



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

July 18, 2017

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**PROJECT NO. 00-196 (5)
VESTING TENTATIVE TRACT MAP NO. 53108
GENERAL PLAN AMENDMENT NO. 00-196
LOCAL PLAN AMENDMENT NO. 00-196
SPECIFIC PLAN AMENDMENT NO. 00-196
SEA CONDITIONAL USE PERMIT NO. 200500112
OAK TREE PERMIT NO. 00-196
CONDITIONAL USE PERMIT NO. 00-196
STATE CLEARINGHOUSE NO. 2004021002
APPLICANT: THE NEWHALL LAND AND FARMING COMPANY
NEWHALL ZONED DISTRICT
(FIFTH SUPERVISORIAL DISTRICT) (3-VOTES)**

SUBJECT

The Landmark Village Project (Project) is before the Board of Supervisors (Board) as one of five villages within the approved Newhall Ranch Specific Plan (Specific Plan). In February 2012, the Board approved the Project following certification of the Landmark Village Final Environmental Impact Report (2011 Final EIR) as adequate and complete under the California Environmental Quality Act (CEQA; Pub. Resources Code, §§21000 et seq.). Litigation ensued challenging the 2011 Final EIR and the project approvals. After court directives were issued in the related California Supreme Court decision in *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204 (CBD), the Supreme Court provided similar substantive direction in the related Landmark Village litigation (*Friends of the Santa Clara River v. County of Los Angeles*, Appellate No. B256125, Los Angeles County No. BS136549) (hereinafter, the Landmark Village litigation).

To address the court directives and be consistent with the Final Additional Environmental Analysis (AEA) prepared by the California Department of Fish and Wildlife (Fish and

Wildlife) and certified on June 14, 2017, in connection with certain Fish and Wildlife actions related to Newhall Ranch, the applicant, The Newhall Land and Farming Company, submitted information, analysis, and materials to support the County's updated review associated with the Landmark Village Recirculated Portions of the EIR (2017 Recirculated Analysis) and an errata to the Mitigation Monitoring and Reporting Plan (MMRP) prepared for the 2011 Final EIR (2017 Errata to the 2011 MMRP), which revise two sections of the 2011 Final EIR in compliance with CEQA Guidelines section 15088.5: 1) greenhouse gas (GHG) emissions; and 2) avoidance of a "take" of the unarmored threespine stickleback (stickleback) with modified construction methods for Long Canyon Bridge, two temporary haul routes, and bank stabilization.

BACKGROUND

Project History

On October 4, 2011, after a public hearing, the Board certified the 2011 Final EIR for the Project and indicated its intent to approve the Project. The County Regional Planning Commission (Commission) previously conducted duly-noticed public hearings on January 31, 2007, February 28, 2007, and January 9, 2008. In February 2012, the Board approved the CEQA-required findings and statement of overriding considerations, and adopted each of the Project approvals, including approval of the Project's vesting tentative tract map and associated discretionary permits summarized below.

In March 2012, environmental organizations (collectively, petitioners) filed a lawsuit in the Landmark Village litigation challenging the certified 2011 Final EIR and Project approvals claiming that said actions violated CEQA. In January 2014, the trial court denied petitioners' request to set aside the 2011 Final EIR and Project approvals. Petitioners appealed the trial court's judgment. On April 21, 2015, the Second District Court of Appeal affirmed the trial court's judgment in full. In May 2015, petitioners filed a petition for review with the Supreme Court as to one issue, the 2011 Final EIR's analysis of GHG emissions, and requested that the Supreme Court grant review and suspend briefing until the Supreme Court resolved the same GHG emissions issue pending in the related *CBD* action noted above. The Supreme Court granted the petition for review and deferred the Landmark Village litigation pending disposition of the GHG emissions issue in the related *CBD* litigation action.

In November 2015, in the related *CBD* action, the Supreme Court concluded the Environmental Impact Report (EIR) lacked substantial evidence to support the significance determination regarding GHG emissions. In March 2016, the Supreme Court transferred the Landmark Village litigation to the Court of Appeal, with directions to vacate its decision and reconsider the case in light of the Supreme Court's GHG emissions decision in the related *CBD* action.

