ARE GRANTED TO THE SATISFACTION OF DPW.
11. THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PASEOS, PEDESTRIAN BRIDGES, TRANSIT SHELTERS, WATER QUALITY BASINS, WATER TANKS, ETC.) MAY BE RELOCATED TO THE SATISFACTION OF DPW AND DRP.
12. PROPOSED RETAIL, INDUSTRIAL, AND OFFICE FLOOR AREA ARE INTERCHANGEABLE IF THE REQUIRED PARKING IS PROVIDED.
13. PERMISSION TO RECORD JOINT ACCESS EASEMENTS (20' WIDE) FOR LOTS AS REQUESTED.
14. REQUEST PERMISSION TO MASS/BULK GRADE.
15. PROPOSED STREET GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS.
16. PROVIDE STANDARD RIGHT-OF-WAY RETURN RADII OF 13 FEET AT ALL LOCAL STREET INTERSECTIONS, AND 27 FEET AT THE INTERSECTION OF LOCAL STREETS WITH GENERAL PLAN HIGHWAYS AND WHERE ALL GENERAL PLAN HIGHWAYS INTERSECT, PLUS ADDITIONAL RIGHT OF WAY FOR CORNER CUT OFF TO MEET CURRENT GUIDELINES OF THE AMERICANS WITH DISABILITIES ACT (ADA) TO THE SATISFACTION OF PUBLIC WORKS.
17. MODIFIED STREET CROSS-SECTIONS AS SHOWN ON VESTING TENTATIVE TRACT MAP ARE REQUESTED. HOWEVER, PERMISSION IS SOUGHT TO CONSTRUCT STANDARD AND ALTERNATE STREET CROSS-SECTIONS AT THE DISCRETION OF THE SUBDIVIDER.
18. ALL DIMENSIONS SHOWN ARE APPROXIMATE.
19. TOPO COMPILED 12/2013 FROM DATA FLOWN 12/2013.
20. PERMISSION IS REQUESTED TO VACATE EXCESS RIGHT OF WAY ON LIVE OAK ROAD WITHIN LOTS 24, 25, 27, 42 AND 104.
21. GRADING OF FINAL FLAT BUILDING PADS SHALL BE ALLOWED ON THE PROJECT ROUGH GRADING PLANS CONSISTENT WITH "SECTION J109.5 DISPOSAL OF SURPLUS" OF THE LOS ANGELES COUNTY BUILDING CODE. THE LOCATION AND ELEVATION OF THE BUILDING PADS WILL BE CONSISTENT WITH THE APPROVED VESTING TENTATIVE TRACT MAP OR THE MOST CURRENT APPROVED EXHIBIT "A" SITE PLAN. THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE ROUGH GRADING PLAN:
    ALL FLAT PADS WILL DRAIN TO AN APPROVED DRAINAGE FACILITY OR PUBLIC STREET IN A CONTROLLED MANNER AND CONSISTENT WITH THE APPROVED PROJECT HYDROLOGY OR EROSION CONTROL PLAN AS DETERMINED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS. THE USE OF SWALES, BERMS, OR OTHER DRAINAGE FACILITIES SHALL BE UTILIZED AS NECESSARY TO PREVENT DRAINAGE ACROSS PROPERTY LINES.
22. THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES. PERMISSION IS REQUESTED TO CHANGE THE ORDER OF PHASES AS LONG AS SUFFICIENT INFGRADING OF VTM 53295 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE VTM. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE A BALANCED GRADING PHASE. AN INTERIM HYDROLOGY REPORT WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. DRAINAGE AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPW/RASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.
23. THE BREAKDOWN OF EARTHWORK VOLUMES OF EACH PHASE SHOULD BE CONSIDERED A FRACTION OF THE OVERALL PROPOSED EARTHWORK QUANTITY FOR THE ENTIRE PROJECT.
24. THE CUMULATIVE EARTHWORK VOLUME FOR ALL PHASES WILL BE REQUIRED ON EACH SET OF GRADING PLAN SUBMITTED.
25. THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT PERMISSION IS REQUESTED TO CHANGE THE NUMBER AND ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT, AND A MODIFIED PHASING MAP IS PROVIDED TO DRP.
26. PERMISSION IS REQUESTED TO WAIVE PUBLIC STREET FRONTAGE REQUIREMENTS, TO THE SATISFACTION OF DRP AND DPW, FOR THE FOLLOWING LOTS: 3, 5, 7, 8, 9, 10, 30, 31, 34, 50, 51, 52, 53, 54, 55, 59, 78, 80, 82, 83, 86, 87, 88, 89, 93, 95, 96, AND 97.
27. ALL SLOPES AND LANDSCAPING TO BE MAINTAINED BY VALENCIA COMMERCE CENTER ASSOCIATION.
28. ALL SEWER AND STORM DRAIN SHOWN IN EASEMENTS ON PRIVATE PROPERTY SHALL BE PUBLICLY MAINTAINED.
29. ALL ABANDONMENTS AND QUITCLAIMS SHALL BE COMPLETED PRIOR TO FINAL MAP.
30. THE DEVELOPER/ENGINEER ACKNOWLEDGES THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASIN WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE IN THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING PLANNING DOCUMENTS BY THE DEPARTMENT OF REGIONAL PLANNING.
31. THE LID PROJECT DESIGN FEATURES PROPOSED AS PART OF THE PROJECT ARE SELECTED IN ACCORDANCE WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND PROVIDE PRETREATMENT, RETENTION, AND BIOFILTRATION VOLUME CONSISTENT WITH THE 2021 LOS ANGELES COUNTY MS4 PERMIT AND THE LA COUNTY LID DEVELOPMENT DESIGN MANUAL.

LEGAL DESCRIPTION:

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE RANCHO SAN FRANCISCO, AS PER MAP RECORDED IN BOOK 1 PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF THAT CERTAIN CURVE ON THE CENTER LINE OF A 160 FOOT STRIP OF LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 29881, PAGE 252 OF OFFICIAL RECORDS AS HAVING A RADIUS OF 2000.00 FEET AND AN ARC LENGTH OF 1559.60 FEET; THENCE ALONG LAST SAID MENTIONED CENTER LINE AT RIGHT ANGLES TO SAID CENTER LINE SOUTH 57° 28' 12" WEST, 80.00 FEET TO A POINT ON THE WESTERLY LINE OF SAID 160 FOOT STRIP OF LAND, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 57° 28' 12" WEST, 603.26 FEET TO A TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 287.00 FEET; THENCE ALONG LAST SAID CURVE, SOUTHWESTERLY, SOUTHERLY AND EASTERLY, ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 186° 50' 04", AN ARC DISTANCE OF 838.05 FEET; THENCE TANGENT TO SAID CURVE NORTH 50° 38' 08" EAST, 391.77 FEET; THENCE NORTH 41° 49' 23" EAST, 194.94 FEET TO A POINT ON THAT CERTAIN CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2080.00 FEET ON THE SOUTHWESTERLY LINE OF SAID 160 FOOT STRIP OF LAND HEREINABOVE MENTIONED; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 3° 33' 56" AN ARC DISTANCE OF 129.44 FEET TO THE NORTHWESTERLY TERMINUS THEREOF; THENCE TANGENT TO SAID CURVE NORTH 32° 31' 48" WEST; 283.62 FEET TO THE POINT OF BEGINNING.

PROJECT SUMMARY:

GROSS AREA	328.8 Acres
TOTAL LOTS	104
EXISTING ZONING	M-1.5-DP, M-1.5
PROPOSED ZONING	M-1.5-DP, M-1.5
EXISTING COUNTYWIDE GENERAL PLAN DESIGNATION:	I O
PROPOSED COUNTYWIDE GENERAL PLAN DESIGNATIONS:	I O

APPROXIMATE EARTHWORK QUANTITIES:

	Cut Volume (CY)	Fill Volume (CY)
RAW (MASS EX.)	3,500,000	3,090,000
SHRINKAGE		410,000
TOTAL	3,500,000	3,500,000

REMEDIAL GRADING NOT INCLUDED
EARTHWORK TO BE BALANCED ONSITE

PROJECT RELATED ENTITLEMENTS:

PROJECT NUMBER - 87-350
CONDITIONAL USE PERMIT - 87-360
OAK TREE PERMIT - 200700022
PARKING PERMIT - RPPL2022007239
ENVIRONMENTAL ASSESSMENT NO. RPPL2021007114

PUBLIC STREETS

"A" STREET
FRANKLIN PARKWAY
HANCOCK PARKWAY

OFF-SITE IMPROVEMENTS:

1. CONNECTION TO ZONE 1A POTABLE WATER TANK ON FRANKLIN PKWY
2. CONNECTION TO AND EXPANSION OF SEWER LIFT STATION ON HANCOCK PKWY IN PM 26363

COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC 4"x4"x2 1/2" FIRE HYDRANTS Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED

SHEET INDEX

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	EASEMENTS REMOVAL NOTES
3	STREET CROSS SECTIONS AND DETAILS
4	TENTATIVE PARCEL MAP - PA 1 AND PA 3
5	TENTATIVE PARCEL MAP - PA 2
6	PHASING / LARGE LOT PARCEL MAP
7	OFFSITE IMPROVEMENT PLAN

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
K	KILOVOLT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
MIN	MINIMUM
N.A.P.	NOT A PART
OHL	OVERHEAD LINE
O.S.	OPEN SPACE
O.S.-NAT	NATURAL OPEN SPACE
PA	PLANNING AREA
PE	PAD ELEVATION
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RUA	RESTRICTED USE AREA
R/W	RIGHT OF WAY
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
TYP	TYPICAL
W.S	WATER SURFACE

NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP.

DISPOSITION LEGEND:

A	ABANDON
P	PROTECT IN PLACE
Q	QUIT CLAIM
R	REMOVE
RE	RELOCATE
RM	TO REMAIN
IN	INDETERMINATE IN NATURE
L	LEASE (OIL, GAS, MINERALS)
NA	NOT APPLICABLE TO PROJECT
V	VACATE

LEGEND:

1	PARCEL NO.
13,637 S.F.	PARCEL AREA (SQUARE FEET)
PA3.1	PLANNING AREA
	PROJECT BOUNDARY
	DEVELOPMENT AREA BOUNDARY
	EXISTING PARCEL BOUNDARY
	PROPOSED RIGHT OF WAY
	EXISTING RIGHT OF WAY
	PROPOSED EASEMENT
	EXISTING EASEMENT
	FUTURE RIGHT OF WAY
1000	PROPOSED CONTOUR
	DAYLIGHT LINE
SD	STORM DRAIN
	STORM DRAIN CULVERT
S	SANITARY SEWER
FM	SANITARY SEWER FORCE MAIN
W-Z1	WATER LINE, ZONE 1
W-Z1A	WATER LINE, ZONE 1A
RW	WATER LINE, RECLAIMED
RW-Z1	WATER LINE, RECLAIMED, ZONE 1A
WCL	WATER COLLECTION LINE
AG	WATER LINE, AGRICULTURAL IRRIGATION
G	GAS LINE
E	ELECTRICAL LINE
T	TELEPHONE LINE
JT	JOINT TRENCH
SD	EXISTING STORM DRAIN
SST	EXISTING SANITARY SEWER TRUNK
	EXISTING CMP INLET
S	EXISTING SANITARY SEWER
W-Z1	EXISTING WATER LINE, ZONE 1
W-Z1A	EXISTING WATER LINE, ZONE 1A
E	EXISTING ELECTRICAL LINE
T	EXISTING TELEPHONE LINE
FM	EXISTING SANITARY SEWER FORCE MAIN
FEMA	FEMA LINE
X-CAP	UPDATED EXISTING 0CAP FLOODPLAIN PER FACE (2019)
FW	EX. LACDFW 0-yr FLOODWAY BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
X-FP	EX. LACDFW 0-yr FLOODPLAIN BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
FP	PROP. 0-yr FLOODPLAIN BOUNDARY PER FACE (2019)
CDFG	EXISTING CDFG JURISDICTION LINE (PER FACE-2014)
ACOE	EXISTING ACOE JURISDICTION LINE (PER FACE-2014)
66KV	PROPOSED SCE 66KV LINE
500KV	FUTURE SCE 500KV LINE
	PROPOSED CATCH BASIN
	EXISTING CATCH BASIN
	ABANDONED OIL WELL
(WELL-ET4)	EXISTING WATER WELL LOCATION
	PROPOSED SCE 66KV TOWER LOCATION
	EXISTING POWER POLE
	OAK TREE HEIRARCHY SIZE LABELED WITH "H"
	SIGHT DISTANCE LINE
	TRAIL AND LACFCD ACCESS ROAD AT CREEK BANKS
	AC ACCESS ROAD
	PCC ACCESS ROAD
	TRAIL CONC. OR DG PER PLAN
	SLOPE SHADING
	BURIED BANK STABILIZATION

FEET
200' 100' 0' 200' 400'
INCHES
1" 1/2" 0" 1" 2"

PLANNING AREA 1

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
1	92-97	6	COMMERCIAL-BUSINESS PARK	174300	9.5
	98-102	5	OPEN SPACE		2.1
	103	1	OPEN SPACE - NATURAL		24.5
			PUBLIC ROAD		0.3
1	SUB TOTAL (PLANNING AREA)	12		174300	36.4

PLANNING AREA 2

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
2.1	68-73	6	COMMERCIAL-BUSINESS PARK	302600	13.0
2.2	77-82	6	COMMERCIAL-BUSINESS PARK	368400	10.4
2.3	83-90	8	COMMERCIAL-BUSINESS PARK	649800	18.6
	63-67, 74-76, 91	9	OPEN SPACE		4.8
			PUBLIC ROAD		6.3
2	SUB TOTAL (PLANNING AREA)	29		1320800	53.1

PLANNING AREA 3

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
3.1	2-12	11	COMMERCIAL-BUSINESS PARK	581200	19.0
3.2	17,20	2	COMMERCIAL-BUSINESS PARK	118000	3.9
3.3a	29-35	7	COMMERCIAL-BUSINESS PARK	247800	13.7
3.3b	28, 38-39	3	COMMERCIAL-BUSINESS PARK	224500	11.2
3.3c	43-44	2	COMMERCIAL-BUSINESS PARK	66300	4.1
3.3d	47-55, 59	10	COMMERCIAL-BUSINESS PARK	767100	16.8
	1, 13-16, 18-19, 21-22, 26-27, 36-37, 40-42, 45-46, 56-58, 60-62	24	OPEN SPACE		32.0
	23-25, 104	4	OPEN SPACE - NATURAL		132.5
			PUBLIC ROAD		5.8
3	SUB TOTAL (PLANNING AREA)	63		1904900	239.0

SUMMARY TABLE

PLANNING AREA	NO. OF LOTS	BUILDING (SQ. FT.)	TOTAL ACRES
1	12	174300	36.4
2	29	1320800	53.1
3	63	1904900	239.0
TOTAL	104	3400000	328.5

SURVEY NOTES:

VERTICAL DATUM:
LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS BENCHMARK DESCRIBED AS FOLLOWS: LACDFW L5402 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT W/O C/L THE OLD RD (W RDWY) AND 0.6 MI S/O HENRY MAYO DR @ MI MKR @6.25 NEWHALL QUAD, 1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951 TO ACQUIRE 2018 ADJUSTMENT ELEV. SUBTRACT 0.127 FT FROM ALL ELEVATIONS RECITED ON THIS MAP.

THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988 IS 2.3 FEET HIGHER THAN NAVD 1929).

AERIAL PLANIMETRY:
THIS SURVEY WAS PREPARED BY PHOTOGRAMMETRIC PROCESSES, UTILIZING AERIAL PHOTOGRAPHY DATED 12/2013.

TOPOGRAPHY:
BY PHOTOGRAMMETRIC PROCESSES FROM AERIAL IMAGING DATED 12/2013, AND COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.

CONTOUR INTERVAL:
10 FOOT, UNLESS OTHERWISE NOTED.

UTILITY PROVIDERS

PHONE: AT&T
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON
SEWER TREATMENT: LA COUNTY SANITATION
DISTRICT SCHOOLS: CASTAIC UNION SCHOOL DISTRICT
WM S HART SCHOOL DISTRICT
WATER: SANTA CLARITA VALLEY WATER AGENCY
POLICE PROTECTION: LA COUNTY SHERIFF
FIRE PROTECTION: LA COUNTY FIRE

ASSESSOR'S PARCEL NUMBERS (APN)

2866-001-021	2866-002-061
2866-002-045	2866-002-063
2866-002-052	3271-001-038 (PORTION)

DESIGNED: AW
DRAFTED: SC
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. ALEX HERRELL

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 FX: (661) 294-9959
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
TITLE

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO 0015-043-024
SHEET 1 OF 7 SHEETS

LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
TENTATIVE MAP PM18108

G:\Civil3d Projects\15-043 VCC\Exhibits\VCCEXH-01.dwg, Title Page, Plotted on Jan 20, 2025 - 10:12pm, by aalcaraz

EASEMENTS DISPOSITION NOTES:

ALL COUNTY EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE WITH FINAL MAP RECORDATION.
ALL OTHER EASEMENTS ANTICIPATED TO BE QUITCLAIMED/REMOVED SHALL BE DONE PRIOR TO FINAL MAP RECORDATION.

DATED AS OF JAN 17, 2023

MA 1. *INTENTIONALLY DELETED*

MA 1A. *TAXES AND ASSESSMENTS. REPORT TO FOLLOW. PLEASE VERIFY BEFORE CLOSING.*

MA 1B. *THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.*

MA 1C. *WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.*

MA 2. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 3, 1907 IN BOOK 3210 OF DEEDS, PAGE 74.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE PROVIDED BETTER COPY IS STILL ILLEGIBLE.

Q R 3. *AN EASEMENT FOR ELECTRIC LIGHT AND POWER LINE AND INCIDENTAL PURPOSES, RECORDED OCTOBER 23, 1907 IN BOOK 3251 OF DEEDS, PAGE 51.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION,
SUCCESSOR IN INTEREST TO VENTURA COUNTY POWER COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: STARTS ON THE VENTURA COUNTY SIDE. NOT PLOTTED. MIGHT BE PLOTTABLE WITH ADDITIONAL SURVEY.

Q R 4. *AN EASEMENT FOR POLES, GUYS, ANCHORS, CROSS-ARMS AND WIRES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 27, 1920, AS DOCUMENT NO. 426 IN BOOK 7068 OF DEEDS, PAGE 323.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
SURVEYORS NOTE: THE LEGAL DESCRIPTION MAKE CALLS TO 'STAKES' THAT EXISTED IN 1915 AT THE TIME THE EASEMENTS ORIGINATED. THE DOCUMENT DOES NOT DEFINE A WIDTH. THE PORTION OF THE EASEMENT IS PLOTTED APPROXIMATELY BASED ON AN EXISTING POLE LINE WESTERLY OF THE LAND FILL TO THE LOS ANGELES COUNTY LINE THAT STILL EXIST. THE PORTION EASTERLY OF THE LANDFILL IS PLOTTED BASED ON THE SURVEYED LOCATION PER RS 112/39-42 TO THE MOST NORTHERLY ANGLE POINT. THE REMAINING PORTION EASTERLY IS PLOTTED BASED ON RECORD ANGLES AND DISTANCES FROM SAID MOST NORTHERLY ANGLE POINT. THE QUITCLAIM DEED WAS PLOTTED BASED ON EXISTING POLES FROM THE AERIAL TOPOGRAPHY.

MA 5. *INTENTIONALLY DELETED.*

MA 6. *THE PERMISSIVE LICENSE TO EMPTY OR SPILL WATER FROM THE LOS ANGELES AQUEDUCT INTO THE STREAMS OR WATER CHANNELS RUNNING THROUGH CERTAIN PORTIONS OF THE PREMISES HEREIN DESCRIBED UPON CERTAIN CONDITIONS, AS CONTAINED IN THE AGREEMENT BETWEEN THE NEWHALL LAND AND FARMING COMPANY AND THE CITY OF LOS ANGELES, RECORDED DECEMBER 14, 1920, AS DOCUMENT NO. 825 IN BOOK 308, PAGE 82 OF MISCELLANEOUS RECORDS.*
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 7-14 *INTENTIONALLY DELETED.*

MA 14A. *AN EASEMENT FOR POLE LINES, ANCHORS, UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16456, PAGE 204 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA TELEPHONE COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DESCRIBES APPROXIMATE AND GENERAL LOCATIONS FOR THE EASEMENT.

Q RE 14B. *AN EASEMENT FOR 2 PIPE LINES AND A POLE LINE AND INCIDENTAL PURPOSES, RECORDED AS BOOK 13835, PAGES 350 OF OFFICIAL RECORDS.*
IN FAVOR OF: GENERAL PIPE LINE COMPANY OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT BASED ON TIED TO THE OLD ROAD AND SPRR.

MA 15-17A *INTENTIONALLY DELETED*

MA 17B. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED AS BOOK 29881, PAGE 252 OF OFFICIAL RECORDS. AFFECTS: PARCEL 2 SURVEYORS NOTE: THE STATE HIGHWAY WAS RELINQUISHED TO THE COUNTY OF LOS ANGELES SHOWN ON STATE HIGHWAY MAP BOOK 13, PAGES 13-17. IT IS UNCLEAR IF THE ABUTTER'S RIGHTS OF INGRESS AND EGRESS REMAIN.*

MA 17C-24 *INTENTIONALLY DELETED*

MA 25. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED APRIL 10, 1951 AS INSTRUMENT NO. 2549, IN BOOK 36011, PAGE 33 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE.

MA 26-32 *INTENTIONALLY DELETED*

RM Q MA 33. *AN EASEMENT FOR ELECTRICAL TRANSMISSION LINES, POLES, TOWERS, AND ACCESS AND INCIDENTAL PURPOSES, RECORDED JULY 1, 1958 AS INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS AND FEBRUARY 8, 1960, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT INSTRUMENT NO. 4125, IN BOOK D143, PAGE 449 OF OFFICIAL RECORDS. INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS IS THE JUDGEMENT THAT REFERENCES THE FINAL ORDER OF CONDEMNATION RECORDED AS INSTRUMENT NO. 4125.

Q MA 34. *AN EASEMENT FOR ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED AUGUST 5, 1958 AS INSTRUMENT NO. 3331, IN BOOK D 177, PAGE 503 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 35. *INTENTIONALLY DELETED*

Q RM 36. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 8, 1960 AS INSTRUMENT NO. 3843, IN BOOK D743, PAGE 487 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 37&38 *INTENTIONALLY DELETED*

Q RE 38A. *AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH, COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 4, 1962 AS INSTRUMENT NO. 3559 OF OFFICIAL RECORDS.*
IN FAVOR OF: THE PACIFIC TELEPHONE, TELEGRAPH COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN, THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 2
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 39&40 *INTENTIONALLY DELETED*

RM 41. *AN EASEMENT FOR ACCESS ROADS AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1966 AS INSTRUMENT NO.2218, RECORDED IN BOOK D3363, PAGE 502 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL QUITCLAIM DEED" RECORDED JULY 5, 2019 AS INSTRUMENT NO. 20190648481 OF OFFICIAL RECORDS.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. QUITCLAIM PLOTTED PER DOCUMENT.

MA 42. *INTENTIONALLY DELETED*

MA 43. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED AN AGREEMENT, EXECUTED BY AND BETWEEN THE NEWHALL LAND AND FARMING COMPANY, A CALIFORNIA CORPORATION AND LARWIN-SOUTHERN CALIFORNIA, INC., A CALIFORNIA CORPORATION FOR THE BENEFIT OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT AND THE COUNTY OF LOS ANGELES, RECORDED NOVEMBER 26, 1969, AS INSTRUMENT NO. INSTRUMENT NO. 3142, IN BOOK M-3354, PAGE 739 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 44-50 *INTENTIONALLY DELETED*

MA 51. *AN INSTRUMENT ENTITLED "NOTIFICATION OF FLOODWAY AND FLOOD HAZARD AREA" DATED JUNE 11, 1982, WHEREAS ORDINANCE NO. 12,114 ADOPTED MARCH 12, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND THEREAFTER PERIODICALLY AMENDED, CREATED AND ESTABLISHED FLOODWAY AND WATER SURFACE ELEVATIONS.*
SAID ORDINANCE PROVIDES THAT SUCH FLOODWAYS AND WATER SURFACE ELEVATIONS WERE ESTABLISHED OVER THOSE LANDS SUBJECT TO SEVERE FLOOD HAZARD B REASON OF INUNDATION, OVERFLOW, EROSION OR DEPOSITION OF DEBRIS AND WHEREAS ORDINANCE NO. 12,115 AMENDING THE BUILDING CODE TO REGULATE CONSTRUCTION WITHIN ESTABLISHED FLOODWAYS WAS ADOPTED MARCH 25, 1980, BY THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, AND CONTAINS PROVISIONS RELATIVE TO THE PROHIBITION OF THE PLACEMENT OF BUILDINGS OR OTHER STRUCTURES IN AN AREA TO BE SUBJECT TO FLOOD HAZARD BY REASON OF INUNDATION, OVERFLOW OR EROSION, RECORDED JUNE 14, 1982, AS INSTRUMENT NO. 82-599334, OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: THE DOCUMENT IS NOT LOCATABLE. THE DOCUMENT ONLY DEPICTS GRAPHICAL INFORMATION.

MA 52-54 *INTENTIONALLY DELETED*

MA 55. *AN EASEMENT FOR DRAINAGE AND SLOPES AND INCIDENTAL PURPOSES, RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 56. *A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED JULY 24, 1991 AS INSTRUMENT NO. 91-1143000 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: SEE ITEM 55 FOR LOCATION.

RM 56A. *AN EASEMENT FOR WATER PIPELINES, WATER TANK, ACCESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 27, 1993 AS INSTRUMENT NO. 93-159145 OF OFFICIAL RECORDS. IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION*
AFFECTS: AS DESCRIBED THEREIN
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735841 OF OFFICIAL RECORDS.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 57. *INTENTIONALLY DELETED*

MA 57A. *AN EASEMENT FOR ELECTRICAL SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 02, 1996 AS INSTRUMENT NO. 96-1615020 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 58. *AN EASEMENT FOR ELECTRIC LINES FOR CONVEYING ELECTRIC ENERGY AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 3, 1997 AS INSTRUMENT NO. 97-178589 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 59. *INTENTIONALLY DELETED*

MA 60. *AN EASEMENT FOR TRAFFIC CONTROL DEVICES AND INCIDENTAL PURPOSES, RECORDED MARCH 21, 1997 AS INSTRUMENT NO. 97-434775 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 61. *INTENTIONALLY DELETED*

MA 62. *EASEMENT FOR ROADWAY, ACCESS, INGRESS, EGRESS, SLOPE, STORM DRAIN, SEWER AND FLOOD CONTROL PURPOSES, AS SHOWN OR DEDICATED ON THE FOLLOWING PARCEL MAPS:*
MA *AS MAP NO. 15173, IN BOOK 161, PAGE 80-87, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 22261, IN BOOK 273, PAGE 27-37, PARCEL MAPS; SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
MA *AS MAP NO. 20839, IN BOOK 273, PAGES 38-43, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
MA *AS MAP NO. 17949-01, IN BOOK 282, PAGES 94-98, PARCEL MAPS; SURVEYORS NOTE: DOES NOT AFFECT.*
RM *AS MAP NO. 17949, IN BOOK 283, PAGES 1-5, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
MA *AS MAP NO. 19784-0, IN BOOK 279 PAGES 34-44, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
MA *AS MAP NO. 26363, IN BOOK 353 PAGES 44-56, PARCEL MAPS SURVEYORS NOTE: DOES NOT AFFECT.*
Q *AS MAP NO. 18229, IN BOOK 232, PAGES 1-11, PARCEL MAPS SURVEYORS NOTE: PLOTTED PER DOCUMENT.*
63-67 INTENTIONALLY DELETED

MA 68. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE HIGHWAY AND/OR FREEWAY ADJACENT TO SAID LAND HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED SEPTEMBER 15, 2000 AS INSTRUMENT NO. 00-1445419 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 69-90 *INTENTIONALLY DELETED*

Q 91. *AN EASEMENT FOR FLOOD CONTROL AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513085 OF OFFICIAL RECORDS.*
IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 92&93 *INTENTIONALLY DELETED*

RM 94. *AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 2000 AS INSTRUMENT NO. 00-1513084 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

Q 95. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 2005 AS INSTRUMENT NO. 05-3215252 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PARCEL 1-3 ARE NOT LOCATABLE DUE TO ERRORS IN THE LEGAL DESCRIPTION. THE REST OF THE PARCELS ARE PLOTTED PER DOCUMENT.

P RM 96. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 12, 2006 AS INSTRUMENT NO. 06-0079742 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

P RM 97. *AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 24, 2006 AS INSTRUMENT NO. 06-0415610 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 98-100 *INTENTIONALLY DELETED*

RM 101. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT FOR CONSTRUCTION OF A PARKING FACILITY FOR THE STORAGE OF TRAILERS AND RECREATIONAL VEHICLES WITHIN FLOOD HAZARD AREA" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637210 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 102. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING THE MAINTENANCE OF LOW IMPACT DEVELOPMENT (LID) FEATURES" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637211 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 103. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED MAY, 04, 2011 AS INSTRUMENT NO. 20110637212 OF OFFICIAL RECORDS.*
AFFECTS:
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 104. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "BUILDOVER AGREEMENT" RECORDED JUNE 29, 2011 AS INSTRUMENT NO. 20110880140 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

Q 105. *AN EASEMENT FOR WATER PIPELINE, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED AUGUST 08, 2011 AS INSTRUMENT NO. 20111058697 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 106. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF AGREEMENT" RECORDED SEPTEMBER 09, 2011 AS INSTRUMENT NO. 20111221427 OF OFFICIAL RECORDS.*
AFFECTS: PARCEL 1
SURVEYORS NOTE: DOCUMENT DOES NOT CONTAIN SURVEY MATTERS.

MA 107-114 *INTENTIONALLY DELETED*

RM 115. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WATER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735839 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

RM 116. *AN EASEMENT FOR WATER WELLS, STORM DRAINS, WARTER PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 15, 2012 AS INSTRUMENT NO. 20121735840 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
AFFECTS: PARCEL 1
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 117. *RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET, ALLEY OR HIGHWAY.*

MA 118. *INTENTIONALLY DELETED*

MA 119. *RIGHTS OF PARTIES IN POSSESSION.*

MA 120. *INTENTIONALLY DELETED*

RM 121. *AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 16643 PAGE 243 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, LTD., A CORPORATION
AFFECTS: PORTIONS OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 122. *AN EASEMENT FOR POLES AND INCIDENTAL PURPOSES OVER THOSE PORTIONS OF SAID LAND, WITHIN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 17 WEST, IN THE RANCHO SAN FRANCISCO, LOS ANGELES COUNTY, CALIFORNIA, AS SHOWN ON LICENSED SURVEYOR'S MAP FILED IN BOOK 1 PAGE 514 OF PATENTS. ALL POLES TO BE ERECTED AND MAINTAINED WITHIN ONE FOOT OF THE FOLLOWING DESCRIBED LINE:*
BEGINNING AT AN EXISTING SOUTHERN CALIFORNIA EDISON COMPANY POLE #710893-E, LOCATED IN THE EASTERLY LINE OF HASLEY CANYON ROAD, 3710 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID SECTION 12 AND 420 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID SECTION, SAID POINT HEREINAFTER REFERRED TO AS POINT "A"; THENCE NORTHEASTERLY 1435 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "B";
THENCE EASTERLY, FORMING AN ANGLE OF 119 DEGREES 10' 480 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "C".
ALSO, FOUR STRIPS OF LAND THE CENTER LINES OF WHICH ARE DESCRIBED AS FOLLOWS:
STRIP 1: BEGINNING AT SAID POINT "A"; THENCE SOUTHWESTERLY 100 FEET;
STRIP 2: BEGINNING AT SAID POINT "B"; THENCE WESTERLY 40 FEET;
STRIP 3: BEGINNING AT SAID POINT "B"; THENCE NORTHEASTERLY 40 FEET;
STRIP 4: BEGINNING AT SAID POINT "C"; THENCE EASTERLY 40 FEET;
EXCEPT THEREFROM ANY PORTION THEREOF, LYING WITHIN HASLEY CANYON ROAD, 40 FEET WIDE, AS NOW ESTABLISHED.
AS GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, BY DEED RECORDED SEPTEMBER 4, 1953 IN BOOK 42632 PAGE 203, OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: THE EASEMENT IS NOT LOCATABLE. THE EASEMENT BEGINS AT AN EXISTING POLE.

MA 123. *INTENTIONALLY DELETED*

MA 124. *AN EASEMENT FOR WATER SYSTEM MAINS, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING PIPELINES, WATER WELLS, PUMPING STATIONS, RESERVOIRS, BLENDING PLANTS, TREATMENT PLANTS AND CONDUITS AND CABLES FOR POWER TRANSMISSION AND COMMUNICATION PURPOSES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS INSTRUMENT NO. 3780 IN BOOK D4248 PAGE 313 OF OFFICIAL RECORDS.*
IN FAVOR OF: VALENCIA WATER COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

MA 125. *AN EASEMENT FOR CABLE TELEVISION LINES, FACILITIES AND APPURTENANCES, INCLUDING BUT WITHOUT LIMITING THE GENERALITY OF THE FOREGOING CONDUITS, CABLES, TRANSFORMERS, TRANSMISSION RELAYS, HOOKUP FACILITIES AND APPURTENANCES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1969 AS BOOK D4248, PAGE 315 OF OFFICIAL RECORDS.*
IN FAVOR OF: RANCHERS SUPPLY COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: BLANKET OVER PARCEL 1 OF THE TITLE REPORT NORTHERLY OF THE SCE EASEMENT INST. 4125, BOOK D143, PAGE 449.

