LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
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.** 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. After hearing all testimony, the Commission discussed the merits of the Entrada South/VCC Project. In its actions on October 1, 2025, the Commission recommended the Board certify the Final SEIR, adopt the proposed FOF, adopt the MMRP, and determine the Entrada South Project's significant and unavoidable impacts are outweighed by specific social, economic, legal, technological, or other considerations by adopting the proposed SOC and recommended the Board approve the Entrada South Project.

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 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 (Mixed Use Development) Zone; and to change 5.5 acres from the R-1 Zone to the C-3 (General Commercial) Zone. The C-R (Commercial Recreation) Zone will remain unchanged.. 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 affordable units will be rented to persons or families with low or moderate incomes. 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 and 52.4 acres of C-3 to 57.9 acres of C-3. 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 zoning designation (north of Magic Mountain Parkway) and the proposed MXD 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). The request includes general findings pursuant to County Code Section 22.158.050 (CUP - Findings and Decision Requirements).

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).

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 affordable units will be rented to persons or families with low or moderate incomes. 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.)

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, 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:**

[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.").

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 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 regulations.

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 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,

[2] \Area Plan, Ch. 2, Land Use Element, p. 29 and p. 36.

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 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

[3] The Santa Clarita Valley Area Plan, Ch. 2, Land Use Element, p. 29 and p. 36.

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).

Onsite Project Grading Findings

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.

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.

55. **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 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.

56. **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).

57. **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

58. Section 22.178.050 (Findings and Decisions) of the County Code requires substantiation of the following findings.

59. **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.

60. **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.

61. **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.

62. **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.

63. **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:

64. **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.

65. **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:

66. **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.

67. **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.

68. **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.

69. **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

70. 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.

71. 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

72. **HOUSING ACCOUNTABILITY ACT**. The Commission finds that the Project is considered a housing development that is inconsistent with the General Plan and Zoning, as a Zone Change is required. With the adoption of the Zone Change, the Project would be consistent and not have a specific adverse impact upon public health or safety as described in the associated tentative map, and environmental findings.

73. **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 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.

L. 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.

M. 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.

N. 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

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 (Mixed-Use Development) Zone; and to change 5.5 acres from the R-1 Zone to the C-3 (General Commercial) Zone. The C-R Zone will remain unchanged. The CUP will authorize 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 affordable units will be rented to persons or families with low or moderate incomes. 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 within a Hillside Management Area ("HMA").

21. **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.

22. **Grant.** This grant authorizes a hotel use in the C-3 zone.

23. **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

24. **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 affordable units will be rented to persons or families with low or moderate incomes. 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

25. **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

26. **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.

27. **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.

28. **Mitigation.** The Permittee is subject to the conditions of approval in Exhibit D-3 (Protected Tree Permit Approval; Oak Tree Care and Maintenance Guide).

29. **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.

30. **Mitigation.** Mitigation trees shall consist of indigenous varieties of Quercus lobata, Quercus agrifolia and Quercus berbidifolia grown from a local seed source.

31. **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."

32. **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.

33. **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.

34. **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.

35. **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

36. **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.

37. **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.

38. **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.

39. **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.

40. **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.

41. **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

42. **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.

43. **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.

44. **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

45. **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

46. **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

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
EPIC LA ESTU2022000058
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):

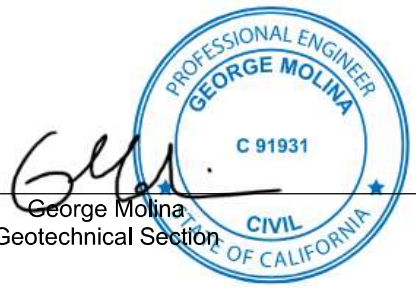
NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY ENGINEER:

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.

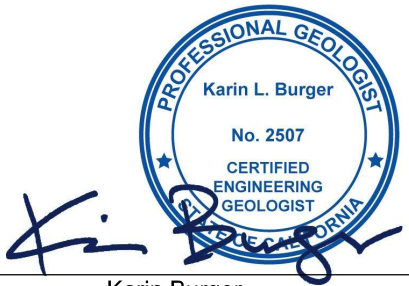
PER THE SOILS ENGINEER:

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

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

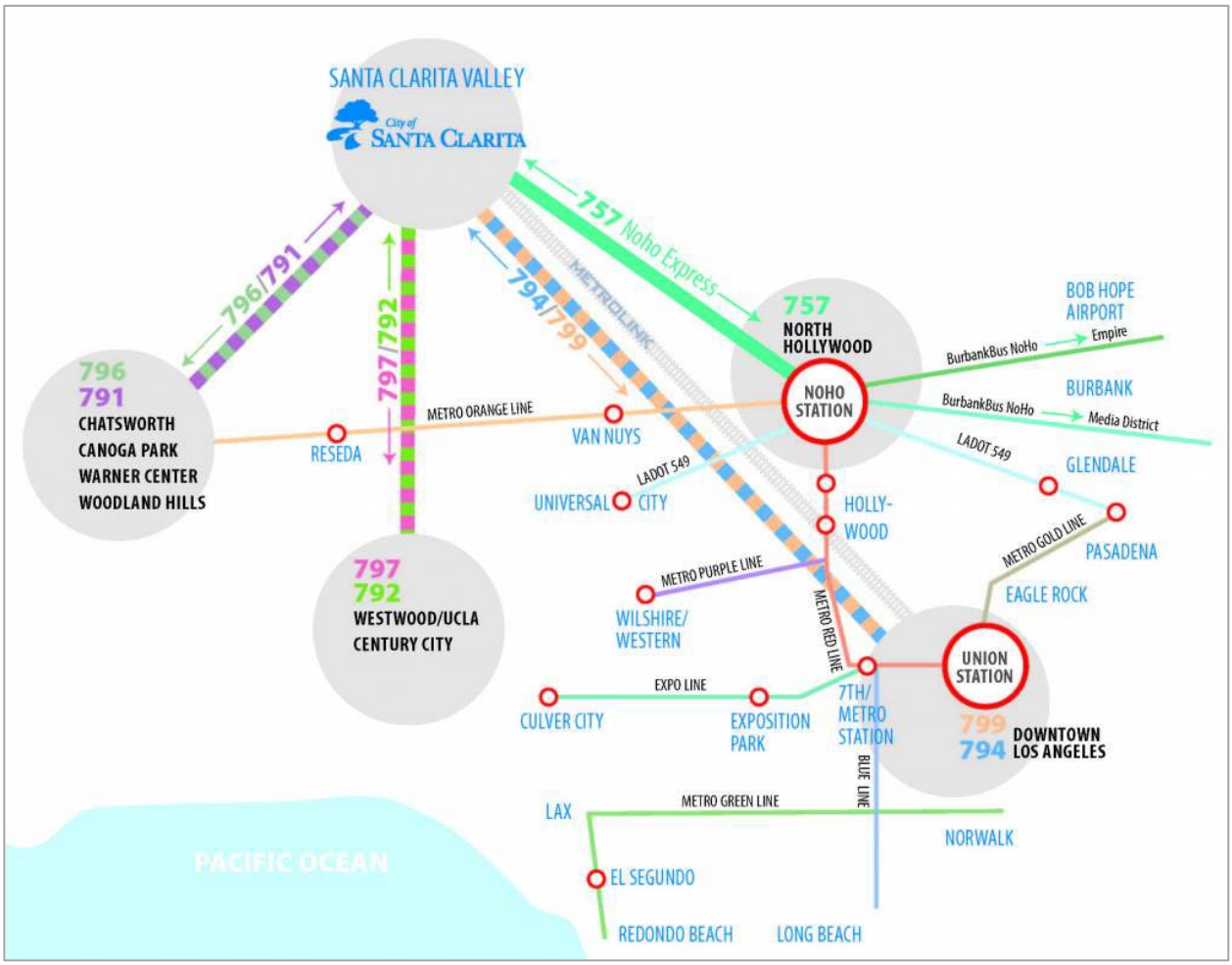
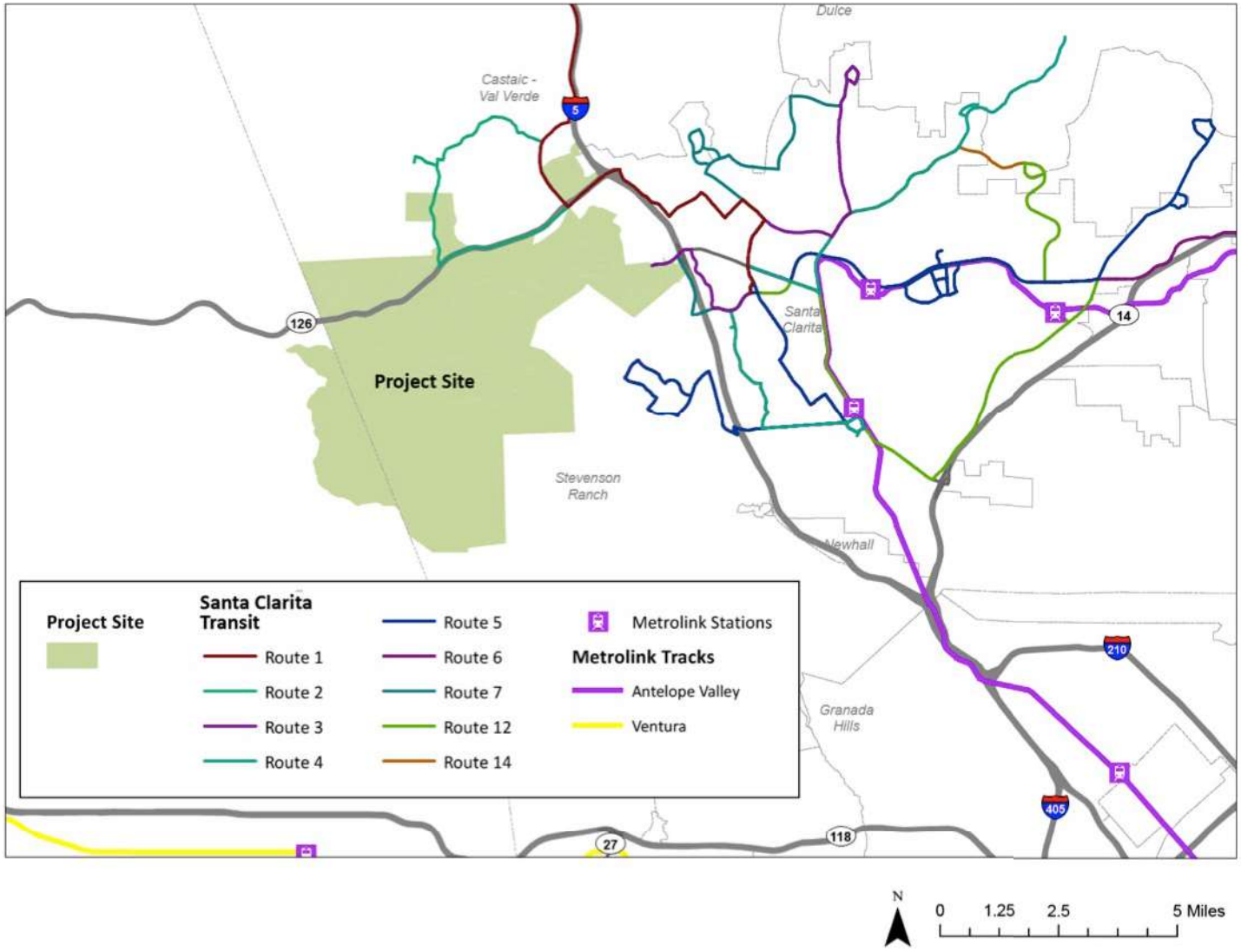


Figure 3: City of Santa Clarita Transit Local Service



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.

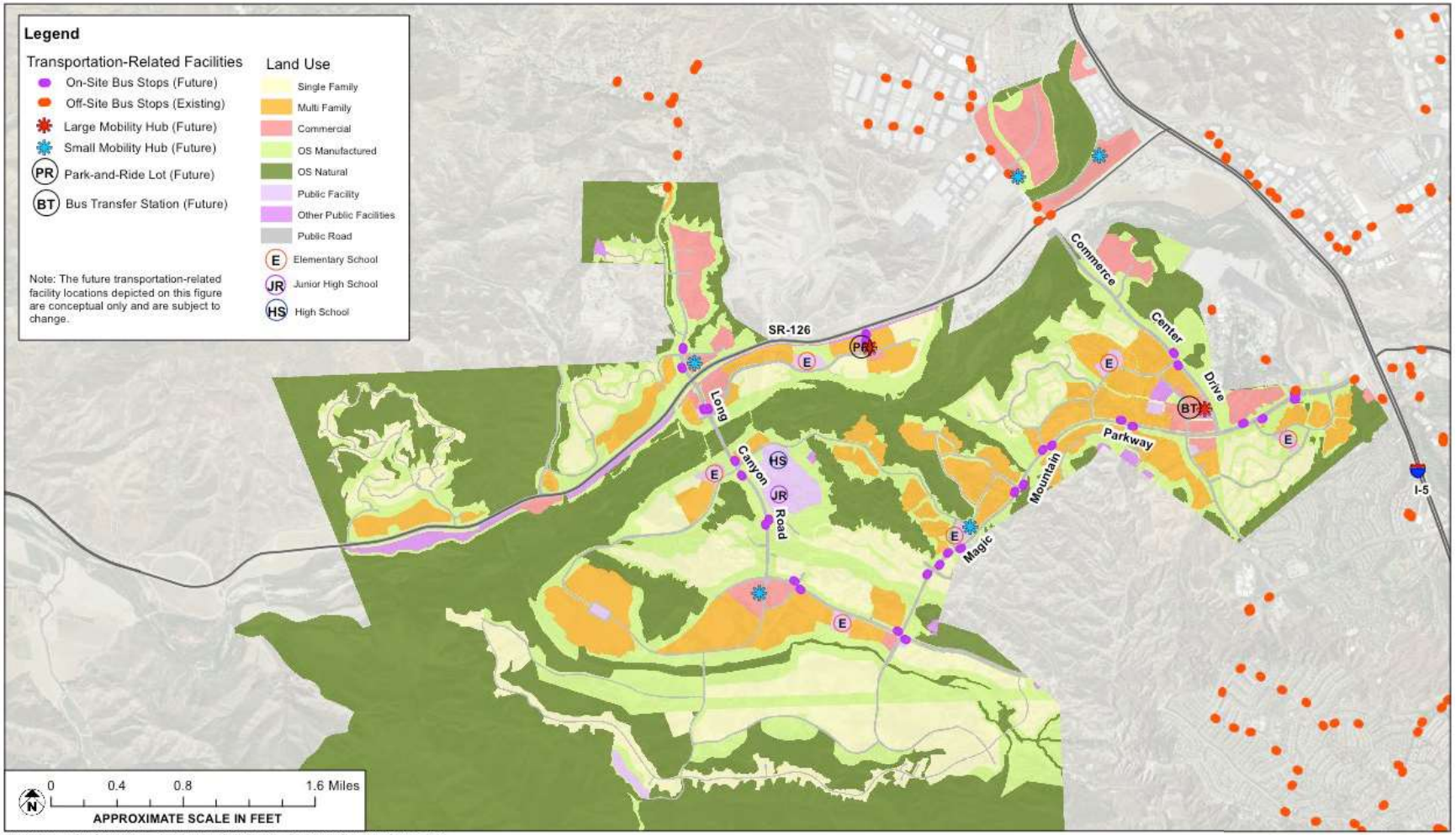
4. **Transit Network Expansion**

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.