2017 Recirculated Analysis

Based on the Supreme Court decision, the Landmark Village litigation requires the County to reconsider one legal issue in connection with the Board's February 2012 decision to approve the Project, namely, the 2011 Final EIR's assessment of the significance of the Project's GHG emissions. Unlike the *CBD* petitioners, petitioners in the Landmark Village litigation did not challenge any of the stickleback mitigation measures; as a result, that litigation did not contain any briefing or court rulings with regard to stickleback. Nonetheless, the County has determined to reconsider the stream diversion-related mitigation measures in the 2011 Final EIR because the Supreme Court's decision invalidated similar measures in the *CBD* litigation under the California Fish and Game Code.

The Project continues to cover the same Project area and includes the same mix of land uses as previously considered in the 2011 Final EIR. The only changes made between the 2011 Final EIR and the 2017 Recirculated Analysis relate to the mitigation measures imposed to reduce GHG emissions, and measures associated with the Project's modified design and construction methods to avoid contact with the wetted channel of the Santa Clara River. Such modifications are design refinements located within the same impact footprint as previously analyzed in the 2011 Final EIR.

In November 2016, the County issued the Draft 2017 Recirculated Analysis, which reevaluates the Project's GHG emissions, consistent with CEQA and the Supreme Court's decision. The recommended GHG emissions mitigation measures contained in the 2017 Recirculated Analysis propose to reduce, mitigate, and offset 100 percent of the Project's GHG emissions, allowing the Project to achieve net zero GHG emissions. Accordingly, the 2017 Recirculated Analysis includes technical reports and analysis providing substantial evidence that the Project's GHG emissions will have a less-than-significant impact on global climate change.

In addition, the 2017 Recirculated Analysis evaluated the proposed modified bridge design and construction methods that involve installing bridge piers and bank stabilization outside of the wetted channel of the Santa Clara River. The proposed modified methods and recommended mitigation measures and project design features ensure avoidance of the wetted channel of the Santa Clara River during the Project's construction phase, and thus eliminating the need for any stickleback collection and relocation mitigation measures. Accordingly, consistent with the Supreme Court's direction, by avoiding construction in the wetted channel of the River, the applicant will not conduct in-river activities that may lead to a "take" of stickleback.

The 2017 Recirculated Analysis also proposes the implementation of 13 new mitigation measures (LV 4.23-1/2-1 through LV 4.23-13/2-13) that would reduce, mitigate, and offset

100 percent of the Project's GHG emissions. Concerning the stickleback, the 2017 Recirculated Analysis proposes implementation of 20 new mitigation measures (LV 4.4-67/BIO-3-1a through LV 4.4-86/BIO-3-3f) and the elimination of four mitigation measures (LV 4.4-10, LV 4.4-11, LV 4.4-12, and LV 4.4-54) to modify the Project's design and construction methods to avoid construction in the wetted channel of the Santa Clara River and thereby eliminate any contact with the unarmored threespine stickleback.

The Project

The Newhall Ranch Specific Plan guides the long-term development and conservation of the approximately 11,999-acre Newhall Ranch community, as approved to include a broad range of residential, mixed-use, commercial/retail uses within five villages. The Project is one of five villages within the Specific Plan, which was approved by the Board in 2003. As previously approved by the Board, the Project, as currently proposed, still would provide 1,444 residential units (specifically, 270 single-family and 1,174 multi-family units, including 69 mixed-use/multi-family units) and 1,033,000 square feet of commercial (retail/office) uses. The Project also would still include a 9.7-acre elementary school, 1.3-acre fire station, a park and ride facility, and approximately 76.7 acres of open space (including a community park, recreation areas, trails, and a trailhead). In addition, the Project would still include supporting facilities and infrastructure, including roads, the Long Canyon Road Bridge, temporary haul routes, trails, drainage improvements, flood protection, potable and recycled water systems, a sanitary sewer system, and dry utilities systems.

