

Hearing Officer Transmittal Checklist

Hearing Date 10-02-2012
Agenda Item No. 5

Project Number: 96044-(5)
Case(s): Third Amendment to Tentative Tract Map No. 48086
Environmental Assessment Case No. 96044
Planner: Alejandrina C. Baldwin

- Factual
- Property Location Map- Aerial Image(s)
- Staff Analysis
- Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- Draft Findings
- Draft Conditions (Subdivision Committee)
- Burden of Proof Statement(s)
- Environmental Documentation (Addendum to FEIR)
- Correspondence
- Photographs
- Land Use/Zoning Map
- Tentative Tract / Parcel Map
- Site Plan / Floor Plans / Elevations
- Exhibit Map
- Landscaping Plans
- Sikand Technical Memorandum dated April 6, 2011
- Applicant Amendment Request Letter
-

Reviewed By: _____



Department of Regional Planning
 320 West Temple Street
 Los Angeles, California 90012

PROJECT NUMBER

96044-(5)

HEARING DATE

10/02/2012

REQUESTED ENTITLEMENTS

Third Amendment to Vesting Tentative Map No. TR 48086
 Environmental Assessment No. 96044

PROJECT SUMMARY

OWNER / APPLICANT

Santa Clarita Land JME< LLC / John Andreotti (BC Land Group)

MAP/EXHIBIT DATE

NA (no map needed)

PROJECT OVERVIEW

The applicant proposes to modify Map Condition and Mitigation Measure language regarding roadway improvements requested and conditioned by the Los Angeles County Department of Public Works (Public Works).

LOCATION

North of the Antelope Valley Freeway and Soledad Canyon Rd, between Shadow Pines Blvd and Agua Dulce Rd

ACCESS

From Spring Canyon Road, located off of Soledad Canyon Road.

ASSESSORS PARCEL NUMBER(S)

3211-021-043, 044, 045, 046, 048, 050, 051

SITE AREA

551.5 Acres

GENERAL PLAN / LOCAL PLAN

Santa Clarita Valley Area Plan

ZONED DISTRICT

Soledad

LAND USE DESIGNATION

U1 (Urban 1) and HM (Hillside Management)

ZONE

R-1-6,000, R-1-7,000, R1-8,000, R-1-10,000, R-1-15,000, R-1-20,000

PROPOSED UNITS

NA

MAX DENSITY/UNITS

NA

COMMUNITY STANDARDS DISTRICT

None

ENVIRONMENTAL DETERMINATION (CEQA)

The project was analyzed by the Addendum to the Final Environmental Impact Report, which was certified by the Los Angeles County Board of Supervisors on August 3, 2004 pursuant to CEQA reporting requirements. It was determined that this amendment to the vesting tentative tract map will not exceed the established threshold criteria for any environmental factor, and as a result, will not have a significant effect on the physical environment.

KEY ISSUES

- Map Condition and Mitigation Measure language requested changes pertain to Public Works road conditions and traffic impact mitigation.
- Public Works has reviewed the request, along with the Subdivision Committee, and recommend approval of these changes.
- A new traffic analysis is not required.

STAFF RECOMMENDATION

Approval

CASE PLANNER:

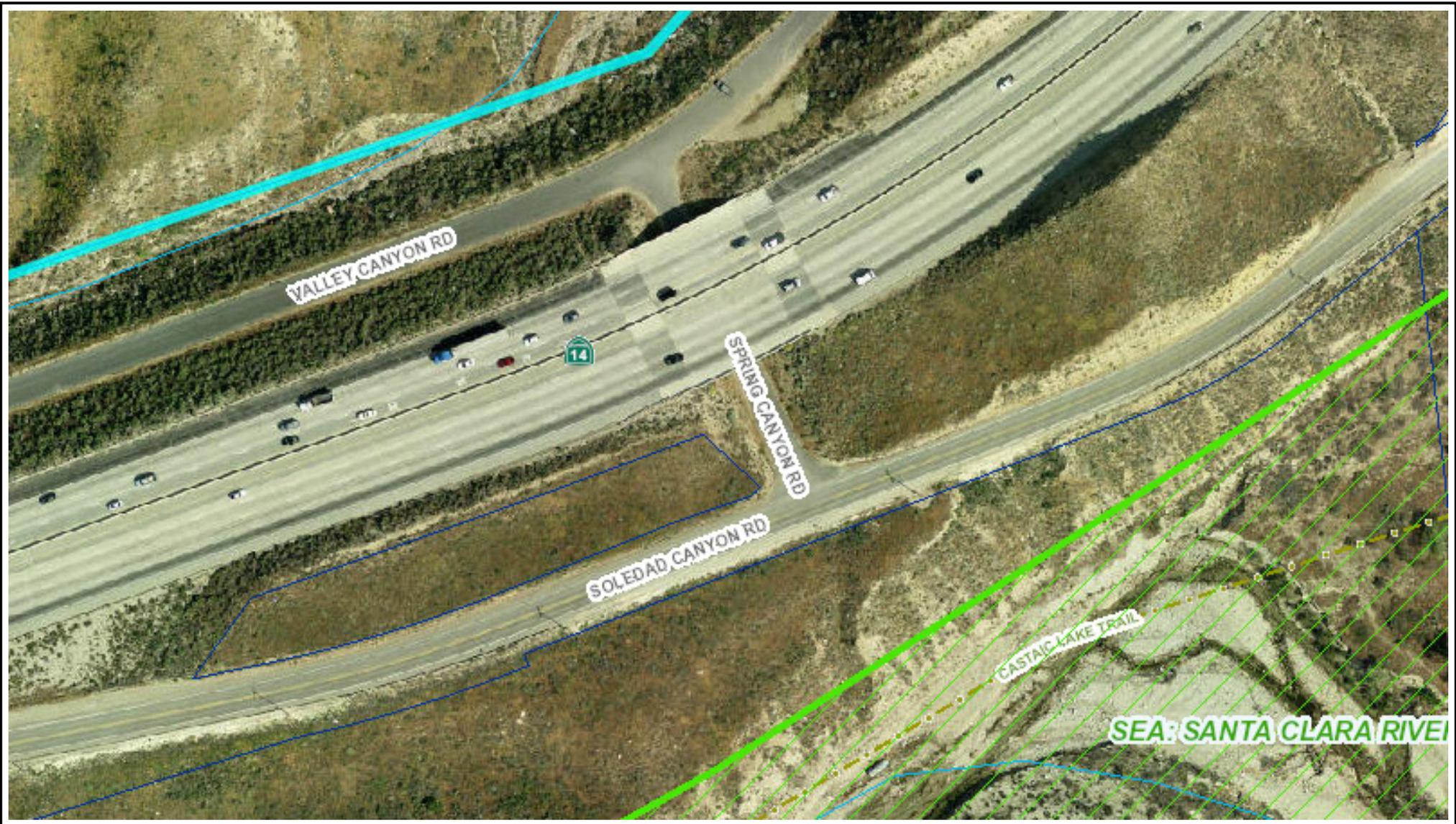
Alejandrina C. Baldwin

PHONE NUMBER:

(213) 974 - 6433

E-MAIL ADDRESS:

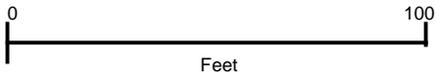
acbaldwin@planning.lacounty.gov



Department of Regional Planning Amendment Map Road Improvement Location

Printed: Sep 12, 2012

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ENTITLEMENTS REQUESTED

- Third Amendment to Vesting Tentative Tract Map No. 48086 to modify Map Condition and Mitigation Measure language.