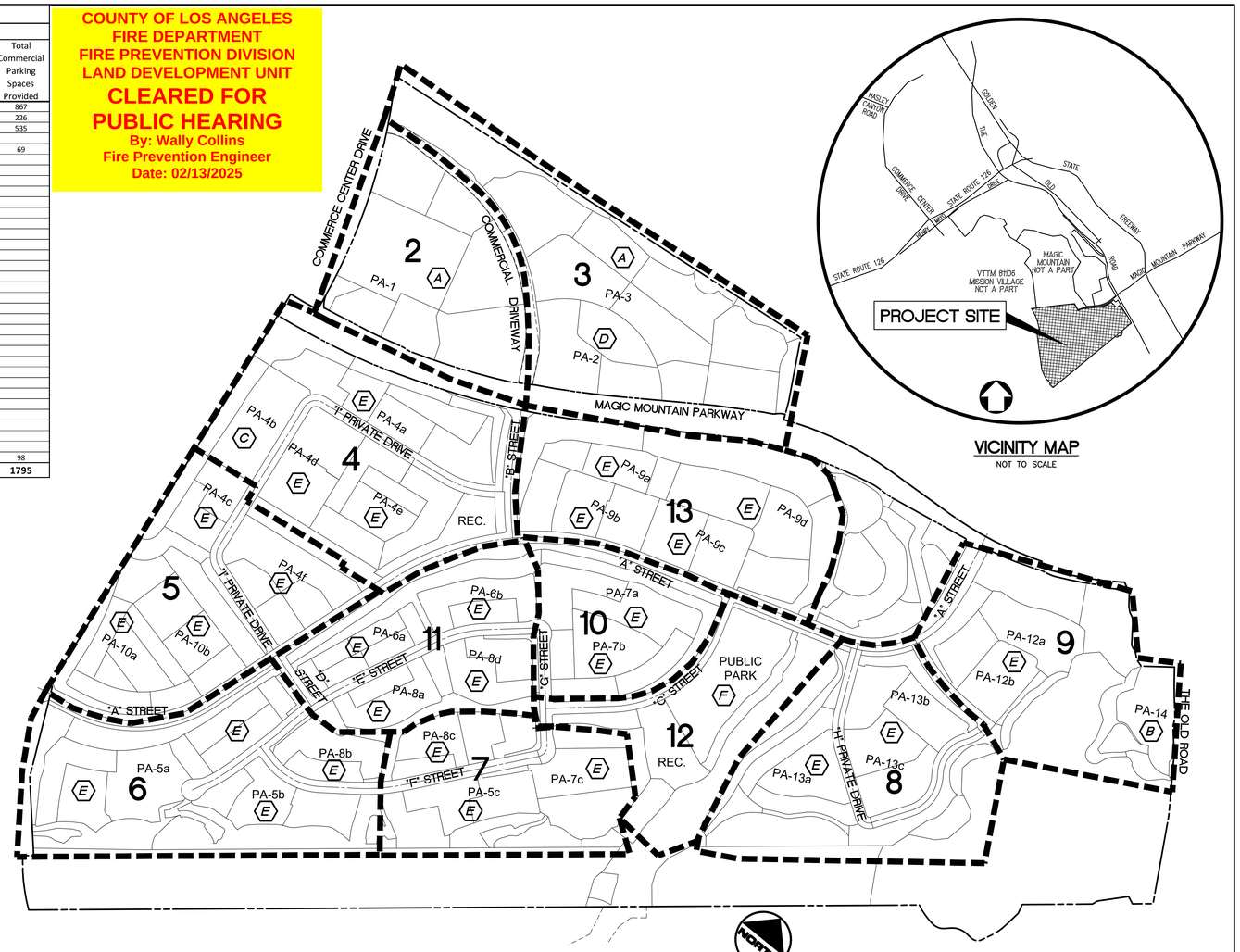
For any questions regarding the report, please contact Wally Collins at (323) 890-4243 or Wally.Collins@fire.lacounty.gov.

Reviewed by:

ENTRADA SOUTH PARKING SUMMARY TABLE

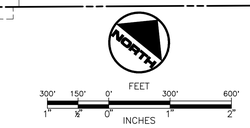
Planning Area	Lot Number	Street Frontage	No. of Buildings	RESIDENTIAL							COMMERCIAL										
				No. of Dwelling Units	Required Resident Parking Spaces	Required Guest Parking Spaces	Total Residential Parking Spaces Required	Resident Parking Spaces Provided	Guest Parking Provided	Total Residential 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.

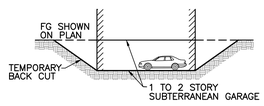
RELATED ENTITLEMENTS

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

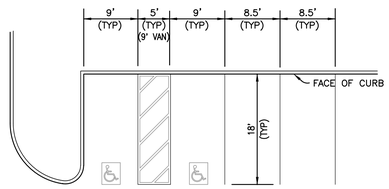
EARTHWORK:

	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

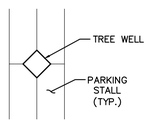


SUBTERRANEAN GARAGE EXCAVATION DETAIL
NTS

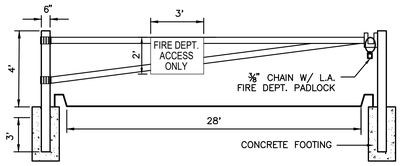


90° PARKING SPACE W/ HANDICAP
SCALE: 1" = 10'

NOTE: ALL HANDICAP PARKING SHALL BE PER CODE.



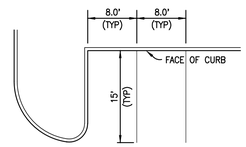
TREE WELL
NOT TO SCALE



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

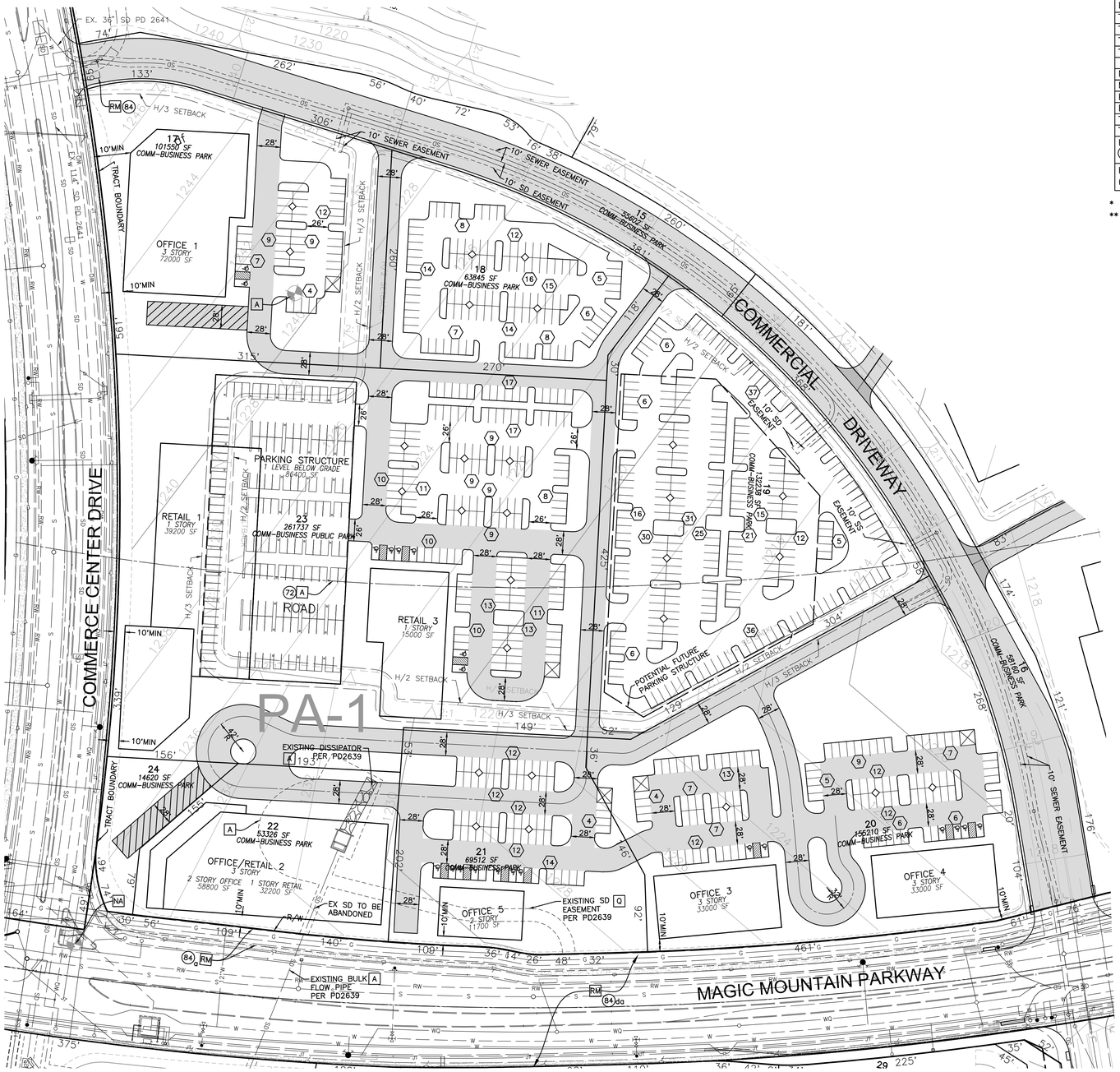
SHEET 1a
OF 14 SHEETS

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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



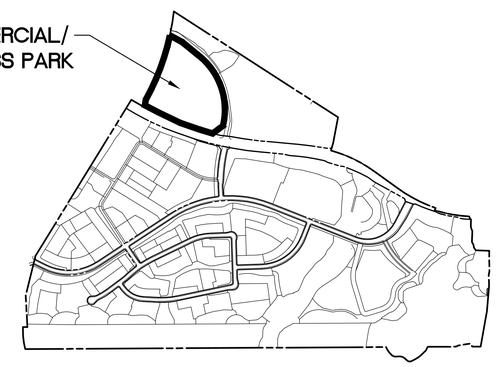
PA-1

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

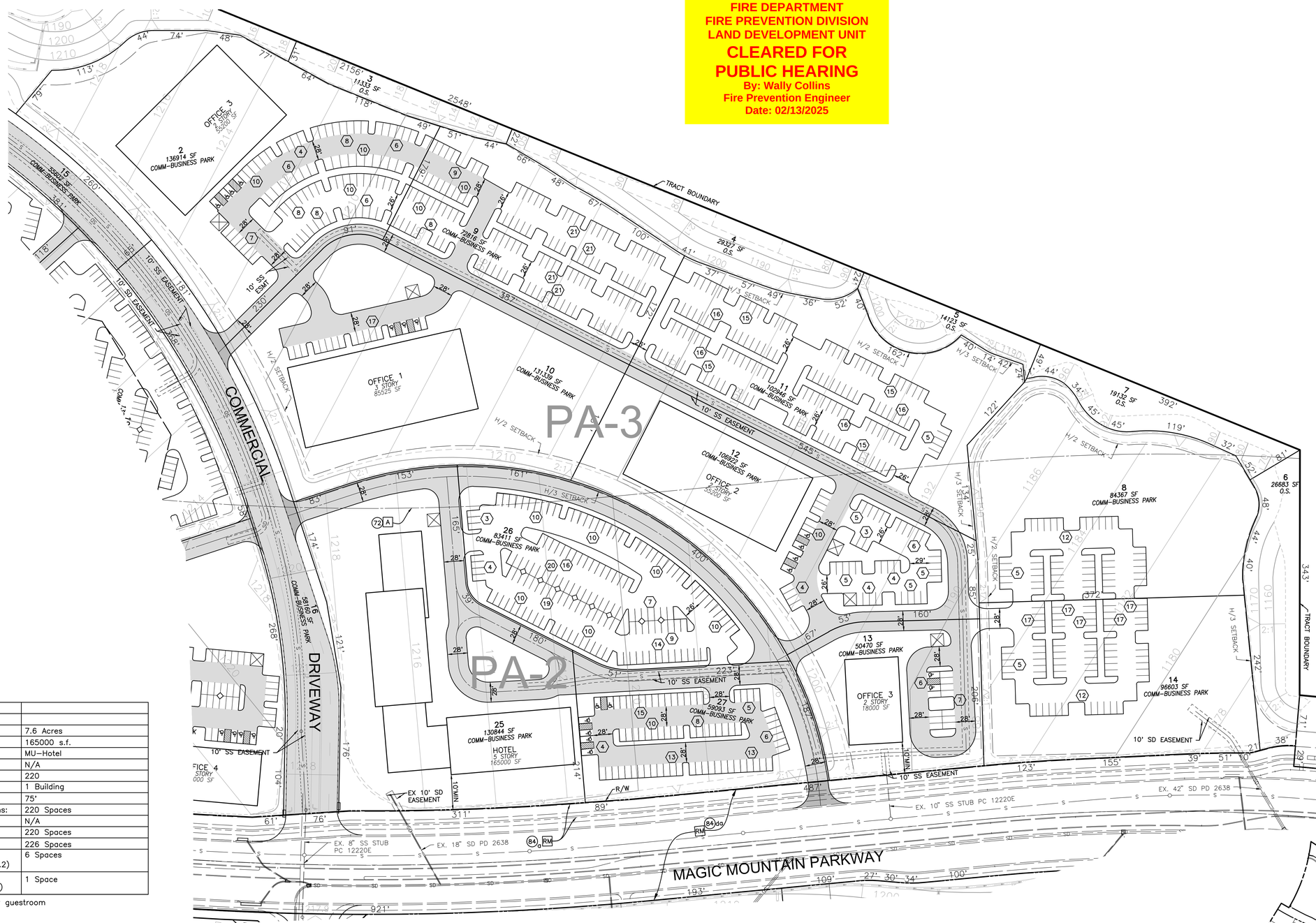
SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 2
OF 14 SHEETS