RM 126. *A RIGHT OF WAY FOR A STATE HIGHWAY OVER THOSE PORTIONS OF SAID LAND INCLUDED WITHIN A STRIP OF LAND 60 FEET WIDE, BEING 30 FEET ON EACH SIDE OF THE CENTER LINE AS MORE PARTICULARLY DESCRIBED THEREIN, AS GRANTED UPON CERTAIN CONDITIONS BY THE NEWHALL LAND AND FARMING COMPANY TO STATE OF CALIFORNIA, BY DEED RECORDED JULY 7, 1915 IN BOOK 6056 PAGE 284, OF DEEDS.*
EASEMENT LOCATION CANNOT BE DETERMINED
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 127-130 *INTENTIONALLY DELETED*

R 131. *AN EASEMENT FOR UTILITY PURPOSES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 34891 PAGE 223 OF OFFICIAL RECORDS.*
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT. THE DOCUMENT DOES NOT DEFINE A WIDTH. ALIGNMENT BASED ON EXISTING POLE LOCATION.

RM 132. *AN EASEMENT FOR DRAINAGE PURPOSES AND INCIDENTAL PURPOSES, RECORDED APRIL 16, 1969 AS INSTRUMENT NO. 614 OF OFFICIAL RECORDS.*
IN FAVOR OF: STATE OF CALIFORNIA
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED APPROXIMATELY PER DOCUMENT. ADDITIONAL FIELD WORK WOULD BE REQUIRED TO EXACTLY LOCATE. THE CURRENT PLOTTING SHOULD BE WITHIN 0.15' OF THE CORRECT LOCATION.
THE EASEMENT ADJOINS PARCEL 4 OF THE DOCUMENT RECORDED APRIL 18, 1966 AS INST. NO. 2223 IN BOOK D3274, PAGE 517 OF OFFICIAL RECORDS WHICH IS NOT IN THE REPORT. BOTH PARCELS WERE RELINQUISHED TO THE COUNTY OF LOS ANGELES APRIL 29, 1977 PER INST. NO. 77-443686 WHICH REFERENCES STATE HIGHWAY MAP BOOK 13, PAGES 16-20.

RM 133. *AN EASEMENT FOR SEWER PURPOSES AND INCIDENTAL PURPOSES, RECORDED JUNE 11, 1970 AS INSTRUMENT NO. 1595 OF OFFICIAL RECORDS.*
IN FAVOR OF: COUNTY SANITATION DISTRICT NO. 32 OF LOS ANGELES COUNTY, A BODY CORPORATE AND POLITIC
AFFECTS: PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 134. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CERTIFICATE OF COMPLIANCE" RECORDED FEBRUARY 26, 1981 AS INSTRUMENT NO. 81-209884 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: AFFECTS PORTION OF THE SUBJECT PROPERTY.

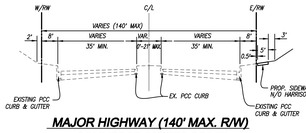
MA 135. *INTENTIONALLY DELETED*

Q RE 136. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399620 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: DOES NOT CONTAIN SURVEY MATTERS.

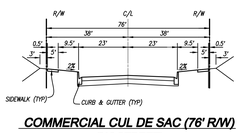
Q 136A. *THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF INTENT TO PRESERVE INTEREST" RECORDED MARCH 17, 2000 AS INSTRUMENT NO. 00-399625 OF OFFICIAL RECORDS.*
SURVEYORS NOTE: PLOTTED PER DOCUMENT.

MA 137. *THE FOLLOWING MATTERS SHOWN OR DISCLOSED B

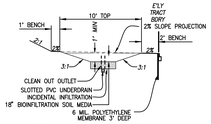
TYPICAL STREET SECTIONS



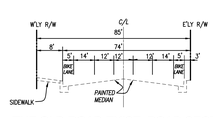
MAJOR HIGHWAY (140' MAX. R/W)
(COMMERCE CENTER DRIVE)
NOT TO SCALE



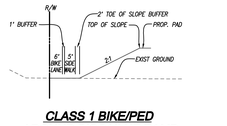
COMMERCIAL CUL DE SAC (76' R/W)
("A" STREET)
NOT TO SCALE



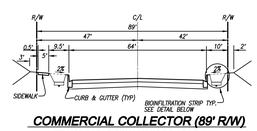
BIOINFILTRATION DETAIL
(THE OLD ROAD W'LY CURB N/O SR 126)
NTS



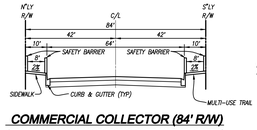
THE OLD ROAD EXIST. ROAD SECTION
(FROM LIVE OAK ROAD TO N'LY BOUNDARY OF PM 17949-01)
NOT TO SCALE



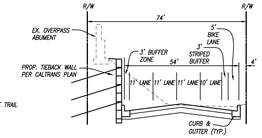
CLASS 1 BIKE/PED
AROUND BISCAILUZ RAMP
NOT TO SCALE



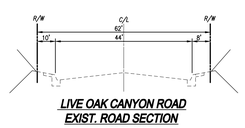
COMMERCIAL COLLECTOR (89' R/W)
(FRANKLIN PARKWAY, HANCOCK PARKWAY)
NOT TO SCALE



COMMERCIAL COLLECTOR (84' R/W)
(FRANKLIN PARKWAY CROSSING OVER HASLEY CREEK)
NOT TO SCALE

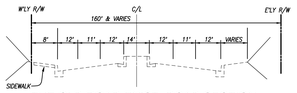


THE OLD ROAD
(BENEATH BISCAILUZ DRIVE)
NOT TO SCALE

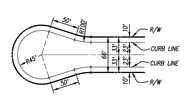


LIVE OAK CANYON ROAD
EXIST. ROAD SECTION
NOT TO SCALE

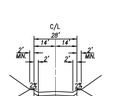
HANCOCK PARKWAY
EXIST. ROAD SECTION
NOT TO SCALE



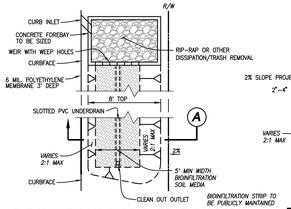
THE OLD ROAD EXIST. ROAD SECTION
(S'LY BOUNDARY OF PM 17949-01 TO SR-126)
NOT TO SCALE



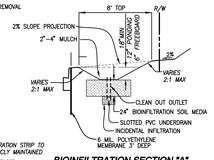
COMMERCIAL CUL DE SAC
(66' R/W)
NOT TO SCALE



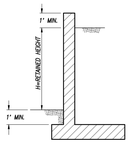
UTILITY EASEMENT AND
28' TEMPORARY FIRE ACCESS ROAD
AT THE END OF FRANKLIN PARKWAY



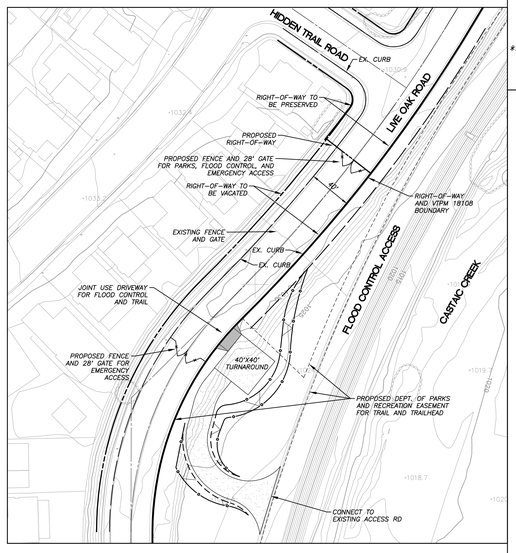
R.O.W. LID BMP BIOINFILTRATION STRIP
NTS



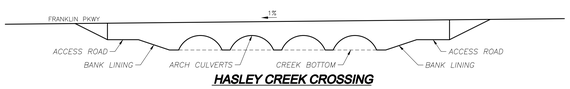
BIOINFILTRATION SECTION "A"
NTS



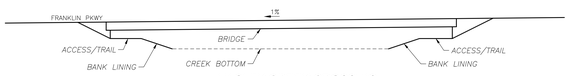
TYPICAL RETAINING WALL
NOT TO SCALE



ACCESS AT LIVE OAK ROAD
NOT TO SCALE

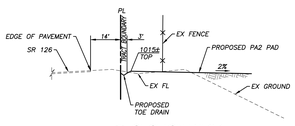


HASLEY CREEK CROSSING

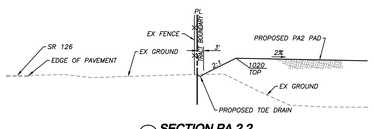


HASLEY CREEK CROSSING
BRIDGE ALTERNATE

SR 126 TYPICAL SECTIONS



(A) **SECTION PA 2.1**
NOT TO SCALE



(B) **SECTION PA 2.2**
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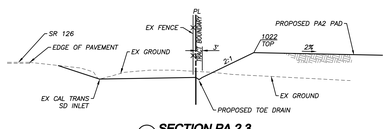
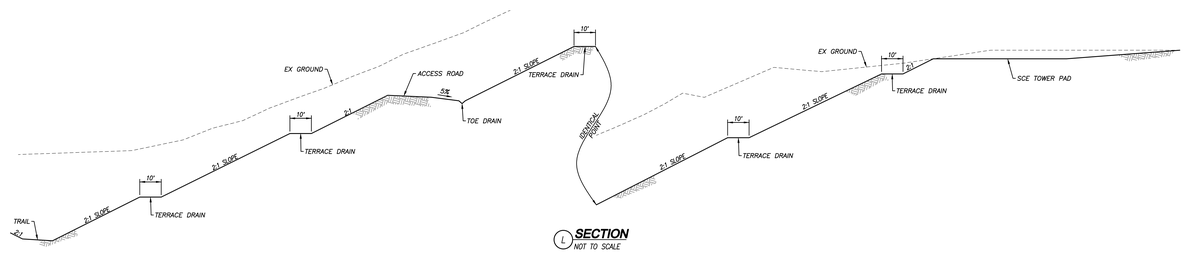
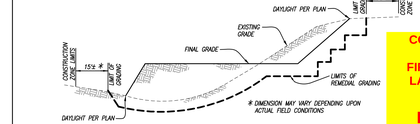


(Q) **SECTION PA 2.3**
NOT TO SCALE



(L) **SECTION**
NOT TO SCALE

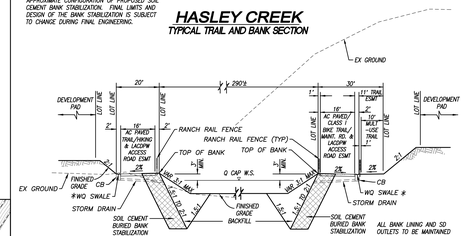


TYPICAL GRADING IMPACTS
NOT TO SCALE

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

APPROXIMATE CONFIGURATION OF PROPOSED SOIL CEMENT BANK STABILIZATION. FINAL LIMITS AND DESIGN OF THE BANK STABILIZATION IS SUBJECT TO CHANGE DURING FINAL ENGINEERING.

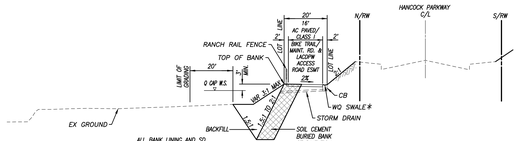
HASLEY CREEK
TYPICAL TRAIL AND BANK SECTION



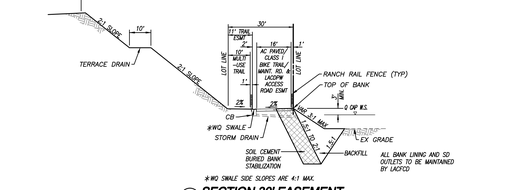
(J) **SECTION 20' & 30' ACCESS**
NOT TO SCALE

APPROXIMATE CONFIGURATION OF PROPOSED SOIL CEMENT BANK STABILIZATION. FINAL LIMITS AND DESIGN OF THE BANK STABILIZATION IS SUBJECT TO CHANGE DURING FINAL ENGINEERING.

CASTAIC CREEK
TYPICAL TRAIL AND BANK SECTIONS



(E) **SECTION 20' EASEMENT**
NOT TO SCALE



(C) **SECTION 30' EASEMENT**
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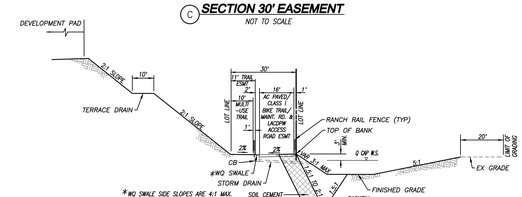
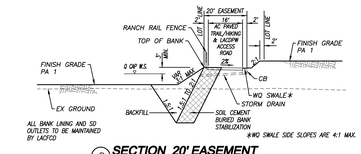
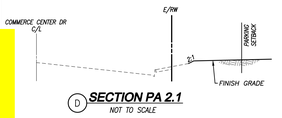


(K) **SECTION 30' EASEMENT**
NOT TO SCALE



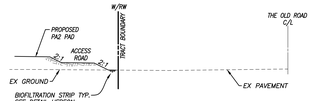
(P) **SECTION 20' EASEMENT**
NOT TO SCALE

TYPICAL SECTIONS



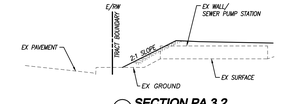
(D) **SECTION PA 2.1**
NOT TO SCALE

(F) **SECTION PA 2.3**
NOT TO SCALE

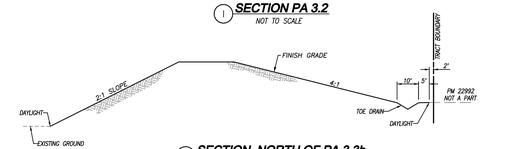


(G) **SECTION PA 2.3**
NOT TO SCALE

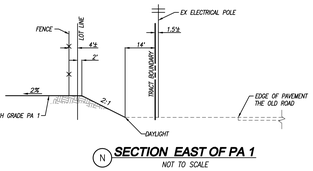
(H) **SECTION PA 3.1**
NOT TO SCALE



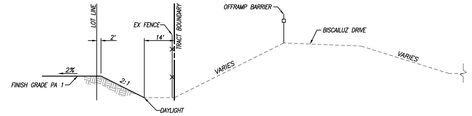
(I) **SECTION PA 3.2**
NOT TO SCALE



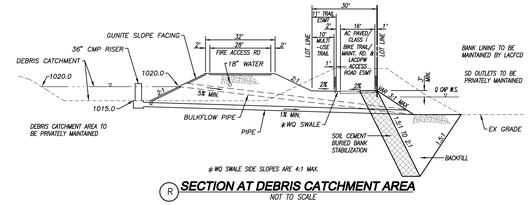
(M) **SECTION NORTH OF PA 3.3b**
NOT TO SCALE



(N) **SECTION EAST OF PA 1**
NOT TO SCALE



(O) **SECTION AT BISCAILUZ DRIVE**
NOT TO SCALE



(R) **SECTION AT DEBRIS CATCHMENT AREA**
NOT TO SCALE

DESIGNED: AW					
DRAFTED: SC					
CHECKED: JFukumitsu					
	NO.	REVISIONS	DATE	BY	

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40935 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH (661) 294-2211 • FX (661) 294-9890

JASON H. FUKUMITSU 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
STREET CROSS SECTIONS AND DETAILS

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	11/20/24
SCALE	AS SHOWN
PROJECT NO.	0015-043-024
SHEET	3 OF 7 SHEETS

Saved: 11/20/2024 3:05:12 PM By: JFukumitsu C:\Users\JFukumitsu\Desktop\0015-043-024 Valencia Commerce Center\Exhibits\Sheet 3 of 7 - Street Cross Sections and Details.dwg Plotted: Nov 20, 2024 - 4:05pm By: JFukumitsu

SEE LIVE OAK ROAD DETAIL ON SHEET 3

SEE INSET DETAIL

CHANNEL CROSSING SEE SHEET 3

SEE SHEET 5

INSET DETAIL
FRANKLIN PKWY
AT COMMERCE CTR DR

FEET
INCHES

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR
PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED

LEGEND:

- 1 — PARCEL NO.
- 13,637 S.F. — PARCEL AREA (SQUARE FEET)
- PA3.1 — PLANNING AREA
- PROJECT BOUNDARY
- DEVELOPMENT AREA BOUNDARY
- EXISTING PARCEL BOUNDARY
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED EASEMENT
- EXISTING EASEMENT
- FUTURE RIGHT-OF-WAY
- 1000 — PROPOSED CONTOUR
- DAYLIGHT LINE
- SD — STORM DRAIN
- STORM CMP INLET
- S — SANITARY SEWER
- FM — SANITARY SEWER FORCE MAIN
- W-Z1 — WATER LINE, ZONE 1
- W-Z1A — WATER LINE, ZONE 1A
- RW — WATER LINE, RECLAIMED
- RW-Z1 — WATER LINE, RECLAIMED, ZONE 1A
- WCL — WATER LINE, COLLECTED
- AG — WATER LINE, AGRICULTURAL IRRIGATION
- G — GAS LINE
- E — ELECTRICAL LINE
- T — TELEPHONE LINE
- JT — JOINT TRENCH
- SD — EXISTING STORM DRAIN
- SST — EXISTING SANITARY SEWER TRUNK
- EXISTING CMP INLET
- S — EXISTING SANITARY SEWER
- W-Z1 — EXISTING WATER LINE, ZONE 1
- W-Z1A — EXISTING WATER LINE, ZONE 1A
- E — EXISTING ELECTRICAL LINE
- T — EXISTING TELEPHONE LINE
- FM — EXISTING SANITARY SEWER FORCE MAIN
- FEMA — FEMA LINE
- X-CAP — UPDATED EXISTING 0CAP FLOODPLAIN PER PACE (09/2005)
- FW — EX. LACDFW Q_{100} FLOODWAY BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
- X-FP — EX. LACDFW Q_{100} FLOODPLAIN BOUNDARY PER 335-ML 1 & 2 (8/28/1984)
- FP — PROP. Q_{100} FLOODPLAIN BOUNDARY NOT CURRENTLY APPROVED PER PACE
- CDFG — EXISTING CDFG JURISDICTION LINE (PER PACE-2006)
- ACOE — EXISTING ACOE JURISDICTION LINE (PER PACE-2006)
- 66KV — PROPOSED SCE 66KV LINE
- 500KV — FUTURE SCE 500KV LINE
- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
- ABANDONED OIL WELL
- (WELL-ET47) — EXISTING WATER WELL LOCATION
- PROPOSED SCE 66KV TOWER LOCATION
- EXISTING POWER POLE
- OAK TREE HERITAGE SIZE LABELED WITH "H"
- SIGHT DISTANCE LINE
- TRAIL AND LACFCD ACCESS ROAD AT CREEK BANKS
- AC ACCESS ROAD
- PCC ACCESS ROAD
- TRAIL CONC. OR DG PER PLAN
- SLOPE SHADING
- BURIED BANK STABILIZATION

PLANNING AREA 1

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
1	92–97	6	COMMERCIAL–BUSINESS PARK	174300	9.5
	98–102	5	OPEN SPACE		2.1
	103	1	OPEN SPACE – NATURAL		24.5
			PUBLIC ROAD		0.3
1	SUB TOTAL (PLANNING AREA)	12		174300	36.4

PLANNING AREA 3

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
3.1	2–12	11	COMMERCIAL–BUSINESS PARK	581200	19.0
3.2	17,20	2	COMMERCIAL–BUSINESS PARK	18000	3.9
3.3a	29–35	7	COMMERCIAL–BUSINESS PARK	247800	13.7
3.3b	28, 38–39	3	COMMERCIAL–BUSINESS PARK	224500	11.2
3.3c	43–44	2	COMMERCIAL–BUSINESS PARK	66300	4.1
3.3d	47–55, 59	10	COMMERCIAL–BUSINESS PARK	767100	16.8
	1, 13–16, 18–19, 21–22, 26–27, 36–37, 40–42, 45–46, 56–58, 60–62	24	OPEN SPACE		33.3
	23–25, 104	4	OPEN SPACE – NATURAL		132.5
			PUBLIC ROAD		5.8
3	SUB TOTAL (PLANNING AREA)	63		1904900	239.0

ABBREVIATIONS:

EX	EXISTING
GB	GRADE BREAK
K	KILOVOLT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
MIN	MINIMUM
N.A.P.	NOT A PART
OHL	OVERHEAD LINE
O.S.	OPEN SPACE
O.S.–NAT	NATURAL OPEN SPACE
PA	PLANNING AREA
PE	PAD ELEVATION
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RUA	RESTRICTED USE AREA
R/W	RIGHT–OF–WAY
SCE	SOUTHERN CALIFORNIA EDISON
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
TYP	TYPICAL
W.S	WATER SURFACE

NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP.

DISPOSITION:

A	ABANDON	RM	TO REMAIN
P	PROTECT IN PLACE	IN	INDETERMINATE IN NATURE
Q	QUIT CLAIM	L	LEASE (OIL, GAS, MINERALS)
R	REMOVE	NA	NOT APPLICABLE TO PROJECT
RE	RELOCATE	V	VACATE

DESIGNED: AW
DRAFTED: SC
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE: MR. MATT HANSON

REGISTERED PROFESSIONAL ENGINEER — JASON H. FUKUMITSU — No. 40855 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
30074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 FX: (661) 294-9990
Jason H. Fukumitsu 11/20/24
JASON H. FUKUMITSU DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
PA1 AND PA3

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO. 0015-043-024
SHEET 4 OF 7 SHEETS

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COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

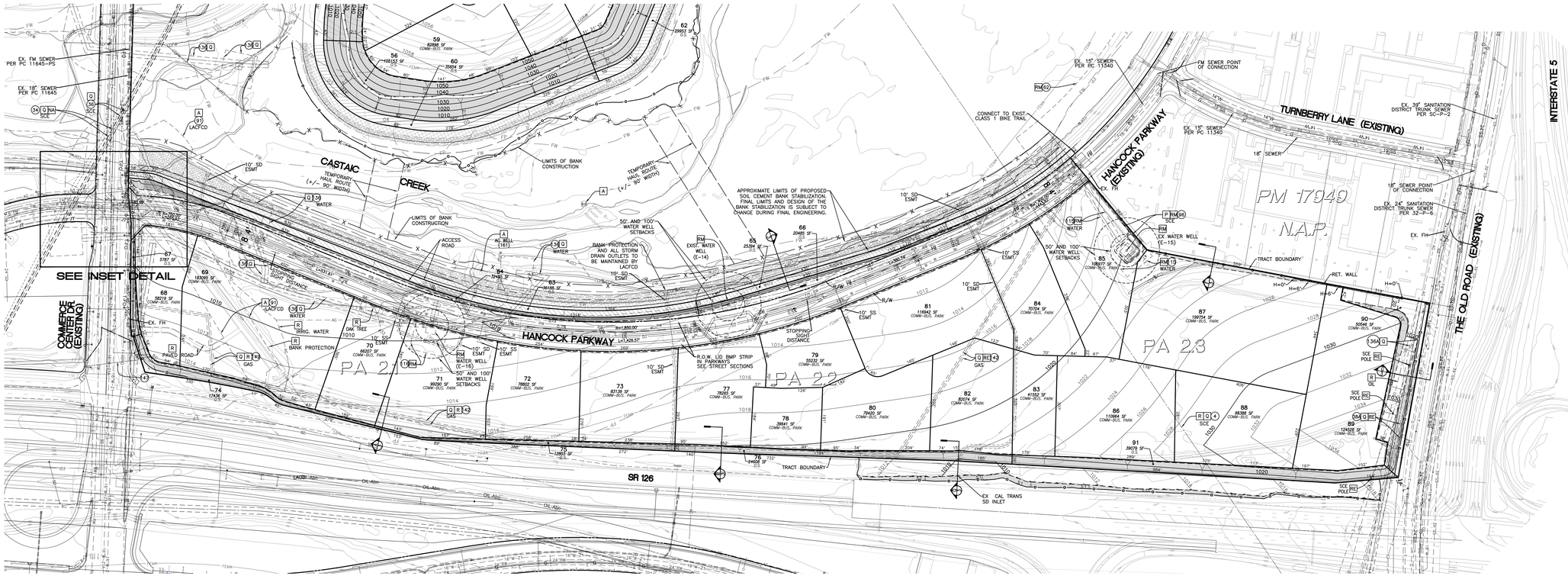
CLEARED FOR PUBLIC HEARING

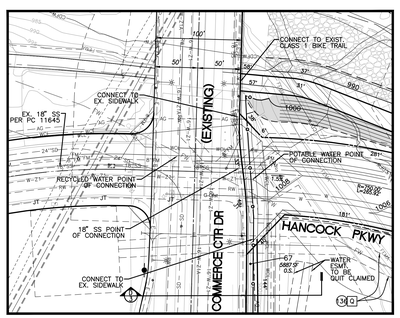
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

PUBLIC FIRE HYDRANT REQUIREMENTS
INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
Conforming to American Waterworks Association Standard C503

PUBLIC FIRE FLOW REQUIREMENTS
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED

SEE SHEET 4





INSET DETAIL
HANCOCK PKWY
AT COMMERCE CTR DR

FEET 100' 50' 0' 100' 200'
INCHES 1" = 100' 0' 1" 2'

FEET 50' 25' 0' 50' 100'
INCHES 1" = 50' 0' 1" 2'

PLANNING AREA 2

PLANNING SUB-AREA	LOT NUMBERS	NO. OF LOTS	TYPE (USE)	BUILDING (SQ. FT.)	TOTAL ACRES
2.1	68–73	6	COMMERCIAL–BUSINESS PARK	302600	13.0
2.2	77–82	6	COMMERCIAL–BUSINESS PARK	368400	10.4
2.3	83–90	8	COMMERCIAL–BUSINESS PARK	649800	18.6
	63–67, 74–76, 91	9	OPEN SPACE		4.8
			PUBLIC ROAD		6.3
2	SUB TOTAL (PLANNING AREA)	29		1320800	53.1

LEGEND:

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- DEVELOPMENT AREA BOUNDARY
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- EXISTING EASEMENT
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- (WELL–E14) — ABANDONED OIL WELL
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ABBREVIATIONS:

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N.A.P.	NOT A PART
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W.S	WATER SURFACE

NOTE:
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DISPOSITION:

A	ABANDON	RM	TO REMAIN
P	PROTECT IN PLACE	IN	INDETERMINATE IN NATURE
Q	QUIT CLAIM	L	LEASE (OIL, GAS, MINERALS)
R	REMOVE	NA	NOT APPLICABLE TO PROJECT
RE	RELOCATE	V	VACATE

DESIGNED: AW
DRAFTED: SC
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
24124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255–4000
REPRESENTATIVE : MR. ALEX HERRELL

REGISTERED PROFESSIONAL ENGINEER JASON H. FUKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9990
JASON H. FUKUMITSU 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
PA2

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO. 0015-043-024
SHEET 5 OF 7 SHEETS

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COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
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Date: 02/13/2025

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INSTALL TBD PUBLIC
6"x4"x2 1/2" FIRE HYDRANTS
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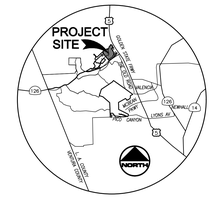
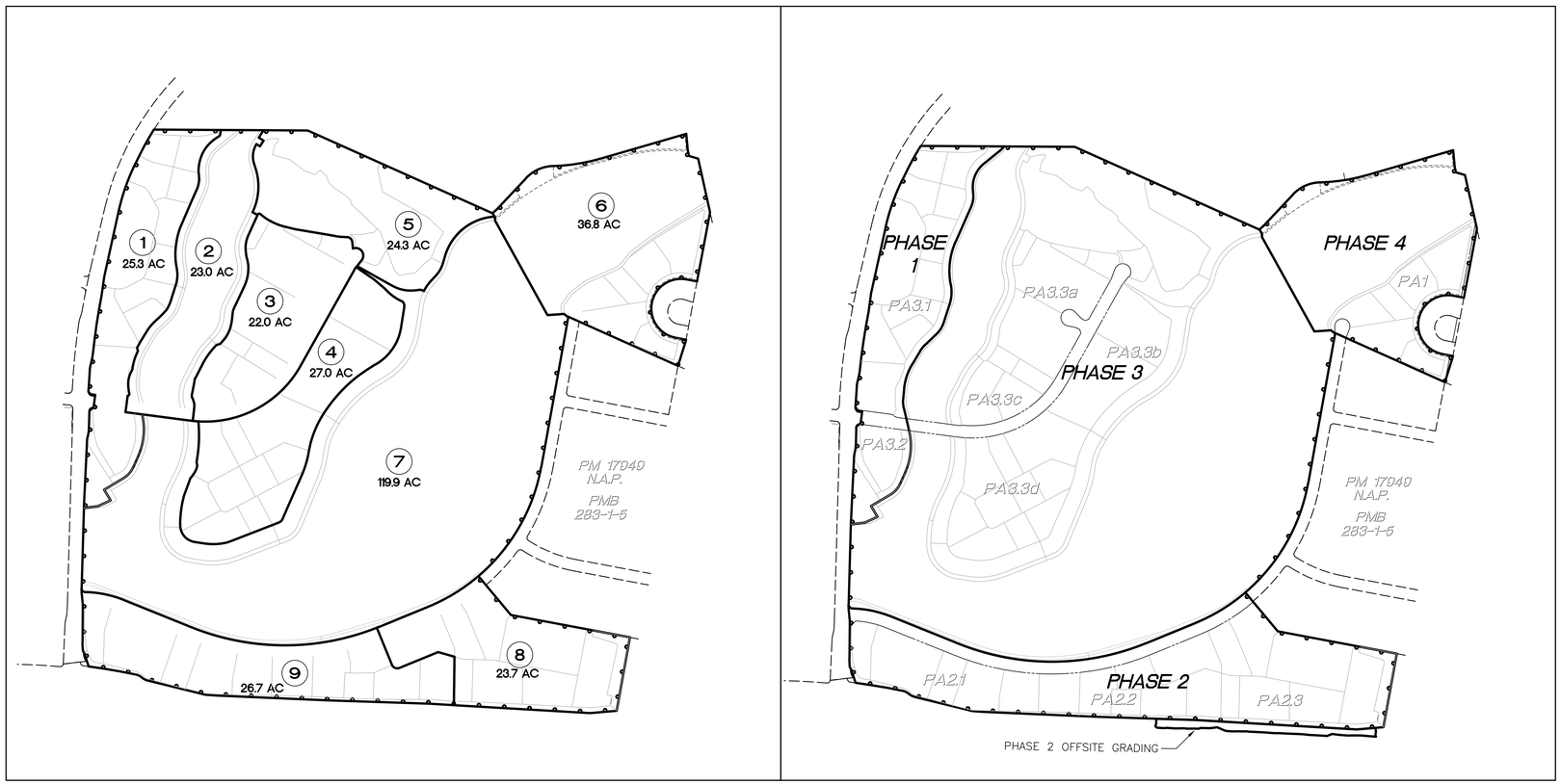
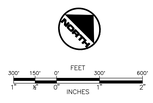
4000 GPM @ 20 PSI FOR 4 HOURS
FIRE SPRINKLERS REQUIRED



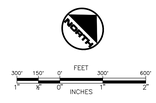
VICINITY MAP
NOT TO SCALE



LARGE LOT PARCEL MAP



PHASE MAP



PHASE 1	
Total AC	25.3 AC
Total On-Site AC	25.3 AC
Total Commercial SF	648,628 SF
Total Open Space	4.0 AC

PHASE 2	
Total AC	52.5 AC
Total On-Site AC	50.4 AC
Total Commercial SF	1,320,800 SF
Total Open Space	3.2 AC

PHASE 3	
Total AC	216.3 AC
Total On-Site AC	216.3 AC
Total Commercial SF	1,312,900 SF
Total Open Space	161.6 AC

PHASE 4	
Total AC	36.8 AC
Total On-Site AC	36.8 AC
Total Commercial SF	174,300 SF
Total Open Space	26.8 AC

THE PROJECT IS PROPOSED TO BE DEVELOPED IN FOUR PHASES, BUT WE HEREBY REQUEST TO CHANGE THE ORDER OF PHASES AS LONG AS SUFFICIENT INFRASTRUCTURE IS IN PLACE TO BUILD EACH PHASE TO THE SATISFACTION OF REGIONAL PLANNING, PUBLIC WORKS, AND THE FIRE DEPARTMENT.