PROJECT DESCRIPTION

The applicant proposes to modify Map Condition and Mitigation Measure language regarding roadway improvements requested and conditioned by the Los Angeles County Department of Public Works (Public Works). The current language requires road right of way widening of Soledad Canyon Road and Spring Canyon Road, grading of existing slopes or airspace easement dedication to provide a certain sight distance, and the addition of traffic lanes within the right of way widening. The requested language change would not require the same type of widening or additional traffic lanes and instead of grading or airspace easement for sight distance, it would require for advanced warning signs and flashing beacons to be installed. The requirement to install a traffic signal would not change.

The Map Condition and Mitigation Measure language requested to be change is found within a Public Works Draft Environmental Impact Report response letter dated March 27, 2003 and addressed to Regional Planning; a Public Works Traffic Impact Study response letter dated October 30, 2002 and addressed to Regional Planning; and within the current Mitigation Monitoring Program, which were all adopted as part of the Final Environmental Impact Report when Vesting Tentative Tract Map No. 48086 was approved and adopted by the Board of Supervisors on August 3, 2004. The specific language change requested is listed within the chart below.

Current Language	Proposed Language
<u>Soledad Canyon Road at Spring Canyon Road</u>	
<p>Design the intersection of Spring Canyon Road with Soledad Canyon Road to provide a 60 mph sight distance (vertical and horizontal) from the local street. Provide 650 feet of sight distance on Soledad Canyon Road from Spring Canyon Road based on its 60 mph design speed. Additional right of way or airspace easement dedication and/or grading may be required.</p>	<p>The project shall modify the intersection to provide one left-turn lane and one free right-turn lane on the north approach, one shared through/right-turn lane on the east approach, and one left-turn lane and one through lane on the west approach. The eastbound left turn shall operate as a fully protected left-turn phase.</p> <p>The project shall install a new traffic signal with advanced warning signs and flashing</p>

<p>The project applicant proposes to install a new traffic signal and widen the intersection to provide an eastbound left turn lane and through lane and a westbound right-turn lane and through lane. The extent of widening will provide for a sight distance along Soledad Canyon Road for a 60 mph design speed.</p>	<p>beacons in accordance with the concept plan included in Exhibit A. The flashing beacons shall operate continuously 24 hours a day and 7 days a week.</p>
<p><u>Soledad Canyon Road-State Route (SR) 14 to Spring Canyon Road</u></p>	
<p>In order to fully mitigate the project traffic impacts on this roadway segment, Soledad Canyon Road shall be widened to accommodate a total of three lanes. A three-lane section of roadway should include one lane in each direction plus a center passing lane that could serve both westbound (in the a.m.) and eastbound (in the p.m.) traffic. (July 8, 2003 Mitigation Measure)</p>	<p>The project shall provide one free right-turn lane on the north approach at the intersection of Soledad Canyon Road at Spring Canyon Road in accordance with the concept plan included in Exhibit A.</p>

EXISTING ZONING

The subject property is zoned as listed below, in the Soledad Zoned District:

- R-1-6,000 (Single-Family Residence-6,000 Square Feet Min. Required Lot Area);
- R-1-7,000 (Single-Family Residence-7,000 Square Feet Min. Required Lot Area);
- R-1-8,000 (Single-Family Residence-8,000 Square Feet Min. Required Lot Area);
- R-1-10,000 (Single-Family Residence-10,000 Square Feet Min. Required Lot Area);
- R-1-15,000 (Single-Family Residence-15,000 Square Feet Min. Required Lot Area);
- R-1-20,000 (Single-Family Residence - 20,000 Square Feet Min. Required Lot Area).

Surrounding properties are zoned as follows:

- North: A-2-1
- South: A-2-1
- East: A-2-1
- West: A-1-1, R-1-11,000, and City of Santa Clarita

EXISTING LAND USES

The subject property is undeveloped.

Surrounding properties are developed as follows:

- North: Vacant and scattered single-family residences

South: Antelope Valley Freeway and vacant
East: Vacant and mineral processing use
West: Single-family residential (City of Santa Clarita)

PREVIOUS CASES/ZONING HISTORY

The Vesting Tentative Tract Map No. 48086 (TR 48086) was approved by the Board of Supervisors on August 3, 2004 with General Plan Amendment No. 96044-(5), Zone Change Case No. 96044-(5), Conditional Use Permit No. 96044-(5), and Oak Tree Permit No. 96044-(5) on August 3, 2004. The tentative map approval authorized the creation of 542 single-family residential lots, one fire station lot, one sheriff sub-station lot, two park lots, and three open space lots on approximately 548.1 gross acres.

ENVIRONMENTAL DETERMINATION

A Final Environmental Impact Report (FEIR) was certified by the Los Angeles County Board of Supervisors on August 3, 2004 as the appropriate environmental document for this project pursuant to the California Environmental Quality Act and the Los Angeles County Environmental Document reporting Procedures and Guidelines.

Los Angeles County Staff recommends that this project (Amendment Map for proposed Map Condition and Mitigation Measure language changes) qualify for an Addendum to the FEIR as the requested changes will not exceed the established threshold criteria for any environmental factor, and as a result, will not have a significant effect on the physical environment.

Public Works has determined that the language changes will still fully mitigate the traffic impacts and a new traffic study is not required. A traffic report conducted by Austin-Foust (April 7, 2010) and a technical memorandum issued by Sikand Engineering (April 6, 2011) have served as an addendum to the Traffic Impact Analysis.

STAFF EVALUATION

General Plan/Community Plan Consistency and Zoning Ordinance

The proposed amendment does not request modifications to the density, land use, or design of the approved tentative map or proposes changes to Regional Planning condition language, and is therefore consistent with the permitted uses of the underlying land use categories and zones it is within.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

The Los Angeles County Subdivision Committee (Subdivision Committee), which consists of the Departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health, reviewed this Map Amendment.

Public Works has verified that the proposed Map Condition and Mitigation Measure language changes will continue to fully mitigate the traffic impacts of the tentative map.

As mentioned, a new traffic analysis is not required. Detailed striping/signing and traffic signal plans for the conditioned improvements will be submitted to Public Works for review and approval.

Public Works has also modified the lane requirements and crosswalk installment requirements. Original crosswalk requirements were based on lane requirements and now modified to reflect current departmental policy to not install crosswalks at locations that will be crossed by dual rights.

The Department of Parks and Recreation has reviewed the Map Condition and Mitigation Measure language changes for impacts to any of the trail segments within the tentative map and has verified that trails will not be affected.

The Subdivision Committee, except for Regional Planning, has updated their condition reports with the updated versions listed below. All other conditions of approval for the tentative map and associated permits continue to apply to the project. Only Public Works has changed Map Condition language.

- Public Works updated two sections:
 - Land Development Division - Road (7-17-2012)
 - Traffic and Lighting Technical Memorandum (5-15-2012)
- Fire Department (7-17-12)
- Department of Parks and Recreation (7-19-2012)
- Department of Public Health (7-13-2012)

LEGAL NOTIFICATION AND PUBLIC OUTREACH

Regional Planning's Amendment Map permit process does not require the noticing of this public meeting discussion item in a newspaper or to the surrounding neighbors. As departmental policy, the applicant was required to post the property for 10 days.

PUBLIC COMMENTS

As of writing this report, no comments have been received.

FEES/DEPOSITS

No fees are required.

STAFF RECOMMENDATION

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

**PROJECT NO. 96044-(5)
AMENDMENT TO VESTING TENTATIVE TRACT MAP
NO. 48086**

**STAFF ANALYSIS
PAGE 5 OF 5**

Staff recommends **APPROVAL** of Project No. 96044-(5), Third Amendment to Vesting Tentative Tract Map No. 48086 with the requested Map Condition and Mitigation Measure language changes.