© Vtwnshl Ranch\53295 Entrada\tentative\VE53043-02_Ext A PA-1.dwg Plotted on Oct 22, 2024–7:54am by ddonw

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

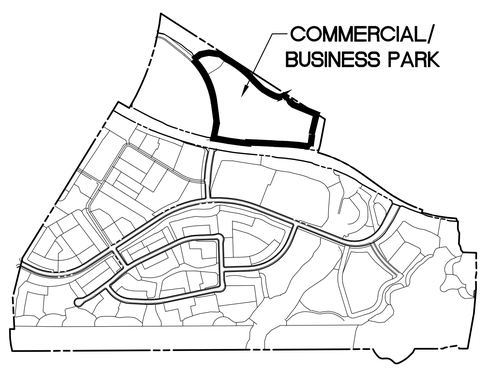
LOTS 2, 8-14	
COMMERCIAL/OFFICE-RETAIL	
Land Use:	MU-COMM
Total Site Acreage:	17.9 Acres
Total Retail Sq. Ft.:	
Total Retail Units:	
Total Office Sq. Ft.:	213,925 s.f.
Total Office Units:	
Number of Buildings:	3
Max Height:	55'
Total Required Parking: (1 Space/400 SF Building)	535 Spaces
Total Parking 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

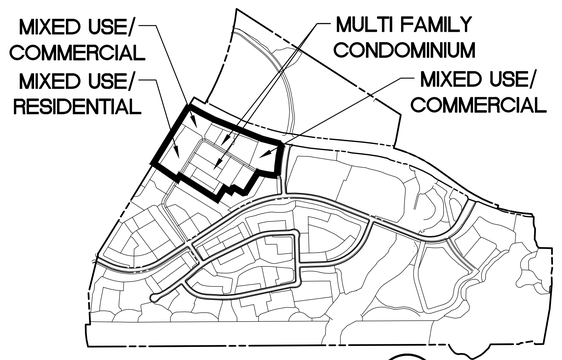
LOT 40,44,45,46,47					
RESIDENTIAL					
Product Type:	MU-Residential				
# of Stories:	3				
Total Site Area:	7.0 Acres				
Land Use:	Residential				
Total Units:	94				
Number of Buildings:	20				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/ unit	Uncover @ 0.5 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:
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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

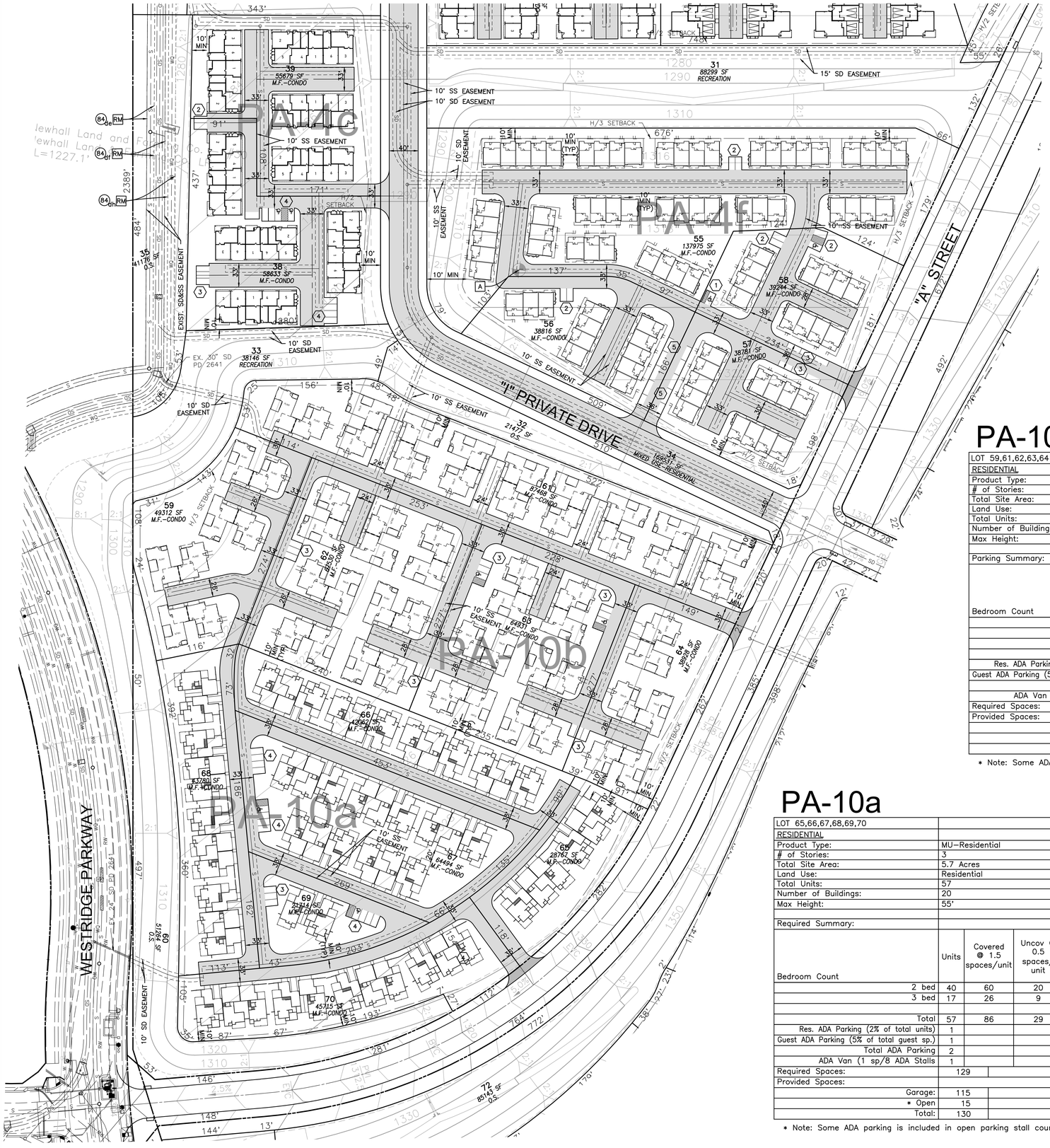
PLANS PREPARED BY:
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26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24 DATE

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
- 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-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				

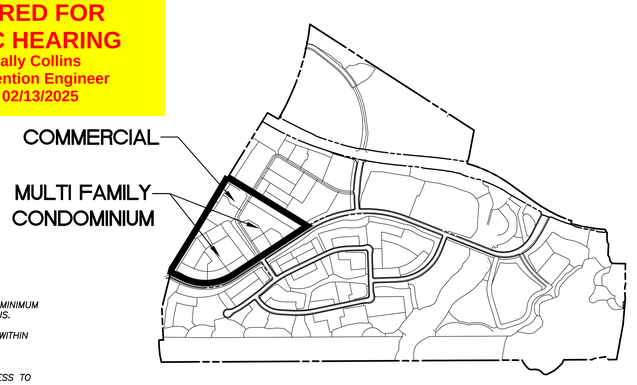
* Note: Some ADA parking is included in open parking stall count.

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

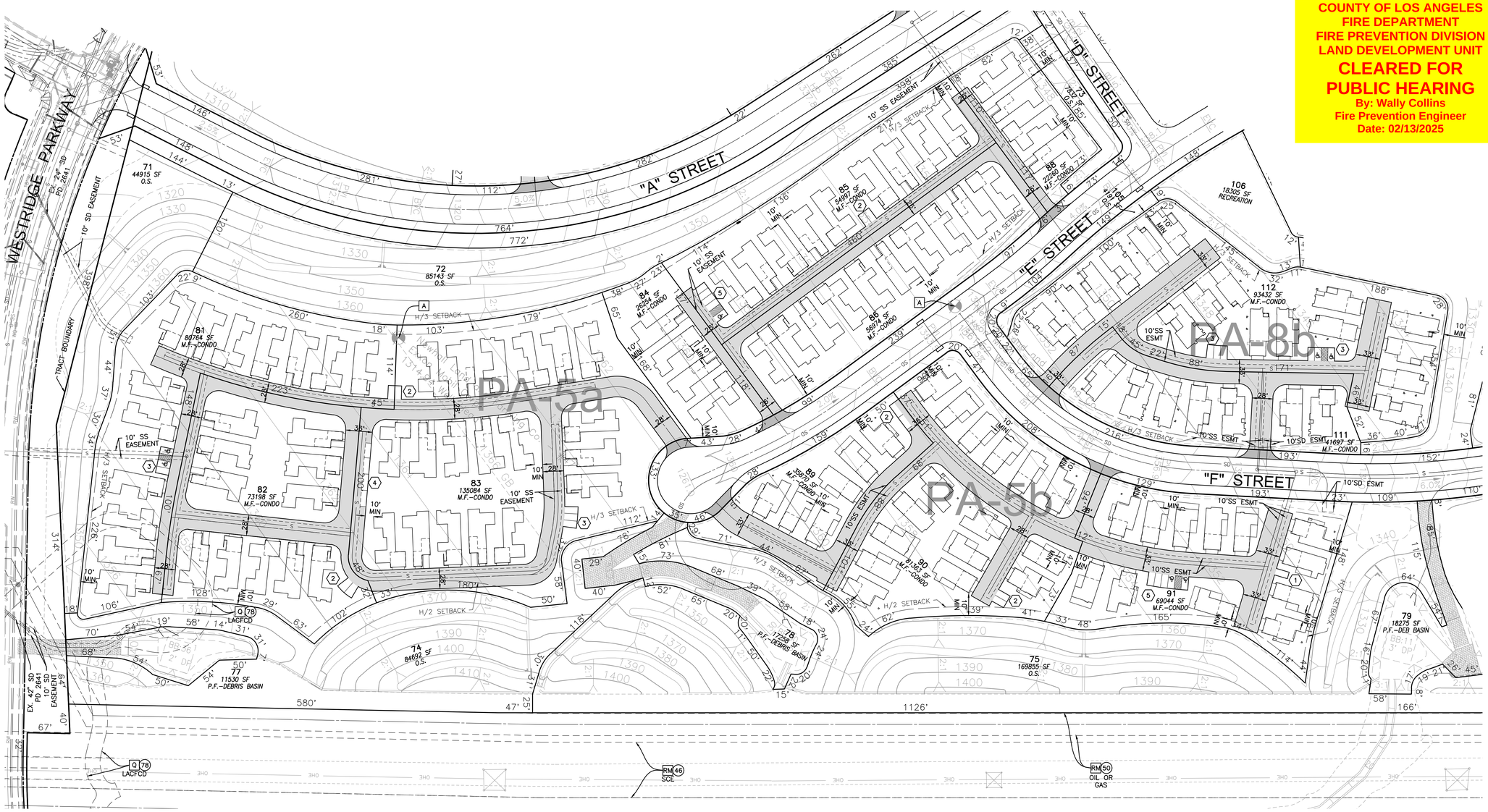
SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 5 OF 14 SHEETS

© 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.

