

Appendix M
Section 106 and Section 4(f) Consultation Documentation

**Section 4(f) Consultation
Bureau of Land Management**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 8:27 AM
To: BLM_CA_Web_SO@blm.gov; castatedirector@blm.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_BLM CA.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Karen Mouritsen, State Director
Bureau of Land Management CA State Office
2800 Cottage Way, Suite W1623
Sacramento, CA 95825
castatedirector@blm.gov
BLM_CA_Web_SO@blm.gov

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Ms. Mouritsen:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

The FAA, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019 to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The FAA is now formally initiating Section 4(f) consultation in conjunction with the NEPA process under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303(c).

For this Section 4(f) process, we are soliciting comments from the cities of Beverly Hills, Burbank, Los Angeles, San Fernando, and Santa Clarita, and the counties of Los Angeles and Ventura. We are also soliciting from the National Parks Service and the Bureau of Land Management. The purpose of this consultation letter is to request your input on 4(f) properties within your jurisdiction that have “quiet” as an attribute. Section 4(f) properties include:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public;
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public; and
- Historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public.

Background Information

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The BUR Airport has four operational runways: Runway 8, Runway 15, Runway 26, and Runway 33. Due to prevailing winds, airfield configuration, weather patterns, and surrounding geography—as well as the complexity of managing air traffic operations in the greater Burbank area airspace—Runway 15 is used as the primary departure runway, while Runway 8 is used as the primary arrival runway. Air Traffic Control (ATC) must separate Runway 15 departures from arrivals to Runway 8 and aircraft departing from Van Nuys Airport (located approximately seven miles west of the Airport).

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General Study Area

The General Study Area (GSA) is delineated for the purpose of identifying potential

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environmental impacts in accordance with NEPA. The GSA encompasses an area of approximately 570 square miles around BUR Airport within Los Angeles and Ventura Counties, California, up to an altitude of 18,000 feet mean sea level. The GSA includes Van Nuys Airport and Whiteman Airport and is constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures.

OROSZ THREE and SLAPP THREE would be located entirely above the surface of the earth. Accordingly, they do not include land acquisition, construction, or other ground disturbance activities that result in the physical use of Section 4(f) resources. However, the FAA will be considering whether changes in aircraft flight routes associated with the proposed project would introduce or increase aircraft routing over Section 4(f) resources that could result in potential adverse effects or the constructive use of these resources through the introduction of noise. Given the proposed project consists entirely of changes within the airspace of the GSA, the FAA has developed the GSA focusing on where impacts could potentially occur.

Enclosure 1 shows the GSA with respect to noise impacts. The complex shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic that would use the proposed project if it was implemented was analyzed for flight track density. A corridor of existing dense overflights across the GSA was identified, and the area of this corridor was noted for development of the GSA. The GSA boundary was then extended laterally to be one mile past the flight corridor.
- (2) The projected aircraft overflights using the proposed project were reviewed and compared to the existing overflight traffic. This review was done to determine any additional areas where overflights could increase. These areas were found to be generally located to the southwest and west of the Airport. While flights generally proceed further west and farther away from the Airport, the proposed project is not expected to cause aircraft to overfly areas that they do not currently overfly on the OROSZ and SLAPP. The GSA boundary was extended laterally to be one mile past the area of potential overflights.
- (3) The GSA pictured in **Enclosure 1** illustrates the dense concentration of current overflights within the affected area and reflects areas anticipated to be overflowed after the implementation of the proposed project.

The GSA was developed to consider what areas would experience either new overflights or an increased concentration in overflights that could result in potential adverse effects on a Section 4(f) resource. After a review of flight track radar data and the location of new fixes associated with the proposed project, it was found that the geographic boundary of the proposed project was entirely contained within the boundary of the existing flights (i.e., Steps 1 and 2 yielded the same geographic area). The largest effect to Runway 15 procedures is expected to be a shift to the west and north for many aircraft that currently utilize the southernmost and easternmost areas of the GSA. While the analysis to determine the exact location of potential overflights is ongoing, the GSA was defined to incorporate all areas that could conceivably receive increases in overflights.

Enclosure 2 illustrates the GSA with the proposed SLAPP THREE and OROSZ THREE.

Identification of Interested Parties

The views of all appropriate stakeholders and federal, state, and local officials are essential to inform the Federal decision-making in the Section 4(f) process; as such, the FAA also requests your assistance in identifying the appropriate stakeholders that likely have an interest in the project and its effects on Section 4(f) resources. The FAA seeks your input on any information you can provide about other parties who may need to be contacted.

We look forward to your response and information on 4(f) properties in the GSA and within your jurisdiction. If you have any initial comments or questions on this proposed project, please contact Ryan Weller at (206) 231-2286 or ryan.weller@faa.gov.

Sincerely,

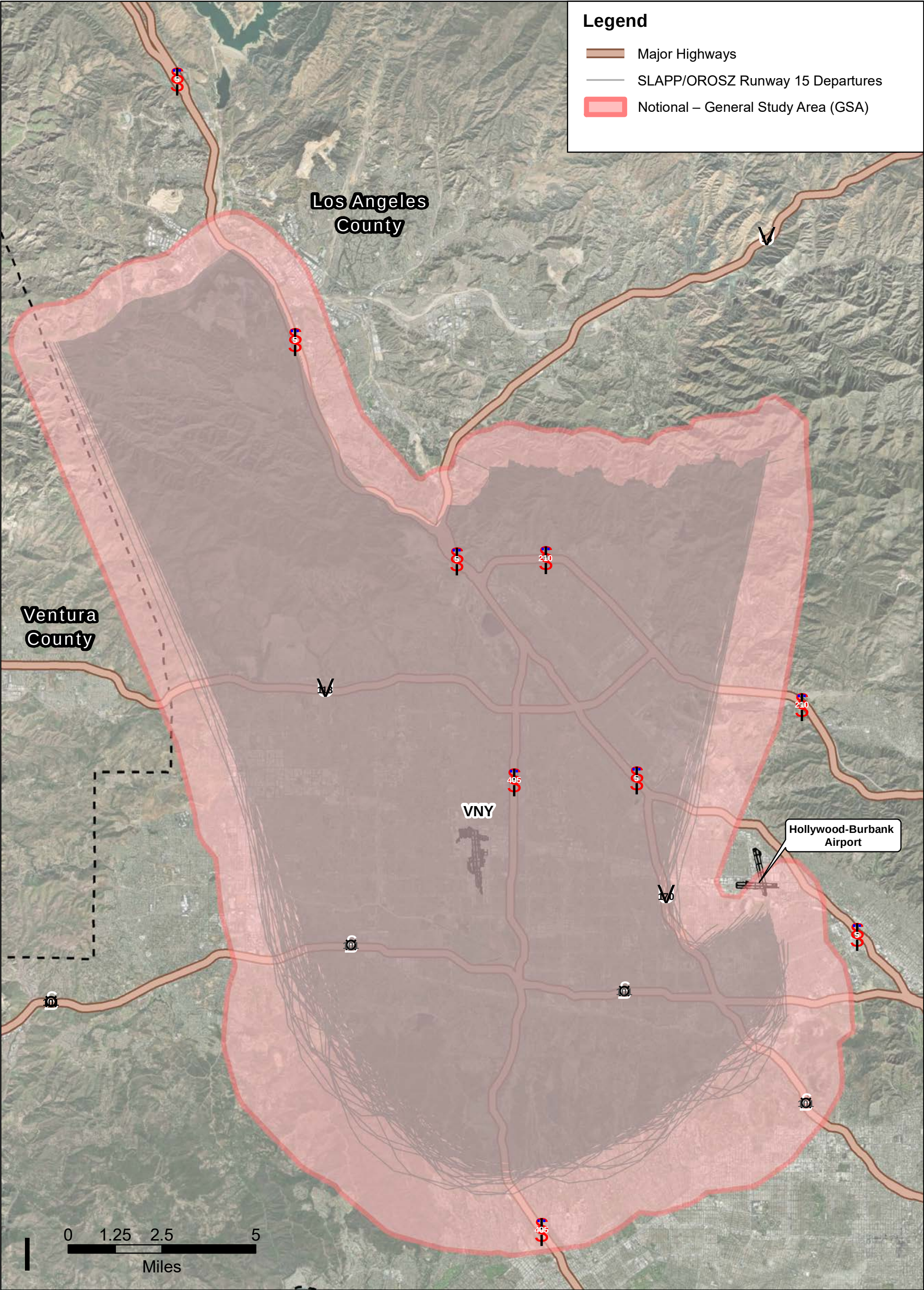
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "ORIGINAL" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



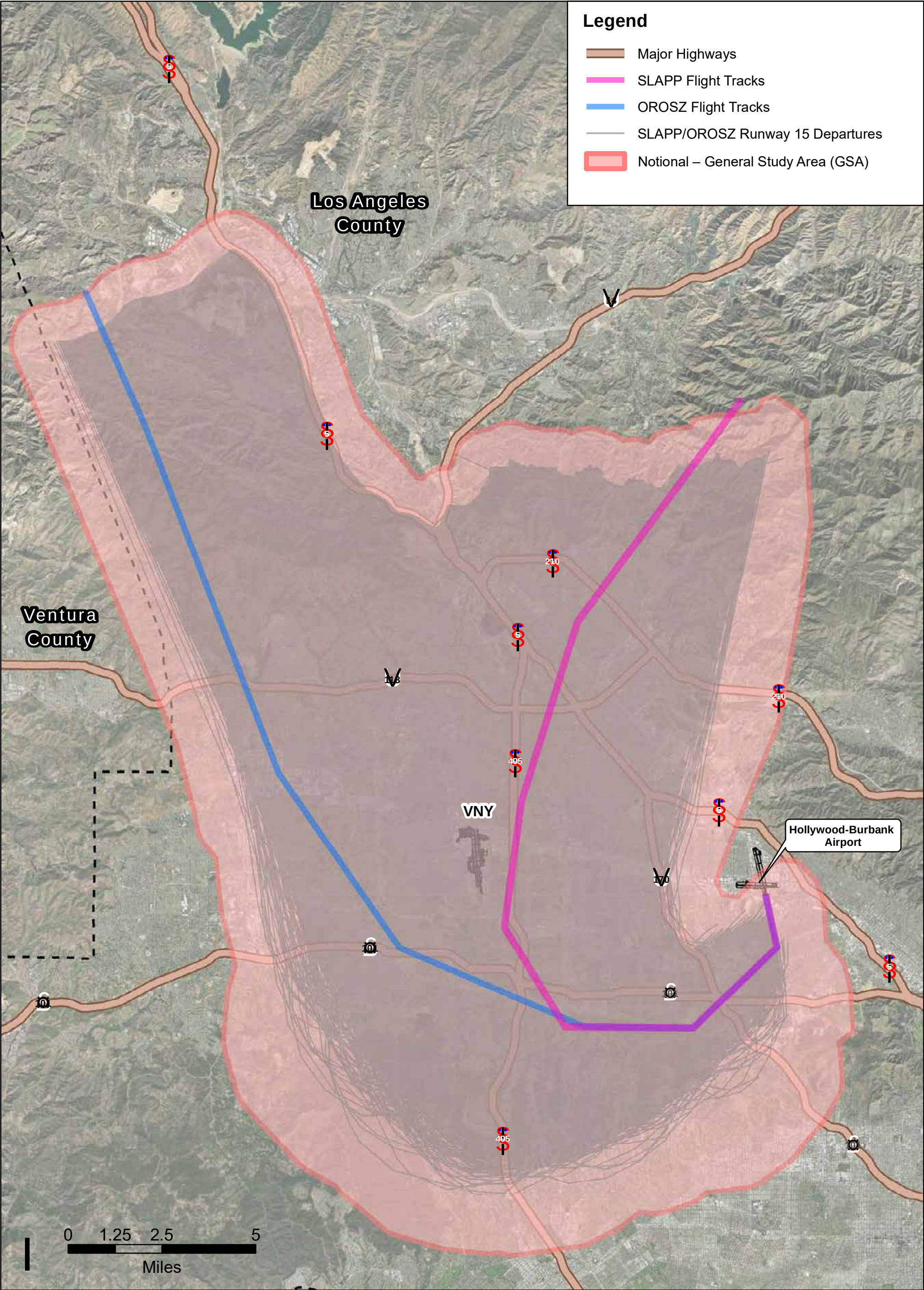
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

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From: Weller, Ryan (FAA)
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To: BLM_CA_Web_SO@blm.gov; castatedirector@blm.gov
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(206) 231-2286 (W)

**Section 4(f) Consultation
California State Parks**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 24, 2023 10:41 AM
To: info@parks.ca.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
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U.S. Department
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Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 24, 2023

Armando Quintero, Director
California State Parks Department, Angeles District
1925 Las Virgenes Road
Calabasas, CA 91302-1909
info@parks.ca.gov

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Mr. Quintero:

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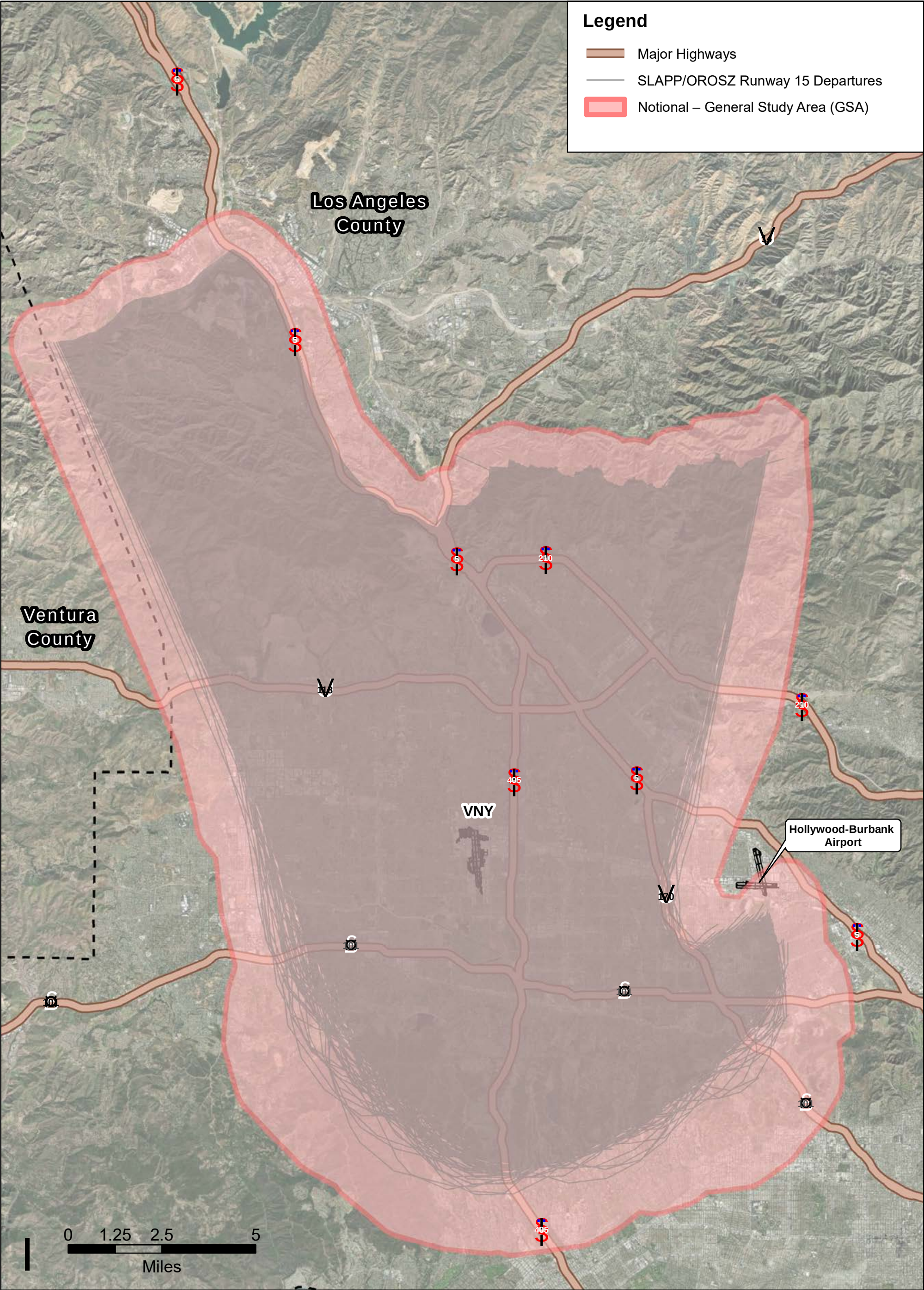
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Operations Support Group
Western Service Center