LEGEND:

- PROPOSED TRACT BOUNDARY
- PROPOSED PARCEL BOUNDARY FOR LARGE LOT PARCEL MAP
- PROPOSED PARCEL LINE
- PROPOSED PHASE BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING PARCEL BOUNDARY / EXISTING RIGHT OF WAY
- (XX) PARCEL NUMBER
- 23.2 Ac. PARCEL ACREAGE

ABBREVIATIONS:

AC	ACRES
PM	PARCEL MAP
N.A.P.	NOT A PART
VTPM	VESTING TENTATIVE PARCEL MAP
PA	PLANNING AREA

DESIGNED: AW
DRAFTED: SC
CHECKED: JFukumitsu

NO.	REVISIONS	DATE	BY

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
24124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. ALEX HERRELL

REGISTERED PROFESSIONAL ENGINEER JASON H. TOKUMITSU No. 40695 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. TOKUMITSU 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
PHASING/LARGE PARCEL LOT MAP
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO 0015-043-024
SHEET 6 OF 7 SHEETS

Drawn: Sep 05, 2024 - 10:56am By: Adrian
C:\Users\adrian\OneDrive - Hunsaker & Associates\Documents\Projects\0015-043-024\Planning and Engineering\Exhibits\Phasing\0015-043-024 PHASING.dwg

LEGEND:

- 1 — PARCEL NO.
- 13,637 S.F. — PARCEL AREA (SQUARE FEET)
- PA3.1 — PLANNING AREA
- PROJECT BOUNDARY
- DEVELOPMENT AREA BOUNDARY
- EXISTING PARCEL BOUNDARY
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED EASEMENT
- EXISTING EASEMENT
- FUTURE RIGHT-OF-WAY
- 1000 — PROPOSED CONTOUR
- DAYLIGHT LINE
- SD — STORM DRAIN
- STORM CMP INLET
- S — SANITARY SEWER
- FM — SANITARY SEWER FORCE MAIN
- W-Z1 — WATER LINE, ZONE 1
- W-Z1A — WATER LINE, ZONE 1A
- RW — WATER LINE, RECLAIMED
- RW-Z1 — WATER LINE, RECLAIMED, ZONE 1A
- WCL — WATER LINE, COLLECTED
- AG — WATER LINE, AGRICULTURAL IRRIGATION
- G — GAS LINE
- E — ELECTRICAL LINE
- T — TELEPHONE LINE
- JT — JOINT TRENCH
- SD — EXISTING STORM DRAIN
- SST — EXISTING SANITARY SEWER TRUNK
- EXISTING CMP INLET
- S — EXISTING SANITARY SEWER
- W-Z1 — EXISTING WATER LINE, ZONE 1
- W-Z1A — EXISTING WATER LINE, ZONE 1A
- E — EXISTING ELECTRICAL LINE
- T — EXISTING TELEPHONE LINE
- FM — EXISTING SANITARY SEWER FORCE MAIN
- FEMA — FEMA LINE
- X-CAP — UPDATED EXISTING QCAP FLOODPLAIN PER FACE (09/2005)
- FW — EX. LACDPW Q100 FLOODWAY BOUNDARY PER 335-M6, 7 & 2 (6/26/1984)
- X-FP — EX. LACDPW Q100 FLOODPLAIN BOUNDARY PER 335-M6, 7 & 2 (6/26/1984)
- FP — PROP. Q100 FLOODPLAIN BOUNDARY NOT CURRENTLY APPROVED PER FACE
- CDFG — EXISTING CDFG JURISDICTION LINE (PER FACE-2006)
- ACOE — EXISTING ACOE JURISDICTION LINE (PER FACE-2006)
- 66KV — PROPOSED SCE 66KV LINE
- 500KV — FUTURE SCE 500KV LINE
- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
- ABANDONED OIL WELL
- (WELL-ETAL) — EXISTING WATER WELL LOCATION
- PROPOSED SCE 66KV TOWER LOCATION
- EXISTING POWER POLE

ABBREVIATIONS:

RUA	– RESTRICTED USE AREA	NA	– NOT APPLICABLE
W.S	– WATER SURFACE	MIN	– MINIMUM
P.F.	– PUBLIC FACILITY	GB	– GRADE BREAK
O.S.	– OPEN SPACE	PROP	– PROPOSED
O.S.–NAT.	– NATURAL OPEN SPACE	R	– RADIUS
EX	– EXISTING	SF	– SQUARE FOOT
HP	– HIGH POINT	SD	– STORM DRAIN
L	– LENGTH	SS	– SANITARY SEWER
PA	– PLANNING AREA	R/W	– RIGHT–OF–WAY
OHL	– OVERHEAD LINE	TYP	– TYPICAL
KV	– KILOVOLT	PE	– PAD ELEVATION
PVT	– PRIVATE DRIVE		
SCE	– SOUTHERN CALIFORNIA EDISON		

NOTE:
EASEMENTS FOR INGRESS/EGRESS WILL BE BASED UPON FINAL SITE PLAN AND DEDICATED ON THE FINAL TRACT MAP

OFFSITE IMPROVEMENTS

NORTH

FEET: 200' 100' 0 200' 400'
INCHES: 1" = 200'

DESIGNED:	NO.	REVISIONS	DATE	BY
AW				
DRAFTED: SC				
CHECKED: JFukumitsu				

OWNER/DEVELOPER:
FIVEPOINT.
NEWHALL LAND
25124 SPRINGFIELD COURT SUITE 300
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE: MR. MATT HANSON

JASON H. FUKUMITSU No. 40935 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH (661) 294-2211 • FX (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

MAJOR LAND DIVISION
VESTING TENTATIVE PARCEL MAP NO. 18108
VALENCIA COMMERCE CENTER
OFFSITE IMPROVEMENTS
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE 11/20/24
SCALE AS SHOWN
PROJECT NO 0015-043-024
SHEET 7 OF 7 SHEETS

S:\Design\18108\Exhibits\Offsite Improvements\Key Plotted on Oct 21, 2024 - 2:23pm by aaron

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **18108** DRP Map Date: **01/15/2025** SCM Date: **10/27/2022** Report Date: **02/11/2025**
Park Planning Area # **35C** CSD: **CASTAIC, CASTAIC AREA CSD** Map Type: **Tentative Map - Parcel**

Total Units **0** = Proposed Units **0** + Exempt Units **0**

Park land obligation in acres or in-lieu fees:

ACRES:	**0.00**
IN-LIEU FEES:	**$0**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

The Representative Land Value (RLVs) in Los Angeles County Code (LACC) Section 21.28.140 are used to calculate park fees and are adjusted annually, based on changes in the Consumer Price Index. The new RLVs become effective July 1st of each year and may apply to this subdivision map if first advertised for hearing before either a hearing officer or the Regional Planning Commission on or after July 1st pursuant to LACC Section 21.28.140, subsection 3. Accordingly, the park fee in this report is subject to change depending upon when the subdivision is first advertised for public hearing.

This project is exempt from the park obligation requirements because:

Trails:

See also attached Trail Report

Comments:

The project is exempt from Quimby requirements because it is a non-residential (commercial and industrial) subdivision.

For further information or to schedule an appointment to make an in-lieu fee payment:
Please contact Clement Lau at (626) 588-5301 or Loretta Quach at (626) 588-5305
Department of Parks and Recreation, 1000 S. Fremont Avenue, Unit #40. Building A-9 West, 3rd Floor. Alhambra, California 91803.

By: _____
Clement Lau, Departmental Facilites Planner II

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # **18108** DRP Map Date: **01/15/2025** SCM Date: **10/27/2022** Report Date: **02/11/2025**
Park Planning Area # **35C** CSD: **CASTAIC, CASTAIC AREA CSD** Map Type: **Tentative Map - Parcel**

The formula for calculating the acreage obligation and or in-lieu fee is as follows:

(P)eople x (0.0030) Ratio x (U)nits = (X) acres obligation
(X) acres obligation x RLV/Acre = In-Lieu Base Fee

Where P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the U.S. Census
Ratio = The subdivision ordinance provides a ratio of 3.0 acres of park land for each 1,000 people generated by the development. This ratio is calculated as "0.0030" in the formula.
U = Total approved number of Dwelling Units.
X = Local park space obligation expressed in terms of acres.
RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **0** = Proposed Units **0** + Exempt Units **0**

Park Planning Area = **35C**

Type of dwelling unit	People *	Ratio 3.0 Acres/ 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	**3.22**	**0.0030**	**0**	**0.00**
M.F. < 5 Units	**6.48**	**0.0030**	**0**	**0.00**
M.F. >= 5 Units	**3.72**	**0.0030**	**0**	**0.00**
Mobile Units	**3.67**	**0.0030**	**0**	**0.00**
Exempt Units			**0**	**0.00**
TOTAL			**0**	**0.00**

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@ (0.0030)	0.00	$279,709	**$0**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit
0		0.00	100.00%	0.00
			Total Provided Acre Credit:	**0.00**

Acre Obligation		Net Obligation	RLV / Acre	**In-Lieu Fee Due**
0.00	0.00	0.00	$279,709	**$0**

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

Norma E. García-González, Director | Alina Bokde, Chief Deputy Director

February 6, 2025

TO: Jodie Sackett, Senior Regional Planner
Department of Regional Planning
Land Divisions Section

FROM: Michelle O'Connor, Trails Section Head
Department of Parks and Recreation
Planning Division

SUBJECT: **NOTICE OF TRAIL CONDITIONS FOR VESTING TENTATIVE PARCEL MAP (VTPM) NO. 18108**

The Department of Parks and Recreation (DPR) has completed the trail review of VTPM No. 18108 received by Regional Planning on Janaury 15, 2025. The proposed "Castaic Creek Trail" and "Hasley Canyon Trail" alignments, as shown on subject parcel map are approved.

DPR is requiring the Subdivider to dedicate and construct a fourteen-foot (14') wide multi-use trail and an eleven-foot (11') wide multi-use trail, and to dedicate a trail rest area easement with trail easement within lot 103 as outlined below within the Trail Conditions of Map Approval.

Trail Conditions of Map Approval:

1. Dedicate a fourteen-foot (14') wide multi-use trail easement with constructed compacted natural soil surface trail, as shown on sheet 4 of 7 and on sheet 3 of 7 within section view L.

2. Dedicate a multiuse trail easement and trail rest area easement within lot no. 103, and multiuse trail easement within lot no. 22, as shown within sheet 4 of 7.

3. Dedicate an eleven-foot (11') wide multi-use trail easement to the County and construct, at minimum ten-foot (10') wide natural soil surface trail within the proposed trail alignment, as shown on sheet 4 of 7 and shown within sheet 3 of 7 as section views C, K, R, and J.

4. The required multi-use trail easements shall be recorded on Final Map.

5. Trail Warranty Period: Upon completion of the fully developed Castaic Creek Trail and Hasley Canyon Trail alignments the developer is responsible to maintain for a minimum 12-month period or until the CC&R's have been established to form a Maintenance District or comparable entity, that will be responsible for the on-going maintenance of the developed Trails.

6. Full public access shall be provided in perpetuity for the multi-use trail, which shall accommodate hiking, mountain biking, and equestrian use.

7. Easement dedication(s) must be outside the public road right-of-way unless approved by the Department of Public Works, Traffic and Lighting Division (DPW).

8. Subdivider shall include DPR in the transmittal of the project grading plan to the Department of Public Works. The project grading plan, including the trail grading information, shall be submitted simultaneously to DPR for review and approval. The trail grading information shall conform to the County of Los Angeles Trails Manual (Trails Manual), any applicable County codes, and including, but not limited to the following:

    - Cross slope gradients on natural soil not to exceed four percent (4%) with two percent (2%) preferred, and longitudinal (running) slope gradients not to exceed twelve percent (12%) for more than fifty feet (50').

    - Cross slope gradients above four percent (4%) on paved surfaces, such as roadway trail crossings must be evaluated by DPR.

    - Typical trail section and details to include:
        - Width of trail
        - Longitudinal (running) gradients
        - Cross slope gradients

    - Bush hammer (or equivalent rough finish) at minimum width of eight feet (8') for roadway (if concrete surface) trail surface crossings to provide for traction and increase trail user safety.

    - Appropriate retaining walls as needed.

    - Rural style lodgepole fencing is required to delineate the trail and keep trail users within the authorized trail alignment (see condition No. 10 for fencing specifications and installation instructions).

    - All street trail crossings must be approved by DPW:

- Subdivider is responsible to install appropriate curb-cuts and painted crosswalk utilizing DPW specifications.
- Subdivider is responsible to contact DPW for trail street-crossing signage specifications. Per DPW specifications the trail crossing signage is to be installed at appropriate distance in each direction from each street trail crossing to warn vehicle drivers of trail crossing.

9. After project trail grading plan approvals, the Subdivider shall:

   - Provide DPR a preliminary trail construction schedule, showing milestones for completing the trail.

   - Stake/flag the centerline of the proposed trail alignment and then schedule a site meeting with the Trail Planner for trail inspection and approval.

     - Contact Trail Planner if construction is not completed within ninety (90) days of staking/flagging, as trail staking/flagging is only valid for up to a ninety (90) day span.

10. Construction of trail and installation of lodgepole fencing:

    - Trail: Construct a ten-foot (10') foot wide Natural Trail 1 within the eleven-foot (11') wide dedicated easement and up to fourteen-foot (14') wide Natural Trail 1 within a dedicated fourteen-foot (14') wide dedicated easement in a manner consistent with construction guidelines, as shown within Section 4.0 Trail Design of the County of Los Angeles Trails Manual. For reference purposes the Trails Manual is available at http://trails.lacounty.gov.

      - Subdivider must utilize a professional trail contractor with Professional Trail Builders Association membership or contractor familiar with trail construction best practices and be approved by DPR, prior to trail construction activities.

      - Deviation from the proposed regional trail alignment as shown on map may be permitted in consultation with DPR due to unforeseen obstacles, which include but are not limited to reduction of trail grade, increase trail width, and/or to provide a safe trail passing area.

    - Out-slope of trail tread is 2% to 4% with trail running grade at 5%, or up to 8% for <100' or 12% for <50'. Significant deviation from the design guidelines in the Trails Manual must be reviewed and approved by the DPR. See Section 4: "Trail Design," for trail construction guidelines and/or contact Trails Section Planner.

- Lodgepole Fencing: Pine posts treated with Alkaline Copper Quaternary (ACQ) wood preservative. Vertical posts are seven feet (7') in length by seven-inch (7") diameter. The posts have two (2) holes at eighteen inches (18") on center and top rail is six inches (6") from post top to the centerline of rail hole. The rails are also ACQ treated, and they are eight feet (8') in length by four and one-half inches (4½") in diameter with beveled ends. The posts are installed fifty-four inches (54") above grade and thirty inches (30") below grade. Posts are set-in three-quarter inch (¾") aggregate base layer at eighteen inches (18") deep with four inches (4") of compacted earth as top layer.

11. Notify the Trail Planner within five (5) business days of trail construction completion, including installation of all required lodgepole fencing for a "Final Trail Inspection". The Final Trail Inspection is required to obtain the DPR approval and ensure the trail and fencing utilize the trail conditions of approval within this report and follow the trail construction guidelines within the Trails Manual. Any portions of the constructed trail and fencing not approved, shall be corrected, and brought into compliance within thirty (30) calendar days. The Subdivider shall then contact the DPR to schedule another site inspection.

12. Prior to DPR's final acceptance of the constructed, "Castaic Creek Trail" and "Hasley Canyon Trail" alignment the Subdivider shall:

    - Submit a letter to DPR Trail Planner requesting acceptance of the dedicated constructed trails with lodgepole fencing. Within 30 days DPR will then issue a trail acceptance letter.

13. After final trail acceptance and 12-month warranty period, DPR is responsible to maintain the multi-use trail easement area with estimated 5,000 linear feet of trail, including fencing, and trail signage, unless an agreement has been satisfied between parties for a Maintenance District or another comparable entity to maintain said trails in perpetuity.

For any questions or concerns, please contact Trail Planner, Robert Ettleman by email at rettleman@parks.lacounty.gov.

MO:RLE:ev

c: FIVEPOINT (A. Herril, M. Helfrich)
Hunsaker & Associates, LA, Inc. (J. Mowrey)
Parks and Recreation (L. Quach, R. Ettleman)

COUNTY OF LOS ANGELES
Public Health

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

MUNTU DAVIS, M.D., M.P.H.
County Health Officer

ANISH P. MAHAJAN, M.D., M.S., M.P.H.
Chief Deputy Director

AZAR KATTAN, J.D., M.P.H.
Deputy Director for Health Protection

LIZA FRIAS, REHS
Director of Environmental Health

SCOTT ABBOTT, REHS, M.P.A.
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5374 • FAX (626) 813-3000

www.publichealth.lacounty.gov/eh/

BOARD OF SUPERVISORS

Hilda L. Solis
First District

Holly J. Mitchell
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Third District

Janice Hahn
Fourth District

Kathryn Barger
Fifth District

March 20, 2025

TO: Joshua Huntington
Supervising Regional Planner
Department of Regional Planning

Attention: Jodie Sackett

FROM: Charlene Contreras
Director, Community Protection Program
Department of Public Health

SUBJECT: SUBDIVISION REQUEST-TENTATIVE MAP-PARCEL
CASE: RTM-PM18108-20129
PROJECT: 87150
27202 TURNBERRY LANE VALENCIA CA 91355

Thank you for the opportunity to review the application and subdivision request for the subject property. This project proposes to create 72 industrial lots, 50 commercial lots, 7 public facility lots and 60 open space lots on 617.4 acres. The Land Division application indicates that the project will be connected to public water and public sewer.

☒ Public Health conditions for this project have been met as of the date of this letter. Public Health recommends clearance of the aforementioned project.

☐ Public Health requires that the conditions or information requested below are addressed prior to agency approval; therefore, the Department **DOES NOT** recommend clearance of this project until the following conditions are met:

1. Drinking Water Program: Potable Water

1.1 The applicant provided an updated Water Availability letter, for the project from the Santa Clarita Valley Water Agency signed March 03, 2025. The letter outlines conditions that must be met for water availability. The letter is valid for up to 24 months from the date issued. A "Will Serve" letter will be required by **Final Map**.

For questions regarding drinking water, please contact Bharat Dungrani, Drinking Water Program at (626) 430-5420 or bdungrani@ph.lacounty.gov.

2. Land Use Program: Wastewater

2.1 The applicant provided an updated sewer "Will Serve" letter from Los Angeles County Sanitation Districts dated April 04, 2024. Previous comments submitted by the districts in correspondence dated April 28, 2022, still apply. A fully executed and evidenced annexation Agreement shall be provided by the **Final map**.

For questions regarding wastewater, please contact Tigran Khachatryan, Land Use Program at (626) 430-5380 or tkhachatryan@ph.lacounty.gov.

3. Community Protection Branch: Environmental Hygiene

Please Note: The following are general requirements for Noise and Air Quality recommendations for the proposed project**.**

3.1 Noise

3.1.1 The applicant shall abide by the requirements contained in Title 12, Section 12.08, Noise Control Ordinance for the County of Los Angeles (reference available at municode.com). The sections in Title 12 that apply to this project include but are not limited to: 12.08.390 Exterior Noise Standards, 12.08.440 Construction Noise, 12.08.520 Refuse Collection Vehicles, and 12.08.530 Residential Air-Conditioning.

3.2 Air Quality Recommendation

3.1.2 During grading or excavation activities if applicable, application of dust control measures to minimize fugitive dust is recommended. Fugitive dust can result in worker and public exposure to fungal spores such as Coccidioides immitis, which can cause Coccidioidomycosis (Valley Fever). Adhere to applicable South Coast Air Quality Management District regulations.

If you have any other questions or require additional information, please contact Makkaphoeum Em of Public Health, Environmental Hygiene Program at (626) 430-5201 or mem@ph.lacounty.gov.

If you have any other questions or require additional information, please contact Veronica Aranda of Public Health, Land Use Liaison at (626) 430-5201 or DPH-EHDRPLiaison@ph.lacounty.gov.

CC:va
DPH_CLEARED_27202 TURNBERRY LANE VALENCIA CA 91355_RTM-PM18108-20129_03.20.2025

OAK TREES:
Care and Maintenance

This Oak Tree Care and Maintenance Guide offers basic information and practical guidelines aimed at the preservation and continued health and survival of oak trees in the residential landscape.

Increasing pressure for development is changing the oak woodland of Los Angeles County. Heritage oaks which once survived in open rolling hills are now being preserved or replanted and incorporated into the community.

How do we protect these trees during the planning and development process, and ensure their survival once they are in the home garden?

The Oak Tree

Oak Trees in the residential landscape often suffer decline and early death due to conditions that are easily preventable. Damage can often take years to become evident, and by the time the trees show obvious signs of disease it is usually too late to help.

Improper watering, especially during the hot summer months, and disturbance to critical root areas are most often the causes. This booklet will provide guidelines on where these critical areas lie and ways to avoid disturbing them, as well as information on long-term care and maintenance of both natural and planted oaks. Lists of additional resources for more information and demonstration areas to visit are also included.

The Oak Tree Ordinance

The Los Angeles County Oak Tree Ordinance has been established to recognize oak trees as significant historical, aesthetic, and ecological resources. The goal of the ordinance is to create favorable conditions for the preservation and propagation of this unique and threatened plant heritage. By making this part of the development process, healthy oak trees will be preserved and maintained.

The Los Angeles County Oak Tree Ordinance applies to all unincorporated areas of the County. Individual cities may have their own ordinances, and their requirements may be different.

Permit Requirements:

Under the Los Angeles County Ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the *protected zone* (see text) of any ordinance sized tree of the oak tree genus without first obtaining a permit.

Damage includes but is not limited to :

- Burning
- Application of toxic substances
- Pruning or cutting
- Trenching
- Excavating
- Paving
- Operation of machinery or
- equipment
- Changing the natural grade

Chapter 22.56.2050: Oak Tree Permit Regulations, Los Angeles County, Adopted: August 20, 1982. Amended: September 13, 1988.

For more information about the County Oak Tree Ordinance, visit the Forestry Division's website at:

http://www.fire.lacounty.gov

Or contact:

Department of Regional Planning
320 W. Temple Street, 13th floor
Los Angeles, CA 90012-3284
(213) 974-6411
TDD: (213) 617-2292
http://planning.co.la.ca.us

Types of oaks commonly found in Los Angeles County:

Many kinds of oak trees are native to Los Angeles County. A few of the more common ones are shown below, but *all* oak trees are covered by the Oak Tree Ordinance.

Older oaks which have thrived under the natural rainfall patterns of dry summers and wet winters often can't handle the extra water of a garden setting. These trees must be treated with special care if they are to survive.

Those oaks that have been planted into the landscape or sprouted naturally tend to be more tolerant of watered landscapes. These vigorous young trees may grow 1½ to 4 feet a year in height under good conditions. Once established these trees would benefit from the same special care outlined in this guide.

Valley Oak
QUERCUS LOBATA

LARGE DECIDUOUS TREE 60'-75' HIGH, BROADLY SPREADING 50'-80' WIDE.

LEAVES : DEEP GREEN, 3"-4" LONG : PAPER-LIKE TEXTURE WITH DEEP ROUNDED LOBES ON THE LEAF EDGE.

TENDS TO FAVOR VALLEY BOTTOMS : FOR THIS REASON THE VALLEY OAK HAS DISAPPEARED FROM THE LANDSCAPE MORE RAPIDLY, IMPACTED SEVERLY BY AGRICULTURE and URBAN DEVELOPMENT.

Coast Live Oak
QUERCUS AGRIFOLIA

LARGE EVERGREEN TREE WITH A BROAD, ROUND SHAPE AND LARGE LIMBS. 30'-70' HIGH, 35'-80' WIDE.

LEAVES : GLOSSY GREEN, 1"-3" LONG : SPINY, ROUNDED, AND HOLLY-LIKE : BUT DISTINCTLY CUPPED OR CURLED UNDER AT THE EDGES.

Interior Live Oak
QUERCUS WISLIZENii

EVERGREEN TREE 30'-75' HIGH OR A SHRUB 8'-10' HIGH IN CHAPARRAL AREAS. HAS A FULL, DENSE ROUNDED SHAPE, NOT BROAD OR WITH LARGE LIMBS LIKE A COAST LIVE OAK. THEY TEND TO GROW IN CLUMPS RATHER THAN AS A SINGLE TREE.

LEAVES : DARK GREEN, 1"-4" LONG. EDGES EITHER SMOOTH OR SPINY, BUT ALWAYS FLAT— NOT CURLED UNDER.

OTHER COMMON OAKS :
CALIFORNIA BLACK OAK : QUERCUS KELLOGGi
CANYON LIVE OAK : QUERCUS CHRYSOLEPIS
ENGELMANN OAK : QUERCUS ENGGLMANNii

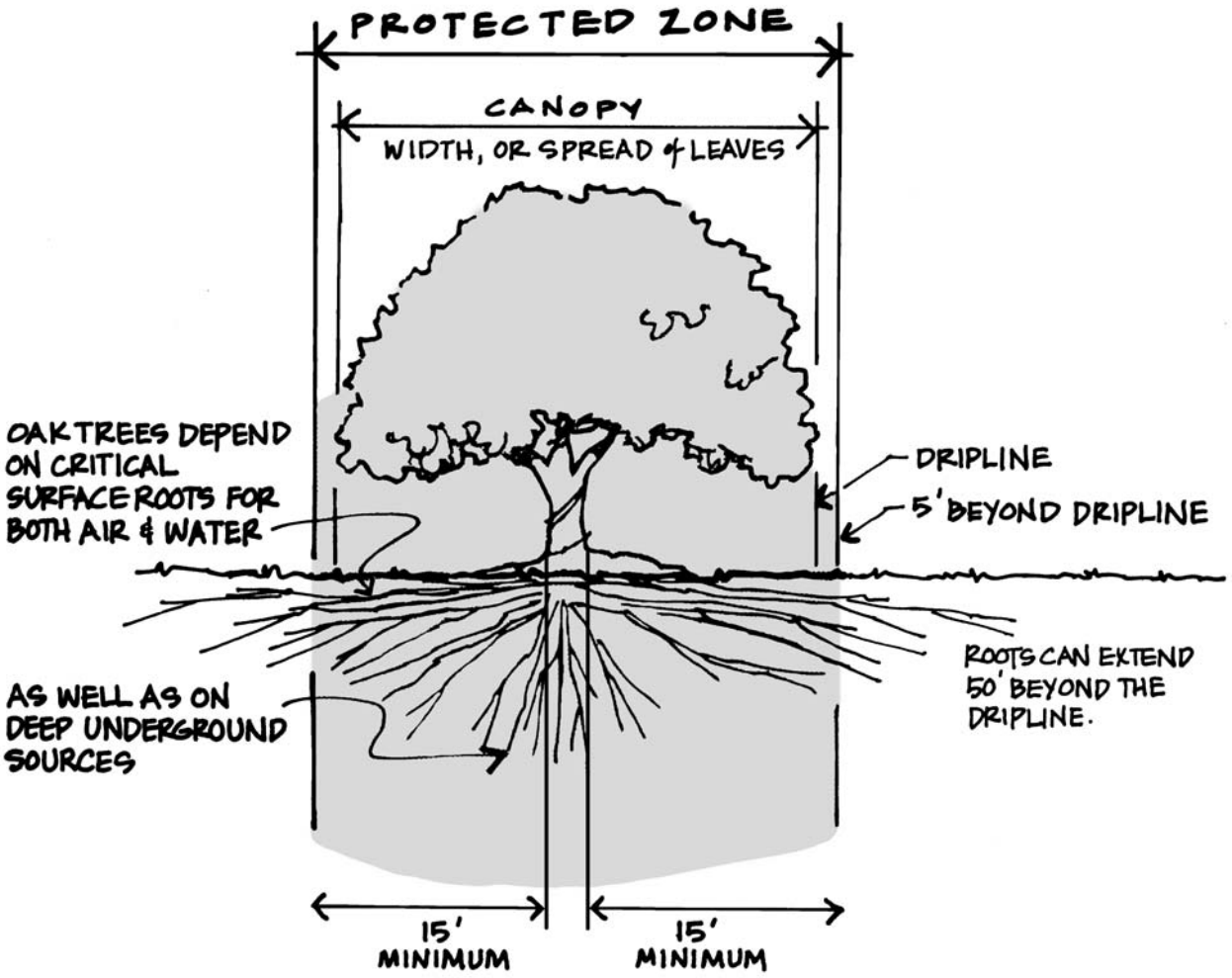
THE PROTECTED ZONE

The ***protected zone*** defines the area most critical to the health and continued survival of an oak tree. Oaks are easily damaged and very sensitive to disturbances that occur to the tree or in the surrounding environment.

The root system is extensive but surprisingly shallow, sometimes radiating out as much as 50 feet beyond the spread of the tree leaves, or canopy. The ground area at the outside edge of the canopy, referred to as the *dripline*, is especially important: the tree obtains most of its surface water and nutrients here, and conducts an important exchange of air and other gases.

The protected zone is defined in the Oak Tree Ordinance as follows:

> "The Protected Zone shall mean that area within the dripline of an oak tree and extending there from to a point at least 5 feet outside the dripline or 15 feet from the trunk, whichever distance is greater."



CONSTRUCTION ACTIVITY WITHIN THE PROTECTED ZONE

Changes in Grade

Any change in the level of soil around an oak tree can have a negative impact. The most critical area lies within 6' to 10' of the trunk: no soil should be added or scraped away. Water should drain away from this area and not be allowed to pond so that soil remains wet at the base.

Retaining walls designed to hold back soil above or below an existing tree should avoided if at all possible, especially within the protected zone. These types of structures cause critical areas at the dripline to be buried, or require that major roots be severed. Water trapped at the base of the tree could lead to root rot or other impacts, and to the decline and premature death of a highly valued landscape tree.

Construction activities outside the protected zone can have damaging impacts on existing trees. Underground water sources can be cut off due to falling water tables, or drainage may be disrupted.

Trenching

Digging of trenches in the root zone should be avoided. Roots may be cut or severely damaged, and the tree can be killed.

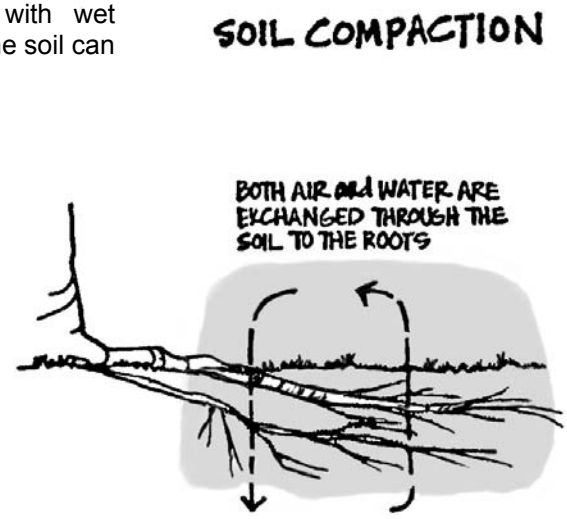
If trenches must be placed within the protected zone, utilities can be placed in a conduit, which has been bored through the soil, reducing damage to the roots. Insist that as many utilities as allowed be placed in a single trench, instead of the common practice of digging a separate trench for each individual line.

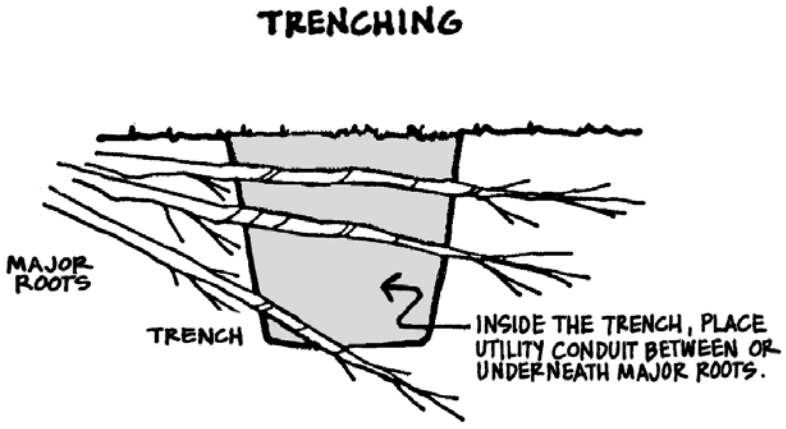
Trenching can also be accomplished using hand tools or small hand held power equipment to avoid cutting roots. Any roots exposed during this work should be covered with wet burlap and kept moist until the soil can be replaced.

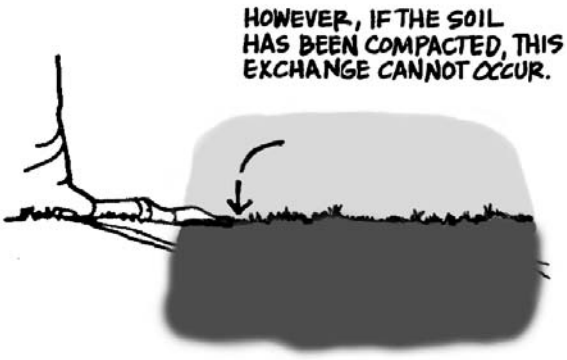
Soil Compaction and Paving

The roots depend upon an important exchange of both water and air through the soil within the protected zone. Any kind of activity that compacts the soil in this area blocks this exchange and can have serious long-term negative effects on the tree.

If paving material must be used, some recommended surfaces include brick paving with sand joints, or ground coverings such as wood chips (note the advantages of natural materials for providing nutrients under *mulching*).







MAINTENANCE

Watering

The key is prevention – **do not over water**. Improper watering is often overlooked as the cause of tree death because it can take years for the damage to show. Once the tree shows obvious signs of decline, it is often too late to correct the problem.

The seasonal weather pattern for this region is one of dry summers and winter rain. Oak trees are naturally drought tolerant and adapted to this cycle. If the tree is vigorous and thriving it should not require **any** additional water.