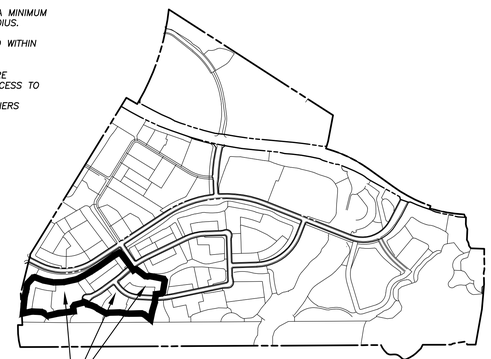
PA-8b

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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2. ALL DRIVE AISLES SHALL PROVIDE A MINIMUM OF 32 FOOT CENTERLINE TURNING RADIUS.
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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

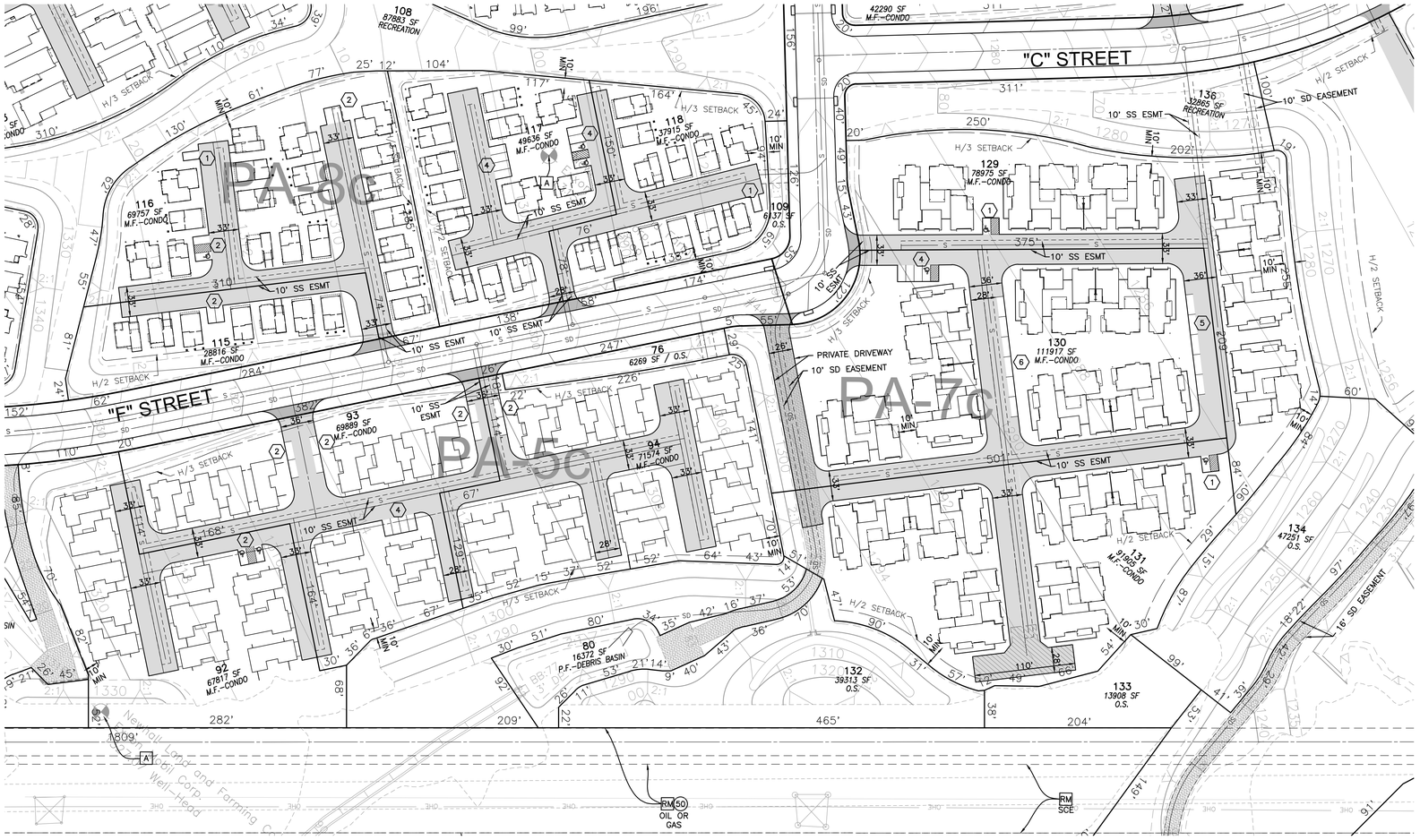
Jason H. Fukumitsu 11/20/24
JASON H. FUKUMITSU DATE

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



NOTES:

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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

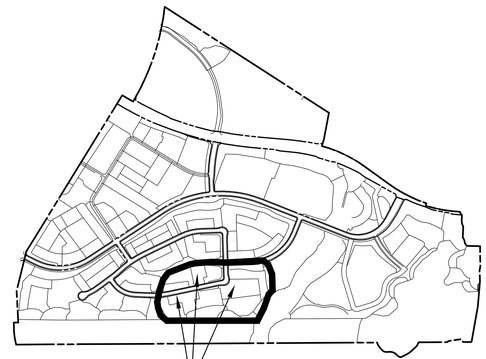
LOT 129,130,131					
RESIDENTIAL					
Product Type:	MU–Residential				
# of Stories:	3				
Total Site Area:	6.5 Acres				
Land Use:	Residential				
Total Units:	57				
Number of Buildings:	12				
Max Height:	55'				
Parking Summary:					
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 spaces/ 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:
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

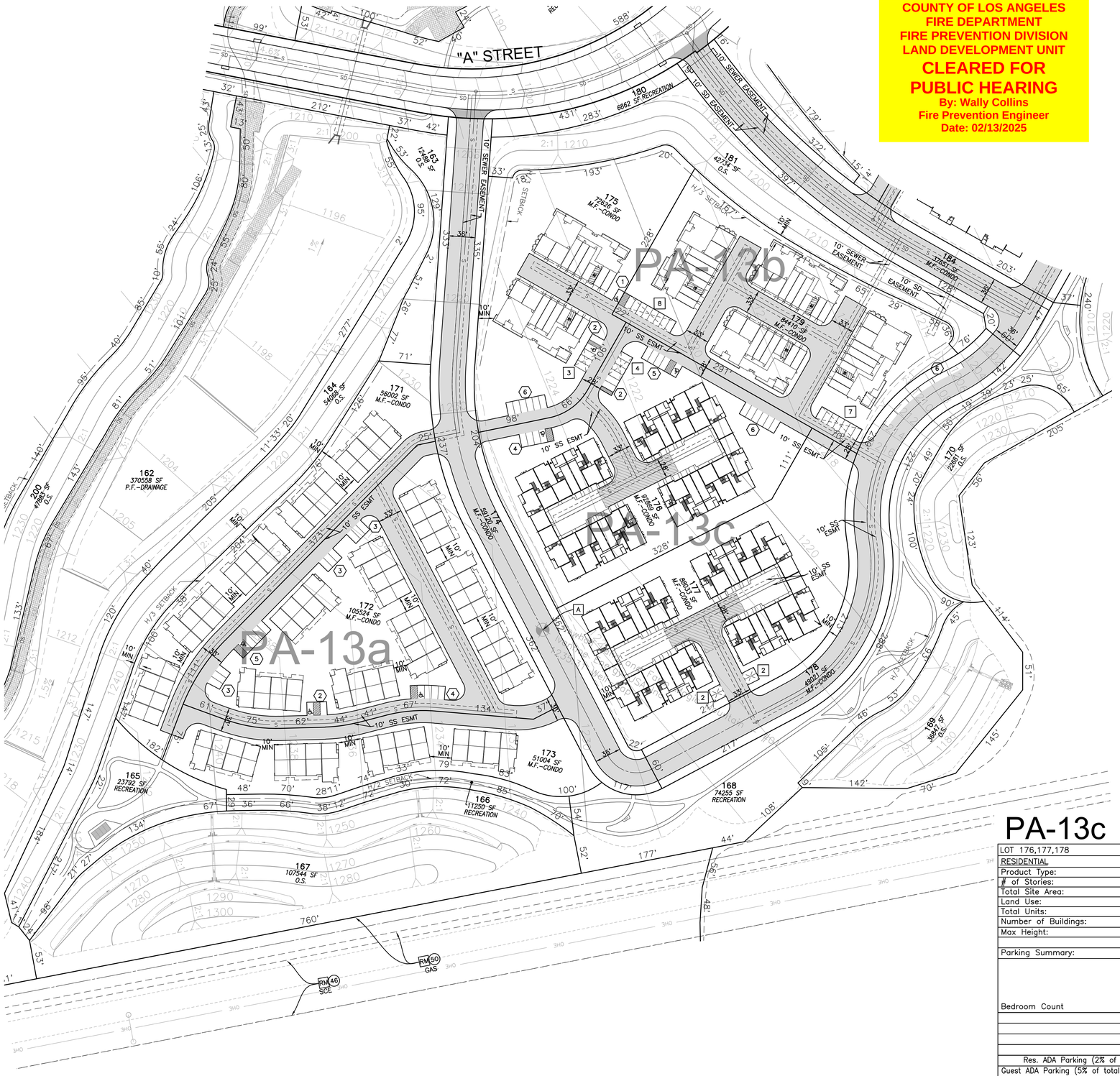
JASON H. FUKUMITSU 11/20/24
JASON H. FUKUMITSU DATE

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 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				

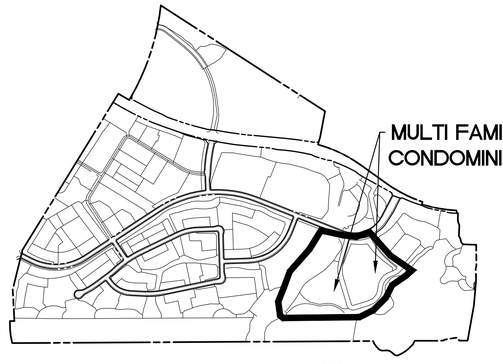
* Note: Some ADA parking is included in open parking stall count.

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
VALENCIA, CA 91355
TELEPHONE: (661) 255-4000
REPRESENTATIVE : MR. MATT HANSON

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

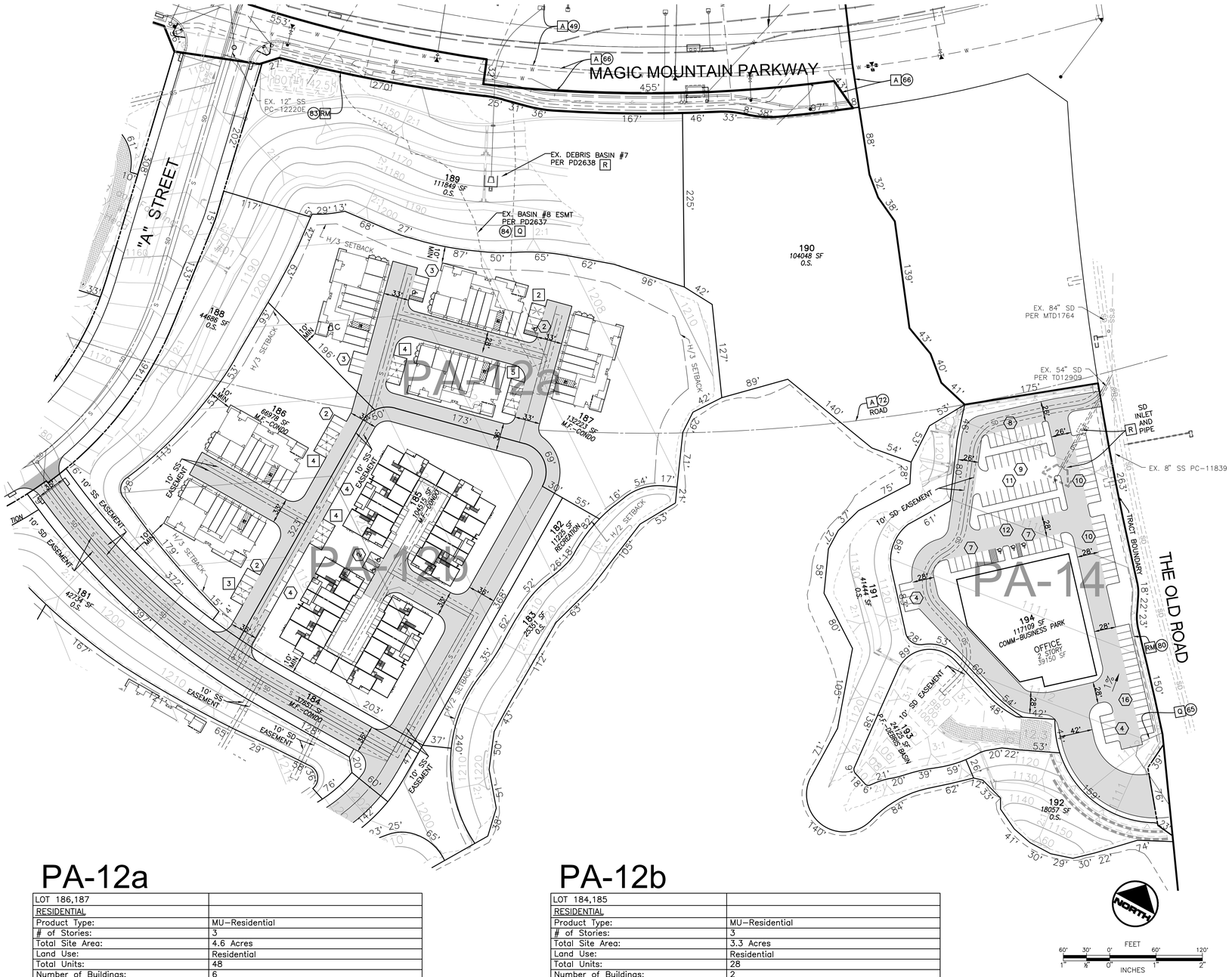
PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU 11/20/24
DATE

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 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 adamm



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.

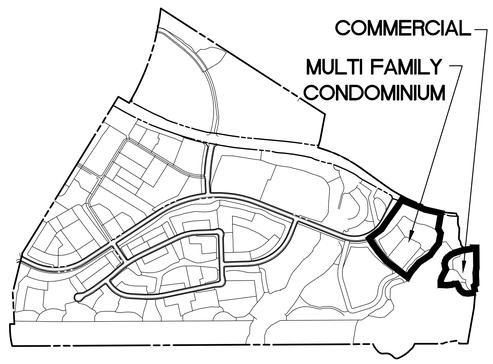
PA-12b

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:

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 — DATE

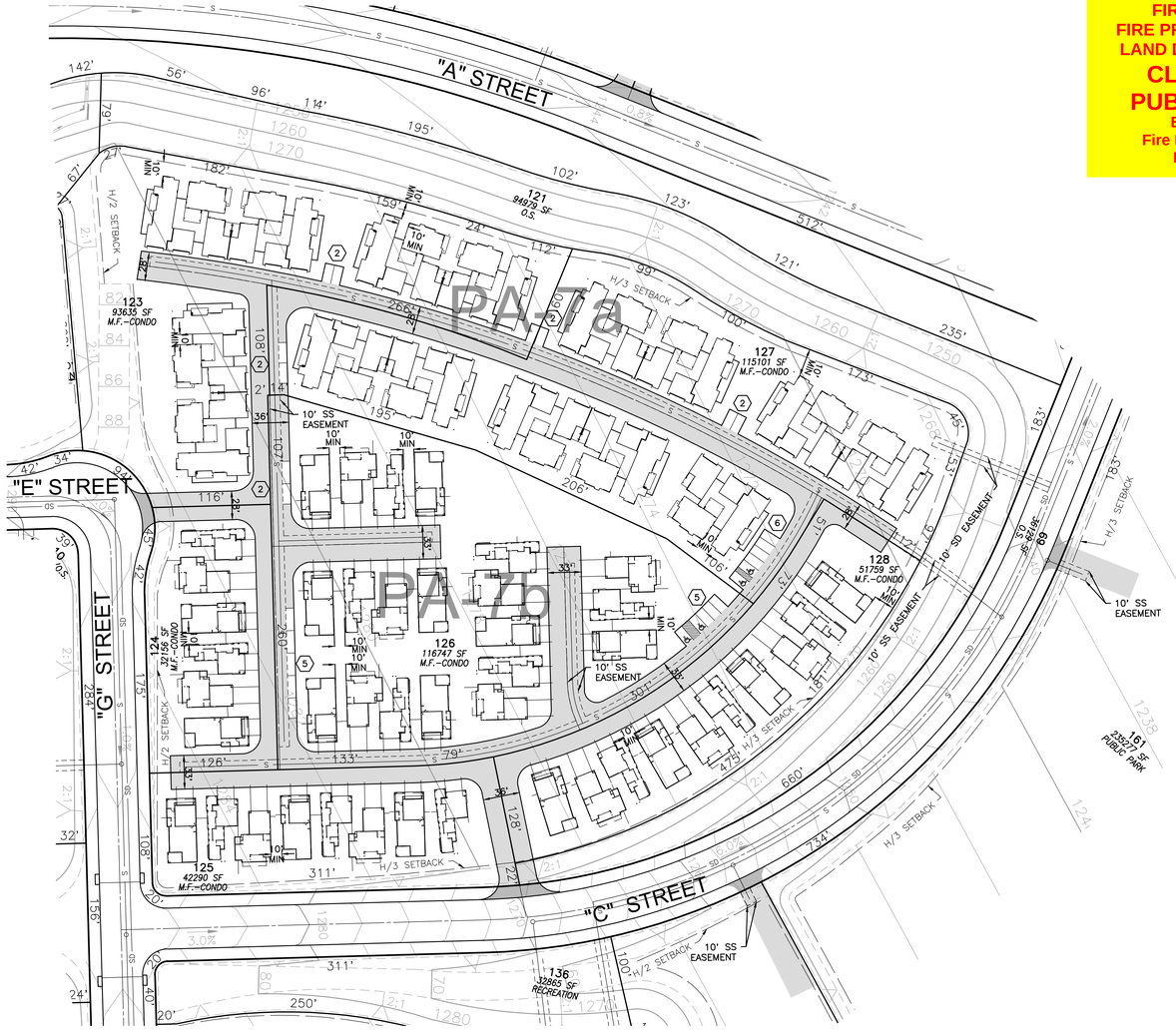
MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295
EXHIBIT "A"

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
- 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)

NORTH

FEET
60' 30' 0' 60' 120'
1" = 60'
INCHES

PA-7a

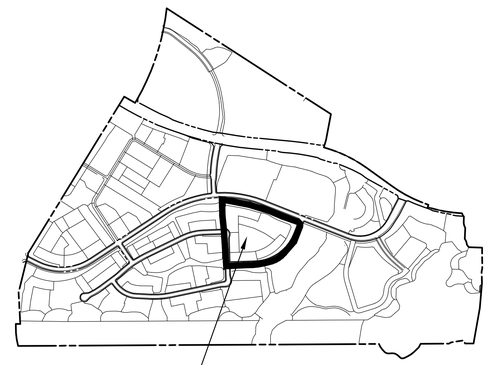
LOT 123,127						
RESIDENTIAL						
Product Type:	MU–Residential					
# of Stories:	3					
Total Site Area:	4.7 Acres					
Land Use:	Residential					
Total Units:	45					
Number of Buildings:	15					
Max Height:	55'					
Parking Summary:						
Bedroom Count	Units	Covered @ 1.5 spaces/unit	Uncov @ 0.5 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:

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

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 — 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
- 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-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.

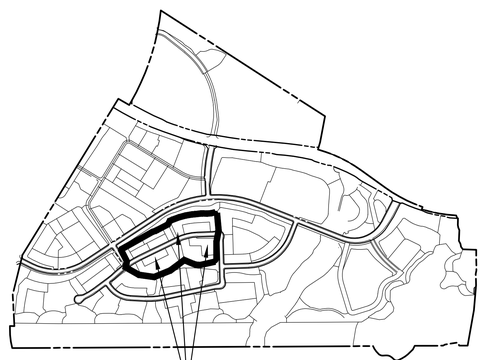
PA-8a

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:

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.
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MULTI FAMILY CONDOMINIUM

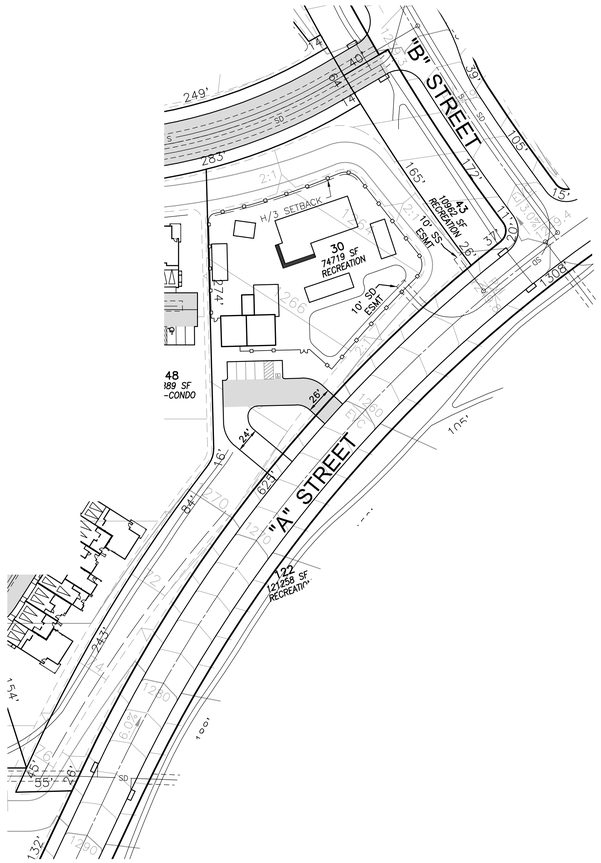
INDEX MAP
SCALE: 1" = 800'

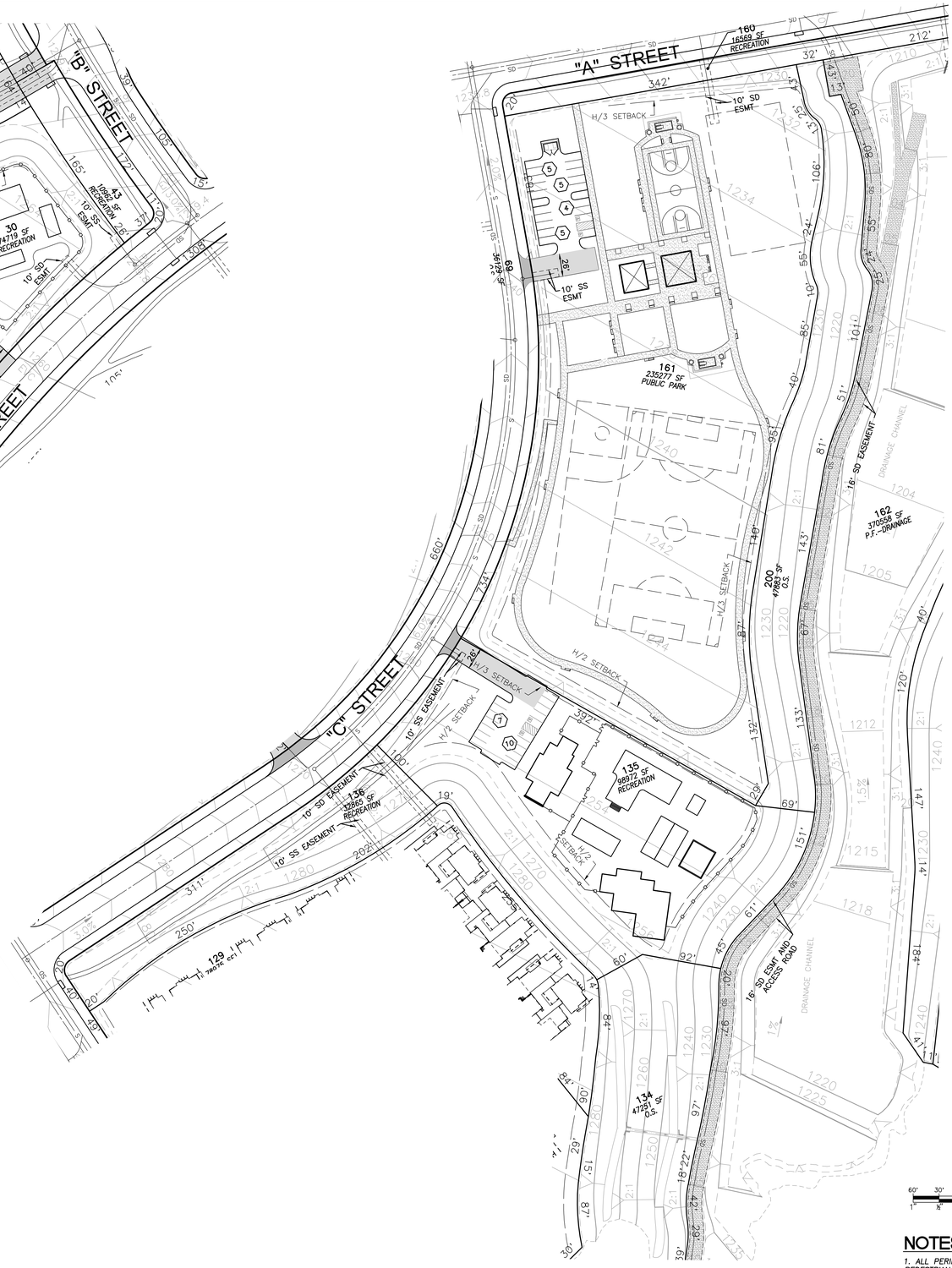
DESIGNED: A WAKEFIELD	LEGAL DESCRIPTION: IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THAT PORTION OF THE RANCHO SAN FRANCISCO PER MAP FILED IN BOOK 1, PAGES 521 AND 522 OF PATENTS, IN THE OFFICE OF THE REGISTRAR RECORDER/COUNTY CLERK OF SAID COUNTY, DESCRIBED 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	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 DATE
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

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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)

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

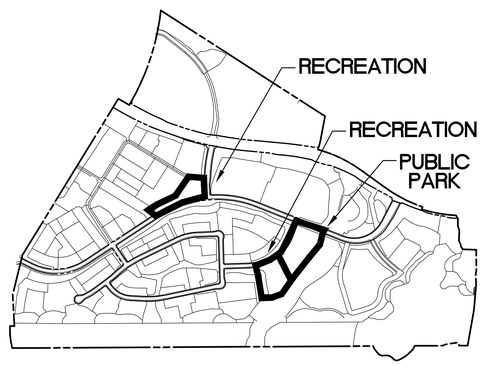
LOT 30	
RECREATION	
Land Use:	RECREATION
Total Site Area:	1.7 Acres
Total Building Sq. Ft:	1,830 SF
Total Buildings	1
Number of Buildings:	1
Max Height:	32'
Total Required Parking: (1 Space/400 SF Building)	5 Spaces
Total Parking Provided:	5 Spaces
Handicap Parking: (1 Space/25 PS)	1 Space
Handicap Van-Accessible: (1 Space/8 Handicap PS)	1 Space

NORTH

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

NOTES:

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.
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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

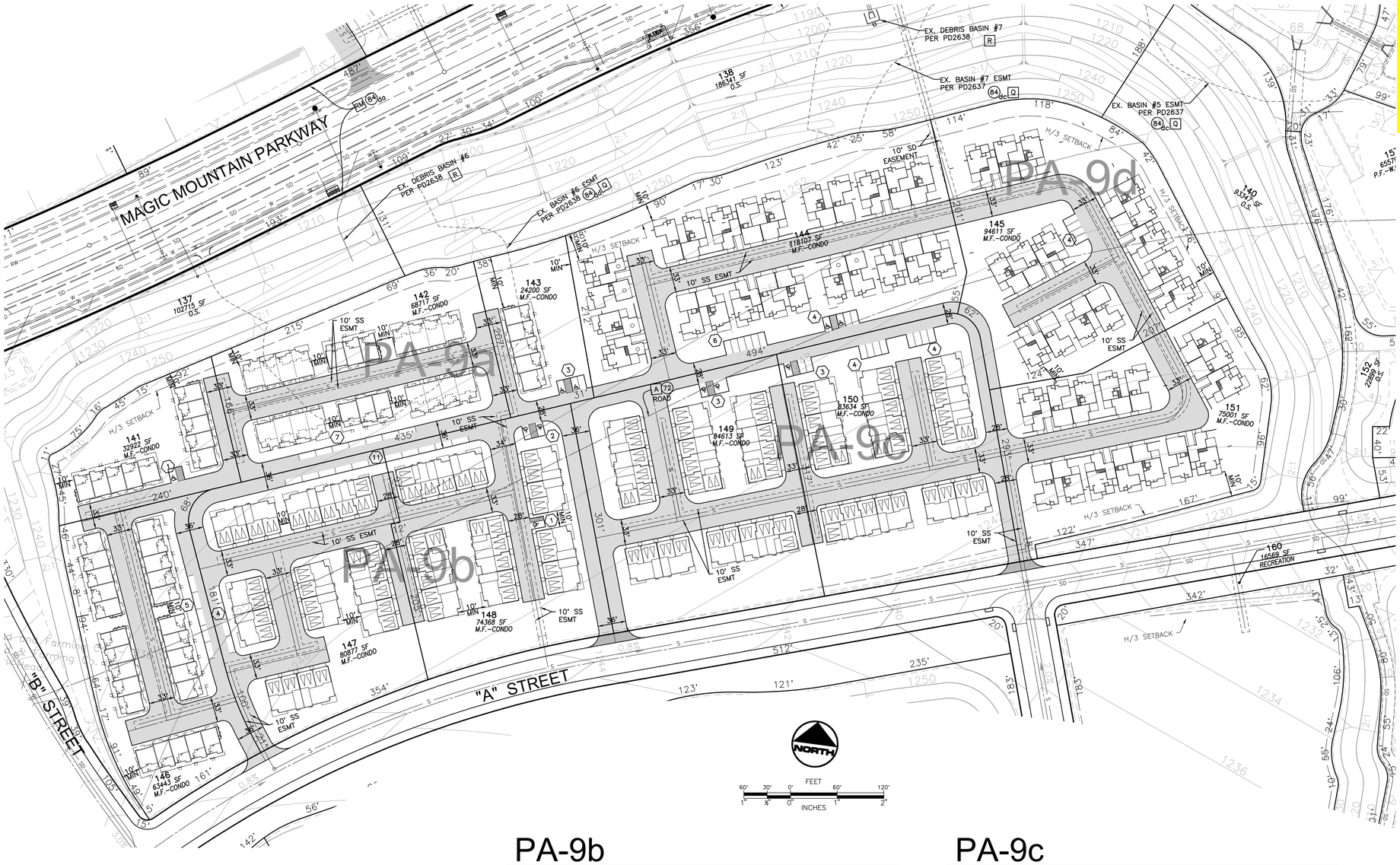
SCALE: AS SHOWN
DATE: 11/20/24
JOB No. 0015-035-037
SHEET 12 OF 14 SHEETS