Prepared by Alejandrina C. Baldwin, Principal Regional Planner
Reviewed by Nooshin Paidar, Supervising Regional Planner, Land Divisions

Attachments:

Site Photographs, Aerial Image

Findings

Draft Conditions of Approval (Subdivision Committee)

Addendum to FEIR

Sikand Technical Memorandum dated April 6, 2011

Applicant Request Letter dated June 20, 2012

NP: ACB
9-20-2012

**PROJECT NO. 96044-(5)
THIRD AMENDMENT TO TENTATIVE TRACT MAP NO. 48086**



Spring Canyon Road, looking towards State Route 14 from the TR 48086. Soledad Canyon Road is on the other side of the underpass.



North On Spring Canyon Road looking towards Soledad Canyon Road. Location of one left-turn lane and one free right-turn lane.

**PROJECT NO. 96044-(5)
THIRD AMENDMENT TO TENTATIVE TRACT MAP NO. 48086**



Location of free right-turn lane on Spring Canyon Road onto Soledad Canyon Road.



Location of shared through/right-turn lane on the east approach of Soledad Canyon Road and Spring Canyon Road..

**FINDINGS OF THE HEARING OFFICER
COUNTY OF LOS ANGELES
PROJECT NO. 96044 – (5)
THIRD AMENDMENT TO TENTATIVE TRACT MAP NO. 48086**

1. The Los Angeles County Hearing Officer (Hearing Officer) conducted a duly noticed public meeting in the matter of third amendment to Vesting Tentative Tract Map No. 48086 (TR 48086) on October 2, 2012.
2. TR 48086 was approved by the Board of Supervisors on August 3, 2004 for 542 single-family lots, a fire station site, a sheriff substation site, two park lots and three open space lots on 548.1 acres.
3. The applicant, BC Land Group, request letter dated June 20, 2012, requests Map Condition and Mitigation Measure language changes which are required by the Los Angeles County Department of Public Works (Public Works). The current language requires road right of way widening of Soledad Canyon Road and Spring Canyon Road, grading of existing slopes or airspace easement dedication to provide a certain sight distance, and the addition of traffic lanes within the right of way widening. The requested language change would not require the same type of widening or additional traffic lanes and instead of grading or airspace easement for sight distance, it would require for advanced warning signs and flashing beacons to be installed. The requirement to install a traffic signal would not change.
4. The Map Condition and Mitigation Measure language requested to be change is found within a Public Works Draft Environmental Impact Report response letter dated March 27, 2003 and addressed to Regional Planning; a Public Works Traffic Impact Study response letter dated October 30, 2002 and addressed to Regional Planning; and within the current Mitigation Monitoring Program, which were all adopted as part of the Final Environmental Impact Report when Vesting Tentative Tract Map No. 48086 was approved and adopted by the Board of Supervisors on August 3, 2004. The specific language change requested is listed within the chart below.

Current Language	Proposed Language
<u>Soledad Canyon Road at Spring Canyon Road</u>	
Design the intersection of Spring Canyon Road with Soledad Canyon Road to provide a 60 mph sight distance (vertical and horizontal) from the local street. Provide 650 feet of sight distance on Soledad	The project shall modify the intersection to provide one left-turn lane and one free right-turn lane on the north approach, one shared through/right-turn lane on the east approach, and one left-turn lane and one through lane on the west approach. The

<p>Canyon Road from Spring Canyon Road based on its 60 mph design speed. Additional right of way or airspace easement dedication and/or grading may be required.</p> <p>The project applicant proposes to install a new traffic signal and widen the intersection to provide an eastbound left turn lane and through lane and a westbound right-turn lane and through lane. The extent of widening will provide for a sight distance along Soledad Canyon Road for a 60 mph design speed.</p>	<p>eastbound left turn shall operate as a fully protected left-turn phase.</p> <p>The project shall install a new traffic signal with advanced warning signs and flashing beacons in accordance with the concept plan included in Exhibit A. The flashing beacons shall operate continuously 24 hours a day and 7 days a week.</p>
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Soledad Canyon Road-State Route (SR) 14 to Spring Canyon Road

<p>In order to fully mitigate the project traffic impacts on this roadway segment, Soledad Canyon Road shall be widened to accommodate a total of three lanes. A three-lane section of roadway should include one lane in each direction plus a center passing lane that could serve both westbound (in the a.m.) and eastbound (in the p.m.) traffic. (July 8, 2003 Mitigation Measure)</p>	<p>The project shall provide one free right-turn lane on the north approach at the intersection of Soledad Canyon Road at Spring Canyon Road in accordance with the concept plan included in Exhibit A.</p>
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5. The subject property is located north of the Antelope Valley Freeway and Soledad Canyon Road, between Shadow Pines Boulevard and Agua Dulce Canyon in the Soledad Zoned District.
6. The property is 548.1 acres in size and is irregular in shape with level to hilly terrain. The property is currently vacant.
7. The property is within the R-1-6,000 (Single-Family Residence-6,000 Square Feet Min. Required Lot Area); R-1-7,000 (Single-Family Residence-7,000 Square Feet Min. Required Lot Area); R-1-8,000 (Single-Family Residence-8,000 Square Feet Min. Required Lot Area); R-1-10,000 (Single-Family Residence-10,000

- Square Feet Min. Required Lot Area); R-1-15,000 (Single-Family Residence-15,000 Square Feet Min. Required Lot Area); and R-1-20,000 (Single-Family Residence - 20,000 Square Feet Min. Required Lot Area) zoning designations.
8. Access to TR 48086 is via Spring Canyon Road, located off of Soledad Canyon Road.
 9. The area surrounding the subject property consists of generally vacant properties, scattered single-family residences to the north, a mineral processing use to the east, and the Antelope Valley Freeway to the south.
 10. At the October 2, 2012 Discussion/Possible Action Meeting, the Hearing Officer heard a presentation from staff as well as a brief statement from the applicant. No other testimonies were made regarding this project.
 11. A Final Environmental Impact Report (FEIR) was approved on August 3, 2004 which was prepared in accordance with CEQA, the CEQA Guidelines, and the County CEQA Guidelines. The FEIR consists of the Draft EIR dated August 2000, the Technical Appendices to the Draft EIR dated August 2000, the Supplemental EIR, Responses to Comments and Appendices dated January 8, 2003, and the FEIR including Responses to Comments dated July 8, 2003 (collectively referred to as the FEIR).
 12. A Mitigation Monitoring Program, dated July 8, 2003, consistent with the conclusions and recommendations of the FEIR, was prepared and its requirements have been incorporated into the conditions of this project, as modified by the requested language change.
 13. A new traffic analysis is not required since a traffic report conducted by Austin-Foust (April 7, 2010) and a technical memorandum issued by Sikand Engineering (April 6, 2011) to Public Works have served as an addendum to the Traffic Impact Analysis which was reviewed and approved by Public Works as part of FEIR.
 14. Future development on the subject property must comply with the Los Angeles County Low Impact Development, Green Building, and Drought-Tolerant Landscaping Ordinances, as applicable, prior to building permit issuance.
 15. This amendment and the proposed land division are compatible with surrounding land use patterns.
 16. The location of the documents and other materials constituting the record of proceedings upon which the Hearing Officer's decision is based in this matter is the Los Angeles Department of Regional Planning (Regional Planning), 13th

**THIRD AMENDMENT TO VESTING TENTATIVE TRACT MAP NO. 48086
FINDINGS**

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
Land Divisions Section, Regional Planning.

THEREFORE, THE HEARING OFFICER approves the third amendment to
Vesting Tentative Tract Map No. 48086 subject to the attached conditions and
recommendations of the Los Angeles County Subdivision Committee.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 48086-03 (Amend.)