If the natural source of surface or underground water has been altered, some supplemental water may be necessary, but proceed with caution. The goal of any watering schedule for oak trees should be to supplement natural rainfall and it should occur only when the tree would normally receive moisture. This might be in the winter, if rains are unusually late, or in spring if rainfall has been below normal levels.

Over watering, especially during the summer months, causes a number of problems which can lead to decline and eventual death of the tree. It creates ideal conditions for attacks of Oak Root Fungus by allowing the fungus to breed all year. In addition, both evergreen and deciduous oaks grow vigorously in the spring and naturally go dormant in the summer. Extra water only encourages new tip growth which is subject to mildew. Oaks need this period of rest.

Newly planted oaks may need supplemental watering during their first few summers. After they become established water should be applied according to the previous guidelines.

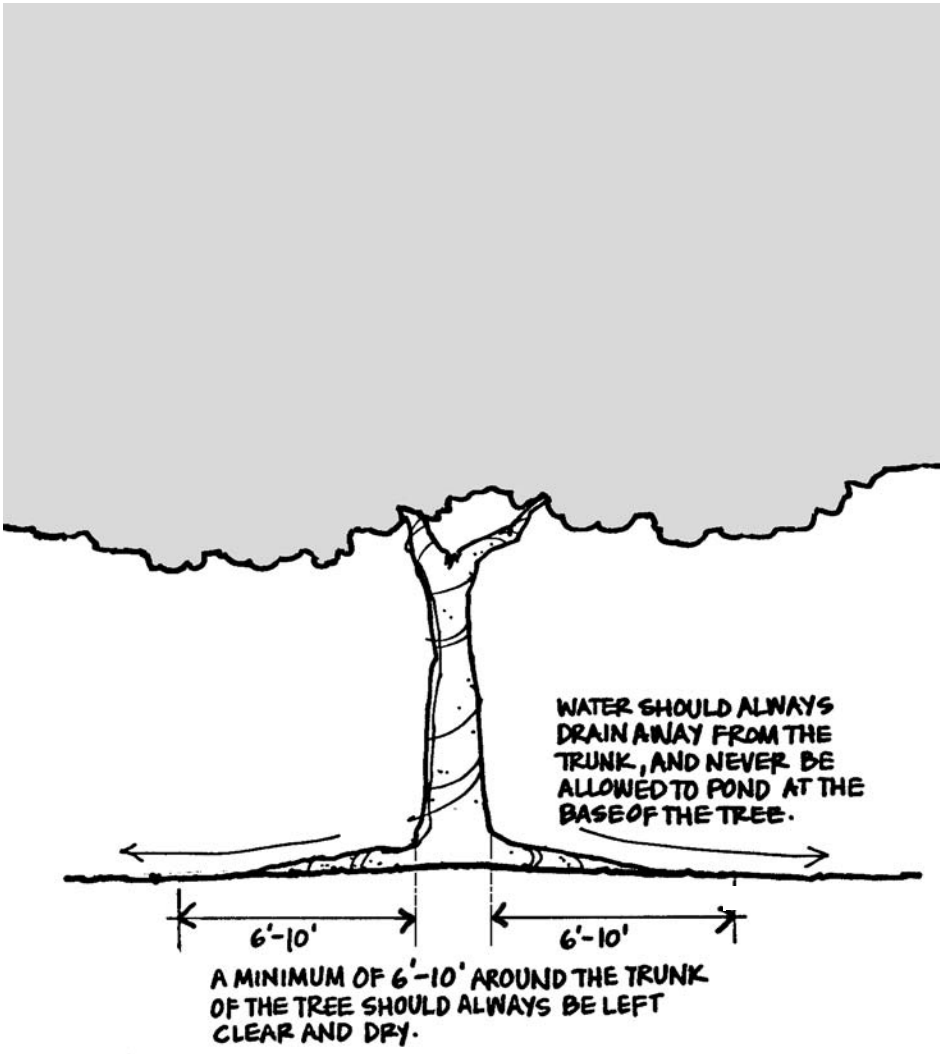
Pruning

For oak trees the periodic removal of dead wood during periods of tree dormancy should be the only pruning needed. Any cutting of green wood opens scars that could allow the entry of organisms or disease.

Before pruning obtain the advice of a certified arborist or other professional and consult the local city or county where the tree is located to find out what regulations apply. Pruning of both live and dead wood can sometimes require a permit.

Mulching

Leaf litter from the tree is the best mulch and should be allowed to remain on the ground within the protected zone. Crushed walnut shells or wood chips can be used, but the oak leaves that drop naturally provide the tree with a source of nutrients. Avoid the use of packaged or commercial oak leaf mulch which could contain Oak Root Fungus. Redwood chips should not be used due to certain chemicals present in the wood.



Disease and Pests

Trees that are stressed, especially because of improper watering practices, are prone to certain diseases and attacks by pests.

The most damaging of these diseases is the Oak Root Fungus *Armillaria mellea*. Occurring naturally in the soil, the fungus thrives under wet conditions and dies back in the summer when soils dry out. This is why summer watering of oaks can be a deadly practice. As noted in the watering guidelines, wet soil in the summer allows the fungus to grow all year. As the population grows, their natural food sources are depleted and they begin feeding on oak tree roots. The fungus does not require an open wound in the tree to gain entry.

Indications of the fungus include:

- die back of branches or tips.
- honey colored fungus at or near the root crown.
- white fan-like fungus between wood and bark.
- the presence of black, shoestring-like growths in the soil.

Once the tree begins to show obvious signs of infection treatment is generally ineffective. The best treatment is to *avoid* the conditions that lead to Oak Root Fungus infections.

Pit Scale, Oak Moth, and other pests: any significant changes in leaf color, branch die back, presence of black sooty materials on leaves or other changes should be noted. Seek the advice of a professional forester, arborist, farm advisor or other expert before the application of any pesticides on an oak tree.

Planting Underneath Oaks

The natural leaf litter is by far the best ground cover within the protected zone. If plants must be placed, the following guidelines should be followed:

There should be no planting within a minimum 6 to 10 feet of the trunk.

Avoid plants that require any supplemental water once established.

Choose plants suited for “dry shade.” Those listed in the box below offer some good choices. To see some examples of how these plants have been used under oaks refer to the Additional Resources section on the following page.

PLANTS TO CONSIDER:

Plant Name	Description
Arctostaphylos densiflora 'Howard McMinn' Manzanita	3' high, 6' wide. Toughest of available forms. Whitish-pink flowers.
Arctostaphylos edmundsii Little Sur Manzanita	1-2' high, 4-5' wide. Tolerant of full shade.
Arctostaphylos hookeri Monterey Carpet Manzanita	1-2' high, spreading to 12' wide by rooting branches. White to pink flowers.
Ceanothus griseus horizontalis Carmel Creeper	Less than 2 1/2’ tall, low & creeping. Clusters of small blue flowers.
Heuchera spp. Coral Bells	2-4' mound. Flowers on an upright stem 2-3” high and spotted with red or pink.
Mahonia aquifolium compacta Oregon Grape	2-4' high, spreading by underground roots. Bright yellow flower clusters.
Ribes viburnifolium Evergreen or Catalina Currant	2-3' high, spreading to 12' wide. Flowers pink to red in small clusters.

NOTES:

Before deciding on plants, check a source such as the *Sunset Western Garden Book* to determine which plants will grow in your area.

When choosing shade tolerant plants, consider that the ground under the south side of the tree will get more sunlight while the northern side will tend to remain more deeply shaded.

ADDITIONAL RESOURCES and Places to Visit

Public Agencies

County of Los Angeles Fire Department
Prevention Bureau, Forestry Division
5823 Rickenbacker Road, Rm #123
Commerce, CA 90040-3027
(323) 890-4330
http://www.fire.lacounty.gov/forestry

University of Califonia
Oak Woodland Conservation Workgroup
http://ucanr.edu/sites/oak_range/

Private Organizations

The Theodore Payne Foundation
10459 Tuxford Street
Sun Valley, CA 91352-2126
(818) 768-1802
www.theodorepayne.org

California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816-5113
(916) 447-2677
www.cnps.org

California Oaks
428 13th. Street, Suite 10A
Oakland, CA 94612
(510) 763-0282
www.californiaoaks.org

Arboretums and Botanic Gardens

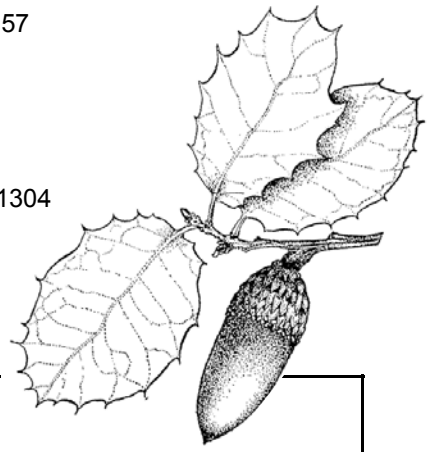
Los Angeles County Arboreta and Botanic Gardens
301 N. Baldwin Ave.
Arcadia, CA 91007-2697
(626) 821-3222
www.arboretum.org

Los Angeles County South Coast Botanic Garden
26300 Crenshaw Blvd.
Palos Verdes Peninsula, CA 90274-2515
(310) 544-1948
www.southcoastbotanicgarden.org

Los Angeles County Descanso Gardens
1418 Descanso Drive
La Canada-Flintridge, CA 91011-3102
(818) 949-4200
www.descansogardens.org

Rancho Santa Ana Botanic Garden
1500 North College
Claremont, CA 91711-3157
(909) 625-8767
www.rsabg.org

The Lummis Home
200 E. Avenue 43
Los Angeles, CA 90031-1304
(818) 243-6488



Publications

For a list of publications both free and for purchase checkout the **University of California Oak Woodland Conservation Workgroup at http://ucanr.edu/sites/oak_range/**

Goldspotted Oak Borer: Integrated Pest Management for Land Managers and Landscape Professionals
University of California Statewide Integrated Pest Management Program. January 2013.

County of Los Angeles Fire Department
Forestry Division

County of Los Angeles
Board of Supervisors

Hilda L. Solis, First District
Mark Ridley Thomas, Second District
Sheila Kuehl, Third District
Janice Hahn, Fourth District
Kathryn Barger, Fifth District

County of Los Angeles Fire Department

Daryl L. Osby, Fire Chief

Brush Clearance Unit
605 N. Angeleno Avenue
Azusa, CA 91702-2904
(626) 969-2375

Camp 17
6555 Stephens Ranch Road
La Verne, CA 91750-1144
(909) 593-7147

Environmental Review Unit
12605 Osborne Street
Pacoima, CA 91331-2129
(818) 890-5719

Fire Plan/Interpretive Unit
12605 Osborne Street
Pacoima, CA 91331-2129
(818) 890-5783

Fuel Modification Unit
605 N. Angeleno Avenue
Azusa, CA 91702-2904
(626) 969-5205

Henninger Flats Forestry Unit
2260 Pinecrest Drive
Altadena, CA 91001-2123
(626) 794-0675

Lake Hughes Forestry Unit
42150 N. Lake Hughes Road
Lake Hughes, CA 93532-9706
(661) 724-1810

Malibu Forestry Unit
942 N. Las Virgenes Road
Calabasas, CA 91302-2137
(818) 222-1108

San Dimas Forestry Unit
1910 N. Sycamore Canyon Road
San Dimas, CA 91773-1220
(909) 599-4615

Saugus Forestry Unit
28760 N. Bouquet Canyon Road
Saugus, CA 91390-1220
(661) 296-8558

Vegetation Management Unit
12605 Osborne Street
Pacoima, CA 91331-2129
(818) 890-5720

www.fire.lacounty.gov

LA COUNTY PLANNING

SENSITIVE HILLSIDE DESIGN MEASURES CHECKLIST

INFORMATION:

An online **DRP - Base Application - Permits and Reviews** must be completed via EPIC-LA (https://epicla.lacounty.gov). Incomplete applications will not be accepted. Please refer to "File An Application" **(**planning.lacounty.gov/how-do-i/file-an-application).

Applicants are advised to consult with planning staff prior to applying at **213-974-6411** or info@planning.lacounty.gov.

OVERVIEW

The policies of the Los Angeles County General Plan ("General Plan"), and area and community plans where applicable, seek to preserve significant natural features in hillside areas. These Hillside Design Guidelines ("Guidelines") are intended to implement those policies by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. The Guidelines also help ensure that hillside development projects are designed in a manner that allows the project to meet the findings of the Hillside Management Areas Ordinance ("Ordinance"). To accomplish this goal, these Guidelines include specific and measurable design techniques that can be applied to residential, commercial, industrial, and other types of projects.

Some design techniques may be more appropriate or feasible than others, depending on the type of project, location, size, complexity, site constraints, and other design techniques incorporated into the project. The design techniques most appropriate for a project to achieve the purpose of the Ordinance shall be determined by the applicant and the Director.

The Guidelines are encouraged but optional for all other hillside projects not subject to the Ordinance. Hillside Management Areas ("HMAs") have 25% or greater natural slopes; however, development on 24% or "lesser" slopes can have negative impacts on hillside terrain that could be minimized by following these Guidelines.

The Guidelines are divided into five major design categories containing a variety of sensitive hillside design measures. The five major categories are:

- Site Planning
- Grading and Facilities
- Road Circulation
- Building Design
- Landscaping

For substantial compliance with the Ordinance, projects must use the design measures contained in the Guidelines that reasonably can be implemented in the project design. The project applicant should consult and coordinate with County staff to determine the most appropriate design measures. While the design measures are not individually weighted in the Guidelines, more weight may be given to a particular design measure based on the location, context, size and/or complexity of the project. No individual design measure should be used as a sole means to deny or recommend denial of a project; rather, all characteristics of a project's design "as a whole" should be taken into consideration when making a final determination. The

Hearing Officer, Regional Planning Commission or Board of Supervisors is the final authority in determining whether required Ordinance findings can be made for a project.

Due to the variety, size, geology, hydrology, and complexity of development projects, there is no set number of design measures required in a project to ensure that it, as stated in subsection B of County Code Section 22.104.010: Hillside Management Areas, preserves and enhances the physical integrity and scenic values of HMAs, provides open space, and is compatible with and enhances community character. Staff and project applicants are advised that **four design measures per category** (Site Planning, Grading and Facilities, Road Circulation, Building Design, and Landscaping) is typically the appropriate number of design measures to be included in a project to allow the required Ordinance findings to be made for that project.

Staff and applicants are also advised that these numbers are general recommendations, and not absolute requirements. Because projects are tailored to the individual site requirements and conditions, it is possible that more or less measures may be appropriate. When considering whether to support a request for a lower number of measures from an applicant, factors that staff may consider include density, the size of the project, or whether the project is able to meet several partial credit design measures.

In situations where it is unclear whether a design measure is being fully utilized, County staff will use its recommendation for whole or partial design measure "credit" towards satisfying the Ordinance findings. Half-credit may be given for a design measure if the project design does not fully meet the design measure but partially satisfies it to the satisfaction of the County. Staff will also work with project applicants to determine which design measures can be implemented as project conditions of approval.

OTHER STANDARDS

In addition to meeting Ordinance findings, all projects are also subject to applicable Plans, County policies, the Zoning Code and Subdivision Ordinance, Healthy Design standards, and the California Environmental Quality Act. These standards or policies could influence which design measures to use within a project.

FACTORS AFFECTING RESIDENTIAL DENSITY

Sensitive hillside design techniques can be used to achieve a better project design while still maintaining a desired number of dwelling units. The General Plan land use designation ("plan category") establishes the appropriate residential density range for a project, including the density maximum. However, there are a number of other factors that can affect the project's density, such as:

- Land division standards (minimum lot size, lot width, street frontage and access)
- Zoning designation (minimum lot size/lot area per dwelling unit)
- Zoning standards (building setbacks, maximum lot coverage)
- Biological constraints (such as woodlands and wildlife habitats and corridors)
- Natural environmental hazards (such as geologic, seismic, fire, flood)
- Open space and parking requirements
- Public easements and dedications (such as for utilities)
- Community compatibility and neighbor concerns

LAND DIVISIONS

Past development patterns within the unincorporated County suggest that the largest hillside projects involve land divisions. Land divisions often have large amounts of grading along with the creation of new infrastructure and landscaping. While it should be expected that more design measures will be applicable

to land divisions, quantity should not be confused with quality. Smaller land divisions and non-land division projects should be evaluated not only by the number of design measures utilized but also by how effectively they are used to achieve a sensitive hillside design.

Use this checklist to track which of the Sensitive Hillside Design Measures are included in a project.

Use the "Notes" column to provide additional information where needed, such as where or how a design measure is shown on the plans; whether a design measure is only partially satisfied; or whether a design measure will be incorporated into the conditions of approval.

Date:

Project Number:

Planner:

1. Site Planning

Conserve land area and form, link open spaces, and promote a more attractive pattern of development that complements the hillside terrain.

Design Measure	Shown on plans	Does not apply	Notes
1.1. Locate 50% or more of the project's buildings and developable lots within 500 feet (ft.) of existing sewer, water and roadway infrastructure.	☐	☐	
1.2. Locate at least 50% of the development footprint on the flattest portions of the site[1] (i.e., those areas having slopes of less than 25%) when that area does not contain rare, sensitive, or State or federally listed threatened or endangered species.	☐	☐	
1.3. Utilize all previously graded or disturbed areas on the site for new development to the greatest extent possible, before developing new areas, so that new development within undisturbed areas is reduced.	☐	☐	
1.4. For new land divisions, contain at least 75% of developable lots within blocks that have a perimeter of ¼ mile (1,320 ft.) or less, measured from the roadway centerline. *(Note: The purpose of this design measure is to avoid unattractive "superblocks" of development on the hillside and instead use smaller block sizes that are more distinguishable from each other and can better fit in with the natural topography.)*	☐	☐	

[1] "Site" referred to in the Design Measures means the "project site" or "subject property."

1.5. For new land divisions, where lot clustering is allowed and compatible with community character, reduce all single-family lot sizes to 15,000 square feet (sf.) or less.	☐	☐	
1.6. For new land divisions, utilize a variety of small, medium and large lot sizes (such as 5,000, 10,000 and 20,000 sf.) in such a manner that it will produce different building layouts and sizes.	☐	☐	
1.7. Throughout the project site, differentiate elevations so that elevations between adjacent pads, between adjacent blocks, or between adjacent streets, range from 1 to 30 ft.	☐	☐	
1.8. Place the narrow side of the lot (or building pad) such that it allows the building façade to face the roadway.	☐	☐	
1.9. Utilize terraced building pads in select areas within the site to preserve slopes that exceed 50%.	☐	☐	
1.10. Preserve the most prominent and unique slopes, hilltops and ridgelines[2] on the site for recreational uses within dedicated (or common) open space areas.	☐	☐	
1.11. Exceed the minimum Ordinance open space acreage requirements by 10% or more.	☐	☐	
1.12. Preserve contiguous undisturbed open space throughout the site, utilizing segments of land that are at least 150 ft. wide.	☐	☐	
1.13. Utilize at least 25% of the overall project's disturbed (improved) open space for recreational purposes.	☐	☐	
1.14. Locate and design improved open space as a buffer (recommended at least 50 ft. wide) between undisturbed open space and development.	☐	☐	
1.15. Create scenic vista points at prominent locations such as hilltops and ridgelines, providing amenities[3] at the points and making them accessible to the public. When provided, this shall count as improved open space.	☐	☐	
1.16. Provide private (connector) trails or pedestrian paseos that link together all of the project's open space areas (1 acre or larger) and connect to any onsite or offsite public trails.	☐	☐	
1.17. For new land division blocks of development that exceed 800 ft. between intersections, design mid-block through-paths such as trails or pedestrian paseos, that connect to intervening streets or open space areas, and make the paths accessible to the public.	☐	☐	

[2] When ridgelines are mapped as "significant ridgelines" by the County, the stricter regulations applicable to those ridgelines shall apply and staff shall determine whether it is appropriate to give credit for this Design Measure.

[3] Such as decks, seating arrangements, overhead cover (trellis or gazebo), landscaping and shade trees, and information signs for landmarks or points of interest.

1.18. Use any other site planning techniques not listed in this section that either through innovation or in consideration of specific site constraints or other specific project factors, are tailored to are tailored to allow the project to meet the findings required by this Ordinance.	☐	☐	
TOTAL			

2. Grading and Facilities

Avoid mass landform alteration, preserve the physical shape of the hillside, and maintain pleasant views.

Design Measure	Shown on plans	Does not apply	Notes
2.1. For projects with more than 100,000 cubic yards of onsite earthwork, avoid any mass cut and fill grading that would result a 25 ft. or greater in elevation change from the existing natural grade to the finished manufactured grade at any one point on the site.	☐	☐	
2.2. Use contoured grading lines that match or closely match the existing topography, generally avoiding lines that trace 45 to 90 degrees against the natural contour.	☐	☐	
2.3. Utilize undulating banks for graded slopes in order to maintain the natural pattern of the topography to the greatest extent feasible.	☐	☐	
2.4. Design the project's longer graded horizontal slope surfaces and slope increments (typically 300 or more ft. in length) to be variable in terms of height and spacing to replicate natural topographical patterns, taking into account hydrology design and any sewer, water and storm drain infrastructure.	☐	☐	
2.5. Locate water tanks and other similar types of structures that are 20 ft. tall or taller so that their highest point is at least 50 ft. below the crest of the highest hilltop or ridgeline, on or off the site, that is located within 500 ft. of the water tank or similar structure.	☐	☐	
2.6. Locate visually intrusive structures (such as water tanks) so that they are hidden from public views, placing them behind hills, buildings, landscaping, existing trees or other more appropriate and attractive screening objects.	☐	☐	
2.7. Avoid berms and block walls that obstruct views from or to buildings. Instead, locate and design the buildings in accordance with the other site planning, road circulation, building and landscaping design measures contained in these Guidelines.	☐	☐	

2.8. Design drainage facilities as multi-purpose site features[4] that are attractively landscaped, conserve water, improve water quality, and provide opportunity for recreational activity. *(Note: These features may be counted towards required open space acreage, as improved open space, if designed to the County's satisfaction. Such features should be located in areas already designated for improvement such as park sites, roadsides, or previously-graded flat areas.)*	☐	☐	
2.9. Build retaining walls to be less than six ft. in exposed height, and terrace the walls where appropriate and in a manner that does not substantially increase visual impacts.	☐	☐	
2.10. Use earth-tone colors and materials[5] for exposed hardscape surfaces such as block walls, retaining walls, drainage terraces and storm gutters.	☐	☐	
2.11. Use attractive designs and materials that are compatible with, or that enhance, community character for any walls or fencing used to enclose public facilities (such as debris and retention basins), especially when such facilities are in highly-visible locations and/or are designed as "multi-purpose" site features. *(Note: Safety and security shall be maintained for the facilities when using a more attractive wall or fence design.)*	☐	☐	
2.12. Use any other grading and public facility design techniques not listed in this section that either through innovation or in consideration of specific site constraints or other specific project factors, are tailored to the site and allow it to meet the findings required by this Ordinance.	☐	☐	
TOTAL			

3. Road Circulation

Preserve the physical shape of the hillside, maintain good connectivity, and provide scenic roadway views.

Design Measure	Shown on plans	Does not apply	Notes

[4] Subject to the approval of Los Angeles County Department of Public Works.
[5] Subject to the approval of Los Angeles County Department of Regional Planning.

3.1.	Provide at least two points of paved roadway access[6] to a County highway (major or secondary) for any project (or portion of development) greater than 50 dwelling units and 10 acres in size. *(Note: This practice should only be considered when the second road connection will not require a substantial amount of additional grading; special consideration may be given when connecting to an adjacent community or providing access to community services such as schools and parks.)*	☐	☐	
3.2.	Locate and design new roadways to follow the existing natural slope contours, avoiding mass landform alteration and excessive grading.[7]	☐	☐	
3.3.	Utilize private drives instead of public streets on 50% or more of the project road circulation system to allow slightly higher gradients (up to 15%) that result in less grading and better conformance to natural slope contours, taking into account hydrology design and any sewer, water and storm drain infrastructure.	☐	☐	
3.4.	Use undulating patterns and varying grades[8] for roadway segments exceeding 1,000 ft. in length.	☐	☐	
3.5.	Connect roadways to form blocks wherever feasible (2,000 sf. or less block perimeter), such that at least 75% of the development footprint (to include public facilities) is contained within blocks. *(Note: The purpose of this is to provide good access and connectivity for safety reasons, and to use roadways to buffer development from natural vegetated areas.)*	☐	☐	
3.6.	Use culs-de-sac in limited instances, such as where road connections would require grading into 50% or greater slopes or grading into 25% or greater slopes for a distance of more than 500 ft.	☐	☐	
3.7.	Provide unpaved trail or paved pedestrian path thru-connections (e.g. pedestrian paseos) for all culs-de-sac. *(Note: Fee-dedicated strips are recommended instead of easements on private lots.)*	☐	☐	
3.8.	Utilize "edge" (single-loaded) roads along at least 50% of the development perimeter, in areas with steep hillside terrain, and to buffer development from undisturbed open space.	☐	☐	
3.9.	Place all new roadways and paved driveways at least 100 ft. below the crest of the tallest hilltop or ridgeline located onsite, or offsite within 500 ft. of the project boundary.	☐	☐	
3.10.	Design "split" roadways or landscaped medians to preserve unique or important natural features (such as oak trees or rock outcroppings).	☐	☐	

[6] May be a private roadway or fire lane but shall be un-gated, accessible by the public, and of sufficient width to meet Los Angeles County Fire Department requirements.
[7] Subject to the sight distance, signing, striping and marking requirements of Los Angeles County Department of Public Works.
[8] Subject to the maximum allowed street grade requirements of Los Angeles County Department of Public Works.

3.11. Use bridge design techniques that are attractive, maximize the preservation of natural watercourses, and allow easy wildlife migration beneath the bridge (minimum 6 ft. of vertical and horizontal clearance recommended)	☐	☐	
3.12. Use private drives instead of public roadways when it will result in narrower roadway widths that create less grading. *(Note: Private drives should conform to the Los Angeles County Private Drives and Traffic Calming Manual, and should not eliminate sidewalks or reduce sidewalk connections throughout the development.)*	☐	☐	
3.13. Use any other roadway circulation design techniques not listed in this section that either through innovation or in consideration of specific site constraints or other specific project factors, are tailored to the site and allow it to meet the findings required by this Ordinance.	☐	☐	
TOTAL			

4. Building Design

Promote more attractive views through building siting and orientation, and use of building materials and colors that complement natural hillside features.

Design Measure	Shown on plans	Does not apply	Notes
4.1. Place structures and/or limit their height so that their rooflines are equal to or below the elevation of the roadway grade of the development above.	☐	☐	
4.2. Utilize terraced (split-level) or "cantilevered" building designs wherever feasible on 25% or greater slopes. *(Note: Split-level homes should have a second floor exterior that is visibly set-back from the first floor exterior so that a terraced profile can be seen from the public view.)*	☐	☐	
4.3. Use a variety of house, garage and other building placements that better responds to the hillside terrain and created a more interesting and attractive streetscape.	☐	☐	
4.4. Limit building heights to 2 stories (or 25 ft.) when sited on 25% or greater slopes or when the building pad elevation is located less than 50 ft. below the crest of the nearest hilltop or ridgeline located within a linear distance of 500 ft.	☐	☐	
4.5. Use a wider variety of architectural treatments and materials[9] for the facades and exteriors of buildings that are located in highly-visible areas on the site (such as main entryways, higher elevations, and isolated lots or building pads that can be seen from public view).	☐	☐	

[9] Such as metal, stone, wood, brick, plaster, and concrete.

4.6. Use pitched roofs (at least 1.5:1) and shingles for new residences.[10]	☐	☐	
4.7. Utilize architectural design techniques to screen rooftop mechanical equipment from public view.	☐	☐	
4.8. Design building exteriors with stonework and/or woodwork that matches rock and tree varieties found in visible locations on the site or in the surrounding community within a distance of one mile. *(Note: Materials shall not be sourced from sensitive or scarce local resources such as oak trees, unless the project design is already removing these materials on site due to other project constraints and reusing them).*	☐	☐	
4.9. For business signs, use wood construction materials and painted lettering/logos, avoiding the use of metal and plastic, and with 18 sf. or less total sign surface area (10 sf. for projecting signs) per business establishment.	☐	☐	
4.10. Design monument signs to be constructed with wood, stone, brick and/or decorative concrete, and to be no more than 6 ft. in height. *(Note: The placement of all monument signs shall accommodate an adequate line of sight to the adjacent roadway.)*	☐	☐	
4.11. Limit all signs so that they project upward no higher than the roofline of the building (or nearest adjacent building), and do not disrupt sightlines to the horizon.	☐	☐	
4.12. Illuminate signs from the exterior, with downward-projecting, hooded light fixtures that minimize light trespass.	☐	☐	
4.13. Use any other building design techniques not listed in this section that either through innovation or in consideration of specific site constraints or other specific project factors, are tailored to the site and allow it to meet the findings required by this Ordinance.	☐	☐	
TOTAL			

5. Landscaping

Preserve existing vegetation, conserve water and provide more attractive and shaded settings within the developed areas of the hillside project.

Design Measure	Shown on plans	Does not apply	Notes

[10] Subject to approval by the Los Angeles County Fire Department.

5.1.	Retain and incorporate 50% or more of existing on-site trees and woodlands (particularly native and drought-tolerant species, and oak woodlands) into the overall project landscaping plan[11].	☐	☐	
5.2.	Avoid all healthy[12] oak tree encroachments and removals through the sensitive location and design of development.	☐	☐	
5.3.	Landscape all graded slopes and improved open spaces in an attractive manner that accomplishes at least two or more of the following beyond a State or County-required minimum (whichever is more restrictive): a) restores habitat; b) conserves water or improves water quality; c) provides shade for pedestrians and bicyclists; d) enhances slope stability (must landscape all slopes ≥ 5 ft. high); e) increases fire protection; and f) provides recreational opportunities.	☐	☐	
5.4.	Utilize native and drought-tolerant trees, shrubs and ground cover over all exposed graded areas.	☐	☐	
5.5.	Landscape at least 50% of all graded slopes and improved open spaces at a minimum ratio of one new shrub per 100 sf. of total graded slopes and improved open space area, and one new tree per 800 sf. of total graded slopes and improved open space area.	☐	☐	
5.6.	Vary the height, placement and color of appropriate landscaping materials throughout the site.	☐	☐	
5.7.	Use a wide variety of local and non-invasive plant species within the project's improved open space areas, matching or exceeding the variety found on-site and listed in the project's plant surveys and biota reports.	☐	☐	
5.8.	Plant new native and drought-tolerant trees and shrubs of a sufficient interval, size and height to screen hardscape surfaces and unadorned features such as block walls; infrastructure; and exposed and prominently located building facades.	☐	☐	
5.9.	Use plant materials and irrigation systems that, combined, conserve water 20% or more beyond State and County requirements.	☐	☐	
5.10.	Reapply the graded topsoil to manufactured slopes and improved open space areas.	☐	☐	
5.11.	Use any other landscaping design techniques not listed in this section that either through innovation or in consideration of specific site constraints or other specific project factors, are tailored to the site and allow it to meet the findings required by this Ordinance.	☐	☐	
	TOTAL			

[11] May require consultation with the County biologist prior to conceptual landscaping plan approval.
[12] As determined by a qualified arborist. Only applies to oaks that are the minimum ordinance size or larger.