© Newhall Ranch\53295 Entradas\Tentative\VE53943-T2_Exh A Park and Recreation.dwg Plotted on Nov 20, 2024-11:19am by oddome

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
- 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)



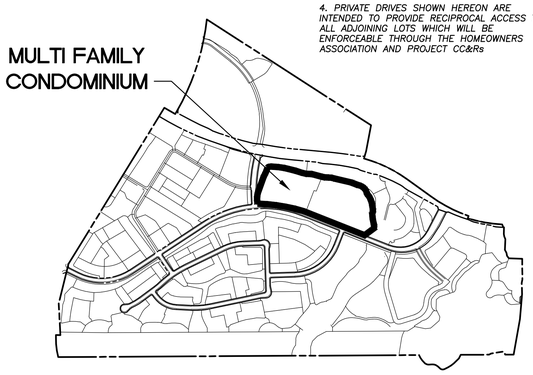
PA-9d

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

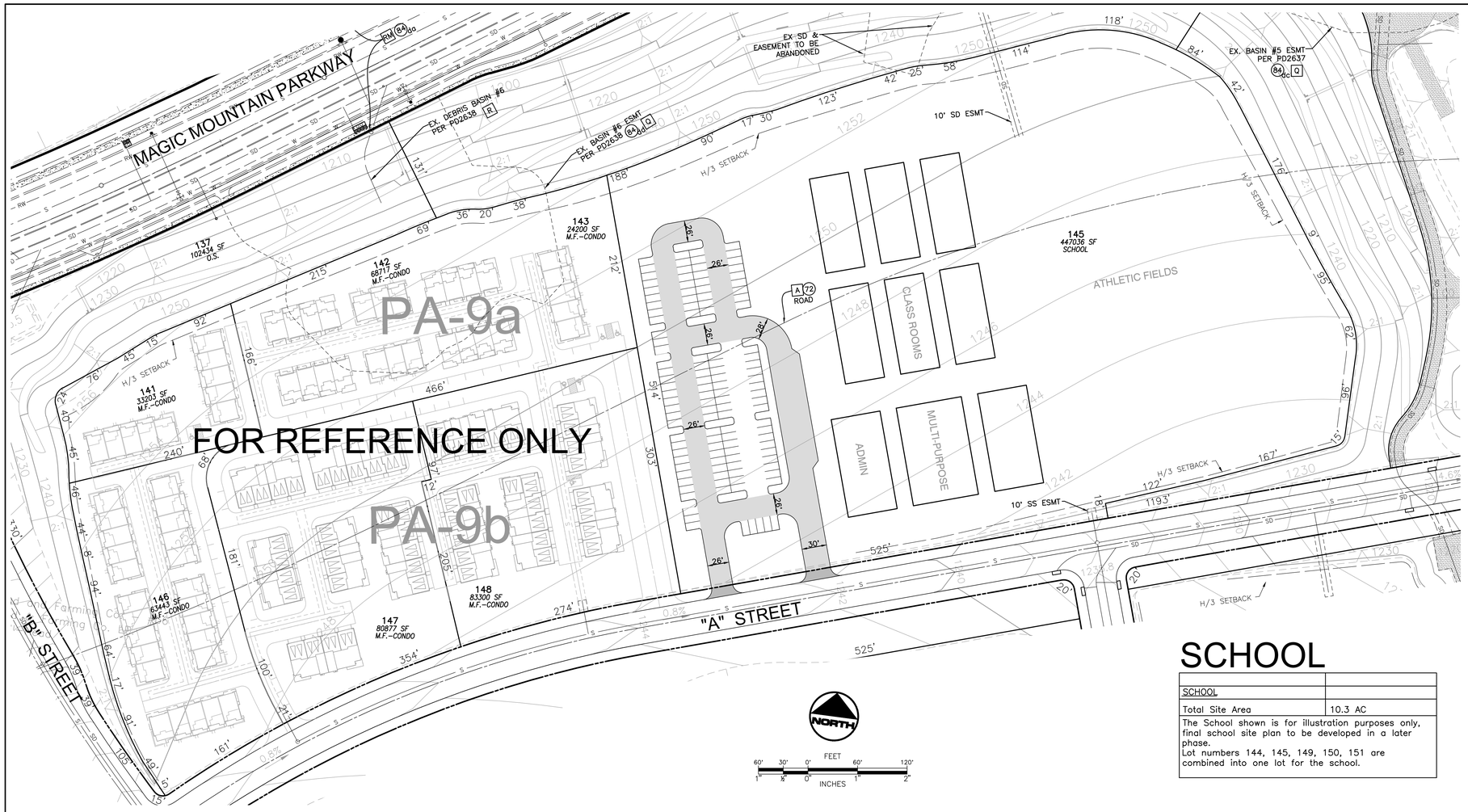
PLANS PREPARED BY:
HUNSAKER & ASSOCIATES LOS ANGELES, INC.
PLANNING • ENGINEERING • SURVEYING
26074 Avenue Hall, Ste 23 • Valencia, CA 91355
PH: (661) 294-2211 • FX: (661) 294-9890
JASON H. FUKUMITSU — 11/20/24 — DATE

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.

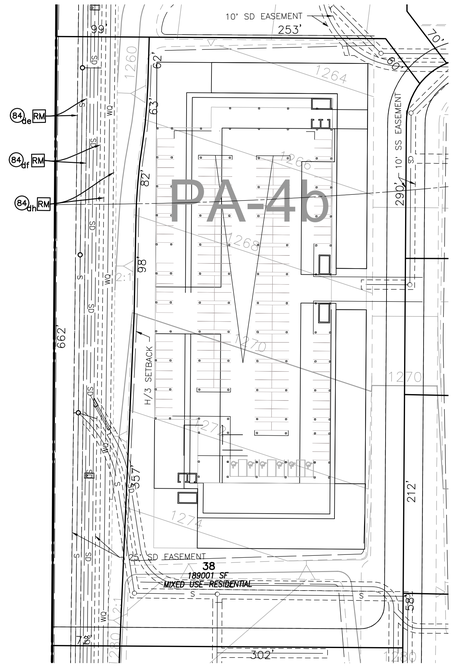
NOTES:

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)



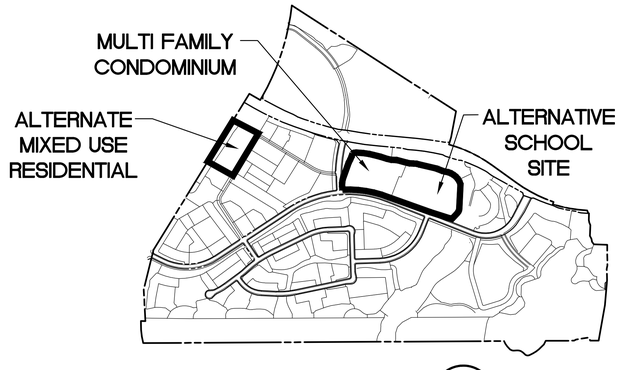
PA-4b ALTERNATE

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

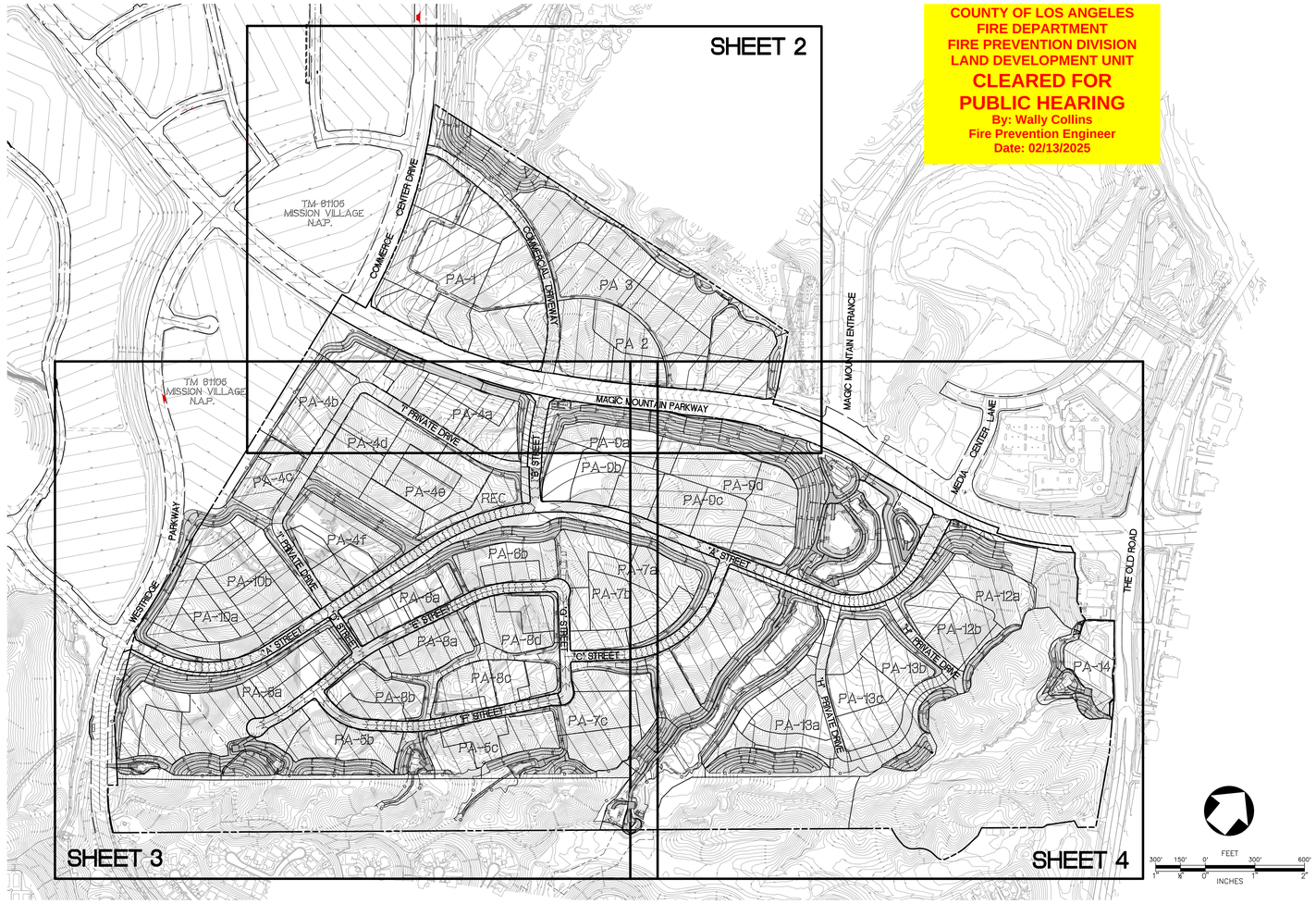


INDEX MAP

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

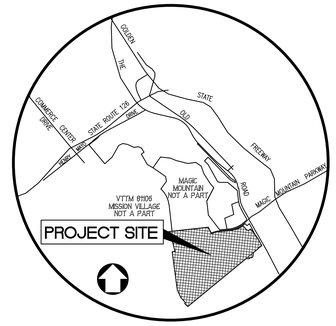


COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT
CLEARED FOR PUBLIC HEARING
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

FEET
300' 150' 0' 300' 600'
INCHES
1" = 300' 0" 1' 2'

GENERAL NOTES:

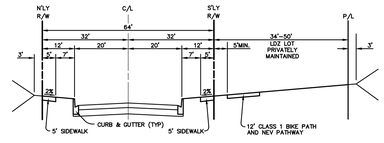
1. GRADE ELEVATIONS ON THE VESTING TENTATIVE TRACT MAP (VTTM) ARE APPROXIMATE. THE ELEVATIONS MAY CHANGE BY NO MORE THAN 10 FEET. ELEVATION CHANGES MAY BE GREATER THAN 10 FEET BUT ONLY IF DETERMINED BY DPW AND DRP THAT THE REVISIONS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL.
2. PERMISSION 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.