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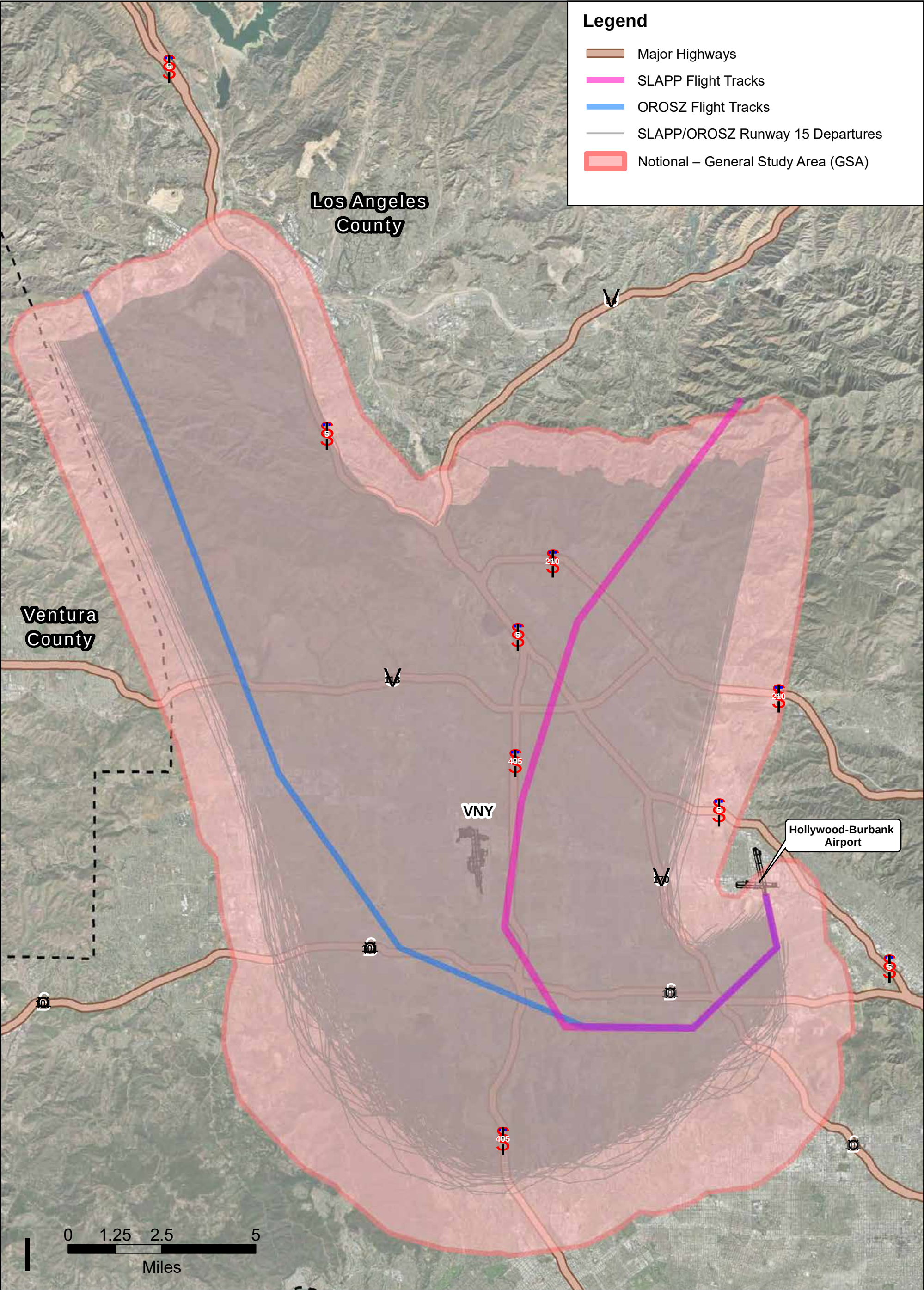
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
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SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

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ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

**Section 4(f) Consultation
City of Beverly Hills**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 9:17 AM
To: Citymanager@beverlyhills.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
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Office of the Air Traffic Organization
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2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Nancy Hunt-Coffey, City Manager
City of Beverly Hills
455 North Rexford Dr
Beverly Hills, CA 90210
Citymanager@beverlyhills.org

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Ms. Hunt-Coffey:

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Sincerely,

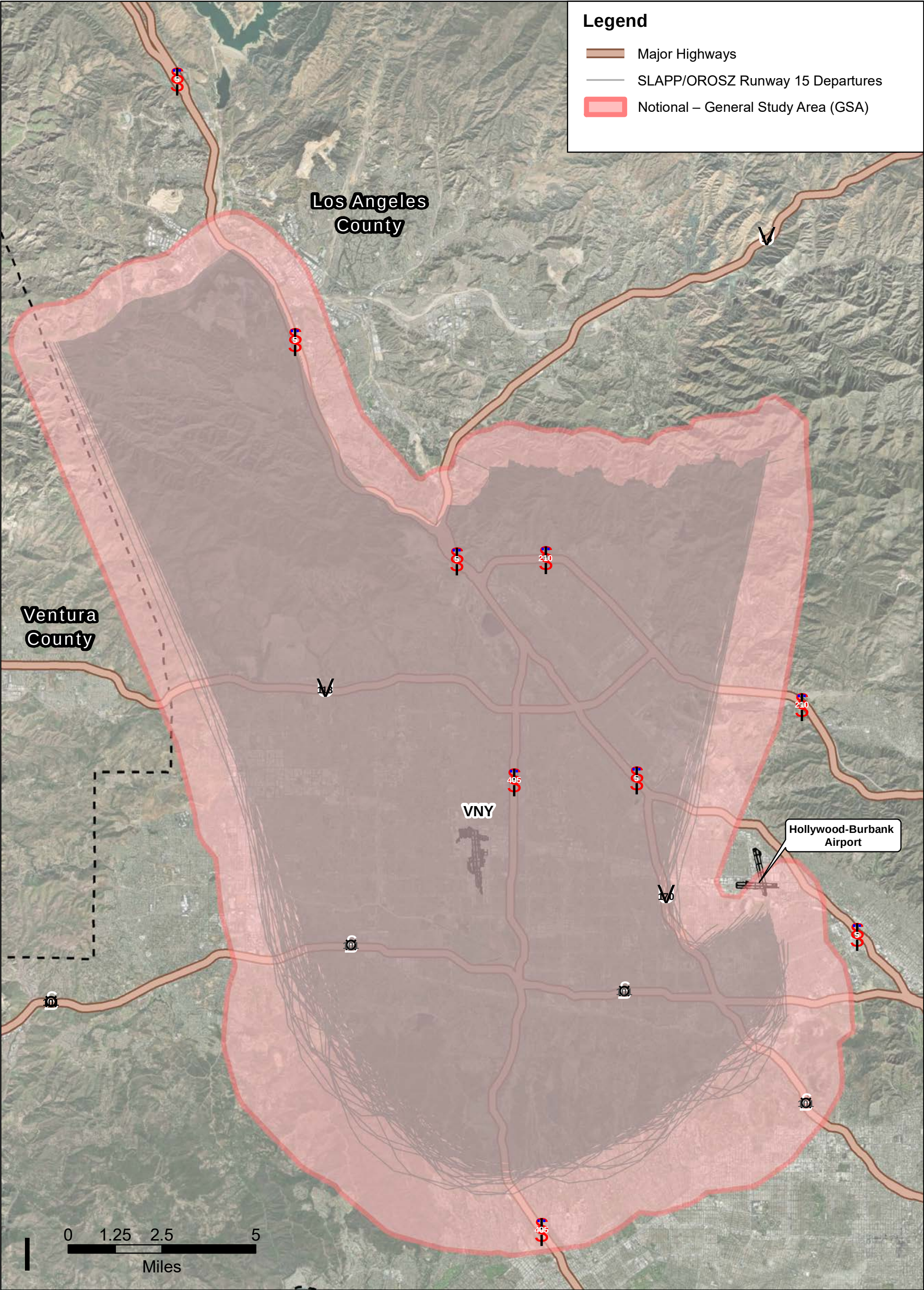
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "RECEIVED" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



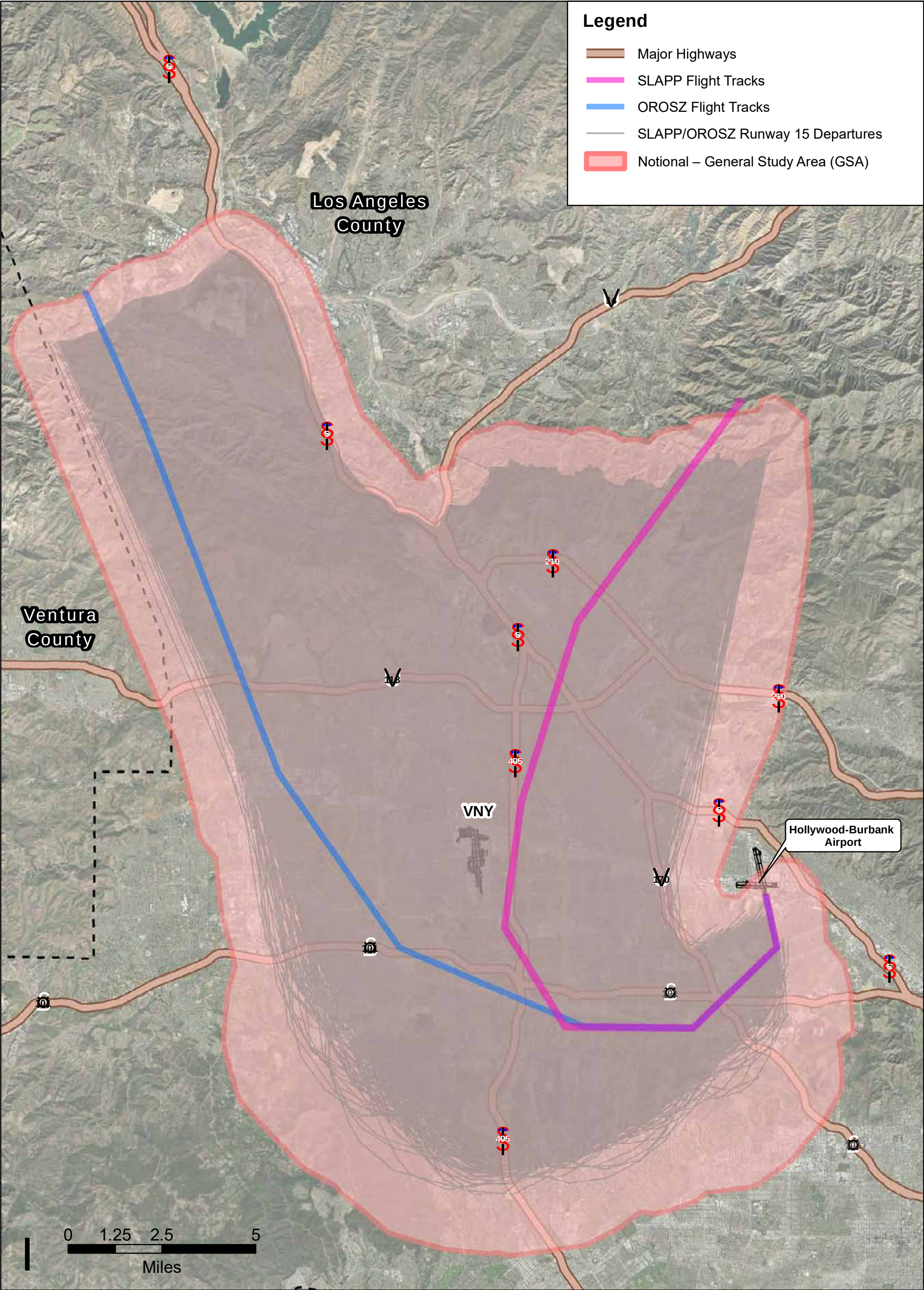
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

**Section 4(f) Consultation
City of Burbank**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 9:17 AM
To: Citymanager@beverlyhills.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_Beverly Hills.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Nancy Hunt-Coffey, City Manager
City of Beverly Hills
455 North Rexford Dr
Beverly Hills, CA 90210
Citymanager@beverlyhills.org

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Ms. Hunt-Coffey:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

The FAA, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019 to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The FAA is now formally initiating Section 4(f) consultation in conjunction with the NEPA process under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303(c).

For this Section 4(f) process, we are soliciting comments from the cities of Beverly Hills, Burbank, Los Angeles, San Fernando, and Santa Clarita, and the counties of Los Angeles and Ventura. We are also soliciting from the National Parks Service and the Bureau of Land Management. The purpose of this consultation letter is to request your input on 4(f) properties within your jurisdiction that have “quiet” as an attribute. Section 4(f) properties include:

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Project Description

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The General Study Area (GSA) is delineated for the purpose of identifying potential environmental impacts in accordance with NEPA. The GSA encompasses an area of approximately 570 square miles around BUR Airport within Los Angeles and Ventura Counties,

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California, up to an altitude of 18,000 feet mean sea level. The GSA includes Van Nuys Airport and Whiteman Airport and is constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures.

OROSZ THREE and SLAPP THREE would be located entirely above the surface of the earth. Accordingly, they do not include land acquisition, construction, or other ground disturbance activities that result in the physical use of Section 4(f) resources. However, the FAA will be considering whether changes in aircraft flight routes associated with the proposed project would introduce or increase aircraft routing over Section 4(f) resources that could result in potential adverse effects or the constructive use of these resources through the introduction of noise. Given the proposed project consists entirely of changes within the airspace of the GSA, the FAA has developed the GSA focusing on where impacts could potentially occur.

Enclosure 1 shows the GSA with respect to noise impacts. The complex shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic that would use the proposed project if it was implemented was analyzed for flight track density. A corridor of existing dense overflights across the GSA was identified, and the area of this corridor was noted for development of the GSA. The GSA boundary was then extended laterally to be one mile past the flight corridor.
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- (3) The GSA pictured in **Enclosure 1** illustrates the dense concentration of current overflights within the affected area and reflects areas anticipated to be overflown after the implementation of the proposed project.

The GSA was developed to consider what areas would experience either new overflights or an increased concentration in overflights that could result in potential adverse effects on a Section 4(f) resource. After a review of flight track radar data and the location of new fixes associated with the proposed project, it was found that the geographic boundary of the proposed project was entirely contained within the boundary of the existing flights (i.e., Steps 1 and 2 yielded the same geographic area). The largest effect to Runway 15 procedures is expected to be a shift to the west and north for many aircraft that currently utilize the southernmost and easternmost areas of the GSA. While the analysis to determine the exact location of potential overflights is ongoing, the GSA was defined to incorporate all areas that could conceivably receive increases in overflights. **Enclosure 2** illustrates the GSA with the proposed SLAPP THREE and OROSZ THREE.

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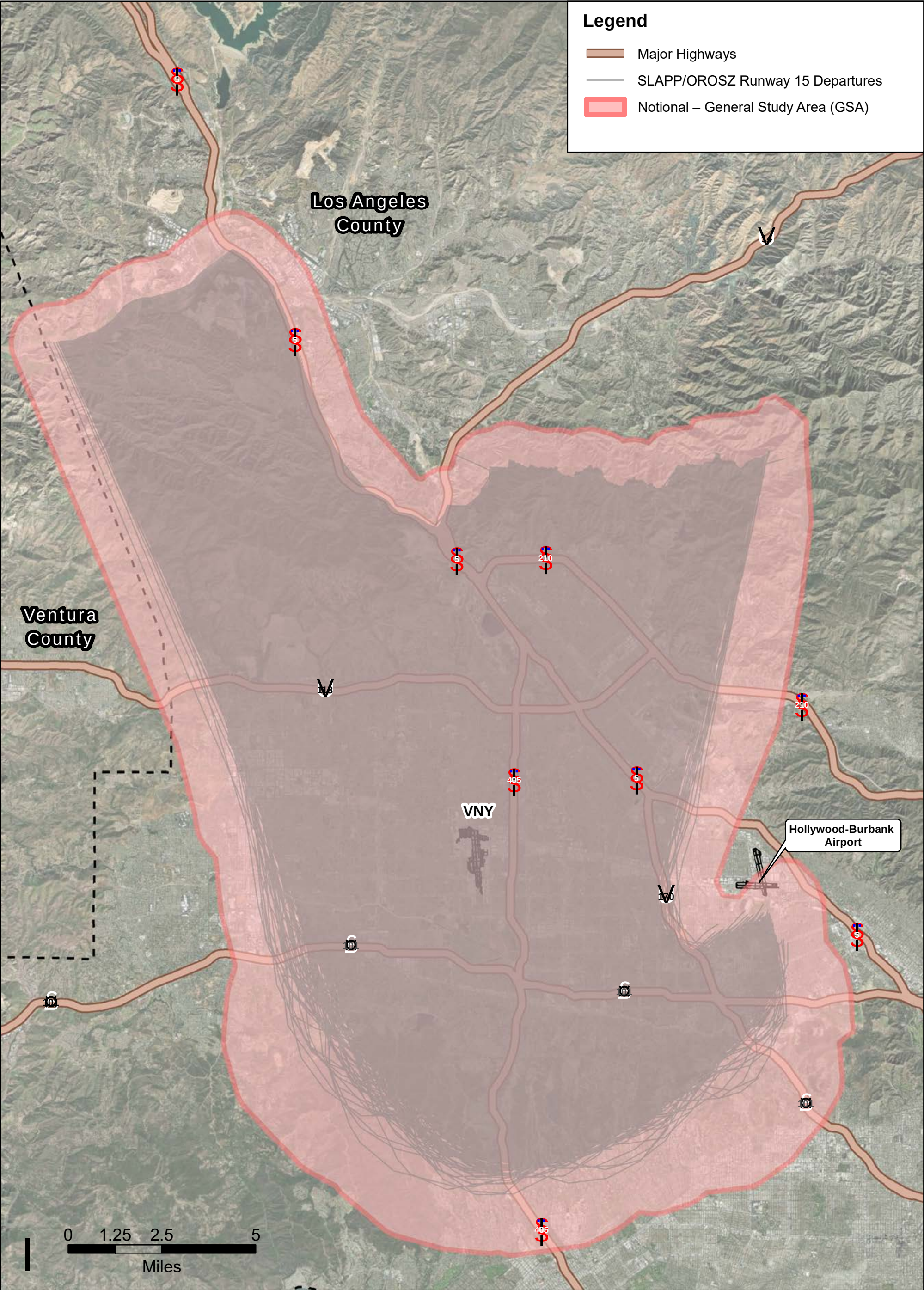
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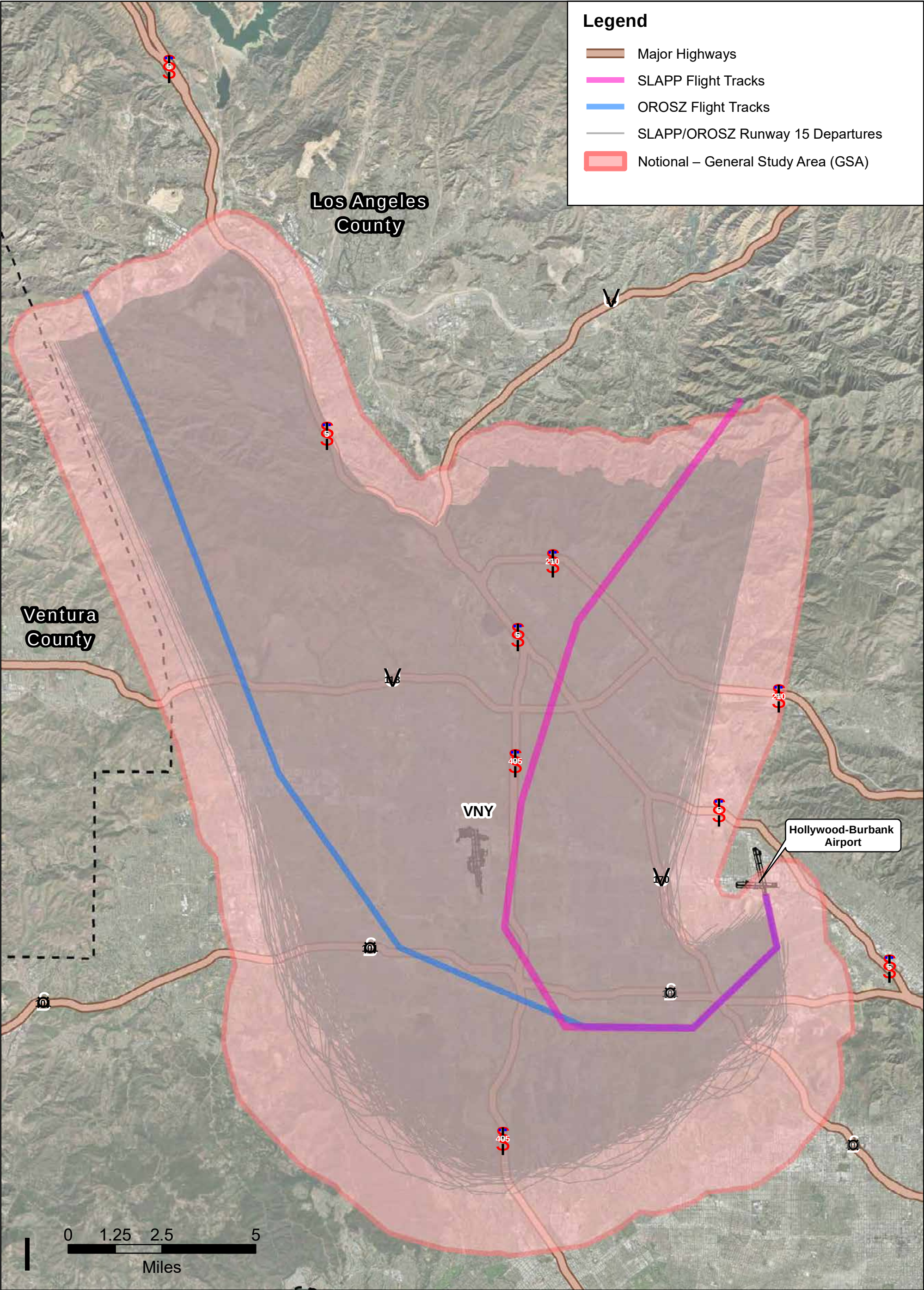
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