Page 1/1

AMENDED LETTER DATED 06-20-2012

We have no objection to the amendment request to modify certain traffic conditions. The applicant shall comply with the attached road and traffic conditions to the satisfaction of Public Works.

HW

Prepared by Henry Wong

Phone (626) 458-4910

Date 07-18-2012

tr48086-03L- amend letter dated 06-20-12.doc

We have no objection to the amendment request. The following revised conditions are recommended for inclusion in the tentative approval:

1. Comply with the attached May 15, 2012 memorandum from our Traffic and Lighting Division to the satisfaction of Public Works. As indicated in the attached letter, detailed signing and striping and traffic signal plans for the required improvements on Soledad Canyon Road at Spring Canyon Road shall be submitted to Public Works for review and approval. If these measures including the installation of signals are subsequently incorporated as district improvements into the Route 126 Bridge and Major Thoroughfare Construction Fee District, then the amount and eligibility for a credit against your District obligation may be given if approved by the Department of Public Works.
2. Construct additional pavement and transitions on Soledad Canyon Road to accommodate the requirements from Traffic and Lighting Division May 15, 2012 memorandum.
3. The previously approved road condition, "Design the intersection of Spring Canyon Rd. with Soledad Canyon Rd. to provide a 60mph sight distance (vertical and horizontal) from the local street. Provide 650 feet of sight distance on Soledad Canyon Rd. from Spring Canyon Rd. based on its 60mph design speed. Additional right of way or airspace easement dedication and/or grading may be required." is eliminated.
4. The previously approved road condition, "Comply with the mitigation measures recommended by our Traffic and Lighting Division as indicated on the attached letter dated June 26, 2000 and memorandum dated December 23, 1999 to the satisfaction of the Department of Public Works. If these measures including the installation of signals are subsequently incorporated as district improvements into the Route 126 Bridge and Major Thoroughfare Construction Fee District, then the amount and eligibility for a credit against your District obligation may be given if approved by the Department of Public Works." is eliminated and superseded by the requirements from Traffic and Lighting Division dated March 24, 2003 and October 30, 2002 memorandums.
5. The previously approved road condition, "Construct additional pavement and transitions on Soledad Canyon Rd. to provide a striped left-turn lane at Spring Canyon Rd. to the satisfaction of the Department of Public Works." is eliminated.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – ROAD
TRACT NO. 48086-03 (Amend.)

Page 2/2

AMENDED LETTER DATED 06-20-2012

6. Conform with all previously approved and amended road conditions to the satisfaction of Public Works.

 Prepared by Patricia Constanza
Tr48086-03r_amend.doc

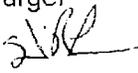
Phone (626) 458-4921

Date 07-17-2012

May 15, 2012

TO: Anthony Nyivih
Land Development Division

Attention Steve Burger

FROM: Dean R. Lehman 
Traffic and Lighting Division

**SPRING CANYON PROJECT
TECHNICAL MEMORANDUM (APRIL 6, 2011)
TENTATIVE TRACT MAP NO. 48086**

We reviewed the Technical Memorandum dated April 6, 2011, (copy attached) regarding conditions of approval for the proposed Spring Canyon Project located on Spring Canyon Road north of Soledad Canyon Road in the unincorporated Pinetree area.

We generally agree with the Technical Memorandum that the proposed roadway improvements are acceptable in satisfaction of the mitigation measures and tract map conditions of approval listed below (copy of Mitigation Monitoring Program dated July 8, 2003, and Tentative Tract Map No. 48086 revised conditions dated March 7, 2000, are attached). The project shall be solely responsible for implementing the improvements prior to issuance of any building permits, unless the project submits an alternative traffic control plan acceptable to Public Works. Detailed striping/signing and traffic signal plans for the improvements shall be submitted to Public Works for review and approval.

Soledad Canyon Road at Spring Canyon Road

Mitigation measure (July 8, 2003):

"The project applicant proposes to install a new traffic signal and widen the intersection to provide an eastbound left turn lane and through lane and a westbound right-turn lane and through lane. The extent of widening will provide for sight distance along Soledad Canyon Road for a 60 mph design speed."

Tentative Tract Map Condition (March 7, 2000):

"Design the intersection of Spring Canyon Road with Soledad Canyon Road to provide a 60 mph sight distance (vertical and horizontal) from the local street. Provide 650 feet of sight distance on Soledad Canyon Road from Spring Canyon Road based on its 60 mph design speed. Additional right of way or airspace easement dedication and/or grading may be required."

Anthony Nyivih
May 15, 2012
Page 2

Proposed improvement to satisfy mitigation measure and tentative tract map condition:

The project shall modify the intersection to provide one left-turn lane and one free right-turn lane on the north approach, one shared through/right-turn lane on the east approach, and one left-turn lane and one through lane on the west approach. The eastbound left turn shall operate as a fully protected left-turn phase.

The project shall install a new traffic signal with advanced warning signs and flashing beacons in accordance with the concept plan included in Exhibit A. The flashing beacons shall operate continuously 24 hours a day and 7 days a week.

Soledad Canyon Road – State Route (SR) 14 to Spring Canyon Road

Mitigation measure (July 8, 2003):

"In order to fully mitigate the project traffic impacts on this roadway segment, Soledad Canyon Road shall be widened to accommodate a total of three lanes. A three-lane section of roadway should include one lane in each direction plus a center passing lane that could serve both westbound (in the a.m.) and eastbound (in the p.m.) traffic."

Proposed improvement to satisfy mitigation measure:

The project shall provide one free right-turn lane on the north approach at the intersection of Soledad Canyon Road at Spring Canyon Road in accordance with the concept plan included in Exhibit A.

In addition, the project shall analyze the need for horizontal alignment signs as well as speed advisory signs along Soledad Canyon Road from SR-14 to Agua Dulce Canyon Road. The project shall submit the findings and any recommendations resulting from this analysis to Public Works for review and approval. The project shall be solely responsible for implementing the improvements recommended by this analysis prior to final map recordation. Detailed striping and signing plans for any recommended improvements shall be submitted to Public Works for review and approval.

If you have any further questions regarding the review of this document, please contact Gerald Ley of the Traffic Studies Section at Extension 4822.

LMS:ch
P:\pub\WPFILES\FILES\STUI\Lindsay\EIR\TR 48086 - Revised Conditions.docm

Attach.



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: **WM-4**

March 27, 2003

TO: Daryl Koutnik
Department of Regional Planning

FROM: Rod Kubomoto
Watershed Management Division

**RESPONSE TO A SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
SPRING CANYON PROJECT (Vesting Tentative Tract No. 48086)
UNINCORPORATED COUNTY OF
LOS ANGELES AREA OF SPRING CANYON**

Thank you for the opportunity to provide comments on the Environmental Impact Report for the Spring Canyon Project. The project consists of the subdivision of a currently vacant site into 542 single-family residential lots, one fire station lot, two private park sites, and one lot for future elementary school use. The project site is located immediately north of the Antelope Valley Freeway (Highway 14) and Soledad Canyon Road within the unincorporated County of Los Angeles area of Spring Canyon. We have reviewed the submittal and offer the following comments:

Traffic and Lighting

The project, upon its anticipated completion in 2005, is estimated to generate approximately 6,056 daily vehicle trips, with 626 vehicle trips, and 547 vehicle trips during the a.m. and p.m. peak hours, respectively.