The Project applicant has not proposed any changes to the Project entitlements since the 2011 Final EIR. The Project entitlements are summarized below:

- **Vesting Tentative Tract Map No. 53108.** Vesting Tentative Tract Map to subdivide the Project site into 270 single-family lots, 15 multi-family lots, two mixed use residential lots, 16 commercial lots, and lots for, among other uses, recreation, parks, school, fire station, open space, park and ride, and trailhead. The proposed map would subdivide the site into a total of 422 lots (with 1,444 dwelling units, including 301 affordable housing units).
- **General Plan/Local Plan Amendment No. 00-196.** In 2012, amendments to the County's Master Plan of Highways within the Transportation Element of the Los Angeles Countywide General Plan and associated Area Plan were needed for "A" Street located within the Project area of the Specific Plan. Within the Project site, the circulation plan is characterized by a system of local streets that would access the site to and from a curvilinear road identified as "A" Street on Vesting Tentative Tract Map No. 53108. This street traverses the site in an east-

west direction. Two north/south roadways, Wolcott Road and Long Canyon Road, would connect "A" Street to the off-site highway system. The primary function of "A" Street is to provide connectivity between the Project's neighborhoods and access from local streets to the arterial highway system. The amendments approved in 2012 downgraded "A" Street from a four-lane Secondary Highway in the then current General Plan to a two-lane Collector Street. While "A" Street is an integral component of the Project circulation system, it is not critical to the overall Specific Plan and area wide circulation system and, consequently, the Secondary Highway designation was appropriately changed to a Collector Street.

On October 6, 2015, the Board adopted an updated General Plan (General Plan 2035) and certified an EIR for the updated General Plan (SCH No. 2011081042). The updated General Plan does not include "A" Street as a designated secondary highway within the County Highway Plan, consistent with the Board's 2012 resolution for this Project. On November 27, 2012, the Board adopted an updated Area Plan (Santa Clarita Area Plan 2012) and certified an EIR for the updated Area Plan (SCH 2008071119). The updated Area Plan does not include "A" Street as a designated secondary highway within the circulation plan, consistent with the Board's 2012 resolution for this Project.

Given that "A" Street has been appropriately designated by the General Plan and Area Plan updates described above, General Plan/Land Use Plan Amendment No. 00-196 is no longer required.

- **Specific Plan Amendment No. 00-196.** An amendment to the Specific Plan Master Circulation Plan (Exhibit 2.4-2) remains necessary to change "A" Street from a designated Secondary Highway to a Collector Street in the Specific Plan for the reasons outlined above.
- **SEA Conditional Use Permit No. 200500112.** On May 27, 2003, the Board approved a program-level General Plan Amendment 94-087-(5) as part of the Board's project approval for the Newhall Ranch Specific Plan. The prior General Plan Amendment approved: (a) adjustments to the existing boundaries of Significant Ecological Area (SEA) 23, consistent with General Plan policies requiring protection of natural resources within SEAs, and (b) Specific Plan development within the SEA boundaries, including bridge crossings (e.g., Long Canyon Road Bridge), trails, bank stabilization, and other improvements. The approved SEA boundary adjustments were found to be consistent with the adopted Specific Plan, which established a Specific Plan "Special Management

Area” (SMA) designation over the adjusted SEA 23 boundaries. Although the adjusted boundaries within SEA 23 were designated as the River Corridor SMA in the adopted Specific Plan, the County’s underlying SEA designation remains in effect.

As part of the Project approvals, a project-level SEA Conditional Use Permit (CUP) would provide consistency for the Landmark Village development within the approved River Corridor SMA/SEA 23 boundaries with both the adopted Specific Plan and the previously approved program-level SEA CUP No. 94-087-(5).

Specifically, the proposed project-level improvements within the River Corridor SMA/SEA 23 include the Long Canyon Road Bridge, temporary haul routes, trails, water quality basins, bank stabilization, water and sewer utility crossings, storm drain outlets, and potential riparian mitigation sites.

The Los Angeles County General Plan requires that any development proposal within an SEA be reviewed for compliance with certain “design compatibility criteria.” The Los Angeles County Planning and Zoning Code (Title 22) implements this General Plan requirement. In addition, the General Plan requires that an application for a SEA CUP must undergo a “SEA Performance Review.” This process involves review of the application by the appointed Significant Ecological Area Technical Advisory Committee (SEATAC). SEATAC has reviewed the application and accompanying biological resources report for adequacy, and made recommendations for final project design. Such recommendations were previously considered by the Commission and Board.

