



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JUL 31 2019

Case No. VTT-74478-1A

Council District: 12 – Smith

CEQA: ENV-2016-3175-MND

Plan Area: Chatsworth – Porter Ranch

Related Case: CPC-2016-3174-ZC

Project Site: 10811 – 10921 North Old Santa Susana Pass Road

Applicant/

Appellant:

Eric Borstein, Santa Susana Estates LLC

Representative: Erik Pfahler, Borstein Enterprises

At its meeting of **June 27, 2019**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

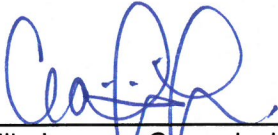
Subdivision of an 11.92 acre site into 19 single-family lots. The Project requires the demolition of six dwellings and various unattached garages, sheds, stables, and open sided structures. One existing historic structure, the 'Wilson House', will be preserved and a detached garage will be constructed as an accessory structure. Private streets, walls, and a public horse trail will be constructed for the subdivision. The proposed single-family dwellings are one- and two-story structures, with heights varying from approximately 19 feet to 27 feet and with floor areas of approximately 4,750-5,000 square-feet in size. 19 protected trees exist on the site, of which four are proposed for removal and 15 are proposed for preservation. 129 non-protected trees exist on the site, of which 109 are proposed for removal and 20 are proposed for preservation. The Project will require approximately 12,800 cubic yards of earth to be graded and 5,200 cubic yards to be exported.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-3175-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **Found** that the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Found** that the mitigation measures have been made enforceable conditions on the project; and **Adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Denied** the appeal in part and **granted** the appeal in part;
3. **Sustained** the May 30, 2019, Deputy Advisory Agency's determination to approve, pursuant to Sections 17.03 A, 17.06, and 17.15 of the Los Angeles Municipal Code, a Vesting Tentative Tract Map No. 74478 for the Merger and resubdivision of an 11.92 acre site in 19 single-family parcels and associated private streets;
4. **Adopted** the attached Modified Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Khorsand
Second: Leung
Ayes: Mack, Millman, Mitchell, Perlman
Absent: Ambroz, Choe, Padilla-Campos

Vote: 6 – 0



Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is further appealable to the Los Angeles City Council within 10 days after the mailing date of this determination letter. Any appeal not filed within the 10-day period shall not be considered by the Council and the decision of the City Planning Commission will become final and effective upon the close of the 10-day appeal period. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: AUG 12 2019

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Modified Conditions of Approval, Findings

c: Michelle Levy, Senior City Planner
Valentina Knox-Jones, City Planner

CONDITIONS OF APPROVAL

(As modified by the City Planning Commission on June 27, 2019)

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Any questions regarding this report should be directed to Mr. Georgic Avanesian or Julia Li of the Land Development Section, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8431 or 808-8588.

1. That minimum 40-foot wide private street easements be provided for the proposed private street Calle Milagros and Private Street "A", including a 15-foot radius property easement returns at the intersection with Old Santa Susana Pass all on alignments satisfactory to Valley District Engineering Office.
2. That a minimum 51-foot wide private street easement be provided for the proposed private street Bee Canyon Road, including 15-foot radius property easement returns at the intersection with Calle Milagros and Private Street "A", all on alignments satisfactory to Valley District Engineering Office.
3. That sanitary sewer easement be dedicated full-width of the proposed private streets.
4. That the private street easement be part of the adjoining parcels.
5. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary easements for ingress, egress and public facilities over the private street area for all the lots within this tentative tract map and all the lots within the Tract No. 62958 upon the sale of the subdivision and they will maintain the private street, free and clear of obstructions and in a safe condition for vehicular use at all times.
6. That a Covenant and Agreement be recorded stating that private street will be posted in a manner prescribed in Section 18.07 of the Los Angeles Municipal Code (LAMC) "Private Street Regulations".
7. That Private Street name be approved and be shown on the final map prior to the recordation of the final map satisfactory to the City Engineer.
8. That Los Angeles County Public Works review and approve the vesting tentative tract regarding any private drainage discharge to the Santa Susana Creek including any necessary permits to use the existing bridge connecting two portions of the proposed Lot 19.
9. That all necessary private street easement documents shared with this tentative tract and with the lots 1,2,3,4 and 5 of the Tract No. 62958 be reviewed by the surveying division prior to the recordation of the final map.
10. That proposed Lot No. 19 be allowed to apply for septic tank Satisfactory to the Building & Safety Grading Division.

Note: No public sewer connection is available for Lot 19. In the event an on-site Wastewater Treatment System is not approved the construction of mainline and house connection with suitable easement will be required prior to recordation of the final map.

11. That Farralone Avenue (Private Street) adjoining proposed Lot No.19 not be shown on the final map.
12. That a Covenant & Agreement be recorded stating: "that Lot No.19 will take legal and physical access including the vehicular access only from Bee Canyon Road (Private Street) "Farralone Avenue is not approved as private street as part of this subdivision. For the purpose of address and Building Permits Lot No.19 shall have no frontage on the proposed private street Farralone Avenue.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor suite 1200. The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

13. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Geology and Soils Report Approval dated October 4, 2016, Log No. 94873 and attached to the case file for Tract No. 74478.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

14. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of CPC case CPC-2016-3174-ZC. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - c. Zone Change must be recorded prior to obtaining Zoning clearance. Show compliance with Proposed Zone lot area and lot width requirements.
 - d. Proposed building envelope area for Lots 5, 14-16 does not comply with maximum Residential Floor Area requirement for proposed RA-1 Zone (20% net lot area or

5,000 sf. whichever is greater for the Guaranteed Minimum RFA requirement). Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.

- e. Proposed building envelope area for Lots 18-19 does not comply with BHO requirement for proposed RA-1 Zone (13% net lot area for the Guaranteed Minimum RFA requirement). Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
- f. Obtain private street approval for vehicular access outside of tract boundary for Proposed Lots 10, 11, 12, 13 and 14.
- g. Private Street shall comply with both Fire Department and Bureau of Engineering conditions.
- h. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

Notes:

This property is located in a Liquefaction Zone.

Shall comply with Equine Keeping in the City of Los Angeles per ZI-2438 during plan check.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

DEPARTMENT OF TRANSPORTATION

If you have any questions, you may contact Brandon Wilson at (818) 374-4691 or at Brandon.Wilson@lacity.org.

- 15. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
 - a. A driveway apron width of $W=26$ feet is required for single family residential sites taking direct access to a 3 car garage and a driveway apron width of $W=18$ feet is required for all other single family residential sites with direct street access.
 - b. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and

Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.

- c. That the subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

16. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.
 - b. This project is located in the very high fire hazard severity zone and shall comply with requirements set forth in the City of Los Angeles Municipal Code 57.25.01.
 - c. Mitigating measures shall be considered. These measures shall include, but not be limited to the following: Boxed-in eaves, Single pane, double thickness (minimum 1/8" thickness) or insulated windows, Non-wood siding, Exposed wooden members shall be two inches nominal thickness, Noncombustible finishes.
 - d. Irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet shall be considered as a buffer between the brush and the proposed project.
 - e. All landscaping shall use fire-resistant plants and materials. A list of such plants is available from the Fire Department.
 - f. All homes shall have noncombustible roofs. (Non-wood)
 - g. The brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the homeowner's Association under supervision to the Los Angeles City Fire Department in order to reduce the risk of brush fires spreading to the homes.
 - h. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - i. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

- j. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- k. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- l. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- m. Submit plot plans indicating access road and turning area for Fire Department approval.
- n. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.
- o. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- p. Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
- q. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- r. Standard cut-corners will be used on all turns.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- v. Private roadways for general access use shall have a minimum width of 20 feet.
- w. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- x. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

DEPARTMENT OF WATER AND POWER

Questions regarding WSO clearance should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, CA 90051-5700 or (213) 367-1275.

17. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

BUREAU OF STREET LIGHTING

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see Condition S-3.(c) where applicable.

18. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

Questions regarding the Wastewater Collection Systems Division of the Bureau of Sanitation clearance should be directed to Edgar Morales at (323) 342-6041.

19. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated December 1, 2016. There are easements contained within the property and any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

20. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

Park fees are paid at 221 N. Figueroa St. Suite 400, Los Angeles, CA 90012-0328. Please contact Park Fees staff at (213) 202-2682 for any questions or comments, at your convenience.

21. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Quimby Fee based on the RA Zone.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

22. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 177,404, for approval by the Department of City Planning and the Urban Forestry Division of the Bureau of Street Services. A minimum of 4 trees (a minimum of 48 inch box in size if available) shall be planted for each one protected tree that is removed. The canopy of the protected trees planted shall be in proportion to the canopies of the protected trees removed per Ordinance No. 177,404, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the Advisory Agency.

Note: All protected tree removals must be approved by the Board of Public Works. Contact: Urban Forestry Division at: 213-847-3077.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, and can be requested at planning.lacity.org.

23. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. **Use.** Limit the proposed development to a maximum of 19 single-family dwelling lots.
 - b. **Parking.** Provide a minimum of 2 covered off-street parking spaces per dwelling unit. Lots with less than 50 feet frontage shall have one guest parking provided on site.
 - c. **Private Street – Pedestrian Improvements.** The map shall be revised to provide a 5 foot sidewalk along the northern side of Calle Milagros, a 5 foot sidewalk along both sides of Bee Canyon Road, and a 5 foot sidewalk along both sides of A Street.
 - d. **Private Gates.** No security gates shall be permitted within the private streets or along the Old Santa Susana Pass Road frontage.
 - e. **Landscape Buffer.** The walls along Old Santa Susana Pass Road shall be set back 5 feet in order to provide a landscape buffer which will soften the appearance of the wall. Trees shall be planted within this buffer, at least one (1) tree every 35

linear feet. Shrubbery, climbing plants, vines, green walls, or berms shall also be used to soften the appearance of the wall.

- f. **Wilson House Visibility and Wall Limitations.** As the historic Wilson House is oriented towards Old Santa Susana Pass Road, a break in the solid wall shall be provided along the Old Santa Susana Pass Road frontage, such that the historic front façade (east elevation) and front yard remain open to the street. Walls may be constructed out from the corners of the Wilson House, but shall not obscure views of the historic structure's front elevation.
- g. **Equine Trail Gates.** No gates shall be permitted within the Public Equestrian trails to limit access to the public.
- h. **Utility locations.** The subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of any utilities (transformers, fire hydrants, etc.), to ensure utilities are not located within the required Public Equestrian trails.
- i. **Low Impact Development.** Best Management Practices (BMPs) shall prioritize inground infiltration such as bioswales, as feasible, as opposed to planter boxes and rain gardens. Additionally, the associated LID plan shall be revised to utilize different methods of on-site stormwater water retention on Lots 14 – 18 to ensure that that retention methods do not conflict with equestrian access to the equine keeping areas at the rear of the abovementioned lots.
- j. **Prohibited Use of Anticoagulant Rodenticides.** During construction activities and upon project occupancy, the use of anticoagulant rodenticides which has the potential to significantly degrade biological resources, shall be prohibited throughout the tract. The HOA in common areas and individual property owners on their properties, shall use nonpoisonous methods to control rodent pests, include sealing entrances to buildings, sanitizing property, removing rodent habitats, such as ivy or wood piles, setting traps, and erecting raptor poles or owl boxes. The above prohibition shall be clearly described and distributed to home buyers through their home purchase contracts and CC&Rs.

[Added by the City Planning Commission on June 27, 2019]

- k. **Landscape Materials.** Invasive, exotic plant species shall be prohibited as part of the landscape plan for the Project. The invasive plants to be prohibited from use in landscaping shall include any of the plant species rated as "High" or "Moderate" in the California Invasive Plant Inventory Database, which is maintained by the California Invasive Plant Council (Cal-IPC). This prohibition will be included in the Covenants, conditions and restrictions (CC&Rs) for future residents (*PDF-Bio-1*).
- l. **Tree Preservation Plan.** Prior to the issuance of any permits, a Tree Preservation Plan shall be submitted to the Valley Project Planning Bureau for review and approval, which identifies the protection of trees where no structure, driveway, or paved areas are required. At a minimum, the following trees shall be preserved as identified in the Tree Report dated November 6, 2018:

Trees #3-#5 – Coast Live Oak (39", 17.5"-20", and 35" Bases, Fair and Good

Condition)

Tree #7-#8 – Northern California Walnut (8" and 20" Bases, Fair Condition)

Tree #9-#10 – Coast Live Oak (36" and 40" Bases, Fair Condition)

Tree #13 – Rubber Fig (9" Base, Fair Condition)

Tree #14 – Deodar Cedar (35" Base, Fair Condition)

Tree #18 – Ginkgo (12" Base, Good Condition)

Tree #21 – English Walnut (48" Base, Fair Condition)

Tree #32 – California Pepper (30" Base, Fair Condition)

Trees # 61-63 – Monterey Pine (18" Bases, Fair – Poor Condition)

Trees #64-65 – Coast Live Oak (6-10" and 15" Bases, Fair - Poor Condition)

Tree #67, #69, #70 – Coast Live Oak (10", 6", and 14" Bases, Fair Condition)

Tree #68 – California Pepper (22" Base, Fair Condition)

Tree #71 & #72 – Coast Live Oak (3"-4" and 70", Fair – Poor Condition)

Tree #75 – California Pepper (30" Base, Fair Condition)

Tree #77 – Coast Live Oak (16" Base, Fair Condition)

Tree #78 – Mexican Elderberry (16"-18" Base, Fair Condition)

Trees #80-#82 – California Pepper (16"-36", Fair – Poor Conditions)

Trees #84-#91 – California Pepper (8"-30" Bases, Fair – Poor Condition)

Trees #92-#101 – California Pepper (8"-20" Bases, Fair – Poor Condition)

Trees #102-#103 – Coast Live Oak (7" and 28" Bases, Fair Condition)

Tree #104 – Mexican Elderberry (20" Base, Poor Condition)

Tree #109 – Coast Live Oak (26" Base, Fair Condition)

Tree #110 – California Pepper (14" Base, Fair Condition)

Tree #112 – California Pepper (20" Base, Fair Condition)

Trees #124-#126 – Coast Live Oak (12-14" Bases, Fair Condition)

Tree #140 – California Pepper (15" Base, Fair Condition)

Tree #148 – California Pepper (8" Base, Fair Condition)

Trees which are removed shall be replaced with a 1:1 ratio with native tree species, such as the trees listed on the 'Native Plants for Heavy Soils' list from the Theodore Payne Foundation for Wild Flowers and Native Plants (<https://theodorepayne.org/learn/guides/>).

- m. That prior to issuance of a certificate of occupancy, a minimum 6-foot-high slumpstone or decorative masonry wall shall be constructed adjacent to neighboring residences, if no such wall already exists, except in required front yards.
 - n. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - o. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
24. Prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. CPC-2016-3174-ZC shall be submitted to the satisfaction of the Advisory Agency. In the event that Case No. CPC-2016-3174-ZC is not approved, the subdivider shall submit a tract modification.

25. Prior to the issuance of the building permit or the recordation of the final map, the subdivider shall prepare and execute a separate Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. **Public Equestrian Trails (Publicly Accessible Open Space/Privatey Owned and Maintained).** The following public equestrian trails shall be depicted on the Final Map and shall be constructed consistent with the BOE Standard Detail for Equestrian Trails, prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:
 - i. **Southerly Trail.** A 12-foot wide easement along Bee Canyon Road, along the western side of Lots 6 and 13. A break in railing shall be provided halfway between A Street and Calle Milagros, in order to create a railing access point for equine access.
 - ii. **Northerly Trail.** A 12-foot wide easement along Bee Canyon Road, along the western side of Lot 1. A gate, a minimum of four (4) feet in width, shall be provided along the westerly property line of Lot 1 in order to provide equestrian access to the trail from the rear portion of the yard. Said gate shall open inwards or shall slide open, so as not to obstruct the trail. The applicant shall consult with the Bureau of Engineering, B-Permit Sewer Section staff to relocate the sewer easement to be located outside of the Public Equestrian Trail easement, or a modification of the Trail shall be filed to adjust the alignment of the trail to the satisfaction of the Deputy Advisory Agency.

Horse trails shall be double-railed and a minimum vertical clearance of 12 feet shall be provided and maintained vegetation free of protruding branches.

Surface of the trail shall be of a fine aggregate material such as decomposed granite or some other non-slip, porous surface to a depth of 12 inches, and the material shall extend over the full width of the trail tread. The surface shall be durable, flexible, non-slippery and compacted enough to support use. Asphalt, concrete, or paved surfaces of any kind are prohibited within the easement area, as they provide poor traction for horseshoes.

The finished grade of the trail shall be level and shall be free and clear of any changes in grade or surface level that may impact safety. The trail shall be graded to allow for quick drainage, however, any drainage ditches, culverts, or other means of drainage should be located outside of the easement. As such, construction of a private drainage easement, outside of the privately owned, Publicly Accessible Equestrian Trail easement, may be required per the City Engineer.

Railings shall be at least 4 feet high, per equestrian trail standards of the City Engineer. No obstructions, other than the locations of railings, shall be permitted within the easement area, and a minimum 10-foot wide clearance must be maintained at all times, to allow the safe passage of two passing equestrians.

Trails should be constructed to remain useable after a 10-year storm rated event. Trails which wash out or erode within one year must be replaced at the original builder's expense.

No appurtenant equipment associated with electrical, communication, street lighting, or cable television lines (such as transformers, terminal boxes, meter cabinets, etc.), and no other easements shall be permitted within the Public Equestrian trail.

- b. **Equestrian Crosswalks.** The following equestrian crosswalks shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitable guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:
 - i. **A Street.** A crosswalk shall be constructed within A Street to align the northerly and southerly portions of the public equestrian trail.
 - ii. **Bee Canyon Road.** A midblock crosswalk shall be constructed within Bee Canyon Road, approximately halfway between A Street and Calle Millagros, to connect the westerly and easterly sides of Bee Canyon Road and to allow Lots 16 and 17 to access the public trail through the railing access point (Condition No 25.a.ii.).
 - iii. **Calle Milagros.** A crosswalk shall be constructed within Calle Milagros to align the southerly portion of the public equestrian trail with the existing trail to the south.

Crosswalks shall be at least six (6) feet in width and shall utilize high-visibility crosswalk patterns (i.e. ladder, continental, diagonal marking, etc.), which shall be kept in good condition. The crosswalk pattern shall be painted, and plastic or epoxy materials shall be avoided, as these materials create a slick surface inconsistent with equestrian safety. Parking shall be restricted along private streets for a distance of 20 feet from the edge of the crosswalk, to provide for better visibility, or as determined by DOT. Curb ramps shall be constructed and shall align with the placement of crosswalks.

Horse signage shall be installed at each of the crosswalk locations, on both sides of the road, and shall be equipped with Rapid Flashing Beacons which are manually activated through a signal actuator at pedestrian height with a second signal actuator button for the equestrian user (at 6 feet above ground).

- c. **Private Equestrian Trail.** The following private equestrian trail shall be depicted on the Final Map and shall be constructed consistent with the BOE Standard Detail for Equestrian Trails, prior to the issuance of a Certificate of Occupancy, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:
 - i. A 5-foot wide easement to be provided along the rear property lines of Lots 6-13, in order to construct a 10-foot wide private trail which provides access from the rear horse keeping facilities to the southern portion of the Bee Canyon trail.

Horse trails shall be enclosed by walls, located at the rear of Lots 6-13, however, these walls shall be located outside of the 10-foot area reserved for private trails. A gate shall be provided at the rear of each property to provide access to horsekeeping facilities. The minimum width of the gate shall be 4 feet.

Surface of the trail shall be of a fine aggregate material such as decomposed granite or some other non-slip, porous surface to a depth of 12 inches, and the material shall extend over the full width of the trail tread. The surface shall be durable, flexible, non-slippery and compacted enough to support use. Asphalt, concrete, or paved surfaces of any kind are prohibited within the easement area, as they provide poor traction for horseshoes.

The finished grade of the trail shall be level and shall be free and clear of any changes in grade or surface level that may impact safety. The trail shall be graded to allow for quick drainage, however, any drainage ditches, culverts, or other means of drainage should be located outside of the 10-foot trail area.

A minimum vertical clearance of 12 feet shall be provided and maintained vegetation free of protruding branches.

No obstructions shall be permitted within the 10-foot trail areas, and a 10-foot wide clearance must be maintained at all times, to allow the safe passage of two passing equestrians.

Trails should be constructed to remain useable after a 10-year storm rated event. Trails which wash out or erode within one year must be replaced at the original builder's expense.

No appurtenant equipment associated with electrical, communication, street lighting, or cable television lines (such as transformers, terminal boxes, meter cabinets, etc.), and no other easements shall be permitted within the Private equestrian trail.

- d. **Equine Keeping.** A minimum 2,000 square foot contiguous area at least 24 feet in width at all points shall be permanently set aside in addition to the useable pad for each residential lot excluding side yards. It shall remain free and clear of all residences and permanent structures, shall be graded to permit quick and adequate drainage and shall be in conformance with the provisions of Section 13.05 (or 12.21.C5(a)) of the Los Angeles Municipal Code (LAMC).

Only landscaping, open and roofed unenclosed (except for structural supports) patio uses and a swimming pool shall be permitted to encroach into this area, and only if an area 12 by 24 feet is retained as an equine stable area or horse corral, and if an area 12 by 12 feet is also retained for storage, preferably covered.

Both the 2,000 square foot level area and the 12 by 24 feet equine stable area shall be a minimum of 35 feet from any habitable room on this and neighboring property in the "K" district (75 feet in a non-"K" district).

A 10-foot unobstructed vehicular access path to the corral shall be reserved to be located on the same side as the driveway and a curb cut shall be provided for the

vehicular access path or the vehicular access path shall share a curb cut with the driveway, with enough room to maneuver a trailer from the street to the side yard path, in order to allow trailer access to the property. Trees and shrubs shall not be located within this vehicular access path area.

26. Note to City Zoning Engineer and Plan Check. The Advisory Agency has approved the following variations from the Los Angeles Municipal Code (LAMC) as it applies to this subdivision and the proposed development on the site.

a. The tract map is required to conform to the 'K' Equinekeeping District requested under zone change Case No. CPC-2016-3174-ZC.

b. EQUINE FACILITIES, RELIEF FROM YARDS

i. The equine keeping facilities for lots 6-13 may utilize a five (5) foot rear yard setback from the interior trail wall, in order to construct the rear private trail, and will be ten (10) feet from the property line.

