

FINAL CONDITIONS OF APPROVAL: CITY OF SANTA CLARITA
Resolution 95-42, Exhibit "A"
Vesting Tentative Tract No. 51599; Oak Tree Permit No. 91-033
Master Case No.'s 91-164 and 93-012--Porta Bella Specific Plan
Adopted by City Council May 9, 1995

COMMUNITY DEVELOPMENT DEPARTMENT
Development Services Division (DS)

- DS-1 The master vesting tentative tract map shall incorporate the revised network as indicated in Exhibits AA and BB.
- DS-2 The project land uses, densities, road network and product yields shall be as depicted in exhibits "B" and "C" attached, as modified by the City Council and reflected in Exhibits AA and BB. The draft Porta Bella Specific Plan is exhibit "D," the cover of which is attached. The complete draft exhibit "D" is available in the Community Development Department. The language and exhibits included in the Porta Bella Specific Plan, exhibit "D," shall be modified to reflect the changes delineated in the previous exhibits and the conditions of approval to the satisfaction of the Director of Community Development.
- DS-3 The Porta Bella Specific Plan, "Exhibit D," as modified by the City Council and reflected in Exhibits AA and BB, shall be the governing land use and planning document for the Porta Bella site. Future tract maps, product designs, improvements, and infrastructure must be consistent with the Specific Plan, as updated in accordance with City Council modifications of the project during the public hearing process.
- DS-4 The approval of the master tentative tract map and the oak tree permit are contingent on City Council approval of the Porta Bella Specific Plan.
- DS-5 On-street parking may be permitted at the discretion of the Community Development Department.
- DS-6 The use of "Z" lots is not permitted.
- DS-7 Lot 26 will become an open-space lot. The multi-family project originally proposed for Lot 26 will be eliminated from the project. The grading contour lines on the Vesting Tentative Tract Map shall be adjusted accordingly and the lot shall be designated an Open Space lot, subject to the requirements of other open space lots.
- DS-8 Drive-through restaurant uses are not permitted in the Town Center District.
- DS-9 Exhibit "E" identifies the phasing used for the purposes of the traffic study. The phasing on the Master Vesting Tentative Tract Map shall be consistent with this exhibit. Grading activities may cross phase boundaries. The development and occupancy of residential and commercial products shall be phased and consistent

with Exhibit "E," as hereby modified by exhibits AA and BB. The revised Specific Plan, exhibit "D," shall include a table to the satisfaction of Community Development summarizing the intensity of land uses in each phase of exhibit "E" consistent with exhibits "A, B, and C," as hereby modified by exhibits AA and BB.

- DS-10 A homeowner's association (HOA) or other entity, to which the City is made a party to with right of enforcement, shall be formed prior to recordation of the final map to have responsibility and authority as indicated in these conditions to the satisfaction of the City.
- DS-11 The applicant shall provide and maintain private alleys to the satisfaction of the Community Development Department for the paired single-family homes fronting on Green Street as indicated in the Specific Plan. The alleys will be private driveways, and shall be maintained by the HOA. No gated alleys, driveways or streets are approved with this project.
- DS-12 The Mitigation Monitoring Plan is attached as Exhibit "F." The applicant is responsible for implementing the mitigation measures to the satisfaction of the City for the life of the project. Mitigation Measures RU-1 and RU-3 are superseded by the following language:
- For the entire 996 acre site, the applicant and/or future developer shall provide evidence, to the satisfaction of the City, of proper hazardous waste identification and remediation, from California Environmental Protection Agency/ Department of Toxic Substances Control prior to the issuance of any grading permits. Until such evidence has been received, no construction may commence on the entire site until it is cleared by Cal EPA/DTSC..
- DS-13 The people mover/escalator shall be noted on the master vesting tentative map. This improvement shall be constructed during the final phase of development. Any modification to the existing multi-modal station necessary to accommodate the people mover/escalator shall be at the expense of the developer and to the satisfaction of the City.
- DS-14 Future tract maps will be required to further subdivide the property. Plot Plan Applications will be required if further tract maps are not necessary, subject to appropriate conditions of approval. Additional studies, including but not limited to, oak trees, geology, and traffic may be required. Additional conditions and requirements may be placed on subsequent tract maps and plot plans to the satisfaction of the City.
- DS-15 All grading activities on the property, which is composed of approximately 996 acres and is commonly known as the Bermite Site, located south of Soledad Canyon Road and east of Bouquet Canyon and San Fernando Roads ("Project Site"), shall be continuously monitored on-site for hazardous and solid waste materials to the satisfaction of appropriate agencies, including the City. If "hazardous" or "toxic" wastes are encountered, work must be stopped in that area and the appropriate agencies, including the City, shall be notified. Mitigation measures imposed by the appropriate agencies, including the City, shall be

adhered to. The current owner of the Project Site, Whittaker Porta Bella Development, Inc., and Whittaker Corporation, and any future owners (except for the ultimate purchaser/user of individual parcels of property), as well as the applicants (including, but not limited to, Miden Corporation, Miden Northholme Partners, BMC Northholme Corp., Northholme Partners), for each of them and each of their successors and assigns (which indemnifying parties are hereinafter referred to as "Indemnifying Parties") shall execute an indemnity and hold harmless agreement in which the Indemnifying Parties agree to indemnify, protect, defend (with counsel acceptable to the City) and hold the City harmless from any and all liability, costs, fines, penalties, charges and/or claims of any kind whatsoever (including, but not limited to, the death or injury of any person) ("Liability") caused by, arising from, or by reason of, the presence of any "toxic" or "hazardous" substance or material, as those terms are currently or hereinafter defined in California or Federal law, whether presently found on the Project Site or later discovered on the Project Site. A current definition of "toxic" and "hazardous" materials, as defined in California and federal law, is attached hereto as Exhibit "G". Notwithstanding the foregoing, and Indemnifying Party shall not be required to indemnify the City for any Liability arising from "toxic" or "hazardous" substances or materials which were not present on the Project Site or portion thereof as of the date of sale of such Project Site, or such portion thereof (as the case may), by such Indemnifying Party to a third party. It shall be the Indemnifying Parties' obligation to establish that any "toxic" or "hazardous" substances were deposited on the Project Site after the date of sale of such property to a third party either to the City's satisfaction or in a court of law. Until such time as the responsibility for the "toxic" or "hazardous" substances or materials is so established, it shall be the duty of the Indemnifying Parties to protect, defend (with counsel acceptable to the City), hold harmless and indemnify the City from any and all liability, costs, fines, penalties, charges and/or claims of any kind whatsoever (including but not limited to, the death or injury of any person) caused by, arising from, or by reason of, the presence of any "toxic" or "hazardous" substance or material on the project site. The foregoing indemnity is intended to operate as an agreement pursuant to Section 107(e) of the Comprehensive Environmental Resource Conservation and Recovery Act, 42 U.S.C. Section 9601, et seq. and California Health and Safety Code Section 25364 to assure, protect, hold harmless and indemnify the City from liability.