The Significance Criteria Section on Page 20 for the County of Los Angeles is incorrect and shall be corrected as follows:

According to the County of Los Angeles' Traffic/Access Guidelines for intersections, a significant project-related traffic impact is determined based on the following:

<u>Pre-Project V/C</u>	<u>LOS</u>	<u>Project-Related Increase in V/C</u>
0.71 to 0.80	C	0.04 or more
0.81 to 0.90	D	0.02 or more
0.91 or more	E/F	0.01 or more

We agree with the study that the project traffic alone will significantly impact the following intersections and roadways and the following improvements will fully mitigate the project's impacts to a level of less than significant. The project shall be solely responsible for these improvements.

Spring Canyon Road/Soledad Canyon Road

This is the project's main entrance. The intersection shall be modified to provide one shared left-right-turn lane and one exclusive right-turn lane on the north approach. On the east approach, provide sufficient pavement on Soledad Canyon Road for one through lane and one shared through/right-turn lane (instead of one through lane and one right-turn lane recommended in the Supplemental Environmental Impact Report), and on the west approach, a left-turn lane and one through lane.

Pay the entire cost for the installation of the traffic signals. Traffic signals shall only be installed when actual traffic conditions warrant the signals.

Install a crosswalk on the east side of the intersection rather than on the west side to avoid heavy dual-lane right-turn vehicle movements in conflict with pedestrian movements.

Detailed striping and signal plans for these improvements shall be prepared and submitted to Public Works for review and approval.

Spring Canyon Road

A minimum vehicle lane width of 18 feet should be provided from north of the State Route 14 (SR-14) overpass columns to Valley Canyon Road for disabled vehicle refuge.

Daryl Koutnik
March 27, 2003
Page 3

Any grade change in pedestrian sidewalk must comply with the Americans with Disabilities Act.

Seventeen feet of vertical clearance should be provided at the SR-14 overpass and Spring Canyon Road.

Detailed striping, signage, and signal plans for these improvements shall be prepared and submitted to Public Works and to the State of California Department of Transportation (Caltrans) for review and approval.

Soledad Canyon Road

Widen Spring Canyon Road from SR-14 eastbound ramps to Spring Canyon Road to provide a total of three lanes. A three-lane section of roadway shall include one lane in each direction in addition to a center passing lane in the upgrade portion of the roadway that could serve both westbound and eastbound traffic.

Detailed road construction, striping and signage plans shall be prepared and submitted to Public Works for review and approval.

Since this project is within the Eastside Bridge and Major Thoroughfare Construction Fee District, the cost of this improvement will be given as a credit toward the project's Bridge and Major Thoroughfare District fee.

SR-14 Southbound Ramps/Soledad Canyon Road

Pay the entire cost for the installation of the traffic signal. Traffic signals shall only be installed when actual traffic conditions warrant the signals. Since the signalization of the intersections is included in the Eastside Bridge and Major Thoroughfare Construction Fee District, the project shall be given the credit against the District fees.

The cumulative traffic of the project and related projects in the study will significantly impact the following intersections. The project shall pay its fair share of the cost for the following improvements needed to fully mitigate its cumulative traffic impacts to a level of insignificance.

Daryl Koutnik
March 27, 2003
Page 4

SR-14 Northbound Ramps/Soledad Canyon Road

Restripe the south approach of this intersection to provide for two through lanes. The two through lanes will be carried north of the intersection under the SR-14 Freeway bridge to join two westbound lanes which currently exist.

The project is within the Eastside Bridge and Major Thoroughfare Construction Fee District. The project shall pay its fair share of the District fees.

~~The project will not have any impact to a Congestion Management Program route, intersections, or freeways.~~

The following intersections impacted by the project traffic alone are within the City of Santa Clarita's jurisdiction. Therefore, the City's approval is needed to implement these mitigation measures:

Sand Canyon Road/Soledad Canyon Road

Pay project's fair share of the cost to improve the south approach of the intersection for the ultimate improvements that will provide dual left-turn lanes, two through lanes, two right-turn lanes, and modification of traffic signals.

SR-14 Southbound Ramps North of Sand Canyon Road/Soledad Canyon Road

Pay project's fair share of the cost to improve the east approach of the intersection for the ultimate improvements that will provide dual left-turn lanes, three through lanes, and modification of traffic signals.

A freeway traffic impact analysis has been conducted and determined that no project-related significant traffic impact will occur to the mainline freeways. Inasmuch as Caltrans has the jurisdiction over the freeway system, Caltrans shall review this document for any CEQA traffic impacts and mitigation measures proposed as necessary.

If you have any questions, please contact James Chon of our Traffic Studies Section at (626) 300-4721.

Daryl Koutnik
March 27, 2003
Page 5

Waterworks and Sewer Maintenance

We have reviewed the subject document and have no comments.

If you have any questions, please contact Kyle Kornelis at (626) 300-3322.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Massie Munroe at the above address or at (626) 458-4359.

9/21
K
mm
MM:kk
A:\EIR231.DOC

bc: Traffic and Lighting ✓
Waterworks and Sewer Maintenance
Watershed Management (Lafferty)

clm



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: T-4

October 30, 2002

TO: James E. Hartl
Planning Director
~~Department of Regional Planning~~

Attention Daryl Koutnik

FROM: James A. Noyes
Director of Public Works

SHADOW PINES PROJECT
TRAFFIC IMPACT STUDY (JULY 30, 2002)
VESTING TENTATIVE TRACT MAP NO. 48086

We have reviewed the above-mentioned document submitted by the Project traffic consultant and agree with the analysis and conclusions in the study.

The Project is generally located north of Soledad Canyon Road at Spring Canyon Road in the unincorporated County of Los Angeles area. The Project consists of the development of 542 single-family residential lots, three open space lots, a fire station lot, a sheriff's substation lot, and two park site lots. Contiguous to, but not a part of, the Project is a nine-acre elementary school site for a maximum student capacity of 750 students.

The Project upon its anticipated completion year in 2005 is estimated to generate approximately 6,056 daily vehicle trips with 626 vehicle trips and 547 vehicle trips during the a.m. and p.m. peak hours, respectively.

We agree with the study that the Project traffic alone will significantly impact the following intersections and roadways and the following improvements will fully mitigate the Project's impacts to a level insignificance. The Project shall be solely responsible for these improvements.

FILE COPY

Spring Canyon Road/Soledad Canyon Road

This is the Project's main entrance. The intersection shall be modified to provide one shared left-/right-turn lane and one exclusive right-turn lane to the north approach. On the east approach, provide sufficient pavement on Soledad Canyon Road for one through lane and one shared through/right-turn lane, and on the west approach, a left-turn lane and one through lane.

Pay the entire cost for the installation of the traffic signals. Traffic signals shall only be installed when actual traffic conditions warrant the signals.

Install a crosswalk on the east side of the intersection rather than on the west side to avoid heavy dual-lane right-turn vehicle movements in conflict with pedestrian movements.

Detailed striping and signal plans for these improvements shall be prepared and submitted to Public Works for review and approval.

Spring Canyon Road

A minimum vehicle width of 18 feet should be provided from north of the SR-14 overpass columns to Valley Canyon Road for disabled vehicle refuge.

Any grade change in pedestrian sidewalk must comply with the Americans with Disabilities Act.

Seventeen feet of vertical clearance should be provided at the SR-14 overpass and Spring Canyon Road.

Detailed striping, signage, and signal plans for these improvements shall be prepared and submitted to Public Works and to the State of California Department of Transportation for review and approval.

Soledad Canyon Road

Widen Spring Canyon Road from SR 14 eastbound ramps to Spring Canyon Road to provide a total of three lanes. A three-lane section of roadway shall include one lane in each direction plus a center passing lane in the upgrade portion of the roadway that could serve both westbound and eastbound.

James E. Hartl
October 30, 2002
Page 3

Detailed striping and signage plans shall be prepared and submitted to Public Works for review and approval.