27. Covenants, conditions and restrictions (CC&R's) for all lots shall include a notice to all buyers and future buyers that no habitable room may be built in a "K" district within 35 feet (75 feet from neighbors in a non "K" district) of the equine keeping structure (where horse is provided food and water). Further, that the provisions of Ordinance No. 157,144, which became effective on November 22, 1982, regulates the keeping of horses both in and out of "K" equine keeping districts. The ordinance imposes certain requirements on the location of new structures and gives owners of horses being kept on adjacent lots other rights. The application of this ordinance to specific projects should be verified with the Department of Building and Safety prior to applying for building permits. The keeping of animals, including horses, shall not be prohibited by the covenants, conditions and restrictions. (Covenant and Agreement).

28. A Homeowners Association shall be established and charged with the management and maintenance of all common areas, equestrian trails, including enclosure rails and fence, within the tract and on the front of the project along any City or private street. The HOA shall be prohibited from constructing any gates within the public trail easement to limit access. This requirement shall be included in the CC&R's, a copy of which shall be given to the Advisory Agency for placement in the Tract file. Each owner shall automatically become a member of the association and each dwelling unit shall automatically be subject to a charge for a proportionate share of the cost of maintenance of the common property.

The Association shall not be permitted to disband without the written approval of the Advisory Agency (Covenant and Agreement).

29. That a Covenant and Agreement be recorded stating that the subdivider will provide additional private easement along westerly Bee Canyon Road, in addition to the private street easement, for landscaping purposes.

30. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

31. That prior to recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by the following Mitigation Condition and Project Design Feature Nos. of the Tract’s approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre construction, construction, post construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

32. Prior to the recordation of the final map, the subdivider will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

MM-AES-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

PDF-Bio-1 Invasive, exotic plant species shall be prohibited as part of the landscape plan for the Project. The invasive plants to be prohibited from use in landscaping shall include any of the plant species rated as “High” or “Moderate” in the California Invasive Plant Inventory Database, which is maintained by the California Invasive Plant Council (Cal-IPC). This prohibition will be included in the CC&Rs for future residents

PDF-Bio-2 To avoid any incidental construction-related impacts to the potential jurisdictional channel, a solid, temporary barrier (e.g., a silt fence or equivalent) shall be installed and maintained just outside the top of the channel bank prior to the start of construction activities.

MM-Bio-1 When feasible, any proposed clearing and grubbing of vegetation within the project limits and the generation of nuisance noise during construction activities should occur after September 15 and prior to March 15, which would be outside the typical breeding season (i.e., March 15–September 15) for most birds. If avoidance of this breeding season is not feasible, a nesting bird survey should be conducted by a qualified biologist within 2 to 3 days prior to any vegetation clearing activities to ensure that birds are not engaged in active nesting within 100 ft of the work area. If nesting birds are discovered during this survey, the biologist will identify an appropriate setback, or buffer

(i.e., up to 500 ft depending on the circumstances and specific bird species) where no construction activities or other disturbances are allowed to occur until after the birds have fledged or otherwise abandoned the nest. The adverse effects of lighting on wildlife can be avoided provided the construction activities associated with the project occur during daylight hours. However, if construction must occur during nighttime hours, the amount of lighting used should be minimized and localized as much as is feasible. This temporary impact is unlikely to result in a significant impact to nocturnal wildlife in the area. If additional lighting is to be installed in the work area, this lighting should be directed downward and should not be directed outward toward any adjacent open space areas.

MM-Bio-2 To avoid potential direct mortality to flightless young bats, tree trimming/removal activities associated with the Project shall be conducted outside the recognized bat maternity season, which occurs from April 1 through August 31 in southern California. This period also coincides with the bird nesting season of February 15 through September 1. If trees must be trimmed or removed during the bat maternity season referred to above, a preconstruction bat survey of those trees shall be conducted within 2 to 3 days prior to the trimming or removal. If any bat roosting is detected, no tree removal or trimming activities shall occur within 100 feet of the roosting location until the bats have completed their roosting activities.

MM-Bio-3 To avoid potential direct mortality to roosting bats, the attic spaces of the various houses shall be examined for the presence of bats within 2 to 3 days prior to demolition of those structures. These attic spaces are the only sites identified within structures throughout the study area that could potentially support maternity roosting by large numbers of bats. If maternity-roosting bats are found, a humane eviction and exclusion shall be performed outside of the recognized bat maternity season (April 1–August 31 in southern California) to prevent potential direct impacts to roosting bats, including flightless young, and that alternate roosting structures (e.g., “bat houses”) be installed to mitigate for the loss of habitat. However, unless bats are found roosting within the attic spaces of the various residences, no extensive loss of bat day-roosting habitat is anticipated from the removal of structures within the study area.

MM-Bio-4 To avoid any potential adverse impacts to burrowing owls that may unexpectedly show up on site, a focused survey of the study area is recommended within 3 days of the start of construction activities. If no burrowing owls are found, construction can proceed immediately. If this species is present, a qualified biologist shall be present during construction activities to monitor the work and flush any birds out of the project area to ensure they are adequately protected.

MM-Bio-5 Non-Protected Significant Trees shall be replaced on a one-to-one (1:1) ratio to the satisfaction of the City of Los Angeles. Protected Significant Trees shall be replaced on a four-to-one 4:1 ratio to the satisfaction of the Urban Forestry Division.

MM-Cultural-1 The Wilson House shall be protected by cyclone-fencing, K-rails, plywood window coverings, or other means, to create a buffer from the accidental intrusion of construction equipment onto, or near, the Wilson House property. The exterior character-defining features of the Wilson House shall also be protected during tree trimming and removal activities, and future construction activities on the lot. Any damage that may occur to the Wilson House from construction or maintenance activities, shall be repaired in accordance with The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing

Historic Buildings (Kay D. Weeks and Anne E. Grimmer, revised 2017) under the supervision of a qualified Historic Architect or Architectural Historian (with experience in preparing repair and rehabilitation plans.)

MM-Cultural-2 The Wilson House shall not be substantially altered or demolished, and that the resource shall retain its eligibility for listing in the in the National Register, California Register, and as a Monument. The recommended mitigation measures may avoid adverse impacts by not materially altering those physical characteristics and aspects of integrity that convey the buildings historic significance and architecture. If the recommended mitigation measure is adopted, the Project shall not have a significant effect on the historical property. The Wilson House shall be rehabilitated to serve its original use as a single family residence. Project proponents intend to use the Wilson House as a single-family residence and under CEQA they are required to follow The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings (Kay D. Weeks and Anne E. Grimmer, revised 2017.) Project proponents shall retain the services of a qualified Historic Architect or Architectural Historian (with experience in preparing rehabilitation plans) to assist in the future use and function of the building.

MM-Cultural-3 Prior to grading, a professional Archaeologist shall be retained to observe excavations on the property for the presence of archaeological materials. Prior to grading, the areas to be monitored will be determined from consultation with the grading contractor during the pre-grade meeting. All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Los Angeles Planning Department and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of Native American resources shall be evaluated in accordance with the provisions of the California Environmental Quality Act (CEQA) and shall consider the religious beliefs, customs, and practices of the tribe. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation, and the Project Archaeologist shall deliver the materials to an accredited curation facility approved by the City of Los Angeles within a reasonable amount of time. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner/Developer, as deemed appropriate. Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Los Angeles Planning Department. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Los Angeles Planning Department, shall signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the South Central Coastal Information Center (SCCIC).

MM-Cultural-4 If any paleontological resources (e.g., plant or animal fossils) are encountered before or during grading, the Property Owner/Developer shall retain a qualified Paleontologist to evaluate unanticipated discoveries and to take appropriate

measures to protect or preserve them for study. The Paleontologist shall submit a report of findings that will also provide specific recommendations regarding further measures (i.e., paleontological monitoring) that may be appropriate. Where monitoring is appropriate, the program must include, but not be limited to, the following measures: Assign a Paleontological Monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full time during earthdisturbing activities. Divert earth-disturbing activities away from the immediate area of the discovery until the Paleontological Monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the Paleontological Monitor of the find. Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate repository. Prepare and submit a technical report describing the identification, salvage, evaluation, and treatment of all fossils discovered during grading to the City of Los Angeles. Transfer collected specimens with a copy of the report to the depository.

PDF-Noise-1 A noise barrier with a minimum height of 6 ft above ground will be implemented along the perimeter of the outdoor active use areas, such as backyards, associated with the three front-row dwelling units along Topanga Canyon Boulevard/Santa Susana Avenue.

PDF-Noise-2 Mechanical ventilation systems such as air conditioning are required for all proposed residential dwelling units.

PDF-Noise-3 Building façade upgrades such as double-paned windows with a minimum STC rating of 30 are required for the three front-row dwelling units along Topanga Canyon Boulevard/Santa Susana Avenue.

MM-Noise-1 The construction contractor shall conduct construction activities outside of the prohibited hours of construction specified in Section 41.40 of the Los Angeles Municipal Code, which prohibits construction activity (including demolition) and repair work where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling, hotel, apartment, or other place of residence between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday, unless the Board of Police Commissioners has authorized such use. All such activities are also prohibited on Sundays and all federal holidays.

MM-Noise-2 A minimum temporary construction barrier height of 14-foot (ft) high perimeter wall shall be placed along the northern, southern, and western construction boundary such that the line-of-sight from ground-level construction equipment and sensitive receptors would be blocked and to achieve a sound level reduction of at least 13 dBA. The construction barrier may be any material that has a minimum Sound Transmission Class (STC) rating of 28. All noise barrier material types are acoustically effective if they meet this minimum STC rating. This barrier could include heavy-duty materials such as vinyl-coated polyester (VCP).

MM-Noise-3 During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.

MM-Noise-4 The project contractor shall place all stationary construction equipment so that emitted noise is directed away from the most sensitive receptors nearest the project site whenever feasible.

MM-Noise-5 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction whenever feasible.

PDF-Police-1 Public Services (Police – Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

PDF-Police-2 Upon completion of the Project, the Devonshire Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

PDF-Traffic-1 A Construction Traffic/Management Plan will be submitted to LADOT for review and approval. The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. Existing access for the site would be maintained for construction access. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.

MM-Tribal-1 Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring. Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below: 1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources. 2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected

tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. 3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible. 4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. 5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation. 6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate. 7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above. 8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. 9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

PDF-Utilities-1 Wastewater Service. Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient

capacity. If street closures for construction are required, the Project applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety.

PDF-Utilities-2 Water Service. New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site. As part of the building permit process, the Project Applicant shall confirm with the LADWP Water Service Organization (WSO) that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. If the water infrastructure has insufficient capacity, then the Project Applicant shall be required to build water lines to a point in the system with sufficient capacity. If street closures for construction are required, the Project applicant shall coordinate with LADOT on a traffic control plan.

DEPARTMENT OF CITY PLANNING - STANDARD SINGLE-FAMILY CONDITIONS

SF-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
2. All other conditions applying to Model Dwellings under Section 12.22 A, 10 and 11 and Section 17.05 O of the Los Angeles Municipal Code (LAMC) shall be fully complied with satisfactory to the Department of Building and Safety.

SF-2. That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any grading or building permits before the recordation of the final map. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site.

- A. All efforts shall be made to preserve protected tree species.
- B. Walls along Old Santa Susana Pass Road shall be set back 5 feet, in order to provide a landscape buffer to soften the appearance of the wall facing Old Santa Susana Pass Road. Shrubbery, climbing plants, vines, green walls, or berms shall be used to soften the appearance of the wall. Trees shall also be planted within this buffer, at least one tree planted every 35 linear feet.
- C. At least one tree shall be located within each front yard and rear yard. Efforts shall be made to locate additional trees along southern elevations, to maximize passive cooling of the residences.
- D. Replacement trees shall not be placed within areas identified as 'Vehicle Access Paths', as designated on the Tract Map.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
- (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

(1) Construct new street lights: three (3) on Old Santa Susana Pass Road.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.

- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.
- (i) That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
 - (1) After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public/or private drainage facilities within suitable easements may be required satisfactory to the Valley District Engineering.
 - (2) Improve the Old Santa Susana Pass Road adjoining the tract by the construction of a new concrete curb, concrete gutter and a 5-foot wide concrete sidewalk adjacent to property line, and landscaping of the parkway including any necessary removal and reconstruction of existing improvements all satisfactory to the City Engineer Office. A meandering sidewalk shall be provided at the location of trees to be preserved, along the easterly property line of Lot 5.
 - (3) Improve the proposed private street Calle Milagros and private street "A" by the construction of the following:
 - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks. That the 5-foot sidewalk along Calle Milagros be located along the northly side.
 - b. Suitable surfacing to join the existing pavement and to complete 30-foot full-roadways.
 - c. Any necessary removal and reconstruction of the existing improvements.
 - d. The necessary transitions to join the existing improvement.

Minimum 20-foot roadways shall be provided on either sides of any median or guard house at the entrances of the private streets from the public streets.
 - (4) Improve the proposed private street Bee Canyon Road by the construction of the following:
 - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks and landscaping of remaining adjoining westerly side.
 - b. Suitable surfacing to join the existing pavement and to complete a 38-foot full-roadways.

- c. Any necessary removal and reconstruction of the existing improvements.
 - d. The necessary transitions to join the existing improvement.
- (5) Construct mainline and house connection sewers to serve the development.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Municipal Code, unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

The final map must be recorded within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his or her request.

FINDINGS

In connection with the approval of Vesting Tentative Tract No. 74478 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The City of Los Angeles **General Plan** is a comprehensive, long-range vision for the development of the City through the declaration of purposes, policies, and programs. The General Plan consists of the Framework Element, and various Elements (Land Use, Air Quality, Health, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Mobility, Noise, Open Space and Conservation, Public Facilities and Services, Safety, and Urban Form and Neighborhood Design). Within these Elements are various plans and documents which are incorporated by reference, for example, the Public Facilities and Services Element incorporates the Major equestrian and Hiking Trails Plan, the Public Libraries Plan, the Public Recreation Plan, and the Public Schools Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

- Goal 3B Preservation of the City's stable single-family residential neighborhoods
- Objective 3.5 Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.
- Policy 3.5.5 Require new development in special use neighborhoods such as water-oriented, rural/agricultural and equestrian communities to maintain their predominant and distinguishing characteristics.
- Goal 6A An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
- Objective 6.2 Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.

- Policy 6.2.2. Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.
- a. Maintain the equestrian facilities on publicly owned lands, such as Hansen Dam and the Los Angeles Equestrian Center.
 - b. Preserve, where feasible, the "Horsekeeping Supplemental Use District" ("K" District), with links to major open areas.
 - c. Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan, and the Major Equestrian and Hiking Trails Plan (and all amendments) as a foundation for promoting and maintaining a trail system within the City.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently unoccupied but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. The map, as conditioned, is consistent with the above mentioned objectives and policies, in that the area will be maintained as a single-family neighborhood, the scale is compatible with the character of the existing development to the south, the subdivision has been conditioned to require areas set aside for equestrian uses (consistent with the surrounding equestrian community), and the subdivision is designed to provide a public equestrian trail along Bee Canyon Road (to connect to a larger regional trail).

The **Mobility Element** (renamed the Mobility Plan 2035) was adopted on September 7, 2016 and provides the policy foundation for achieving a transportation system that balances the needs of all road users and incorporates "complete streets" principles. The Mobility Plan 2035 also defines the Citywide policies regarding five goals – ensuring safe access for all users, a well-maintained and high-quality transportation system, a system which provides infrastructure for all mobility modes, a system wherein transportation data is shared collaboratively, and a system which promotes the health of community members and reduces impacts on the environment. The Mobility Plan 2035 includes the following goals, objectives and policies relevant to the instant request:

- Goal 1 Safety is at the foundation of a Complete Streets policy – to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice. Safety consistently ranks as a top priority for many in the City of Los Angeles and is an important factor in creating livable neighborhoods. People want streets to be safe, stress-free places for all ages and all modes of travel. In terms of transportation, concerns for physical safety stem from traffic speeds, roadway conflict between different modes of travel, and infrastructure. Safety

is a key issue when deciding whether to walk, bike, drive, or take transit.

- Policy 1.9 Recreational Trail Safety: Balance user needs on the City's public recreational trails.

- Goal 2 World Class Infrastructure. Infrastructure is the physical underpinning of the City's transportation system. In the City of Los Angeles, streets are our largest public asset and play a large role in defining the City's character. A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices. This Plan establishes a Complete Streets Network of individual roads enhanced for a particular mode (pedestrians bicycles, transit, vehicles, trucks). It also focuses attention on the benefits of flexible design standards, needed future infrastructure improvements, and funding.

- Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

- Goal 3 A transportation system is only useful insofar as it is accessible and convenient.

- Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

As conditioned, the project is consistent with the Mobility Plan 2035's goals which emphasize the importance of a safe and accessible transportation system.

As submitted, the map proposed gates at the entrance of the subdivision. At the hearing, the representative indicated that the site was difficult to secure, as they had been experiencing issues regarding homeless encampments. The representative noted that this was one reason they wanted gates at the subdivision entrances. Additionally, a letter was received from a neighbor who resides in the newly constructed subdivision south of the site, voicing their support for a gated community to discourage homeless encampments, illegal dumping, and littering. However, it is reasonable to assume that after the completion of the project that the land will be better maintained by the residents who will inhabit the properties and the common areas which will be maintained by the Home Owners Association (HOA). As such, gates will not be needed to discourage homeless encampments, illegal dumping, and littering, as the land will be actively inhabited and maintained. Staff conducted a site visit of the property and the surrounding neighborhood and indeed it did appear that homeless encampments, illegal dumping, and littering were occurring on the subject site because it was vacant. Surrounding properties did not exhibit these same issues, as they are currently occupied and maintained. It is reasonable to assume that development of the site will discourage these activities from occurring in the future and therefore the gates are not needed for these purposes.

Moreover, the Chatsworth area is one of the safest communities in the City. The site is located in Reporting District 1721 of the Devonshire Division, and experienced 54 crimes in the 2018 calendar year, which is significantly less than the City average of 185 crimes per reporting district for the 2018 calendar year. As these gates are not needed to address crime, as this is one of the safer sections of the City, it is reasonable to deduce that the gates have been designed to create a 'closed' community and limit access. This is not in keeping with the Mobility Plan 2035 policies which encourage a connected network of streets to encourage pedestrian accessibility.

Construction of a gate at the entrance of the property would prevent existing neighbors from accessing their property - there are at least two properties which are accessed from the unimproved Bee Canyon Road which may be affected by the subdivision if access to the community were limited by gates. These two properties appear to be land-locked (APNs 2723005019 and 2723005036) and take access from Bee Canyon Road. According to aerial images provided in the Historic Resource Report (Figure 5, page 20), it appears that a dirt road has existed in that location since at least the late 1940s and it is reasonable to assume that these parcels were subdivided prior to the City's subdivision regulations, which were enacted in the 1960s. It is fairly common in older parts of the City that subdivisions of land occurred and were not improved with public streets and did not provide formal access through a public or private street. A letter was received from the property owner of APN 2723005019 (10945 Old Santa Susana Pass Road mailing address) and they noted their concern regarding access, among other issues. They indicated that they have easement rights over Calle Milagro and Bee Canyon Lane and indicated that in prior discussions with the applicant, they did not agree to gated access which would control access to their ranch. The City does not have copies of these referenced easements, and as such, it is presumed that these are private easements between private property owners, and not public easements. Regardless, it is not in the City's interest to allow the construction of gates on the subject property if it would deprive another resident unimpeded access to their property.

The project has been conditioned to prohibit gates at the entrance of the subdivision, in order to promote pedestrian and motorist accessibility, and to ensure that access to existing properties are not hampered; by including these conditions, the map is brought into consistency with the Mobility Plan 2035.

In regards to equine accessibility, as conditioned, a public equestrian trail must be constructed in order to provide a portion of the trail as identified in the General Plan and Community Plan. The applicant has designed their project in anticipation of a "K" Equinekeeping District overlay being applied (requiring various equestrian improvements) in conjunction with the zone change request from an A2 zone to an RA zone.

The Mobility Plan 2035 stresses safety is a key issue for users of a mobility system and that a transportation system should be accessible and convenient. As submitted, the map illustrates a public equestrian trail along Bee Canyon Road which connects to a public trail located to the south. An equestrian trail will be constructed and reserved through easement to the north, if the site redevelops and requires discretionary approval through the City. The map illustrates equine keeping pads on each proposed parcel, except for the historic site, and illustrates vehicular access paths from the equine keeping area to the driveway (presumably to allow trailer access).

However, the map as originally submitted did not illustrate safe paths of travel from the private properties to the public trail. As such, the only means of travel would be for private property owners to ride their horses in the street or atop the sidewalk. Riding in the street for significant distances would be unsafe, as it would create a roadway conflict between horses and vehicles. Riding atop the sidewalk would also be problematic, as it creates conflicts between horses and pedestrians and the surface materials are not inherently compatible – a sidewalk is normally constructed of concrete and is finished to be relatively smooth, to improve walkability. However, horse trails are normally constructed of decomposed granite or other fine materials, as pavements and hardened materials offer poor traction for horseshoes and increase the risk of a fall. Additionally, sidewalks are usually utilized for the placement of public utilities (water, power, etc.) which is not problematic for pedestrians, as people can walk around these obstructions, but is more difficult for horses.

After the Deputy Advisory Agency (DAA) hearing on March 26, 2019, based on the community input at the hearing, the applicant provided a revised site plan illustrating a plan for equestrian access from each of the proposed properties to the public trail. It is a compromise which creates private trails for a portion of the site and makes modifications to the proposed public trail to provide reduced distances from private properties to the public trail. The applicant proposes:

Lot 1, along the northern portion of the site, will have a gate installed along the westerly side yard wall (to open inwards or slide open so as not to obstruct the trail), in order to provide access from the equestrian pad to the northern portion of the Bee Canyon Road public trail. Staff has incorporated this design into the approval of the project and has further conditioned to require that the gate be a minimum of four (4) feet in width (Condition No. 25.a.ii.).

Lots 6-13, along the southeast portion of the site, will set aside five (5) feet along the rear of each property and will be improved in order to create a ten (10) foot private trail, to connect private properties to the southern portion of the Bee Canyon Road public trail. Gates will be located along this private trail in order to provide direct access from the equestrian pads to the private trail. Staff has incorporated this design into the approval of the project and has further conditioned that the trail will be enclosed with six (6) foot high slumpstone or decorative masonry wall. The gates providing access to rear yards shall be a minimum four (4) feet in width (per Condition Nos. 23.m. and 25.c. respectively). Condition of approval No. 26 is a note to the Plan Check and City Zoning Engineer to approve a reduced rear yard setback of five (5) feet for the equestrian facilities on lots 6-13, as measured from the equestrian pad to the interior wall of the private equestrian trail.