CHANGE OF PRECISE PLAN

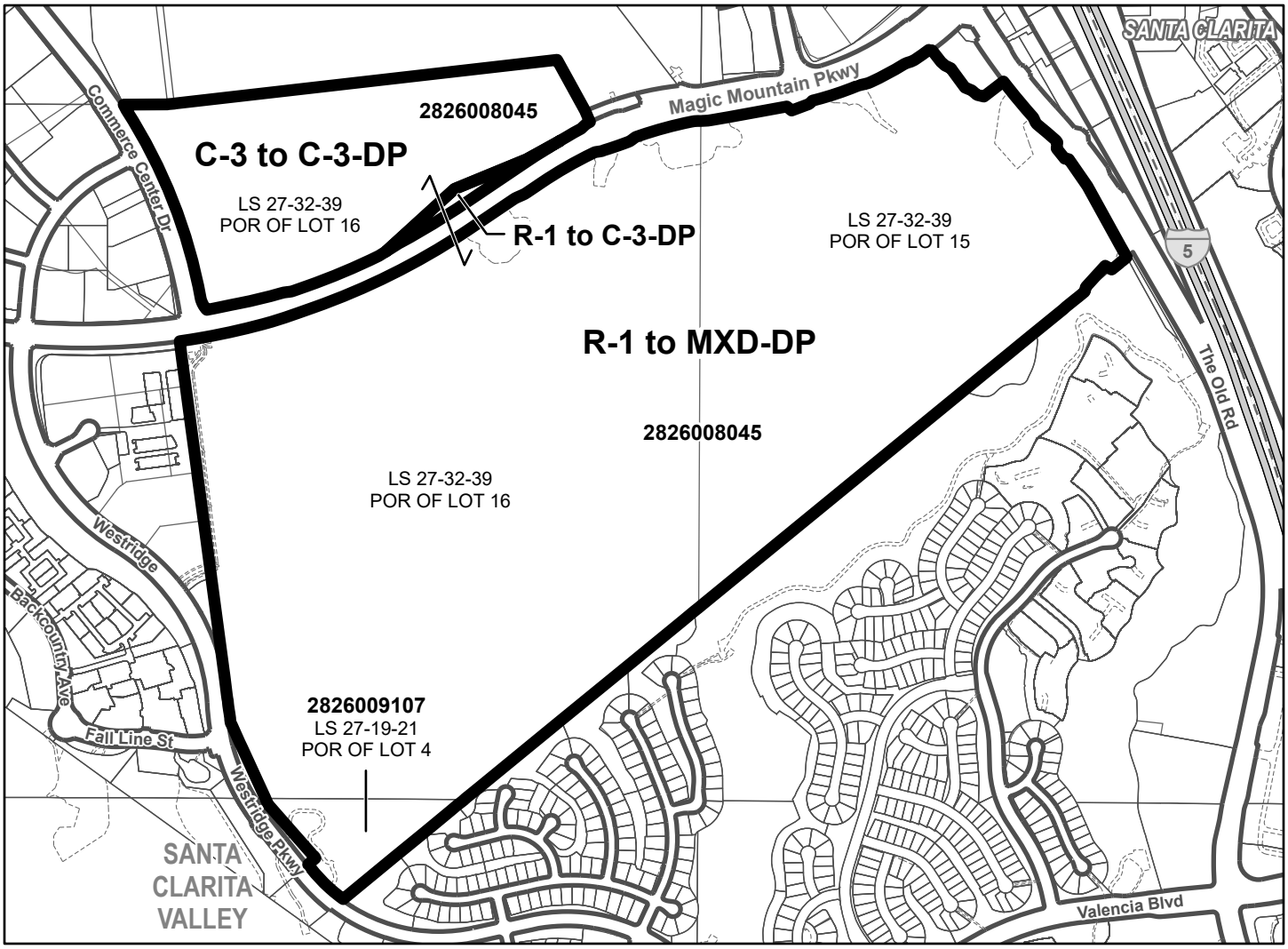
ZONED DISTRICT: NEWHALL

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: RZC-ZC00-210-27592

AMENDING SECTION: 22.06.060 OF THE COUNTY CODE



Freeway
Right-of-Way
Lot
Easement
ZCO Area
Assessor Parcel
City / Unincorporated Boundary

The Assessor Identification Number (AIN) is to be used for reference only, in addition to any recorded tract or parcel boundaries labeled in the map. The GIS layer shall represent the "digital description" of the zone change area and could represent whole or portions of a parcel per the Assessor GIS database as of the date recorded in the Zone Change Ordinance above.

N

0 600 1,200

Feet

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

ENTRADA SOUTH

This map depicts proposed development in Newhall Ranch and the Westside Communities. Proposed developments shown on the plan are conceptual and preliminary, and are included only to show intent and relationship to the existing community. Proposed development may require approvals by governmental agencies which may not yet be obtained.

LEGEND

SPECIFIC PLAN BOUNDARY

WESTSIDE COMMUNITIES BOUNDARY

Entrada South Illustrative

FIVEPOINT | VALENCIA, CA | AUGUST 2024

N

0 300’ 600’ 1200’

1”=300’ Scale

FPC-07

PLACEWORKS

Valencia Commerce Center Illustrative

FIVEPOINT | VALENCIA, CA | AUGUST 2024

N

0 300’ 600’ 1200’

1”=300’ Scale

August 30, 2024

FPC-07

PLACEWORKS

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

OAK TREE REPORT
ENTRADA SOUTH, VTTM 53295
THE OLD ROAD AND MAGIC MOUNTAIN PARKWAY
UNINCORPORATED LOS ANGELES COUNTY

SUBMITTED TO:

ALEX HERRELL
DIRECTOR OF COMMUNTIY DEVELOPMENT
FIVE POINT HOLDINGS, LLC
25124 SPRINGFIELD COURT, SUITE 300
VALENCIA, CALIFORNIA 91355

PREPARED BY:

SCOTT MCALLASTER
ISA CERTIFIED ARBORIST #WE 7011A
ISA QUALIFIED TREE RISK ASSESSOR

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DECEMBER 22, 2021

OAK TREE REPORT – ENTRADA SOUTH, VTTM 53295, UNINCORPORATED LOS ANGELES COUNTY

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OAK TREE IMPACT EXHIBIT AND PROTECTION PLAN – 9 SHEETS (24” X 36”) BACK POCKET

Carlberg ASSOCIATES
Horticulturists and Registered Consulting ARBORISTS

December 22, 2021

Alex Herrell
Director of Community Development
Five Point Holdings, LLC
25124 Springfield Court, Suite 300
Valencia, California 91355

Re: Oak Tree Report - Entrada South, VTTM 53295
Unincorporated Los Angeles County

Dear Mr. Herrell,

This oak tree report is provided for your submittal to the County of Los Angeles.

EXECUTIVE SUMMARY

This oak tree report was prepared in accordance with the Los Angeles County Oak Tree Ordinance No. 22.56.2050. Per the ordinance, we inventoried a total of 49 oak trees on and adjacent to the Entrada South project, Vesting Tentative Tract Map (V.T.T.M.) 53295, in the Santa Clarita Valley area of unincorporated Los Angeles County. In addition, we noted numerous dead ordinance-size oak trees on the subject property that are not included in this report. Project improvements will result in the removal of 32 protected oak trees and the encroachment into the Tree Protection Zone[1] (TPZ) of one oak tree. General tree protection recommendations and mitigation measures are included for trees to remain in the area of potential impact.

BACKGROUND AND ASSIGNMENT

Entrada South proposes the development of 1,574 residences and 730,000 square feet of mixed-use commercial uses. The mixed-use community would be developed in conjunction with various supporting uses, including a potential school site, parks and open space, a network of roads and trails, and wet and dry utilities.

The proposed community would be located on approximately 380 acres in an unincorporated portion of Los Angeles County that is within the Santa Clarita Valley planning area. The site specifically is located west of Interstate 5 and The Old Road and immediately east of the approved and under construction Mission Village community.

[1] The **Tree Protection Zone (TPZ)** is a specifically defined area within the dripline of an oak tree and extending to a point at least 5 feet outside the dripline or 15 feet from the trunk, whichever distance is greater.

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We were retained to visit the property, inventory the protected oak trees, evaluate the potential impacts of construction, make recommendations for the protection of trees to remain, and prepare an Oak Tree Report for submittal to the County of Los Angeles Department of Regional Planning. This report is based on our site visits on June 15 and 18, 2021.

METHODOLOGY AND DEFINITIONS

The field inventory and report were produced in accordance with the County of Los Angeles' Oak Tree Ordinance. Per the Ordinance, protected oak trees are "any tree of the oak genus which is (a) 25 inches or more in circumference (eight inches in diameter) as measured four and one half feet above mean natural grade; in the case of an oak with more than one trunk, whose combined circumference of any two trunks is at least 38 inches (12 inches in diameter) as measured four and one half feet above mean natural grade,…, any tree that has been provided as a replacement tree." Smaller oak trees that did not meet the protected tree diameter threshold, where found, were not inventoried for this report. Numerous dead oak trees were encountered and are not included in this report.

The following discussion expands on the information summarized in the oak tree inventory field worksheets attached in Appendix I.

Oak trees are field-mapped on the Oak Tree Impact Exhibit and Protection Plan, which illustrates the approximate trunk location, canopy spread, and protected zone for each tree. Oak trees were located by walking the project site and using a base topographic survey and boundary map that was provided by the engineer. Protected oak tree locations and canopies were visually recorded in the field by Carlberg arborists. The full-size, color, Oak Tree Impact Exhibit and Protection Plan is included in the back pocket of this report. Off-site oak trees were included in the inventory when their trunks were immediately adjacent, or when their canopies physically crossed the property boundary.

On-site oak trees were numbered and tagged with an embossed, circular metal tag. Unless otherwise noted on the field sheet, tags were placed on the north side of the trunk. All of the recorded trees exhibit single trunk, or combined trunk diameters that meet the County of Los Angeles' Oak Tree Ordinance for protection[2]. Each inventoried tree was assigned two letter grades, one for health and one for structure. The overall grade takes into consideration the health, structure, and overall aesthetic appeal of the tree form, unique characteristics, and comparison of the tree to the archetype of the species. Health/structure ratings of the trees are based on the definitions provided at the end of this report.

A multi-trunked tree has more than one trunk originating from a single root system or basal burl. In some cases, the trunks may not appear to be joined, but their direction of growth and orientation to adjacent trunks indicates the presence of a subsurface connection. This can occur when a large tree declines, and the main trunk is removed or decays, or when a fire or mechanical damage destroys a main stem. The basal burl or root crown will often produce new shoots around the perimeter of the former trunk. In some cases, a basal cavity may persist surrounded by smaller trunks. These trunks may, or may not, be obviously connected. It is not always clear whether a tree is multi-trunked or just has several main branches that diverge near ground level. In these cases, the tree is considered multi-trunked if the diverging stems do not exit the ground perpendicularly, but at an angle away from the center of the tree. Oaks with multiple trunks originating from fire-related root or stump sprouting are considered as single trees.

[2] Single trunk must equal 8 inches DBH, multiple-trunk trees must equal 12 inches in DBH (additively). 'Heritage' oaks are those with a single trunk DBH of 36 inches or greater.

As required by the County Ordinance, trunk diameters were measured at approximately 4½ feet above the natural grade. This is known as 'diameter at breast height' or DBH. Oak trees often have large lateral branches diverging from the trunk at or near breast height. Measuring a tree of this type at 4½ feet above natural grade would often result in an inaccurate impression of tree size. For trees that exhibit lateral branching at the established measurement point, the trunk diameter measurement is made at the nearest point where the dimension can be recorded without being impeded by the branches. For multi-trunk trees, the number of trunks and the diameter of each trunk is recorded. Measurements that deviate from the required standard are noted on the field spreadsheet.

Assessment for "New" In-Growth Oak Trees

While performing the field work, we canvassed the project site to capture any oak trees that may have grown to ordinance size since the last oak tree inventory in June 2019. Most of the site was accessible by vehicle or on foot. In areas where access was prohibited due to topography, we used binoculars to assist with plant identification.

The assessment for "new" in-growth oaks included recordation of the same field data as noted for the encroachment trees. As agreed, we created numerical tags that began with 9501 and generally mapped the trunk locations of new oak trees that have grown to ordinance size since the last oak tree inventory. Photographs of each new ordinance-sized tree were recorded and are included in this report.

OBSERVATIONS

We inventoried 49 trees on and adjacent to the existing parcel. Tree trunks and canopies (driplines) were recorded in the field, from grade, using the topography provided to us by the engineer. The ordinance-size trees were numbered and tagged with an embossed aluminum numbered tag. The locations of the on-site trees are illustrated on the Oak Tree Impact Exhibit and Protection Plan.

The majority of the inventoried oaks onsite or within 200 feet of the proposed impacted areas are valley oaks (*Quercus lobata*), totaling twenty-eight (28) trees. Two (2) coast live oaks (*Q. agrifolia*), 17 scrub oaks (*Q. berberidifolia*) and two (2) *Q. lobata*-berberidifolia hybrids are the remainder of the 49 inventoried oaks. Please see the attached Oak Tree Impact Exhibit & Protection Plan (9 sheets) that illustrates the current project.

Of the 49 ordinance-sized oak trees inventoried for this report, 32 trees are proposed for removal, one tree will potentially have an encroachment into its protected zone, and 16 trees will remain with no impact. Two of the 49 inventoried oak trees (#9 and 12 - both *Q. lobata*) qualify as heritage oak trees based on their trunk diameter. One heritage tree (#9) is proposed to be saved with no impacts or encroachments into its protected zone. One heritage tree (#12) is proposed to have an encroachment into its protected zone.

Of the 49 oaks inventoried, 1 oak tree (2%) received an "A" grade, 18 oak trees (37%) received a "B" grade and 25 oaks (51%) earned a "C' grade at the time of the surveys. Due mostly to fire damage and its effects, 5 oak trees (10%) received a "D" grade because of failing health. This report identifies the extent of the potential impacts and recommends management and/or mitigation measures where appropriate.

The 49 property trees are scattered within the property limits. We used Hunsaker and Associates' grading base map to determine the impacts to the protected oak trees.

Table 1 summarizes the inventoried trees and their proposed dispositions. Captioned photographs and exhibits at the end of this report illustrate site context, tree locations, tree structure, and vigor. A full-sized copy of the Oak Tree Impact Exhibit and Protection Plan is included in a pocket at the end of this report.

TABLE 1 – SUMMARY OF INVENTORIED OAK TREES

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Height (~feet)	Canopy Spread (~feet)				Overall Grade
						N	E	S	W	
9(H)	valley oak	*Quercus lobata*	39.8	X	35	18	18	6	17	C-
10	valley oak	*Quercus lobata*	25.2		35	22	15	25	20	B
11	valley oak	*Quercus lobata*	20		35	16	13	28	17	C-
12(H)	valley oak	*Quercus lobata*	21, 44	X	40	46	40	34	20	C+
14	valley oak	*Quercus lobata*	26.3		40	30	26	33	28	B-
15	valley oak	*Quercus lobata*	14.5		16	5	6	16	6	C-
16	valley oak	*Quercus lobata*	27.5		40	33	25	27	36	B
18	valley oak	*Quercus lobata*	27.4		30	0	30	35	33	D
19	valley oak	*Quercus lobata*	20.6		25	25	25	31	20	B
22	valley oak	*Quercus lobata*	19.2		30	24	21	22	20	B
23	valley oak	*Quercus lobata*	34.2		40	35	16	28	30	B-
24	valley oak	*Quercus lobata*	30.4		40	28	28	18	25	B-
25	valley oak	*Quercus lobata*	26.7		40	30	28	25	25	B
28	valley oak	*Quercus lobata*	26.2		22	33	21	23	6	D+
30	valley oak	*Quercus lobata*	30.2		20	24	18	0	10	D

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Height (~feet)	Canopy Spread (~feet)				Overall Grade
						N	E	S	W	
31	valley oak	*Quercus lobata*	31.5		35	15	13	23	14	C-
32	valley oak	*Quercus lobata*	22.8		35	23	18	18	15	C
33	valley oak	*Quercus lobata*	15.6, 17.9		35	18	18	5	23	C-
34	valley oak	*Quercus lobata*	12.5, 12, 14.2		35	15	20	7	16	C-
37	valley oak	*Quercus lobata*	26		25	12	30	30	30	D+
38	valley oak	*Quercus lobata*	10		22	9	6	13	18	C
41	scrub oak	*Quercus berberidifolia*	3, 4, 4, 6.5, 6.5		15	6	8	14	13	D
89	scrub oak	*Quercus berberidifolia*	6.8, 7.3		15	22	24	0	18	B-
102	valley oak	*Quercus lobata*	29		45	26	22	19	22	B
103	scrub oak	*Quercus berberidifolia*	4.5, 6.2, 9, 8.5		18	16	10	14	13	C
112	scrub oak	*Quercus berberidifolia*	5.7, 6.4, 6.9		14	12	13	15	13	C
113	scrub oak	*Quercus berberidifolia*	7, 5.1		14	18	0	0	15	B-
115	scrub oak	*Quercus berberidifolia*	7.8, 7.3		15	14	10	17	18	B
116	scrub oak	*Quercus berberidifolia*	10.7, 3.5, 2.1, 4.3		14	8	12	14	18	C

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Height (~feet)	Canopy Spread (~feet)				Overall Grade
						N	E	S	W	
117	scrub oak	*Quercus berberidifolia*	5, 10, 11		18	16	24	15	15	C
120	scrub oak	*Quercus berberidifolia*	3.9, 7, 7.5		18	12	6	6	13	C-
125	scrub oak	*Quercus berberidifolia*	5.2, 7.1, 9.6, 10.4		15	16	12	8	12	C
129	scrub oak	*Quercus berberidifolia*	15		15	15	14	16	15	C+
131	scrub oak	*Quercus berberidifolia*	5.7, 8, 7.8, 7.8		15	14	8	8	5	C
141	coast live oak	*Quercus agrifolia*	35.5		30	17	17	23	31	C
163	valley oak	*Quercus lobata*	18.5, 23.2		40	24	18	24	28	C+
164	scrub oak	*Quercus berberidifolia*	3.5, 4, 3.8, 3 x 5", 5.5", 3 x 6"		15	15	18	22	15	B
168	valley oak hybrid	*Quercus lobata*	28.7		30	29	33	25	24	C-
170	valley oak	*Quercus lobata*	21.5		25	17	28	16	13	C
172	valley oak hybrid	*Quercus lobata*	13.3, 16.1		30	23	42	40	7	B-
173	valley oak	*Quercus lobata*	23.2 @ 4'		28	32	28	26	27	B
9501	valley oak	*Quercus lobata*	8.8		30	12	6	10	15	C

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Height (~feet)	Canopy Spread (~feet)				Overall Grade
						N	E	S	W	
9502	scrub oak	*Quercus berberidifolia*	4.8, 4.6, 5, 6.1, 5.4, 4.4, 5.3, 6.4		18	20	18	20	18	B
9503	scrub oak	*Quercus berberidifolia*	6, 4.7, 6.7		16	20	25	15	10	C-
9504	scrub oak	*Quercus berberidifolia*	3.5,4,4.2,4.7,5.2,5.3 ,6,6,6.2,6.5,8		18	27	28	18	15	C
9505	scrub oak	*Quercus berberidifolia*	1,1,1,1,1,1,5.5, 6.5		14	22	18	14	23	C
9506	coast live oak	*Quercus agrifolia*	8.6		20	8	10	10	8	B
9507	valley oak	*Quercus lobata*	9.1		25	12	12	12	12	A-
9508	valley oak	*Quercus lobata*	8.4		16	5	5	7	7	B-

(H) = Heritage oak tree (DBH = 36" of greater)
DBH = Diameter at breast height; 4 1/2 feet from grade.

DISCUSSION

There are several potential consequences related to construction that may affect trees during and after a typical roadway / parking area construction process. They are as follows:

- Excavation - Root Severance
- Soil Compaction (During and Post-construction)
- Alteration of the Water Table/Site Drainage
- Changes in grade
- Substantial Trimming of Canopy or Roots
- Protection against mechanical damage - fencing
- Irrigation

A. *Excavation/Trenching—Root Severance*

Trenching can include excavation for water lines, irrigation, utility, or drainage lines. Trenching and excavation can also be required for foundations of structures and free-standing or retaining walls. Trenching and excavation removes soil and tree roots. When performed in the critical root zone (approximately 5x the trunk diameter of any tree) or within the dripline (outer edge of the natural canopy), there is the potential to remove large areas of root mass, and to shatter and tear roots that will remain connected to the tree(s). Torn and shattered roots cannot callous over or generate new roots in the manner of cleanly-cut roots. Torn and shattered roots are potentially unstable, are entry points for disease and decay organisms, and eventually die. Significant root loss and/or severance can be critical to the health and structure of trees to remain in a landscape.

B. *Soil Compaction*

Soil compaction is a complex set of physical, chemical, and biological constraints on tree growth. Principal components leading to limited growth are the loss of aeration and pore space, poor gas exchange with the atmosphere, lack of available water, and mechanical hindrance of root growth. Soil compaction is considered the largest single factor responsible for the decline of trees on construction sites.

C. *Changes in Grade*

Changes in grade, by the addition or removal of soil (filling or cutting), can be injurious. Lowering the grade around trees can have immediate and long-term effects on trees. The addition of soil and compaction for common engineering practices also results in long-term effects on trees. Typically, the vast majority of the root mass exists within the top three feet of soil, and most of the fine roots active in water and nutrient absorption are in the top 12 inches.

D. *Alteration of the Water Table/Site Drainage*

The water table is the upper surface of the zone in which soil macropores are saturated with water; water tables may vary seasonally. Rather than a flat, static surface, the water moves down a gradient. Its depth varies, depending on the structure of the soil and rocks through which it flows. A perched water table may form in soils that have impermeable strata. Swamps are created where the water table intersects level ground.

Structures such as footings, basements, subterranean buildings, and retaining walls may intercept impermeable layers in the soil on which water perches. If adequate drainage is not provided, the water

table uphill may gradually rise and interfere with tree roots. This type of damage usually takes a period of time to be recognized and diagnosed.[3]

Oak trees are particularly susceptible to root infections, such as Armillaria, Ganoderma, and Phytophthora. These diseases can progressively weaken a root system and the trunk of a tree, resulting in dead branches in the canopy of the tree, loss of stability of the entire tree because of decaying roots, and premature death of the tree. Trees form roots in accordance with existing soil composition and water availability. Minor drainage changes in the winter and spring months are significant to the health of the trees.

E. *Canopy and Root Pruning*

Leaves perform vital functions for trees. Through photosynthesis, they manufacture sugars that feed the tree and are used to create the building blocks of wood. Leaves help to move water and nutrients up from the roots and around the tree through their vascular system and cool the tree down through transpiration. Leaves moderate temperatures beneath the tree, lessen the drying action of winds, and intercept rainfall, which reduces erosion. On the ground, they moderate soil temperatures, retain moisture, and as they decompose, return their nutrients back to the soil to be recycled and reused by the tree. A healthy canopy of leaves is essential to ensure an adequate food supply for the roots to perform their important functions.

Typically, root systems extend outward past the dripline. Main root functions include water and mineral conduction, food and water storage, and anchorage of the tree to the soil. Root systems consist of short-lived, fine-textured, feeder roots and larger, woody, perennial roots. Feeder roots, while averaging only 1/16 inch in diameter, constitute the major portion of the root system's surface area. Feeder roots act like sponges, growing predominantly outward and upward from the large roots near the soil surface where minerals, water, and oxygen are usually abundant. Larger, woody roots and their subordinates tend to annually increase in diameter and grow horizontally. Predominantly located in the top 6 to 24 inches of the soil, these structural and storage roots usually do not grow deeper than three to seven feet. Root growth is generally inhibited by soil compaction and temperature. As the depth increases, soil compaction increases, and the availability of water, minerals, oxygen, and soil temperature all decrease.

Removal of significant amounts of the canopy and/or root system can lead to both immediate and long-term detrimental effects on trees. Effects can be physiological, structural, or both.

F. *Protection Against Mechanical Damage/Fencing*

Fencing is a temporary enclosure erected around a tree to enclose as much of its safety zone as possible. Fences are critical to (1) prevent direct contact and damage to the canopy, branches, and trunk, (2) preserve roots and soil in an intact and non-compacted state, and (3) identify the Tree Protection Zone. Fencing must be in place before demolition or the initiation of construction and remain until adjacent construction activity no longer threatens tree health.

G. *Irrigation*

Trees that have suffered root loss may not be able to exploit as large a soil volume as before injury. Also, changed patterns of drainage may divert water away from trees. In either case, trees may benefit from supplemental irrigation prior to and during construction.
The following are general guidelines for irrigation:

[3] Nelda Matheny and James R. Clark, Trees and Development: A Technical Guide to Preservation of Trees During Land Development, (Champaign, Illinois: International Society of Arboriculture, 1998), pp. 88-89.

- *The amount of water applied must be appropriate to the species.*
- *Light, infrequent irrigations should be avoided.*
- *Excess irrigation from new landscaping should be avoided. Runoff from plantings should be minimized and/or directed away from trees.*
- *Wetting the trunk should be avoided.*[4]

Construction Impacts

Based on the Site Plan provided, 32 protected oak trees will require removal and one tree (Trees #12(H)) will experience protected root zone and/or canopy encroachment to some degree. Table 2 summarizes the proposed dispositions of the oaks. A reduced copy of the Oak Tree Impact Exhibit and Protection Plan is included herein as Exhibit B. A full-scale, color, copy of this map is included in the back pocket of the report.

Cross-sections for the proposed encroachment trees have not been prepared at this stage of the process. Detailed cross-sections may be prepared once the final engineering plans have been reviewed by the County. The impacts described are based on the undersigned arborist's experience with demolition, retaining wall construction, hardscape installation, and construction in general.

TABLE 2 – SUMMARY OF OAK TREE IMPACTS

Disposition	# of oak trees	Oak Tree #s
No impact	*16*	9(H), 10, 11, 14, 15, 16, 18, 19, 22, 23, 24, 25, 141, 9501, 9506, 9507
Remove	*32*	28, 30, 31, 32, 33, 34, 37, 38, 41, 89, 102, 103, 112, 113, 115, 116, 117, 120, 125, 129, 131, 163, 164, 168, 170, 172, 173, 9502, 9503, 9504, 9505, 9508
Encroach	*1*	12(H)

(H) = Heritage oak tree

Arboricultural research discourages root severance within five times the tree's trunk diameter on any one side of the tree for structural impacts. We refer to this area as the 'critical root zone' (CRZ) and it is different than the TPZ. Table 3 indicates the 'critical root zone' of the encroached oak tree #12(H), as well as the distance that the improvements are proposed from the trunk. Outside of the CRZ, removal of non-structural roots may cause short- or long-term declines in tree health and vigor. Tree reactions to root loss vary due to many factors, including but not limited to species, environmental conditions, presence of pests or disease, and cannot be predicted.

TABLE 3 – IMPACT TO CRITICAL ROOT ZONE (CRZ) AND CANOPY OF ENCROACHMENT OAK

Tree #	Trunk diameter (in inches)	Critical Root Zone (CRZ) (in feet)	Distance from edge of trunk to proposed improvements (in feet)	CRZ impacted from improvements?	Canopy Pruning Likely?
12(H)	21, 44 (48.8 cumulative)	20	25	No	Yes

[4] See Matheny and Clark, p. 125.

CONCLUSION

Based on the plans, 32 oak trees will require removal due to grading and development of the project. Proposed construction activities will result in encroachment to the TPZs of one protected oak (Trees #12(H)). The encroachment, as illustrated on the Oak Tree Impact Map and Protection Plan, is outside the CRZ of the oak tree to remain. Given the distance from the trunk to the proposed root-zone impacts, the encroachments are not anticipated to be significantly detrimental to the long-term health and structural integrity of the tree.

Recommendations for tree protection during construction and mitigation are provided below.

OAK TREE REPORT RECOMMENDATIONS

Implementation of the proposed project will remove 32 oak trees. One protected oak tree will sustain an encroachment into its protected canopy and root zone.

Should additional oak trees grow into ordinance size within the duration of the oak tree permit, removal, encroachment, or other impacts shall be included into the conditions of the oak tree permit to ensure proper mitigation.

In my professional opinion, the following recommendations should be conditioned as part of the Oak Tree Permit:

1. Plant replacement oak trees at a 2:1 ratio:
   Replacement trees shall consist of valley oak (*Q. lobata*), California scrub oak (*Q. berberidifolia*) and coast live oak *(Q. agrifolia*) trees. The size and quality of the replacement trees shall be consistent with the conditions of approval in the Oak Tree Permit, usually 15-gallon container size.
2. The Arborist of Record shall monitor the replacement trees for a minimum of five years, to evaluate the growth, health, and condition of the replacement trees. The five-year monitoring period will begin upon receipt of a letter from the Applicant or Arborist of Record to the Director and the County Forester indicating that the replacement trees have been planted.
3. The applicant will be responsible for contracting the monitoring and maintenance of the mitigation oaks. The Arborist of Record will be retained to provide monitoring and reporting services for the mitigation trees at monthly intervals the first year, quarterly intervals for the next two years and six-month intervals for the remaining years of the monitoring period. If any mitigation tree(s) die during the monitoring period, the applicant shall plant new mitigation trees (minimum 15-gallon container size) and the five-year monitoring period shall begin again from the date of planting for the replacement mitigation oak.
4. A planting plan shall be prepared by the Landscape Architect in accordance with the Los Angeles County Oak Tree Ordinance, with the input of the Arborist of Record, and submitted for County approval prior to project commencement (i.e., issuance of demolition, grading, or building permit).
5. Oak tree removals, when permitted, shall be monitored for conformance with applicable recommendations No. 1-4 above and County standards and documented by the Arborist of Record.
6. If more than 12 months pass between the time of the oak tree inventory and project commencement, a pre-construction walk-through will be conducted to note changes in the encroachment tree(s) and provide baseline information that will be used to assess the changes in the tree(s) following construction.
7. Construction monitoring intervals will be a minimum of twice a month during grading operations but may change due to site conditions and progress.

8. Any grubbing (plant or topsoil removal), demolition, digging, excavating, filling, grading, trenching, or construction within the Tree Protection Zone (TPZ) of any protected oak tree in relation to the project shall be monitored by the Arborist of Record.
9. Care should be taken not to damage overhanging limbs that may extend over the encroachment areas. Temporary sections of moving blankets and orange snow fence material should be wrapped (snug, but not tight) around the low, horizontal limbs that extend over the impact area, where applicable and recommended by the AOR. This will act as a clear reminder to the contractors that the tree canopy is protected.
10. Construction monitoring reports shall be submitted annually to the Department of Regional Planning and the Forestry Division by the Arborist of Record.
11. Unless specified in this report for encroachment tree(s), equipment, materials, and vehicles shall not be stored, parked, or operated within the tree protection zone of any oak tree to remain. Existing, paved driveways and roads may be used.
12. Excavation within the tree protection zone of any oak tree to remain shall be performed using hand tools or small equipment as approved by the AOR in the field during monitoring.
13. Wherever feasible, new utility lines shall be routed outside of oak tree protected zones. When utility routing inside the TPZ is unavoidable, new utilities should be routed at least 5x the trunk diameter of an oak tree to remain. Placement of new utility lines or drains shall be placed to avoid severing significant structural roots or significant areas of top-soil roots.
14. Where necessary and approved by the Arborist of Record in the field during monitoring, tunneling may be used to connect new utilities that must traverse oak tree protection zones.
15. High-water use landscape under oaks is prohibited, as it will lead to increased potential for root rot disease. Low water, shade tolerant plantings shall be substantially consistent with the attached booklet on *Compatible Plants under and Around Oaks*.
16. Where there are no driveways or walkways, leaf litter should be allowed to accumulate naturally within the tree protection zones of oak trees to remain. This may be augmented by mulch and should be 3-4 inches deep. The area of mulch and leaf litter should be maintained at least 5x the trunk diameter of each tree. No ground disturbance should occur in this area.
17. Irrigation should not be applied to within 3x the trunk diameter of any oak tree to remain. Drainage shall be designed to route water away from the base of oaks to remain.
18. High-water use plants shall be maintained outside of the oak tree driplines.
19. If canopy pruning is found to be necessary for trees to remain, it should only be performed by a qualified ISA Certified Arborist or ISA Certified Tree Worker. Pruning of live branches over two inches in diameter requires an encroachment permit. Pruning that is not covered in this report may require a new Oak Tree Permit.
20. Five (5) foot high chain link fencing shall be installed prior to the commencement of construction activities. The fencing plan or on-site fencing shall be reviewed and approved by the County Forester prior to issuance of the demolition permits, grading permits, or other permits that involve soil disturbance.
21. All fencing and trunk protection shall be verified by the County Forester prior to commencement of work and shall remain in place until the County Forester approves its removal.
22. A 'Warning' sign is prominently displayed on each protective enclosure. The sign will be a minimum of 8.5 inches x 11 inches and clearly state the following:

OAK TREE PROTECTION ZONE
THIS FENCE SHALL NOT BE REMOVED
ARBORIST CONTACT: CARLBERG ASSOCIATES
310.451.4804 OR 626.428.5072

23. Water shall not be allowed to pond around the base of the oak trees.
24. Drainage swales, ribbon drains, and energy disbursement devices (riprap pads, etc.) should be designed to outlet at least 10 feet from any tree trunk.
25. For construction clearance, retention of oak tree foliage shall be the priority; foliage may be tied-back or minimally pruned for clearance, but medium and large limbs (over 2 inches in diameter) shall be preserved. If pruning of branches greater than 2 inches in diameter is necessary on trees that are not included as encroachments in this report, the AOR shall review the situation and the County Forester will have to authorize the cut(s).
26. Exhaust from equipment situated outside of the tree canopies shall be directed away from the foliage to avoid desiccation or scorching of leaves and twigs.

Please feel welcome to contact me at 424.285.3334 if you have any immediate questions or concerns.

Respectfully submitted,

Scott McAllaster
ISA Certified Arborist, #WE-7011A
ISA Qualified Tree Risk Assessor

Sierra Madre Office
scott@cycarlberg.com

This report comprises a total of 63 pages and 9 full-size maps. Unauthorized separation or removal of any portion of this report deems it invalid as a whole. Conditions represented in this report are limited to the inventory date and time. Risk assessments were not requested nor performed for the purposes of this report. Ratings for health, aesthetics, and structure do not constitute a health or structural guarantee beyond the date and time of the inspection.