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ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

**Section 4(f) Consultation
City of Los Angeles**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 8:17 AM
To: matthew.rudnick@lacity.org; darryl.ford@lacity.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_City LA Parks.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

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Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Matthew Rudnick, Executive Officer
City of Los Angeles
Recreation and Parks Department
221 N Figueroa St Suite 350
Los Angeles, CA 90012
matthew.rudnick@lacity.org

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

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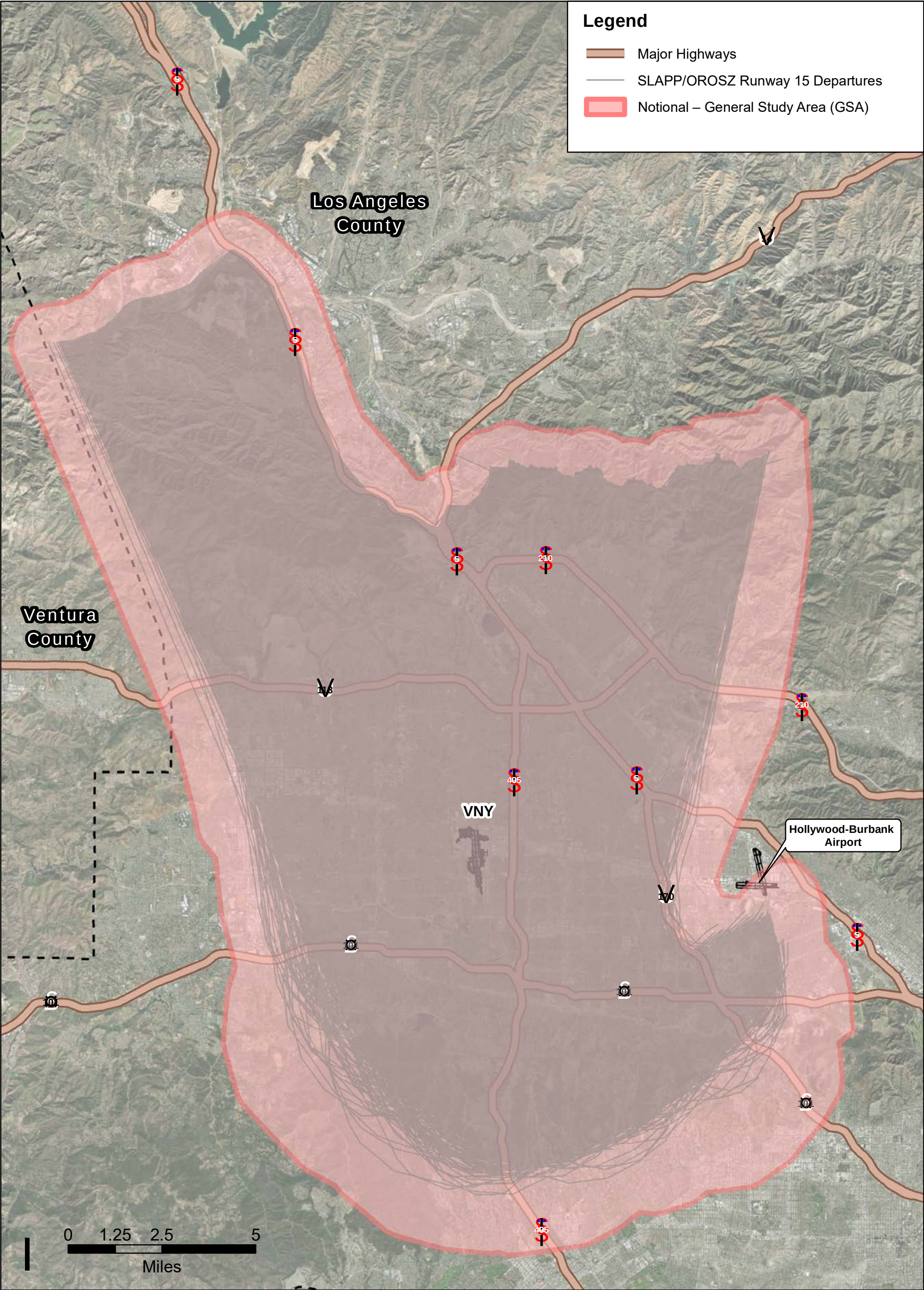
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Group Manager
Operations Support Group
Western Service Center

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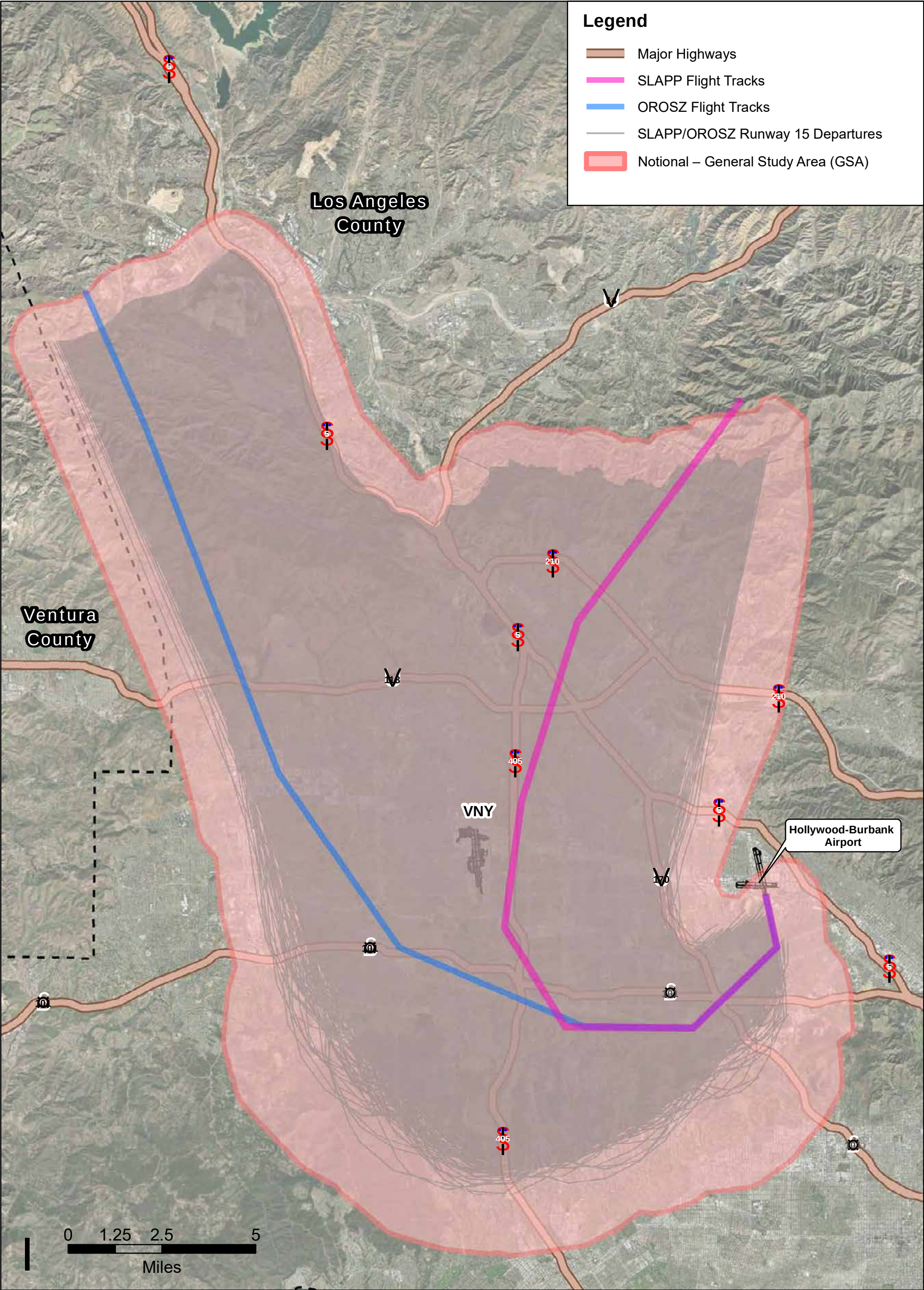
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Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
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Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

**Section 4(f) Consultation
City of San Fernando**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 9:24 AM
To: CityManager@sfcity.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_San Fernando.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Nick Kimball, City Manager
City of San Fernando
117 Macneil Street, San Fernando, CA 91340
CityManager@sfcity.org

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

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We look forward to your response and information on 4(f) properties in the GSA and within your jurisdiction. If you have any initial comments or questions on this proposed project, please contact Ryan Weller at (206) 231-2286 or ryan.weller@faa.gov.

Sincerely,

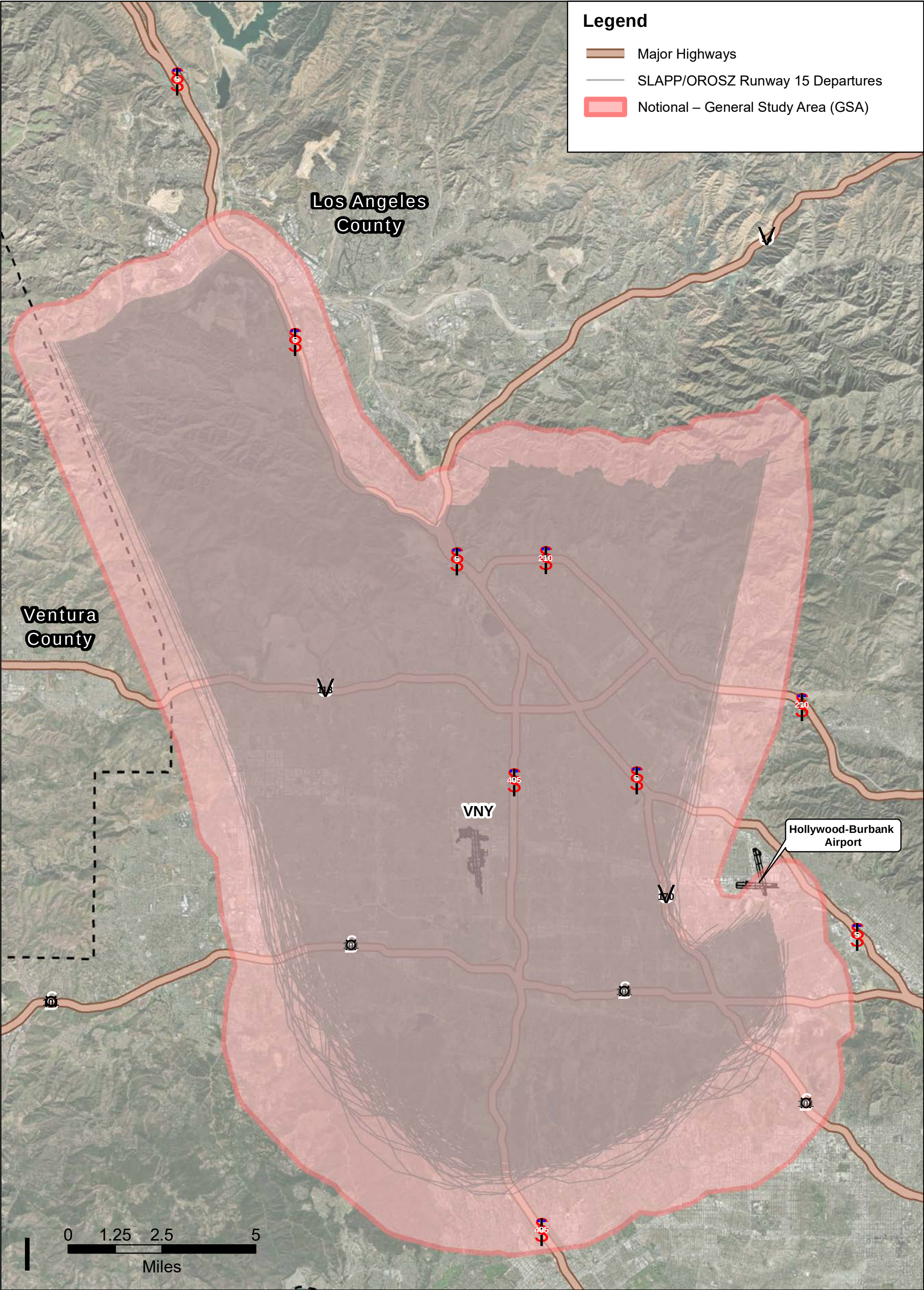
A handwritten signature in black ink that reads "Byron Chew". Above the signature, there is a small red rectangular stamp with the text "BYRON CHEW" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



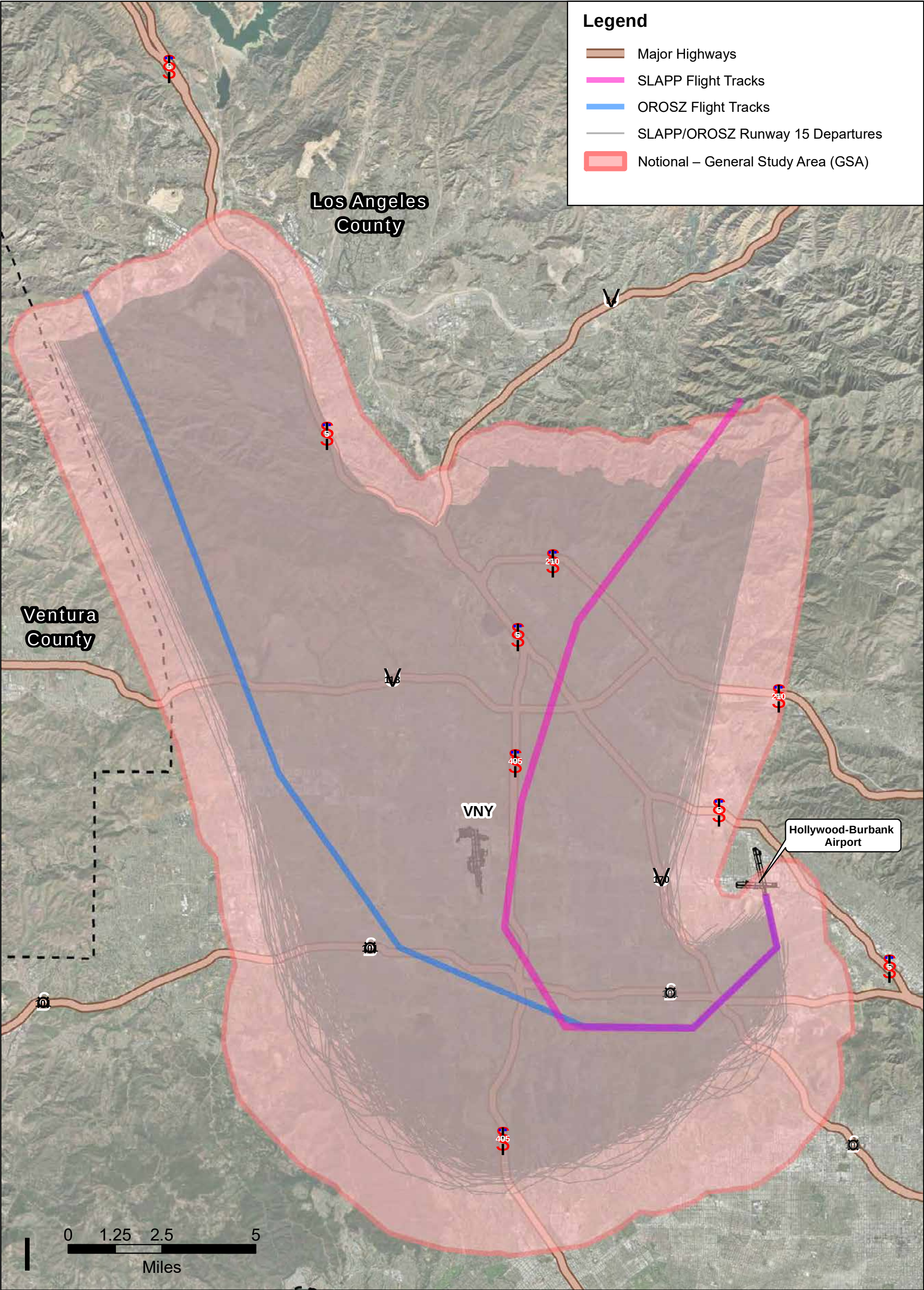
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