For all other portions of the site, the applicant has recommended the use of equestrian trail street crossings which would improve equestrian safety, without the construction of additional private trails. The applicant has identified two of these crosswalk locations as being located at the terminus of A Street and Bee Canyon Road and at the T-intersection of Calle Milagros and Bee Canyon Road. Staff has incorporated this design into the approval of the project and has further conditioned the trail crossings to meet the following specifications – the crosswalks shall be at least 6 feet in width, shall utilize high-visibility crosswalk patterns and those patterns shall be designed with paint instead of slick materials such as plastic or

epoxy. Additionally, signage shall be provided at each of the crosswalk locations to notify drivers of the location of equestrian users, and these crosswalks shall be improved with Rapid Flashing Beacons which will be manually activated from push buttons located at pedestrian and equestrian heights. Curb ramps shall be located at each of the crosswalks and shall be aligned with the crosswalk to improve accessibility and street parking shall be prohibited adjacent to the crosswalk, to provide appropriate lines of sight from drivers to equestrians. The applicant has also proposed a break in the southern portion of the Bee Canyon Road trail, in order to provide an access point for westerly properties along Bee Canyon Road (Lots 16 and 17). Staff has incorporated this design into the approval of the project and has further required that an additional crosswalk be located at this location (Condition No. 25.b).

The inclusion of the two applicant identified crosswalks will ensure equestrian safety for equestrians crossing the private streets while on the public trail. The third staff identified crosswalk will provide safe access for equestrians on Lots 16 and 17 to be able to access the public trail.

The original staff report presented to the DAA incorporated private trails at the rear of all properties. However, it was found that this would be excessive and would potentially require the removal of many mature trees located at the rear of properties. In one instance, a trail would have been required on two sides of a property, thereby significantly impacting the developable area of the property. The project as approved and conditioned will provide equestrian access for many of the properties.

In regards to pedestrian safety, the project has been complied to provide five (5) foot sidewalks along all private streets within the subdivision. The map as submitted has four (4) foot sidewalks. Typically streets are constructed with sidewalks with a minimum width of five (5) feet, as any smaller, and it impedes the ability for multiple users to use the sidewalk – such as children walking to school or residents using strollers on the sidewalk.

By conditioning these different infrastructure systems (street, sidewalk, and horse trail), the map will be consistent with the intents of the Mobility Plan 2035. Safe access for pedestrian, motorists, and equestrians are provided by limiting roadway conflict between the various modes of travel, in a way which is accessible and convenient.

The **Conservation Element** of the General Plan was adopted on September 26, 2001 and provides the policy direction on the preservation, conservation, protection and enhancement of the city's natural resources. The Conservation Element addresses goals for a wide variety of topics – Agricultural lands, Animal Keeping areas, Archaeological and Paleontological resources, Cultural and Historical resources, Endangered Species, Equine Areas, Erosion areas, Fisheries, Forest areas, Geological Hazard areas, Habitats, Scenic Vistas, Open Space areas, and Resource Management areas. Of particular note is the chapter addressing Equine Areas, and the following goals, objectives, and policies are relevant to the instant request:

Objective 6 Retain equine oriented uses as a part of the city's heritage and for recreational, educational and economic purposes.

- Policy 6.1 Continue to encourage the establishment of new equine uses and K districts and to protect existing significant areas from encroachment.
- Policy 6.2 Establish standards and procedures for a comprehensive equine trail system, similar to the bikeways system, including provisions for protection of watershed and natural environments.
- Policy 6.3 Continue to expand and maintain trail linkages which will reinforce the viability of equine uses.
- Policy 6.4 Continue to increase funding for equine trails and facilities acquisition, construction, maintenance and equine related city activities.

As conditioned, the map is consistent with the Conservation Element, in that the project will be required to provide a public equestrian trail which links to a regional trail plan. Additionally, the map has been conditioned to provide safe equestrian circulation from private properties to the public trail, thereby reinforcing the viability of equine uses and strengthening the use of the district as a 'K' Equinekeeping District.

The **Public Facilities and Services Element** of the General Plan consists of four plans which were adopted between 1968 and 1980 – the Major Equestrian and Hiking Trails Plan (Adopted 1968), Public Libraries Plan (Adopted 1968), Public Recreation Plan (Adopted 1980), and the Public Schools Plan (Adopted 1968). These four plans were consolidated when the Framework Element was adopted in 1996. Of particular note is the **Major Equestrian and Hiking Trails Plan**, and the following goals, objectives, and policies are relevant to the instant request:

- Policy 1 To provide a means for the promotion of horseback riding as a healthful and relaxing activity.
- Policy 2 To provide a guide that can be used to acquire or reserve land for a coordinated system of equestrian trails.
- Policy 3 To guide public and private decision makers in the development of new trails to form a system connecting City trails with County, State and Federal systems and connecting urban trails with wilderness trails.
- Policy 4 To provide a guide for the combination of equestrian and hiking trails where desirable.
- Policy 5 To illustrate the location of horse keeping districts, major concentrations of horses and to indicate how these areas relate to the trail system.
- Policy 8 To describe standards for the improvement of existing and proposed trails.

- | | |
|-----------|--|
| Policy 9 | To provide a guide for new trails where desirable, as segments, as separate systems, or in combination with equestrian trails. |
| Policy 11 | Routes shown on the Major Trails Plan should be only backbone trails which connect the various equestrian areas together to form a major trails system. Connections with the other city trails and the major County, State and Federal trails surrounding the City should be included. |
| Policy 13 | Trails should be used by equestrians and hikers only. Bicycles, motorcycles, and other vehicles except maintenance vehicles should be prohibited. |
| Policy 16 | Street crossings should be avoided where possible, but may be used if they are appropriately marked and controlled. |

As conditioned, the map is consistent with Major Equestrian and Hiking Trails Plan, as the construction of the Bee Canyon Road trail creates a connection to a larger identified equestrian trail and will connect with the existing trail to the south. This trail is part of the backbone trail identified in the Community Plan. Consistent with Policy 11, an additional private trail will be constructed in order to provide access from the private equine keeping areas of Lots 6-13 to the public trail. Additionally, in the spirit of Policy 16, three crosswalks have been incorporated into the design in order to reduce vehicular/equestrian conflicts. The crosswalks shall be at least 6 feet in width, shall utilize high-visibility crosswalk patterns, and those patterns shall be designed with paint instead of slick materials such as plastic or epoxy. Additionally, signage shall be provided at each of the crosswalk locations to notify drivers of the location of equestrian users. Since the area is rural with minimal lighting, the crosswalks will be required to provide Rapid Flashing Beacons to provide safe crossing for equestrians, especially during early morning or evening hours. These beacons shall be manually activated from push buttons located at pedestrian and equestrian heights. Additionally, curb ramps shall be located at each of the crosswalks and parking shall be prohibited adjacent to these crosswalks, in order to provide improved lines of sight.

As such, the project as conditioned, is consistent with the Major Equestrian and Hiking Trails Plan, a component of the Public Facilities and Services Element, in that street crossings are selectively placed and appropriated marked and a private trail will further supplement the backbone trail to provide direct access to specific properties, which will strengthen the equestrian orientation of the neighborhood and promote horseback riding through the creation of horse riding infrastructure.

The **Land Use Element** of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. The subject site is located within the Chatsworth – Porter Ranch Community Plan, adopted on September 4, 1993 and recently amended on September 7, 2016 as part of the Mobility Plan 2035 update.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and

anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible. Of particular note are the features, objectives, and policies related to equinekeeping areas:

Objective 14. To develop and maintain equestrian trails, linkages, and bicycle facilities within the Community;

Feature Several horsekeeping areas are proposed in the northerly and westerly sections of the Community. The Plan encourages the preservation of these land uses, especially north of Chatsworth Street and west of De Soto Avenue (including the east side of De Soto Avenue) to the City/County line. Provisions shall be made for equestrian access via Brown's Canyon Wash. Horsekeeping facilities with appropriate restrictions could be provided westerly and northerly to the City/County line.

Chatsworth-Porter Ranch includes large areas of open space and natural land forms. It is one of the more rural areas of the City and supports a substantial equestrian-oriented population. It is a policy of the Plan to place a higher priority on the preservation of designated horsekeeping areas than on other uses found in the RA Zone category. Toward this end, the Plan supports the establishment of "K" Horsekeeping Supplemental Use Districts in appropriate areas in order to ensure the preservation of this equestrian lifestyle. Efforts should be made to insure compatibility between the equestrian and other uses found in the RA Zone. In all instances, the RA Zone should be encouraged to emulate the existing rural landscape, whether horsekeeping is present or not.

Service System Features:

The Plan proposes utilization and development of flood control rights-of-way by the County of Los Angeles for open space purposes and/or hiking, bicycle and equestrian trails where appropriate. This type of recreation use is also proposed for power line rights-of-way.

Programs-Public Improvements (Other Public Facilities):

1.d. Incorporate unpaved equestrian and hiking trails and/or paved bicycle trails in the channel rights-of-way.

3. Equestrian Trails and Bicycle Facilities. The Plan incorporates the Major Equestrian and Hiking Trails Plan and Mobility Plan 2035, which are Elements of the General Plan, and it incorporates the Guide to Existing and Potential Equestrian Trails, Twelfth Council District. To update the trails portion of the Plan, the continued aggressive approach to the acquisition and improvement of the trails is encouraged. The accompanying sketches, entitled "Cross Sections - Equestrian Trails and Bicycle Routes", depict several suggested means of incorporating a trail system into a street or

subdivision. The trail system proposed by the Plan could be provided and maintained by various methods, including: a. Assessment districts consisting of concerned owners interested in establishing a trail system through horsekeeping areas; and b. Revenue from the equine licensing fee (Section 53.15.1 of the Los Angeles Municipal Code). It is recommended that a task force of members from involved City departments be appointed to formulate a means of financing the development and maintenance of equestrian trails.

Future Studies:

Trails. The proposed trails, trail crossings, trail stops and assembly areas, as identified in the Equestrian Areas and Trails Map, indicate areas and elements that further the desire to have a comprehensive equestrian trail system.

The Community Plan incorporates the Major Equestrian and Hiking Trails Plan and the Guide to Existing and Potential Equestrian Trails (Twelfth Council District). Consistency with the Major Equestrian and Hiking Trails Plan is discussed above. According to the Existing and Potential Equestrian Trails (Twelfth Council District) Plan, the subject site is located within a proposed “K” Equine keeping District and the Backbone trail system is located approximately where Bee Canyon Road exists. As conditioned, the map is consistent with the Community Plan, in that the map is designed to accommodate equestrian uses, the relevant portion of the Backbone trail system will be constructed, and the private equestrian trail will ensure the preservation of the equestrian lifestyle by ensuring equestrian access is provided.

In regards to the Community Plan’s General Plan Land Use Designation Map, the site has a land use designation of Very Low I Residential, with the following corresponding zones of RE20 and RA. The site is currently zoned A2-1 and OS-1XL (Santa Susana Creek Los Angeles Flood Control Channel), which is more restrictive than the corresponding zones for the land use designation. The applicant has concurrently filed for a zone change for the portions of the site zoned A2 to RA. As shown on the map, the Project proposes to subdivide the site into 19 single-family dwellings, which is consistent with the density permitted by the requested zone. The project has been conditioned to require the approval of the Zone Change entitlement prior to the issuance of a building permit or recordation of a final map. If the requested zone is not approved, the subdivided would be required to file for a map modification. This condition ensures that the recorded map is consistent with the Community Plan’s General Plan Land Use Designation Map.

The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and subdivision of land. The subdivision of land is regulated pursuant to Article 7 of the LAMC. Specifically, Section 17.05 C requires that the vesting tentative tract map be designed in compliance with the zoning regulations applicable to the project site. The project site has approximately 11.92 acres of lot area, which would permit a maximum of five (5) dwelling units under the existing zone and a maximum of 29 dwelling units under the proposed zone. As shown on the tract map, the Project proposes to subdivide the project site into 19 single-family lots, which does not exceed the density of the zone requested.

South of the site is an existing 'K' Equinekeeping District overlay, and the City Council has approved a motion requesting the expansion of this 'K' Equinekeeping District. As such, the applicant's tract map has prepared for the requirements of the 'K' Equinekeeping District by providing the required grading pads, equine keeping areas, equine storage areas, and equine corral areas. Additionally a 10 foot wide vehicular access path from the horsekeeping area to the private street, on the same side of the lot as the driveway has been provided for each property.

In addition to LAMC Section 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Kevin Hamilton Donlon (License No. 79983) and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, existing and proposed dedication, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, as required by the Community Plan, a equestrian trail easement for public access has been identified on the map. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B, and is consistent with the applicable Community and General Plan.

(b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and Los Angeles Municipal Code (LAMC) Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and "improvements" refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the project site.

As the project site is zoned A2-1, the zone would currently permit a maximum of five (5) dwelling units and a maximum of 29 dwelling units under the proposed RA zone, on the 11.92 acre site. As the map is proposed for a 19 single-family dwelling subdivision, it does not exceed the density permitted by the requested zone. Additionally, the City Council has approved a motion requesting the expansion of the 'K' Equinekeeping District onto this site. As such, the tract map has prepared for the requirements of the K District by providing the required grading pads, equine keeping areas, equine storage areas, and equine corral areas. Additionally a 10 foot wide vehicular access path from the horsekeeping area to the private street, on the same side of the lot as the driveway has been provided on each property.

The tract map was distributed to and reviewed by the various city agencies of the Advisory Agency that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards. The Bureau of Engineering has recommended dedication and/or improvements to the public right-of-way along Old Santa Susana Pass Road and

along the three private streets, consistent with the standards of the Mobility Element. In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010.

The Planning Department, as part of the Subdivision Committee, has conditioned the project to ensure the project is consistent with various elements and plans of the General Plan. The subdivision is prohibited from installing gates at the entrance of the subdivision and is required to provide five (5) foot sidewalks, in order to ensure the project is consistent with the accessibility goals of the Mobility Plan 2035. The subdivision is also conditioned to ensure the design of the subdivision provides safe routes of travel for horse riders, as the Community Plan insists that when subdivisions are located in K Districts (as this project is anticipating) that the development provide infrastructure which strengthens the equestrian lifestyle. As conditioned, the design and improvements of the proposed subdivision are consistent with the General Plan and various elements of the General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) unoccupied dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently vacant but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. The project site is located within 5.8 kilometers from the Santa Susana Fault, but is not located within an Alquist Priolo Fault Zone. Portions of the site are located within a designated hillside area and within the BOE Special Grading Area. The site is not located within a flood, landslide, tsunami inundation, hazardous waste, or methane hazard zone. The site is located within a high fire hazard severity zone, high wind velocity, and liquefaction zone, and will be required to comply Department of Building and Safety and Fire Department requirements for structures located in those sensitive areas. The tract has been conditioned to comply with the requirements of the Geology and Soils Report Approval, dated October 4, 2016, Log No. 94873, satisfactory to the Department of Building and Safety, Grading Division. Therefore, the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

Properties to the north and northwest consist of a nursing home, a horse boarding facility, and single-family dwellings with animal keeping facilities, zoned A2-1, RA-1, and (T)RA-1. West and southwest of the site are the Santa Susana Flood Channel and single-family dwellings, some with animal keeping facilities, which take access from Farralone Avenue (an unimproved dirt road), zoned A2-1 and OS-1XL (Santa Susana Creek Los Angeles Flood Control Channel). South of the site is a single-family neighborhood, recently constructed in 2015, zoned (T)(Q)RA-1-K. East of the site is the Old Santa Susana Pass Road, which serves as a frontage road to Topanga Canyon Road and provides access to the subject site.

As proposed, the density is consistent with the land use designation and the project is subject to the approval of the requested zone change, or a modification of the subject tract case will be required. Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) unoccupied dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently vacant but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. Nineteen (19) protected trees exist on the site, of which four (4) are proposed for removal by the applicant and fifteen (15) are proposed for preservation. One hundred and twenty-nine (129) non-protected trees exist on the site, of which one hundred and nine (109) are proposed for removal by the applicant and twenty (20) are proposed for preservation. This removal of trees would represent a 21% reduction of protected trees and an 84% reduction of non-protected trees on-site.

At the public hearing held on March 26, 2019, the DAA addressed the issue of tree removal on-site and requested that the applicant provide a revised site plan which attempts to minimize the number of trees to be removed and adjust grading cut and fill accordingly to preserve more trees. The applicant provided such a site plan which would preserve an additional 12 non-protected trees and one (1) additional protected tree. The DAA has reviewed this site plan and the tree report to identify additional trees for preservation, in order to ensure the maximum number of trees are preserved. Consideration has been given for the removal of trees which are located within the footprints of proposed structures, within infrastructure areas (proposed streets), and within side yards where vehicular access paths are proposed. Additionally, the DAA has intentionally not conditioned the preservation of *She Oak* trees and *Blue Gum* trees, as these are not native species and can be invasive. The project is not required to removal these species, but protections are not applied for those plants.

Upon reviewing this revised site plan, the DAA has determined and conditioned (No. 23.k.) that one (1) additional tree should be preserved on Lot 2 (Tree #21), two (2) additional trees should be preserved on Lot 4 (Trees #7-#8), one (1) additional tree should be preserved on Lot 5, one (1) additional protected tree should be preserved on Lot 9, one (1) additional protected tree should be preserved on Lot 10, one (1) additional protected tree should be preserved on Lot 11, five (5) additional trees should be preserved on Lot 17 (Trees #80-82, #140, #148), three (3) additional trees should be preserved on Lot 18 (Trees #61-63), and one (1) additional tree should be preserved on Lot 19 (Tree #78).

It should be noted that based on the applicant's revised equestrian site plan, the floor plan for Lot 2 will be revised as a mirror image, in order to allow vehicular access paths to be adjacent to one another, thereby making it feasible to preserve Tree #21, which is an English Walnut tree standing at a diameter of 48 inches, a height of 20 feet, a spread of

over 25 feet, and in fair condition per the tree report. Similarly, the floor plan for Lot 4 will be mirrored, thereby allowing the preservation of Trees #7 and #8, which are Northern California Walnut trees standing at a diameter of 8 inches and 20 inches, a height of 15 and 25 feet, a spread of 10 feet and 20 feet, and in fair and good condition, respectively.

Adjacent to Lot 5, in the public right of way, the DAA has identified one (1) additional tree which could be preserved (Tree #14) – a Deodar Cedar located in front of the historic Wilson House, standing at a diameter of 35 inches, a height of 50 feet, a spread of 30 feet, and in fair condition.

In regards to Lots 9-11, the DAA has identified three (3) additional protected trees which could be preserved (Trees #3-5) – Coast Live Oaks located in the rear yards of the respective lots, standing at a diameter of 36 inches, 17.5-20 inches, and 35 inches, a height of 50 feet, a spread of 50 feet, and in fair and good condition, respectively. The trees are proposed for removal, as the applicant is interested in raising the elevation of the site as part of their conceptual LID (low impact development) plan. The DAA encourages the applicant to utilize other drainage methods which will allow the preservation of the protected trees.

In regards to Lot 17, the DAA has identified an additional five (5) trees which could be preserved (Trees #80-82, #140, #148) – California Pepper trees, of which four are located in the rear and side yard and one located in the front yard. The trees located in the side yard (Trees #80-82) standing at a diameter of 16 to 36 inches, a height of 50 and 60 feet, a spread of 20 to 40 feet, and are in fair and fair/poor condition. The tree in the front yard (Tree #140) is standing at a diameter of 15 inches, a height of 40 feet, a spread of 30 feet, and is in fair condition. The tree in the rear yard (Tree #148) is standing at a diameter of 8 inches, a height of 20 feet, a spread of 20 feet, and is in fair condition.

In regards to Lot 18, the DAA has identified an additional three (3) trees which could be preserved, which are all located within the northern side yard setback (Trees #61-63) – Monterey Pine trees which are standing at a diameter of 18 inches, a height of 50 feet, a spread of 20 feet, and in fair/poor condition.

In regards to Lot 19, the DAA has identified an additional one (1) tree which could be preserved (Tree #78) – a Mexican Elderberry which is located west of the Santa Susana Creek. The tree is standing at a diameter of 16-18 inches, with a height of 30 feet, a spread of 30 feet, and is in fair condition.

On January 17, 2019, the City Planning Department issued Mitigated Negative Declaration No. ENV-2016-3175-MND, which determined that with mitigation, the project would not result in significant impacts relating to biological resources. Based on the revised tree site plan submitted by the applicant, and the conditions applied by the DAA (No. 23.i.), an additional 25 non-protected trees and three (3) protected trees will be preserved, thereby preserving a total of 45 non-protected trees and 18 protected trees. Moreover, the project will be required to replace the removal of protected trees with new Coast Live Oak trees at a ratio of 4:1 to the satisfaction of the Urban Forestry Division, and the removal of non-protected trees at a ratio of 1:1, per Conditions of Approval Nos. 22. And SF-2, and through Mitigation Measure MM-Bio-5.

As such, the DAA has conditioned the project to ensure the maximum number of trees be preserved, has required the replacement of trees which are removed, and it has been

determined that the project and the design of the subdivision and proposed improvements will not cause substantial environmental damage or injury to wildlife or their habitat. Additionally, the project as conditioned, will be consistent with the policy goals of the Conservation Element, in that the project will encourage the retention of land in agricultural and low density land uses through the retention of equine oriented improvements and the existing trees species have been preserved to the greatest extent feasible.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The project will provide a private easement for common/vehicular access purposes within the subdivision. Within the center of the site is an existing Los Angeles County Flood Control Channel which will not be affected by this subdivision. Additionally, while there are no easements acquired by the public at large for access through or use of the property within the proposed subdivision, a new easement will be created in order to private a public equestrian trail along Bee Canyon Road, as identified in the Community Plan.

Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated December 1, 2016. There are easements contained within the property and any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.

Additionally, a condition has been applied requiring the sewer easement to be moved to be located outside of the public equestrian trail easement, or for the trail location to be revised. By requiring these two easements to be located independently, it will ensure that future work to the sewer does not inadvertently impact the publicly accessible equestrian trail.

Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

FINDINGS OF FACT (HIGH FIRE SEVERITY ZONE)

In connection with the approval of Vesting Tentative Tract No. 74478 in an area located in a very high fire hazard severity zone, the Advisory Agency of the City of Los Angeles, pursuant to Section 66474.02 of the State of California Government Code, makes the prescribed findings as follows:

- (i) THERE IS SUBSTANTIAL EVIDENCE IN THE RECORD THAT THE SUBDIVISION IS CONSISTENT WITH REGULATIONS ADOPTED BY THE STATE BOARD OF FORESTRY AND FIRE PROTECTION PURSUANT TO SECTIONS 4290 AND 4291 OF THE PUBLIC RESOURCES CODE OR CONSISTENT WITH LOCAL ORDINANCES CERTIFIED BY THE STATE BOARD OF FORESTRY AND FIRE PROTECTION AS MEETING OR EXCEEDING THE STATE REGULATIONS.

The subject site is located in the Very High Fire Severity Zone - lands designated by the City of Los Angeles Fire Department pursuant to Government Code 51178, that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone (VHFHSZ) was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone".

Public Resources Code Sections 4290 and 4291 require that subdivisions implement minimum fire safety standards related to defensible space for lands located within very high fire hazard severity zones. These standards relate to road standards for fire equipment access, standards for signs identifying street names, minimum private water supply reserves for emergency use, fuel breaks and greenbelts, fuel clearance requirements, and tree and plant trimming requirements.

Per a letter submitted by the Fire Department on February 21, 2019, the Tract Map is required to submit a plot plan for Fire Department review and approval prior to recordation of the final map, and will be required to comply with the Very High Fire Hazard Severity Zone code requirements of LAMC 57.25.01. Additionally, the letter indicates that the project will be required to use non-combustible finishes on the exterior of buildings, irrigate and manage greenbelts around structures, utilize fire-resistant plants, clear brush adjacent to structures, provide access for Fire Department personnel and apparatus, provide a fire lane at least 20 feet in width, ensure that structures are not located further than 150 feet from the edge of a roadway or improved street, ensure that roads or fire lanes which terminate in a cul-de-sac are not longer than 700 feet in length, that private streets are recorded as private streets and fire lanes, that private streets be built to City standards, that appropriate signage ensure appropriate parking restrictions, that adequate fire hydrants are provided, and that no framing is constructed until the roadway is installed to the satisfaction of the Fire Department. Additionally, per the Department of Water and Power letter dated December 5, 2016, the tract can be supplied water from the municipal system subject to the conditions and requirements located within the agency's letter. As conditioned by the Fire Department and the Department of Water and Power, the project will comply with the regulations of Public Resources Code Sections 4290 and 4291 and with local ordinances.

- (j) THERE IS SUBSTANTIAL EVIDENCE IN THE RECORD THAT STRUCTURAL FIRE PROTECTION AND SUPPRESSION SERVICES WILL BE AVAILABLE FOR THE SUBDIVISION THROUGH THE CITY OF LOS ANGELES.

Per the letter dated December 5, 2016 from the Department of Water and Power and the letter dated February 21, 2019 from the Fire Department, appropriate water service and fire protection and suppression services will be available for the subject site.

These findings shall apply to both the tentative and final maps for Vesting Tract No. 74478.

**DEPARTMENT OF
CITY PLANNING**

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 430
VAN NUYS, CA 91401

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL

VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

INFORMATION
<http://planning.lacity.org>

Decision Date: May 30, 2019

Appeal End Date: June 10, 2019

Santa Susana Estates, LLC (O/A)
11766 Wilshire Boulevard, Suite 820
Los Angeles, CA 90025

Erik Pfahler (R)
Santa Susana Estates, LLC
11766 Wilshire Boulevard, Suite 820
Los Angeles, CA 90025

Re: VTT-74478
10811 and 10921 North Old Santa Susana Pass
Road
Chatsworth-Porter Ranch Community Plan Area
Zone : A2-1 and OS-1XL
D.M. : 210-B-101
C.D. : 12 – Smith
CEQA : ENV-2016-3175-MND
Legal Description: Arb 4, 6, 22, and 37; Lot PT SE 1/4
SEC 12 T2N R17W

In accordance with provisions of Section 17.03 A, 17.06, and 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency adopts Mitigated Negative Declaration ENV-2016-3175-MND as the environmental clearance and the Mitigation Monitoring Program, and approves Vesting Tentative Tract No. 74478, located at 10811 – 10921 North Old Santa Susana Pass Road, for a maximum **19 single-family lots and private streets**, as shown on **revised map stamp-dated August 24, 2018**, in the Chatsworth-Porter Ranch Community Plan. This unit density is based on the proposed RA-1-K Zone of 17,500 square-feet per lot. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) For an appointment or if you have any questions, please call Public Counter staff at (213) 482-7077, (310) 231-2901 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Any questions regarding this report should be directed to Mr. Georgic Avanesian or Julia Li of the Land Development Section, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8431 or 808-8588.

1. That minimum 40-foot wide private street easements be provided for the proposed private street Calle Milagros and Private Street "A", including a 15-foot radius property easement returns at the intersection with Old Santa Susana Pass all on alignments satisfactory to Valley District Engineering Office.
2. That a minimum 51-foot wide private street easement be provided for the proposed private street Bee Canyon Road, including 15-foot radius property easement returns at the intersection with Calle Milagros and Private Street "A", all on alignments satisfactory to Valley District Engineering Office.
3. That sanitary sewer easement be dedicated full-width of the proposed private streets.
4. That the private street easement be part of the adjoining parcels.
5. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary easements for ingress, egress and public facilities over the private street area for all the lots within this tentative tract map and all the lots within the Tract No. 62958 upon the sale of the subdivision and they will maintain the private street, free and clear of obstructions and in a safe condition for vehicular use at all times.
6. That a Covenant and Agreement be recorded stating that private street will be posted in a manner prescribed in Section 18.07 of the Los Angeles Municipal Code (LAMC) "Private Street Regulations".
7. That Private Street name be approved and be shown on the final map prior to the recordation of the final map satisfactory to the City Engineer.
8. That Los Angeles County Public Works review and approve the vesting tentative tract regarding any private drainage discharge to the Santa Susana Creek including any necessary permits to use the existing bridge connecting two portions of the proposed Lot 19.
9. That all necessary private street easement documents shared with this tentative tract and with the lots 1,2,3,4 and 5 of the Tract No. 62958 be reviewed by the surveying division prior to the recordation of the final map.
10. That proposed Lot No. 19 be allowed to apply for septic tank Satisfactory to the Building & Safety Grading Division.

Note: No public sewer connection is available for Lot 19. In the event an on-site Wastewater Treatment System is not approved the construction of mainline and house connection with suitable easement will be required prior to recordation of the final map.

11. That Farralone Avenue (Private Street) adjoining proposed Lot No.19 not be shown on the final map.
12. That a Covenant & Agreement be recorded stating: "that Lot No.19 will take legal and physical access including the vehicular access only from Bee Canyon Road (Private Street)

"Farralone Avenue is not approved as private street as part of this subdivision. For the purpose of address and Building Permits Lot No.19 shall have no frontage on the proposed private street Farralone Avenue.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor suite 1200. The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

13. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Geology and Soils Report Approval dated October 4, 2016, Log No. 94873 and attached to the case file for Tract No. 74478.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

14. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of CPC case CPC-2016-3174-ZC. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - c. Zone Change must be recorded prior to obtaining Zoning clearance. Show compliance with Proposed Zone lot area and lot width requirements.
 - d. Proposed building envelope area for Lots 5, 14-16 does not comply with maximum Residential Floor Area requirement for proposed RA-1 Zone (20% net lot area or 5,000 sf. whichever is greater for the Guaranteed Minimum RFA requirement). Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
 - e. Proposed building envelope area for Lots 18-19 does not comply with BHO requirement for proposed RA-1 Zone (13% net lot area for the Guaranteed Minimum RFA requirement). Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
 - f. Obtain private street approval for vehicular access outside of tract boundary for Proposed Lots 10, 11, 12, 13 and 14.

- g. Private Street shall comply with both Fire Department and Bureau of Engineering conditions.
- h. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

Notes:

This property is located in a Liquefaction Zone.

Shall comply with Equine Keeping in the City of Los Angeles per ZI-2438 during plan check.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

DEPARTMENT OF TRANSPORTATION

If you have any questions, you may contact Brandon Wilson at (818) 374-4691 or at Brandon.Wilson@lacity.org.

- 15. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
 - a. A driveway apron width of W=26 feet is required for single family residential sites taking direct access to a 3 car garage and a driveway apron width of W=18 feet is required for all other single family residential sites with direct street access.
 - b. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
 - c. That the subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

16. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
- a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.
 - b. This project is located in the very high fire hazard severity zone and shall comply with requirements set forth in the City of Los Angeles Municipal Code 57.25.01.
 - c. Mitigating measures shall be considered. These measures shall include, but not be limited to the following: Boxed-in eaves, Single pane, double thickness (minimum 1/8" thickness) or insulated windows, Non-wood siding, Exposed wooden members shall be two inches nominal thickness, Noncombustible finishes.
 - d. Irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet shall be considered as a buffer between the brush and the proposed project.
 - e. All landscaping shall use fire-resistant plants and materials. A list of such plants is available from the Fire Department.
 - f. All homes shall have noncombustible roofs. (Non-wood)
 - g. The brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the homeowner's Association under supervision to the Los Angeles City Fire Department in order to reduce the risk of brush fires spreading to the homes.
 - h. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - i. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - j. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - k. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - l. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - m. Submit plot plans indicating access road and turning area for Fire Department approval.
 - n. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

- o. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- p. Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
- q. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- r. Standard cut-corners will be used on all turns.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- v. Private roadways for general access use shall have a minimum width of 20 feet.
- w. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- x. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

DEPARTMENT OF WATER AND POWER

Questions regarding WSO clearance should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, CA 90051-5700 or (213) 367-1275.

- 17. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

BUREAU OF STREET LIGHTING

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see Condition S-3.(c) where applicable.

- 18. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

Questions regarding the Wastewater Collection Systems Division of the Bureau of Sanitation clearance should be directed to Edgar Morales at (323) 342-6041.

19. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated December 1, 2016. There are easements contained within the property and any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

20. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

Park fees are paid at 221 N. Figueroa St. Suite 400, Los Angeles, CA 90012-0328. Please contact Park Fees staff at (213) 202-2682 for any questions or comments, at your convenience.

21. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Quimby Fee based on the RA Zone.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

22. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 177,404, for approval by the Department of City Planning and the Urban Forestry Division of the Bureau of Street Services.

A minimum of 4 trees (a minimum of 48 inch box in size if available) shall be planted for each one that is removed. The canopy of the protected trees planted shall be in proportion to the canopies of the protected trees removed per Ordinance No. 177,404, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the Advisory Agency.

Note: All protected tree removals must be approved by the Board of Public Works. Contact: Urban Forestry Division at: 213-847-3077.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, and can be requested at planning.lacity.org.

23. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. **Use.** Limit the proposed development to a maximum of 19 single-family dwelling lots.
 - b. **Parking.** Provide a minimum of 2 covered off-street parking spaces per dwelling unit. Lots with less than 50 feet frontage shall have one guest parking provided on site.
 - c. **Private Street – Pedestrian Improvements.** The map shall be revised to provide a 5 foot sidewalk along the northern side of Calle Milagros, a 5 foot sidewalk along both sides of Bee Canyon Road, and a 5 foot sidewalk along both sides of A Street.
 - d. **Private Gates.** No security gates shall be permitted within the private streets or along the Old Santa Susana Pass Road frontage.
 - e. **Landscape Buffer.** The walls along Old Santa Susana Pass Road shall be set back 5 feet in order to provide a landscape buffer which will soften the appearance of the wall. Trees shall be planted within this buffer, at least one (1) tree every 35 linear feet. Shrubbery, climbing plants, vines, green walls, or berms shall also be used to soften the appearance of the wall.
 - f. **Wilson House Visibility and Wall Limitations.** As the historic Wilson House is oriented towards Old Santa Susana Pass Road, a break in the solid wall shall be provided along the Old Santa Susana Pass Road frontage, such that the historic front façade (east elevation) and front yard remain open to the street. Walls may be constructed out from the corners of the Wilson House, but shall not obscure views of the historic structure's front elevation.
 - g. **Equine Trail Gates.** No gates shall be permitted within the Public Equestrian trails to limit access to the public.
 - h. **Utility locations.** The subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of any utilities (transformers, fire hydrants, etc.), to ensure utilities are not located within the required Public Equestrian trails.
 - i. **Low Impact Development.** Best Management Practices (BMPs) shall prioritize in-ground infiltration such as bioswales, as feasible, as opposed to planter boxes and rain gardens. Additionally, the associated LID plan shall be revised to utilize different methods of on-site stormwater water retention on Lots 14 – 18 to ensure that that retention methods do not conflict with equestrian access to the equine keeping areas at the rear of the abovementioned lots.
 - j. **Landscape Materials.** Invasive, exotic plant species shall be prohibited as part of the landscape plan for the Project. The invasive plants to be prohibited from use in landscaping shall include any of the plant species rated as “High” or “Moderate” in the California Invasive Plant Inventory Database, which is maintained by the California Invasive Plant Council (Cal-IPC). This prohibition will be included in the Covenants, conditions and restrictions (CC&Rs) for future residents (*PDF-Bio-1*).

- k. **Tree Preservation Plan.** Prior to the issuance of any permits, a Tree Preservation Plan shall be submitted to the Valley Project Planning Bureau for review and approval, which identifies the protection of trees where no structure, driveway, or paved areas are required. At a minimum, the following trees shall be preserved as identified in the Tree Report dated November 6, 2018:

Trees #3-#5 – Coast Live Oak (39", 17.5"-20", and 35" Bases, Fair and Good Condition)
 Tree #7-#8 – Northern California Walnut (8" and 20" Bases, Fair Condition)
 Tree #9-#10 – Coast Live Oak (36" and 40" Bases, Fair Condition)
 Tree #13 – Rubber Fig (9" Base, Fair Condition)
 Tree #14 – Deodar Cedar (35" Base, Fair Condition)
 Tree #18 – Ginkgo (12" Base, Good Condition)
 Tree #21 – English Walnut (48" Base, Fair Condition)
 Tree #32 – California Pepper (30" Base, Fair Condition)
 Trees # 61-63 – Monterey Pine (18" Bases, Fair – Poor Condition)
 Trees #64-65 – Coast Live Oak (6-10" and 15" Bases, Fair - Poor Condition)
 Tree #67, #69, #70 – Coast Live Oak (10", 6", and 14" Bases, Fair Condition)
 Tree #68 – California Pepper (22" Base, Fair Condition)
 Tree #71 & #72 – Coast Live Oak (3"-4" and 70", Fair – Poor Condition)
 Tree #75 – California Pepper (30" Base, Fair Condition)
 Tree #77 – Coast Live Oak (16" Base, Fair Condition)
 Tree #78 – Mexican Elderberry (16"-18" Base, Fair Condition)
 Trees #80-#82 – California Pepper (16"-36", Fair – Poor Conditions)
 Trees #84-#91 – California Pepper (8"-30" Bases, Fair – Poor Condition)
 Trees #92-#101 – California Pepper (8"-20" Bases, Fair – Poor Condition)
 Trees #102-#103 – Coast Live Oak (7" and 28" Bases, Fair Condition)
 Tree #104 – Mexican Elderberry (20" Base, Poor Condition)
 Tree #109 – Coast Live Oak (26" Base, Fair Condition)
 Tree #110 – California Pepper (14" Base, Fair Condition)
 Tree #112 – California Pepper (20" Base, Fair Condition)
 Trees #124-#126 – Coast Live Oak (12-14" Bases, Fair Condition)
 Tree #140 – California Pepper (15" Base, Fair Condition)
 Tree #148 – California Pepper (8" Base, Fair Condition)

Trees which are removed shall be replaced with a 1:1 ratio with native tree species, such as the trees listed on the 'Native Plants for Heavy Soils' list from the Theodore Payne Foundation for Wild Flowers and Native Plants (<https://theodorepayne.org/learn/guides/>).

- l. That prior to issuance of a certificate of occupancy, a minimum 6-foot-high slumpstone or decorative masonry wall shall be constructed adjacent to neighboring residences, if no such wall already exists, except in required front yards.
- m. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
- n. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
24. Prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. CPC-2016-3174-ZC shall be submitted to the satisfaction of the Advisory Agency.

In the event that Case No. CPC-2016-3174-ZC is not approved, the subdivider shall submit a tract modification.

25. Prior to the issuance of the building permit or the recordation of the final map, the subdivider shall prepare and execute a separate Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. **Public Equestrian Trails.** The following public equestrian trails shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:

- i. **Southerly Trail.** A 12-foot wide easement along Bee Canyon Road, along the western side of Lots 6 and 13. A break in railing shall be provided halfway between A Street and Calle Milagros, in order to create a railing access point for equine access.
- ii. **Northerly Trail.** A 12-foot wide easement along Bee Canyon Road, along the western side of Lot 1. A gate, a minimum of four (4) feet in width, shall be provided along the westerly property line of Lot 1 in order to provide equestrian access to the trail from the rear portion of the yard. Said gate shall open inwards or shall slide open, so as not to obstruct the trail.

Horse trails shall be double-railed (unless there is a wall or fence on one side of the trail). Surface of the trail shall be of decomposed granite or some other suitable material, satisfactory to the City Engineer, and shall be free and clear of any changes in grade or surface level that may impact safety. Railings shall be at least 4 feet high with 10-foot wide clearance between the railings and openings as necessary per equestrian trail standards of the City Engineer.

- b. **Equestrian Crosswalks.** The following equestrian crosswalks shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:

- i. **A Street.** A crosswalk shall be constructed within A Street to align the northerly and southerly portions of the public equestrian trail.
- ii. **Bee Canyon Road.** A midblock crosswalk shall be constructed within Bee Canyon Road, approximately halfway between A Street and Calle Millagros, to connect the westerly and easterly sides of Bee Canyon Road and to allow Lots 16 and 17 to access the public trail through the railing access point (Condition No 25.a.ii.).
- iii. **Calle Milagros.** A crosswalk shall be constructed within Calle Milagros to align the southerly portion of the public equestrian trail with the existing trail to the south.

Crosswalks shall be at least six (6) feet in width and shall utilize high-visibility crosswalk patterns (i.e. ladder, continental, diagonal marking, etc.), which shall be kept in good condition. The crosswalk pattern shall be painted, and plastic or epoxy materials shall be avoided, as these materials create a slick surface inconsistent with equestrian safety. Parking shall be restricted along private streets for a

distance of 20 feet from the edge of the crosswalk, to provide for better visibility, or as determined by DOT. Curb ramps shall be constructed and shall align with the placement of crosswalks.

Horse signage shall be installed at each of the crosswalk locations, on both sides of the road, and shall be equipped with Rapid Flashing Beacons which are manually activated through a signal actuator at pedestrian height with a second signal actuator button for the equestrian user (at 6 feet above ground).

- c. **Private Equestrian Trail.** The following private equestrian trail shall be depicted on the Final Map and shall be constructed prior to the recordation of the map, or suitably guaranteed to the satisfaction of the City Engineer and Deputy Advisory Agency:

- i. A 5-foot wide easement to be provided along the rear property lines of Lots 6-13, in order to construct a 10-foot wide private trail which provides access from the rear horse keeping facilities to the southern portion of the Bee Canyon trail.

Horse trails shall be double-railed (with a wall or fence on each side of the trail). Surface of the trail shall be of decomposed granite or some other suitable material, satisfactory to the City Engineer, and shall be free and clear of any changes in grade or surface level that may impact safety. As the private trails are located at the rear of Lots 6-13, the walls shall be 6-feet in height and a gate shall be provided at the rear of each property to provide access to horsekeeping facilities. The minimum width of the gate shall be 4 feet. Clearance of at least 10 feet shall be preserved for the private equestrian trails.

- d. **Equine Keeping.** A minimum 2,000 square foot contiguous area at least 24 feet in width at all points shall be permanently set aside in addition to the useable pad for each residential lot excluding side yards. It shall remain free and clear of all residences and permanent structures, shall be graded to permit quick and adequate drainage and shall be in conformance with the provisions of Section 13.05 (or 12.21.C5(a)) of the Los Angeles Municipal Code (LAMC).

Only landscaping, open and roofed unenclosed (except for structural supports) patio uses and a swimming pool shall be permitted to encroach into this area, and only if an area 12 by 24 feet is retained as an equine stable area or horse corral, and if an area 12 by 12 feet is also retained for storage, preferably covered.

Both the 2,000 square foot level area and the 12 by 24 feet equine stable area shall be a minimum of 35 feet from any habitable room on this and neighboring property in the "K" district (75 feet in a non-"K" district).

A 10-foot unobstructed vehicular access path to the corral shall be reserved to be located on the same side as the driveway and a curb cut shall be provided for the vehicular access path in order to allow trailer access to the property. Trees and shrubs shall not be located within this vehicular access path area.

26. **Note to City Zoning Engineer and Plan Check.** The Advisory Agency has approved the following variations from the Los Angeles Municipal Code (LAMC) as it applies to this subdivision and the proposed development on the site.