EXHIBIT A – AERIAL EXHIBIT – ENTRADA SOUTH, VTTM 53295
SOURCE: COUNTY OF LOS ANGELES GIS

N

Not to Scale

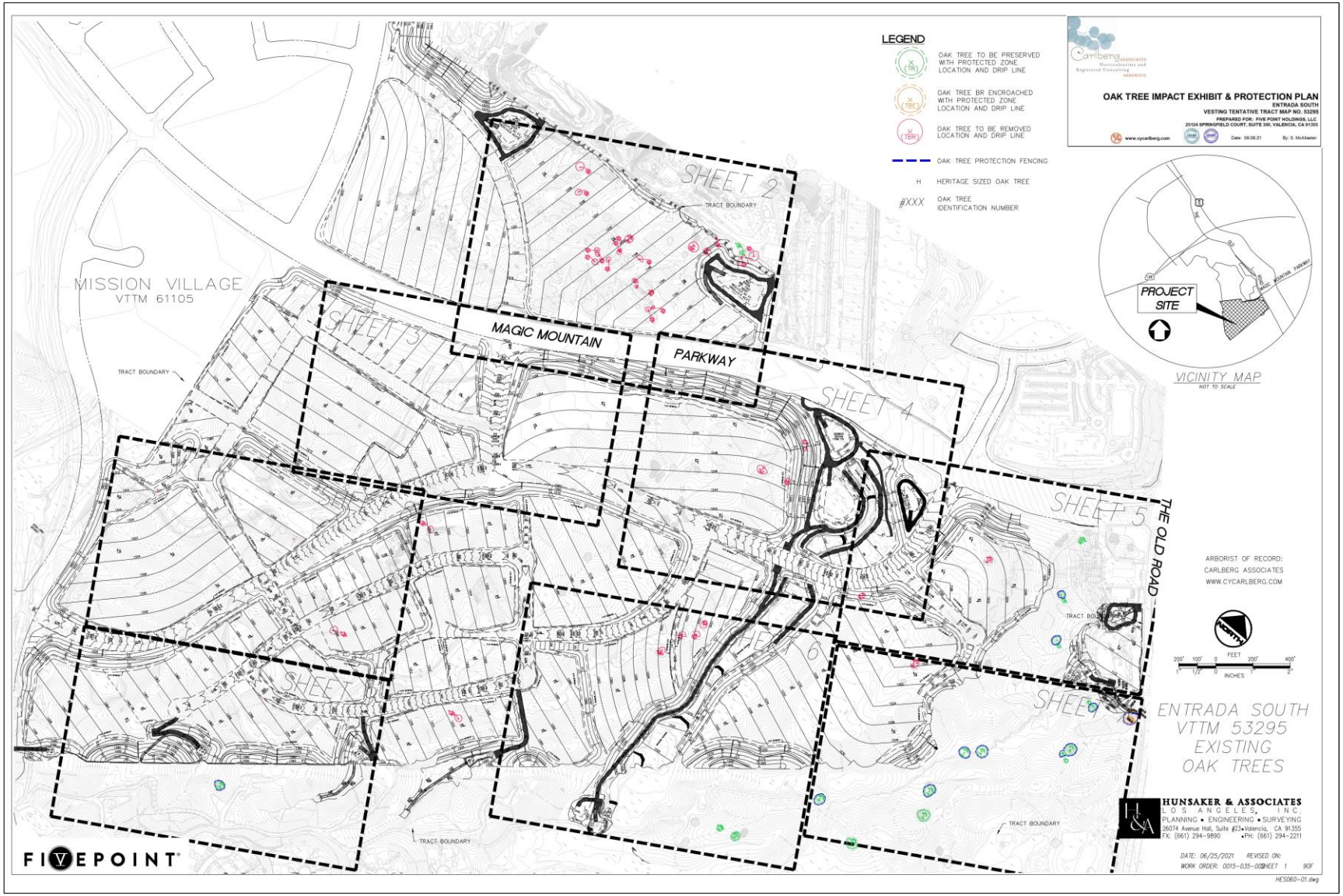

EXHIBIT B – REDUCED COPY OF THE OAK TREE IMPACT & PROTECTION PLAN (9 sheets)

ENTRADA
VTTM 53295
TRACT BOUNDARY
MAGIC MOUNTAIN PARKWAY
PROJECT SITE
VICINITY MAP
NOT TO SCALE
LEGEND
OAK TREE TO BE PRESERVED WITH PROTECTED ZONE LOCATION AND DRIP LINE
OAK TREE BR ENCROACHED WITH PROTECTED ZONE LOCATION AND DRIP LINE
OAK TREE TO BE REMOVED LOCATION AND DRIP LINE
OAK TREE PROTECTION FENCING
H HERITAGE SIZED OAK TREE
#XXX OAK TREE IDENTIFICATION NUMBER
NORTH
FEET
INCHES
ENTRADA SOUTH
VTTM 53295
EXISTING
OAK TREES
FIVEPOINT
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Suite #23 • Valencia, CA 91355
FX: (661) 294-9890 • PH: (661) 294-2211
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
ENTRADA SOUTH
VESTING TENTATIVE TRACT MAP NO. 53295
PREPARED FOR: FIVE POINT HOLDINGS, LLC
25124 SPRINGFIELD COURT, SUITE 300, VALENCIA, CA 91355
www.cpcarlberg.com
Date: 08.06.21
By: S. McMaster
HES060-02.dwg

MAGIC MOUNTAIN PARKWAY
ENTRADA
VTTM 53295
PROJECT SITE
VICINITY MAP
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OAK TREE BR ENCROACHED WITH PROTECTED ZONE LOCATION AND DRIP LINE
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ENTRADA SOUTH
VTTM 53295
EXISTING
OAK TREES
NO OAK TREES PRESENT ON THIS SHEET
FIVEPOINT
HUNSAKER & ASSOCIATES
LOS ANGELES, INC
PLANNING • ENGINEERING • SURVEYING
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
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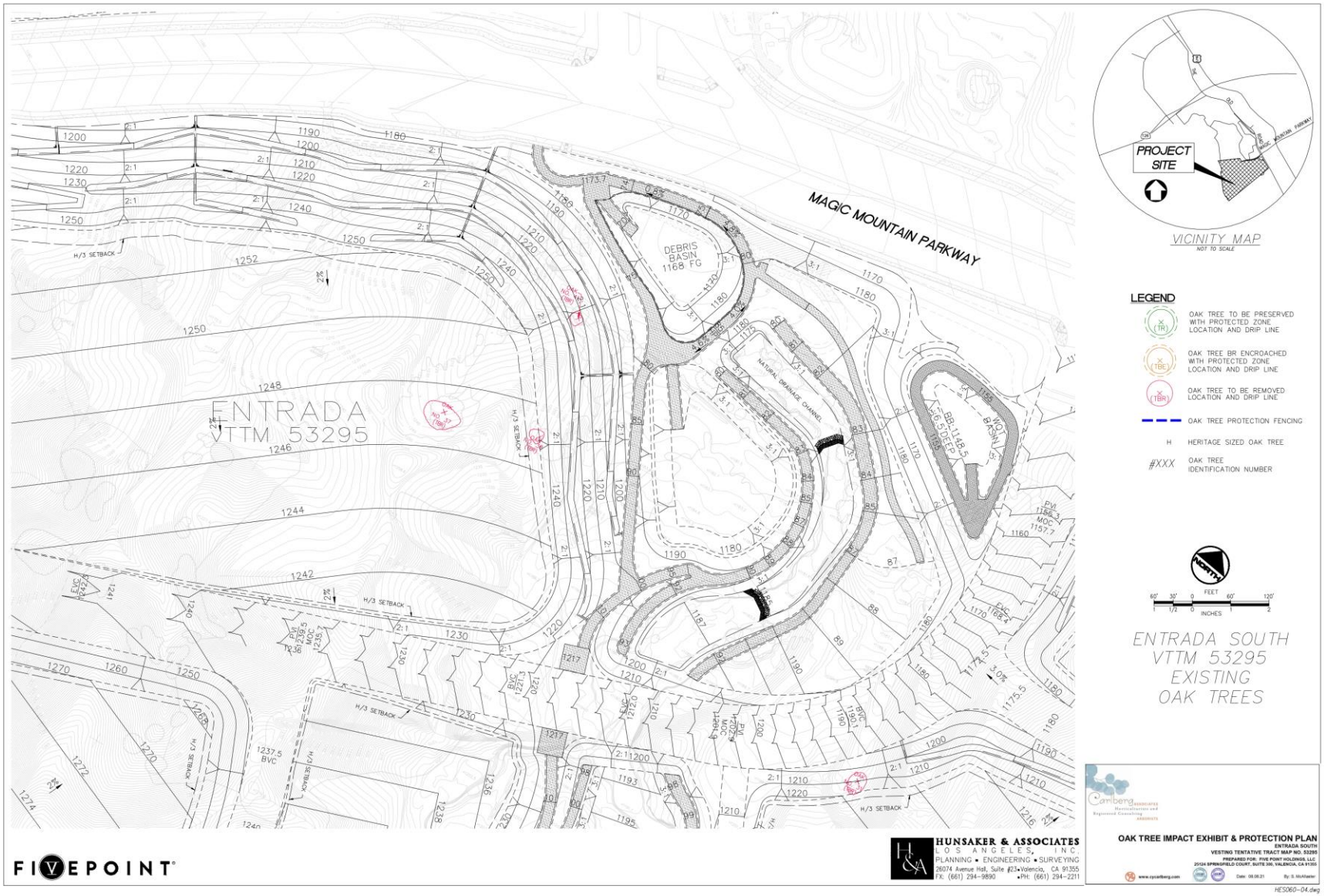
MAGIC MOUNTAIN PARKWAY
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VTTM 53295
DEBRIS BASIN
1168 FG
NATURAL DRAINAGE CHANNEL
H/3 SETBACK
PROJECT SITE
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MAGIC MOUNTAIN PARKWAY
THE OLD ROAD
TRACT BOUNDARY
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"H" STREET
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PREPARED FOR: FIVE POINT HOLDINGS, LLC
25124 SPRINGFIELD COURT, SUITE 300, VALENCIA, CA 91355
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PROJECT SITE
VICINITY MAP
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VTTM 53295
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OAK TREES
TRACT BOUNDARY
H/3 SETBACK
H/2 SETBACK
FIVEPOINT
HUNSAKER & ASSOCIATES
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ENTRADA SOUTH
VESTING TENTATIVE TRACT MAP NO. 53295
HE5060-07.dwg

ENTRADA
vTTM 53295
PROJECT SITE
VICINITY MAP
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OAK TREE TO BE PRESERVED WITH PROTECTED ZONE LOCATION AND DRIP LINE
OAK TREE BR ENCROACHED WITH PROTECTED ZONE LOCATION AND DRIP LINE
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CERTIFICATION OF PERFORMANCE

I, Scott McAllaster, certify:

- That we have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and appraisal (if appropriate) is stated in the attached report and the Terms of Assignment;
- That we have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, opinions, and conclusions stated herein are our own;
- That our analysis, opinions, and conclusions were developed, and this report has been prepared according to commonly accepted arboricultural practices;
- That no one provided significant professional assistance to the consultant, except as indicated within the report;
- That our compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party.

I further certify that I am an International Society of Arboriculture Certified Arborist and Qualified Tree Risk Assessor and have been involved in the practice of arboriculture and the study of trees for over 16 years.

Signed:

Date: December 22, 2021

Scott McAllaster
Certified Arborist, WE-7011A
Qualified Tree Risk Assessor

scott@cycarlberg.com

ARBORIST DISCLOSURE STATEMENT

Arborists are tree Consultants who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees contribute greatly to our enjoyment and appreciation of life. Nonetheless, they are subject to the laws of gravity and physiological decline. Therefore, neither arborists nor tree owners can be reasonably expected to warrant unfailing predictability or elimination of risk.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Formal risk assessments were not requested nor performed on the trees in this report.

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

Health

A. Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B. Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C. Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D. Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F. Dead or in spiral of decline – this tree exhibits very little to no signs of life.

Structure

A. Outstanding – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that result in a sturdy form or architecture that resists failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward sign of decay or pathological disease

is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an "A" grade.

B. Above average - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C. Average - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D. Well Below Average/Poor - Trees poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F. Severely Compromised – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced decay, disease, or severe fire damage. Risk of full or partial failure in the near future appears to be severe.

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Education — B.A., Environmental Studies, University of California, Santa Barbara, 2000

Experience — Project Planner & Senior Arborist, Land Design Consultants, Inc.
Pasadena, 1999 – 2014

Certificates — Certified Arborist, WE-7011A, International Society of Arboriculture, 2004
Qualified Tree Risk Assessor, International Society of Arboriculture, 2015

AREAS OF EXPERTISE

Mr. McAllaster is experienced in the following areas of tree management and preservation:

- Tree health & risk assessments
- Inventories & reports for native and non-native trees
- Master planning
- Evaluation of trees for preservation, encroachment, relocation, restoration, and hazards
- Construction monitoring and reporting
- Value assessments (appraisals) for native and non-native trees
- Post-fire inventories, assessments, and valuations for native and non-native trees
- Guidelines for tree preservation, planting, pruning and maintenance specifications
- Tree and landscape resource mapping – GPS and AutoCAD
- Planning Commission, City Council, and community meetings representation
- Review of landscape plans for mitigation compliance & fire fuel modification planning
- Performance of long-term mitigation compliance monitoring & reporting

PREVIOUS CONSULTING EXPERIENCE

Mr. McAllaster has performed hundreds of tree inventories, health evaluations, impact analyses, hazard, and value assessments for counties, cities, sanitation districts, and water districts, as well as private developers, architects, engineers, and homeowners. He has over 16 years of experience in arboriculture and is trained in environmental planning, state and federal regulatory permitting, preparation of CEQA analyses, and habitat mitigation planning and implementation. Representative clients include:

City of Pasadena
City of Santa Clarita
City of Glendora
Los Angeles County Fire Department
Los Angeles County Sanitation Districts
Newhall County Water District
Pulte/Centex Homes
Newhall Land and Farming
E & S Ring, Inc.
Hollywood Forever Cemetery
Archdiocese of Los Angeles
St. John's Hospital, Santa Monica
Kovac Architects
Tim Barber, Ltd., Architects
Ojai Valley Community Hospital
The Kibo Group
El Monte Garden Senior Center
IMT Capital, LLC
San Diego Gas & Electric
Corky McMillin Companies
City of South Gate
City of Arcadia
D2 Development
Burrtec, Inc.
The Claremont Colleges
The New Home Company
William Carey University
Claremont Golf Course
Universal Hilton
Gensler Architects
Marmol Radziner, Architects
NAC Architecture
Aurora/Signature Health Services
Monte Vista Grove Homes
Highpointe Communities
Claremont University Center

AFFILIATIONS

Mr. McAllaster serves with the following national and regional professional organizations:

- Member, International Society of Arboriculture, Western Chapter
- Member, Street Tree Seminar, Inc.

APPENDIX I – OAK TREE INVENTORY FIELD DATA TABLE

OAK TREE INVENTORY FIELD DATA TABLE

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
9	*Quercus lobata*	39.8	X	35	18	18	6	17	30	S		P	S	X	X	X						Ex		X	C	D	P	C-	large scaffold failed, cavity at base
10	*Quercus lobata*	25.2		35	22	15	25	20	70	S		A	A		X	X						Mo			B	C	A	B	in spineflower preserve
11	*Quercus lobata*	20		35	16	13	28	17	40	S		P	S	X	X							Ex			C	D	F	C-	in spineflower preserve, E side dead
12	*Quercus lobata*	21, 44	X	40	46	40	34	20	85	S		P	A	X	X	X						Mi			B+	C+	A	C+	fenced; history of breakage, large branches, decay
14	*Quercus lobata*	26.3		40	30	26	33	28	70	S		P	S	X	X							Mo			B-	B-	A	B-	old tag 3 and 14; recovery good with rains; vigorous epicormic & tip growth; HOB
15	*Quercus lobata*	14.5		16	5	6	16	6	60	S		P	S		X	X						Mo			C	C-	A	C-	bees

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
16	*Quercus lobata*	27.5		40	33	25	27	36	85	S		A	A	X	X							Mo			B+	B	E	B	old 9, under power lines, TW #25; vigorous new growth; good recovery with rains, some old fire damage
18	*Quercus lobata*	27.4		30	0	30	35	33	20	S		P	S	X	X	X	X					Ex			C	D	C-	D	southwest of power lines; TW #27; all epicormic with rains; HOB; cavity at base, active mourning dove nest
19	*Quercus lobata*	20.6		25	25	25	31	20	80	S		P	A	X	X	X					X	Mo			B+	B-	E	B	old 11, under power lines, TW #20; fire damage at base, cavity at base
22	*Quercus lobata*	19.2		30	24	21	22	20	70	S		P	S	X	X	X					X	Mo			B	B	A	B	TW #18, off-site, SW of power lines, surrounded by mitigation trees; good recovery
23	*Quercus lobata*	34.2		40	35	16	28	30	30	S		P	S	X	X	X					X	Ex			B-	B-	A	B-	under power lines; old fire damage; fair recovery with rains; epicormic growth; nest

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
24	*Quercus lobata*	30.4		40	28	28	18	25	40	F		P	S	X	X	X					X	Ex			B-	B-	A	B-	old 7, old fire damage; canopy all epicormic; HOB; cracks in bark
25	*Quercus lobata*	26.7		40	30	28	25	25	75	F		P	A	X	X	X						Mo			B	B	A	B	diameter measured at 2 ft.
28	*Quercus lobata*	26.2		22	33	21	23	6	30	S		P	S	X	X	X					X				C-	D	F	D+	old 14 and 22, lower third of tree laterals are epicormic; HOB; recovery good with rains; old fire damage
30	*Quercus lobata*	30.2		20	24	18	0	10	15	S		P	S	X	X							Ex			D	D	F	D	diameter measured at 4 ft.
31	*Quercus lobata*	31.5		35	15	13	23	14	40	F		A	S	X	X	X						Ex			C	D	F	C-	old 28, TW #32; epicormic recovery good with rains
32	*Quercus lobata*	22.8		35	23	18	18	15	50	F		A	S	X	X	X					X	Ex			C	C	F	C	old 29, TW #23; some top/tip growth; recovery good with rains; old fire damage

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
33	*Quercus lobata*	15.6, 17.9		35	18	18	5	23	50	F		A	S	X	X	X					X	Ex			C	C-	F	C-	all epicormic growth
34	*Quercus lobata*	12.5, 12, 14.2		35	15	20	7	16	50	F		A	S	X	X	X					X	Ex			C	D	F	C-	old 31, TW #12; recovery good with rains; some top/tip growth; one 11" trunk dead
37	*Quercus lobata*	26		25	12	30	30	30	50	S		A	S	X	X	X						Ex			C-	D	F	D+	fenced - no access, history of breakage, large branches, decay; improved with rains; mostly epicormic
38	*Quercus lobata*	10		22	9	6	13	18	90	S		P	A		X	X					X	Mi			B	C	A	C	data for live trunk; 34" trunk failed @ 8'; fencing damaged, minor dieback
41	*Quercus berberidifolia*	3, 4, 4, 6.5, 6.5		15	6	8	14	13	40	S		P	S	X	X	X	X	X			X	Ex			D	D	P	D	old tag 36; 80% dead
89	*Quercus berberidifolia*	6.8, 7.3		15	22	24	0	18	90	S	N	P	A	X	X						X	Mo			B-	B-	F	B-	old 107, adjacent to GG

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
102	*Quercus lobata*	29		45	26	22	19	22	70	S		A	A	X	X	X					X	Mo			B	B	A	B	old tag 129
103	*Quercus berberidifolia*	4.5, 6.2, 9, 8.5		18	16	10	14	13	75	S		P	F	X	X	X					X	Mo			C	C		C	old 145
112	*Quercus berberidifolia*	5.7, 6.4, 6.9		14	12	13	15	13	70	S		P	S	X	X	X					X	Mo	X		C	C	F	C	no old tag, LDC 112
113	*Quercus berberidifolia*	7, 5.1		14	18	0	0	15	80	S		P	A	X	X	X					X	Mi	X		B	C	A	B-	old 131, nest
115	*Quercus berberidifolia*	7.8, 7.3		15	14	10	17	18	90	S		P	A	X	X	X					X	Mi			B	B	A	B	old 149
116	*Quercus berberidifolia*	10.7, 3.5, 2.1, 4.3		14	8	12	14	18	50	S		P	S	X	X	X	X				X	Mo			C	C	P	C	old 148, needs tag, sparse, small leaves
117	*Quercus berberidifolia*	5, 10, 11		18	16	24	15	15	80	S		P	A	X	X	X					X	Mo			C	C	F	C	old 150, three additional trunks now dead

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
120	*Quercus berberidifolia*	3.9, 7, 7.5		18	12	6	6	13	70	S		A	A	X	X	X					X	Mo			C	D	F	C-	south trunk broken
125	*Quercus berberidifolia*	5.2, 7.1, 9.6, 10.4		15	16	12	8	12	35	S		P	S	X	X						X	Ex			C	C-	P	C	Old 48, mostly epicormic growth
129	*Quercus berberidifolia*	15		15	15	14	16	15	50	S		P	S	X	X	X					X	Mo			C+	C+	F	C+	old 41
131	*Quercus berberidifolia*	5.7, 8, 7.8, 7.8		15	14	8	8	5																	C	C		C	old 42
141	*Quercus agrifolia*	35.5		30	17	17	23	31	75	S		A	A	X	X	X					X	Mo			B	D	F	C	old 214; in power line easement, 32" trunk is codom at 6 ft; HOB; hollow trunk; vigorous basal sprouts; fire scars; good callousing; good canopy recovery
163	*Quercus lobata*	18.5, 23.2		40	24	18	24	28	80	S		A	A	X	X	X					X	Mo			B-	C	F	C+	large HOB

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
164	*Quercus berberidifolia*	3.5, 4, 3.8, 3 x 5", 5.5", 3 x 6"		15	15	18	22	15	90	S		P	A	X	X	X					X	Mi			B	B	A	B	HOB
168	*Quercus lobata*	28.7		30	29	33	25	24	50	S		P	S	X	X	X						Ex			C	C-	F	C-	needs tag
170	*Quercus lobata*	21.5		25	17	28	16	13	50	S		P	S	X	X	X						Ex			C	C	F	C	only minor epicormic, HOB
172	*Quercus lobata*	13.3, 16.1		30	23	42	40	7	80	S	N	A	A	X	X							Mi			B-	B-	F	B-	
173	*Quercus lobata*	23.2 @ 4'		28	32	28	26	27	75	S		P	A	X	X							Mo			B	B	A	B	low branch; good recovery from drought; much epicormic and tip growth
9501	*Quercus lobata*	8.8		30	12	6	10	15	75	S		A	S	X	X						X	Mi			C	C	F	C	moderate dieback, epicormic growth

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
9502	*Quercus berberidifolia*	4.8, 4.6, 5, 6.1, 5.4, 4.4, 5.3, 6.4		18	20	18	20	18	80	S		A	A	X	X	X					X	Mi			B-	B	F	B	new tree, LDC 32 or 36, woodrat nest at base; old fire damage
9503	*Quercus berberidifolia*	6, 4.7, 6.7		16	20	25	15	10	50	S	E	P	S	X	X	X					X	Ex	X		C-	C	F	C-	stump sprouts, woodrat nest
9504	*Quercus berberidifolia*	3.5,4,4.2,4.7,5.2 ,5.3,6,6,6.2,6.5, 8		18	27	28	18	15	60	S		P	S	X	X						X	Mo			C	C	F	C	old 181 & LDC 145; woodrat nest at base
9505	*Quercus berberidifolia*	1,1,1,1,1,1,5.5, 6.5		14	22	18	14	23	80	S		P	A	X	X	X					X	Mo			C	C	A	C	
9506	*Quercus agrifolia*	8.6		20	8	10	10	8	70	S		A	A									Mi			A-	B+	A	B+	On slope above gas station
9507	*Quercus lobata*	9.1		25	12	12	12	12	90	F		A	A	X								Mi			A	B	A	A-	south of powerline, mitigation tree

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
9508	*Quercus lobata*	8.4		16	5	5	7	7	35	S	A	A	S	X	X							Mo			B-	B-	F	B-	was H & II, moderate dieback, sparse, no tag

DBH = diameter of the trunk or trunks at breast height (4.5 feet from grade)
Canopy compass directions are recorded in feet and are approximate
C/g = canopy to grade measurement in feet
Wound wood development – P = Poor, A = Average, E = Excellent
Foliage Density – D = Dense, A = Average, S = Sparse
Age Class – Y = Young, SM = Semi-mature, M = Mature, OM = Over-mature
Dieback – Mi = Minor, MO = Moderate, Ex = Extensive
Pest/Disease – Mi = Minor, Mo = Moderate, Ex = Extensive
Health & Structure Grades – Definitions are at the end of this report.
Vigor – P=poor, F=fair, A=average, E=excellent
OTR = Oak Tree Report

APPENDIX II – DEAD OAK TREE INVENTORY TABLE

DEAD OAK TREE INVENTORY TABLE

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Comments
17	valley oak	*Quercus lobata*	13, 15.5, 16, 21		old tag 10, under power lines, fallen dead
20	valley oak	*Quercus lobata*	24.5		old tag 12, TW #25, fallen dead; under power lines
21	valley oak	*Quercus lobata*	26		fallen dead, off-site
26	valley oak	*Quercus lobata*	31		fallen dead
27	valley oak	*Quercus lobata*	25		dead
39	valley oak	*Quercus lobata*	38	X	standing dead; HOB; no access
40	valley oak	*Quercus lobata*	2, 9		fallen dead
42	valley oak	*Quercus lobata*	17, 18		standing dead; fence - no access
43	valley oak	*Quercus lobata*	31		fence - no access, standing dead, collapsing

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Comments
87	valley oak	*Quercus lobata*	34		standing dead, breaking apart, bees
106	scrub oak	*Quercus berberidifolia*	1, 2, 3, 3, 6, 6		old 142, fallen dead
108	scrub oak	*Quercus berberidifolia*	6, 6.5		fallen dead
109	scrub oak	*Quercus berberidifolia*	1, 6, 6.5		old tag 134
111	scrub oak	*Quercus berberidifolia*	6, 6		fallen dead
118	valley oak	*Quercus lobata*	29		old 151, standing dead
122	scrub oak	*Quercus berberidifolia*	3, 7, 7		old 51, standing dead; woodrat nest at base
126	scrub oak	*Quercus berberidifolia*	6, 6		old 47; collapsed dead; next to another collapsed dead oak (4.9", 5") not in inventory
128	scrub oak	*Quercus berberidifolia*	3, 4, 6, 6		collapsed dead

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Comments
130	scrub oak	*Quercus berberidifolia*	2, 5, 14.5		old 43, bees, standing dead
165	valley oak	*Quercus lobata*	10		fallen dead, was dead in last LDC report also
166	valley oak	*Quercus lobata*	34		large cavity, dead
167	valley oak	*Quercus lobata*	20.5		standing dead, history of breakage
169	valley oak	*Quercus lobata*	27		standing dead
171	valley oak	*Quercus lobata*	23.5, 29		
K	valley oak	*Quercus lobata*	31		fallen dead

APPENDIX III – OAK TREE PHOTOGRAPHS

OAK TREE PHOTOGRAPHS

Tree No.9

Tree No.10

Tree No.11

Tree No.12

Tree No.14

Tree No.15

Tree No.16

Tree No.18

Tree No.19

Tree No.22

Tree No.23

Tree No.24

Tree No.25

Tree No.28

Tree No.30

Tree No.31

Tree No.32

Tree No.33

Tree No.34

Tree No.37

Tree No.38

Tree No.41

Tree No.89

Tree No.102

Tree No.103

Trees No.112(L) & 113(R)

Tree No.115

Tree No.116

Tree No.117

Tree No.120 (PHOTO: 2017)

Tree No.125 (PHOTO: 2019)

Tree No.125 (PHOTO: 2017)

Tree No.129 (PHOTO: 2017)

Tree No.131 (Photo: 2017)

Tree No.141

Tree No.163

Tree No.164

Tree No.168

Tree No. 170

Tree No.172

Tree No.173

Tree No. 9501

Tree No.9502

Tree No.9503

Tree No.9504 (L)

Tree No.9505

Tree No.9506

Tree No.9507

Tree No.9508

APPENDIX IV –
COUNTY OF LOS ANGELES OAK TREE MANAGEMENT & PRESERVATION GUIDELINES

COUNTY OF LOS ANGELES OAK TREE MANAGEMENT & PRESERVATION GUIDELINES

An important component of oak tree management and preservation relates to the management of the preserved and newly-planted mitigation trees during construction and after the development is in place. Oak trees are sensitive to changes in their environment and improper irrigation, soil compaction and/or disturbances to the roots can result in the decline in health and eventual loss of the tree. The following guidelines are recommended to successfully maintain preserved and mitigation trees during and after project implementation.

- Irrigation - Established oaks are adapted to xeric (dry) conditions and do not need summer water at all. However, turf areas associated with landscaping do require frequent irrigation. Excessive dry season irrigation within the drip line of existing trees will promote the growth of Oak Root Fungus (*Armillaria mellea*). This fungus occurs naturally and grows more rapidly under wet conditions, such as during the winter months. Under normal conditions, the subsequent dry season keeps the fungus under control. Moisture around the base of the tree in the warm summer season not only allows the fungus to survive, but the combination of warmth and extra moisture fosters fungus growth. Prolonged fungus attack promotes oak tree decline and eventual death. Supplemental irrigation should only be considered during periods of prolonged drought. Therefore, turf areas and associated irrigation systems should be planned so as not to encroach within the dripline of an existing oak tree. Water should never be allowed to spray onto, or pond around, the trunk of an oak tree. Oak leaf litter should be allowed to accumulate in the area directly under a protected tree. Moisture meters should be used to gage irrigation cycles; deep, infrequent irrigation is best for trees. Irrigation should penetrate to a minimum of 12 inches during a deep watering cycle.
- Establishment irrigation - Young oak trees often need initial irrigation to establish successfully after planting. Irrigation for replacement trees shall follow the schedule described by the Arborist of Record.
- Fencing - As previously indicated, the area surrounding the dripline of established trees shall be fenced for the duration of construction. Except for approved encroachment trees, fencing shall be no closer than 5 feet to the outer drip line boundary or 15 feet to the trunk of any protected tree, whichever is greater. (Given the nature of the current land use, the County Forester may allow for modification of the fencing requirement.)
- Drainage - Natural drainage courses and natural grades around existing oak trees should not be altered. Surface runoff from adjacent areas shall be directed away from preservation areas and shall not increase runoff to those areas. Water shall not be allowed to pond or accumulate within the drip line of any oak tree
- Pruning - Existing oak trees shall not be pruned, except as necessary for public health and safety. Pruning of live tissue over two inches (2") in diameter requires an Oak Tree Permit. Removal of dead wood is exempt from the requirement to obtain a permit. Pruning should always serve a specific purpose; oaks do not need routine pruning every year or two for “crown cleaning or lacing.”
- Fuel Modification - All fuel modification requirements such as selective clearing, pruning, and wet zones shall be limited within the drip line of any individual oak tree
- Weed Control - Use of soil sterilizers shall be prohibited under and around existing oak trees. Sterilizers may leach into the root system and kill the tree. Use of pre-emergent weed killers shall be prohibited within 100 feet of any individual oak tree or within a natural drainage that seasonally irrigates oak trees
- Vegetation Near Existing Oaks – Where applicable, all cut and fill slopes adjacent to the existing oak trees shall be vegetated with native species that require little water to become established and little or no irrigation once established. Landscaping under oaks is not recommended, except as outlined in *Compatible Plants under and Around Oaks*.

- Other Considerations - Dust that accumulates on the foliage of the preserved oak tree due to nearby construction should be periodically hosed-off as recommended by the project's consulting arborist.
- Regular visual assessment – trees should be regularly inspected by a qualified arborist. Risk assessments, structural pruning, support mechanisms, or removal may be warranted for trees that exhibit signs of structural defects adjacent to areas where targets are present. Trees with a “C” grade for “Health” and / or “Structure” generally exhibit characteristics that should be routinely monitored.
- Mulch – mulch or bark chips are beneficial for reducing compaction and moderating soil temperature under trees. Also, mulch provides nutrients to the soil as it breaks down.

Insert Pocket for full size
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN

Color Copy
24” X 36” (9 SHEETS)

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

OAK TREE REPORT
VALENCIA COMMERCE CENTER
VTPM 18108
UNINCORPORATED LOS ANGELES COUNTY

SUBMITTED TO:

ALEX HERRELL
DIRECTOR OF COMMUNITY DEVELOPMENT
FIVE POINT HOLDINGS, LLC
25124 SPRINGFIELD COURT, SUITE 300
VALENCIA, CALIFORNIA 91355

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NOVEMBER 1, 2021

OAK TREE REPORT – VALENCIA COMMERCE CENTER, VTPM 18108, UNINCORPORATED LOS ANGELES COUNTY

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Carlberg ASSOCIATES
Horticulturists and Registered Consulting ARBORISTS

November 1, 2021

Alex Herrell
Director of Community Development
Five Point Holdings, LLC
25124 Springfield Court, Suite 300
Valencia, California 91355

Re: Oak Tree Report - Valencia Commerce Center, VTPM 18108
Unincorporated Los Angeles County

Dear Mr. Herrell,

This oak tree report is provided for your submittal to the County of Los Angeles.

EXECUTIVE SUMMARY

This oak tree report was prepared in accordance with the Los Angeles County Oak Tree Ordinance No. 22.56.2050. Per the ordinance, we inventoried a total of 28 oak trees on the final phase of 'Valencia Commerce Center' (VCC), located in unincorporated Los Angeles County, north of the Santa Clara River and State Route 126, and west of Interstate 5. In addition, we noted numerous dead ordinance-size oak trees on the subject property that are not included in this report. Project improvements will result in the removal of 26 protected oak trees. Two oak trees will be preserved with no impacts. General tree protection recommendations and mitigation measures are included for trees to remain in the area of potential impact.