- DS-16 Submit and implement landscape plans to the satisfaction of the City in the vicinity of the off-site section of Magic Mountain Parkway that impacts the northeast corner of the Circle J open space.
- DS-17 Unless specifically vested by the project's approval, the project shall be developed in conformance with the City's Unified Development Code.
- DS-18 Further subdivisions, plot plans, and other entitlements proposed for the property are subject to environmental review, including the preparation of additional studies. Additional mitigation measures and conditions may be attached to the property as a result, should additional entitlements and/or approvals be given.
- DS-19 Prior to recordation of the Final Map, modify the map, to the satisfaction of the

City, to reflect modifications as indicated in Exhibits AA and BB.

- DS-20 Determination of alignments and construction of off-site highway segments of Santa Clarita Parkway, Magic Mountain Parkway, and Via Princessa, will require additional environmental review tiered to the existing DEIR and Addendum, prior to any construction, to the satisfaction of the City.
- DS-21 Prior to recordation of the Final Map, update all exhibits and text in the Specific Plan, to the satisfaction of the City, implementing all changes mandated by the Planning Commission and as modified by the City Council, and reflected in these Conditions of Approval, and incorporating Exhibits AA and BB.
- DS-22 Prior to recordation of the map, update number of residential units specified in each phase in condition TE-1. Update Specific Plan to be consistent with revised phasing in TE-1. Phasing numbers shall reflect reductions in density mandated by the Commission, as well as any reductions due to the revised roadways as indicated in Exhibits AA and BB, such as the relocation of Magic Mountain Parkway and Via Princessa.
- DS-23 Prior to recordation, realign Via Princessa so that the southern boundary of the outside edge of the road right-of-way (not the centerline) is a minimum of 400 feet from the homes in Circle J Estates. Obtain letter from the HOA, indicating whether land to the south is to be open space or estate homes. Update the map and Specific Plan prior to recordation, to the satisfaction of the City, to reflect these changes. Provide a landscape plan (consistent with the Specific Plan's Master Landscape Plan), including a berm where necessary, to mitigate impacts to the homes to the south, to the satisfaction of the City. The Circle J Estates HOA Board of Directors shall have an opportunity to review and comment on the landscape plan prior to final City approval. The landscaping shall be implemented upon completion of rough grading for Via Princessa.
- DS-24 Provide a landscape plan (consistent with the Specific Plan's Master Landscape Plan), including a berm where necessary, to mitigate impacts of Magic Mountain Parkway when adjacent to Circle J homes or impacting Circle J open space.
- DS-25 The developer/ project applicant will seek to obtain a letter of support or non-support from the Circle J Estates Homeowners Association regarding a gate guarded entry to Karie Lane. Provided the aforementioned letter in support of a gate is obtained, concurrent with the opening of both Via Princessa to Rainbow Glen Drive and Wiley Canyon Bridge, provide a gate guarded entry to Karie Lane of the Circle J Estates to the satisfaction of the City. If the Circle J Estates Homeowners Association does not provide a letter of support for the gate by December 1, 1996, the developer/ project applicant is released from this condition. The proposed gate shall be consistent with the existing Circle J Estates entry as a minimum standard.
- DS-26 Provide equestrian crossings in at least two places under Santa Clarita Parkway concurrently with construction of Santa Clarita Parkway south of Via Princessa.
- DS-27 An emergency access point to the Oak Orchard area of Placerita Canyon will be

provided to Santa Clarita Parkway concurrently with the construction of Santa Clarita Parkway south of Via Princessa.

- DS-28 Prior to initiating construction of Santa Clarita Parkway in the vicinity of the Oak Orchard area of Placerita Canyon, provide a drainage study to the satisfaction of the City focusing on the Oak Orchard area. Construct required drainage improvements, to the satisfaction of the City, concurrently with construction of Santa Clarita Parkway south of Via Princessa.
- DS-29 The project will adhere to the seismic and building codes in effect at the time of recordation of each map.
- DS-30 Construct streetscape improvements to Springbrook Avenue, north of Drayton Street to the Keysor-Century property line, consisting of curbs, gutters, and street trees, to the satisfaction of the City, prior to occupancy of Phase I of the project.
- DS-31 No construction traffic will use Springbrook Avenue or Drayton Street.
- DS-32 Disclosure statements concerning potentially adverse noise impacts from the Saugus Speedway and from train movements along the tracks adjacent to the transit station shall be provided to all prospective home buyers and renters.

COMMUNITY DEVELOPMENT DEPARTMENT
Traffic Engineering (TE)

- TE-1 The conditions listed below refer to the improvements that would be necessary to be in place prior to the issuance of occupancy for each phase as outlined below and as specified in the traffic study for this project.

The design plans for the subject improvements for each phase shall be approved by the City Engineer prior to the recordation of each phase.

Any deviations from the listed conditions may need a further traffic study and shall be subject to the approval of the City Traffic Engineer.

The off-site improvements as indicated in the traffic study have been assumed to be in place concurrent with each of the three phases of this development. If those traffic study off-site improvements which relate to a portion of the project for which a map is to be recorded are not in place or otherwise provided for at the time such map is to be recorded, then the applicant shall be required to submit an additional traffic study for such portion of the project. This additional traffic study shall determine the need for alternative mitigation measures, and applicant shall be required to implement those alternative measures which address the impacts of this project.

The traffic improvements included in the conditions of approval are those deemed necessary by the traffic study to accommodate regional traffic anticipated in horizon years coinciding with the completion of each phase of the project. Implementation and funding of these improvements is not the sole responsibility of the developer. The fair share

contribution by the project shall be determined based upon traffic analysis; however, the identified improvements or other mitigations as identified in subsequent traffic studies to be conducted prior to the recordation of a final map for any portion of the development shall be in place or otherwise provided for to the satisfaction of the Director of Community Development.

The land use assumptions for each phase of the development as outlined in the traffic study is shown below. Some uses have been reduced from the values assumed in the traffic study to reflect the reduction in the number of units proposed by the applicant.

A. PHASE 1:

Single Family Units	298
Multi Family Units	285
Commercial (Square Feet)	163,350
Office (Square Feet)	258,485
Business Park (Square Feet)	--
Neighborhood Park (Acres)	--
Driving Range (Acres)	--
Recreational (Square Feet)	--
School	--
Church (Acres)	--
Hotel (Rooms)	--

B. PHASE 2:

Single Family Units	419
Multi Family Units	765
Commercial (Square Feet)	--
Office (Square Feet)	313,632
Business Park (Square Feet)	411,850
Neighborhood Park (Acres)	8.5
Driving Range (Acres)	3.75
Recreational (Square Feet)	25,000
School	One
Church (Acres)	--
Hotel (Rooms)	--

C. PHASE 3:

Single Family Units	931
Multi Family Units	510
Commercial (Square Feet)	374,939
Office (Square Feet)	398,574
Business Park (Square Feet)	561,520
Neighborhood Park (Acres)	22.0
Driving Range (Acres)	--
Recreational (Square Feet)	45,000
School	One
Church (Acres)	1.8
Hotel (Rooms)	140

TE-2

A total of 24 intersections will be significantly impacted as referenced in Table

8, page 51 of the Traffic Study. The mitigation measures identified in Table 12, pages 58 to 62 shall be in place prior to issuance of occupancy permits for Phase 1.