**Section 4(f) Consultation
City of Santa Clarita**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 9:29 AM
To: kstriplin@santa-clarita.com
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_Santa Clarita.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Kenneth W. Striplin, City Manager
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355
kstriplin@santa-clarita.com

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Mr. Striplin:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

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For this Section 4(f) process, we are soliciting comments from the cities of Beverly Hills, Burbank, Los Angeles, San Fernando, and Santa Clarita, and the counties of Los Angeles and Ventura. We are also soliciting from the National Parks Service and the Bureau of Land Management. The purpose of this consultation letter is to request your input on 4(f) properties within your jurisdiction that have “quiet” as an attribute. Section 4(f) properties include:

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Sincerely,

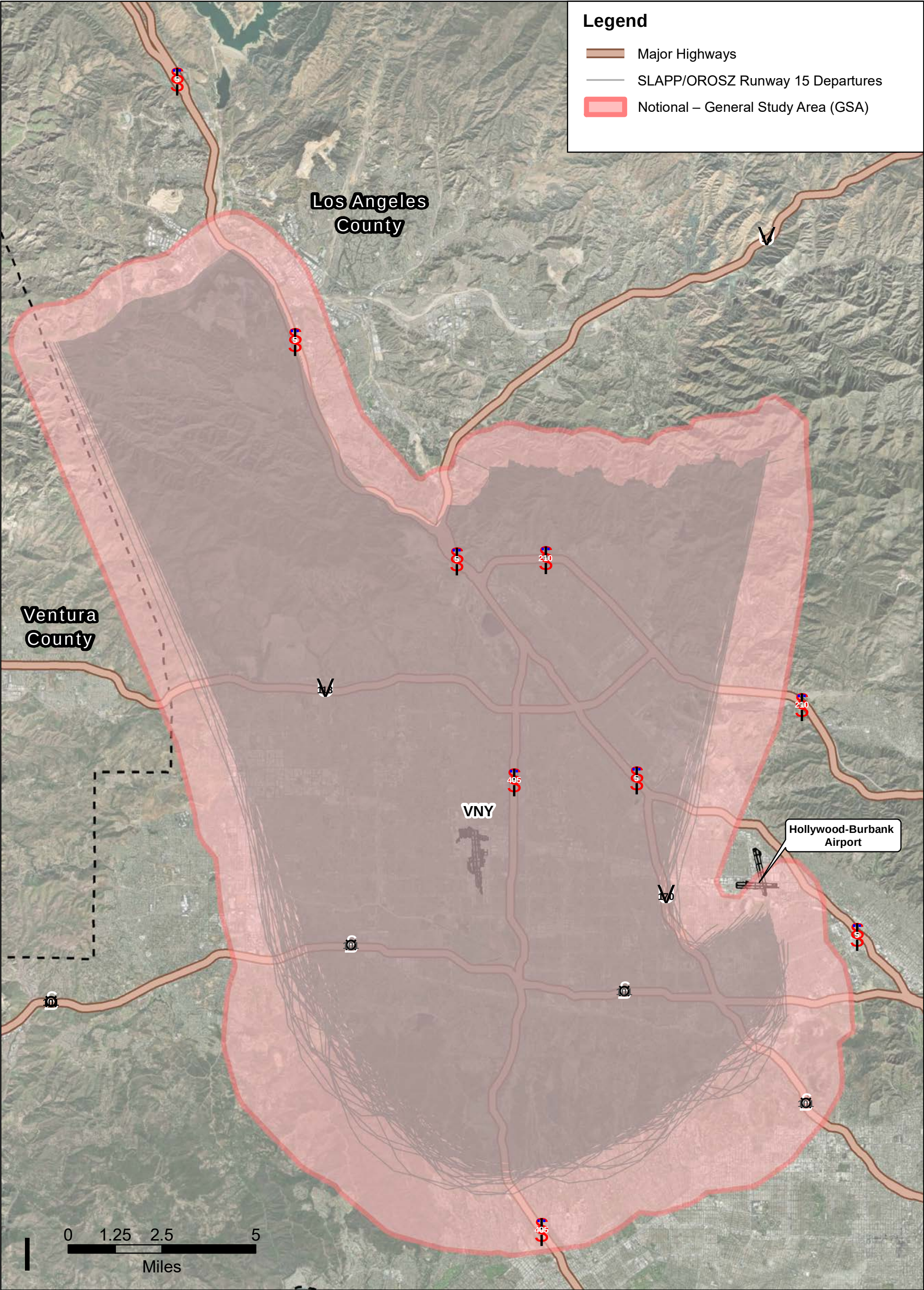
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "RECEIVED" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

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Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



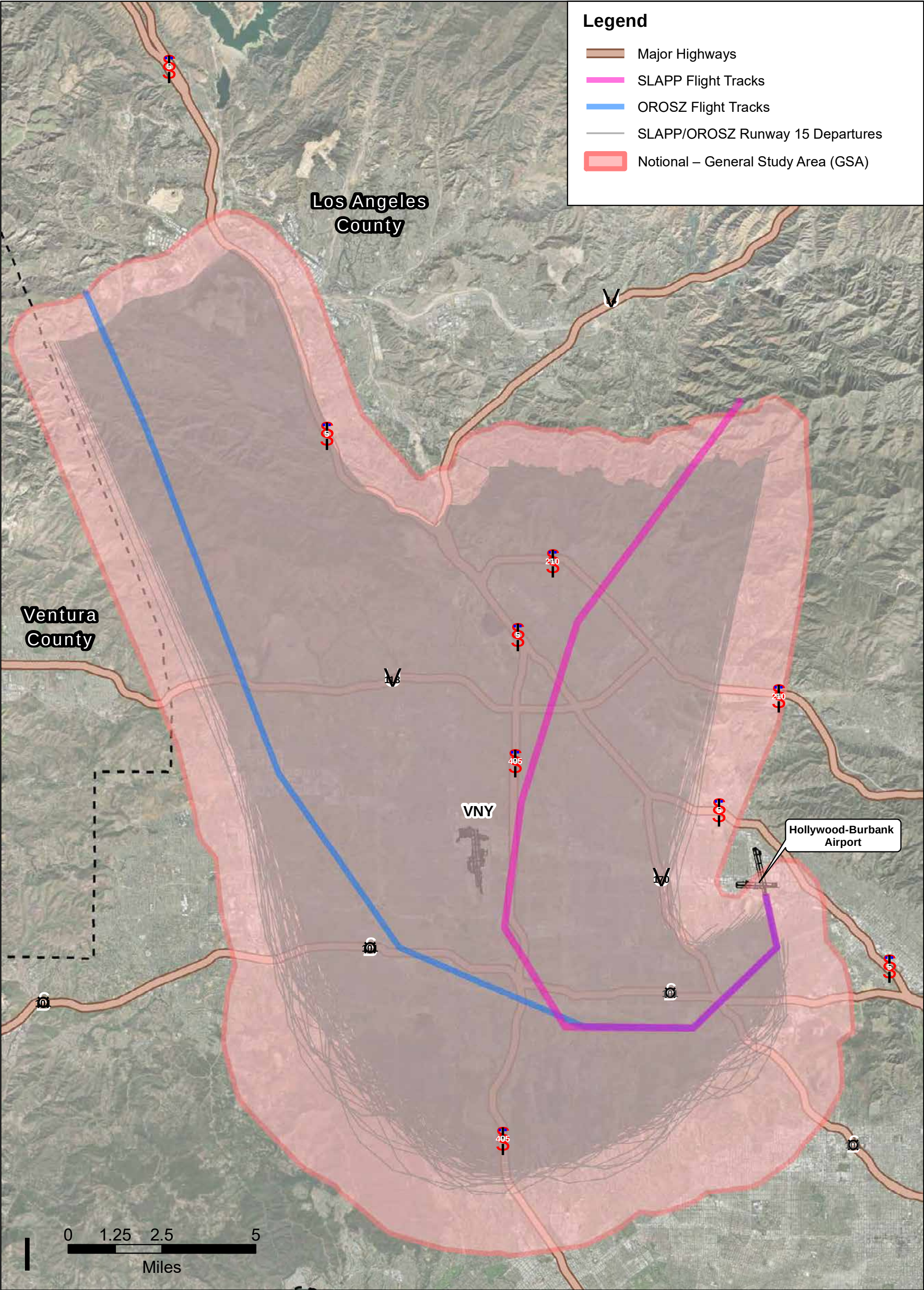
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

Section 4(f) Consultation
Coneja Recreation and Parks District

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 24, 2023 10:36 AM
To: jfriedl@crpd.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_Coneja Recreation.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

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Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 24, 2023

Jim Friedl, General Manager
Coneja Recreation and Parks District
403 W Hillcrest Drive
Thousand Oaks, CA 91360
jfriedl@crpd.org

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Mr. Friedl:

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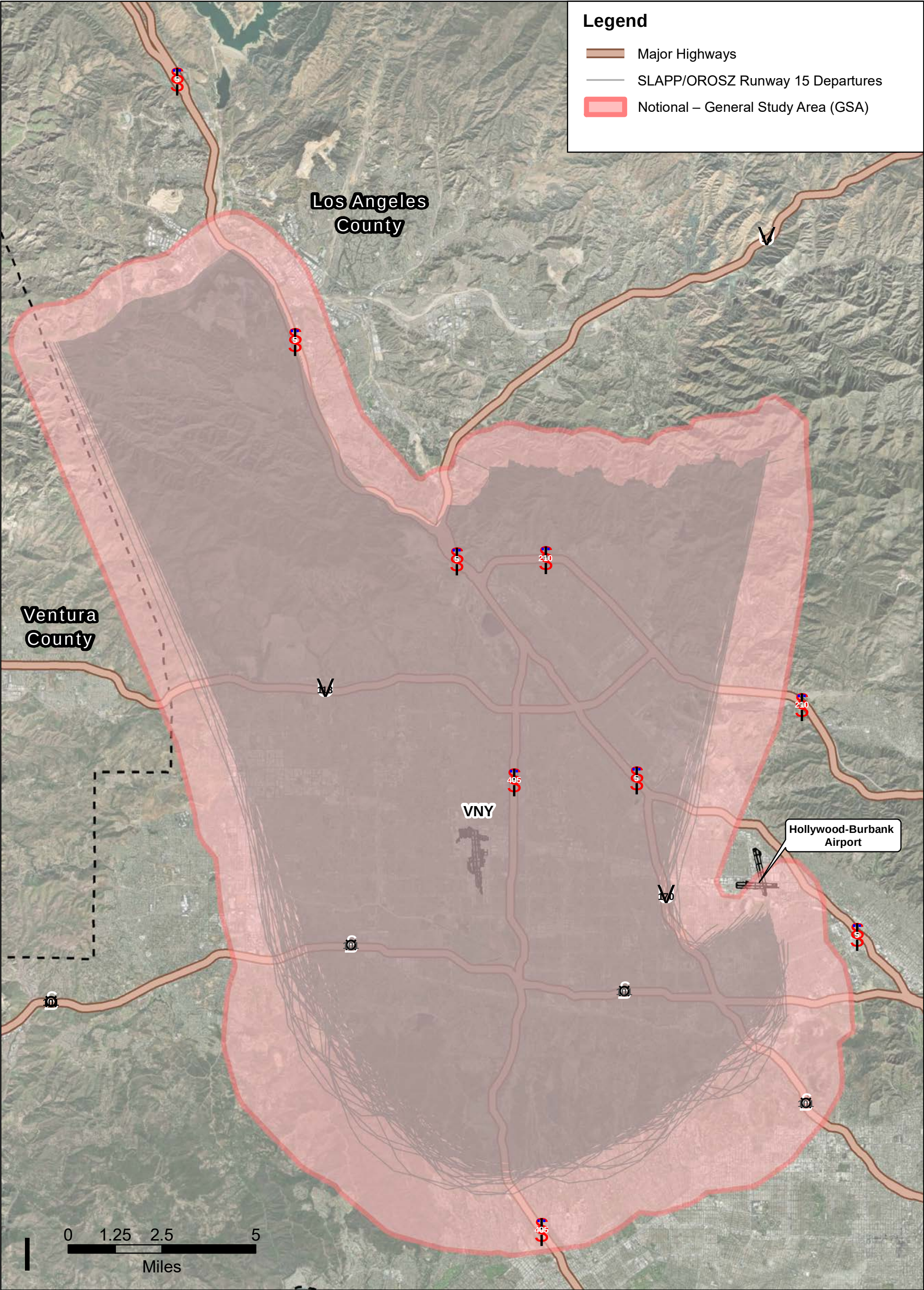
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B. G. Chew
Group Manager
Operations Support Group
Western Service Center

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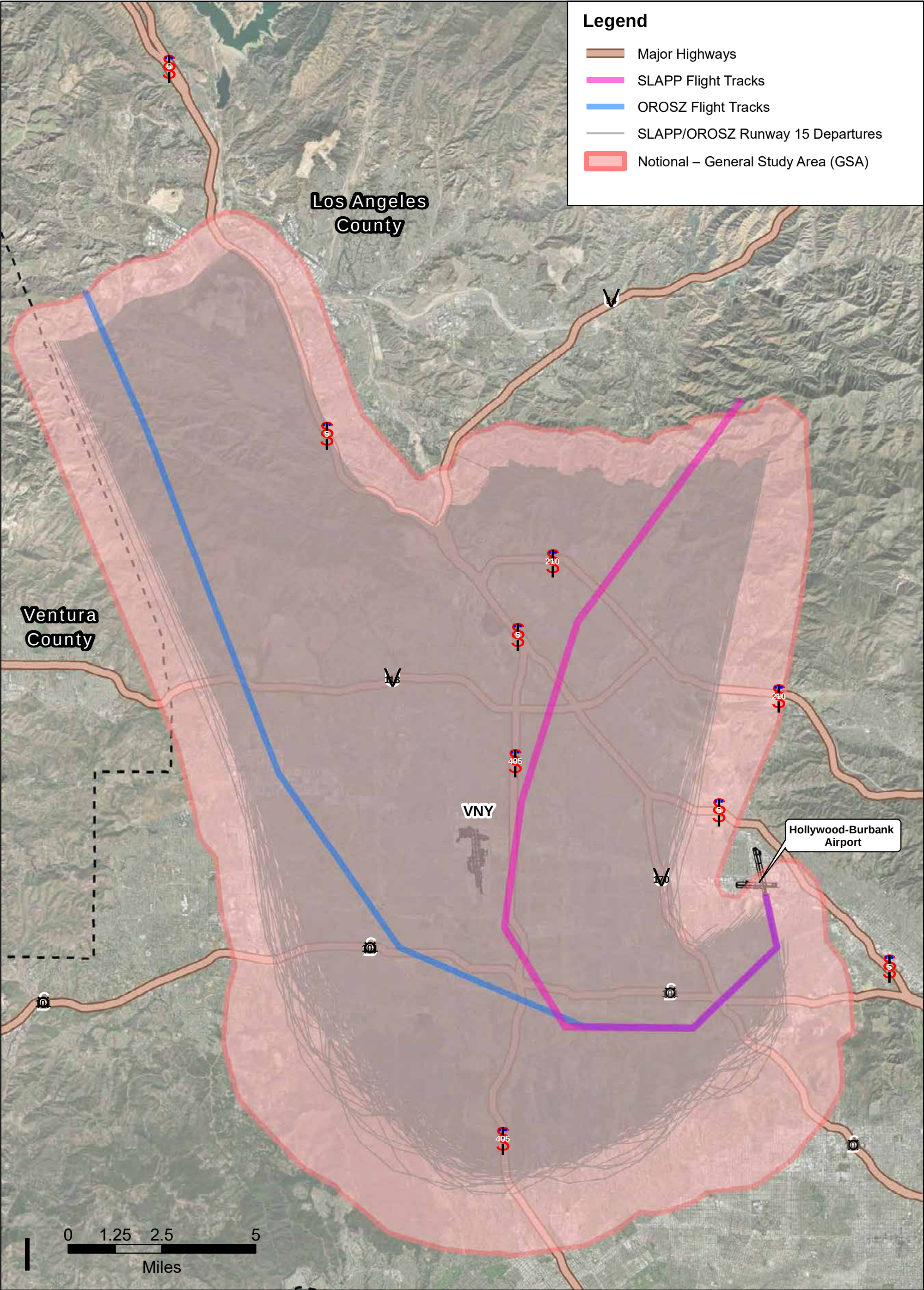
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
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SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

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ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

**Section 4(f) Consultation
Los Angeles County**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 17, 2023 9:57 AM
To: info@parks.lacounty.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_LA County Parks.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

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Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 17, 2023

Norma Garcia, Director
Los Angeles County Parks and Recreation
1000 S Fremont Ave, Building A-9 West, 3rd floor
Alhambra, CA 91803
info@parks.lacounty.gov

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

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OROSZ THREE and SLAPP THREE would be located entirely above the surface of the earth. Accordingly, they do not include land acquisition, construction, or other ground disturbance activities that result in the physical use of Section 4(f) resources. However, the FAA will be considering whether changes in aircraft flight routes associated with the proposed project would introduce or increase aircraft routing over Section 4(f) resources that could result in potential adverse effects or the constructive use of these resources through the introduction of noise. Given the proposed project consists entirely of changes within the airspace of the GSA, the FAA has developed the GSA focusing on where impacts could potentially occur.

Enclosure 1 shows the GSA with respect to noise impacts. The complex shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic that would use the proposed project if it was implemented was analyzed for flight track density. A corridor of existing dense overflights across the GSA was identified, and the area of this corridor was noted for development of the GSA. The GSA boundary was then extended laterally to be one mile past the flight corridor.
- (2) The projected aircraft overflights using the proposed project were reviewed and compared to the existing overflight traffic. This review was done to determine any additional areas where overflights could increase. These areas were found to be generally located to the southwest and west of the Airport. While flights generally proceed further west and farther away from the Airport, the proposed project is not expected to cause aircraft to overfly areas that they do not currently overfly on the OROSZ and SLAPP. The GSA boundary was extended laterally to be one mile past the area of potential overflights.
- (3) The GSA pictured in **Enclosure 1** illustrates the dense concentration of current overflights within the affected area and reflects areas anticipated to be overflown after the implementation of the proposed project.