BACKGROUND AND ASSIGNMENT

Vesting Tentative Parcel Map 18108 is a proposed phase of development within the VCC planning area. The proposed development is located on approximately 330 acres within unincorporated Los Angeles County in the Santa Clarita Valley. More specifically, the project is located within the partially developed VCC business and industrial park development area, just north of State Route 126 (SR-126) and just west of the Interstate 5 (I-5) freeway and The Old Road.

In 1990, an EIR for VCC was approved by the County of Los Angeles. The project approved by the County in 1990 included approximately 12.6 million square feet of non-residential development (industrial, general commercial, and office uses). The project studied here consists of approximately 3.4 million square feet of remaining, unbuilt industrial and business park uses within the County-approved development area. The

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proposed non-residential development would be integrated into the existing VCC development pattern, and serve to complement existing, approved, and proposed development in its vicinity. The proposed development also would be supported by a network of on-site roads and parking, and requisite wet and dry utilities.

We were retained to visit the property, inventory the protected oak trees, evaluate the potential impacts of construction, make recommendations for the protection of trees to remain, and prepare an Oak Tree Report for submittal to the County of Los Angeles Department of Regional Planning. Captioned photographs, exhibits, and maps included in this report illustrate the trees' conditions, setting, and proposed dispositions. This report is based on our site visit on June 25, 2021.

METHODOLOGY AND DEFINITIONS

The field inventory and report were produced in accordance with the County of Los Angeles' Oak Tree Ordinance. Per the Ordinance, protected oak trees are "any tree of the oak genus which is (a) 25 inches or more in circumference (eight inches in diameter) as measured four and one half feet above mean natural grade; in the case of an oak with more than one trunk, whose combined circumference of any two trunks is at least 38 inches (12 inches in diameter) as measured four and one half feet above mean natural grade,…, any tree that has been provided as a replacement tree." Smaller oak trees that did not meet the protected tree diameter threshold, where found, were not inventoried for this report. Numerous dead oak trees were encountered and are not included in this report.

As illustrated in Exhibit A – Aerial Exhibit, the property is surrounded by residential development to the north, Castaic Creek to the east and south, and Commerce Center Drive to the west. Oak trees are generally confined to the east-facing hillside in the center of the site.

The following discussion expands on the information summarized in the oak tree inventory field worksheets attached in Appendix I.

Oak trees are field-mapped on the 'Oak Tree Impact Exhibit & Protection Plan,' which illustrates the approximate trunk location, canopy spread, and protected zone for each tree. Oak trees were located by walking the project site and using a base topographic survey and boundary map that was provided by Hunsaker & Associates. Protected oak tree locations and canopies were visually recorded in the field by Carlberg arborists. No off-site oak trees were included in the inventory.

Oak trees were numbered and tagged with an embossed, circular metal tag that was placed on the north side of the trunk. All of the recorded trees exhibit single trunk, or combined trunk diameters that meet the County of Los Angeles' Oak Tree Ordinance for protection[1]. Each inventoried tree was assigned two letter grades, one for health and one for structure. The overall grade takes into consideration the health, structure, and the overall aesthetic appeal of the tree form, unique characteristics, and comparison of the tree to the archetype of the species. Health/structure ratings of the trees are based on the definitions provided at the end of this report.

A multi-trunked tree has more than one trunk originating from a single root system or basal burl. In some cases, the trunks may not appear to be joined, but their direction of growth and orientation to adjacent trunks indicates the presence of a subsurface connection. This can occur when a large tree declines and the main

[1] Single trunk must equal 8 inches DBH, multiple-trunk trees must equal 12 inches in DBH (additively). 'Heritage' oaks are those with a single trunk DBH of 36 inches or greater.

trunk is removed or decays, or when a fire or mechanical damage destroys a main stem. The basal burl or root crown will often produce new shoots around the perimeter of the former trunk. In some cases, a basal cavity may persist surrounded by smaller trunks. These trunks may, or may not, be obviously connected. It is not always clear whether a tree is multi-trunked or just has several main branches that diverge near ground level. In these cases, the tree is considered multi-trunked if the diverging stems do not exit the ground perpendicularly, but at an angle away from the center of the tree. Oaks with multiple trunks originating from fire-related root or stump sprouting are considered as single trees.

As required by the County Ordinance, trunk diameters were measured at approximately 4½ feet above the natural grade. This is known as 'diameter at breast height' or DBH. Oak trees often have large lateral branches diverging from the trunk at or near breast height. Measuring a tree of this type at 4½ feet above natural grade would often result in an inaccurate impression of tree size. For trees that exhibit lateral branching at the established measurement point, the trunk diameter measurement is made at the nearest point where the dimension can be recorded without being impeded by the branches. For multi-trunk trees, the number of trunks and the diameter of each trunk is recorded. Measurements that deviate from the required standard are noted on the field spreadsheet.

OBSERVATIONS

There are 25 valley oaks (*Quercus lobata*) and three valley oak hybrid (*Quercus lobata* x *douglasii*) within or immediately adjacent to the proposed development area. The oaks are concentrated in the eastern facing slope at the center of the property. Other vegetation on-site includes coastal sage scrub and native shrubs. A number of oak trees of less than ordinance size were noted onsite, but were not included in the inventory.

Of the 28 ordinance-sized oak trees inventoried for this report, 26 trees are proposed for removal and two trees will remain with no impact. One of the 28 inventoried oak trees (#5) qualifies as a heritage oak tree based on its trunk diameter. It is proposed to be saved with no impacts or encroachments into its protected zone. We used Hunsaker and Associates' grading base map to determine the impacts to the protected oak trees.

Of the 28 oaks inventoried, two oaks (7%) received a "A" grade, 12 oak trees (43%) received a "B" grade, 13 oaks (46.5%) earned a "C" grade, and one oak (3.5%) received a "D" grade at the time of the surveys. This report identifies the extent of the potential impacts and recommends management and/or mitigation measures where appropriate.

Exhibit B is a reduced copy of the Oak Tree Impact Exhibit and Protection Plan. Appendix I contains the full field data matrix for each inventoried tree. Appendix II contains field data of dead oak trees that were encountered but are not included in this report. Appendix III contains photographs for each inventoried tree. Table 1 below provides a summary of the oak tree resources found on-site, including their tag number, common and botanical names, diameters, approximate height, and overall grade.

TABLE 1 – SUMMARY OF INVENTORIED OAK TREES

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Height (~feet)	Canopy Spread (~feet)				Overall Grade
						N	E	S	W	
5	valley oak	*Quercus lobata*	42.7	X	40	37	38	38	38	B
6	valley oak	*Quercus lobata*	32		35	25	24	30	24	B+
8	valley oak	*Quercus lobata*	14.8		22	7	5	7	10	C-
9	valley oak	*Quercus lobata*	18.6		20	12	16	5	5	C
10	valley oak	*Quercus lobata*	22		30	12	14	23	8	C
11	valley oak	*Quercus lobata*	31.5		40	26	31	38	16	C+
12	hybrid valley oak	*Quercus lobata* x *douglasii*	20.8		20	24	12	13	12	D
13	valley oak	*Quercus lobata*	10.1, 12.6		22	15	14	15	10	B-
15	valley oak	*Quercus lobata*	16		30	12	10	11	10	C
17	valley oak	*Quercus lobata*	19		35	11	21	25	12	B
18	valley oak	*Quercus lobata*	6, 13		30	16	8	10	9	C+
19	valley oak	*Quercus lobata*	22		25	28	23	5	19	B
20	valley oak	*Quercus lobata*	21		30	27	25	28	18	B+
21	valley oak	*Quercus lobata*	19.3, 22.5, 16.4		25	34	32	35	27	B-
23	hybrid valley oak	*Quercus lobata* x *douglasii*	9, 12.5		20	22	25	25	27	C+
24	valley oak	*Quercus lobata*	33.6		25	30	10	28	34	C+

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Height (~feet)	Canopy Spread (~feet)				Overall Grade
						N	E	S	W	
25	valley oak	*Quercus lobata*	9.9		20	8	5	5	9	C+
26	valley oak	*Quercus lobata*	9.8		20	27	0	2	4	C+
27	valley oak	*Quercus lobata*	11.1		20	28	0	3	2	C+
28	valley oak	*Quercus lobata*	11.8		20	3	28	0	0	C+
29	valley oak	*Quercus lobata*	12.1		30	17	9	6	16	B
30	valley oak	*Quercus lobata*	34.8		35	28	27	28	15	A-
31	valley oak	*Quercus lobata*	9, 15.3		30	18	23	27	13	B-
32	valley oak	*Quercus lobata*	26.7		35	22	24	33	23	B+
33	valley oak	*Quercus lobata*	29.5		30	25	30	30	27	A-
34	valley oak	*Quercus lobata*	18.8		35	16	18	17	16	C
35	hybrid valley oak	*Quercus lobata* x *douglasii*	9.7		16	18	24	13	15	B
36	valley oak	*Quercus lobata*	6, 6		20	8	8	10	6	C

NOTE: Trees #1 & 4 are beyond 200 feet from project grading and are not included in this report.
Trees # 2, 3, 7, 14, 16 & 22 are dead and not included in this report.

DISCUSSION

There are numerous potential consequences related to construction that may affect trees during and after a typical construction process. They are as follows and are discussed below:

- Excavation - Root Severance
- Soil Compaction (During and Post-construction)
- Alteration of the Water Table/Site Drainage
- Changes in grade
- Substantial Trimming of Canopy or Roots
- Protection against mechanical damage - fencing
- Irrigation

A. *Excavation/Trenching—Root Severance*

Trenching can include excavation for water lines, irrigation, utility, or drainage lines. Trenching and excavation can also be required for foundations of structures and free-standing or retaining walls. Trenching and excavation removes soil and tree roots. When performed in the critical root zone (approximately 5x the trunk diameter of any tree) or within the dripline (outer edge of the natural canopy), there is the potential to remove large areas of root mass, and to shatter and tear roots that will remain connected to the tree(s). Torn and shattered roots cannot callous over or generate new roots in the manner of cleanly-cut roots. Torn and shattered roots are potentially unstable, are entry points for disease and decay organisms, and eventually die. Significant root loss and/or severance can be critical to the health and structure of trees to remain in a landscape.

B. *Soil Compaction*

Soil compaction is a complex set of physical, chemical, and biological constraints on tree growth. Principal components leading to limited growth are the loss of aeration and pore space, poor gas exchange with the atmosphere, lack of available water, and mechanical hindrance of root growth. Soil compaction is considered the largest single factor responsible for the decline of trees on construction sites.

C. *Changes in Grade*

Changes in grade, by the addition or removal of soil (filling or cutting), can be injurious. Lowering the grade around trees can have immediate and long-term effects on trees. The addition of soil and compaction for common engineering practices also results in long-term effects on trees. Typically, the vast majority of the root mass exists within the top three feet of soil, and most of the fine roots active in water and nutrient absorption are in the top 12 inches.

D. *Alteration of the Water Table/Site Drainage*

The water table is the upper surface of the zone in which soil macropores are saturated with water; water tables may vary seasonally. Rather than a flat, static surface, the water moves down a gradient. Its depth varies, depending on the structure of the soil and rocks through which it flows. A perched water table may form in soils that have impermeable strata. Swamps are created where the water table intersects level ground.

Structures such as footings, basements, subterranean buildings, and retaining walls may intercept impermeable layers in the soil on which water perches. If adequate drainage is not provided, the water table uphill may

gradually rise and interfere with tree roots. This type of damage usually takes a period of time to be recognized and diagnosed.[2]

Oak trees are particularly susceptible to root infections, such as Armillaria, Ganoderma, and Phytophthora. These diseases can progressively weaken a root system and the trunk of a tree, resulting in dead branches in the canopy of the tree, loss of stability of the entire tree because of decaying roots, and premature death of the tree. Trees form roots in accordance with existing soil composition and water availability. Minor drainage changes in the winter and spring months are significant to the health of the trees.

E. Canopy and Root Pruning

Leaves perform vital functions for trees. Through photosynthesis, they manufacture sugars that feed the tree and are used to create the building blocks of wood. Leaves help to move water and nutrients up from the roots and around the tree through their vascular system and cool the tree down through transpiration. Leaves moderate temperatures beneath the tree, lessen the drying action of winds, and intercept rainfall, which reduces erosion. On the ground, they moderate soil temperatures, retain moisture, and as they decompose, return their nutrients back to the soil to be recycled and reused by the tree. A healthy canopy of leaves is essential to ensure an adequate food supply for the roots to perform their important functions.

Typically, root systems extend outward past the dripline. Main root functions include water and mineral conduction, food and water storage, and anchorage of the tree to the soil. Root systems consist of short-lived, fine-textured, feeder roots and larger, woody, perennial roots. Feeder roots, while averaging only 1/16 inch in diameter, constitute the major portion of the root system's surface area. Feeder roots act like sponges, growing predominantly outward and upward from the large roots near the soil surface where minerals, water, and oxygen are usually abundant. Larger, woody roots and their subordinates tend to annually increase in diameter and grow horizontally. Predominantly located in the top 6 to 24 inches of the soil, these structural and storage roots usually do not grow deeper than three to seven feet. Root growth is generally inhibited by soil compaction and temperature. As the depth increases, soil compaction increases, and the availability of water, minerals, oxygen, and soil temperature all decrease.

Removal of significant amounts of the canopy and/or root system can lead to both immediate and long-term detrimental effects on trees. Effects can be physiological, structural, or both.

F. Protection Against Mechanical Damage/Fencing

Fencing is a temporary enclosure erected around a tree to enclose as much of its safety zone as possible. Fences are critical to (1) prevent direct contact and damage to the canopy, branches, and trunk, (2) preserve roots and soil in an intact and non-compacted state, and (3) identify the Tree Protection Zone. Fencing must be in place before demolition or the initiation of construction and remain until adjacent construction activity no longer threatens tree health.

G. Irrigation

Trees that have suffered root loss may not be able to exploit as large a soil volume as before injury. Also, changed patterns of drainage may divert water away from trees. In either case, trees may benefit from supplemental irrigation prior to and during construction.

[2] Nelda Matheny and James R. Clark, Trees and Development: A Technical Guide to Preservation of Trees During Land Development, (Champaign, Illinois: International Society of Arboriculture, 1998), pp. 88-89.

The following are general guidelines for irrigation:

- *The amount of water applied must be appropriate to the species.*
- *Light, infrequent irrigations should be avoided.*
- *Excess irrigation from new landscaping should be avoided. Runoff from plantings should be minimized and/or directed away from trees.*
- *Wetting the trunk should be avoided.*[3]

Construction Impacts:

Based on the grading files provided to us by Hunsaker & Associates, a total of 26 protected oak trees will require removal due to grading and development of the property. Two oaks will remain with no impacts. Table 2 provides a list of all inventoried trees and their proposed dispositions.

TABLE 2 – SUMMARY OF OAK TREE IMPACTS

Disposition	# of oak trees	Oak Tree #s
No impact	*2*	5(H), 35
Remove	*26*	6, 8, 9, 10, 11, 12, 13, 15, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36
Encroach	*0*	N/A

CONCLUSION

Based on the plans, 26 oak trees will require removal due to grading and development of the project. Proposed construction activities will not result in any encroachments to the Tree Protection Zones (TPZ) of the protected oaks to remain.

Recommendations for tree protection during construction and mitigation are provided below.

OAK TREE REPORT RECOMMENDATIONS

Implementation of the proposed project will remove 26 oak trees.

Should additional oak trees grow into ordinance size within the duration of the oak tree permit, removal, encroachment or other impacts shall be included into the conditions of the oak tree permit to ensure proper mitigation.

In my professional opinion, the following recommendations should be conditioned as part of the Oak Tree Permit:

1. Plant replacement oak trees at a 2:1 ratio:
   Replacement trees shall consist of valley oak (*Q. lobata*) trees. The size and quality of the replacement

[3] See Matheny and Clark, p. 125.

trees shall be consistent with the conditions of approval in the Oak Tree Permit, usually 15-gallon container size.

2. The Arborist of Record shall monitor the replacement trees for a minimum of five years, to evaluate the growth, health, and condition of the replacement trees. The five-year monitoring period will begin upon receipt of a letter from the Applicant or Arborist of Record to the Director and the County Forester indicating that the replacement trees have been planted.
3. The applicant will be responsible for contracting the monitoring and maintenance of the mitigation oaks. The Arborist of Record will be retained to provide monitoring and reporting services for the mitigation trees at monthly intervals the first year, quarterly intervals for the next two years and six-month intervals for the remaining years of the monitoring period. If any mitigation tree(s) die during the monitoring period, the applicant shall plant new mitigation trees (minimum 15-gallon container size) and the five-year monitoring period shall begin again from the date of planting for the replacement mitigation oak.
4. A planting plan shall be prepared by the Landscape Architect in accordance with the Los Angeles County Oak Tree Ordinance, with the input of the Arborist of Record, and submitted for County approval prior to project commencement (i.e., issuance of demolition, grading, or building permit).
5. Oak tree removals, when permitted, shall be monitored for conformance with applicable recommendations No. 1-4 above and County standards and documented by the Arborist of Record.
6. If more than 12 months pass between the time of the oak tree inventory and project commencement, a pre-construction walk-through will be conducted to note changes in the encroachment tree(s) and provide baseline information that will be used to assess the changes in the tree(s) following construction.
7. Construction monitoring intervals will be a minimum of twice a month during grading operations but may change due to site conditions and progress.
8. Any grubbing (plant or topsoil removal), demolition, digging, excavating, filling, grading, trenching, or construction within the Tree Protection Zone (TPZ) of any protected oak tree in relation to the project shall be monitored by the Arborist of Record.
9. Care should be taken not to damage overhanging limbs that may extend over the encroachment areas. Temporary sections of moving blankets and orange snow fence material should be wrapped (snug, but not tight) around the low, horizontal limbs that extend over the impact area, where applicable and recommended by the AOR. This will act as a clear reminder to the contractors that the tree canopy is protected.
10. Construction monitoring reports shall be submitted annually to the Department of Regional Planning and the Forestry Division by the Arborist of Record.
11. Unless specified in this report for encroachment tree(s), equipment, materials, and vehicles shall not be stored, parked, or operated within the tree protection zone of any oak tree to remain. Existing, paved driveways and roads may be used.
12. Excavation within the tree protection zone of any oak tree to remain shall be performed using hand tools or small equipment as approved by the AOR in the field during monitoring.
13. Wherever feasible, new utility lines shall be routed outside of oak tree protected zones. When utility routing inside the TPZ is unavoidable, new utilities should be routed at least 5x the trunk diameter of an oak tree to remain. Placement of new utility lines or drains shall be placed to avoid severing significant structural roots or significant areas of top-soil roots.
14. Where necessary and approved by the Arborist of Record in the field during monitoring, tunneling may be used to connect new utilities that must traverse oak tree protection zones.

15. High-water use landscape under oaks is prohibited, as it will lead to increased potential for root rot disease. Low water, shade tolerant plantings shall be substantially consistent with the attached booklet on *Compatible Plants under and Around Oaks*.
16. Where there are no driveways or walkways, leaf litter should be allowed to accumulate naturally within the tree protection zones of oak trees to remain. This may be augmented by mulch and should be 3-4 inches deep. The area of mulch and leaf litter should be maintained at least 5x the trunk diameter of each tree. No ground disturbance should occur in this area.
17. Irrigation should not be applied to within 3x the trunk diameter of any oak tree to remain. Drainage shall be designed to route water away from the base of oaks to remain.
18. High-water use plants shall be maintained outside of the oak tree driplines.
19. If canopy pruning is found to be necessary for trees to remain, it should only be performed by a qualified ISA Certified Arborist or ISA Certified Tree Worker. Pruning of live branches over two inches in diameter requires an encroachment permit. Pruning that is not covered in this report may require a new Oak Tree Permit.
20. Five (5) foot high chain link fencing shall be installed prior to the commencement of construction activities. The fencing plan or on-site fencing shall be reviewed and approved by the County Forester prior to issuance of the demolition permits, grading permits, or other permits that involve soil disturbance.
21. All fencing and trunk protection shall be verified by the County Forester prior to commencement of work and shall remain in place until the County Forester approves its removal.
22. A 'Warning' sign is prominently displayed on each protective enclosure. The sign will be a minimum of 8.5 inches x 11 inches and clearly state the following:

> OAK TREE PROTECTION ZONE
> THIS FENCE SHALL NOT BE REMOVED
> ARBORIST CONTACT: CARLBERG ASSOCIATES
> 310.451.4804 OR 626.428.5072

23. Water shall not be allowed to pond around the base of the oak trees.
24. Drainage swales, ribbon drains, and energy disbursement devices (riprap pads, etc.) should be designed to outlet at least 10 feet from any tree trunk.
25. For construction clearance, retention of oak tree foliage shall be the priority; foliage may be tied-back or minimally pruned for clearance, but medium and large limbs (over 2 inches in diameter) shall be preserved. If pruning of branches greater than 2 inches in diameter is necessary on trees that are not included as encroachments in this report, the AOR shall review the situation and the County Forester will have to authorize the cut(s).
26. Exhaust from equipment situated outside of the tree canopies shall be directed away from the foliage to avoid desiccation or scorching of leaves and twigs.

Please feel welcome to contact me at 424.285.3334 if you have any immediate questions or concerns.

Respectfully submitted,

Scott McAllaster
ISA Certified Arborist, #WE-7011A
ISA Qualified Tree Risk Assessor

Sierra Madre Office
scott@cycarlberg.com

This report comprises a total of 45 pages and seven full-size maps. Unauthorized separation or removal of any portion of this report deems it invalid as a whole. Conditions represented in this report are limited to the inventory date and time. Risk assessments were not requested nor performed for the purposes of this report. Ratings for health, aesthetics, and structure do not constitute a health or structural guarantee beyond the date and time of the inspection.

EXHIBIT A – AERIAL EXHIBIT – VALENCIA COMMERCE CENTER, VTPM 18108
SOURCE: COUNTY OF LOS ANGELES GIS
(NOT TO SCALE)

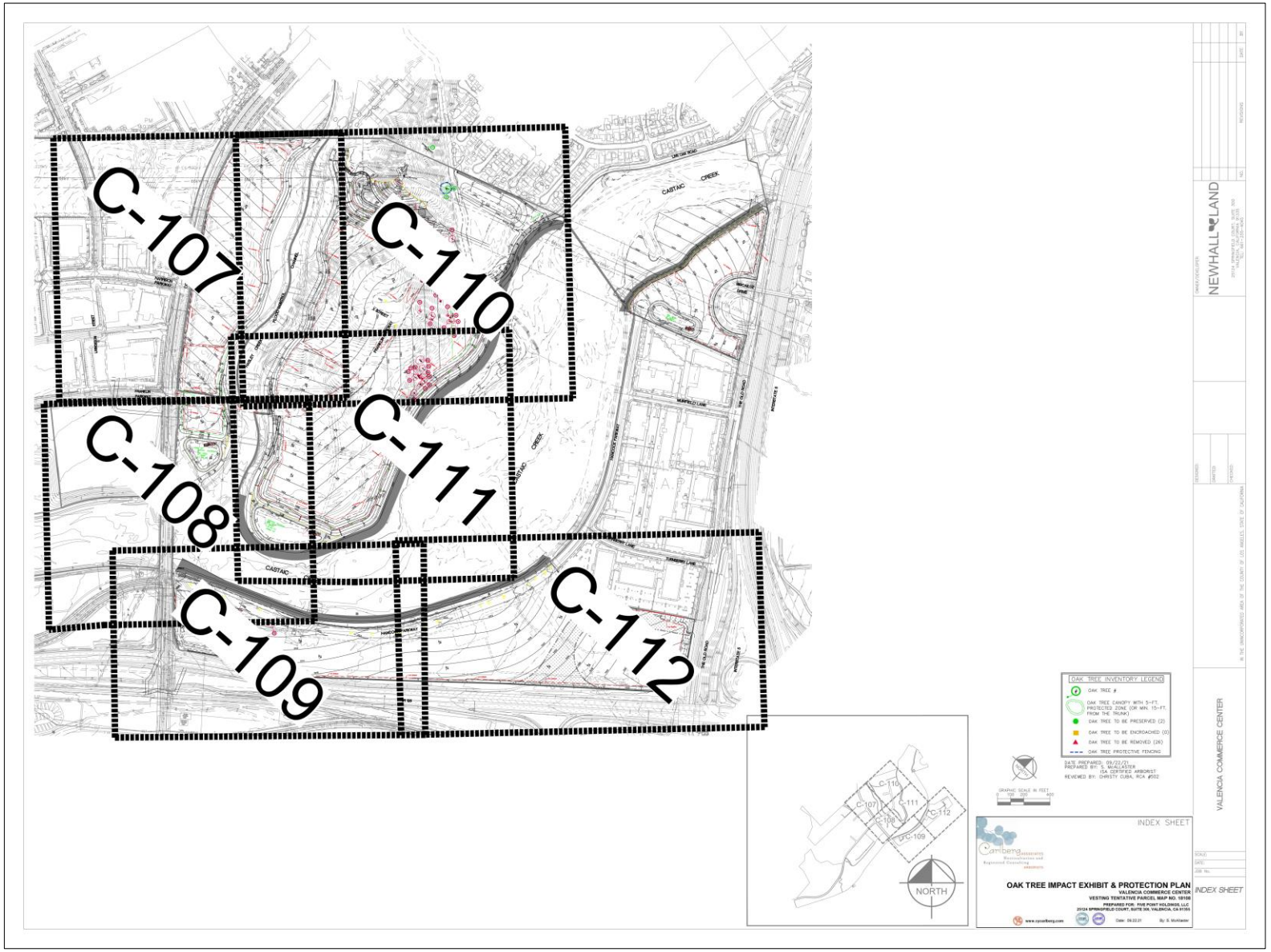
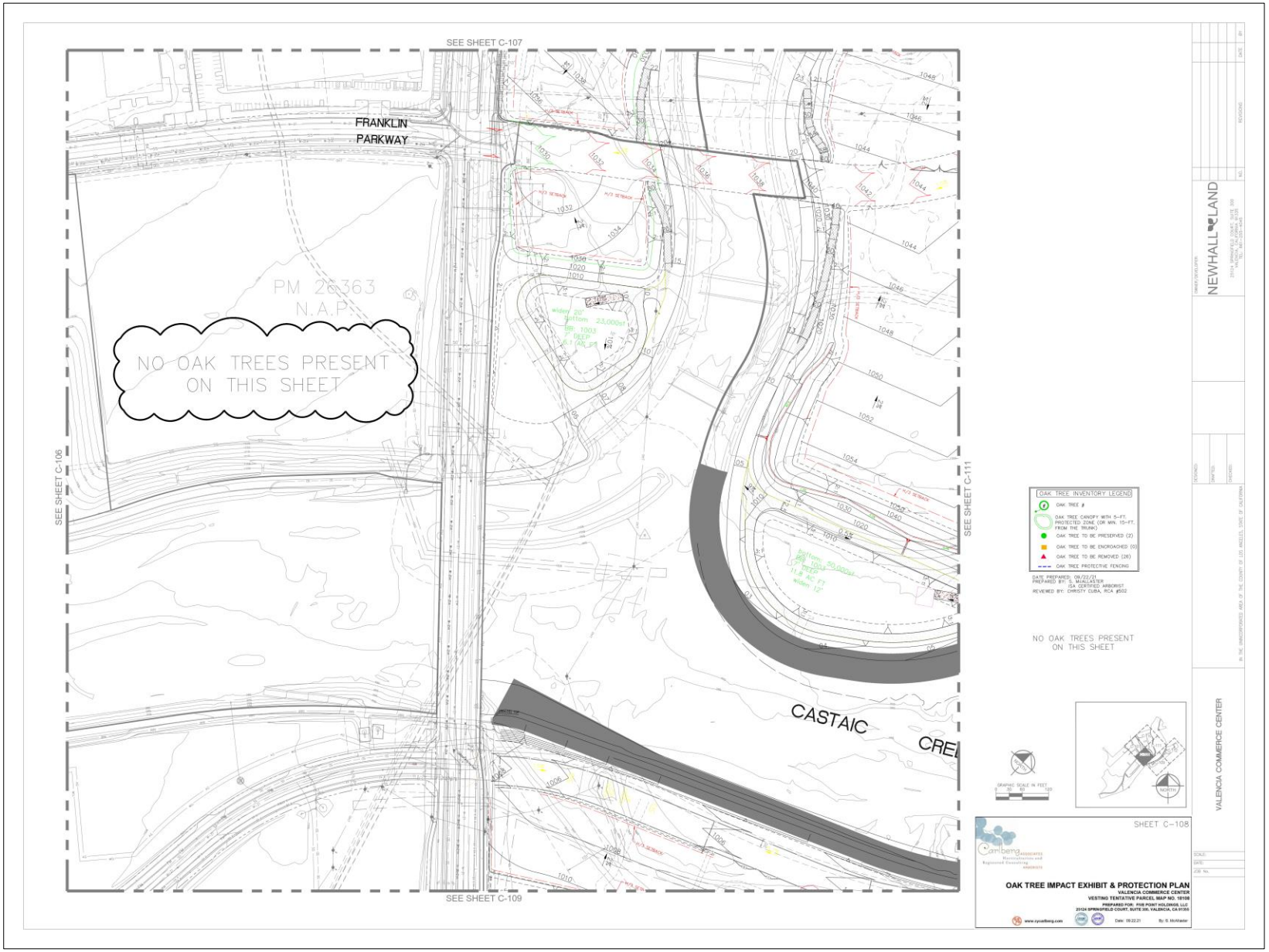
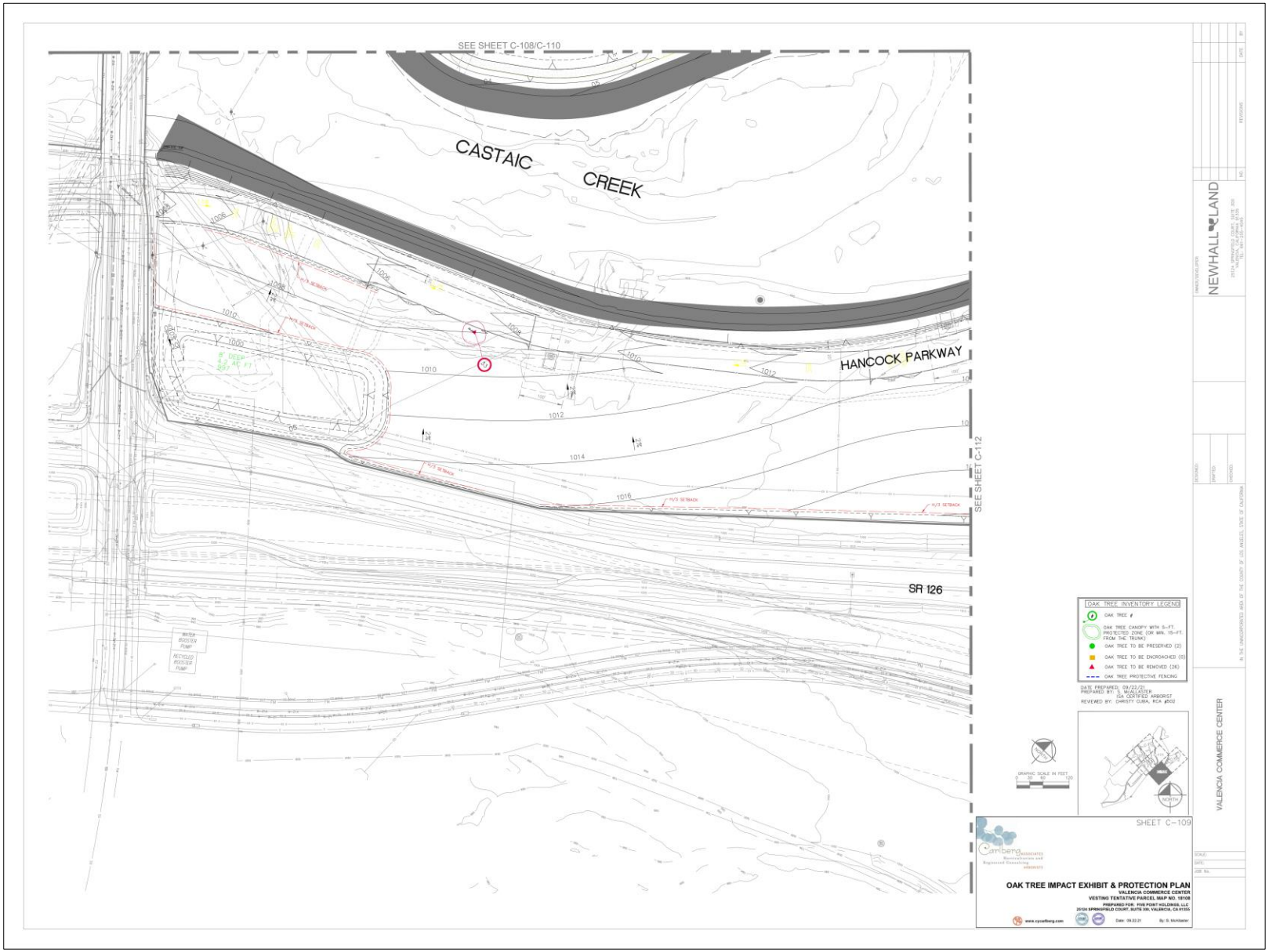


