



**ADMINISTRATIVE MANUAL
COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION**

**June 19, 2014
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TO: All Personnel

FROM: Anthony Nyivih 
Land Development Division

TENTATIVE MAP REVIEW OF LARGE LOT SUBDIVISIONS

Purpose:

- Memorialize the protocol for reviewing tentative large lot subdivisions where improvements shall not be required but the single lots created thereby may be faced with infeasible improvements.
- Provide a framework for the engineering analysis to be done at the tentative map stage to determine feasibility for the improvements.

Requirements:

1. Require a grading exhibit at the tentative map stage to analyze the feasibility of the improvements for all future single lots. The level of detail for the exhibit map will be determined on a case-by-case basis, mainly to address the feasibility of pad elevation and location, streets and private driveways, drainage mitigation measures, and necessary mass grading. By way of example only, and without exclusion, this exhibit may be required for the following scenarios:
 - Where on-site and, if applicable, off-site access for the development would be blocked by flood, fire, or landslide.
 - Where public access standards must be applied through a subdivision and the site terrain would yield a street that is not feasible to build.
 - Where two or more future single lots must be graded simultaneously.
 - Where the slope easement required to fully widen a private and future street may be considered extraordinary.
2. The grading exhibit prepared by a Registered Civil Engineer for submittal to Land Development Division for review and approval. The exhibit may be required to include, but need not be limited to, the following:
 - a. Ultimate street widths for the purpose of showing access to pad locations.



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- b. Feasible access to any parcel. To show this, it may be necessary for the developer to also show a feasible pad location, including elevation, to show that a structure can be built on the parcel with appropriate access meeting the Fire Department requirements.
 - c. Show that access for the subdivision can meet public standards in order to serve either further development of the future single lots or neighboring development.
 - d. In case the grading exhibit proves a future public street cannot be constructed to meet public standards, show that it is feasible to provide adequate access to meet the Fire Department's requirements and to the satisfaction of the advisory agency. This may require a detailed hydrology/flood hazard analysis.
 - e. Grading that crosses lot lines.
 - f. General location of oak trees or oak woodlands.
 - g. Street plan and profile, where applicable.
 - h. Off-site access easements and covenants including line-of-sight easements, where applicable.
 - i. Separate report(s) addressing drainage (hydrology/flood hazard analysis) and/or geotechnical constraints, where applicable.
3. A fee deposit will be requested to cover the cost of review of the grading exhibit.

Once the grading exhibit has been conceptually approved, the hold for a grading exhibit on the tentative map can be removed and the tentative map may be recommended for approval (assuming all other Public Works holds have been cleared) to the advisory agency. Future development of the lots fronting the future public street should conform to the elevations of the road as accepted in the grading exhibit.



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Applicability:

The provisions of this manual shall apply to large lot subdivisions with any or a combination of any of the following site conditions, but do not have a Hillside Management Conditional Use Permit:

1. Access is affected by a flood hazard area, fire, or landslide.
2. The site terrain would yield street(s) that do not meet public street standard requirements (e.g., street grades in excess of 10 percent).
3. Where cross-lot grading is required (e.g., to mitigate geological hazards).
4. Where the grading for the streets would require slope easements.
5. Where off-site easement(s)/covenant(s) are required to construct access to the future single lots.

The provisions of this manual shall not apply to any development project where its tentative map application has been deemed complete by the Department of Regional Planning as of July 1, 2014.

Background:

Large lot subdivisions consist of tract maps (5 lots or more) where all lots shown have a gross area of 20 acres or more and parcel maps (4 lots or less) where all lots shown have a gross area of 5 acres or more. Unlike typical subdivisions, no improvements shall be required for large lot subdivisions per Title 21, Sections 21.32.040.A. and 21.32.060.A, respectively. Section 21.32.040.A. states, "Where each parcel resulting from a division of land has a minimum gross area of 20 acres or is one-half part of a quarter-quarter section resulting from the normal division of an undersized section of land, no improvements shall be required." Section 21.32.060.A. states, "Except as otherwise provided in this section and Section 21.32.110, no improvements shall be required when all lots shown on a parcel map of a minor land division have a gross area of five acres or more and are within a single-family residential or agricultural zone, or within a desert-mountain zone and used for residential or agricultural purposes."



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Since 2009, Public Works has analyzed the feasibility of future streets proposed to provide access to large lot subdivisions to determine if the following potential problems exist:

- Incompatibility between the grading for the pad/driveway and the ultimate street improvements.
- Interference between the grading for the single lots with the ultimate street improvements.
- Substandard street design due to grades in excess of 10 percent (per Title 21, Section 21.24.100).
- Incompatibility between Fire Department standards for access (i.e., a private driveway) and the ultimate street improvements.
- Inadequate rights, [e.g., recorded covenant(s) or easement(s)] at the time of final map recordation to facilitate construction where grading across multiple lots was required.
- Inadequate slope easements that would not allow for construction of the ultimate street improvements.

The engineering analysis required in this manual must be performed at the tentative map stage to show that access to all lots on large lot subdivisions is feasible to build. The analysis required herein is consistent with existing Public Works protocol and is required for the advisory agency to find that the subdivision has adequate access, per Section 21.24.010. Ultimately, memorializing the protocol above will facilitate orderly development.

DR:tb

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