- **Oak Tree Permit No. 00-196.** Title 22 contains provisions protecting trees of the oak genus. As a result, the removal or damage of certain “protected” oak trees is unlawful without a permit (Los Angeles County Zoning Code, Section 22.56.2050). An Oak Tree Permit would authorize the removal of 65 of the 171 oak trees located on the Project site, which includes the Landmark Village Vesting Tentative Tract Map No. 53108, all proposed grading limits (including access roads and infrastructure), and the area within 200 feet of the grading line. Up to 36 of these oak trees proposed for removal would be transplanted within the Newhall Ranch Specific Plan site. A final evaluation of these trees proposed for transplanting would be completed prior to implementing the transplanting operation. In addition, 8 oak trees would be impacted by encroachment (e.g., grading, excavation) within the protective zone of those trees. The proposed Project does not impact the remaining 98 oak trees identified on the Project site. Project conditions will require replacement trees to be provided at a ratio of 2 to

1 for each oak tree removed and at a 10 to 1 ratio for each Heritage Oak tree removed.

- **Conditional Use Permit No. 00-196.** Grading of hillsides occurring in the Adobe Canyon borrow site meets the definition of a grading project under Section 22.08.070 of the Los Angeles County Planning and Zoning Code; and therefore, a CUP is required. In addition, the CUP is necessary to allow for the construction of the Project water tank. Specifically, the CUP would authorize the development of off-site utilities, including water tanks, and grading in excess of 100,000 cubic yards and transport of graded materials. Development of the Project requires off-site grading and transport in excess of 100,000 cubic yards for the site and other related development (i.e., debris basins, water/wastewater facilities, and the utility corridor).

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING,

1. Certify the Project's 2017 Final Recirculated Portions of the EIR, in combination with the Landmark Village Final EIR (September 2011), as adequate and complete under CEQA; Pub. Resources Code §§21000 et seq.; adopt the proposed supplemental CEQA findings of fact and statement of overriding considerations (which incorporate by reference and supplement the re-adopted 2012 CEQA findings of fact, statement of overriding considerations, and MMRP); and approve the 2017 Errata to the 2011 MMRP.
2. Rescind and re-approve Vesting Tentative Tract Map No. 53108, Specific Plan Amendment No. 00-196, SEA CUP No. 200500112, Oak Tree Permit No. 00-196, and CUP No. 00-196; adopt the proposed supplemental findings for the project entitlements (which incorporate by reference and supplement the related prior findings); incorporate by reference and re-adopt all related conditions of approval for the project entitlements, as revised by the supplemental findings.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The Final 2017 Recirculated Analysis and 2017 Errata to the 2011 MMRP, in conjunction with the 2011 Final EIR and the Project, are consistent with the existing Los Angeles County General Plan (2035) policies including the County Community Climate Action Plan, the Santa Clarita Valley Area Plan (2012), and complies with the County Zoning and Subdivision Ordinance and development standards. The Project, as previously approved, continues to meet the burden of proof requirements and the requirements of all applicable agencies, subject to the conditions of approval.

As to GHG emissions, the 2017 Recirculated Analysis demonstrates that implementation of mitigation measures will reduce, mitigate, and offset 100 percent of the Project's GHG emissions, resulting in a less than significant impact to global climate change. The Final 2017 Recirculated Analysis and 2017 Errata to the 2011 MMRP, in conjunction with the 2011 Final EIR, complies with state's long-term climate policies, including the enactment of the 2030 GHG emissions reduction target in Senate Bill 32 (SB 32) and the 2050 goal described in Executive Order S-3-05.

As to impacts on the stickleback, the 2017 Recirculated Analysis demonstrates that the proposed modified design and construction methods, related mitigation measures, and project design features avoid construction within the wetted channel of the Santa Clara River. By avoiding construction in the wetted channel of the Santa Clara River, the applicant will not conduct in-river activities that may lead to a "take" of stickleback, consistent with the Fish and Game Code.

The 2017 Recirculated Analysis does not identify any new significant environmental impacts associated with the Project, or any increase in the severity of any previously identified significant impacts. Further, the 2017 Recirculated Analysis and 2017 Errata to the 2011 MMRP, with the 2011 Final EIR, illustrate that Project impacts will be reduced to less than significant with mitigation, except for impacts to visual qualities, air quality, solid waste services and agricultural resources. These impact areas are beyond the scope of the 2017 Recirculated Analysis. In addition, the Board's prior 2011 CEQA findings and statement of overriding considerations provide justification for approval of the Project in spite of the above-identified potentially significant unavoidable impacts.