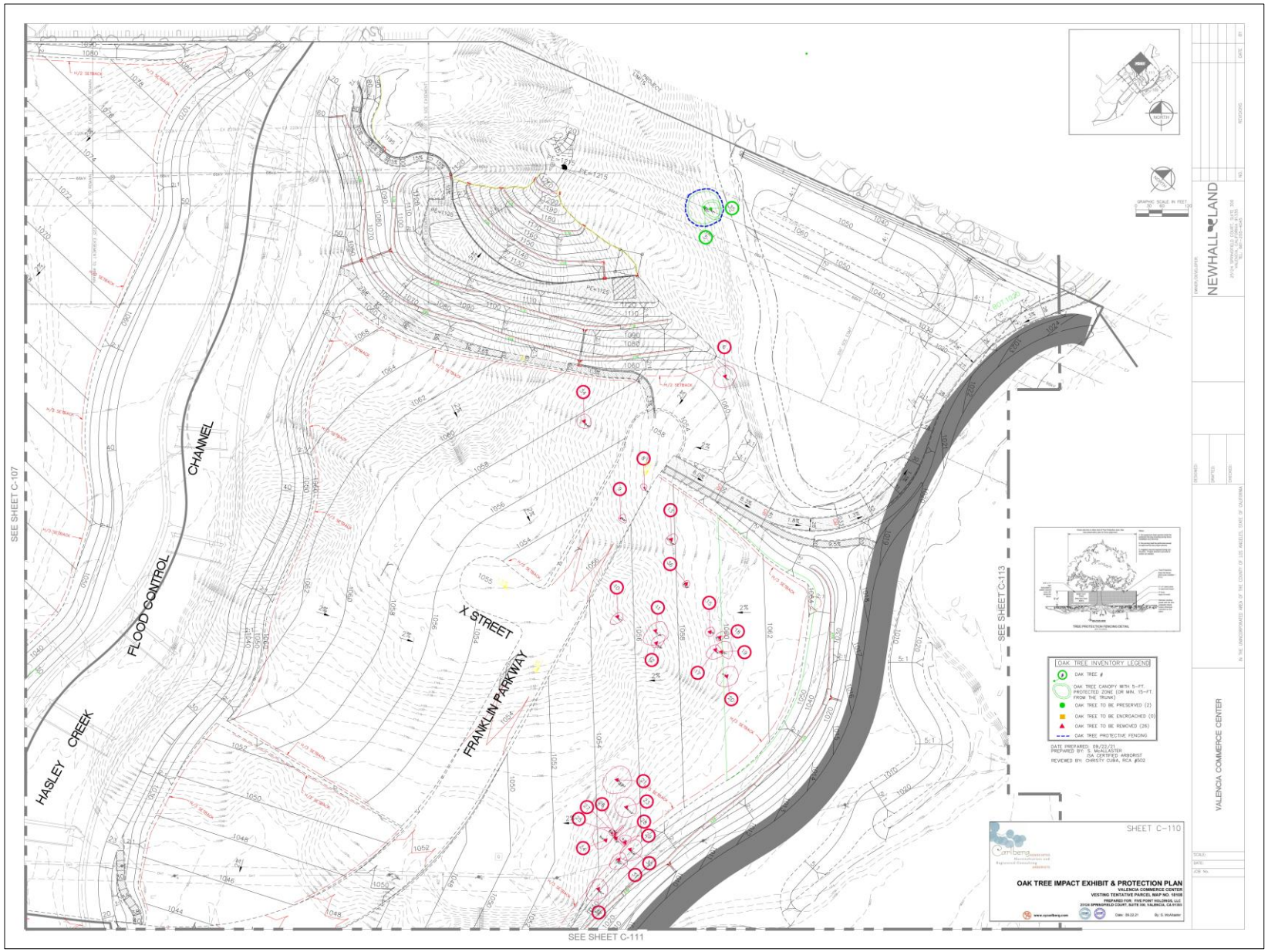
EXHIBIT B – REDUCED COPY OF THE OAK TREE IMPACT & PROTECTION PLAN (7 sheets)

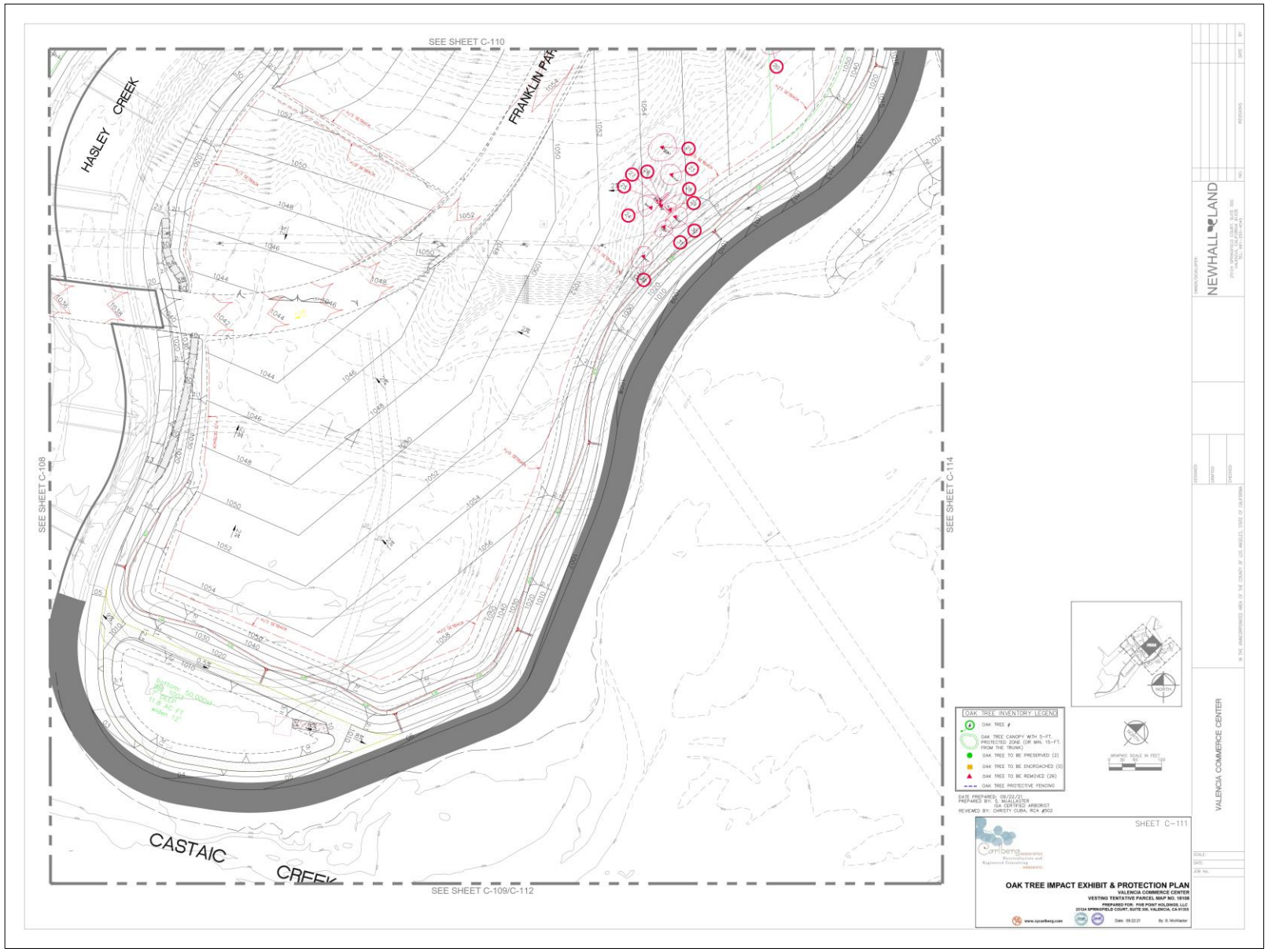
Not to Scale

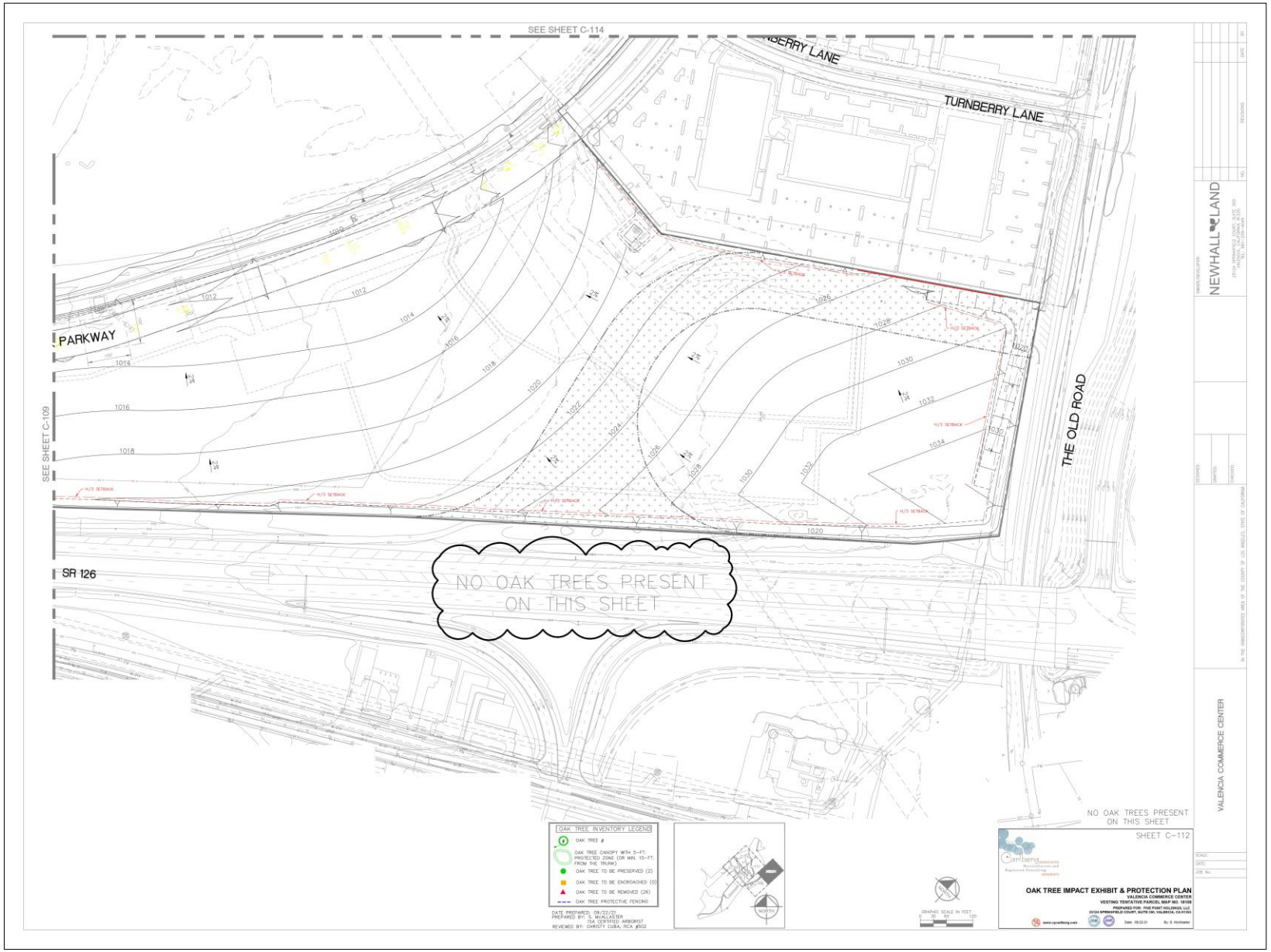
NO OAK TREES PRESENT
ON THIS SHEET
COMMERCE CENTER DRIVE
HARRISON PARKWAY
FLOOD CONTROL CHANNEL
HASLEY CREEK
LIVINGSTON STREET
FRANKLIN PARKWAY
SEE SHEET C-105
SEE SHEET C-110
SEE SHEET C-108
OAK TREE INVENTORY LEGEND
NO OAK TREES PRESENT
ON THIS SHEET
SHEET C-107
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
VALENCIA COMMERCE CENTER
VESTING TENTATIVE PARCEL MAP NO. 18108
NEWHALL LAND
VALENCIA COMMERCE CENTER


SEE SHEET C-107
FRANKLIN PARKWAY
PM 26363
N.A.P.
NO OAK TREES PRESENT ON THIS SHEET
SEE SHEET C-106
SEE SHEET C-111
SEE SHEET C-109
CASTAIC
OAK TREE INVENTORY LEGEND
NO OAK TREES PRESENT ON THIS SHEET
NEWHALL LAND
VALENCIA COMMERCE CENTER
SHEET C-108
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
VALENCIA COMMERCE CENTER
VESTING TENTATIVE PARCEL MAP NO. 18108


SEE SHEET C-108/C-110
CASTAIC CREEK
HANCOCK PARKWAY
SR 126
SEE SHEET C-112
OAK TREE INVENTORY LEGEND
OAK TREE #
OAK TREE CANOPY WITH 5-FT. PROTECTED ZONE (OR MIN. 15-FT. FROM THE TRUNK)
OAK TREE TO BE PRESERVED (2)
OAK TREE TO BE ENCROACHED (0)
OAK TREE TO BE REMOVED (26)
OAK TREE PROTECTIVE FENCING
DATE PREPARED: 09/22/21
PREPARED BY: S. McALLASTER
ISA CERTIFIED ARBORIST
REVIEWED BY: CHRISTY CUBA, RCA #502
GRAPHIC SCALE IN FEET
SHEET C-109
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
VALENCIA COMMERCE CENTER
VESTING TENTATIVE PARCEL MAP NO. 18108
NEWHALL LAND
VALENCIA COMMERCE CENTER


SEE SHEET C-107
FLOOD CONTROL CHANNEL
HASLEY CREEK
X STREET
FRANKLIN PARKWAY
SEE SHEET C-113
SEE SHEET C-111
OAK TREE INVENTORY LEGEND
OAK TREE #
OAK TREE CANOPY WITH 5-FT. PROTECTED ZONE (OR MIN. 15-FT. FROM THE TRUNK)
OAK TREE TO BE PRESERVED (2)
OAK TREE TO BE ENCROACHED (0)
OAK TREE TO BE REMOVED (26)
OAK TREE PROTECTIVE FENCING
DATE PREPARED: 09/22/21
PREPARED BY: S. McAlester
SA CERTIFIED ARBORIST
REVIEWED BY: CHRISTY CUBA, RCA #502
SHEET C-110
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
VALENCIA COMMERCE CENTER
VESTING TENTATIVE PARCEL MAP NO. 18108
PREPARED FOR: FIVE POINT HOLDINGS, LLC
NEWHALL LAND
VALENCIA COMMERCE CENTER


SEE SHEET C-110
HASLEY CREEK
FRANKLIN PARK
SEE SHEET C-108
SEE SHEET C-114
CASTAIC CREEK
SEE SHEET C-109/C-112
OAK TREE INVENTORY LEGEND
OAK TREE #
OAK TREE CANOPY WITH 5-FT. PROTECTED ZONE (OR MIN. 15-FT. FROM THE TRUNK)
OAK TREE TO BE PRESERVED (2)
OAK TREE TO BE ENCROACHED (0)
OAK TREE TO BE REMOVED (26)
OAK TREE PROTECTIVE FENCING
DATE PREPARED: 09/22/21
PREPARED BY: S. McALLASTER
ISA CERTIFIED ARBORIST
REVIEWED BY: CHRISTY CUBA, RCA #502
SHEET C-111
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
VALENCIA COMMERCE CENTER
VESTING TENTATIVE PARCEL MAP NO. 18108
PREPARED FOR: FIVE POINT HOLDINGS, LLC
25124 SPRINGFIELD COURT, SUITE 300, VALENCIA, CA 91355
NEWHALL LAND
VALENCIA COMMERCE CENTER


SEE SHEET C-114
TURNBERRY LANE
PARKWAY
THE OLD ROAD
SEE SHEET C-109
SR 126
NO OAK TREES PRESENT ON THIS SHEET
OAK TREE INVENTORY LEGEND
OAK TREE #
OAK TREE CANOPY WITH 5-FT. PROTECTED ZONE (OR MIN. 15-FT. FROM THE TRUNK)
OAK TREE TO BE PRESERVED (2)
OAK TREE TO BE ENCROACHED (0)
OAK TREE TO BE REMOVED (26)
OAK TREE PROTECTIVE FENCING
DATE PREPARED: 09/22/21
PREPARED BY: S. McALLISTER
ISA CERTIFIED ARBORIST
REVIEWED BY: CHRISTY CUBA, RCA #502
NO OAK TREES PRESENT ON THIS SHEET
SHEET C-112
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN
VALENCIA COMMERCE CENTER
VESTING TENTATIVE PARCEL MAP NO. 18108
NEWHALL LAND
VALENCIA COMMERCE CENTER

CERTIFICATION OF PERFORMANCE

I, Scott McAllaster, certify:

- That I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and appraisal is stated in the attached report and the Terms of Assignment;
- That I have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, opinions, and conclusions stated herein are my own;
- That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;
- That no one provided significant professional assistance to the consultant, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party.

I further certify that I am an International Society of Arboriculture Certified Arborist and Qualified Tree Risk Assessor and have been involved in the practice of arboriculture and the study of trees for over 16 years.

Signed:

Date: November 1, 2021

Scott McAllaster
ISA Certified Arborist, #WE-7011A
ISA Qualified Tree Risk Assessor

Sierra Madre Office
scott@cycarlberg.com

ARBORIST DISCLOSURE STATEMENT

Arborists are tree Consultants who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees contribute greatly to our enjoyment and appreciation of life. Nonetheless, they are subject to the laws of gravity and physiological decline. Therefore, neither arborists nor tree owners can be reasonably expected to warrant unfailing predictability or elimination of risk.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Formal risk assessments were not requested nor performed on the trees in this report.

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

Health

A. Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B. Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C. Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D. Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F. Dead or in spiral of decline – this tree exhibits very little to no signs of life.

Structure

A. Outstanding – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that result in a sturdy form or architecture that resists failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward sign of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow

points of attachment from one point on the trunk, which would preclude them from achieving an “A” grade.

B. Above average - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C. Average - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D. Well Below Average/Poor - Trees poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F. Severely Compromised – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced decay, disease, or severe fire damage. Risk of full or partial failure in the near future appears to be severe.

SCOTT MCALLASTER
CARLBERG ASSOCIATES
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828 Fifth Street, Suite 3 • Santa Monica • California • 90403
scott@cycarlberg.com • m: 424.285.3334 • www.cycarlberg.com

Education	B.A., Environmental Studies, University of California, Santa Barbara, 2000
Experience	Project Planner & Senior Arborist, Land Design Consultants, Inc. Pasadena, 1999 – 2014
Certificates	Certified Arborist, WE-7011A, International Society of Arboriculture, 2004 Qualified Tree Risk Assessor, International Society of Arboriculture, 2015

AREAS OF EXPERTISE

Mr. McAllaster is experienced in the following areas of tree management and preservation:

- Tree health & risk assessments
- Inventories & reports for native and non-native trees
- Master planning
- Evaluation of trees for preservation, encroachment, relocation, restoration, and hazards
- Construction monitoring and reporting
- Value assessments (appraisals) for native and non-native trees
- Post-fire inventories, assessments, and valuations for native and non-native trees
- Guidelines for tree preservation, planting, pruning and maintenance specifications
- Tree and landscape resource mapping – GPS and AutoCAD
- Planning Commission, City Council, and community meetings representation
- Review of landscape plans for mitigation compliance & fire fuel modification planning
- Performance of long-term mitigation compliance monitoring & reporting

PREVIOUS CONSULTING EXPERIENCE

Mr. McAllaster has performed hundreds of tree inventories, health evaluations, impact analyses, hazard, and value assessments for counties, cities, sanitation districts, and water districts, as well as private developers, architects, engineers, and homeowners. He has over 16 years of experience in arboriculture and is trained in environmental planning, state and federal regulatory permitting, preparation of CEQA analyses, and habitat mitigation planning and implementation. Representative clients include:

City of Pasadena
City of Santa Clarita
City of Glendora
Los Angeles County Fire Department
Los Angeles County Sanitation Districts
Newhall County Water District
Pulte/Centex Homes
Newhall Land and Farming
E & S Ring, Inc.
Hollywood Forever Cemetery
Archdiocese of Los Angeles
St. John's Hospital, Santa Monica
Kovac Architects
Tim Barber, Ltd., Architects
Ojai Valley Community Hospital
The Kibo Group
El Monte Garden Senior Center
IMT Capital, LLC
San Diego Gas & Electric
Corky McMillin Companies
City of South Gate
City of Arcadia
D2 Development
Burrtec, Inc.
The Claremont Colleges
The New Home Company
William Carey University
Claremont Golf Course
Universal Hilton
Gensler Architects
Marmol Radziner, Architects
NAC Architecture
Aurora/Signature Health Services
Monte Vista Grove Homes
Highpointe Communities
Claremont University Center

AFFILIATIONS

Mr. McAllaster serves with the following national and regional professional organizations:

- Member, International Society of Arboriculture, Western Chapter
- Member, Street Tree Seminar, Inc.

APPENDIX I – OAK TREE FIELD DATA SPREADSHEET

OAK TREE FIELD DATA SPREADSHEET

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
5	*Quercus lobata*	42.7	X	40	37	38	38	38	70	S		A	S		X	X					Mo	Mo		Mi	B	B	A	B	old fire damage; drought stress, minor DB
6	*Quercus lobata*	32		35	25	24	30	24	75	S		A	A	X	X						Mi	Mi		Mi	A-	B+	A	B+	twigs - dead from old fire & drought, good recovery, swing attached
8	*Quercus lobata*	14.8		22	7	5	7	10	40	S		A	S	X	X						Mo	Mo		Mi	C	C-	F	C-	epicormic growth
9	*Quercus lobata*	18.6		20	12	16	5	5	60	S		A	S		X	X					Mo	Mo		Mi	C	C	F	C	
10	*Quercus lobata*	22		30	12	14	23	8	50	S		A	S	X	X						Mo	Mi		Mi	C	C	F	C	old fire damage - moderate

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Flat \ Slope Terrain	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
11	*Quercus lobata*	31.5		40	26	31	38	16	60	S		P	S	X	X	X					Mo	Mo		Mi	B	C-	F	C+	large lateral tear; old fire damage; other branch failures
12	*Quercus lobata* x *douglasii*	20.8		20	24	12	13	12	25	S		P	S	X	X	X					Mo	Ex		Mo	D	D	P	D	stump sprout vigorous; cavity on south side, very sparse
13	*Quercus lobata*	10.1, 12.6		22	15	14	15	10	80	S		A	A	X	X						Mi	Mi		Mi	B-	B-	A	B-	
15	*Quercus lobata*	16		30	12	10	11	10	50	S		A	S	X	X						Mo	Mo		Mi	C	C	F	C	10" dead and fallen; old fire damage
17	*Quercus lobata*	19		35	11	21	25	12	80	S		A	A	X	X						Mi	Mi		Mi	B	B	A	B	good callous & recovery; old fire damage, minor exudation at base
18	*Quercus lobata*	6, 13		30	16	8	10	9	50	S		A	S	X	X						Mo	Mo		Mi	C+	C	F	C+	old fire damage; small valley oak stump approx. 10' to east

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Flat \ Slope Terrain	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
19	*Quercus lobata*	22		25	28	23	5	19	70	S		A	S	X	X	X					Mi	Mi		Mi	B	B	F	B	good recovery; old fire damage
20	*Quercus lobata*	21		30	27	25	28	18	85	S		A	A	X	X	X					Mi	Mi		Mi	B+	B+	A	B+	good recovery; old fire damage
21	*Quercus lobata*	19.3, 22.5, 16.4		25	34	32	35	27	75	S		A	S	X	X	X					Mo	Mi		Mi	B-	B-	A	B-	good recovery; old fire damage, 3 trunks, epicormic growth
23	*Quercus lobata* x *douglasii*	9, 12.5		20	22	25	25	27	85	S		A	A	X	X						Mi	Mo		Mi	C+	B-	F	C+	woodpecker; old fire damage; mostly epicormic growth; small leaves
24	*Quercus lobata*	33.6		25	30	10	28	34	50	S		A	S		X						Mo	Mi		Mi	B-	C	A	C+	lots of breakage; old fire damage
25	*Quercus lobata*	9.9		20	8	5	5	9	50	S		A	S		X						Mo	Mi		Mi	B	C	A	C+	all epicormic; old fire damage, extensive galls

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Terrain Flat \ Slope	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
26	*Quercus lobata*	9.8		20	27	0	2	4	50	S		A	S		X						Mo	Mi		Mi	C+	C	A	C+	bows east; all epicormic; old fire damage; 7.2" dead oak between 26 & 27
27	*Quercus lobata*	11.1		20	28	0	3	2	50	S		A	S		X						Mo	Mi		Mi	B-	C	A	C+	bows east; all epicormic; old fire damage
28	*Quercus lobata*	11.8		20	3	28	0	0	50	S		A	S		X						Mo	Mi		Mi	B-	C	A	C+	bows east; all epicormic; old fire damage
29	*Quercus lobata*	12.1		30	17	9	6	16	75	S		A	A		X						Mi	Mi	X	Mi	B	B	A	B	bows east; old fire damage
30	*Quercus lobata*	34.8		35	28	27	28	15	80	S		A	A	X	X	X					Mi	Mi		Mi	A-	B	A	A-	galls; old fire damage
31	*Quercus lobata*	9, 15.3		30	18	23	27	13	80	S		A	S		X						Mi	Mi		Mi	B	B-	A	B-	old fire damage; galls
32	*Quercus lobata*	26.7		35	22	24	33	23	80	S		A	A		X	X					Mi	Mi		Mi	A-	B+	A	B+	burrow at base; old fire damage
33	*Quercus lobata*	29.5		30	25	30	30	27	90	F		A	D		X						Mi	Mi		Mi	A	B+	E	A-	scaffold codoms with included bark; branches arch to ground
34	*Quercus lobata*	18.8		35	16	18	17	16	70	S		A	S		X	X					Mo	Mo		Mi	C+	C	A	C	old #4 in Richard Johnson OTR; old fire damage; good recovery

Tag Number	Botanical Name	DBH(s)	Heritage	Height	N	E	S	W	% Canopy Cover	Flat \ Slope Terrain	Lean	Wound Wood Dev. (P,A,E)	Foliage Density	Codominant Trunks/Stems	Epicormic Growth	Cavities Trunk / Branch	Fungus	Cankers	Exudations	Mechanical Damage	Fire Damage (New or Old)	Dieback (Mi,Mo,Ex)	Shaded Out	Pest / Disease	Health	Structure	Vigor (E,A,F,P)	Overall	Comments
35	*Quercus lobata* x *douglasii*	9.7		16	18	24	13	15	90	S		A	A								Mi	Mi	X	Mi	B+	B	A	B	shaded by #5; sapsucker damage
36	*Quercus lobata*	6, 6.3		20	8	8	10	6	40	S		A	S	X	X						Mo	Mo			C	C	F	C	

DBH = diameter of the trunk or trunks at breast height (4.5 feet from grade)
Canopy compass directions are recorded in feet and are approximate
C/g = canopy to grade measurement in feet
Wound wood development – P = Poor, A = Average, E = Excellent
Foliage Density – D = Dense, A = Average, S = Sparse
Age Class – Y = Young, SM = Semi-mature, M = Mature, OM = Over-mature
Dieback – Mi = Minor, MO = Moderate, Ex = Extensive
Pest/Disease – Mi = Minor, Mo = Moderate, Ex = Extensive
Health & Structure Grades – Definitions are at the end of this report.
Vigor – P=poor, F=fair, A=average, E=excellent
OTR = Oak Tree Report

APPENDIX II – DEAD OAK TREE INVENTORY TABLE

DEAD OAK TREE INVENTORY TABLE

Tag No.	Common Name	Botanical Name	DBH(s) (inches)	Heritage	Comments
2	hybrid valley oak	*Quercus lobata* x *douglasii*	N/A		fallen dead
3	valley oak	*Quercus lobata*	29		fallen dead
7	valley oak	*Quercus lobata*	14.5		fallen dead
14	hybrid valley oak	*Quercus lobata* x *douglasii*	10		fallen dead
16	valley oak	*Quercus lobata*	12.5		fallen dead
22	valley oak	*Quercus lobata*	N/A		snag/broken dead

APPENDIX III – OAK TREE PHOTOGRAPHS

OAK TREE PHOTOGRAPHS

Tree No.9

Tree No.10

Tree No.11

Tree No.12

Tree No.14

Tree No.15

Tree No.16

Tree No.18

Tree No.19

Tree No.22

Tree No.23

Tree No.24

Tree No.25

Tree No.28

Tree No.30

Tree No.31

Tree No.32

Tree No.33

Tree No.34

Tree No.37

Tree No.38

Tree No.41

Tree No.89

Tree No.102

Tree No.103

Trees No.112(L) & 113(R)

Tree No.115

Tree No.116

Tree No.117

Tree No.120 (PHOTO: 2017)

Tree No.125 (PHOTO: 2019)

Tree No.125 (PHOTO: 2017)

Tree No.129 (PHOTO: 2017)

Tree No.131 (Photo: 2017)

Tree No.141

Tree No.163

Tree No.164

Tree No.168

Tree No. 170

Tree No.172

Tree No.173

Tree No. 9501

Tree No.9502

Tree No.9503

Tree No.9504 (L)

Tree No.9505

Tree No.9506

Tree No.9507

Tree No.9508

APPENDIX IV –
COUNTY OF LOS ANGELES OAK TREE MANAGEMENT & PRESERVATION GUIDELINES

COUNTY OF LOS ANGELES OAK TREE MANAGEMENT & PRESERVATION GUIDELINES

An important component of oak tree management and preservation relates to the management of the preserved and newly-planted mitigation trees during construction and after the development is in place. Oak trees are sensitive to changes in their environment and improper irrigation, soil compaction and/or disturbances to the roots can result in the decline in health and eventual loss of the tree. The following guidelines are recommended to successfully maintain preserved and mitigation trees during and after project implementation.

- Irrigation - Established oaks are adapted to xeric (dry) conditions and do not need summer water at all. However, turf areas associated with landscaping do require frequent irrigation. Excessive dry season irrigation within the drip line of existing trees will promote the growth of Oak Root Fungus (*Armillaria mellea*). This fungus occurs naturally and grows more rapidly under wet conditions, such as during the winter months. Under normal conditions, the subsequent dry season keeps the fungus under control. Moisture around the base of the tree in the warm summer season not only allows the fungus to survive, but the combination of warmth and extra moisture fosters fungus growth. Prolonged fungus attack promotes oak tree decline and eventual death. Supplemental irrigation should only be considered during periods of prolonged drought. Therefore, turf areas and associated irrigation systems should be planned so as not to encroach within the dripline of an existing oak tree. Water should never be allowed to spray onto, or pond around, the trunk of an oak tree. Oak leaf litter should be allowed to accumulate in the area directly under a protected tree. Moisture meters should be used to gage irrigation cycles; deep, infrequent irrigation is best for trees. Irrigation should penetrate to a minimum of 12 inches during a deep watering cycle.
- Establishment irrigation - Young oak trees often need initial irrigation to establish successfully after planting. Irrigation for replacement trees shall follow the schedule described by the Arborist of Record.
- Fencing - As previously indicated, the area surrounding the dripline of established trees shall be fenced for the duration of construction. Except for approved encroachment trees, fencing shall be no closer than 5 feet to the outer drip line boundary or 15 feet to the trunk of any protected tree, whichever is greater. (Given the nature of the current land use, the County Forester may allow for modification of the fencing requirement.)
- Drainage - Natural drainage courses and natural grades around existing oak trees should not be altered. Surface runoff from adjacent areas shall be directed away from preservation areas and shall not increase runoff to those areas. Water shall not be allowed to pond or accumulate within the drip line of any oak tree
- Pruning - Existing oak trees shall not be pruned, except as necessary for public health and safety. Pruning of live tissue over two inches (2") in diameter requires an Oak Tree Permit. Removal of dead wood is exempt from the requirement to obtain a permit. Pruning should always serve a specific purpose; oaks do not need routine pruning every year or two for “crown cleaning or lacing.”
- Fuel Modification - All fuel modification requirements such as selective clearing, pruning, and wet zones shall be limited within the drip line of any individual oak tree
- Weed Control - Use of soil sterilizers shall be prohibited under and around existing oak trees. Sterilizers may leach into the root system and kill the tree. Use of pre-emergent weed killers shall be prohibited within 100 feet of any individual oak tree or within a natural drainage that seasonally irrigates oak trees
- Vegetation Near Existing Oaks – Where applicable, all cut and fill slopes adjacent to the existing oak trees shall be vegetated with native species that require little water to become established and little or no irrigation once established. Landscaping under oaks is not recommended, except as outlined in *Compatible Plants under and Around Oaks*.
- Other Considerations - Dust that accumulates on the foliage of the preserved oak tree due to nearby construction should be periodically hosed-off as recommended by the project's consulting arborist.

- Regular visual assessment – trees should be regularly inspected by a qualified arborist. Risk assessments, structural pruning, support mechanisms, or removal may be warranted for trees that exhibit signs of structural defects adjacent to areas where targets are present. Trees with a "C" grade for "Health" and / or "Structure" generally exhibit characteristics that should be routinely monitored.
- Mulch – mulch or bark chips are beneficial for reducing compaction and moderating soil temperature under trees. Also, mulch provides nutrients to the soil as it breaks down.

Insert Pocket for full size
OAK TREE IMPACT EXHIBIT & PROTECTION PLAN

Color Copy
24” X 36” (7 SHEETS)