- TE-3 A minimum of two new traffic signals (Magic Mountain Parkway/Rio Vista Road, Soledad Canyon Road/Santa Clarita Parkway) shall be in place prior to issuance of occupancy permits for Phase 1. The applicant shall be required to assess the need for signalization at other intersections, including but not limited to the intersection of Magic Mountain Parkway/Via Princessa, to the satisfaction of the City Traffic Engineer.
- TE-4 Magic Mountain Parkway shall be extended with a minimum of four traffic lanes from San Fernando Road/Bouquet Canyon Road to Rio Vista Road and shall be designed and constructed as a grade separated crossing over San Fernando Road and the railroad tracks prior to issuance of occupancy permits for Phase 1. In no event shall condition TE-19 be applicable to this condition.
- TE-5 Magic Mountain Parkway shall be extended with a minimum of two traffic lanes from Rio Vista Road to Via Princessa, and Via Princessa shall be constructed with a minimum of two traffic lanes from Magic Mountain Parkway to Rainbow Glen Drive prior to issuance of occupancy permits for Phase 1. A maximum threshold of development may be permitted within Phase 1 prior to extending this roadway subject to the satisfaction of the City Traffic Engineer.
- TE-6 Santa Clarita Parkway shall be extended with a minimum of two traffic lanes from Soledad Canyon Road to "D" Street prior to issuance of occupancy permits for Phase 1.
- TE-7 "D" Street shall be extended with a minimum of two traffic lanes from Santa Clarita Parkway to Main Street prior to issuance of occupancy permits for Phase 1.
- TE-8 A total of 25 intersections will be significantly impacted as referenced in Table 9, page 52 of the Traffic Study. The mitigation measures identified in Table 12, pages 58 to 62 shall be in place prior to issuance of occupancy permits for Phase 2.
- TE-9 A minimum of three new traffic signals (Santa Clarita Parkway/D Street, Santa Clarita Parkway/Via Princessa, and, Magic Mountain Parkway/Main Street) shall be in place prior to issuance of occupancy permits for Phase 2. The applicant shall be required to assess the need for signalization at other intersections, including but not limited to the intersection of Magic Mountain Parkway/ Via Princessa, to the satisfaction of the City Traffic Engineer.
- TE-10 Magic Mountain Parkway shall be restriped to accommodate six traffic lanes from Valencia Boulevard to San Fernando Road/Bouquet Canyon Road prior to issuance of occupancy permits for Phase 2.
- TE-11 Magic Mountain Parkway shall be widened to six traffic lanes from San Fernando Road/Bouquet Canyon Road to Rio Vista Road prior to issuance of occupancy

permits for Phase 2 in accordance with Traffic Engineering condition TE-1.

- TE-12 Magic Mountain Parkway shall be widened to four traffic lanes from Rio Vista Road to Via Princesa, and Via Princesa shall be widened to four traffic lanes from Magic Mountain Parkway to Rainbow Glen Drive prior to issuance of occupancy permits for Phase 2 in accordance with Traffic Engineering condition TE-1.
- TE-13 Santa Clarita Parkway shall be widened and extended to have a minimum of four traffic lanes from Soledad Canyon Road to Via Princesa prior to issuance of occupancy permits for Phase 2 in accordance with Traffic Engineering condition TE-1.
- TE-14 A total of 31 intersections will be significantly impacted as referenced in Table 11, page 54 of the Traffic Study. The mitigation measures identified in Table 12, pages 58 to 62 shall be in place prior to issuance of occupancy permits for Phase 3.
- TE-15 A minimum of three new traffic signals (Magic Mountain Parkway/Via Princesa, Santa Clarita Parkway/Via Porta Bella, Magic Mountain Parkway/Via Porta Bella) shall be in place prior to issuance of occupancy permits for Phase 3. The traffic signal for Magic Mountain/Via Princesa may be required to be installed in Phase 1 or Phase II, to the satisfaction of the City Traffic Engineer. The applicant shall be required to assess the need for signalization at other intersections to the satisfaction of the City Traffic Engineer.
- TE-16 Magic Mountain Parkway shall be widened to include six traffic lanes from Rio Vista Road to Via Princesa, and Via Princesa shall be widened to include six traffic lanes from Magic Mountain Parkway to Rainbow Glen Drive prior to issuance of occupancy permits for Phase 3 in accordance with Traffic Engineering condition TE-1.
- TE-17 Santa Clarita Parkway shall be widened and extended to the north and south beyond the project boundary to include six traffic lanes from Bouquet Canyon Road to Sierra Highway at the Placerita Canyon Road junction prior to issuance of occupancy permits for Phase 3 in accordance with Traffic Engineering condition TE-1.
- TE-18 Via Princesa shall be extended from Magic Mountain Parkway west to connect to existing Wiley Canyon Road west of San Fernando Road as a six lane arterial with an over crossing at San Fernando Road and the railroad track prior to issuance of occupancy permits for Phase 3 in accordance with Traffic Engineering condition TE-1.
- TE-19 The City may permit monies in satisfaction of road improvement traffic mitigation conditions to satisfy the project's impact, subject to the approval of the City Engineer. This condition is not applicable to condition TE-4.
- TE-20 The City may permit and provide technical assistance to help the developer to enter into a reimbursement agreement or other appropriate mechanism for traffic

improvements constructed on behalf of others for improvements which are not included in the Bridge and Thoroughfare District to the satisfaction of the Community Development Department.

COMMUNITY DEVELOPMENT DEPARTMENT
Engineering Division

TENTATIVE MAP CONDITIONS

- ED-1 The applicant shall file a final map for each phase which shall be prepared by or under the direction of a licensed land surveyor or registered civil engineer. The map shall be processed through the City Engineer prior to being filed with the County Recorder. The applicant shall note all offers of dedication by certificate on the face of the map.
- ED-2 The applicant shall pay applicable fees for subsequent modifications of the phasing plan to the satisfaction of the Community Development Department.
- ED-3 The applicant shall not grant or record easements within areas proposed to be granted, dedicated, or offered for dedication for public streets or highways, access rights, building restriction rights, or other easements until after the final map is filed with the County Recorder unless such easements are subordinated to the proposed grant or dedication. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final parcel map.
- ED-4 Prior to the recordation of any phase of the project the applicant shall pay the applicable Bridge and Thoroughfare District Fee to implement the circulation element of the General Plan as a means of mitigating the traffic impact of this subdivision. The applicant may construct off-site improvements of equivalent value in lieu of paying fees established for the District subject to approval of the City Engineer. Factors for development units are as follows:

Development Units Factors

Single-Family Per Unit	1.0
Townhouse Per Unit	0.8
Apartment Per Unit	0.7
Commercial Per Unit	5.0
Industry Per Unit	3.0

The project is in the:

- Via Princessa Bridge and Thoroughfare District
 East/West Bridge and Thoroughfare District

- ED-5 The applicant shall pay all applicable plan check fees as required to review all documents, improvement plans, phasing plans, final maps and all clearances required for the project in accordance with the City Municipal Code.
- ED-6 The applicant, by agreement with the City Engineer, may guarantee installation of improvements as determined by the City Engineer through faithful

performance bonds, letters of credit or any other acceptable means prior to the recordation of any phase of the project.