The 2017 Errata to the 2011 MMRP requires implementation of 13 mitigation measures that will reduce all GHG emissions associated with the Project's construction and operational activities to net zero. Several mitigation measures serve to reduce GHG emissions on site by requiring, for example, all residential and non-residential development to achieve the California Energy Commission's Zero Net Energy standards. Implementation of an off-site building retrofit program is required to improve the energy efficiency of buildings within disadvantaged communities in the County. Other mitigation measures serve to reduce GHG emissions associated with mobile sources by requiring, for example, the provision of zero emission vehicle purchase subsidies and extensive electric vehicle charging infrastructure both on- and off-site. Relatedly, one mitigation measure requires the implementation of the Newhall Ranch Transportation Demand Management (TDM) Plan, which consists of 15 strategies designed to reduce the quantity of vehicle miles traveled by residents, employees and visitors. The TDM Plan's strategies include transit fare subsidies for employees and affordable housing residents; expansion of the existing transit network onto the Project site; carshare and bikeshare programs; purchase subsidies for neighborhood electric vehicles and electric bicycles; and, tech-enabled mobility platforms to facilitate the use of the TDM Plan's strategies. Finally, the

Project will implement GHG emission reductions through direct reduction activities and/or securing carbon offsets in accordance with the Newhall Ranch GHG Reduction Plan. In short, the 2017 Errata to the 2011 MMRP contains an extensive combination of on- and off-site GHG emissions mitigation measures, all of which will be subject to monitoring and oversight by the County's Department of Regional Planning (Department) and/or Department of Public Works, to ensure that the commitment to net zero GHG emissions is achieved.

IMPLEMENTATION OF STRATEGIC GOALS

The Project would help implement the County's Strategic Plan Goal I, "Make Investment That Transform Lives". This goal includes strategies and objectives to help achieve the goal. Strategy I.1, which is to "Increase Our Focus on Prevention Initiatives," is supported by Objective I.1.5, to "Increase Affordable Housing Throughout L.A. County: Develop or preserve affordable housing units in the County." The Specific Plan requires that affordable housing be provided in each of the five planned villages, with a total requirement of 2,200 affordable units. A Newhall Ranch Affordable Housing Implementation Plan was submitted and approved by the County Community Development Commission on June 25, 2010. The Newhall Ranch Affordable Housing Implementation Plan provides approximately 301 units (161 for sale, 140 rental) to be set aside as affordable housing within the Project area.

Strategy Plan Goal II is to "Foster Vibrant and Resilient Communities". This goal includes strategies and objectives that encourages economic and workforce development in the County, support the wellness of communities and making environmental sustainability a daily reality. The Project, as previously approved, will provide 1,033,000 square feet of commercial (retail/office), a school and a fire station which could generate approximately 5,720 permanent jobs, as well as 9,260 construction jobs. The Project will also support the wellness of the surrounding communities in the Santa Clarita Valley by providing approximately 76.7 acres of open space (including a community park, recreation areas, trails, and a trailhead) to encourage physical fitness opportunities and health benefits.

Strategy 11.3, which is "Make Environmental Sustainability Our Daily Reality," is supported by Objective 11.3.3 to "Address the Serious Threat of Global Climate Change": Create and implement policies and programs to: reduce the emissions of greenhouse gases from all sectors of our community; ensure that community climate resilience is integrated into our programs and plans; and inspire other to take action." The 2017 Recirculated Analysis and 2017 Errata to the 2011 MMRP provides 13 new mitigation measures (LV 4.23-1/2-1 through LV 4.23-13/2-13) that would reduce, mitigate, and offset 100 percent of the Project's GHG emissions. With implementation of the mitigation measures, the Project would not have any significant impact on global climate change.

Objective 11.3.5's purpose is to "Support a Clean, Flexible, and Integrated Multi-Modal Transportation System that Improves Mobility: Use and promote electric and other clean vehicle technologies across all vehicle classes along with its supporting infrastructure." The 2017 Errata to the 2011 MMRP includes environmentally sustainable mitigation measures to reduce GHG emissions such as providing single-port electric vehicle charging stations for each residential unit and commercial development, subsidies for the purchase of Zero Emission Vehicles (ZEV), and funding for zero emission school bus program. The Project will also have a GHG emissions Reduction Plan, including funding or undertaking direct reduction activities and obtaining and retiring carbon offsets, in combination with the project's on-site features to reduce the Project's GHG emissions to less-than-significant levels.