The cumulative traffic of the Project and related Projects in the study will significantly impact the following intersections. The Project shall pay its fair share of the cost for the following improvements needed to fully mitigate its cumulative traffic impacts to a level insignificance:

Soledad Canyon Road/SR-14 Eastbound Ramps

Restripe the south approach of this intersection to provide for two through lanes. The two through lanes will be carried north of the intersection under the SR-14 Freeway bridge to join two northbound lanes which currently exist.

The Project is within the Eastside Bridge and Major Thoroughfare Construction Fee District. The Project shall pay its fair share of the District fees.

The Project will not have any impact to a Congestion Management Program route, intersections, or freeways.

The following intersections impacted by the Project traffic alone are within the City of Santa Clarita's jurisdiction and thus City's approval is needed to implement these mitigation measures:

Soledad Canyon Road/Sand Canyon Road

Pay Project's fair share of the cost to improve the south approach of the intersection for the ultimate improvements that will provide dual left-turn lanes, two through lanes, two right-turn lanes, and modification of traffic signals.

Soledad Canyon Road/SR-14 Westbound Ramps East of Sand Canyon Road

Pay Project's fair share of the cost to improve the east approach of the intersection for the ultimate improvements that will provide dual left-turn lanes and three through lanes and modification of traffic signals.

James E. Hartl
October 30, 2002
Page 4

If you have any questions, please contact James Chon of our Traffic and Lighting Division
at (626) 300-4721.

VAC JHC:cn
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ON-
cc: Land Design Consultants, Inc. (Christy Cuba)

bc: Ronald J. Ornee
T. M. Alexander
Land Development (Hunter, Ruiz, Wittler)
Watershed Management (David)



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision No: TR 48086-3 Map Date: Amendment Memo (June 20, 2012)

C.U.P. _____ Vicinity: _____

- FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
- Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.
- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Preliminary Fuel Modification Plan" shall be submitted and approved prior to Tentative Map clearance. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).
- Provide Fire Department approved address numbers and Department of Public Works approved street signs prior to occupancy.
- Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.
- The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.
- These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.
- The Fire Department has no additional requirements for this division of land.

Comments: **The Fire Department has no concerns for the proposed changes to the public road improvements as described in the amendment letter. All previously approved requirement and conditions of approval are still applicable for this project.**

By Inspector: Juan C. Padilla Date July 17, 2012

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No: TR 48086 Map Date: Amendment Memo (June 20, 2012)

Revised Report _____

- The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.
- The required fire flow for public fire hydrants at this location is _____ gallons per minute at 20 psi for a duration of ___ hours, over and above maximum daily domestic demand. ___ Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is _____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing _____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- Fire hydrant requirements are as follows:
Install _____ public fire hydrant(s). Verify / Upgrade existing _____ public fire hydrant(s).
Install _____ private on-site fire hydrant(s).
- All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
 Location: As per map on file with the office.
 Other location: _____
- All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access shall be provided and maintained serviceable throughout construction.
- The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.
- Additional water system requirements will be required when this land is further subdivided and/or during the building permit process.
- Hydrants and fire flows are adequate to meet current Fire Department requirements.
- Fire hydrant upgrade is not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: **The Fire Department has no concerns for the proposed changes to the public road improvements as described in the amendment letter. All previously approved requirement and conditions of approval are still applicable for this project.**

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector *JuanC Padilla*

Date July 17, 2012

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION REPORT

Tentative Map #	48086	DRP Map Date:	05/12/2010	SCM Date:	07/26/2012	Report Date:	07/19/2012
Park Planning Area #	43B		AGUA DULCE / ACTON			Map Type:	AMENDMENT

Total Units = Proposed Units + Exempt Units

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.

Park land obligation in acres or in-lieu fees:

ACRES:	4.59
IN-LIEU FEES:	\$167,145

Conditions of the map approval:

Developer shall receive Quimby credit for park improvements up to \$167,145 and shall otherwise bear the entire costs to complete the private park improvements. Please see attached letter dated 6/17/2010 for Department conditions which continue to be applicable.

The park obligation for this development will be met by:

Contributing \$167,145 in park improvements.
Conditions of approval attached to report.

Trails:

See also attached Trail Report.

Comments:

In-lieu fee based on Quimby fee schedule in effect on 08/03/04 Board approval date.

The proposed amendment does not affect this Department's conditions. No revised map was submitted with this amendment; this Park Obligation Report is based on map dated 5/12/2010. Please see attached letter dated 6/17/2010 for Department conditions which continue to be applicable.

Please contact Clement Lau at (213) 351-5120 or Sheela Mathai at (213) 351-5121, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, CA 90020 for further information or to schedule an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements, please contact the Trails Coordinator at (213) 351-5134.

By: 
James Barber, Land Acquisition & Development Section

Supv D 5th
July 17, 2012 10:41:47
QMB02F.FRX



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map #	48086	DRP Map Date:	05/12/2010	SMC Date:	07/26/2012	Report Date:	07/29/2012
Park Planning Area #	43B		AGUA DULCE / ACTON			Map Type:	AMENDMENT

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) 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 2000 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.
 - 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 = Proposed Units + Exempt Units

	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.11	0.0030	492	4.59
M.F. < 5 Units	2.02	0.0030	0	0.00
M.F. >= 5 Units	2.51	0.0030	0	0.00
Mobile Units	2.40	0.0030	0	0.00
Exempt Units			0	
Total Acre Obligation =				4.59

Park Planning Area = **43B AGUA DULCE / ACTON**

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	4.59	\$36,415	\$167,145

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
Total Provided Acre Credit:				0.00	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	RLV / Acre	In-Lieu Fee Due
4.59	0.00	0.00	4.59	\$36,415	\$167,145



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

June 17, 2010

Ms. Susan Tae, AICP
Supervising Regional Planner
Land Divisions Section
Department of Regional Planning
320 West Temple Street, Room 1346
Los Angeles, California 90012

Dear Ms. Tae:

**SPRING CANYON
CONDITIONS OF MAP APPROVAL
AMENDED VESTING TENTATIVE TRACT MAP 48086
Regional Planning Map dated May 12, 2010**

The Department's recommended park and open space conditions of map approval are listed below for Amended Vesting Tentative Tract Map (AVTTM) 48086 and in the Park Obligation Report and Worksheet attached to this letter. Neither the "active" park on Lot 497 nor the "passive" park on Lot 495 will be conveyed to the County; however, Condition 41 of Conditional Use Permit No. 96-044-(5) approved by the Board of Supervisors on August 3, 2004 provides that the expenditures the permittee makes on required improvements to these parks be credited against the subdivision's remaining Quimby obligation otherwise payable by the permittee, and that the permittee shall otherwise bear the entire costs to complete such park improvements.

1. Dedicate natural open space Lot 499 and Lot 500 to the County.
2. Create a Landscaping and Lighting Act District (LLAD) prior to the County accepting title to the open space lots for the mutual benefit of Subdivider and the County to maintain the trails and open space lots. When LLAD maintenance areas are planned on private, fee simple lots, LLAD easements must be recorded prior to clearance of final (unit) maps by the Department.
3. Active Park (Lot 497)
 - 3.1. Complete the active park to the satisfaction of the Department prior to the Department clearing the 213th residential unit for recordation or any unit map which when cleared by the Department would result in more than 213 units being cleared.

3.2. The active park shall be 16.9 acres in size (includes slopes) with a total usable pad of approximately 4.30 acres and consisting of at least the following improvements: parking lot, youth soccer field, recreational turf and landscaping, and restroom facilities in accordance with the plans approved by the Department's Design Review Committee on October 31, 2005.