The GSA was developed to consider what areas would experience either new overflights or an increased concentration in overflights that could result in potential adverse effects on a Section 4(f) resource. After a review of flight track radar data and the location of new fixes associated with the proposed project, it was found that the geographic boundary of the proposed project was entirely contained within the boundary of the existing flights (i.e., Steps 1 and 2 yielded the same geographic area). The largest effect to Runway 15 procedures is expected to be a shift to the west and north for many aircraft that currently utilize the southernmost and easternmost areas of the GSA. While the analysis to determine the exact location of potential overflights is ongoing, the GSA was defined to incorporate all areas that could conceivably receive increases in overflights. **Enclosure 2** illustrates the GSA with the proposed SLAPP THREE and OROSZ THREE.

Identification of Interested Parties

The views of all appropriate stakeholders and federal, state, and local officials are essential to inform the Federal decision-making in the Section 4(f) process; as such, the FAA also requests your assistance in identifying the appropriate stakeholders that likely have an interest in the project and its effects on Section 4(f) resources. The FAA seeks your input on any information you can provide about other parties who may need to be contacted.

We look forward to your response and information on 4(f) properties in the GSA and within your jurisdiction. If you have any initial comments or questions on this proposed project, please contact Ryan Weller at (206) 231-2286 or ryan.weller@faa.gov.

Sincerely,

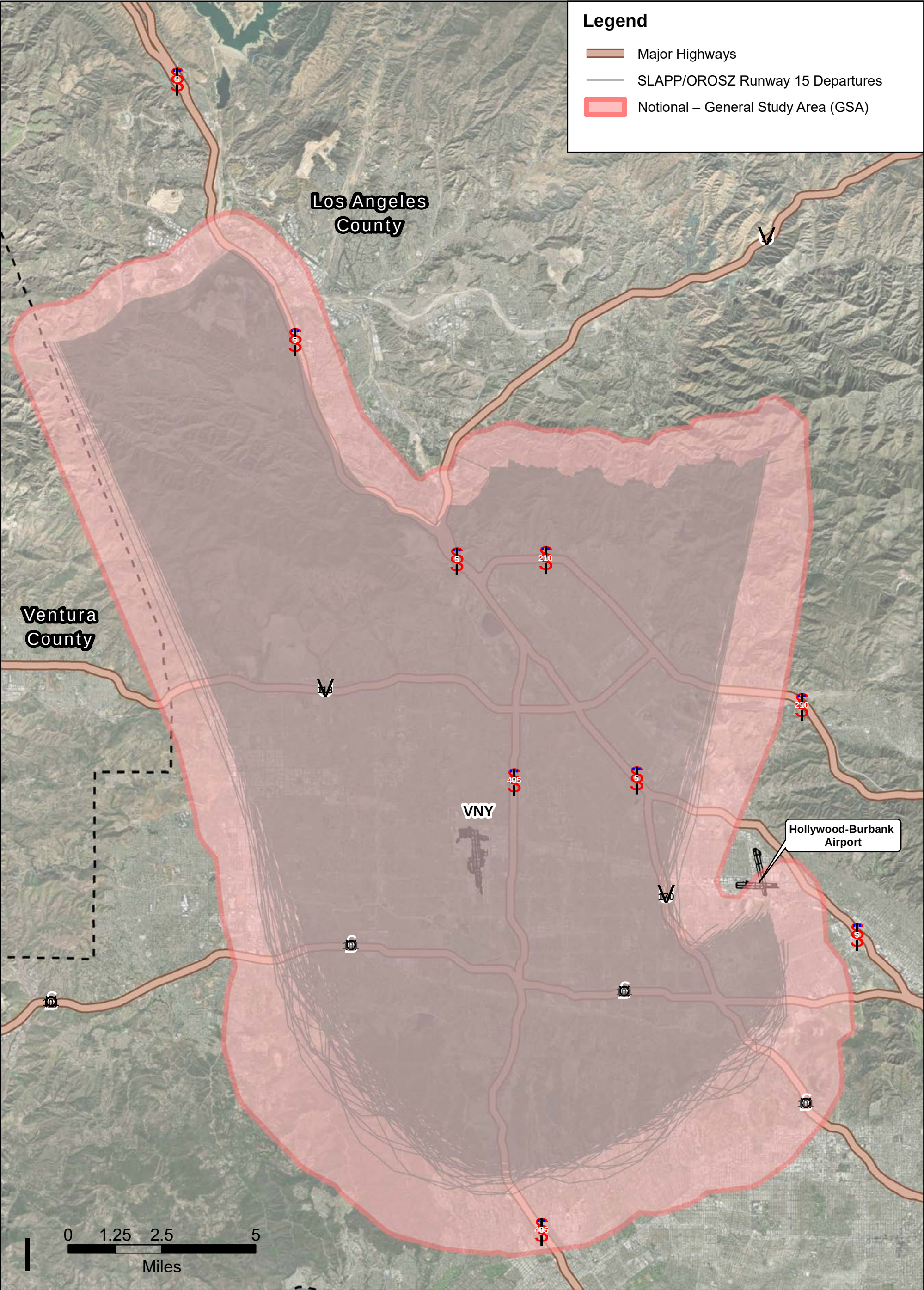
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "ORIGINAL" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



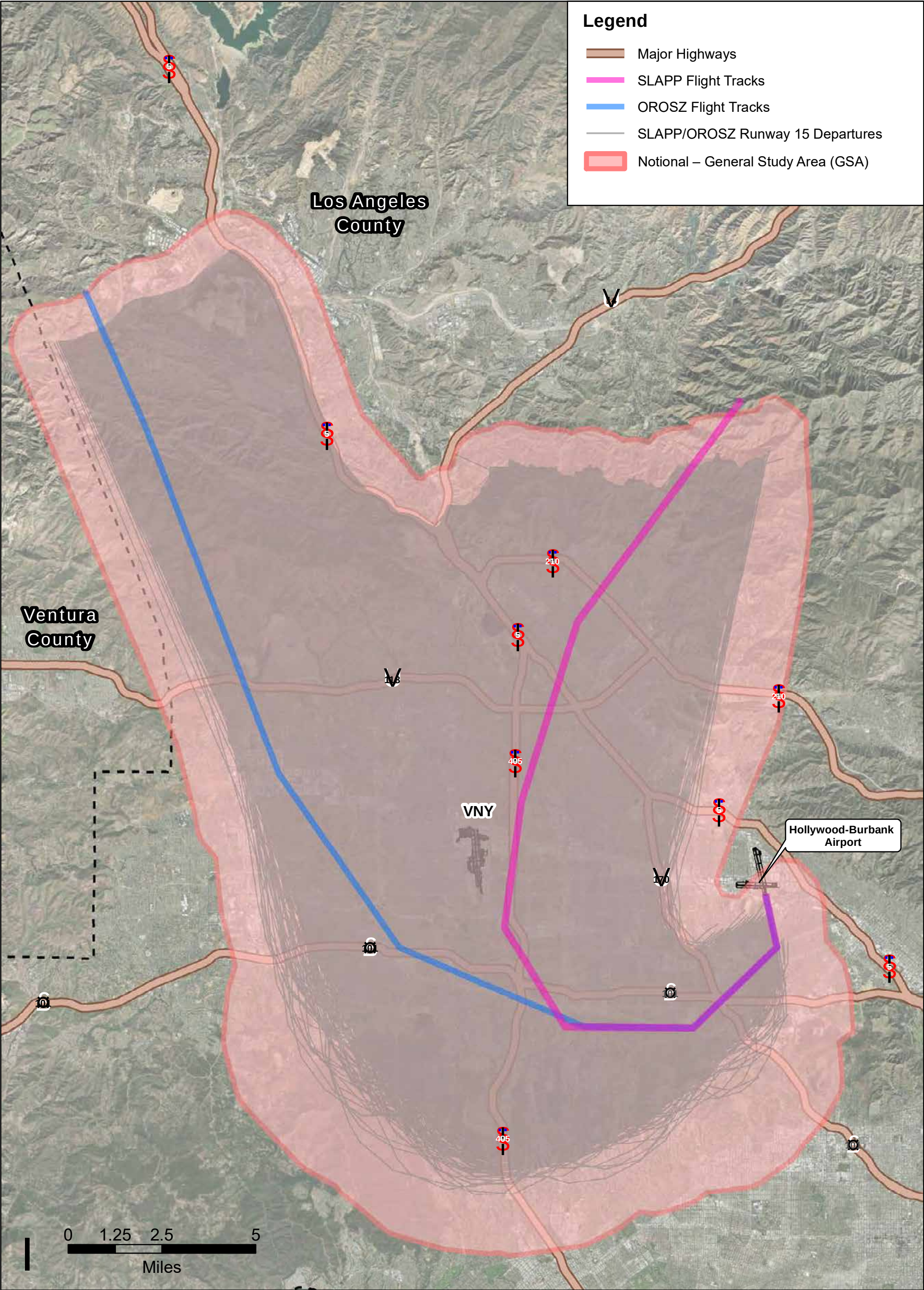
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Tuesday, September 5, 2023 2:54 PM
To: Burbank EA Project; Darcy Zarubiak; donovan@rovolus.com; NWolfe@esassoc.com
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Sturnfield, Emily (FAA); Massey, Sara L (FAA)
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: LACDPR Response FAA BUR.pdf

Please see LA County response for 4f consultation.

From: Jui Ing Chien <jchien@parks.lacounty.gov>
Sent: Tuesday, September 5, 2023 1:59 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Jill Sourial <JSourial@parks.lacounty.gov>; Sean Woods <SWoods@parks.lacounty.gov>; Clement Lau <clau@parks.lacounty.gov>; Lee Barocas <lbarocas@parks.lacounty.gov>
Subject: Re: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Good afternoon Mr. Weller,

Please find attached the Los Angeles County Department of Parks and Recreation's response to the Section 4(f) Consultation Request for the FAA project at the Hollywood Burbank Bob Hope Airport.

If you have any questions, please let me know.

Thank you,
Jui Ing

Jui Ing Chien

County of Los Angeles

Department of Parks and Recreation

1000 S. Fremont Ave, Unit #40

Building A-9 West, 3rd Floor

Alhambra, CA 91803

Tel: (626) 588-5317

Fax: (626) 458-8346

E-mail: jchien@parks.lacounty.gov



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

September 1, 2023

Mr. Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
2200 S. 216th St.
Des Moines, WA 98198-6547

Dear Mr. Weller:

**PROPOSED OROSZ THREE DEPARTURE (RNAV) AND SLAPP THREE DEPARTURE
(RNAV) PROCEDURES AT BURBANK BOB HOPE AIRPORT - SECTION 4(F)
CONSULTATION**

Thank you for the opportunity to review the Section 4(f) Consultation Request relating to the proposed OROSZ THREE and SLAPP THREE flight procedures at Hollywood Burbank Bob Hope Airport (BUR). The proposed activities do not include land acquisition, construction, or other ground disturbance activities that result in the physical use of Section 4(f) resources. However, the proposed project may result in air quality, noise, and other potential impacts on Section 4(f) resources owned and operated by the County of Los Angeles Department of Parks and Recreation (DPR). For example, certain DPR facilities, such as natural areas, wildlife sanctuaries, and parks that are in closest proximity to the airports, are particularly noise sensitive and most impacted by noise from airplanes. Within the BUR Study Area, these facilities include:

- Placerita Canyon Natural Area and Nature Center:
19152 Placerita Canyon Road, Newhall, CA 91321
- Tujunga Ponds Wildlife Sanctuary:
Cottonwood Ave and Wentworth St, Los Angeles, CA 91040

A list of facilities located within the General Study Area as defined by the project and within the jurisdiction of DPR is attached to this letter and depicted on the map linked here: <https://arcg.is/Wqb8L1>. Further analysis is necessary to adequately evaluate alternatives and measures to minimize the project's air quality, noise, and other potential impacts on DPR facilities.

Thank you for including DPR in the review of the consultation. We look forward to working with the Federal Aviation Administration to minimize the impacts of the project on DPR

Mr. Ryan Weller
September 1, 2023
Page 2

facilities. Should you have any questions, please contact Ms. Jui Ing Chien, Park Planner, of my staff at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,

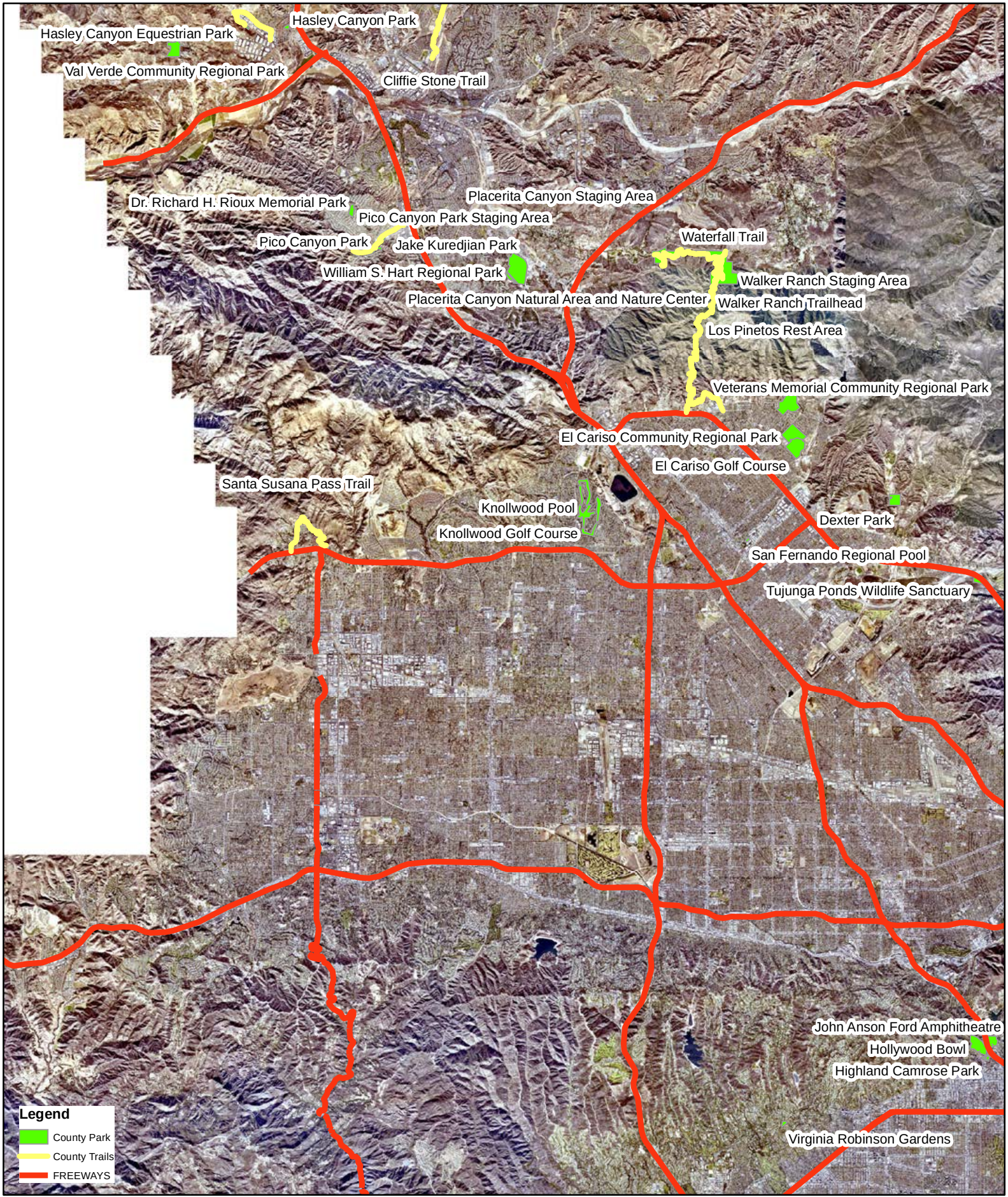


Jill Sourial
Deputy Director

SW:C:JIC:ev

Attachments

c: Parks and Recreation (S. Woods, C. Lau, L. Barocas, J.I. Chien)



Los Angeles County Parks and Trails in the SLAPP/OROSZ Study Area

DPR Facility Name	Address
Dexter Park	11053 North Trail Road, Kagel Canyon, CA 91342
Dr. Richard H. Rioux Memorial Park	26233 West Faulkner Drive, Stevenson Ranch, CA 91381
El Cariso Golf Course	13100 Eldridge Street, Sylmar, CA 91342
El Cariso Community Regional Park	13100 Hubbard Street, Sylmar, CA 91342
Hasley Canyon Park	28700 West Quincy Street, Castaic, CA 91384
Highland Camrose Park	2101 North Highland Avenue, Los Angeles, CA 90068
Hollywood Bowl	2301 North Highland Avenue, Los Angeles, CA 90068
Jake Kuredjian Park	25265 Pico Canyon Road, Stevenson Ranch, CA 91381
Pico Canyon Park	25600 Pico Canyon Road, Stevenson Ranch, CA 91381
Placerita Canyon Natural Area and Nature Center	19152 Placerita Canyon Road , Newhall, CA 91321
Tujunga Ponds Wildlife Sanctuary	Cottonwood Ave and Wentworth St, Los Angeles, CA 91040
Veterans Memorial Community Regional Park	13000 Sayre Street, Sylmar, CA 91342
Virginia Robinson Gardens	1008 Eldan Way, Beverly Hills, CA 90210
Knollwood Golf Course	12040 Balboa Boulevard, Granada Hills, CA 91343
San Fernando Regional Pool	208 Park Avenue, San Fernando, CA 91340
Knollwood Pool	12040 Balboa Boulevard, Granada Hills, CA 91343
Los Pinetos Rest Area	14445 Olive View Road, Sylmar, CA 91342
Pico Canyon Park Staging Area	25601 Pico Canyon Road, Stevenson Ranch, CA 91381
Walker Ranch Staging Area	Placerita Canyon Road and Placerita Mountainway, Newhall, CA 91321
Walker Ranch Trailhead	Placerita Canyon Road and Placerita Mountainway, Newhall, CA 91321
Placerita Canyon Staging Area	19153 Placerita Canyon Road , Newhall, CA 91321
John Anson Ford Amphitheatre	2580 Cahuenga Boulevard East, Los Angeles, CA 90068
William S. Hart Regional Park	24151 North Newhall Avenue, Newhall, CA 91321
Canyon Trail	
Hasley Canyon Trail	
Hillside Trail	
Los Pinetos Trail	
Manzanita Mountain Trail	
Pico Canyon Trail	
Santa Susana Pass Trail	
Waterfall Trail	

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Thursday, August 17, 2023 9:57 AM

To: DPR-Parks Public Email <info@parks.lacounty.gov>

Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

CAUTION: External Email. Proceed Responsibly.