FISCAL IMPACT/FINANCING

Existing and planned infrastructure and public services are adequate to accommodate the proposed Project. Board action on the Project would result in no new significant costs to the County or to the Department, as the proposed Project is a private development. Any construction costs and operating cost will be borne by the Project.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On November 17, 2016, the Draft 2017 Recirculated Analysis was released for public and agency review and comment for an initial 62-day period ending on January 17, 2017. A second Notice of Availability was issued on December 2016, extending the deadline for public comment to February 13, 2017, providing a total of 89 days for public comment and review. During the public comment period, staff received 283 written public comments in favor of the Project and 4,206 in opposition (3,949 of the opposition letters were form letters). The concerns centered on the effectiveness of the GHG emissions mitigation program, the modified bridge construction and bank stabilization measures to protect stickleback, and numerous topics outside the scope of the 2017 Recirculated Analysis, including traffic, air quality, cultural resources, hydrology/water quality, and other issues.

On January 12, 2017, the Department of Regional Planning (Department) conducted a duly-noticed local public meeting to receive comments on the 2017 Recirculated Analysis at Rancho Pico Junior High in Stevenson Ranch community with approximately 200 people in attendance, and approximately 56 individuals spoke on the matter. Oral comments made at the meeting were transcribed so written responses could be provided as part of the 2017 Final Recirculated Analysis.

On June 14, 2017, Fish and Wildlife certified its Final AEA and re-approved the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation

Plan (RMDP/SCP). The Fish and Wildlife also re-approved the Master Streambed Alteration Agreement and two Incidental Take Permits. The County's 2017 Recirculated Analysis is similar to the State's Final AEA because both documents are in response to court directives regarding GHG emissions and stickleback mitigation.

ENVIRONMENTAL DOCUMENTATION

In October 2011, the Board certified the 2011 Final EIR and indicated its intent to approve the Project. In February 2012, the Board approved the CEQA-required findings and statement of overriding considerations; and adopted various Project approvals, including approval of the Project's vesting tentative tract map and associated discretionary permits summarized above.

In response to court directives, the Department determined by way of the 2017 Recirculated Analysis that impacts with regard to (i) GHG emissions and (ii) stickleback will be reduced to less-than-significant levels. Specifically, the recommended mitigation measures will reduce, mitigate, and offset 100 percent of the Project's GHG emissions, allowing the Project to achieve net zero GHG emissions. In addition, Landmark Village mitigation measures LV 4.4-10, LV 4.4-11, LV 4.4-12, and LV 4.4-54 have been eliminated based on the Project's modified construction methods and new mitigation measures applicable to the Project, which avoid impacts to the wetted channel of the Santa Clara River and thereby avoid take of stickleback.

These Project design features and mitigation measures are included in the Project's 2017 Errata to the 2011 MMRP.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The above recommended action is not anticipated to have a negative impact on current services. Approval of the recommended action will provide much needed housing, open space, commercial/retail, schools, trails, recreation, public facilities/services, and other amenities; it will also implement the first planned community in Los Angeles County to achieve net zero GHG emissions, while also protecting important fish species, including stickleback. Denial of the recommended action will mean less housing, open space, services, public facilities, and other amenities needed in the Santa Clarita Valley. The Project's significant public benefits are summarized in detail in the Board's 2011 statement of overriding considerations and the proposed 2017 supplemental statement of overriding considerations.

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For further information, please contact Diane Aranda at (213) 974-6433 or daranda@planning.lacounty.gov.

Respectfully submitted,



Richard J. Bruckner ^{for}
Director _{RJB}

JRB:SA:DA:lm

Attachments: Previously approved Landmark Village Orders, Resolution and Findings.
Conditions of Approval.
CEQA Findings and Statement of Overriding Considerations.
Supplemental CEQA Findings and Statement of Overriding Considerations.
Vesting Tentative Tract Map, Exhibit "A"/Map.

c: Executive Office, Board of Supervisors
Assessor
Chief Executive Office
County Counsel
Public Works

K-CP-071817-PROJECT-NO. 00196-BL