4. Passive Park (Lot 495)

4.2. The developer shall complete the passive park to the satisfaction of the Department prior to the Department clearing the 380th residential unit for recordation or any unit map which when cleared by the Department would result in more than 380 units being cleared.

4.2. The passive park shall consist of turf, irrigation, and other improvements consistent with the plans approved by the Department's Design Review Committee on October 31, 2005.

5. Prior to the Department clearing the first final (unit) map:

5.1. Enter into a Park Development Agreement (PDA) with the Department for development of the parks on Lot 497 (active park) and Lot 495 (passive park) and post Faithful Performance and Labor and Materials bonds with the Department to cover design and construction of the parks in accordance with cost estimates for the parks. The PDA shall be substantially similar in form and content to the PDA approved by the Board of Supervisors on August 8, 2006, and the content of the bonds shall be substantially similar in form and content to the bonds used by the Los Angeles County Department of Public Works (DPW).

5.2. Prior to the Department clearing the unit map containing either the active or passive park, Subdivider shall deliver the final version of the covenants, conditions and restrictions (CC&Rs) requiring the park lots to be used for park purposes only and to be owned, operated, and maintained by the homeowner's association ("Association"), along with a letter stating that the CC&Rs will be recorded after the recordation of the final map and approval by the Department of Real Estate. The CC&Rs shall contain the following provision: "the active park shall, at all times and under all conditions, be equally open and available to residents and nonresidents of the subdivision and there shall be no discrimination against or preference, gratuity, bonus or other benefit given residents of the subdivision not equally accorded non-residents of the subdivision." Recorded copies of the CC&Rs shall be delivered to: County of Los Angeles Department of Parks and Recreation, 510 S. Vermont Avenue, Room 201, Attention:

Chief of Planning, Los Angeles, CA 90020. The unit map containing respectively the active or passive park shall contain a notation dedicating to the County the right to prohibit residential construction on the park lot and each park lot shall be clearly labeled on the final map.

- 5.3. Submit critical path method (CPM) schedules for completing the active park and passive park (one for each park) encompassing design development submittals, and submittals required for the various stages of construction document development, permits and approvals, including the encroachment permit from Caltrans, and park construction and completion dates. 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. In the event Subdivider fails to comply with this condition, the Department shall give written notice to Subdivider describing such breach. Notice is deemed given when sent by Certified Mail, Return Receipt Requested with postage prepaid addressed to Subdivider, or by a reliable over-night courier with charges prepaid, or by personal delivery to Subdivider's relevant address set forth in the PDA. Failure to comply with this condition, or to complete construction by the thresholds established in Condition 3.1 or Condition 4.1, may result in the Department not clearing additional units/maps to record until the respective park is built and/or updated park delivery schedule is received.
6. Subdivider shall pay prevailing wage for the park improvements. Subdivider shall receive a Quimby parkland credit in an amount not to exceed \$167,145 for the park improvements, calculated as shown on the attached Park Obligation Report and Worksheet. Subdivider shall otherwise bear the entire costs to complete the park improvements.
7. Subdivider is responsible for developing the parks in accordance with the 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 Subdivider.
8. 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 parks; provide one (1) copy of all studies, permits, inspection reports, and

written approvals to the Department's representative; provide the County with certification that any playground constructed within the parks 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.

9. Submit to the Department park plans and specifications to the Department for review and approval during the design development stage, 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 of the next said stage unless it is determined that the change is significant whereas the construction document would be resubmitted prior to permission by the Department for Subdivider to proceed with the next stage.
10. Provide the Department with written Notice of Construction Commencement for each park. Construction Commencement is defined as when the Subdivider starts precise grading and/or installing utilities for the park. The Construction Phase is defined as the period of time from said notice to the date the Department issues its Notice of Approval 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 Approval 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 Approval of Completed Park Improvements, or issuance of said notice will be delayed until the items on the list are corrected.

11. Designate and identify a project manager who will oversee design and construction of the parks. The project manager shall communicate by providing written documentation via facsimile, e-mail, or mail to County's representative and abide by County's requirements and direction to ensure acceptable park completion; provide County with reasonable access to the park sites and the park improvements for inspection purposes and at a minimum shall initiate and coordinate the following inspections and approvals during the course of construction with not less than two (2) 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 approval. 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.
12. During park construction and for each respective (active, passive) park, developer shall submit a schedule of values and progress payment statements at least quarterly with supporting documentation sufficient for the Department to verify the developer's construction cost expenditures for Quimby credit.
13. Upon completing construction of each private park, and after Subdivider having first obtained final sign off from DPW on all code compliance issues, Subdivider shall notify the Department in writing by submitting a Notice of Completion of Park Construction. Within thirty (30) County business days after receipt of said notice, the 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 Approval of Completed Park Improvements. If park construction is unacceptable, within fifteen (15) County business days after inspection, the Department shall provide Subdivider with a list of items that need to be corrected after receipt of said list in order for Department to issue its Notice of Approval of Completed Park Improvements, or issuance of said notice will be delayed until the items on the list are corrected.

Ms. Susan Tae
June 17, 2010
Page 6 of 6

Should you have any questions regarding this matter, please contact me at (213) 351-5117.

Sincerely,



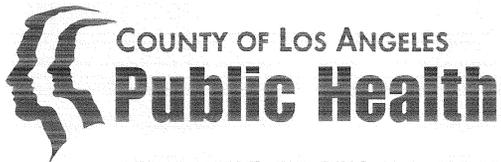
James Barber, Section Head
Land Acquisition and Development

JB:CL (48086 Spring Canyon051210DRPmdRpt)

Attachments

1. Park Obligation Report & Worksheet

c: K. Ritner, N.E. Garcia, L. Hensley, J. Smith, J. McCarthy (Parks and Recreation)
Roger Hernandez (CEO/RED)



JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

KENNETH MURRAY, REHS
Director of Environmental Protection Bureau

PATRICK NEJADIAN, REHS
Chief EHS, Land Use Program

KEN HABARADAS, M.S., REHS
Environmental Health Staff Specialist
Land Use Program
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5382 • FAX (626) 813-3016

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

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Fifth District

Tract Map No. 48086-3

Vicinity: Santa Clarita

Memo Amendment Date: June 20, 2012

The Los Angeles County Department of Public Health has no objection to the requested modification of a previously approved mitigation measure and condition of approval for Vesting Tentative Tract Map 48086. The following conditions still apply and remain in effect:

1. Public water shall be supplied by the Newhall County Water District.
2. Sewage disposal shall be provided through the public sewer and wastewater treatment facilities of the Los Angeles County Sanitation District No. 26 as proposed.

Prepared by *Ken Habaradas*
Ken Habaradas

Phone: (626) 430-5382

Date: July 13, 2012

**ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT FO
AMENDMENT TO VESTING TENTATIVE TRACT MAP NO. 48086**

Vesting Tentative Tract Map No. 48086 (TR 48086) was approved by the Board of Supervisors on August 3, 2004 for 542 single-family lots, a fire station site, a sheriff substation site, two park lots and three open space lots on 548.1 acres. The requested modification would pertain only to roadway Map Condition and Mitigation Measure language. The subject property is located within the Soledad Zoned District of Los Angeles County, north of the Antelope Valley Freeway and Soledad Canyon Road and between Shadow Pines Boulevard and Aqua Dulce Road.

The purpose of the requested modification to the Map Condition and Mitigation Measure language is to change the required mitigation of traffic impacts to Soledad Canyon Road and Spring Canyon Road.

The requested language change would modify the width widening requirement and types of additional traffic lanes which were to be added after widening; and instead of grading or an airspace easement for sight distance, it would require for advanced warning signs and flashing beacons to be installed. The requirement to install a traffic signal would not change.