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 17, 2023 10:01 AM
To: zoningldcc@planning.lacounty.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_LA County Planning.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

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Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Monday, August 21, 2023 10:00 AM
To: Alyson Stewart
Cc: Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hello,

Here are responses to your questions.

- 1) No set deadline for comments.
- 2) We are getting the shapefiles put together and will send as soon as possible.
- 3) Yes, we sent a similar letter to Ms. Norma Garcia, Director of LA County Parks and Recreation.

Thank you.

Ryan Weller

From: Alyson Stewart <astewart@planning.lacounty.gov>
Sent: Thursday, August 17, 2023 2:40 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Chew, Byron (FAA) <Byron.Chew@faa.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hello,

We just received your letter and we will look into it, in addition to the Section 4(f) inquiry for LAX flight paths. I have a few questions:

1. Is there a deadline for comments on this inquiry?
2. Do you have shapefiles for these proposed flight paths that we can use?
3. Have you consulted with LA County Parks and Recreation?

Thank you,

ALYSON STEWART (she/her/hers)

PRINCIPAL PLANNER, Ordinance Studies | ALUC

From: DRP Info <info@planning.lacounty.gov>
Sent: Thursday, August 17, 2023 12:31 PM
To: Alyson Stewart <astewart@planning.lacounty.gov>
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hi Alyson,

Please see below and attached.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Thursday, August 17, 2023 10:01 AM

To: DRP Info <info@planning.lacounty.gov>

Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Wednesday, August 23, 2023 10:22 AM
To: 'Alyson Stewart'
Cc: Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); 'Darcy Zarubiak'; 'Burbank EA Project'; 'donovan@rovolus.com'; 'NWolfe@esassoc.com'
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR_2023_08_21_Shapefile_Extraction.zip

Hi Alyson,
Attached are the shapefiles. Please let me know if you have further questions. Thank you.

Ryan

From: Weller, Ryan (FAA)
Sent: Monday, August 21, 2023 10:00 AM
To: Alyson Stewart <astewart@planning.lacounty.gov>
Cc: Bert, Joseph M (FAA) <Joseph.M.Bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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Thank you.
Ryan Weller

From: Alyson Stewart <astewart@planning.lacounty.gov>
Sent: Thursday, August 17, 2023 2:40 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Chew, Byron (FAA) <Byron.Cheew@faa.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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PRINCIPAL PLANNER, Ordinance Studies | ALUC

From: DRP Info <info@planning.lacounty.gov>

Sent: Thursday, August 17, 2023 12:31 PM

To: Alyson Stewart <astewart@planning.lacounty.gov>

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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Please see below and attached.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Thursday, August 17, 2023 10:01 AM

To: DRP Info <info@planning.lacounty.gov>

Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA)

<Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak

<darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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Thank you.

Ryan Weller

Federal Aviation Administration

WSA Operations Support Group

(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Monday, October 2, 2023 12:54 PM
To: Darcy Zarubiak; donovan@rovolus.com; Burbank EA Project; Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA)
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

FYI – I am going to tell her 30 days.

From: Alyson Stewart <astewart@planning.lacounty.gov>
Sent: Thursday, September 28, 2023 9:59 AM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hi.

Our GIS team is still working on this projet, but as there is no deadline, they are giving it the lowest priority. Is there a reasonable timeframe for us to send comments?

Thanks,

ALYSON STEWART (she/her/hers)

PRINCIPAL PLANNER, Ordinance Studies | ALUC

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Sent: Monday, August 21, 2023 10:00 AM
To: Alyson Stewart <astewart@planning.lacounty.gov>
Cc: Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com
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Ryan Weller

From: Alyson Stewart <astewart@planning.lacounty.gov>
Sent: Thursday, August 17, 2023 2:40 PM

To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Chew, Byron (FAA) <Byron.Chew@faa.gov>

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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3. Have you consulted with LA County Parks and Recreation?

Thank you,

ALYSON STEWART (she/her/hers)

PRINCIPAL PLANNER, Ordinance Studies | ALUC

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Sent: Thursday, August 17, 2023 12:31 PM

To: Alyson Stewart <astewart@planning.lacounty.gov>

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Thursday, August 17, 2023 10:01 AM

To: DRP Info <info@planning.lacounty.gov>

Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION

MICHAEL R. HASTINGS
Chair

PAM O'CONNOR
Vice Chair

YOLANDA DUARTE-WHITE
Commissioner

DAVID W. LOUIE
Commissioner

ELVIN W. MOON
Commissioner

November 2, 2023

Byron G. Y. Chew
Federal Aviation Administration
Office of the Air Traffic Organization – Western Service Area
2200 South 216th Street
Des Moines, Washington 98198-6547
Email: ryan.weller@faa.gov

Dear Mr. Chew,

SUBJECT: Federal Aviation Administration Section 4(f) Consultation Initiation for Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Your letter dated August 17, 2023 requested that Los Angeles County identify parcels as part of a Section 4(f) consultation process that are included in a General Study Area (GSA) encompassing 570 square miles within the Newhall Pass area that includes flight paths OROSZ THREE AND SLAPP THREE, and three airports: Hollywood Burbank Airport, Whiteman Airport, and Van Nuys Airport. These parcels subject to Section 4(f) to be identified may be parkland that are publicly owned and accessible to the public, wildlife refuges that are open to the public, and historic resources that may be publicly or privately owned.

LA County Planning staff conducted a GIS analysis of parcels covered by the GSA with land use and ownership data, and from information listed in the California Protected Areas Database (CPAD), and identified the following properties.

No parklands, other than those owned by LA County Parks and Recreation, that are open to the public are identified. Existing parkland owned by LA County Flood Control District within the GSA are not open to the public. All other parklands, both publicly and privately owned, within the GSA are identified as being within the jurisdiction of the State of California, the City of Santa Clarita and the City of Los Angeles.

No wildlife refuges are identified in the GSA.

Three parcels in the GSA within the jurisdiction of LA County are identified as having historic resources:

- [Rancho San Francisco \(California Historical Landmark No. 556\)](#)
- Pico Canyon Oil Field Well No. 4 ([NRHP-Listed](#) and [California Historic Landmark No. 516](#))
- Mentryville ([California Historical Landmark No. 516.2](#))

There are no County landmarks identified in the GSA. For additional historic and cultural resources in the area, [consultation](#) is recommended with the local Tribes.

If you have any questions regarding this matter, please contact Alyson Stewart at (213) 974-6432 or via email at astewart@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Amy J. Bodek, AICP
Director

A handwritten signature in dark ink, appearing to read "A. Bruce Durbin". The signature is fluid and cursive, with the first name "A." and last name "Durbin" being the most legible parts.

Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section/ALUC Staff

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Thursday, November 9, 2023 12:09 PM
To: Alyson Stewart
Cc: 'Burbank EA Project'; Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Steinheimer, Nicholas A (FAA); Wells, Patrick J (FAA); 'Darcy Zarubiak'; 'Donovan Johnson'; Neal Wolfe
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Dear Alyson,

Thank you for providing the FAA with the list of historic resources within LA County's jurisdiction relative to the OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE proposed project. I am reaching out to you because we have a quick question regarding the resources identified by your office.

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- Pico Canyon Oil Field Well No. 4: 34.370348°, -118.629292°
- Mentryville Park: 34.379199°, -118.611090°

Thank you for your time and assistance, it is very appreciated.

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

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From: Alyson Stewart <astewart@planning.lacounty.gov>
Sent: Thursday, November 2, 2023 6:04 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Bruce Durbin <bdurbin@planning.lacounty.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hi Ryan,

Attached is a letter from LA County Planning regarding this inquiry. Let me know if you have any further questions.

Thank you for consulting with us.

ALYSON STEWART (she/her/hers)

PRINCIPAL PLANNER, Ordinance Studies | ALUC

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Tuesday, October 3, 2023 9:10 AM

To: Alyson Stewart <astewart@planning.lacounty.gov>

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

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Hi Alyson,

We would appreciate a response in 30 days. Thank you.

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Thanks,

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Attachments: 4f_OROSZ and SLAPP_.xlsx

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Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

AIN	ADDRESS
2826009900	27201 Pico Canyon Rd., Newhall, CA, 91381
2826013902	27201 Pico Canyon Rd., Newhall, CA, 91381
2826013917	9.5 mi. N of San Fernando, W of U.S. 99
2826004019	The Old Road and Henry Mayo Drive, Valencia
2826004020	The Old Road and Henry Mayo Drive, Valencia
2826004028	The Old Road and Henry Mayo Drive, Valencia
2826004030	The Old Road and Henry Mayo Drive, Valencia
2826004043	The Old Road and Henry Mayo Drive, Valencia
2826005007	The Old Road and Henry Mayo Drive, Valencia
2826005008	The Old Road and Henry Mayo Drive, Valencia
2826005009	The Old Road and Henry Mayo Drive, Valencia
2826005010	The Old Road and Henry Mayo Drive, Valencia
2826005012	The Old Road and Henry Mayo Drive, Valencia
2826005013	The Old Road and Henry Mayo Drive, Valencia
2826005900	The Old Road and Henry Mayo Drive, Valencia
2826005904	The Old Road and Henry Mayo Drive, Valencia
2826165001	The Old Road and Henry Mayo Drive, Valencia
2826165002	The Old Road and Henry Mayo Drive, Valencia
2826165003	The Old Road and Henry Mayo Drive, Valencia
2826165004	The Old Road and Henry Mayo Drive, Valencia
2826165005	The Old Road and Henry Mayo Drive, Valencia
2826165006	The Old Road and Henry Mayo Drive, Valencia
2826165007	The Old Road and Henry Mayo Drive, Valencia
2826165008	The Old Road and Henry Mayo Drive, Valencia
2826165009	The Old Road and Henry Mayo Drive, Valencia
2826165010	The Old Road and Henry Mayo Drive, Valencia
2866003008	The Old Road and Henry Mayo Drive, Valencia
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2866003010	The Old Road and Henry Mayo Drive, Valencia

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STATE OF CALIF
GATEWAY PROMENADE PARTNERS LLC
GATEWAY PROMENADE PARTNERS LLC
HIGHER VISION CHURCH CORPORATION
GATEWAY PROMENADE PARTNERS LLC
GATEWAY PROMENADE PARTNERS LLC
GATEWAY PROMENADE PARTNERS LLC
GATEWAY PROMENADE PARTNERS LLC
GATEWAY PROMENADE PARTNERS LLC
GATEWAY PROMENADE PARTNERS LLC
OLD ROAD REALTY LLC
NEWHALL LAND AND FARMING CO
NEWHALL LAND AND FARMING CO
NEWHALL LAND AND FARMING CO

MailAddress	MCityZip	NAME	CITY_COMM
570 W AVENUE 26 STE 100	LOS ANGELES CA 90065	Mentryville	SANTA CLARITA VALLEY
570 W AVENUE 26 STE 100	LOS ANGELES CA 90065	Mentryville	SANTA CLARITA VALLEY
570 W AVENUE 26 STE 100	LOS ANGELES CA 90065	Pico Canyon Oil Field Well No. 4	SANTA CLARITA VALLEY
25124 SPRINGFIELD CT STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
25124 SPRINGFIELD CT STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
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25124 SPRINGFIELD CT STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
PO BOX 4998	WHITTIER CA 90607	Rancho San Francisco	SANTA CLARITA VALLEY
120 S SPRING ST	LOS ANGELES CA 90012	Rancho San Francisco	SANTA CLARITA VALLEY
25134 RYE CANYON LOOP STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
25134 RYE CANYON LOOP STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
28776 THE OLD RD	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
25134 RYE CANYON LOOP STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
25134 RYE CANYON LOOP STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
25134 RYE CANYON LOOP STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
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25134 RYE CANYON LOOP STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
3205 VICTORIA AVE STE SA	OXNARD CA 93035	Rancho San Francisco	SANTA CLARITA VALLEY
25124 SPRINGFIELD CT STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
25124 SPRINGFIELD CT STE 300	VALENCIA CA 91355	Rancho San Francisco	SANTA CLARITA VALLEY
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Hi.

Our GIS team is still working on this projet, but as there is no deadline, they are giving it the lowest priority. Is there a reasonable timeframe for us to send comments?

Thanks,

ALYSON STEWART (she/her/hers)

PRINCIPAL PLANNER, Ordinance Studies | ALUC

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Monday, August 21, 2023 10:00 AM

To: Alyson Stewart <astewart@planning.lacounty.gov>

Cc: Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

CAUTION: External Email. Proceed Responsibly.

Hello,

Here are responses to your questions.

- 1) No set deadline for comments.
- 2) We are getting the shapefiles put together and will send as soon as possible.
- 3) Yes, we sent a similar letter to Ms. Norma Garcia, Director of LA County Parks and Recreation.

Thank you.

Ryan Weller

From: Alyson Stewart <astewart@planning.lacounty.gov>

Sent: Thursday, August 17, 2023 2:40 PM

To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Chew, Byron (FAA) <Byron.CheW@faa.gov>

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hello,

We just received your letter and we will look into it, in addition to the Section 4(f) inquiry for LAX flight paths. I have a few questions:

1. Is there a deadline for comments on this inquiry?
2. Do you have shapefiles for these proposed flight paths that we can use?
3. Have you consulted with LA County Parks and Recreation?

Thank you,

ALYSON STEWART (she/her/hers)

PRINCIPAL PLANNER, Ordinance Studies | ALUC

From: DRP Info <info@planning.lacounty.gov>

Sent: Thursday, August 17, 2023 12:31 PM

To: Alyson Stewart <astewart@planning.lacounty.gov>

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

Hi Alyson,

Please see below and attached.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Thursday, August 17, 2023 10:01 AM

To: DRP Info <info@planning.lacounty.gov>

Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Robins, Jeremy R (FAA) <Jeremy.R.Robins@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter

CAUTION: External Email. Proceed Responsibly.

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller

Federal Aviation Administration

WSA Operations Support Group

(206) 231-2286 (W)

Section 4(f) Consultation
Mountains Recreation and Conservation Authority

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 24, 2023 10:28 AM
To: info@mrca.ca.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_Mt Conservation.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 24, 2023

Rudy J. Ortega, Jr, Chairperson
Mountain Conservation and Resource Agency
570 West Avenue Twenty Six, Suite 100
Los Angeles, CA 90065
info@mrca.ca.gov

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Mr. Ortega:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

The FAA, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019 to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The FAA is now formally initiating Section 4(f) consultation in conjunction with the NEPA process under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303(c).

For this Section 4(f) process, we are soliciting comments from the cities of Beverly Hills, Burbank, Los Angeles, San Fernando, and Santa Clarita, and the counties of Los Angeles and Ventura. We are also soliciting from the National Parks Service and the Bureau of Land Management. The purpose of this consultation letter is to request your input on 4(f) properties within your jurisdiction that have “quiet” as an attribute. Section 4(f) properties include:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public;
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public; and
- Historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public.

Background Information

The BUR Airport is owned and operated by the Burbank–Glendale–Pasadena Airport Authority. The BUR Airport is located in Burbank, California, and is the closest commercial airport to many key urban and business districts in Los Angeles, Burbank, Glendale, and Pasadena.

The BUR Airport has four operational runways: Runway 8, Runway 15, Runway 26, and Runway 33. Due to prevailing winds, airfield configuration, weather patterns, and surrounding geography—as well as the complexity of managing air traffic operations in the greater Burbank area airspace—Runway 15 is used as the primary departure runway, while Runway 8 is used as the primary arrival runway. Air Traffic Control (ATC) must separate Runway 15 departures from arrivals to Runway 8 and aircraft departing from Van Nuys Airport (located approximately seven miles west of the Airport).

The existing flight procedures—SLAPP TWO DEPARTURE (RNAV) and OROSZ TWO DEPARTURE (RNAV)—are used for departures from Runway 15. These flight procedures route departing aircraft from Runway 15 with a climbing right turn to 210° before aircraft are further directed by ATC using manual radar vectors.¹ Each departing aircraft flies southwest on this specified heading until directed to turn to the northwest or northeast, where the aircraft joins an RNAV transition to the *en route* airway structure, depending on the aircraft's final destination. This means that the distance the aircraft travels over the ground prior to being vectored varies based on operational factors such as airspace congestion, aircraft separation requirements, and timing of communications between ATC and pilots.

Project Description

The proposed OROSZ THREE and SLAPP THREE flight procedures would modify the existing procedures by creating open SIDs. RNAV technology allows aircraft to use satellite information to more accurately determine aircraft position, thereby improving navigation. An open SID is a type of RNAV departure procedure that begins and ends with a defined path but contains one or more ATC-assigned vector legs between these two points. The open SID design provides the precision and predictability associated with satellite-based navigation routes while giving ATC the responsibility to direct aircraft, as necessary, in the highly congested airspace near the Airport. In contrast to present-day operations, the proposed open SID procedures will direct Runway 15 departures to the west more predictably by utilizing two new airspace fixes. Aircraft would enter the open leg of the procedure, where ATC would provide vectors for aircraft to turn north toward the next charted fix. After reaching the next charted fix, aircraft would resume following the departure procedure unless directed otherwise by ATC. One possible outcome of implementing the proposed flight procedure amendments is a greater concentration of flights within a narrower band of airspace.

General Study Area

The General Study Area (GSA) is delineated for the purpose of identifying potential environmental impacts in accordance with NEPA. The GSA encompasses an area of approximately 570 square miles around BUR Airport within Los Angeles and Ventura Counties,

¹ Manual radar vectors: Directional headings issued to aircraft by ATC to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

California, up to an altitude of 18,000 feet mean sea level. The GSA includes Van Nuys Airport and Whiteman Airport and is constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures.