ED-7 Prior to the recordation of each phase of the project the applicant shall submit sufficient information and documentation to demonstrate sufficient infrastructure will be constructed for the phase to the satisfaction of the City Engineer.

ED-8 The applicant shall pay applicable fees to the satisfaction of the City Engineer, to have the City's Bridge and Major Thoroughfare District Fee Analysis Report revised as a result of the amendment to the Circulation Element of the General Plan proposed by the Porta Bella Specific Plan.

Road

ED-9 Should diagonal parking be permitted by the Community Development Department the applicant shall provide any necessary additional pavement width to accommodate the parking area on the street.

ED-10 The proposed railroad crossings for Magic Mountain and Santa Clarita Parkway which provide access to the subject site shall be designed and constructed as grade separated crossings and shall be in place prior to issuance of occupancy permits for Phase I as outlined in the traffic study for this project. An "at grade" crossing for Magic Mountain Parkway may be permitted on an interim basis to the satisfaction of the City to be used only for construction traffic.

ED-11 Prior to the recordation of each phase of the project the applicant shall provide a preliminary vertical and horizontal alignment to the satisfaction of the City Engineer for all proposed major highways, including Via Princessa, Magic Mountain Parkway, and Santa Clarita Parkway, including off-site segments, as part of the implementation of the General Plan Amendment. The alignment shall extend beyond the project boundary and join to existing improvements. The applicant shall receive Bridge and Thoroughfare credit for this work. The applicant shall not be required to pay review fees.

ED-12 All public improvement plans for the project shall comply with the approved oak tree report to the satisfaction of the Community Development Department.

ED-13 During the course of construction of the project the applicant shall guarantee that existing City roadways will not be damaged by construction activity to the satisfaction of the City Engineer.

ED-14 The applicant shall dedicate the right to restrict vehicular access to all major and secondary highways constructed as a part of this development either by separate instrument or on the final map.

ED-15 The proposed traffic circles shall be landscaped in compliance with the Specific Plan and to the satisfaction of the Community Development Department. These areas shall be included in a landscape maintenance district prior to the acceptance of the roadway.

- ED-16 The applicant shall provide signing and striping plans for all streets constructed as a part of this project to the satisfaction of the City Engineer prior to the recordation of each phase of the project.
- ED-17 The applicant shall provide sufficient turnaround improvements at phase boundaries to the satisfaction of the City Engineer. The applicant shall dedicate future streets where the turnarounds extend beyond a phase boundary.
- ED-18 The applicant is granted permission for street grades up to 10 percent on all local residential streets and cul-de-sacs, up to 10 percent on all local collector streets and 6 percent on all major and secondary streets constructed as a part of this project. Where grades in excess of 10 percent are required the applicant shall obtain prior approval from the City Engineer. In no case shall grades exceed 15 percent for public road ways constructed as a part of this project.
- ED-19 The applicant shall construct wheelchair ramps on each corner to the satisfaction of the City Engineer at the intersections of all public streets. At the intersection of all major to major and major to secondary streets two wheel chair ramps shall be constructed at each corner.
- ED-20 The applicant shall construct all public streets within the development to provide for drainage facilities, a structural section meeting the traffic index and soil parameters, gutter, curbs, parkways, sidewalks, street lighting, landscaping, bus stops, street trees and traffic signals.
- ED-21 The applicant shall provide and install street name signs prior to occupancy of any building(s) to the satisfaction of the Community Development Department.
- ED-22 The applicant shall design and install all traffic control, regulatory, guide and street signs for all public roadways constructed as a part of this project to the satisfaction of the City Engineer.
- ED-23 The applicant shall name all public streets prior to the recordation of each phase of the project to the satisfaction of the Community Development Department.
- ED-24 The applicant shall construct sidewalk, street tree and street light improvements along the project frontage of both sides of Soledad Canyon Road to the satisfaction of the City Engineer concurrent with the construction of the intersection of Santa Clarita Parkway and Soledad Canyon Road along the property frontage.
- ED-25 The applicant shall construct a dedicated right turn pocket along Soledad Canyon Road at the intersection of Santa Clarita Parkway to the satisfaction of the City Engineer. The construction shall be concurrent with the construction of Santa Clarita Parkway.
- ED-26 The applicant shall construct full width street improvements for all public roadways along phase boundaries to the satisfaction of the City Engineer.
- ED-27 All major and secondary highways should be designed for 65 miles per hour. The

design speed may be reduced to 60 mph for majors and 55 mph for all secondary highways subject to the prior approval of the City Engineer.

- ED-28 The applicant shall design all bike ways within the public right-of-way to the satisfaction of the City Engineer and Parks and Recreation Department.
- ED-29 The applicant shall include all traffic signals constructed or modified as a part of the project in a lighting and landscape maintenance district to the satisfaction of the City Engineer.
- ED-30 A surety bond shall be posted in an amount satisfactory to the City Engineer to cover any road damage and street cleaning costs in connection with grading and construction activities.
- ED-31 Obtain construction permits from the State Department of Transportation prior to construction within the state right-of-way of San Fernando and Magic Mountain.
- ED-32 The applicant shall dedicate to the City the right to restrict vehicular access to Magic Mountain Parkway, Via Princessa and Santa Clarita Parkway.
- ED-33 The applicant shall design all roadways with the following criteria:
- a. Provide a minimum 200 foot landing for all major and secondary roadways and 100 foot landing for all other controlled intersections. The maximum grade for the landing shall be 3%.
 - b. Provide for sight distance along extreme slopes or curves to the satisfaction of the City Traffic Engineer. Additional right-of-way dedication and/or grading may be required.
 - c. Align the centerline of all local streets without creating jogs of less than 150 feet. A one-foot jog may be used where a street changes width from 60 feet to a 58 foot right-of-way.
 - d. Provide minimum stopping sight distances on all public road ways to the satisfaction of the City Engineer to comply with design speeds pursuant to Cal Trans and AASHTO standards.
 - e. The applicant shall design a 350-foot minimum centerline radius on all local streets with a minimum distance of 40 feet between curbs and a 350-foot minimum radius on all streets where grades exceed ten percent.
 - f. The applicant shall design the minimum centerline radius on a local street with an intersecting street on the concave side to comply with design speeds and sight distances per current Cal Trans and AASHTO standards
 - g. Local streets shall have a minimum centerline curve length of 100 feet minimum.