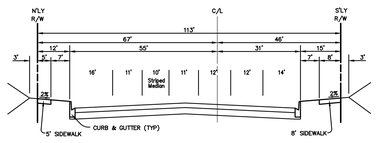
VICINITY MAP
NOT TO SCALE

Lot Summary

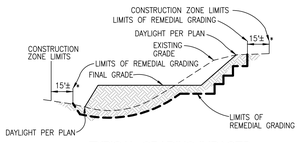
Lot Number	No. of Lots	Type (Use)	Commercial Sq.Ft.	Dwelling Units	Total Acres
PA-1					
17-24	8	Commercial-Business Park	294,900		19.6
1	1	Open Space			3.7
15	1	Commercial-Business Park Driveway			1.3
PA-2					
25-27	3	Commercial-Business Park	165,000		6.3
16	1	Commercial-Business Park Driveway			1.3
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



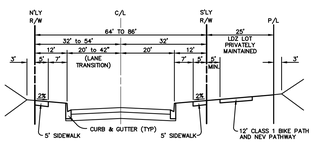
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64')
PUBLIC STREET "A"
FROM "D" STREET TO "C" STREET



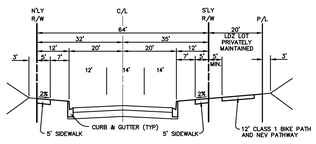
RESIDENTIAL COLLECTOR
(R/W = 113')
PUBLIC STREET "A"
AT MAGIC MOUNTAIN PARKWAY



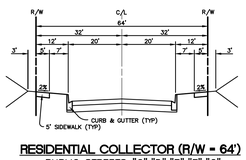
TYPICAL GRADING IMPACTS
NOT TO SCALE
** DIMENSION MAY VARY DEPENDING UPON ACTUAL FIELD CONDITIONS*



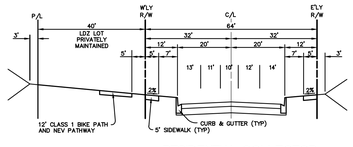
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64' - 86')
PUBLIC STREET "A"
FROM "C" STREET TO "H" PVT DRIVE



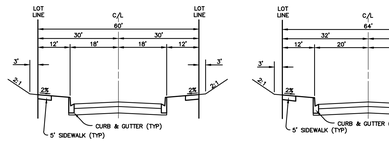
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64')
PUBLIC STREET "A"
FROM WESTRIDGE TO "D" STREET



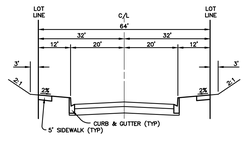
RESIDENTIAL COLLECTOR (R/W = 64')
PUBLIC STREETS "C","D","E","F","G"



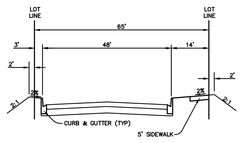
RESIDENTIAL COLLECTOR
WITH CLASS 1 NEV TRAVELWAY (R/W = 64')
PUBLIC STREET "B"



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

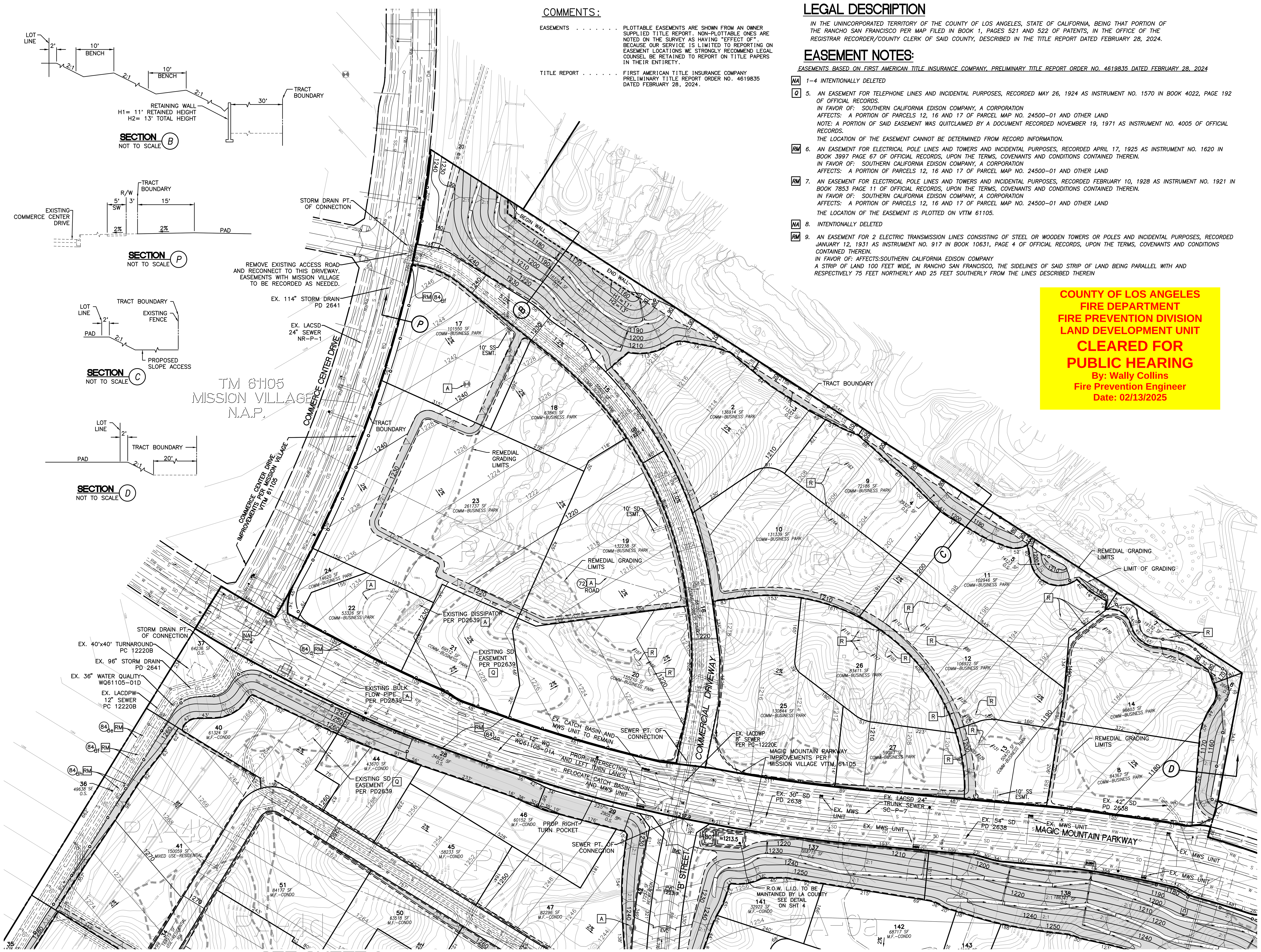
LOS ANGELES DEPARTMENT OF REGIONAL PLANNING
1/15/25
TENTATIVE MAP TR53295

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



SEE SHEET 3

SEE SHEET 4

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.

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.

EASEMENT NOTES:

EASEMENTS BASED ON FIRST AMERICAN TITLE INSURANCE COMPANY, PRELIMINARY TITLE REPORT ORDER NO. 4619835 DATED FEBRUARY 28, 2024

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

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

NA 10–45 INTENTIONALLY 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.

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
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
ABANDONED OIL WELL
OAK TREE HERITAGE SIZE LABELED WITH "H"

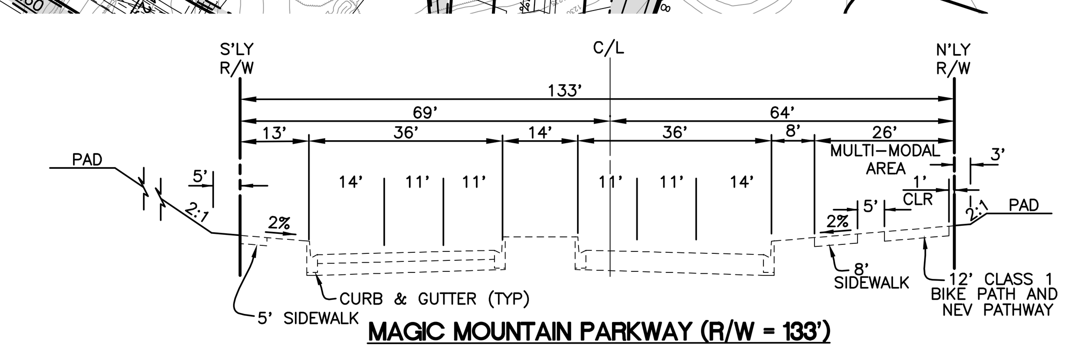
LINE OF SIGHT EASEMENT
RIPRAP
ASPHALT PAVING
PCC CONCRETE

ABBREVIATIONS:

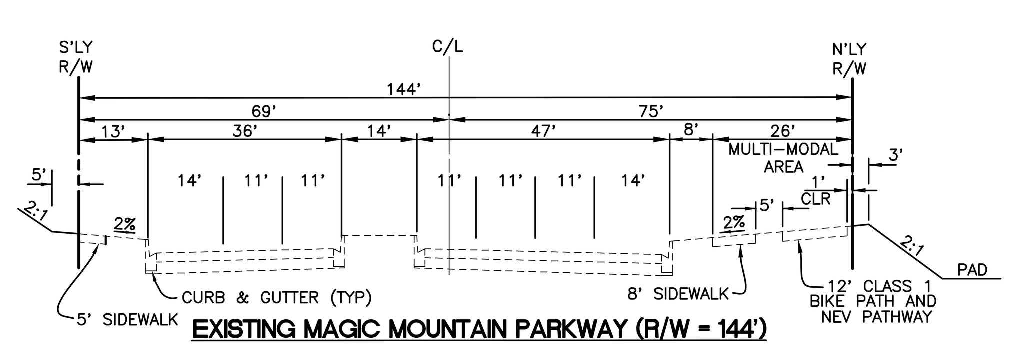
EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
M.F.	MULTI FAMILY
MIN	MINIMUM
N.A.P.	NOT A PART
O.S.	OPEN SPACE
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RW	RECYCLED WATER
R/W	RIGHT–OF–WAY
SCVWA	SANTA CLARITA VALLEY WATER AGENCY
SD	STORM DRAIN
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



MAGIC MOUNTAIN PARKWAY (R/W = 133')
FROM APPROX. 600' TO 1200' EAST OF COMMERCE CENTER DRIVE
NOT TO SCALE



EXISTING MAGIC MOUNTAIN PARKWAY (R/W = 144')
FROM APPROX. 1700' TO 2000' EAST OF COMMERCE CENTER DRIVE
NOT TO SCALE

FEET 100' 50' 0' 100' 200'
INCHES 1" ½" 0" 1" 2"

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

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 2 OF 5 SHEETS

G:\Newhall Ranch\53295 Entrada\Tentative\HES038–02_VTTM.dwg Plotted on Nov 20, 2024–10:01am by adamw

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
LAND DEVELOPMENT UNIT

CLEARED FOR PUBLIC HEARING

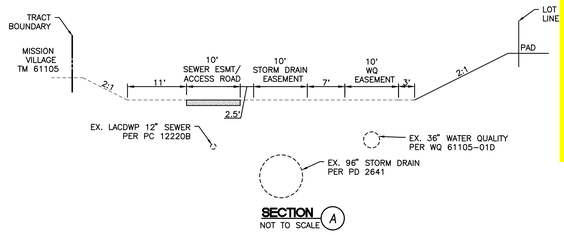
By: Wally Collins
Fire Prevention Engineer
Date: 02/13/2025

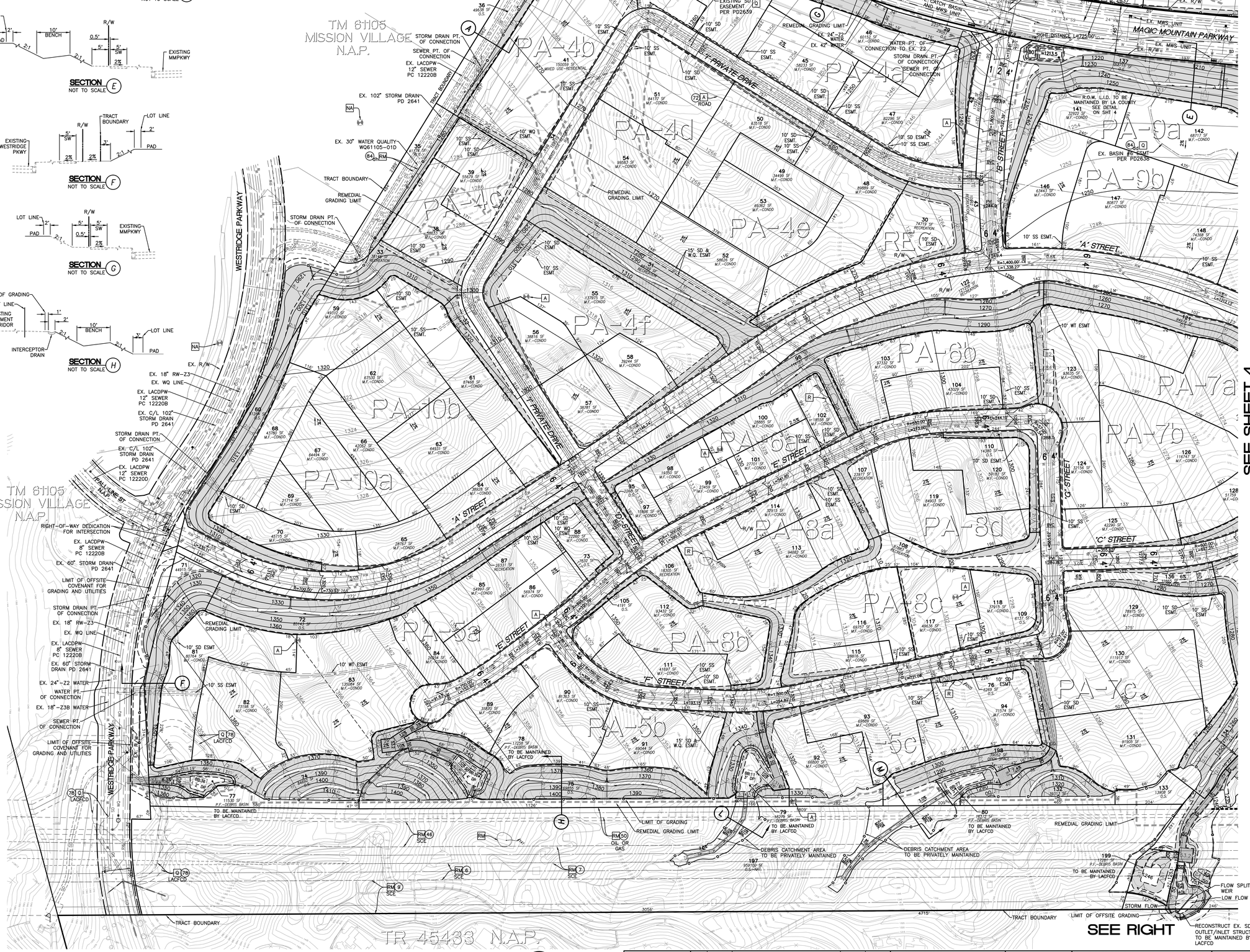
SEE SHEET 2

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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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:

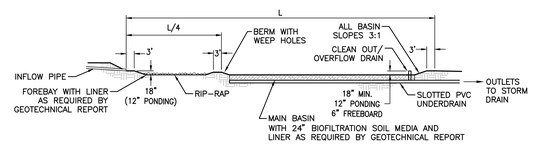
99	LOT NO.
1,000 SF	LOT AREA (SQUARE FEET)
M.F.–CONDO	LAND USE
	PROJECT BOUNDARY
	EXISTING RIGHT–OF–WAY
	PROPOSED RIGHT–OF–WAY
	PROPOSED UTILITY EASEMENT
	EXISTING EASEMENT
	BENCH DRAIN
1000	PROPOSED CONTOUR
	DAYLIGHT LINE
	CUT / FILL LINE
WQ	WATER QUALITY
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER
RW	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:

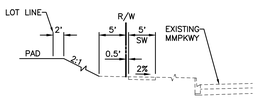
A	ABANDON
P	PROTECT IN PLACE
Q	QUIT CLAIM
R	REMOVE
RE	RELOCATE
RM	TO REMAIN
IN	INDETERMINATE IN NATURE
L	LEASE (OIL, GAS, MINERALS)
NA	NOT APPLICABLE TO PROJECT
V	VACATE

ABBREVIATIONS:

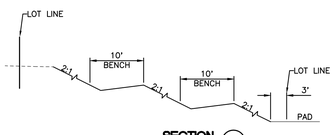
EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
L	LENGTH
LDZ	LANDSCAPE DEVELOPMENT ZONE
M.F.	MULTI FAMILY
MIN	MINIMUM
N.A.P.	NOT A PART
O.S.	OPEN SPACE
P.F.	PUBLIC FACILITY
PROP	PROPOSED
PVT	PRIVATE
R	RADIUS
REC	RECREATION
RW	RECYCLED WATER
R/W	RIGHT–OF–WAY
SCVWA	SANTA CLARITA VALLEY WATER AGENCY
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
STD	STANDARD
TYP	TYPICAL



RIGHT–OF–WAY L.I.D.
NOT TO SCALE

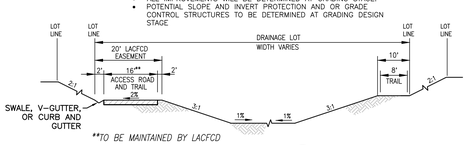


SECTION J
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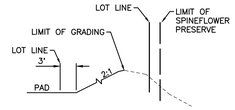
SECTION K
NOT TO SCALE

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

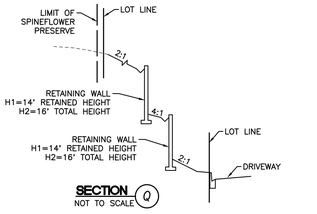


**TO BE MAINTAINED BY LACFCD

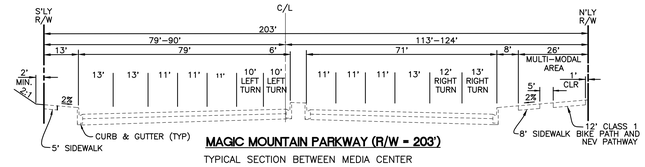
SECTION N
NOT TO SCALE



SECTION O
NOT TO SCALE



SECTION Q
NOT TO SCALE



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:
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26074 Avenue Hall, Ste 23 • Valencia, CA 91355
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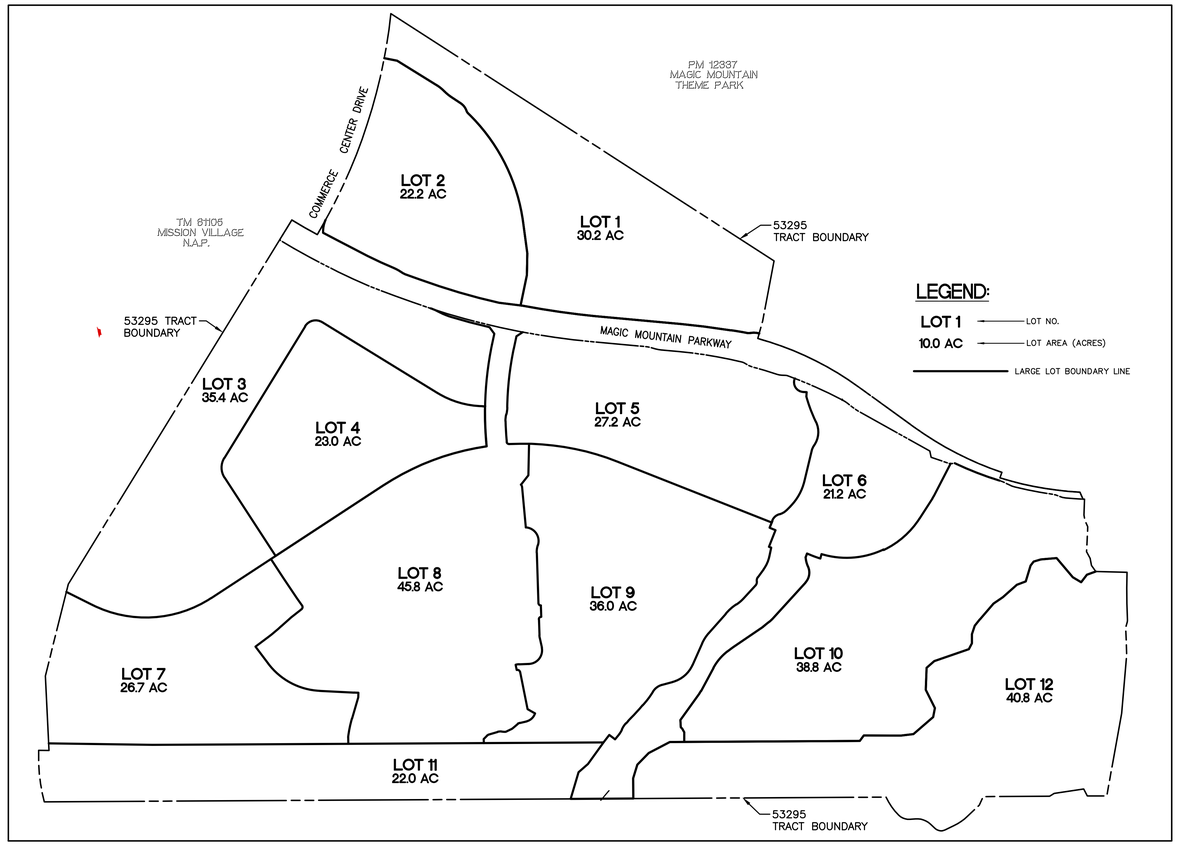
JASON H. FUKUMITSU, 11/20/24 DATE

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 53295

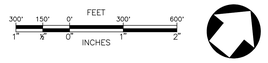
IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA

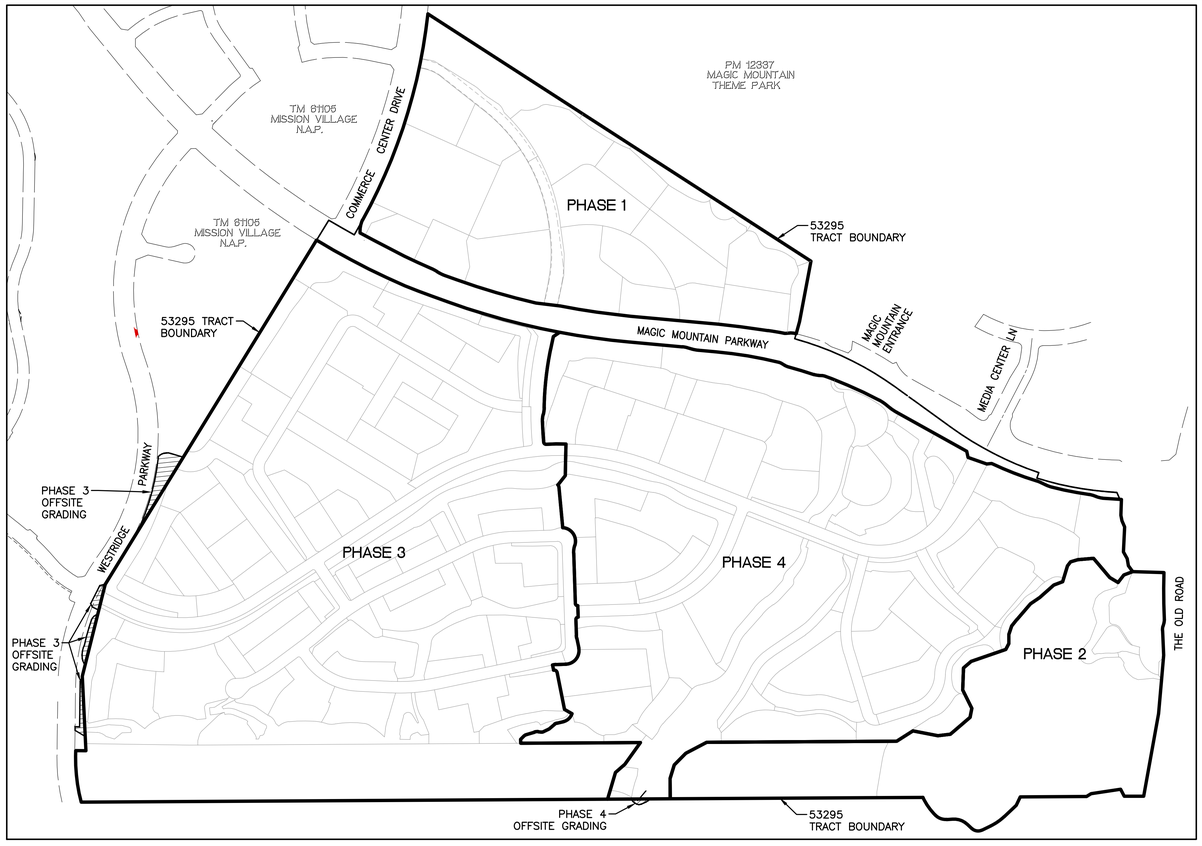
DATE	11/20/24
SCALE	AS SHOWN
PROJECT NO.	0015-035-037
SHEET	4
OF	5 SHEETS

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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

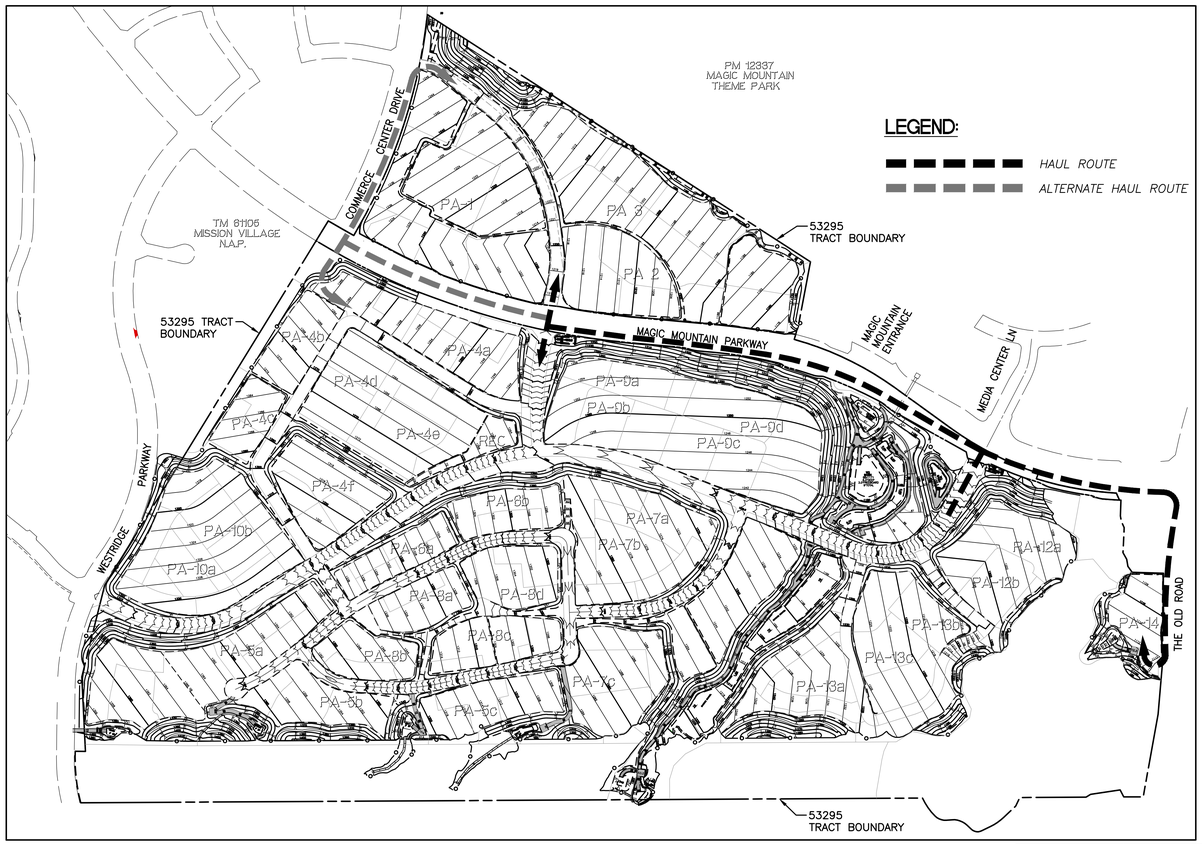
PHASE 3	
Total AC	154.2 AC
Total On-Site AC	152.9 AC
Total Off-Site AC	1.3 AC
Total DU (Condo)	954 DU
Total Commercial SF	17,025 SF
Total Open Space	42.0 AC

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

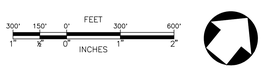
NOTE: SPINEFLOWER PRESERVE AND PARKS ARE INCLUDED IN TOTAL OPEN SPACE CALCULATION
130 ACRES OF DEDICATED MAGIC MOUNTAIN PARKWAY NOT INCLUDED HERE

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
No. 40695
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
HUNSAKER & ASSOCIATES
LOS ANGELES, INC.
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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
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TEL (626) 430-5374 • FAX (626) 813-3000

www.publichealth.lacounty.gov/eh/

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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