OROSZ THREE and SLAPP THREE would be located entirely above the surface of the earth. Accordingly, they do not include land acquisition, construction, or other ground disturbance activities that result in the physical use of Section 4(f) resources. However, the FAA will be considering whether changes in aircraft flight routes associated with the proposed project would introduce or increase aircraft routing over Section 4(f) resources that could result in potential adverse effects or the constructive use of these resources through the introduction of noise. Given the proposed project consists entirely of changes within the airspace of the GSA, the FAA has developed the GSA focusing on where impacts could potentially occur.

Enclosure 1 shows the GSA with respect to noise impacts. The complex shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic that would use the proposed project if it was implemented was analyzed for flight track density. A corridor of existing dense overflights across the GSA was identified, and the area of this corridor was noted for development of the GSA. The GSA boundary was then extended laterally to be one mile past the flight corridor.
- (2) The projected aircraft overflights using the proposed project were reviewed and compared to the existing overflight traffic. This review was done to determine any additional areas where overflights could increase. These areas were found to be generally located to the southwest and west of the Airport. While flights generally proceed further west and farther away from the Airport, the proposed project is not expected to cause aircraft to overfly areas that they do not currently overfly on the OROSZ and SLAPP. The GSA boundary was extended laterally to be one mile past the area of potential overflights.
- (3) The GSA pictured in **Enclosure 1** illustrates the dense concentration of current overflights within the affected area and reflects areas anticipated to be overflown after the implementation of the proposed project.

The GSA was developed to consider what areas would experience either new overflights or an increased concentration in overflights that could result in potential adverse effects on a Section 4(f) resource. After a review of flight track radar data and the location of new fixes associated with the proposed project, it was found that the geographic boundary of the proposed project was entirely contained within the boundary of the existing flights (i.e., Steps 1 and 2 yielded the same geographic area). The largest effect to Runway 15 procedures is expected to be a shift to the west and north for many aircraft that currently utilize the southernmost and easternmost areas of the GSA. While the analysis to determine the exact location of potential overflights is ongoing, the GSA was defined to incorporate all areas that could conceivably receive increases in overflights. **Enclosure 2** illustrates the GSA with the proposed SLAPP THREE and OROSZ THREE.

Identification of Interested Parties

The views of all appropriate stakeholders and federal, state, and local officials are essential to inform the Federal decision-making in the Section 4(f) process; as such, the FAA also requests your assistance in identifying the appropriate stakeholders that likely have an interest in the project and its effects on Section 4(f) resources. The FAA seeks your input on any information you can provide about other parties who may need to be contacted.

We look forward to your response and information on 4(f) properties in the GSA and within your jurisdiction. If you have any initial comments or questions on this proposed project, please contact Ryan Weller at (206) 231-2286 or ryan.weller@faa.gov.

Sincerely,

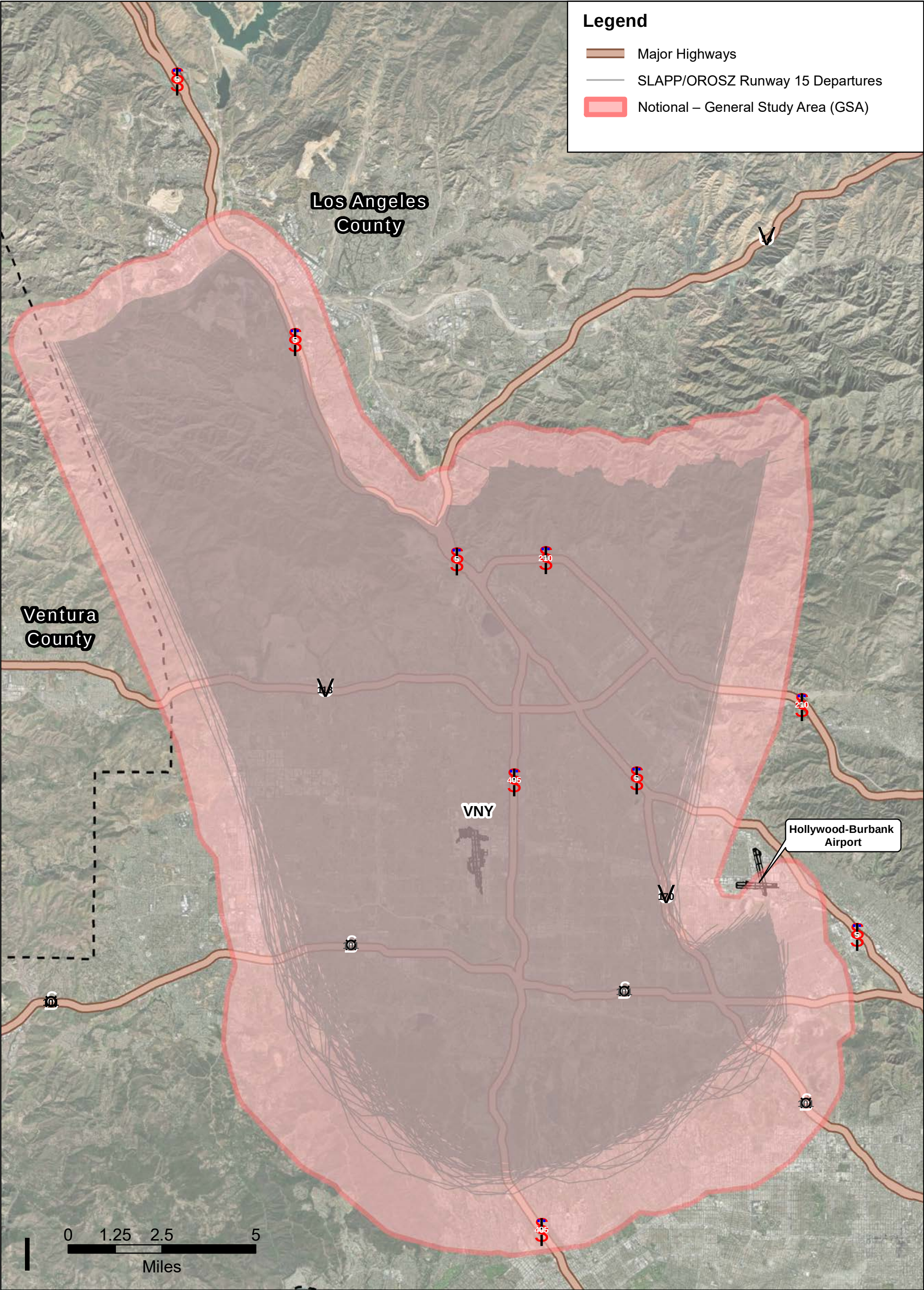
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "ORIGINAL" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



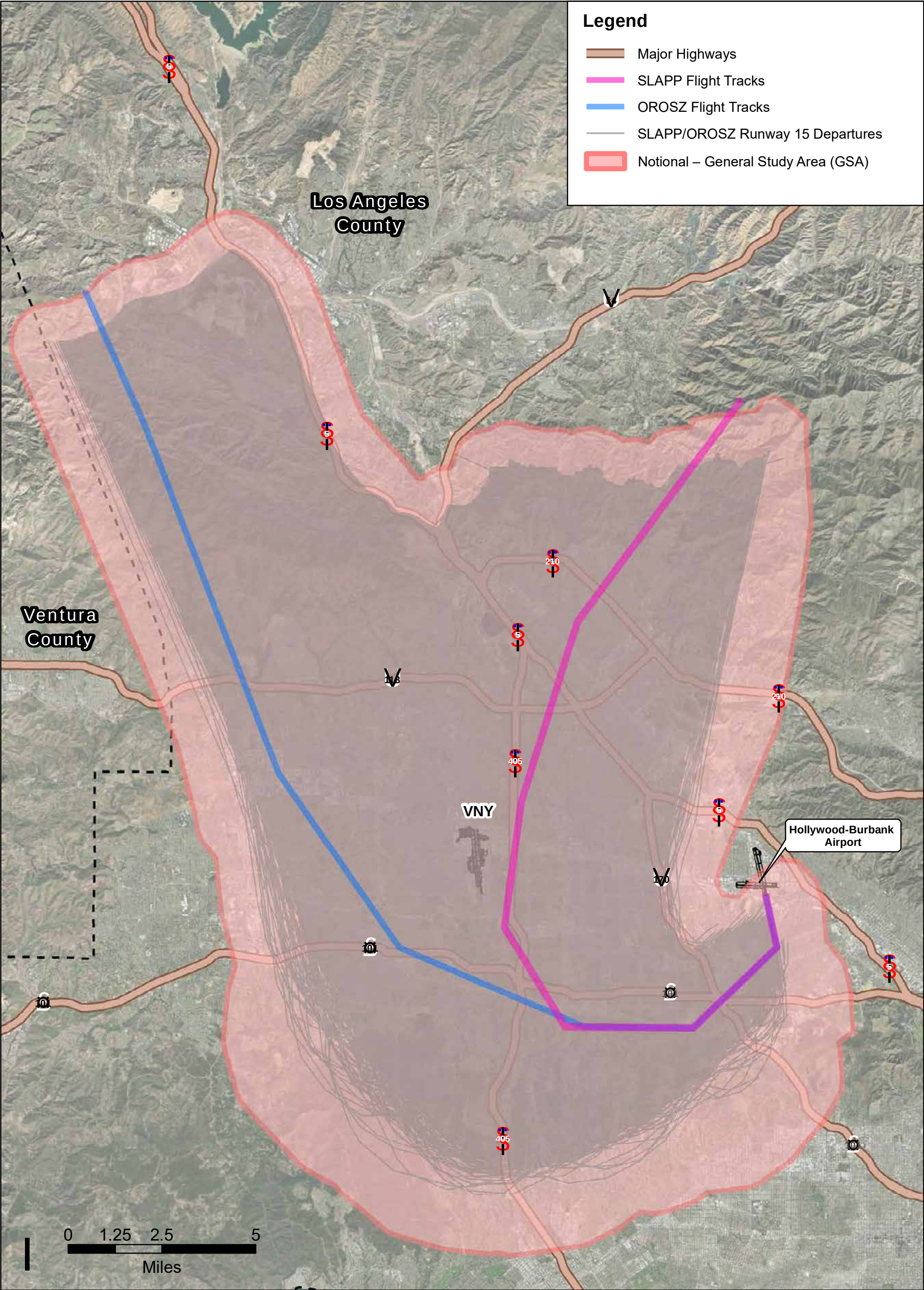
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Wednesday, October 25, 2023 12:41 PM
To: edelman@smmc.ca.gov
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); marc.shores@mrca.ca.gov
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Dear Paul,

We have received your request and will should have something to your office in the next few days. I will be the primary point of contact for the project for FAA going forward so please reach out to me if you have any questions or comments.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Paul Edelman <
Sent: Tuesday, October 24, 2023 5:10 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Marc Shores <
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Ryan – so MRCA and SMMC can provide the best spatial data to you can you direct us to any docs that show the maximum spread of the concerned flight paths?
Marc is our GIS specialist.

Thank You Paul 310-589-3200 x 128

From: MRCA Public Affairs <publicaffairs@mrca.ca.gov>
Sent: Tuesday, October 24, 2023 4:43 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: MRCA Public Affairs
Sent: Wednesday, October 4, 2023 2:51 PM

To: Paul Edelman <edelman@smmc.ca.gov>

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Tuesday, October 3, 2023 2:22 PM

To: info@parks.ca.gov; Jim Friedl <jfriedl@crpd.org>; roman.torres@usda.gov; ksstriplin@santa-clarita.com; CityManager@sfcity.org; Citymanager@beverlyhills.org; pwr_regional_director@nps.gov; imr_regional_director@nps.gov; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org; Plan.Counter@ventura.org; zoningldcc@planning.lacounty.gov; parksandrec@burbankca.gov; BLM_CA_Web_PS <BLM_CA_Web_PS@blm.gov>; MRCA Info <info@mrca.ca.gov>

Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Massey, Sara L (FAA) <Sara.L.Massey@faa.gov>; Burbank EA Project <BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello,

The Federal Aviation Administration (FAA) is writing in regards to a proposed FAA project to amend the OROSZ and SLAPP departure procedures at the Hollywood Burbank Bob Hope Airport. The FAA sent you a letter in August 2023 requesting information on Section 4(f) properties within your jurisdiction. This information is important in the FAA's analysis and to maintain the project schedule, the FAA requests this information be provided by November 3, 2023.

Please contact me if you have any questions or require further information. Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Wednesday, October 25, 2023 1:24 PM
To: 'edelman@smmc.ca.gov'
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); 'marc.shores@mrca.ca.gov'; Burbank EA Project
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email
Attachments: APE_BUR_SLAPP_OROSZ_EA.zip

Dear Paul,

Please find the attached .zip shapefile (readable in ArcGIS) that illustrates the boundaries of the study area for this project responsive to your office's request. Please let me know if you have any issues accessing the file, or if you have questions or comments.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Sturnfield, Emily (FAA)
Sent: Wednesday, October 25, 2023 12:41 PM
To: edelman@smmc.ca.gov
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <Joseph.M.Bert@faa.gov>; marc.shores@mrca.ca.gov
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Dear Paul,

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From: Paul Edelman <Paul.Edelman@faa.gov>
Sent: Tuesday, October 24, 2023 5:10 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Marc Shores <Marc.Shores@faa.gov>
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Ryan – so MRCA and SMMC can provide the best spatial data to you can you direct us to any docs that show the maximum spread of the concerned flight paths?
Marc is our GIS specialist.

Thank You Paul 310-589-3200 x 128

From: MRCA Public Affairs <publicaffairs@mrca.ca.gov>
Sent: Tuesday, October 24, 2023 4:43 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: MRCA Public Affairs
Sent: Wednesday, October 4, 2023 2:51 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Sent: Tuesday, October 3, 2023 2:22 PM
To: info@parks.ca.gov; Jim Friedl <jfriedl@crpd.org>; roman.torres@usda.gov; kstriplin@santa-clarita.com; CityManager@sfcity.org; Citymanager@beverlyhills.org; pwr_regional_director@nps.gov; imr_regional_director@nps.gov; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org; Plan.Counter@ventura.org; zoningldcc@planning.lacounty.gov; parksandrec@burbankca.gov; BLM_CA_Web_PS <BLM_CA_Web_PS@blm.gov>; MRCA Info <info@mrca.ca.gov>
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Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Wednesday, October 25, 2023 2:46 PM
To: Sturnfield, Emily (FAA)
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); marc.shores@mrca.ca.gov
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Thank you Emily – shape files received. At this point is the request just for the spatial location of parcels owned by the Mountains Recreation and Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy (State of CA)?

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Wednesday, October 25, 2023 12:41 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; marc.shores@mrca.ca.gov
Subject: [Junk]RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

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From: MRCA Public Affairs

Sent: Wednesday, October 4, 2023 2:51 PM

To: Paul Edelman <edelman@smmc.ca.gov>

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Tuesday, October 3, 2023 2:22 PM

To: info@parks.ca.gov; Jim Friedl <Jfriedl@crpd.org>; roman.torres@usda.gov; kstriplin@santa-clarita.com; CityManager@sfcity.org; Citymanager@beverlyhills.org; pwr_regional_director@nps.gov; imr_regional_director@nps.gov; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org; Plan.Counter@ventura.org; zoningldcc@planning.lacounty.gov; parksandrec@burbankca.gov; BLM_CA_Web_PS <BLM_CA_Web_PS@blm.gov>; MRCA Info <info@mrca.ca.gov>

Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Massey, Sara L (FAA) <Sara.L.Massey@faa.gov>; Burbank EA Project <BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>

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Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Wednesday, October 25, 2023 6:08 PM
To: Paul Edelman
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); marc.shores@mrca.ca.gov; Burbank EA Project
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Dear Paul,

That would be great – we are interested in any resources the SMMC may have within the study area. A shapefile/maps and a list of those resources would be helpful to us.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

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From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Wednesday, October 25, 2023 2:46 PM
To: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; marc.shores@mrca.ca.gov
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Thank you Emily – shape files received. At this point is the request just for the spatial location of parcels owned by the Mountains Recreation and Conservation Authority (MRCA) and the Santa Monica Mountains Conservancy (State of CA)?

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Wednesday, October 25, 2023 12:41 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; marc.shores@mrca.ca.gov
Subject: [Junk]RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Dear Paul,

We have received your request and will should have something to your office in the next few days. I will be the primary point of contact for the project for FAA going forward so please reach out to me if you have any questions or comments.

Thank you,

Emily Sturnfield, MS, PG
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Office: 206-231-2415
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From: Paul Edelman <Paul.Edelman@faa.gov>
Sent: Tuesday, October 24, 2023 5:10 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Marc Shores <Marc.Shores@faa.gov>
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Ryan – so MRCA and SMMC can provide the best spatial data to you can you direct us to any docs that show the maximum spread of the concerned flight paths?
Marc is our GIS specialist.

Thank You Paul 310-589-3200 x 128

From: MRCA Public Affairs <publicaffairs@mrca.ca.gov>
Sent: Tuesday, October 24, 2023 4:43 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: MRCA Public Affairs
Sent: Wednesday, October 4, 2023 2:51 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Sent: Tuesday, October 3, 2023 2:22 PM
To: info@parks.ca.gov; Jim Friedl <Jfriedl@crpd.org>; roman.torres@usda.gov; ksstriplin@santa-clarita.com; CityManager@sfcity.org; Citymanager@beverlyhills.org; pwr_regional_director@nps.gov; imr_regional_director@nps.gov; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org; Plan.Counter@ventura.org; zoningldcc@planning.lacounty.gov; parksandrec@burbankca.gov; BLM_CA_Web_PS <BLM_CA_Web_PS@blm.gov>; MRCA Info <info@mrca.ca.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Massey, Sara L (FAA) <Sara.L.Massey@faa.gov>; Burbank EA Project

<BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com;
Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello,

The Federal Aviation Administration (FAA) is writing in regards to a proposed FAA project to amend the OROSZ and SLAPP departure procedures at the Hollywood Burbank Bob Hope Airport. The FAA sent you a letter in August 2023 requesting information on Section 4(f) properties within your jurisdiction. This information is important in the FAA's analysis and to maintain the project schedule, the FAA requests this information be provided by November 3, 2023.