- h. The central angles of the right-of-way radius returns shall not differ by more than ten degrees on local streets.
 - i. Provide standard curb return radii of 25 feet at all local street intersections, including intersection of local streets with General Plan Highways, and 35 feet where all General Plan Highways intersect.
 - j. The applicant shall not construct driveways within 25 feet upstream of any catch basins where street grades exceed six percent.
 - k. The applicant shall construct full-width sidewalk at all walk returns.
 - l. The applicant shall construct catch basins in the roadway where depth & velocity of the water in the roadway exceed accepted practices as approved by the City Engineer.
 - m. The applicant shall design major highways with a minimum centerline radius to the satisfaction of the City Engineer.
 - n. Knuckles will be permitted only on local streets where speed limits do not exceed 25 mph. The maximum length of street with a knuckle should not exceed 1000 feet in either direction from the knuckle. Local streets using knuckles shall be designed to the satisfaction of the City Engineer.
 - o. Provide sufficient drainage facilities to eliminate the need for cross-gutters on all public streets to the satisfaction of the City Engineer.
- ED-34 The top/toe of slopes adjacent to roadways shall be set back from the public right-of-way to the satisfaction of the City Engineer.
- ED-35 All streets shall be founded upon firm natural materials or properly compacted fill. Any existing loose fill, loose soil, or organic material shall be removed prior to placement of engineered fill.
- ED-36 The applicant shall design, construct and dedicate street lights along all public roadways to the satisfaction of the City Engineer. All street lights installed as a part of the project shall be included in a lighting and landscape maintenance district to the satisfaction of the City Engineer. All lighting shall be shielded and directed onto the roadway so as not to be seen directly from the adjacent residential areas.
- ED-37 The project proposes several roadways with cross sections different than the currently adopted City standard. They must be approved and/or revised by the City Engineer prior to the recordation of each phase. These roadways as shown in the Specific Plan or as modified to the satisfaction of the City Engineer may be constructed otherwise.

The City standards are as follows:

Street Name	R/W Width (ft)**	Curb to Curb Width (ft)**
Via Princessa	104 min.	84*
Santa Clarita Parkway	104 min.	84*
Magic Mountain	104 min	84*
Main Street	84 min.	64*
Rio Vista	84 min.	64'
Local Residential Collector	64	40
Local Residential	60	36
Local Residential Cul-de-Sac	58	34
Commercial	84	64
Commercial Cul-de-Sac	66	46
Alley	30	30

* Note: Includes 14' median.

** Note: Additional right-of-way and pavement width shall be provided to accommodate trails.

ED-38 The applicant shall construct the following off-site roadways to the following standards:

The project proposes several roadways with cross sections different than the currently adopted City standard. They must be approved and/or revised by the City Engineer prior to the recordation of any phase.

Street Name	R/W Width (ft)**	Curb to Curb Width (ft)**
Via Princessa	104	84
Santa Clarita Parkway	104	84
Magic Mountain	104	84

** Note: Additional right-of-way and pavement width shall be provided to accommodate trails.

Right of Way

ED-39 The applicant shall dedicate additional right-of-way for bus bays along all major and secondary highways to the satisfaction of the Public Works and Community Development Department.

- ED-40 The applicant shall dedicate slope easements to the satisfaction of the City Engineer where required for public improvements prior to the recordation of each phase.
- ED-41 The applicant shall grant easements to the City, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructure constructed for this project to the satisfaction of the City.
- ED-42 Pursuant to the mitigation measures outlined in the EIR the applicant is required to construct off-site improvements to adequately serve this development. It is the sole responsibility of the developer to acquire the necessary right-of-way and/or easements to the satisfaction of the City Engineer.
- ED-43 The project approval is subject to the applicant's acceptance of the following conditions for acquisition of the necessary off-site right-of-way and/or easements to the satisfaction of the City Engineer:
- a. The applicant shall secure at the applicant's expense sufficient title or interest in land to permit any off-site improvements to be made.
 - b. If the applicant is unable to acquire sufficient title or interest to permit the off-site improvements to be made, the applicant shall notify the City Engineer of this inability not less than six months prior to approval of the final map.
 - c. In such case, the City may thereafter acquire sufficient interest in the land which will permit the off-site improvements to be made by applicant.
 - d. The applicant shall pay all of the City's costs of acquiring said off-site property interests pursuant to Government Code Section 66462.5. Applicant shall pay such costs irrespective of whether the final map is recorded or whether a reversion occurs. The cost of acquisition may include, but is not limited to, acquisition prices, damages, engineering services, expert fees, title examination, appraisal costs, acquisition services, relocation assistance services and payments, legal services and fees, mapping services, document preparation, expenses and/or damages as provided under Code of Civil Procedures Sections 1268.510-.620 and overhead.
 - e. At the time applicant notifies the City Engineer as provided in b. hereinabove, the applicant shall simultaneously submit to the City in a form acceptable to the City Engineer all appropriate appraisals, engineering specifications, legal land descriptions, plans, pleadings and other documents deemed necessary by the City Engineer to commence its acquisition proceedings. Said documents must be submitted to the City Engineer for preliminary review and comment at least thirty days prior to applicant's notice described hereinabove at b.
 - f. The applicant agrees to deposit with the City, within five days of request by the City, such sums of money as the City estimates to be required for the costs of acquisition. The City Engineer may require additional deposits from time-to-time.

- g. The applicant agrees that the City will have satisfied the one-hundred-and-twenty-day limitation of Government Code Section 66462.5 and the foregoing conditions relating thereto when it files its eminent domain action in superior court within said time period.
- h. The applicant shall not sell any lot/parcel/unit shown on the final map until the City has acquired said sufficient land interest.
- i. If the Superior Court thereafter rules in a final judgment that the City may not acquire said sufficient land interest, the applicant agrees that the City may require alternative mitigation measures which would mitigate project impacts as if the interest had been acquired and applicable improvements constructed.
- j. The applicant shall execute any agreement or agreements mutually agreeable prior to approval of the final map as may be necessary to assure compliance with the foregoing conditions.
- k. Failure by the applicant to notify the City, as required by b. hereinabove, or simultaneously submit the required and approved documents specified in e. hereinabove, or make the deposits specified in f. hereinabove shall constitute applicant's waiver of the requirements otherwise imposed upon the City to acquire necessary interests in land pursuant to Section 66462.5. In such event, applicant shall meet all conditions for installing or constructing off-site improvements notwithstanding Section 66462.5, or enter into a mechanism designed by the City to ensure the timely fulfillment of the acquisition without cost to the City.

Sewer

- ED-44 The applicant shall submit a sewer area study to the City Engineer for review and approval for the project prior to the recordation of the first phase.
- ED-45 The applicant shall install and dedicate main line sewers and serve each lot with a separate house lateral.
- ED-46 The applicant shall send a print of the land division map for each phase to the County Sanitation District, with the request for annexation prior to the recordation of the final map. If applicable, such annexation must be assured in writing.
- ED-47 The applicant shall pay sewer reimbursement charges as determined by the City Engineer or the County of Los Angeles before the recording of this map.
- ED-48 The discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code.