- a. The tract map is required to conform to the 'K' Equinekeeping District requested under zone change Case No. CPC-2016-3174-ZC.
 - b. EQUINE FACILITIES, RELIEF FROM YARDS
 - i. The equine keeping facilities for lots 6-13 may utilize a five (5) foot rear yard setback from the interior trail wall, in order to construct the rear private trail, and will be ten (10) feet from the property line.
- 27. Covenants, conditions and restrictions (CC&R's) for all lots shall include a notice to all buyers and future buyers that no habitable room may be built in a "K" district within 35 feet (75 feet from neighbors in a non "K" district) of the equine keeping structure (where horse is provided food and water). Further, that the provisions of Ordinance No. 157,144, which became effective on November 22, 1982, regulates the keeping of horses both in and out of "K" equine keeping districts. The ordinance imposes certain requirements on the location of new structures and gives owners of horses being kept on adjacent lots other rights. The application of this ordinance to specific projects should be verified with the Department of Building and Safety prior to applying for building permits. The keeping of animals, including horses, shall not be prohibited by the covenants, conditions and restrictions. (Covenant and Agreement).
- 28. A Homeowners Association shall be established and charged with the management and maintenance of all common areas, equestrian trails, including enclosure rails and fence, within the tract and on the front of the project along any City or private street. **The HOA shall be prohibited from constructing any gates within the public trail easement to limit access.** This requirement shall be included in the CC&R's, a copy of which shall be given to the Advisory Agency for placement in the Tract file. Each owner shall automatically become a member of the association and each dwelling unit shall automatically be subject to a charge for a proportionate share of the cost of maintenance of the common property. The Association shall not be permitted to disband without the written approval of the Advisory Agency (Covenant and Agreement).
- 29. That a Covenant and Agreement be recorded stating that the subdivider will provide additional private easement along westerly Bee Canyon Road, in addition to the private street easement, for landscaping purposes.
- 30. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

31. That prior to recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by the following Mitigation Condition and Project Design Feature Nos. of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-

construction, construction, post construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

32. Prior to the recordation of the final map, the subdivider will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

MM-AES-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

PDF-Bio-1 Invasive, exotic plant species shall be prohibited as part of the landscape plan for the Project. The invasive plants to be prohibited from use in landscaping shall include any of the plant species rated as "High" or "Moderate" in the California Invasive Plant Inventory Database, which is maintained by the California Invasive Plant Council (Cal-IPC). This prohibition will be included in the CC&Rs for future residents

PDF-Bio-2 To avoid any incidental construction-related impacts to the potential jurisdictional channel, a solid, temporary barrier (e.g., a silt fence or equivalent) shall be installed and maintained just outside the top of the channel bank prior to the start of construction activities.

MM-Bio-1 When feasible, any proposed clearing and grubbing of vegetation within the project limits and the generation of nuisance noise during construction activities should occur after September 15 and prior to March 15, which would be outside the typical breeding season (i.e., March 15–September 15) for most birds. If avoidance of this breeding season is not feasible, a nesting bird survey should be conducted by a qualified biologist within 2 to 3 days prior to any vegetation clearing activities to ensure that birds are not engaged in active nesting within 100 ft of the work area. If nesting birds are discovered during this survey, the biologist will identify an appropriate setback, or buffer (i.e., up to 500 ft depending on the circumstances and specific bird species) where no construction activities or other disturbances are allowed to occur until after the birds have fledged or otherwise abandoned the nest. The adverse effects of lighting on wildlife can be avoided provided the construction activities associated with the project occur during daylight hours. However, if construction must occur during nighttime hours, the amount of lighting used should be minimized and localized as much as is feasible. This temporary impact is unlikely to result in a significant impact to nocturnal wildlife in the area. If additional lighting is to be installed in the work area, this lighting should be directed downward and should not be directed outward toward any adjacent open space areas.

MM-Bio-2 To avoid potential direct mortality to flightless young bats, tree trimming/removal activities associated with the Project shall be conducted outside the recognized bat maternity season, which occurs from April 1 through August 31 in southern California. This period also coincides with the bird nesting season of February 15 through September 1. If trees must be trimmed or removed during the bat maternity season referred to above, a preconstruction bat survey of those trees shall be conducted within 2 to 3 days prior to the trimming or removal. If any bat roosting is detected, no tree removal or trimming activities shall occur within 100 feet of the roosting location until the bats have completed their roosting activities.

- MM-Bio-3 To avoid potential direct mortality to roosting bats, the attic spaces of the various houses shall be examined for the presence of bats within 2 to 3 days prior to demolition of those structures. These attic spaces are the only sites identified within structures throughout the study area that could potentially support maternity roosting by large numbers of bats. If maternity-roosting bats are found, a humane eviction and exclusion shall be performed outside of the recognized bat maternity season (April 1–August 31 in southern California) to prevent potential direct impacts to roosting bats, including flightless young, and that alternate roosting structures (e.g., “bat houses”) be installed to mitigate for the loss of habitat. However, unless bats are found roosting within the attic spaces of the various residences, no extensive loss of bat day-roosting habitat is anticipated from the removal of structures within the study area.
- MM-Bio-4 To avoid any potential adverse impacts to burrowing owls that may unexpectedly show up on site, a focused survey of the study area is recommended within 3 days of the start of construction activities. If no burrowing owls are found, construction can proceed immediately. If this species is present, a qualified biologist shall be present during construction activities to monitor the work and flush any birds out of the project area to ensure they are adequately protected.
- MM-Bio-5 Non-Protected Significant Trees shall be replaced on a one-to-one (1:1) ratio to the satisfaction of the City of Los Angeles. Protected Significant Trees shall be replaced on a four-to-one 4:1 ratio to the satisfaction of the Urban Forestry Division.
- MM-Cultural-1 The Wilson House shall be protected by cyclone-fencing, K-rails, plywood window coverings, or other means, to create a buffer from the accidental intrusion of construction equipment onto, or near, the Wilson House property. The exterior character-defining features of the Wilson House shall also be protected during tree trimming and removal activities, and future construction activities on the lot. Any damage that may occur to the Wilson House from construction or maintenance activities, shall be repaired in accordance with The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, & Reconstructing Historic Buildings (Kay D. Weeks and Anne E. Grimmer, revised 2017) under the supervision of a qualified Historic Architect or Architectural Historian (with experience in preparing repair and rehabilitation plans.)
- MM-Cultural-2 The Wilson House shall not be substantially altered or demolished, and that the resource shall retain its eligibility for listing in the in the National Register, California Register, and as a Monument. The recommended mitigation measures may avoid adverse impacts by not materially altering those physical characteristics and aspects of integrity that convey the buildings historic significance and architecture. If the recommended mitigation measure is adopted, the Project shall not have a significant effect on the historical property. The Wilson House shall be rehabilitated to serve its original use as a single family residence. Project proponents intend to use the Wilson House as a single-family residence and under CEQA they are required to follow The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,

Restoring, & Reconstructing Historic Buildings (Kay D. Weeks and Anne E. Grimmer, revised 2017.) Project proponents shall retain the services of a qualified Historic Architect or Architectural Historian (with experience in preparing rehabilitation plans) to assist in the future use and function of the building.

MM-Cultural-3 Prior to grading, a professional Archaeologist shall be retained to observe excavations on the property for the presence of archaeological materials. Prior to grading, the areas to be monitored will be determined from consultation with the grading contractor during the pre-grade meeting. All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Los Angeles Planning Department and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of Native American resources shall be evaluated in accordance with the provisions of the California Environmental Quality Act (CEQA) and shall consider the religious beliefs, customs, and practices of the tribe. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation, and the Project Archaeologist shall deliver the materials to an accredited curation facility approved by the City of Los Angeles within a reasonable amount of time. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner/Developer, as deemed appropriate. Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Los Angeles Planning Department. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Los Angeles Planning Department, shall signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the South Central Coastal Information Center (SCCIC).

MM-Cultural-4 If any paleontological resources (e.g., plant or animal fossils) are encountered before or during grading, the Property Owner/Developer shall retain a qualified Paleontologist to evaluate unanticipated discoveries and to take appropriate measures to protect or preserve them for study. The Paleontologist shall submit a report of findings that will also provide specific recommendations regarding further measures (i.e., paleontological monitoring) that may be appropriate. Where monitoring is appropriate, the program must include, but not be limited to, the following measures: Assign a Paleontological Monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full time during earth-disturbing activities. Divert earth-disturbing activities away from the immediate area of the discovery until the Paleontological Monitor has completed salvage. If construction personnel make the discovery, the

grading contractor shall immediately divert construction and notify the Paleontological Monitor of the find. Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate repository. Prepare and submit a technical report describing the identification, salvage, evaluation, and treatment of all fossils discovered during grading to the City of Los Angeles. Transfer collected specimens with a copy of the report to the depository.

- PDF-Noise-1 A noise barrier with a minimum height of 6 ft above ground will be implemented along the perimeter of the outdoor active use areas, such as backyards, associated with the three front-row dwelling units along Topanga Canyon Boulevard/Santa Susana Avenue.
- PDF-Noise-2 Mechanical ventilation systems such as air conditioning are required for all proposed residential dwelling units.
- PDF-Noise-3 Building façade upgrades such as double-paned windows with a minimum STC rating of 30 are required for the three front-row dwelling units along Topanga Canyon Boulevard/Santa Susana Avenue.
- MM-Noise-1 The construction contractor shall conduct construction activities outside of the prohibited hours of construction specified in Section 41.40 of the Los Angeles Municipal Code, which prohibits construction activity (including demolition) and repair work where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling, hotel, apartment, or other place of residence between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday, unless the Board of Police Commissioners has authorized such use. All such activities are also prohibited on Sundays and all federal holidays.
- MM-Noise-2 A minimum temporary construction barrier height of 14-foot (ft) high perimeter wall shall be placed along the northern, southern, and western construction boundary such that the line-of-sight from ground-level construction equipment and sensitive receptors would be blocked and to achieve a sound level reduction of at least 13 dBA. The construction barrier may be any material that has a minimum Sound Transmission Class (STC) rating of 28. All noise barrier material types are acoustically effective if they meet this minimum STC rating. This barrier could include heavy-duty materials such as vinyl-coated polyester (VCP).
- MM-Noise-3 During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- MM-Noise-4 The project contractor shall place all stationary construction equipment so that emitted noise is directed away from the most sensitive receptors nearest the project site whenever feasible.
- MM-Noise-5 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction whenever feasible.

- PDF-Police-1 Public Services (Police – Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.
- PDF-Police-2 Upon completion of the Project, the Devonshire Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.
- PDF-Traffic-1 A Construction Traffic/Management Plan will be submitted to LADOT for review and approval. The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. Existing access for the site would be maintained for construction access. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- MM-Tribal-1 Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring. Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below: 1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources. 2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. 3. The

Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible. 4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. 5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation. 6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate. 7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above. 8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. 9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

PDF-Utilities-1 Wastewater Service. Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and

operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. If street closures for construction are required, the Project applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety.

PDF-Utilities-2 Water Service. New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site. As part of the building permit process, the Project Applicant shall confirm with the LADWP Water Service Organization (WSO) that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. If the water infrastructure has insufficient capacity, then the Project Applicant shall be required to build water lines to a point in the system with sufficient capacity. If street closures for construction are required, the Project applicant shall coordinate with LADOT on a traffic control plan.

DEPARTMENT OF CITY PLANNING - STANDARD SINGLE-FAMILY CONDITIONS

SF-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
2. All other conditions applying to Model Dwellings under Section 12.22 A, 10 and 11 and Section 17.05 O of the Los Angeles Municipal Code (LAMC) shall be fully complied with satisfactory to the Department of Building and Safety.

SF-2. That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any grading or building permits before the recordation of the final map. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site.

- A. All efforts shall be made to preserve protected tree species.
- B. Walls along Old Santa Susana Pass Road shall be set back 5 feet, in order to provide a landscape buffer to soften the appearance of the wall facing Old Santa Susana Pass Road. Shrubbery, climbing plants, vines, green walls, or berms shall be used to soften the appearance of the wall. Trees shall also be planted within this buffer, at least one tree planted every 35 linear feet.
- C. At least one tree shall be located within each front yard and rear yard. Efforts shall be made to locate additional trees along southern elevations, to maximize passive cooling of the residences.
- D. Replacement trees shall not be placed within areas identified as 'Vehicle Access Paths', as designated on the Tract Map.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

- (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
- (1) Construct new street lights: three (3) on Old Santa Susana Pass Road.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.

- (i) That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
 - (1) After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public/or private drainage facilities within suitable easements may be required satisfactory to the Valley District Engineering.
 - (2) Improve the Old Santa Susana Pass Road adjoining the tract by the construction of a new concrete curb, concrete gutter and a 5-foot wide concrete sidewalk adjacent to property line, and landscaping of the parkway including any necessary removal and reconstruction of existing improvements all satisfactory to the City Engineer Office.
 - (3) Improve the proposed private street Calle Milagros and private street "A" by the construction of the following:
 - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks. That the 5-foot sidewalk along Calle Milagros be located along the northly side.
 - b. Suitable surfacing to join the existing pavement and to complete 30-foot full-roadways.
 - c. Any necessary removal and reconstruction of the existing improvements.
 - d. The necessary transitions to join the existing improvement.

Minimum 20-foot roadways shall be provided on either sides of any median or guard house at the entrances of the private streets from the public streets.
 - (4) Improve the proposed private street Bee Canyon Road by the construction of the following:
 - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks and landscaping of remaining adjoining westerly side.
 - b. Suitable surfacing to join the existing pavement and to complete a 38-foot full-roadways.
 - c. Any necessary removal and reconstruction of the existing improvements.
 - d. The necessary transitions to join the existing improvement.
 - (5) Construct mainline and house connection sewers to serve the development.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This vesting map

does not constitute approval of any variations from the Municipal Code, unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

The final map must be recorded within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT

FINDINGS OF FACT (CEQA)

Mitigated Negative Declaration, Case No. ENV-2016-3175-MND, was prepared for the project and circulated on January 17, 2019. Potential negative impacts could occur from the project's implementation due to:

- Aesthetics;
- Biological Resources;
- Cultural Resources;
- Noise; and
- Tribal Cultural Resources.

Public agencies, organizations, and the public in general were afforded the opportunity to review the Draft Subsequent MND and submit written comments regarding the Draft Subsequent MND during the public review period, in accordance with Section 15073 of the CEQA Guidelines. The public review period ended on February 6, 2019. By the end of the public review period, the City of Los Angeles had received one letter commenting on the Draft MND.

Commenting Individual – Jeannie Plumb, February 1, 2019

The individual commented on the tract design, namely that the proposed alignment of the trail within the interior of the property does not link lots 14 – 19 to the proposed public trail, that the public trail does not link lots 6-9 to the trail, and it is unclear whether the vehicular access for lots 10-13 are composed of paving or decomposed granite. She also notes that the conceptual LID rain gardens at the rear of some lots would interfere with trail access for those lots. She asserts that the current design is not in keeping with the intent of the RA-K zone and that the tract map layout does not provide the distance from 'habitable rooms' to horse keeping structures.

The Deputy Advisory Agency (DAA) found, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including Mitigated Negative Declaration (MND), Case No. ENV-2016-3175-MND, as circulated on January 17, 2019, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the

project will have a significant effect on the environment; found the MND reflects the independent judgement and analysis of the City; found the mitigation measures have been made enforceable conditions on the project; and adopted the MND and the Mitigation Monitoring Program prepared for the MND.

The Deputy Advisory Agency, adopts Mitigated Negative Declaration No. ENV-2016-3175-MND, reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition No. 32 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 31.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract No. 74478 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The City of Los Angeles **General Plan** is a comprehensive, long-range vision for the development of the City through the declaration of purposes, policies, and programs. The General Plan consists of the Framework Element, and various Elements (Land Use, Air Quality, Health, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Mobility, Noise, Open Space and Conservation, Public Facilities and Services, Safety, and Urban Form and Neighborhood Design). Within these Elements are various plans and documents which are incorporated by reference, for example, the Public Facilities and Services Element incorporates the Major equestrian and Hiking Trails Plan, the Public Libraries Plan, the Public Recreation Plan, and the Public Schools Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

Goal 3B Preservation of the City's stable single-family residential neighborhoods

Objective 3.5 Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

- Policy 3.5.5 Require new development in special use neighborhoods such as water-oriented, rural/agricultural and equestrian communities to maintain their predominant and distinguishing characteristics.
- Goal 6A An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
- Objective 6.2 Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Policy 6.2.2. Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.
 - a. Maintain the equestrian facilities on publicly owned lands, such as Hansen Dam and the Los Angeles Equestrian Center.
 - b. Preserve, where feasible, the "Horsekeeping Supplemental Use District" ("K" District), with links to major open areas.
 - c. Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan, and the Major Equestrian and Hiking Trails Plan (and all amendments) as a foundation for promoting and maintaining a trail system within the City.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently unoccupied but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. The map, as conditioned, is consistent with the above mentioned objectives and policies, in that the area will be maintained as a single-family neighborhood, the scale is compatible with the character of the existing development to the south, the subdivision has been conditioned to require areas set aside for equestrian uses (consistent with the surrounding equestrian community), and the subdivision is designed to provide a public equestrian trail along Bee Canyon Road (to connect to a larger regional trail).

The **Mobility Element** (renamed the Mobility Plan 2035) was adopted on September 7, 2016 and provides the policy foundation for achieving a transportation system that balances the needs of all road users and incorporates "complete streets" principles. The Mobility Plan 2035 also defines the Citywide policies regarding five goals – ensuring safe access for all users, a well-maintained and high-quality transportation system, a system which provides infrastructure for all mobility modes, a system wherein transportation data is shared collaboratively, and a system which promotes the health of community members and reduces impacts on the environment. The Mobility Plan 2035 includes the following goals, objectives and policies relevant to the instant request:

- Goal 1 Safety is at the foundation of a Complete Streets policy – to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice. Safety consistently ranks as a top priority for many in the City of Los Angeles and is an important factor in creating livable neighborhoods. People want streets to be safe, stress-free places for all ages and all modes of travel. In terms of transportation, concerns for physical safety stem from traffic speeds, roadway conflict between different modes of travel, and infrastructure. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
- Policy 1.9 Recreational Trail Safety: Balance user needs on the City’s public recreational trails.
- Goal 2 World Class Infrastructure. Infrastructure is the physical underpinning of the City’s transportation system. In the City of Los Angeles, streets are our largest public asset and play a large role in defining the City’s character. A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices. This Plan establishes a Complete Streets Network of individual roads enhanced for a particular mode (pedestrians bicycles, transit, vehicles, trucks). It also focuses attention on the benefits of flexible design standards, needed future infrastructure improvements, and funding.
- Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Goal 3 A transportation system is only useful insofar as it is accessible and convenient.
- Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.

As conditioned, the project is consistent with the Mobility Plan 2035’s goals which emphasize the importance of a safe and accessible transportation system.

As submitted, the map proposed gates at the entrance of the subdivision. At the hearing, the representative indicated that the site was difficult to secure, as they had been experiencing issues regarding homeless encampments. The representative noted that this was one reason they wanted gates at the subdivision entrances. Additionally, a letter was received from a neighbor who resides in the newly constructed subdivision south of the site, voicing their support for a gated community to discourage homeless encampments, illegal dumping, and littering. However, it is reasonable to assume that after the completion of the project that the land will be better maintained by the residents who will inhabit the properties and the common areas which will be maintained by the Home Owners Association (HOA). As such, gates will not be needed to discourage homeless encampments, illegal dumping, and littering, as the land will be actively inhabited and maintained. Staff conducted a site visit of the property and the surrounding neighborhood and indeed it did appear that homeless encampments, illegal dumping, and littering were occurring on the subject site

because it was vacant. Surrounding properties did not exhibit these same issues, as they are currently occupied and maintained. It is reasonable to assume that development of the site will discourage these activities from occurring in the future and therefore the gates are not needed for these purposes.

Moreover, the Chatsworth area is one of the safest communities in the City. The site is located in Reporting District 1721 of the Devonshire Division, and experienced 54 crimes in the 2018 calendar year, which is significantly less than the City average of 185 crimes per reporting district for the 2018 calendar year. As these gates are not needed to address crime, as this is one of the safer sections of the City, it is reasonable to deduce that the gates have been designed to create a 'closed' community and limit access. This is not in keeping with the Mobility Plan 2035 policies which encourage a connected network of streets to encourage pedestrian accessibility.

Construction of a gate at the entrance of the property would prevent existing neighbors from accessing their property - there are at least two properties which are accessed from the unimproved Bee Canyon Road which may be affected by the subdivision if access to the community were limited by gates. These two properties appear to be land-locked (APNs 2723005019 and 2723005036) and take access from Bee Canyon Road. According to aerial images provided in the Historic Resource Report (Figure 5, page 20), it appears that a dirt road has existed in that location since at least the late 1940s and it is reasonable to assume that these parcels were subdivided prior to the City's subdivision regulations, which were enacted in the 1960s. It is fairly common in older parts of the City that subdivisions of land occurred and were not improved with public streets and did not provide formal access through a public or private street. A letter was received from the property owner of APN 2723005019 (10945 Old Santa Susana Pass Road mailing address) and they noted their concern regarding access, among other issues. They indicated that they have easement rights over Calle Milagro and Bee Canyon Lane and indicated that in prior discussions with the applicant, they did not agree to gated access which would control access to their ranch. The City does not have copies of these referenced easements, and as such, it is presumed that these are private easements between private property owners, and not public easements. Regardless, it is not in the City's interest to allow the construction of gates on the subject property if it would deprive another resident unimpeded access to their property.

The project has been conditioned to prohibit gates at the entrance of the subdivision, in order to promote pedestrian and motorist accessibility, and to ensure that access to existing properties are not hampered; by including these conditions, the map is brought into consistency with the Mobility Plan 2035.

In regards to equine accessibility, as conditioned, a public equestrian trail must be constructed in order to provide a portion of the trail as identified in the General Plan and Community Plan. The applicant has designed their project in anticipation of a "K" Equinekeeping District overlay being applied (requiring various equestrian improvements) in conjunction with the zone change request from an A2 zone to an RA zone.

The Mobility Plan 2035 stresses safety is a key issue for users of a mobility system and that a transportation system should be accessible and convenient. As submitted, the map illustrates a public equestrian trail along Bee Canyon Road which connects to a public trail located to the south. An equestrian trail will be constructed and reserved through easement to the north, if the site redevelops and requires discretionary approval through the City. The map illustrates equine keeping pads on each proposed parcel, except for the historic site, and illustrates vehicular access paths from the equine keeping area to the driveway (presumably to allow trailer access).

However, the map as originally submitted did not illustrate safe paths of travel from the private properties to the public trail. As such, the only means of travel would be for private property owners to ride their horses in the street or atop the sidewalk. Riding in the street for significant distances would be unsafe, as it would create a roadway conflict between horses and vehicles. Riding atop the sidewalk would also be problematic, as it creates conflicts between horses and pedestrians and the surface materials are not inherently compatible – a sidewalk is normally constructed of concrete and is finished to be relatively smooth, to improve walkability. However, horse trails are normally constructed of decomposed granite or other fine materials, as pavements and hardened materials offer poor traction for horseshoes and increase the risk of a fall. Additionally, sidewalks are usually utilized for the placement of public utilities (water, power, etc.) which is not problematic for pedestrians, as people can walk around these obstructions, but is more difficult for horses.