Staff is in support of the modification request because the language changes will still fully mitigate the traffic impacts without the need of a new traffic study. A traffic report conducted by Austin-Foust (April 7, 2010) and a technical memorandum issued by Sikand Engineering (April 6, 2011) to Public Works have served as an addendum to the Traffic Impact Analysis which is a part of the Final Environmental Impact Report of this project.

ADDENDUM TO FINAL EIR FOR PROJECT NO. 96044-(5)

Section 15164 of the California Environmental Quality Act authorizes Lead Agencies to prepare an Addendum to a previously certified Environmental Impact Report if changes or additions to the document are necessary but none of the conditions described in Section 15162 are present. Staff of the Department of Regional Planning has determined that none of the conditions described in Section 15162 are present. The Map Condition and Mitigation Measure language changes will not constitute a substantial increase in the severity of previously identified impacts and will not increase existing levels of traffic. No new environmental effects have been identified with regard to the design standards. No new information pertaining to the subject property or the environmental impacts of the existing development has been discovered during the preparation of this Addendum.

Therefore, the Addendum to the previously adopted Environmental Impact Report adopted on August 3, 2004, which is available for inspection upon request, provides adequate environmental analysis for the project as currently amended.



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MEMORANDUM

TO: Andy Narag VIA e-mail
FROM: Doug Farmer
DATE: April 6, 2011
SUBJECT: Condition for Sight Distance for TT 48086
W.O.: 5105-025-03

The previously approved condition for TT 48086 regarding the sight distance for Spring Canyon Road at Soledad Canyon Road is the last one on page 4/6 of the road conditions dated 03-07-2000 and reads as follows:

"Design the intersection of Spring Canyon Rd. with Soledad Canyon Rd. to provide a 60 mph sight distance (vertical and horizontal) from the local street. Provide 650 feet of sight distance on Soledad Canyon Rd. from Spring Canyon Rd. based on its 60 mph design speed. Additional right of way or airspace easement dedication and/or grading may be required."

I believe this should be modified to say:

"Design the intersection of Spring Canyon Rd. with Soledad Canyon Rd. with a free right turn lane from Spring Canyon Road onto Soledad Canyon Rd and advanced warning signs with flashing beacons which are linked to the traffic signal to flash when the signal is about to turn yellow to warn southbound motorists on Soledad Canyon Rd."

There is not a specific condition regarding the construction of the third lane on Soledad Canyon Road between SR14 ramps and Spring Canyon Road. The first condition on page 6/6 refers to the mitigation measures in the June 26,2000 Traffic and Lighting letter and December 23, 1999 memorandum. This letter and memorandum was superceded by a March 24,2003 letter from Traffic and Lighting. This letter calls for the following lanes for the intersection of Spring Canyon Road / Soledad Canyon Road:

"The intersection shall be modified to provide one shared left-right turn lane and one exclusive right turn lane on the north approach. On the east approach, provide sufficient pavement on Soledad Canyon Road for one through lane and one shared through/right-turn lane (instead of one through lane and one right-turn lane recommended in the SEIR), and on the west approach, a left-turn lane and one through lane."

Per the Austin-Foust traffic report dated April 7, 2010, this should be modified to say:

"The intersection shall be modified to provide one left-turn lane and one free right-turn lane on the north approach. On the east approach, provide one shared through/right-turn lane, and on the west approach, a left-turn lane and one through lane.

The March 24,2003 letter also calls for the following improvement on Soledad Canyon Road:

"Widen Soledad Canyon Road from SR-14 eastbound ramps to Spring Canyon Road to provide a total of three lanes. A three lane section of roadway shall include one lane in each direction plus a center passing lane in the upgrade portion of the roadway that could serve both westbound and eastbound traffic."

Per the Austin-Foust traffic report dated April 7, 2010, this condition should be eliminated.

In addition, the Mitigation Measures from the July 8, 2003 Mitigation Monitoring Program will also need to be revised.

The mitigation measure on Page 32 for Soledad Canyon Road and Spring Canyon Road currently reads:

"The project applicant proposes to install a new traffic signal and widen the intersection to provide an eastbound left turn lane and through lane and a westbound right turn lane and through lane. The extent of widening will provide for sight distance along Soledad Canyon Road for a 60 mph design speed."

Per the Austin-Foust traffic report dated April 7, 2010, this should be modified to say:

"The project applicant proposed to install a new traffic signal and widen the intersection to provide an eastbound left turn lane and through lane and a free right turn lane from southbound Spring Canyon Road onto Soledad Canyon Rd and advanced warning signs with flashing beacons which are linked to the traffic signal to flash when the signal is about to turn yellow to warn southbound motorists on Soledad Canyon Rd."

The mitigation measure on Pages 32&33 for Soledad Canyon Road (SR-14 to Spring Canyon Road) states:

"In order to fully mitigate the project traffic impacts on the roadway segment, Soledad Canyon Road shall be widened to accommodate a total of three lanes. A three-lane section of roadway should include one lane in each direction plus a center passing lane that could serve both westbound (in the A.M.) and eastbound (in the P.M.) traffic. This three-lane section has been reviewed and approved by the County as a full-mitigation measure for that segment of Soledad Canyon Road between SR-14 and Spring Canyon Road which is physically restricted due to terrain."

Per the Austin-Foust traffic report dated April 7, 2010, this mitigation measure should be eliminated.

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*Memo
Amendment
TR 48086-3*

June 20, 2012

Ms. Alejandrina Baldwin
County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: Revised Tentative Tract #48086 (Spring Canyon)

Dear Ms. Baldwin:

Per our telephone conference on May 24th and your email dated June 13, 2012, RBF Consulting is submitting a formal request for a modification to the approved Map Condition and Mitigation Measure language. As we discussed, Public Works has conceptually approved roadway improvements for the tract and stated that they are acceptable to them in satisfaction of the approved tract conditions and Mitigation Monitoring Plan. A copy of the memo from Traffic and Lighting Division to Land Development Division has previously been sent to you and is attached.

In the attached memo, Traffic and Lighting describes the proposed roadway improvements that meet their standards for the intersection on Spring Canyon Road and Soledad Canyon Road and improvement to Soledad Canyon Road which are requirements of the tentative map. In final conceptual design, these improvements deviate slightly from what is described in the tract conditions and mitigation measures but are substantially equivalent in their satisfaction of the underlying conditions. The details of this are fully described in their memo, but generally the sight distance requirement of the conditions and the intersection design and widening of Soledad Canyon Road requirements of the Mitigation Monitoring Plan are being satisfied with a free right turn and acceleration lane along with an advance warning signs and beacons. Also, since the free right turn lane replaced the need for the dual right turn movements at Spring Road onto Soledad Canyon Road, the condition to "Install a crosswalk on the east side of the intersection rather than on the west side to avoid heavy dual-lane right-turn vehicle movements in conflict with pedestrian movements" is no longer applicable.

PLANNING ■ DESIGN ■ CONSTRUCTION

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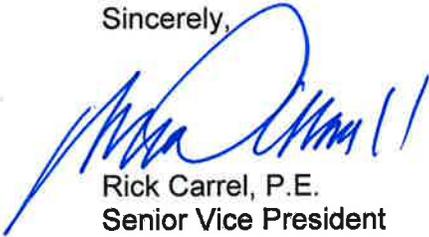
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Ms. Alejandrina Baldwin
County of Los Angeles
June 20, 2012
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JN 10-107321

We respectfully request that your department initiate the amendment process so we may continue moving forward with Spring Canyon as quickly and efficiently as possible. Please contact me with questions. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Carrel", is written over the word "Sincerely,".

Rick Carrel, P.E.
Senior Vice President