GRADING, DRAINAGE & GEOLOGY

- ED-49 That prior to any grading plans being approved by the Community Development Department, the City shall review them for intent of tract conditions. The grading plans shall demonstrate:
- a. That the open space areas that will remain as natural slopes be protected during grading operations.
 - b. That grading activities are phased so that the exposure of unprotected areas is limited to the areas where work is immediately undertaken especially during the rainy season.
 - c. That areas which are not being built up shall not be cleared of vegetative cover until actual grading is to be started.
 - d. That areas which have been cleared and could potentially be exposed to a storm event shall be protected by adequate source control Best Management Practices.
 - e. The applicant will provide a Dust Control Plan to the City Engineer for review and approval prior to the approval of the Grading Plan for each phase.
- ED-50 That during and prior to any demolition or grading on the subject property, a pest control firm shall be retained to conduct a rodent control program to prevent the migration of any rodents or pests to neighboring properties. Evidence shall be provided to Community Development prior to the issuance of the grading permit indicating that this condition has been satisfied.
- ED-51 The applicant shall design the grading plans for each phase of the project so that the overall shape, height and grade of any cut/fill slope shall be developed to appear similar to the existing natural contours in scale with the natural terrain of the project site. Where any cut or fill slopes intersect the natural grade, the intersection of each slope shall be rounded and/or blended with the natural contour so as to present a natural appearance.
- ED-52 The applicant shall promptly replant areas that are graded to control erosion. The grading plans for this project shall include full erosion control plans, including a maintenance schedule, that reflect this to the satisfaction of the City Engineer.
- ED-53 The applicant shall submit a complete geologic report on the subject site to the City Engineer for review and approval prior to the recordation of the each phase. The report shall identify the trace fault lines of the San Gabriel Fault.
- ED-54 The applicant shall revise lot lines to the satisfaction of the City Engineer once the trace fault lines of the San Gabriel Fault are determined. Lot lines shall be revised prior to the recordation of relevant phases.
- ED-55 The applicant shall submit a final grading plan, geologic report, and geologic

certification, to the City Engineer for review and approval of each phase prior to the recordation of that phase.

- ED-56 The applicant shall submit a drainage plan and an erosion and sedimentation plan for review and approval prior to the recordation of each phase of the project. The drainage plan shall provide sufficient facilities to prevent drainage problems downstream of road right-of-ways to the satisfaction of the City Engineer.
- ED-57 The applicant shall include a statement in the CC&R's to comply with any of the Geologist's recommendations in future geotechnical reports.
- ED-58 The applicant shall construct drainage improvements and offer easements needed for street drainage or slopes to the satisfaction of the City Engineer.
- ED-59 The applicant shall provide letter(s) of slope easement(s) and drainage acceptance as directed by the City Engineer prior to the recordation of any phase.
- ED-60 The grading plan for each phase shall be based on a detailed engineering geotechnical report which must be specifically approved by the geologist and/or soils engineer and show all recommendations submitted by them to the satisfaction of the City Engineer. The plan must substantially conform to the tentative map and conditions as approved by the Advisory Agency to the satisfaction of the Community Development Department.
- ED-61 The applicant shall eliminate all geologic hazards associated with this proposed development, or delineate a restricted use area approved by the consultant geologist to the satisfaction of the City Engineer. The applicant shall dedicate to the City the right to prohibit the erection of buildings or other structures within the restricted use areas to the satisfaction of the City Engineer.
- ED-62 All recommendations of the geotechnical reports shall be implemented to the satisfaction of the City Engineer.
- ED-63 The applicant shall provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or rights-of-way on the final map.
- ED-64 The applicant shall submit drainage plans and necessary support documents to comply with Engineering requirements. These must be approved to the satisfaction of the City Engineer prior to filing of the map. Portions of the property are subject to sheet overflow and ponding and high velocity scouring action. Portions of the property lying in and adjacent to natural drainage courses are subject to flood hazard because of overflow, inundation, and debris flows.
- ED-65 The applicant shall not construct structures within a flood hazard area. The applicant shall submit sufficient calculations to the City Engineer for review and approval to delineate the limits of the flood way prior to the recordation of each phase.
- ED-66 Applicant shall record an instrument or indicate by note on the final map that the lot owners in said subdivision shall not interfere with the established drainage

of said subdivision. The note shall state that each owner of a lot in any subdivision shall not erect concrete block wall or similar solid constructions except as approved by the City Engineer along any natural drainage course.

- ED-67 The applicant shall establish a Drainage Benefit Assessment District which must be ratified prior to recordation of the final map to ensure the continued maintenance of any drainage improvements which are not accepted by a public entity. The first years maintenance costs shall be paid by the applicant prior to recordation of the phase.
- ED-68 The applicant shall provide for the proper distribution of drainage to the satisfaction of the City Engineer.
- ED-69 The applicant shall provide for contributory drainage from adjoining properties and return drainage to its natural conditions or secure off-site drainage acceptance letters from affected property owners. The project will require substantial down stream improvements to eliminate the impacts to downstream property owners. The applicant shall construct sufficient on-site and any needed off-site (as determined by the City) improvements to reduce the downstream impacts with construction of each phase.
- ED-70 Prior to approval of grading plans for each phase, the applicant shall adjust lot lines so that they are located at or near the top of the slopes, along drainage terraces, or at similar locations acceptable for establishment of slope maintenance responsibilities to the satisfaction of the City Engineer.
- ED-71 Applicant shall comply with all state requirements for construction within an Alquist- Priolo Special Studies Zone. A geology report must be submitted and approved by the City Engineer prior to the recordation of the appropriate phase of the project. Copies of the report must be sent to the state geologist.
- ED-72 The applicant's geotechnical consultant shall evaluate and recommend repair for the landslides shown on the "Geotechnical Evaluation Map" included within the project EIR. The applicant's geologist shall recommend measures to be implemented during the course of grading to stabilize the landslides within the project site to the satisfaction of the City Engineer.
- ED-73 Due to the downstream flow restrictions of existing storm drainage facilities the applicant shall design storm drain facilities on the project site or in close proximity to the site to reduce the peak Q (flow of water) by a minimum of 25 % for each phase to the satisfaction of the City Engineer.
- ED-74 The applicant shall coordinate with the Los Angeles County Department of Public Works prior to recordation of the final map for any necessary permits with respect to discharge, construction and reconstruction within or adjacent to their existing storm drain facilities in this area.
- ED-75 The project consultants shall provide all necessary inspection during grading to ensure against unforeseen hazards and submit a "Monthly Grading Progress Report and Map" for Department approval. The Grading Progress Map shall be

at a suitable scale to illustrate the progress of grading inspection and approval accomplished during that reporting period. The map will, therefore, be updated in each successive grading inspection report. A convenient lettering and numbering system may be used to identify specific areas of cut and fill, as well as subdrain placement. Upon completion of the grading, the final geologic and soil engineering inspection reports, based upon an As-Built Plan, shall be filed for Department approval.

- ED-76 The geologist and soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading.
- ED-77 All slide, slump and creep debris shall be removed pursuant to the recommendations of the applicant's geologist to the satisfaction of the City Engineer.
- ED-78 All existing uncertified fill and/or creep prone soils shall be removed and recompacted under the geotechnical supervision of the soils engineer.
- ED-79 Periodic inspection of the drainage control structures and devices both on-site and on the Open Space lot shall be performed by a registered civil engineer prior to the start of each rainy season and thence at intervals deemed necessary by maintenance conditions.
- ED-80 All haul routes utilized for the exporting or importing of materials among phases shall be provided on-site.