After the Deputy Advisory Agency (DAA) hearing on March 26, 2019, based on the community input at the hearing, the applicant provided a revised site plan illustrating a plan for equestrian access from each of the proposed properties to the public trail. It is a compromise which creates private trails for a portion of the site and makes modifications to the proposed public trail to provide reduced distances from private properties to the public trail. The applicant proposes:

Lot 1, along the northern portion of the site, will have a gate installed along the westerly side yard wall (to open inwards or slide open so as not to obstruct the trail), in order to provide access from the equestrian pad to the northern portion of the Bee Canyon Road public trail. Staff has incorporated this design into the approval of the project and has further conditioned to require that the gate be a minimum of four (4) feet in width (Condition No. 25.a.ii.).

Lots 6-13, along the southeast portion of the site, will set aside five (5) feet along the rear of each property and will be improved in order to create a ten (10) foot private trail, to connect private properties to the southern portion of the Bee Canyon Road public trail. Gates will be located along this private trail in order to provide direct access from the equestrian pads to the private trail. Staff has incorporated this design into the approval of the project and has further conditioned that the trail will be enclosed with six (6) foot high slumpstone or decorative masonry wall. The gates providing access to rear yards shall be a minimum four (4) feet in width (per Condition Nos. 23.I. and 25.c. respectively). Condition of approval No. 26 is a note to the Plan Check and City Zoning Engineer to approve a reduced rear yard setback of five (5) feet for the equestrian facilities on lots 6-13, as measured from the equestrian pad to the interior wall of the private equestrian trail.

For all other portions of the site, the applicant has recommended the use of equestrian trail street crossings which would improve equestrian safety, without the construction of additional private trails. The applicant has identified two of these crosswalk locations as being located at the terminus of A Street and Bee Canyon Road and at the T-intersection of Calle Milagros and Bee Canyon Road. Staff has incorporated this design into the approval of the project and has further conditioned the trail crossings to meet the following specifications – the crosswalks shall be at least 6 feet in width, shall utilize high-visibility crosswalk patterns and those patterns shall be designed with paint instead of slick materials such as plastic or epoxy. Additionally, signage shall be provided at each of the crosswalk locations to notify drivers of the location of equestrian users, and these crosswalks shall be improved with Rapid Flashing Beacons which will be manually activated from push buttons located at pedestrian and equestrian heights. Curb ramps shall be located at each of the crosswalks and shall be aligned with the crosswalk to improve accessibility and

street parking shall be prohibited adjacent to the crosswalk, to provide appropriate lines of sight from drivers to equestrians. The applicant has also proposed a break in the southern portion of the Bee Canyon Road trail, in order to provide an access point for westerly properties along Bee Canyon Road (Lots 16 and 17). Staff has incorporated this design into the approval of the project and has further required that an additional crosswalk be located at this location (Condition No. 25.b).

The inclusion of the two applicant identified crosswalks will ensure equestrian safety for equestrians crossing the private streets while on the public trail. The third staff identified crosswalk will provide safe access for equestrians on Lots 16 and 17 to be able to access the public trail.

The original staff report presented to the DAA incorporated private trails at the rear of all properties. However, it was found that this would be excessive and would potentially require the removal of many mature trees located at the rear of properties. In one instance, a trail would have been required on two sides of a property, thereby significantly impacting the developable area of the property. The project as approved and conditioned will provide equestrian access for many of the properties.

In regards to pedestrian safety, the project has been complied to provide five (5) foot sidewalks along all private streets within the subdivision. The map as submitted has four (4) foot sidewalks. Typically streets are constructed with sidewalks with a minimum width of five (5) feet, as any smaller, and it impedes the ability for multiple users to use the sidewalk – such as children walking to school or residents using strollers on the sidewalk.

By conditioning these different infrastructure systems (street, sidewalk, and horse trail), the map will be consistent with the intents of the Mobility Plan 2035. Safe access for pedestrian, motorists, and equestrians are provided by limiting roadway conflict between the various modes of travel, in a way which is accessible and convenient.

The **Conservation Element** of the General Plan was adopted on September 26, 2001 and provides the policy direction on the preservation, conservation, protection and enhancement of the city's natural resources. The Conservation Element addresses goals for a wide variety of topics – Agricultural lands, Animal Keeping areas, Archaeological and Paleontological resources, Cultural and Historical resources, Endangered Species, Equine Areas, Erosion areas, Fisheries, Forest areas, Geological Hazard areas, Habitats, Scenic Vistas, Open Space areas, and Resource Management areas. Of particular note is the chapter addressing Equine Areas, and the following goals, objectives, and policies are relevant to the instant request:

- | | |
|-------------|--|
| Objective 6 | Retain equine oriented uses as a part of the city's heritage and for recreational, educational and economic purposes. |
| Policy 6.1 | Continue to encourage the establishment of new equine uses and K districts and to protect existing significant areas from encroachment. |
| Policy 6.2 | Establish standards and procedures for a comprehensive equine trail system, similar to the bikeways system, including provisions for protection of watershed and natural environments. |
| Policy 6.3 | Continue to expand and maintain trail linkages which will reinforce the viability of equine uses. |

- Policy 6.4 Continue to increase funding for equine trails and facilities acquisition, construction, maintenance and equine related city activities.

As conditioned, the map is consistent with the Conservation Element, in that the project will be required to provide a public equestrian trail which links to a regional trail plan. Additionally, the map has been conditioned to provide safe equestrian circulation from private properties to the public trail, thereby reinforcing the viability of equine uses and strengthening the use of the district as a 'K' Equinekeeping District.

The **Public Facilities and Services Element** of the General Plan consists of four plans which were adopted between 1968 and 1980 – the Major Equestrian and Hiking Trails Plan (Adopted 1968), Public Libraries Plan (Adopted 1968), Public Recreation Plan (Adopted 1980), and the Public Schools Plan (Adopted 1968). These four plans were consolidated when the Framework Element was adopted in 1996. Of particular note is the **Major Equestrian and Hiking Trails Plan**, and the following goals, objectives, and policies are relevant to the instant request:

- Policy 1 To provide a means for the promotion of horseback riding as a healthful and relaxing activity.
- Policy 2 To provide a guide that can be used to acquire or reserve land for a coordinated system of equestrian trails.
- Policy 3 To guide public and private decision makers in the development of new trails to form a system connecting City trails with County, State and Federal systems and connecting urban trails with wilderness trails.
- Policy 4 To provide a guide for the combination of equestrian and hiking trails where desirable.
- Policy 5 To illustrate the location of horse keeping districts, major concentrations of horses and to indicate how these areas relate to the trail system.
- Policy 8 To describe standards for the improvement of existing and proposed trails.
- Policy 9 To provide a guide for new trails where desirable, as segments, as separate systems, or in combination with equestrian trails.
- Policy 11 Routes shown on the Major Trails Plan should be only backbone trails which connect the various equestrian areas together to form a major trails system. Connections with the other city trails and the major County, State and Federal trails surrounding the City should be included.
- Policy 13 Trails should be used by equestrians and hikers only. Bicycles, motorcycles, and other vehicles except maintenance vehicles should be prohibited.
- Policy 16 Street crossings should be avoided where possible, but may be used if they are appropriately marked and controlled.

As conditioned, the map is consistent with Major Equestrian and Hiking Trails Plan, as the construction of the Bee Canyon Road trail creates a connection to a larger identified equestrian trail and will connect with the existing trail to the south. This trail is part of the backbone trail identified in the Community Plan. Consistent with Policy 11, an additional private trail will be constructed in order to provide access from the private equine keeping areas of Lots 6-13 to the public trail. Additionally, in the spirit of Policy 16, three crosswalks have been incorporated into the design in order to reduce vehicular/equestrian conflicts. The crosswalks shall be at least 6 feet in width, shall utilize high-visibility crosswalk patterns, and those patterns shall be designed with paint instead of slick materials such as plastic or epoxy. Additionally, signage shall be provided at each of the crosswalk locations to notify drivers of the location of equestrian users. Since the area is rural with minimal lighting, the crosswalks will be required to provide Rapid Flashing Beacons to provide safe crossing for equestrians, especially during early morning or evening hours. These beacons shall be manually activated from push buttons located at pedestrian and equestrian heights. Additionally, curb ramps shall be located at each of the crosswalks and parking shall be prohibited adjacent to these crosswalks, in order to provide improved lines of sight.

As such, the project as conditioned, is consistent with the Major Equestrian and Hiking Trails Plan, a component of the Public Facilities and Services Element, in that street crossings are selectively placed and appropriated marked and a private trail will further supplement the backbone trail to provide direct access to specific properties, which will strengthen the equestrian orientation of the neighborhood and promote horseback riding through the creation of horse riding infrastructure.

The **Land Use Element** of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. The subject site is located within the Chatsworth – Porter Ranch Community Plan, adopted on September 4, 1993 and recently amended on September 7, 2016 as part of the Mobility Plan 2035 update.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible. Of particular note are the features, objectives, and policies related to equinekeeping areas:

Objective 14. To develop and maintain equestrian trails, linkages, and bicycle facilities within the Community;

Feature	Several horsekeeping areas are proposed in the northerly and westerly sections of the Community. The Plan encourages the preservation of these land uses, especially north of Chatsworth Street and west of De Soto Avenue (including the east side of De Soto Avenue) to the City/County line. Provisions shall be made for equestrian access via Brown's Canyon Wash. Horsekeeping facilities with appropriate restrictions could be provided westerly and northerly to the City/County line.
---------	---

Chatsworth-Porter Ranch includes large areas of open space and natural land forms. It is one of the more rural areas of the City and

supports a substantial equestrian-oriented population. It is a policy of the Plan to place a higher priority on the preservation of designated horsekeeping areas than on other uses found in the RA Zone category. Toward this end, the Plan supports the establishment of "K" Horsekeeping Supplemental Use Districts in appropriate areas in order to ensure the preservation of this equestrian lifestyle. Efforts should be made to insure compatibility between the equestrian and other uses found in the RA Zone. In all instances, the RA Zone should be encouraged to emulate the existing rural landscape, whether horsekeeping is present or not.

Service System Features:

The Plan proposes utilization and development of flood control rights-of-way by the County of Los Angeles for open space purposes and/or hiking, bicycle and equestrian trails where appropriate. This type of recreation use is also proposed for power line rights-of-way.

Programs-Public Improvements (Other Public Facilities):

1.d. Incorporate unpaved equestrian and hiking trails and/or paved bicycle trails in the channel rights-of-way.

3. Equestrian Trails and Bicycle Facilities. The Plan incorporates the Major Equestrian and Hiking Trails Plan and Mobility Plan 2035, which are Elements of the General Plan, and it incorporates the Guide to Existing and Potential Equestrian Trails, Twelfth Council District. To update the trails portion of the Plan, the continued aggressive approach to the acquisition and improvement of the trails is encouraged. The accompanying sketches, entitled "Cross Sections - Equestrian Trails and Bicycle Routes", depict several suggested means of incorporating a trail system into a street or subdivision. The trail system proposed by the Plan could be provided and maintained by various methods, including: a. Assessment districts consisting of concerned owners interested in establishing a trail system through horsekeeping areas; and b. Revenue from the equine licensing fee (Section 53.15.1 of the Los Angeles Municipal Code). It is recommended that a task force of members from involved City departments be appointed to formulate a means of financing the development and maintenance of equestrian trails.

Future Studies:

Trails. The proposed trails, trail crossings, trail stops and assembly areas, as identified in the Equestrian Areas and Trails Map, indicate areas and elements that further the desire to have a comprehensive equestrian trail system.

The Community Plan incorporates the Major Equestrian and Hiking Trails Plan and the Guide to Existing and Potential Equestrian Trails (Twelfth Council District). Consistency with the Major Equestrian and Hiking Trails Plan is discussed above. According to the Existing and Potential Equestrian Trails (Twelfth Council District) Plan, the subject site is located within a proposed "K" Equine keeping District and the Backbone trail system is located approximately where Bee Canyon Road exists. As conditioned, the map is consistent with the Community Plan, in that the map is designed to accommodate equestrian uses, the relevant portion of the Backbone trail system will be constructed, and the private equestrian

trail will ensure the preservation of the equestrian lifestyle by ensuring equestrian access is provided.

In regards to the Community Plan's General Plan Land Use Designation Map, the site has a land use designation of Very Low I Residential, with the following corresponding zones of RE20 and RA. The site is currently zoned A2-1 and OS-1XL (Santa Susana Creek Los Angeles Flood Control Channel), which is more restrictive than the corresponding zones for the land use designation. The applicant has concurrently filed for a zone change for the portions of the site zoned A2 to RA. As shown on the map, the Project proposes to subdivide the site into 19 single-family dwellings, which is consistent with the density permitted by the requested zone. The project has been conditioned to require the approval of the Zone Change entitlement prior to the issuance of a building permit or recordation of a final map. If the requested zone is not approved, the subdivided would be required to file for a map modification. This condition ensures that the recorded map is consistent with the Community Plan's General Plan Land Use Designation Map.

The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and subdivision of land. The subdivision of land is regulated pursuant to Article 7 of the LAMC. Specifically, Section 17.05 C requires that the vesting tentative tract map be designed in compliance with the zoning regulations applicable to the project site. The project site has approximately 11.92 acres of lot area, which would permit a maximum of five (5) dwelling units under the existing zone and a maximum of 29 dwelling units under the proposed zone. As shown on the tract map, the Project proposes to subdivide the project site into 19 single-family lots, which does not exceed the density of the zone requested.

South of the site is an existing 'K' Equinekeeping District overlay, and the City Council has approved a motion requesting the expansion of this 'K' Equinekeeping District. As such, the applicant's tract map has prepared for the requirements of the 'K' Equinekeeping District by providing the required grading pads, equine keeping areas, equine storage areas, and equine corral areas. Additionally a 10 foot wide vehicular access path from the horsekeeping area to the private street, on the same side of the lot as the driveway has been provided for each property.

In addition to LAMC Section 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Kevin Hamilton Donlon (License No. 79983) and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, existing and proposed dedication, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, as required by the Community Plan, a equestrian trail easement for public access has been identified on the map. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B, and is consistent with the applicable Community and General Plan.

- (b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and Los Angeles Municipal Code (LAMC) Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and Los Angeles Municipal Code (LAMC) Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and "improvements" refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the project site.

As the project site is zoned A2-1, the zone would currently permit a maximum of five (5) dwelling units and a maximum of 29 dwelling units under the proposed RA zone, on the 11.92 acre site. As the map is proposed for a 19 single-family dwelling subdivision, it does not exceed the density permitted by the requested zone. Additionally, the City Council has approved a motion requesting the expansion of the 'K' Equinekeeping District onto this site. As such, the tract map has prepared for the requirements of the K District by providing the required grading pads, equine keeping areas, equine storage areas, and equine corral areas. Additionally a 10 foot wide vehicular access path from the horsekeeping area to the private street, on the same side of the lot as the driveway has been provided on each property.

The tract map was distributed to and reviewed by the various city agencies of the Advisory Agency that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards. The Bureau of Engineering has recommended dedication and/or improvements to the public right-of-way along Old Santa Susana Pass Road and along the three private streets, consistent with the standards of the Mobility Element. In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010.

The Planning Department, as part of the Subdivision Committee, has conditioned the project to ensure the project is consistent with various elements and plans of the General Plan. The subdivision is prohibited from installing gates at the entrance of the subdivision and is required to provide five (5) foot sidewalks, in order to ensure the project is consistent with the accessibility goals of the Mobility Plan 2035. The subdivision is also conditioned to ensure the design of the subdivision provides safe routes of travel for horse riders, as the Community Plan insists that when subdivisions are located in K Districts (as this project is anticipating) that the development provide infrastructure which strengthens the equestrian lifestyle. As conditioned, the design and improvements of the proposed subdivision are consistent with the General Plan and various elements of the General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) unoccupied dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently vacant but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. The project site is located within 5.8

Department of Building and Safety and Fire Department requirements for structures located in those sensitive areas. The tract has been conditioned to comply with the requirements of the Geology and Soils Report Approval, dated October 4, 2016, Log No. 94873, satisfactory to the Department of Building and Safety, Grading Division. Therefore, the site will be physically suitable for the proposed type of development.

- (d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

Properties to the north and northwest consist of a nursing home, a horse boarding facility, and single-family dwellings with animal keeping facilities, zoned A2-1, RA-1, and (T)RA-1. West and southwest of the site are the Santa Susana Flood Channel and single-family dwellings, some with animal keeping facilities, which take access from Farralone Avenue (an unimproved dirt road), zoned A2-1 and OS-1XL (Santa Susana Creek Los Angeles Flood Control Channel). South of the site is a single-family neighborhood, recently constructed in 2015, zoned (T)(Q)RA-1-K. East of the site is the Old Santa Susana Pass Road, which serves as a frontage road to Topanga Canyon Road and provides access to the subject site.

As proposed, the density is consistent with the land use designation and the project is subject to the approval of the requested zone change, or a modification of the subject tract case will be required. Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project consists of the subdivision of an 11.92 acre site into nineteen (19) single-family lots. The project requires the demolition of six (6) unoccupied dwellings and various unattached garages, sheds, stables, and open sided structures. One existing dwelling, (the 'Wilson House'), will be preserved and a detached garage will be constructed for the resident. Private streets, walls, and a public horse trail will be constructed for the subdivision. The site is currently vacant but previously functioned as a cluster of single-family dwellings with accessory agricultural uses. Nineteen (19) protected trees exist on the site, of which four (4) are proposed for removal by the applicant and fifteen (15) are proposed for preservation. One hundred and twenty-nine (129) non-protected trees exist on the site, of which one hundred and nine (109) are proposed for removal by the applicant and twenty (20) are proposed for preservation. This removal of trees would represent a 21% reduction of protected trees and an 84% reduction of non-protected trees on-site.

At the public hearing held on March 26, 2019, the DAA addressed the issue of tree removal on-site and requested that the applicant provide a revised site plan which attempts to minimize the number of trees to be removed and adjust grading cut and fill accordingly to preserve more trees. The applicant provided such a site plan which would preserve an additional 12 non-protected trees and one (1) additional protected tree. The DAA has reviewed this site plan and the tree report to identify additional trees for preservation, in order to ensure the maximum number of trees are preserved. Consideration has been given for the removal of trees which are located within the footprints of proposed structures, within infrastructure areas (proposed streets), and within side yards where vehicular access paths are proposed. Additionally, the DAA has intentionally not conditioned the preservation of *She Oak* trees and *Blue Gum* trees, as these are not native species and can be invasive.

The project is not required to removal these species, but protections are not applied for those plants.

Upon reviewing this revised site plan, the DAA has determined and conditioned (No. 23.k.) that one (1) additional tree should be preserved on Lot 2 (Tree #21), two (2) additional trees should be preserved on Lot 4 (Trees #7-#8), one (1) additional tree should be preserved on Lot 5, one (1) additional protected tree should be preserved on Lot 9, one (1) additional protected tree should be preserved on Lot 10, one (1) additional protected tree should be preserved on Lot 11, five (5) additional trees should be preserved on Lot 17 (Trees #80-82, #140, #148), three (3) additional trees should be preserved on Lot 18 (Trees #61-63), and one (1) additional tree should be preserved on Lot 19 (Tree #78).

It should be noted that based on the applicant's revised equestrian site plan, the floor plan for Lot 2 will be revised as a mirror image, in order to allow vehicular access paths to be adjacent to one another, thereby making it feasible to preserve Tree #21, which is an English Walnut tree standing at a diameter of 48 inches, a height of 20 feet, a spread of over 25 feet, and in fair condition per the tree report. Similarly, the floor plan for Lot 4 will be mirrored, thereby allowing the preservation of Trees #7 and #8, which are Northern California Walnut trees standing at a diameter of 8 inches and 20 inches, a height of 15 and 25 feet, a spread of 10 feet and 20 feet, and in fair and good condition, respectively.

Adjacent to Lot 5, in the public right of way, the DAA has identified one (1) additional tree which could be preserved (Tree #14) – a Deodar Cedar located in front of the historic Wilson House, standing at a diameter of 35 inches, a height of 50 feet, a spread of 30 feet, and in fair condition.

In regards to Lots 9-11, the DAA has identified three (3) additional protected trees which could be preserved (Trees #3-5) – Coast Live Oaks located in the rear yards of the respective lots, standing at a diameter of 36 inches, 17.5-20 inches, and 35 inches, a height of 50 feet, a spread of 50 feet, and in fair and good condition, respectively. The trees are proposed for removal, as the applicant is interested in raising the elevation of the site as part of their conceptual LID (low impact development) plan. The DAA encourages the applicant to utilize other drainage methods which will allow the preservation of the protected trees.

In regards to Lot 17, the DAA has identified an additional five (5) trees which could be preserved (Trees #80-82, #140, #148) – California Pepper trees, of which four are located in the rear and side yard and one located in the front yard. The trees located in the side yard (Trees #80-82) standing at a diameter of 16 to 36 inches, a height of 50 and 60 feet, a spread of 20 to 40 feet, and are in fair and fair/poor condition. The tree in the front yard (Tree #140) is standing at a diameter of 15 inches, a height of 40 feet, a spread of 30 feet, and is in fair condition. The tree in the rear yard (Tree #148) is standing at a diameter of 8 inches, a height of 20 feet, a spread of 20 feet, and is in fair condition.

In regards to Lot 18, the DAA has identified an additional three (3) trees which could be preserved, which are all located within the northern side yard setback (Trees #61-63) – Monterey Pine trees which are standing at a diameter of 18 inches, a height of 50 feet, a spread of 20 feet, and in fair/poor condition.

In regards to Lot 19, the DAA has identified an additional one (1) tree which could be preserved (Tree #78) – a Mexican Elderberry which is located west of the Santa Susana Creek. The tree is standing at a diameter of 16-18 inches, with a height of 30 feet, a spread of 30 feet, and is in fair condition.

On January 17, 2019, the City Planning Department issued Mitigated Negative Declaration No. ENV-2016-3175-MND, which determined that with mitigation, the project would not result in significant impacts relating to biological resources. Based on the revised tree site plan submitted by the applicant, and the conditions applied by the DAA (No. 23.i.), an additional 25 non-protected trees and three (3) protected trees will be preserved, thereby preserving a total of 45 non-protected trees and 18 protected trees. Moreover, the project will be required to replace the removal of protected trees with new Coast Live Oak trees at a ratio of 4:1 to the satisfaction of the Urban Forestry Division, and the removal of non-protected trees at a ratio of 1:1, per Conditions of Approval Nos. 22. And SF-2, and through Mitigation Measure MM-Bio-5.