Miscellaneous

- ED-81 The applicant shall design and construct applicable water systems for the project to meet the potable drinking water and fire flow requirements.
- ED-82 The applicant shall abandon the existing water wells on the project site to the satisfaction of State of California Department of Conservation prior to the recordation of the individual phases. The applicant shall submit sufficient information to demonstrate that the existing wells which have been abandoned were done so pursuant to the State of California Department of Conservation prior to the recordation of the individual phases.
- ED-83 Applicant shall acquire permits from the Army Corps of Engineers and the State Fish & Game Department prior to issuance of grading permits or the commencement of any work within any natural drainage course.
- ED-84 The applicant shall acquire N.P.D.E.S. permits for the subject project prior to the issuance of any construction permits required by the City. The applicant must meet state general construction permit requirements. Prior to obtaining a grading permit, the applicant shall provide a certified copy of a National Pollutant Discharge Elimination System (NPDES) general construction permit from the California Regional Water Quality Control Board to provide evidence that any storm water discharge is being mitigated.

- ED-85 The applicant shall install all utility services within the development pursuant to the Unified Development Code.

- ED-86 The applicant shall underground all existing utility services within the project and along the adjacent road way frontages to the satisfaction of the City Engineer.

- ED-87 The applicant is required to install distribution lines and individual service lines for community antenna television service (CATV) for all new development to the satisfaction of the City Engineer.

- ED-88 The applicant shall obtain approval of the City Engineer and the City Attorney for proposed homeowners association maintenance agreements prior to recordation of the final map or a phase thereof.

- ED-89 The applicant shall dedicate to the City the right to prohibit the construction of structures within areas designated as open space.

- ED-90 The applicant shall provide reciprocal access and maintenance agreements to the satisfaction of the City Engineer for all parcels which share common uses along common property lines.

- ED-91 The design and location of all security gates shall be reviewed to the satisfaction of the Community Development Department and the Fire Department prior to the issuance of a building permit. No gates are approved at this time. Any gates approved in the future shall be designed to automatically open should there be a power failure in the area, so that Fire Department personnel will have immediate access through the gate systems. No gated alleys, driveways, or streets are approved with this project.

- ED-92 Should contaminated soils and materials be encountered during construction, the applicant shall remediate these on-site, and/or remove and properly treat and dispose of them after notification of and in accordance with methods approved by the County Department of Health Services and the Regional Water Quality Control Board. The applicant must determine if the contaminated soils constitute a hazardous waste. If the soils are hazardous waste, the applicant must manage the soil in accordance with the state and federal laws and regulations governing hazardous waste.

OAK TREE CONDITIONS:

- OT-1 The applicant is permitted to remove a maximum of 109 oak trees, (species: Quercus agrifolia - Coast Live Oak; Q. berberidifolia - Scrub Oak) including five heritage trees (nos. 11, 12, 24, 140, and 159) to construct the Porta Bella Specific Plan. Updates to the oak tree report will be required for subsequent tract maps and plot plans in order to try and save additional trees, and additional mitigation measures and conditions may be imposed.

- OT-2 Prior to obtaining a grading permit for any parcel or lot, the applicant shall analyze impacts to each affected oak tree to determine whether removal and/or

encroachment into the protected zone can be avoided through redesign, construction of retaining walls, or other measures to the satisfaction of the City.

- OT-3 Final grading and drainage plans shall provide for adequate drainage of water from the protected zones of remaining oak trees. Where retaining walls and/or tree wells are proposed, cross-sections showing conceptual drainage design shall be submitted for review and approval by the Oak Tree Specialist prior to the approval of the grading plan for the project.
- OT-4 Oak trees designated for removal shall be evaluated to determine whether relocation is possible. As feasible, oak trees with 8" diameter 4 ½ feet above grade or less shall be transplanted in locations which serve to enhance the quality of the designated open space areas. If there are additional candidates for relocation, they shall be incorporated into the project landscaping.
- OT-5 The applicant's oak tree consultant shall determine values for all oak trees to be removed or relocated in accordance with Section 17.17.090 of the Municipal Code (Oak Tree Preservation Ordinance), and according to the most current valuation methods established by the International Society of Arboriculture (I.S.A.). Prior to the issuance of the oak tree permit, the applicant shall deposit a refundable security deposit, equal to the value of the oak trees, with the City of Santa Clarita. The City Oak Tree Specialist shall review and approve the value of each oak tree as submitted.
- OT-6 Prior to the issuance of grading and/or building permits for each phase, the applicant shall submit a maintenance and care program for the replacement oak trees to be planted on the site, as directed by the City's Oak Tree Ordinance and Oak Tree Guidelines. This maintenance program shall extend for a minimum duration of five years. The applicant shall be responsible for maintaining (or bonding for maintenance of) the oak trees for this period, and shall designate a responsible party for their maintenance upon sale or transfer of the property/project.
- OT-7 *Protective Fencing:* Prior to the start of construction for each phase of the site, the applicant shall install protective fencing around the protected zones of each oak tree within 200' of proposed grading, or as recommended by the applicant's oak tree consultant. This fencing shall be installed according to Part C.1.1b of the Oak Tree Preservation and Protection Guidelines.
- OT-8 Where fencing is infeasible because of required access to the site, or for other reasons deemed reasonable by the City, all areas within the unfenced protected zone of any oak tree shall be covered with plywood to minimize compaction during construction.
- OT-9 All construction layout in the vicinity of protected oak trees (structures, roadway, paths, decking and pool, road, trench, footing, etc.) shall be marked or staked in the field prior to the start of grading or construction. The City's Oak Tree Specialist or designated City official shall verify that the proposed location is in accordance with the approved plan. If field markings indicate that further

impacts to oak trees will occur than were indicated on the approved plans, then the applicant shall adjust mitigation measures to the satisfaction of the City.

- OT-10 Any excavation work within the protected zone of any (preserved) oak tree shall be performed with the use of hand tools only. No tractors, backhoes, or other vehicles may be used or parked in the protected zones. All excavation in the protected zones shall be performed under the direct supervision of the applicant's oak tree consultant. Roots encountered shall be treated as discussed within the City Oak Tree Preservation Guidelines and the City Oak Tree Report. No roots of 2" or greater in diameter may be cut. The CCR's shall include such a limitation running with the land.
- For trees to be preserved on site, and for any trees to be transplanted, the applicant shall follow all recommendations contained in the Oak Tree Report prepared by Biological Assessment Services, dated August 1991.
- OT-11 No turf grass shall be placed within the drip line of any oak tree. The CCR's shall include such a limitation running with the land.
- OT-12 Natural grade shall be maintained at the trunk of each oak tree preserved on site. If alterations are proposed, they shall be to the satisfaction of the Community Development Department. The CCR's shall include such a limitation running with the land.
- OT-13 All planting within the protected zone of any oak tree shall be drought-adapted and resistant to Oak Root Fungus and Avocado Root Rot. The CCR's shall include such a limitation running with the land.
- OT-14 No spray irrigation shall be installed within fifteen feet of the trunk of any oak tree. The CCR's shall include such a limitation running with the land.
- OT-15 Prior to the issuance of a building permit for any lot or parcel, the applicant shall place a minimum of three inches of organic mulch within the dripline of each oak tree, to the satisfaction of the City. Decomposed granite (non-compacted) is an acceptable alternative.
- OT-16 Adequate drainage measures shall be installed to ensure that nuisance water does not flow or collect near the base of any oak tree.
- OT-17 No equipment or materials shall be stored within the protected zone of any oak tree.
- OT-18 Paving materials, such as cellular concrete, gravel, interlocking pavers or brick on sand, gravel, decomposed granite, or similar materials may be used under any oak tree subject to the Santa Clarita Oak Tree Protection and Preservation Ordinance and Guidelines and to the approval of the City.
- OT-19 Landscape plans for any portion of the site which encompass existing or proposed oak trees shall be submitted for review and approval by the Oak Tree Specialist.

- OT-20 Other mitigation measures as described within the applicant's Oak Tree Report shall be incorporated into the project, under the direction of the applicant's oak tree consultant.
- OT-21 Prior to occupancy of any phase of the project, the applicant's oak tree consultant or other responsible individual shall provide a letter of certification to the Community Development Department that all work was completed in accordance with the above conditions.
- OT-22 If the oak tree consultant observes any work in violation of this permit and/or the Oak Tree Preservation Ordinance, the consultant shall immediately contact the City of Santa Clarita and stop work at the affected location until City staff authorizes work to continue.
- OT-23 The applicant shall notify the Department of Community Development in writing within five (5) days of any changes to the oak tree consultant of record.
- OT-24 All other applicable provisions of Section 17.17.090 of the Unified Development Code (Santa Clarita Oak Tree Protection and Preservation Ordinance) and the Oak Tree Preservation and Protection Guidelines shall apply.
- OT-25 The applicant shall place applicable notes on the grading plan for each phase to ensure compliance with the conditions of approval relating to oak trees.

PUBLIC WORKS-TRANSIT

- TR-1 The transit mitigation fee of \$200 per residential unit shall be paid prior to building permit issuance.
- TR-2 Standard bus stop improvements, including shelters, signage, benches, trash cans, bus pads, bus turnouts, and pedestrian access shall be provided to the satisfaction of the Transit Division and Traffic Engineering. Locations shall be to the satisfaction of the Transit Division and Community Development. The ideal distance between bus stops is 750 feet, with the minimum being 500 feet and the maximum distance, 1,000 feet. At bus stops, landscaped parkways should be eliminated and sidewalks should be at least 10 feet wide to facilitate bus shelters.
- TR-3 Direct pedestrian access shall be provided from all areas of development that are within 1/4 mile from Main Street or Via Princessa to the satisfaction of the Transit Division and the Community Development Department. Access must be available prior to the issuance of Certificates of Occupancy. Direct pedestrian access to the Santa Clarita Transportation Center shall be available prior to the issuance of any Certificate of Occupancy. Prior to the construction of the people mover in the final phase, and after the first 250 residential units are completed, the applicant shall provide transit service or an alternative direct pedestrian access from the Town Center Area to the Transportation Facility. Service shall be monitored and adjusted every six months to the satisfaction of the Transit Division.

- TR-4 The applicant shall dedicate and record an easement in perpetuity to the City for the existing rail and bus platform and pedestrian and vehicle access to the platform to the satisfaction of the City prior to recordation of the final map.
- TR-5 The applicant shall dedicate and record an easement in perpetuity to the City for the future people mover/escalators, stairways, and landings to the satisfaction of the City prior to recordation of the final map. Half the width of the right-of-way shall be on the applicant's property.

FIRE DEPARTMENT

- FD-1. The applicant shall provide appropriate public and private fire hydrants, fire lanes, access, building heights, construction practices, sprinklers and fire mitigation fees, in accordance with the Fire Code.

PARKS AND RECREATION

- PR-1 The applicant shall provide to the City the appropriate acreage, or a combination of land and fees, as determined by the City ordinance, for park land. In the event that the Department of Parks, Recreation, and Community Services determines that it is inadvisable to accept land, the applicant shall be required to pay a park in-lieu fee equal to an equivalent amount of land as established by ordinance. The applicant shall fulfill the appropriate Quimby requirements at the time of recordation of each development phase.
- PR-2 Prior to the recordation of an applicable final tract/parcel map, the applicant shall dedicate an easement to the City of Santa Clarita or its designee over lots 65-76 for the permanent preservation of open space in a manner meeting the approval of the Director of Parks, Recreation, and Community Services. Maintenance, upkeep, and liability for said easement area shall remain the responsibility of the applicant or assignees and successors (i.e., homeowner's association) or current underlying owner(s) of said easement area and shall not be included in said dedication offer.
- PR-3 A homeowner's association (HOA) or other entity, to which the City shall be made a party, shall be formed prior to recordation of the final map to have responsibility and authority of all slope maintenance, including, but not limited to, landscaping, irrigation, and trees to the satisfaction of the Directors of Community Development and Parks, Recreation, and Community Services.
- PR-4 A special Landscape Maintenance Assessment District shall be formed prior to recordation of any phase or issuance of permits having the responsibility and authority of all maintenance, including, but not limited to, landscaping, irrigation, street trees, and medians within the City right-of-way. The Landscape Maintenance District shall be annexed into the City-wide major arterial Landscape Maintenance District at such time as the City forms a district or assumes an existing City-wide district.
- PR-5 The applicant shall demonstrate a reasonable effort to use reclaimed water for

all landscape irrigation systems in the public and private areas of the developments to the satisfaction of the City Engineer and applicable State law.

- PR-6 The applicant shall provide final landscape and irrigation plans on private property to the satisfaction of the Parks, Recreation, and Community Services Department prior to certificate of occupancy. Drought-resistant plant material and water-efficient irrigation systems should be utilized in the design.
- PR-7 The applicant shall provide median landscaping improvements to the medians adjacent to and within the project prior to project acceptance. These improvements shall be to the satisfaction of the Director of Parks, Recreation, and Community Services.
- PR-8 The proposed park site must have room for a building pad of at least 3,000 square feet outside the fault zone. The park sites must conform to the Unified Development Code and the attached "Guidelines for Park Dedication" requirements, Exhibit "H".
- PR-9 All public trails shall be constructed using CalTrans bikeway and the City's adopted trail standards, to the satisfaction of the Department of Parks, Recreation, and Community Services.
- PR-10 Class I, II, and III trails will be required throughout the project to provide non-motorized access, to the satisfaction of the Director of Parks, Recreation, and Community Services.
- Non-motorized access is to be provided to the Metrolink Station to include pedestrians and bicyclists, to the satisfaction of the Director of Parks, Recreation, and Community Services.
 - The existing railroad bridge is to allow for a bicycle under crossing connecting the Chuck Pontius Commuter Rail Trail to the Metrolink Station, to the satisfaction of the Director of Parks, Recreation, and Community Services
- PR-11 The applicant shall construct and landscape medians on all major highways constructed within the boundaries of the project, in accordance with the Specific Plan.

file:cd\current.pbccc03.kjm