As such, the DAA has conditioned the project to ensure the maximum number of trees be preserved, has required the replacement of trees which are removed, and it has been determined that the project and the design of the subdivision and proposed improvements will not cause substantial environmental damage or injury to wildlife or their habitat. Additionally, the project as conditioned, will be consistent with the policy goals of the Conservation Element, in that the project will encourage the retention of land in agricultural and low density land uses through the retention of equine oriented improvements and the existing trees species have been preserved to the greatest extent feasible.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The project will provide a private easement for common/vehicular access purposes within the subdivision. Within the center of the site is an existing Los Angeles County Flood Control Channel which will not be affected by this subdivision. Additionally, while there are no easements acquired by the public at large for access through or use of the property within the proposed subdivision, a new easement will be created in order to private a public equestrian trail along Bee Canyon Road, as identified in the Community Plan.

Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated December 1, 2016. There are easements contained within the property and any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.

Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

FINDINGS OF FACT (HIGH FIRE SEVERITY ZONE)

In connection with the approval of Vesting Tentative Tract No. 74478 in an area located in a very high fire hazard severity zone, the Advisory Agency of the City of Los Angeles, pursuant to Section 66474.02 of the State of California Government Code, makes the prescribed findings as follows:

- (i) THERE IS SUBSTANTIAL EVIDENCE IN THE RECORD THAT THE SUBDIVISION IS CONSISTENT WITH REGULATIONS ADOPTED BY THE STATE BOARD OF FORESTRY AND FIRE PROTECTION PURSUANT TO SECTIONS 4290 AND 4291 OF THE PUBLIC RESOURCES CODE OR CONSISTENT WITH LOCAL ORDINANCES CERTIFIED BY THE STATE BOARD OF FORESTRY AND FIRE PROTECTION AS MEETING OR EXCEEDING THE STATE REGULATIONS.

The subject site is located in the Very High Fire Severity Zone - lands designated by the City of Los Angeles Fire Department pursuant to Government Code 51178, that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone (VHFHSZ) was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone".

Public Resources Code Sections 4290 and 4291 require that subdivisions implement minimum fire safety standards related to defensible space for lands located within very high fire hazard severity zones. These standards relate to road standards for fire equipment access, standards for signs identifying street names, minimum private water supply reserves for emergency use, fuel breaks and greenbelts, fuel clearance requirements, and tree and plant trimming requirements.

Per a letter submitted by the Fire Department on February 21, 2019, the Tract Map is required to submit a plot plan for Fire Department review and approval prior to recordation of the final map, and will be required to comply with the Very High Fire Hazard Severity Zone code requirements of LAMC 57.25.01. Additionally, the letter indicates that the project will be required to use non-combustible finishes on the exterior of buildings, irrigate and manage greenbelts around structures, utilize fire-resistant plants, clear brush adjacent to structures, provide access for Fire Department personnel and apparatus, provide a fire lane at least 20 feet in width, ensure that structures are not located further than 150 feet from the edge of a roadway or improved street, ensure that roads or fire lanes which terminate in a cul-de-sac are not longer than 700 feet in length, that private streets are recorded as private streets and fire lanes, that private streets be built to City standards, that appropriate signage ensure appropriate parking restrictions, that adequate fire hydrants are provided, and that no framing is constructed until the roadway is installed to the satisfaction of the Fire Department. Additionally, per the Department of Water and Power letter dated December 5, 2016, the tract can be supplied water from the municipal system subject to the conditions and requirements located within the agency's letter. As conditioned by the Fire Department and the Department of Water and Power, the project will comply with the regulations of Public Resources Code Sections 4290 and 4291 and with local ordinances.

- (j) THERE IS SUBSTANTIAL EVIDENCE IN THE RECORD THAT STRUCTURAL FIRE PROTECTION AND SUPPRESSION SERVICES WILL BE AVAILABLE FOR THE SUBDIVISION THROUGH THE CITY OF LOS ANGELES.

Per the letter dated December 5, 2016 from the Department of Water and Power and the letter dated February 21, 2019 from the Fire Department, appropriate water service and fire protection and suppression services will be available for the subject site.

These findings shall apply to both the tentative and final maps for Vesting Tract No. 74478.

THE FOLLOWING NOTES ARE FOR INFORMATIONAL PURPOSES AND ARE NOT CONDITIONS OF APPROVAL OF THIS TRACT:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Downtown
 Figueroa Plaza
 201 North Figueroa Street,
 4th Floor
 Los Angeles, CA 90012
[\(213\) 482-7077](tel:(213)482-7077)

San Fernando Valley
 Marvin Braude San Fernando
 Valley Constituent Service Center
 6262 Van Nuys Boulevard, Rm 251
 Van Nuys, CA 91401
[\(818\) 374-5050](tel:(818)374-5050)

West Los Angeles
 West Los Angeles Development
 Services Center
 1828 Sawtelle Boulevard, 2nd Floor
 Los Angeles, CA 90025
[\(310\) 231-2598](tel:(310)231-2598)

***Please note the cashiers at the public counters close at 3:30 PM.**

Forms are also available on-line at <http://planning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning

A handwritten signature in black ink, appearing to read 'S. Hounsell', with a stylized flourish at the end.

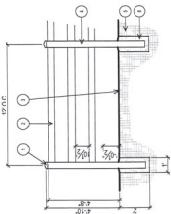
SARAH HOUNSELL, CP
Deputy Advisory Agency

ML:SH:VKJ:CB:mkc

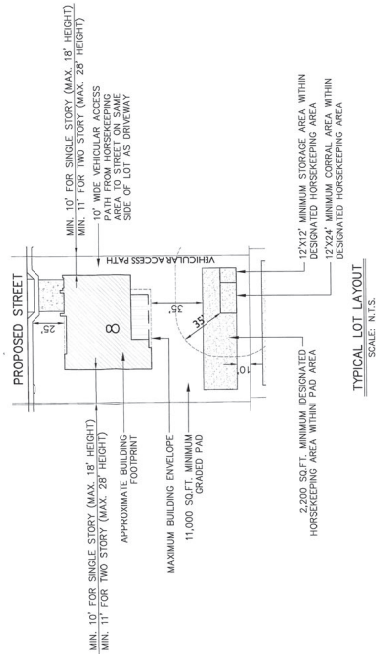
LEGEND:

- EXISTING CONTOURS
- LOT NUMBERS
- PROPOSED STREET GRADES
- BOUNDARY LINE
- EXISTING TREES TO REMAIN (OFFSET 10' SHRIFT 1)
- MANUFACTURED SLOPES

- NOTES:**
1. 2' 10" 1/2" Very High
 2. 2' 10" 1/2" Very High
 3. 2' 10" 1/2" Very High
 4. 2' 10" 1/2" Very High
 5. 2' 10" 1/2" Very High
 6. 2' 10" 1/2" Very High
 7. 2' 10" 1/2" Very High
 8. 2' 10" 1/2" Very High
 9. 2' 10" 1/2" Very High
 10. 2' 10" 1/2" Very High
 11. 2' 10" 1/2" Very High
 12. 2' 10" 1/2" Very High
 13. 2' 10" 1/2" Very High
 14. 2' 10" 1/2" Very High
 15. 2' 10" 1/2" Very High
 16. 2' 10" 1/2" Very High
 17. 2' 10" 1/2" Very High
 18. 2' 10" 1/2" Very High
 19. 2' 10" 1/2" Very High
 20. 2' 10" 1/2" Very High
 21. 2' 10" 1/2" Very High
 22. 2' 10" 1/2" Very High
 23. 2' 10" 1/2" Very High
 24. 2' 10" 1/2" Very High
 25. 2' 10" 1/2" Very High
 26. 2' 10" 1/2" Very High
 27. 2' 10" 1/2" Very High
 28. 2' 10" 1/2" Very High
 29. 2' 10" 1/2" Very High
 30. 2' 10" 1/2" Very High
 31. 2' 10" 1/2" Very High
 32. 2' 10" 1/2" Very High
 33. 2' 10" 1/2" Very High
 34. 2' 10" 1/2" Very High
 35. 2' 10" 1/2" Very High
 36. 2' 10" 1/2" Very High
 37. 2' 10" 1/2" Very High
 38. 2' 10" 1/2" Very High
 39. 2' 10" 1/2" Very High
 40. 2' 10" 1/2" Very High
 41. 2' 10" 1/2" Very High
 42. 2' 10" 1/2" Very High
 43. 2' 10" 1/2" Very High
 44. 2' 10" 1/2" Very High
 45. 2' 10" 1/2" Very High
 46. 2' 10" 1/2" Very High
 47. 2' 10" 1/2" Very High
 48. 2' 10" 1/2" Very High
 49. 2' 10" 1/2" Very High
 50. 2' 10" 1/2" Very High
 51. 2' 10" 1/2" Very High
 52. 2' 10" 1/2" Very High
 53. 2' 10" 1/2" Very High
 54. 2' 10" 1/2" Very High
 55. 2' 10" 1/2" Very High
 56. 2' 10" 1/2" Very High
 57. 2' 10" 1/2" Very High
 58. 2' 10" 1/2" Very High
 59. 2' 10" 1/2" Very High
 60. 2' 10" 1/2" Very High
 61. 2' 10" 1/2" Very High
 62. 2' 10" 1/2" Very High
 63. 2' 10" 1/2" Very High
 64. 2' 10" 1/2" Very High
 65. 2' 10" 1/2" Very High
 66. 2' 10" 1/2" Very High
 67. 2' 10" 1/2" Very High
 68. 2' 10" 1/2" Very High
 69. 2' 10" 1/2" Very High
 70. 2' 10" 1/2" Very High
 71. 2' 10" 1/2" Very High
 72. 2' 10" 1/2" Very High
 73. 2' 10" 1/2" Very High
 74. 2' 10" 1/2" Very High
 75. 2' 10" 1/2" Very High
 76. 2' 10" 1/2" Very High
 77. 2' 10" 1/2" Very High
 78. 2' 10" 1/2" Very High
 79. 2' 10" 1/2" Very High
 80. 2' 10" 1/2" Very High
 81. 2' 10" 1/2" Very High
 82. 2' 10" 1/2" Very High
 83. 2' 10" 1/2" Very High
 84. 2' 10" 1/2" Very High
 85. 2' 10" 1/2" Very High
 86. 2' 10" 1/2" Very High
 87. 2' 10" 1/2" Very High
 88. 2' 10" 1/2" Very High
 89. 2' 10" 1/2" Very High
 90. 2' 10" 1/2" Very High
 91. 2' 10" 1/2" Very High
 92. 2' 10" 1/2" Very High
 93. 2' 10" 1/2" Very High
 94. 2' 10" 1/2" Very High
 95. 2' 10" 1/2" Very High
 96. 2' 10" 1/2" Very High
 97. 2' 10" 1/2" Very High
 98. 2' 10" 1/2" Very High
 99. 2' 10" 1/2" Very High
 100. 2' 10" 1/2" Very High



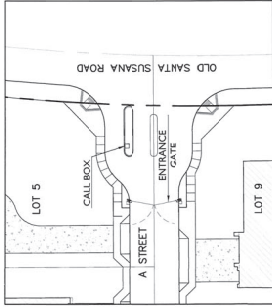
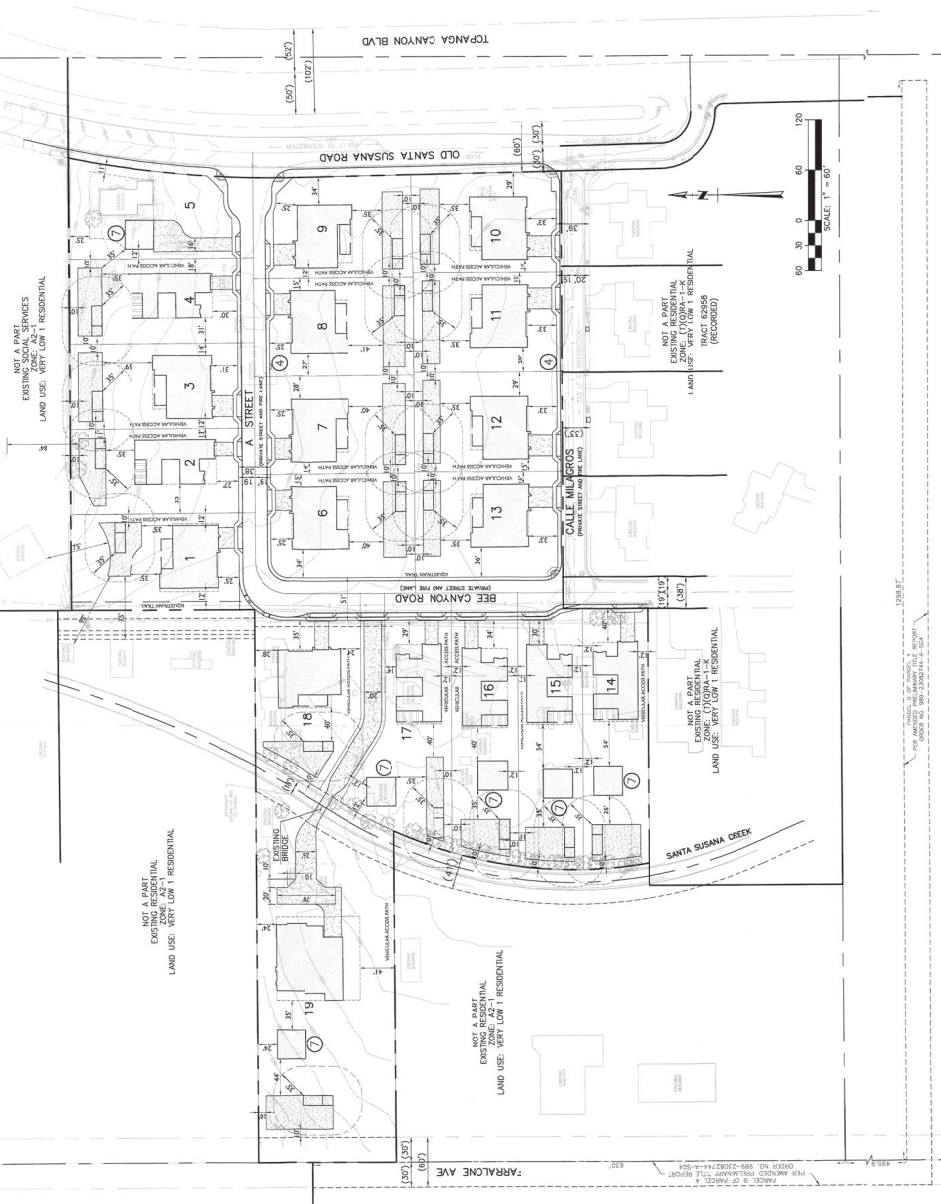
EQUESTRIAN TRAIL
TYPICAL ELEVATION
(CONCRETE POST)



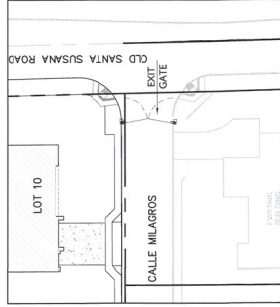
NOTES:

1. MAXIMUM BUILDING ENVELOPE INFORMATION:
2. DRIVEWAYS AND REQUIRED YARD SETBACKS HAVE BEEN EXCLUDED IN THE MAXIMUM BUILDING ENVELOPE AREA CALCULATIONS.
3. THE MAXIMUM PROPOSED BUILDING HEIGHT IS 32 FEET.
4. NO PARKING SIGN POSTED ON ONE SIDE OF STREET.
5. MAXIMUM RESIDENTIAL FLOOR AREA PER LOT NO. 194-802 FOR RA ZONE.
6. LOT 19 WILL BE RESTRICTED TO A SINGLE STORY HOME.
7. ACCESSORY DWELLING UNITS (ADU) ARE AN OPTIONAL IMPROVEMENT FOR INDICATED LOTS.

LOT NO.	AREA (SQ. FT.)	LOT NO.	AREA (SQ. FT.)
1	4894	11	5000
2	5000	12	5000
3	5000	13	5000
4	5000	14	5000-1200
5	5000-1200	15	5000-1200
6	5000-1200	16	5000-1200
7	5000	17	5000-1200
8	5000	18	5000
9	5000	19	5000-1200
10	5000		



OPTIONAL ENTRANCE GATE DETAIL
SCALE: N.T.S.



OPTIONAL EXIT GATE DETAIL
SCALE: N.T.S.



VICINITY MAP
NOT TO SCALE

VESTING TENTATIVE TRACT MAP No. 074478



08/21/18
DATE
KEVIN HAMILTON DONLON
PCE 79983

⑥ EASEMENT(S) FOR ROAD PURPOSES, RECORDED IN BOOK 2677, PAGE 397 OFFICIAL RECORDS, AFFECTS A DEED PURPORTING TO CONVEY A RIGHT OF WAY OVER THE EAST 10 FEET OF SAID LAND.

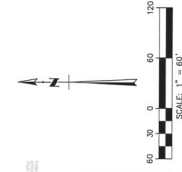
⑦ EASEMENT(S) FOR ROAD RIGHT OF WAY, RECORDED IN BOOK 5530, PAGE 342 OFFICIAL RECORDS, AFFECTS 20 FEET WIDE ON THE EAST SIDE.

- (3) CASPACIFIC) FOR IMPROVES AND EMBERS TO USED IN CASHMAN, RECORDED IN BOOK 00220, PAGE 256 AND 257. OFFICIAL RECORDS, AFFECTS 30 FEET IN WIDTH AND LONG AROUND THE WESTERNLY LINE.
- (4) (ASINMENTS) FOR PERMANENT FLOOD CONTROL, RECORDED IN BOOK 03607, PAGE 943, AS INSTRUMENT NO. 4298 OF OFFICIAL RECORDS AND AS SHOWN ON THE MAP OF SAND TRACT, AS INSTRUMENT NO. 4298 OF OFFICIAL RECORDS RECORDED JULY 27, 1971, AS INSTRUMENT NO. 3771, AFFECTS THAT PORTION OF LAND.
- (5) (ASINMENTS) 1/4 NW 1/4, SEC. 1036, T.36S., R.10E., RECORDED IN BOOK 10336, PAGE 237. OFFICIAL RECORDS, AFFECTS A PORTION OF SAND TRACT, AS INSTRUMENT NO. 4298, RECORDED JULY 27, 1971, AS INSTRUMENT NO. 3771, AFFECTS THAT PORTION OF LAND.

NOTE: EXCEPTIONS NOT INCLUDED IN THE ABOVE SEQUENCE ARE:

- BLANKET EASEMENTS
EASEMENTS WITH NO DOCUMENT LISTED OR SUPPLIED.
COVENANTS, AGREEMENTS, OR FINANCIAL INSTRUMENTS THAT DO NOT CONSTITUTE AN EASEMENT.
ITEMS INTENTIONALLY DELETED FROM TITLE REPORT.

APN	EXISTING ZONING	PROPOSED ZONING (PER APCV CASE NO. 2016-3174-ZC)
2723-005-002	A2-1	RA-1
2723-005-003	(U)A-1-K AND A2-1	RA-1
2723-005-030	(T)A-1-K AND A2-1	RA-1
2723-005-017	A2-1 AND OS-1X1	RA-1 AND OS-1X1



VICINITY MAP
NOT TO SCALE



DATE: AUGUST 21, 2018

SHEET 3 OF 3

NOT A PART

NOT A PART

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1; (APN: 2723-005-002) 1/4 AC. OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON OCTOBER 5, 1896, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

EXCEPT THE NORTH 412 FEET THEREOF, ANY PART OR PORTION THEREOF, AND EXCEPT THE SOUTH 100 FEET THEREOF,

[illegible]

AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1956, IN BOOK 4298, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

PARCEL B:
AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1958, IN BOOK 4298, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

(APN: 2723-005-017)

PARCEL A:
THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING 827 FEET SOUTH OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 12;

THENCE 165 FEET SOUTH;
THENCE 660 FEET EAST;
THENCE 165 FEET NORTH TO THE POINT OF BEGINNING.

AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1958, IN BOOK 4298, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

OWNERS:

OWNERS:
SANTA SUSANA ESTATES, LLC
11766 WILSHIRE BLVD., SUITE 820
LOS ANGELES, CA 90025
TEL (310) 582-1991 EXT. 203
EMAIL:ERIK@BORSTEINENTERPRISES.COM

SUBMITTED:

SUBDIVISION:
SANTA SUSANA ESTATES, LLC
1766 WILSHIRE BLVD., SUITE 820
LOS ANGELES, CA 90025
TEL. (310) 582-1991 EXT. 203
EMAIL: FRANK@FRANKINTERIORS.COM

PREPARED BY:

STANTEC CONSULTING SERVICES INC.
14801 CALIFA STREET

VAN NUYS, CA 91411
TEL. (818) 305-3214
EMAIL: COLIN.NEMEROFF@INSTANTCA.COM

[illegible]

08/21/2011

KEVIN HAMILTON DONLON,
RCE 79983



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



NOT T

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 2723-005-002)

THE NORTH 13 ACRES OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 12 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON OCTOBER 5, 1896, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

EXCEPT THE NORTH 412 FEET THEREOF.

EXCEPT ANY PORTION THEREIN IN ANY PUBLIC ROAD OR HIGHWAY.

PARCEL 2: (APN: 2723-005-003)

[illegible]

PARCEL 3: (APN: 2723-005-030)

THE EAST HALF OF THE SOUTHERLY 530 FEET OF THE SOUTHWEST QUARTER OF THE
NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH,
RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES ACCORDING TO
THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE OCTOBER 5, 1896.
EXCEPT THEREFROM THE NORTHERLY 2 FEET THEREOF.

EXCEPT THEREFROM THE NORTHERLY 2 FEET THEREOF

ALSO EXCEPT THEREFROM THE SOUTHERLY 230 FEET THEREOF.

ALSO EXCEPT THAT PORTION OF SAID LAND LYING WESTERLY OF A LINE PARALLEL WITH AND 15 FEET EASTERLY MEASURED RADially FROM THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE CENTER LINE OF CHATSWORTH STREET DISTANCE ALONG SAID CENTER LINE NORTH 89°48'04" WEST 1124.97 FEET FROM THE CENTER LINE OF SANTA SUSANA AVENUE AS SAID CENTER LINES ARE SHOWN IN LOS ANGELES CITY ENGINEER'S

THESE LINES ARE SHOWN IN RED WOODS CITY ZONING MAP
FIELD BOOK 21806, PAGE 3;
THENCE NORTH 32°22'10" EAST, 61.93 FEET TO THE BEGINNING OF A TANGENT CURVE,
CONCAVE TO THE WEST AND HAVING A RADIUS OF 550 FEET;
THENCE NORTHERLY 191.99 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE
TO THE EAST AND HAVING A RADIUS OF 600 FEET;
THENCE TANGENT TO SAID CURVE NORTH 12°22'10" EAST 151.58 FEET TO THE BEGINNING
OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 600 FEET;
THENCE NORTHERLY 62.83 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE
NORTH 18°22'10" EAST 269.34 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO
THE EAST AND HAVING A RADIUS OF 700 FEET; THENCE NORTHERLY 519.24 FEET ALONG
SAID CURVE;

THENCE TANGENT TO SAID CURVE NORTH 24°07'50" WEST 63.45 FEET TO THE BEGINNING OF
A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 520 FEET;
THENCE NORTHERLY 517.32 FEET ALONG SAID CURVE.

PARCEL 4: (APN: 2723-005-017)

THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN

IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,
BEGINNING 627 FEET SOUTH OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID
NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 12;
THENCE RUNNING 660 FEET WEST; THENCE 165 FEET SOUTH; THENCE 660 FEET EAST;
THENCE 165 FEET NORTH TO THE POINT OF BEGINNING.

PARCEL B:

AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1958, IN BOOK 4290, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

OWNERS:

SANTA SUSANA ESTATES, LLC
11766 WILSHIRE BLVD., SUITE 820
LOS ANGELES, CA 90025
TEL. (310) 582-1991 EXT. 203
EMAIL: ERIK@BORSTEINENTERPRISES.COM

SUBDIVIDER:

SANTA SUSANA ESTATES, LLC
11766 WILSHIRE BLVD., SUITE 820
LOS ANGELES, CA 90025
TEL. (310) 582-1991 EXT. 203
EMAIL: ERIK@BORSTEINENTERPRISES.COM

PREPARED BY:

STANTEC CONSULTING SERVICES INC.
14801 CALIFA STREET
VAN NUYS, CA 91411
TEL. (818) 305-3214
EMAIL: COLIN.NEMEROFF@STANTEC.COM



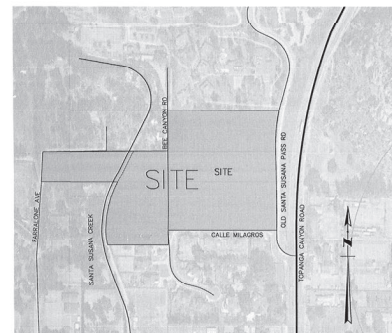
KEVIN HAMILTON DONLON
RCE 79983

08/21/11
DATE



PROPOSED EASEMENTS:

- (A) 10' DRAINAGE EASEMENT
 (B) 10' SEWER EASEMENT
 (C) 12' EQUESTRIAN TRAIL EASEMENT
 (D) 5' LANDSCAPE EASEMENT



VICINITY MAP

NOT TO SCALE

VESTING TENTATIVE
TRACT MAP No. 074478



DATE: AUGUST 21, 2018

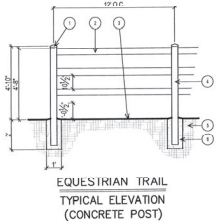
SHEET 1 OF 3

SHEET 1 OF 3

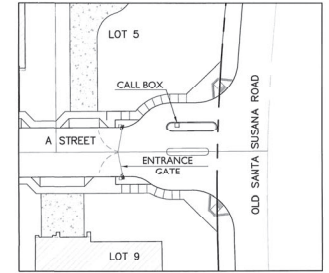
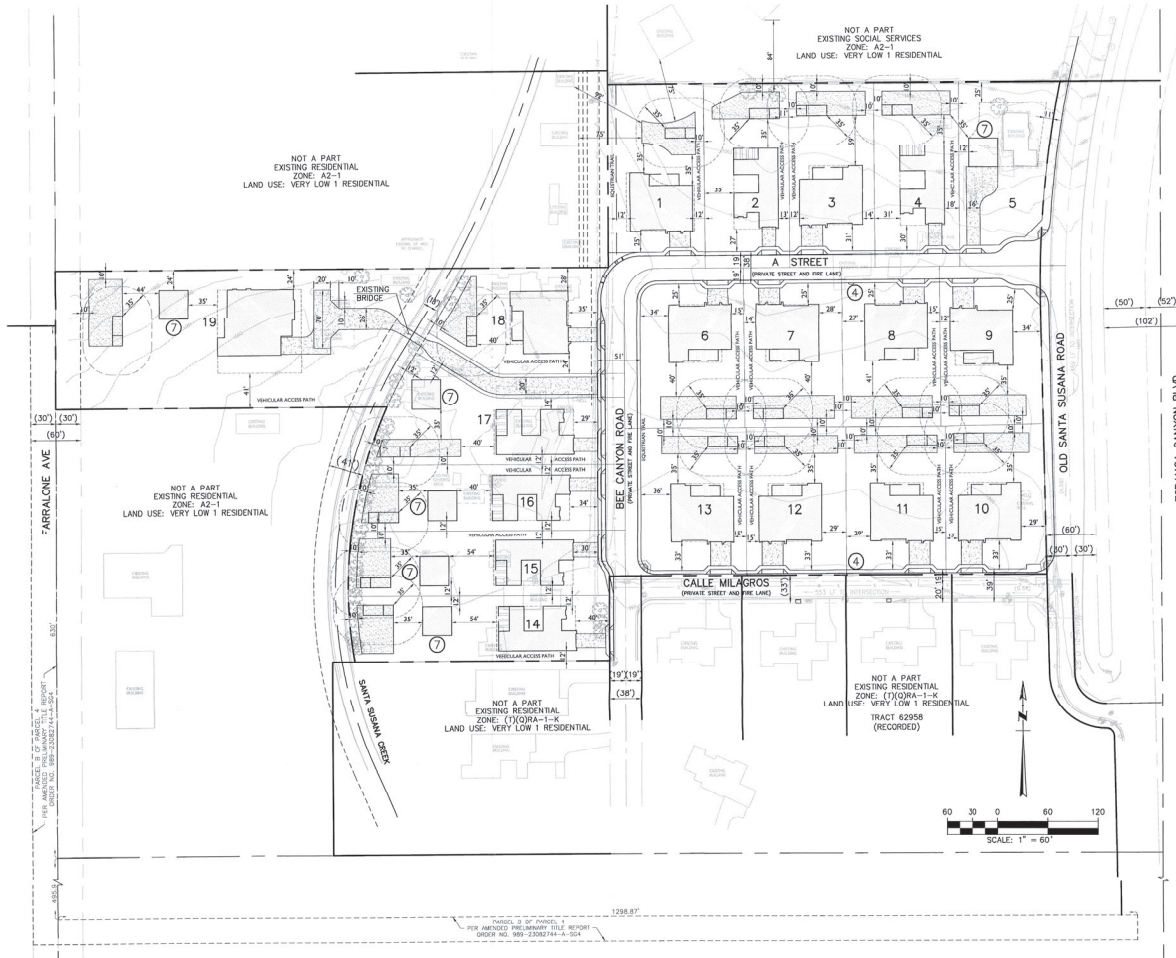
LEGEND:

- (1305) EXISTING CONTOURS
- 9 LOT NUMBERS
- 70 PROPOSED STREET GRADES
- BOUNDARY LINE
- ⊙ EXISTING TREES TO REMAIN (REFER TO SHEET 1)
- MANUFACTURED SLOPES

- LEGEND:**
- 5' Home gate
 - 1 1/2" x 5 1/2" Vinyl rail
 - Finished grade
 - 2" x 4" Vinyl post
 - 80% Compacted subgrade
 - Concrete footing, slope to drain
- NOTES:**
- Fence Manufacturer: Fenceworks Company
 - Post and Rail Fence: Split Style
 - Install rail and posts per Manufacturer's specifications.
 - Contractor to verify that fence heights meet City standards.



EQUINE TRAIL TYPICAL ELEVATION (CONCRETE POST)



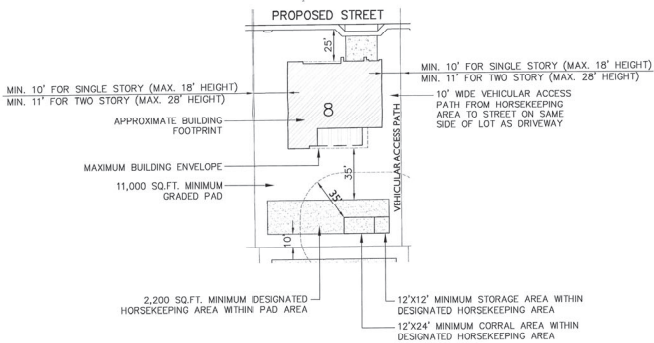
OPTIONAL ENTRANCE GATE DETAIL
SCALE: N.T.S.



OPTIONAL EXIT GATE DETAIL
SCALE: N.T.S.



VICINITY MAP
NOT TO SCALE



TYPICAL LOT LAYOUT
SCALE: N.T.S.

NOTES:

1. MAXIMUM BUILDING ENVELOPE INFORMATION:

LOT No.	AREA (SQ. FT.)	LOT No.	AREA (SQ. FT.)
1	4894	11	5000
2	5000	12	5000
3	5000	13	5000
4	5000	14	5000-1200
5	5000-1200	15	5000-1200
6	5000	16	5000-1200
7	5000	17	5000-1200
8	5000	18	5000
9	5000	19	10000-12000
10	5000		

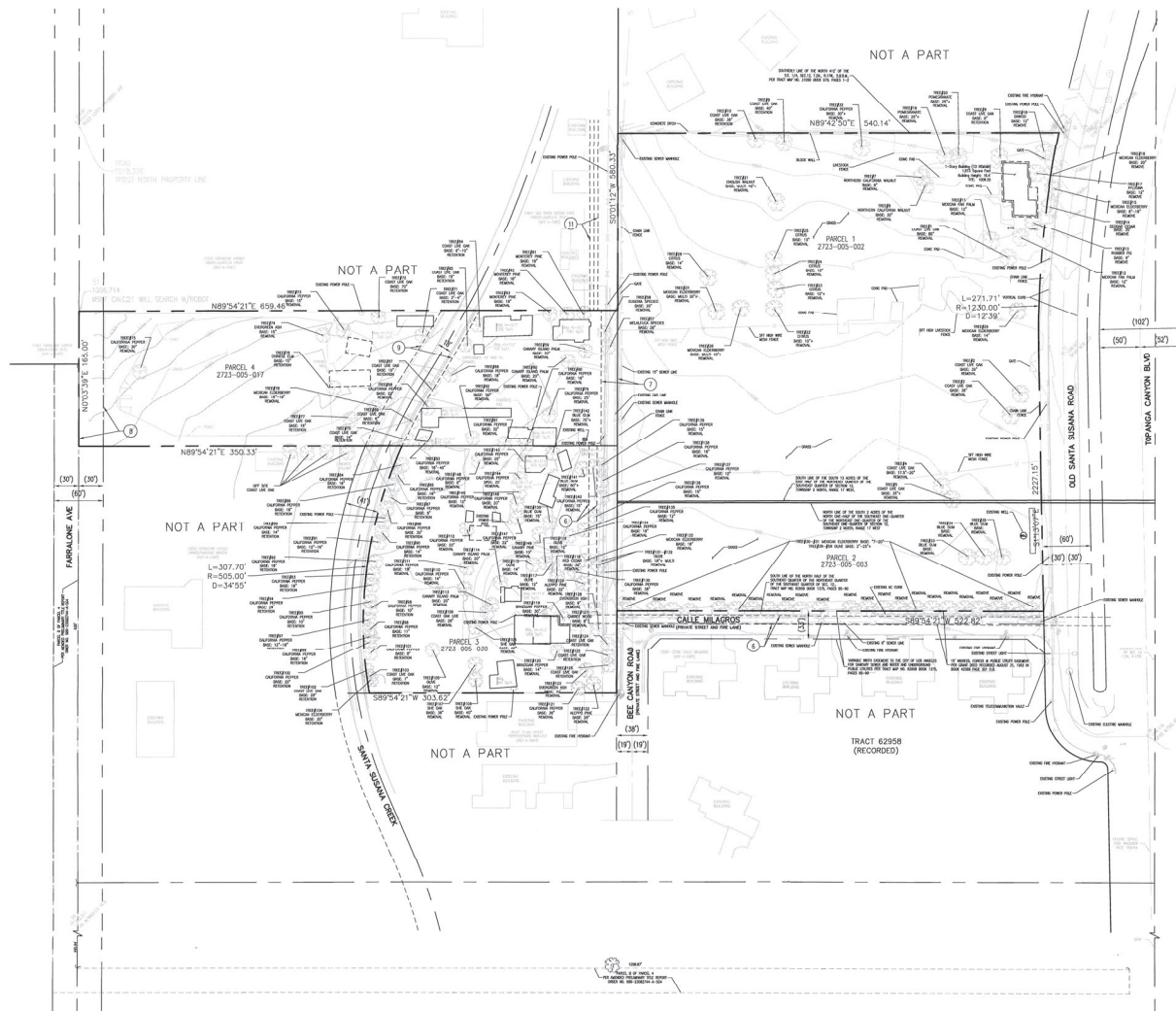
- DRIVEWAYS AND REQUIRED YARD SETBACKS HAVE BEEN EXCLUDED IN THE MAXIMUM BUILDING ENVELOPE AREA CALCULATIONS.
- THE MAXIMUM PROPOSED BUILDING HEIGHT IS 32 FEET.
- NO PARKING SIGN POSTED ON ONE SIDE OF STREET.
- MAXIMUM RESIDENTIAL FLOOR AREA PER ORD. NO. 184,802 FOR RA ZONE.
- LOT 19 WILL BE RESTRICTED TO A SINGLE STORY HOME.
- ACCESSORY DWELLING UNITS (ADU) ARE AN OPTIONAL IMPROVEMENT FOR INDICATED LOTS.

KEVIN HAMILTON DONLON,
RCE 79983

08/21/18
DATE



VESTING TENTATIVE TRACT MAP No. 074478



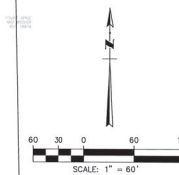
EXISTING EASEMENTS PER TITLE REPORT ORDER # 989-23082744-A-SG4

- EASEMENT(S) FOR ROAD PURPOSES, RECORDED IN BOOK 2677, PAGE 397 OFFICIAL RECORDS, AFFECTS A DEED PURPORTING TO CONVEY A RIGHT OF WAY OVER THE EAST 10 FEET OF SAID LAND.
- EASEMENT(S) FOR ROAD RIGHT OF WAY, RECORDED IN BOOK 5530, PAGE 342 OFFICIAL RECORDS, AFFECTS 20 FEET WIDE ON THE EAST SIDE.
- EASEMENT(S) FOR INGRESS AND EGRESS TO BE USED IN COMMON, RECORDED IN BOOK 0220, PAGE 256 AND 257 OFFICIAL RECORDS, AFFECTS 30 FEET IN WIDTH AND LYING ALONG THE WESTERLY LINE.
- EASEMENT(S) FOR PERMANENT FLOOD CONTROL, RECORDED IN BOOK 03607, PAGE 943, AS INSTRUMENT NO. 4298 OF OFFICIAL RECORDS AND AS SHOWN ON THE MAP OF SAID TRACT, AS EVIDENCED BY A FINAL ORDER OF CONDEMNATION RECORDED JULY 27, 1971, AS INSTRUMENT NO. 3771, AFFECTS THAT PORTION OF LAND.
- EASEMENT(S) 1/4M 1/4M LINE, RECORDED IN BOOK 11036, PAGE 237, OFFICIAL RECORDS, AFFECTS A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.

NOTE: EXCEPTIONS NOT INCLUDED IN THE ABOVE SEQUENCE ARE:

- EASEMENTS THAT ARE UNPLOTTABLE.
- BLANKETED EASEMENTS
- EASEMENTS WITH NO DOCUMENT LISTED OR SUPPLIED.
- COVENANTS, AGREEMENTS, OR FINANCIAL INSTRUMENTS THAT DO NOT CONSTITUTE AN EASEMENT.
- ITEMS INTENTIONALLY DELETED FROM TITLE REPORT.

APN	EXISTING ZONING	PROPOSED ZONING (PER APCN CASE NO. 2016-3174-ZC)
2723-005-002	A2-1	RA-1
2723-005-003	(1)(U)RA-1-K AND A2-1	RA-1
2723-005-030	(1)(Q)RA-1-K AND A2-1	RA-1
2723-005-017	A2-1 AND OS-1XL	RA-1 AND OS-1XL



VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 2723-005-002)
THE NORTH 1/2 CORNER OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 3 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON OCTOBER 5, 1896, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, EXCEPT THE NORTH 412 FEET THEREOF.

PARCEL 2: (APN: 2723-005-003)
THE SOUTH 2 ACRES OF THE NORTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 12, TOWNSHIP 3 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, EXCEPT THEREFROM THE EAST 30 FEET THEREOF CONVEYED TO THE COUNTY OF LOS ANGELES FOR ROAD PURPOSES. ALSO EXCEPT THAT PORTION LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 12, DISTANT LONG SAID SOUTH LINE NORTH 89°53'48" WEST 54.98 FEET FROM THE SOUTHWEST CORNER OF SAID SOUTHWEST ONE-QUARTER, SAID SOUTHWEST CORNER BEING A POINT IN THE CENTER LINE OF SANTA SUSANA AVENUE, 60 FEET WIDE, AS SHOWN ON MAP OF TRACT 2771, RECORDED IN BOOK 27, PAGE 93 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE FROM A TANGENT HAVING A BEARING OF NORTH 11°37' WEST NORTHEAST ALONG A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 23.95 FEET THROUGH AN ANGLE OF 0°37' AN ARC DISTANCE OF 33.05 FEET; THENCE NORTH 1°04'44" WEST 100.32 FEET TO A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 8.04 FEET; THENCE ALONG LAST SAID CURVE, NORTHWESTERLY THROUGH AN ANGLE OF 10°17' AN ARC DISTANCE OF 18.09 FEET; THENCE NORTH 11°58' WEST 430.27 FEET TO A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 87.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90°14' AN ARC DISTANCE OF 100.32 FEET; THENCE NORTH 11°58' WEST 430.27 FEET TO A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 12.30 FEET; THENCE ALONG LAST SAID CURVE NORTHERLY THROUGH AN ANGLE OF 15°12'38" AN ARC DISTANCE OF 206.53 FEET; THENCE TANGENT TO LAST SAID CURVE NORTH 14°24'44" EAST 133.92 FEET TO A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 140.00 FEET; THENCE ALONG LAST SAID CURVE, NORTHWESTERLY THROUGH AN ANGLE OF 90°11'06" AN ARC DISTANCE OF 220.17 FEET TO THE POINT OF TANGENCY THEREOF, WITH THAT CERTAIN CURVE IN THE SOUTHERLY LINE OF SANTA SUSANA AVENUE, 60 FEET WIDE AS SHOWN ON SAID MAP AS HAVING A RADIUS OF 151.79 FEET, SAID POINT BEING DISTANT ALONG SAID CERTAIN CURVE NORTHWESTERLY AN ARC LENGTH OF 14.54 FEET FROM THE EASTERLY TERMINUS THEREOF.

PARCEL 3: (APN: 2723-005-030)
THE EAST HALF OF THE SOUTHERLY 530 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 3 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE OCTOBER 5, 1896, EXCEPT THEREFROM THE NORTHERLY 2 FEET THEREOF.

ALSO EXCEPT THEREFROM THE SOUTHERLY 230 FEET THEREOF.

ALSO EXCEPT THAT PORTION OF SAID LAND LYING WESTERLY OF A LINE PARALLEL WITH AND 15 FEET EASTERLY MEASURED SOUTHERLY FROM THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE CENTER LINE OF QUINCY STREET DISTANCE ALONG SAID CENTER LINE NORTH 0°40'04" WEST 1124.97 FEET FROM THE CENTER LINE OF SANTA SUSANA AVENUE AS SAID CENTER LINES ARE SHOWN IN LOS ANGELES CITY ENGINEER'S FIELD BOOK 21606, PAGE 3, THENCE NORTH 32°22'10" EAST, 61.93 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE WEST AND HAVING A RADIUS OF 550 FEET; THENCE NORTHERLY 181.09 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE NORTH 12°22'10" EAST 151.58 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 600 FEET; THENCE NORTHERLY 62.83 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE NORTH 18°22'10" EAST 240.34 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 700 FEET; THENCE NORTHERLY 979.24 FEET ALONG SAID CURVE; THENCE TANGENT TO SAID CURVE NORTH 24°07'50" WEST 63.45 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 520 FEET; THENCE NORTHERLY 517.32 FEET ALONG SAID CURVE.

PARCEL 4: (APN: 2723-005-017)
PARCEL A:
THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEGINNING 627 FEET SOUTH OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 12, THENCE RUNNING 660 FEET WEST; THENCE 165 FEET SOUTH; THENCE 660 FEET EAST; THENCE 165 FEET NORTH TO THE POINT OF BEGINNING.

PARCEL B:
AN EASEMENT FOR INGRESS AND EGRESS TO BE USED IN COMMON WITH OTHERS AS GRANTED AND DESCRIBED IN INSTRUMENT RECORDED SEPTEMBER 18, 1958, IN BOOK 4298, PAGE 46, OFFICIAL RECORDS AND OTHER VARIOUS INSTRUMENTS OF RECORD.

OWNERS:

SANTA SUSANA ESTATES, LLC
11766 WILSHIRE BLVD., SUITE 820
LOS ANGELES, CA 90025
TEL: (310) 582-1991 EXT. 203
EMAIL: ERIK@GORTSTEINENTERPRISES.COM

SUBDIVIDER:

SANTA SUSANA ESTATES, LLC
11766 WILSHIRE BLVD., SUITE 820
LOS ANGELES, CA 90025
TEL: (310) 582-1991 EXT. 203
EMAIL: ERIK@GORTSTEINENTERPRISES.COM

PREPARED BY:

STANTEC CONSULTING SERVICES INC.
14801 CALIFA STREET
VAN NUYS, CA 91411
TEL: (818) 305-3214
EMAIL: COLIN.NEMEROFF@STANTEC.COM

KEVIN HAMILTON DONLON,
RCE 79983
DATE: 08/21/18