Please contact me if you have any questions or require further information. Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Friday, November 3, 2023 4:35 PM
To: Weller, Ryan (FAA); Sturnfield, Emily (FAA)
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores
Subject: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport
Attachments: MRCA letter on Section 4F OROSZ and SLAPP Hollywood Burbank Airport.pdf; MRCA 11-1-23 Item VI(h) Res _ 23-130 - Pdf.pdf; MRCA_managed_wthin_FAA_proposed.zip; APE_BUR_2023_08_21 (Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures project boundary).pdf

Hello Ryan and Emily – attached are the Mountains Recreation and Conservation Authority’s Section 4(f) comments as requested by November 3rd. The letter is accompanied by three attachments including a shape file of all directly affected MRCA lands in the General Study Area.

Thank You

Paul Edelman
310-589-3200 ext. 128

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

November 1, 2023
Resolution No. 23-130

RESOLUTION OF THE GOVERNING BOARD OF THE MOUNTAINS RECREATION AND CONSERVATION AUTHORITY AUTHORIZING A LETTER WITH AGENCY OWNERSHIP DATA TO THE FEDERAL AVIATION ADMINISTRATION REGARDING POTENTIAL SECTION 4(F) IMPACTS TO MRCA-OWNED AND MANAGED PARKLANDS FROM THE PROPOSED OROSZ THREE DEPARTURE AND SKAPP THREE DEPARTURE PROCEDURES AT HOLLYWOOD BURBANK BOB HOPE AIRPORT, CITY OF LOS ANGELES AND UNINCORPORATED LOS ANGELES COUNTY

Resolved, That the Governing Board of the Mountains Recreation and Conservation Authority (MRCA) hereby:

1. AUTHORIZES sending a comment letter with agency ownership data to the Federal Aviation Administration regarding potential Section 4(f) impacts to MRCA-owned and managed parklands.
2. FINDS that the proposed action is categorically exempt from the provisions of the California Environmental Quality Act;
3. ADOPTS the staff report and recommendation dated November 1, 2023;
4. AUTHORIZES the Executive Officer or his designee to do any and all acts necessary to carry out this resolution and any recommendations made by the Governing Board.



Chairperson

AYES: Paranick, Hasenauer, Lange

NOS: none

ABSTAIN: none

ABSENT: Ortega

I HEREBY CERTIFY that the foregoing resolution was adopted at a regular meeting of the governing board of the Mountains Recreation and Conservation Authority, duly noticed and held according to law on November 01, 2023.

Date: November 1, 2023



Executive Officer



MOUNTAINS RECREATION & CONSERVATION AUTHORITY
KING GILLETTE RANCH
26800 Mulholland Highway
Calabasas, California 91302
Phone (818) 878-0866 Fax (818) 878-0508

November 3, 2023

Byron Chew
Federal Aviation Administration
2200 South 216th Street
Demoines, Washington 98198

Via Electronic Mail

**Section 4(f) Comments on Proposed OROSZ THREE DEPARTURE (RNAV)
and SLAPP THREE DEPARTURE (RNAV) Procedures
at Hollywood Burbank Airport**

Dear Mr. Chew:

The Mountains Recreation and Conservation Authority (MRCA) manages approximately 21,708 acres of public parkland (1,139 legal parcels) within the subject General Study Area. Of that total acreage, the MRCA owns 17,050 acres in fee simple and the Santa Monica Mountains Conservancy (State of California) owns 2,060 acres in fee simple. All these public lands are open to the public and at least 21,600 acres comprise valuable wildlife habitat. At least 21,000 of these acres provide habitat for State-listed threatened evolutionary significant southern California mountain lion populations.

The MRCA also manages multiple developed scenic overlooks along Mulholland Drive on City of Los Angeles-owned-road rights-of-ways that look over the San Fernando Valley. These overlooks and at least 21,000 acres of MRCA-managed parklands unquestionably have "quiet" as an attribute. All these lands with a quiet as an attribute provide both nature immersion and some relief from all urban noise with immediate proximity to several million people. Many of these parkland areas can also be reached by public transit. These MRCA-owned and managed lands both within and outside the General Study Area are shown on the attached map figure and are included in the attached Zipped folder in a shape file.

Without question all these public MRCA lands will be subject to varying degrees of increased noise impacts and loss of quiet from the proposed project. The most adversely affected parklands would be in the eastern Santa Monica Mountains from the Lake Hollywood area to the 405 freeway because the ascending planes would be closer to ground level where there are people outside. Many MRCA parklands in this section of the mountain range straddle the east-west coursing ridgeline of the Santa Monica Mountains. The best noise mitigation is to route flights further northward of this ridgeline and its ascending slopes to achieve the best chances of "quiet" in these

heavily used parklands that are at a higher elevation than the floor of the San Fernando Valley. Nonetheless, proposed project noise level increases and changes from Burbank Airport takeoffs will significantly decrease the level of quiet in multiple MRCA-owned and managed parklands. These parklands are clearly Section 4(f) resources, and they further include National Park Service owned lands in Franklin Canyon.

To compensate for the proposed permanent noise impacts to these Section 4(f) resources, additional mitigation must be provided to balance out the degradation of quiet on public open space that would be, and is currently, affected during all daylight use hours 365 days a year. Generally, MRCA parks are open from 30 minutes before sunrise to 30 minutes after sunset.

One route to partially balance out the degradation of existing parkland quiet attributes is to create additional parkland opportunities that may be more shielded from adverse airplane noise and may be more easily accessed. There is a simple equation that more parklands equate to proportionately more potential access to resources that provide quiet attributes in nature. More parkland choices permit people to choose sites with potentially fewer routed take offs during certain times of day. More parkland would also disperse users and thus provide a user experience with less human noise and congestion in parking areas and on trails. Essentially if the loss of quiet is not adequately diminished by moving flights away from these mountain parklands, the only feasible mitigation is to improve the experience of the public that uses these lands 365 days a year.

The MRCA asserts that a Section 4(f) mitigation package must be provided to compensate for the significant unavoidable permanent loss of public quiet attributes on MRCA parklands in the General Study Area. That mitigation package must include \$25,000,000 to the MRCA to purchase remaining private lands, particularly on the north-facing slope of the Santa Monica Mountains and some near the range's ridgeline on the south-facing slope. Portions of these lands are within the boundary of the Santa Monica Mountains National Recreation Area.

The MRCA has been acquiring and stewarding lands in this area since the late 1980s and understands the expensive market and what undeveloped lands are available with quiet attributes and other public benefits. The mitigation package must also include \$15,000,000 to develop access to new mitigation funded parklands and to enhance the visitor serving infrastructure within the most adversely affected and most visited parklands—such as Wilacre Park. Half of the \$15,000,000 should be used for maintenance over the course of 10 years and the other half for capital improvements.

Byron Chew
Federal Aviation Administration
MRCA Section 4(f) Comments
November 3, 2023
Page 3

The over \$100,000,000 of public funds invested over 30 years to acquire these eastern Santa Monica Mountains MRCA parklands warrant no less mitigation for permanent losses of quiet attributes in scores of open space parklands in one of the largest cities in the United States. The total requested Section 4(f) compensation is \$40,000,000 to be made available to the MRCA, a local government agency. The MRCA Governing Board Authorized this letter at its November 1, 2023 meeting (Resolution attached).

I can be contacted at the above letterhead address and at 310-589-3230, extension 128 or edelman@smmc.ca.gov if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Edelman", is centered below the "Sincerely," text.

Paul Edelman
Chief of Natural Resources and Planning

Three Attachments

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Friday, November 3, 2023 4:48 PM
To: Paul Edelman; Weller, Ryan (FAA)
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores; Burbank EA Project
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Dear Paul,

We received your comments and were able to open the attachments without issues. Thank you for providing comments and for providing the list of resources in your jurisdiction pursuant to our consultation letter, it is helpful to us.

Sincerely,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

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From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Friday, November 3, 2023 4:35 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>
Subject: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Hello Ryan and Emily – attached are the Mountains Recreation and Conservation Authority's Section 4(f) comments as requested by November 3rd. The letter is accompanied by three attachments including a shape file of all directly affected MRCA lands in the General Study Area.

Thank You

Paul Edelman
310-589-3200 ext. 128

Sturnfield, Emily (FAA)

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Friday, November 3, 2023 9:10 PM
To: Sturnfield, Emily (FAA); Weller, Ryan (FAA)
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores; Burbank EA Project
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Great super appreciate the response.

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Friday, November 3, 2023 4:48 PM
To: Paul Edelman <edelman@smmc.ca.gov>; Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
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Thank You

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310-589-3200 ext. 128

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Monday, November 13, 2023 12:00 PM
To: Paul Edelman
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores; Burbank EA Project
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Dear Paul,

We are working through the data set you provided us and wanted to inquire whether your office could provide us with coordinates (lat/long) for the resources specified in an excel sheet format. Please let me know if that would be possible and thank you for your time.

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Sent: Friday, November 3, 2023 9:10 PM
To: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

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Thank You

Paul Edelman

310-589-3200 ext. 128

Sturnfield, Emily (FAA)

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Monday, November 13, 2023 12:14 PM
To: Sturnfield, Emily (FAA)
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores; Burbank EA Project
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

We will do that.

PE

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Monday, November 13, 2023 12:00 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
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310-589-3200 ext. 128

Sturnfield, Emily (FAA)

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Sent: Monday, November 13, 2023 12:15 PM
To: Sturnfield, Emily (FAA)
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores; Burbank EA Project
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport
Attachments: mrca_latlong.dbf.xlsx

Emily is this what you are asking for?

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
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Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
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From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Friday, November 3, 2023 4:48 PM
To: Paul Edelman <edelman@smmc.ca.gov>; Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Dear Paul,

We received your comments and were able to open the attachments without issues. Thank you for providing comments and for providing the list of resources in your jurisdiction pursuant to our consultation letter, it is helpful to us.

Sincerely,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
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This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Paul Edelman <edelman@smmc.ca.gov>

Sent: Friday, November 3, 2023 4:35 PM

To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>

Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>

Subject: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Hello Ryan and Emily – attached are the Mountains Recreation and Conservation Authority's Section 4(f) comments as requested by November 3rd. The letter is accompanied by three attachments including a shape file of all directly affected MRCA lands in the General Study Area.

Thank You

Paul Edelman
310-589-3200 ext. 128

AGENCY	MANAGED_BY	PROPERTY	PROP_TYPE	ACQ_DATE	ACRES	APN_LIST	COMMON_NAM	NUM	Year_Acq	APNcurrent	key_εlat	long
MRCA	MRCA	WOODSTOCK DONATION	DONATION	8/18/1994		0.190 5565024900		0	1994	5565024900	0 34┐ 7' 13.589" N	118┐ 22' 15.515" W
SMMC	MRCA	CAHEUNGA PASS- REEDS/FARRIS	DONATION	6/21/1984		0.480 5549003902		1	1984	5549003902	316 34┐ 7' 19.558" N	118┐ 20' 28.762" W
SMMC	MRCA	BENEDICT CANYON- PARMA	DONATION	11/27/1991		26.829 4383011900		2	1991	4383011900	89 34┐ 6' 25.736" N	118┐ 26' 2.519" W
SMMC	MRCA	BENEDICT CYN- JAMES	FEE TITLE	6/14/1993		0.203 4383006900		3	1993	4383006900	0 34┐ 6' 37.568" N	118┐ 26' 6.136" W
MRCA	MRCA	BENEDICT CYN- ECONN	DONATION	1/01/2000		0.454 4383009900		11	2000	4383009900	413 34┐ 6' 30.390" N	118┐ 26' 7.277" W
SMMC	MRCA	LONGRIDGE CANYON PARK - GRIFFIN (REAL PROPERTY #10131)	DEDICATION	8/09/1993		16.591 2385002927	Longridge Canyon Park	13	1993	2385002927	374 34┐ 7' 53.630" N	118┐ 25' 17.027" W
MRCA	MRCA	LONGRIDGE CANYON PARK - GRIFFIN (REAL PROPERTY #10131)	PURCHASE	6/28/1994		37.766 2385002928	Longridge Canyon Park	14	1994	2385002928	391 34┐ 8' 3.493" N	118┐ 25' 13.980" W
MRCA	MRCA	MANDEVILLE CANYON- WESTRIDGE/BOECKMAN	FEE TITLE	12/28/2000		96.407 4492031900	Westridge Canyonback Wilderness Park	18	2001	4492031900	0 34┐ 5' 15.760" N	118┐ 30' 51.720" W
MRCA	MRCA	WASSERMAN1		12/24/2002		11.373 2826026907	Newhall Pass Trailhead	23	2002	2826026907	0 34┐ 20' 21.766" N	118┐ 31' 31.546" W
MRCA	MRCA	WASSERMAN2		12/24/2002		16.439 2826026905	Newhall Pass Trailhead	24	2002	2826026905	0 34┐ 20' 20.076" N	118┐ 31' 20.454" W
MRCA	MRCA	WASSERMAN3		12/24/2002		4.457 2826015900		25	2002	2826015900	0 34┐ 20' 38.827" N	118┐ 36' 52.153" W
MRCA	MRCA	ELRITA BOWL		4/09/2001		4.272 5565004901		27	2001	5565004901	0 34┐ 7' 14.956" N	118┐ 22' 39.026" W
SMMC	MRCA	FRANKLIN CANYON PARK WODOC	EXCHANGE	5/09/1995		3.346 4387002905	Franklin Canyon Park	28	1995	4387002905	454 34┐ 7' 21.151" N	118┐ 24' 31.555" W
SMMC	MRCA	COLDWATER CANYON NORTH - RIVERS REAL PROPERTY #10065	DONATION	12/28/1995		2.034 2385022900		29	1995	2385022900	437 34┐ 7' 52.591" N	118┐ 24' 48.109" W
PRIVATE	MRCA	SUMMIT ABOVE BEVERLY HILLS HOA TRAIL EASEMENT #11203	EASEMENT	7/16/2007		2.585 EASEMENT 2382012016, 017027	DEARING TRAIL EASEMENT	30	2007	EASEMENT 2382012016, 017027	0 34┐ 7' 41.290" N	118┐ 23' 48.647" W
MRCA	MRCA	BROWNS CANYON- WEBB	FEE TITLE	9/10/2002		75.773 2821009905	Michael D. Antonovich Regional Park at Joughin Ranch	31	2002	2821009905	0 34┐ 17' 47.606" N	118┐ 36' 29.082" W
SMMC	MRCA	HASTAIN PROPERTY		12/24/2001		20.516 4387016902		35	2001	4387016902	0 34┐ 7' 1.185" N	118┐ 24' 27.976" W
MRCA	MRCA	CAHUENGA PASS- OAKSHIRE CANYON	FEE TITLE	1/2/2003		16.948 2427006904		41	2003	2427006904	0 34┐ 7' 36.326" N	118┐ 21' 22.288" W
MRCA	MRCA	MANDEVILLE WEST		10/28/1998		0.009 4491009903		43	1998	4491009903	0 34┐ 5' 50.167" N	118┐ 30' 13.145" W
MRCA	MRCA	BENEDICT CYN- JAMES	TAX DEFAULT	6/01/1982		0.059 4371024904		46	1982	4371024904	0 34┐ 5' 35.405" N	118┐ 26' 19.433" W
PRIVATE	MRCA	OUTPOST CANYON - CASTILIAN DRIVE	EASEMENT	12/23/2002		0.136 EASEMENT 5549013064		47	2002	EASEMENT 5549013064	0 34┐ 6' 36.368" N	118┐ 20' 37.708" W
PRIVATE	MRCA	OUTPOST CANYON - CASTILIAN DRIVE	EASEMENT	12/23/2002		0.139 EASEMENT 5549013063		48	2002	EASEMENT 5549013063	0 34┐ 6' 35.668" N	118┐ 20' 37.646" W
MRCA	MRCA	CAHUENGA PASS- LAKERIDGE	PURCHASE	7/01/1991		0.456 5577017900		51	1991	5577017900	364 34┐ 7' 23.663" N	118┐ 20' 27.212" W
MRCA	MRCA	SYLMAR SOMBRERO CYN	DONATION	9/17/2002		139.035 2581001902		52	2002	2581001902	0 34┐ 20' 1.690" N	118┐ 28' 18.145" W
MRCA	MRCA	21000 ANNEX 2	FEE TITLE	12/21/1998		0.198 2172032900		57	1998	2172032900	0 34┐ 8' 43.108" N	118┐ 35' 29.230" W
MRCA	MRCA	OAK FOREST CYN NATURAL AREA	FEE TITLE	11/26/2002		1.124 2274025904	Oak Forest Canyon Natural Area	64	2002	2274025904	0 34┐ 8' 10.661" N	118┐ 26' 45.364" W
SMMC	MRCA	LITTLE TUJUNGA CYN TAXDEF	TAX DEFAULT	1/29/2003		9.269 2581010900		79	2003	2581010900	0 34┐ 20' 42.534" N	118┐ 21' 58.991" W
SMMC	MRCA	PICO CYN TAXDEF1	TAX DEFAULT	1/29/2003		10.939 2826030900		85	2003	2826030900	0 34┐ 21' 32.175" N	118┐ 37' 7.136" W
SMMC	MRCA	PICO CYN TADXDEF2	TAX DEFAULT	1/29/2003		20.460 2821033900		86	2003	2821033900	0 34┐ 20' 25.481" N	118┐ 36' 31.214" W
MRCA	MRCA	TOPANGA TAXDEF2	TAX DEFAULT	10/24/2002		0.028 4442007904		89	2002	4442007904	0 34┐ 6' 52.928" N	118┐ 34' 30.936" W
MRCA	MRCA	TOPANGA TAXDEF1	TAX DEFAULT	10/24/2002		0.028 4442007903		90	2002	4442007903	0 34┐ 6' 53.419" N	118┐ 34' 28.837" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		4.834 2826014904		93	2003	2826014904	0 34┐ 21' 3.171" N	118┐ 37' 8.150" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		4.794 2826014905		94	2003	2826014905	0 34┐ 21' 3.160" N	118┐ 37' 4.287" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		4.800 2826014906		95	2003	2826014906	0 34┐ 21' 9.538" N	118┐ 37' 4.427" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		3.591 2826017907		96	2003	2826017907	0 34┐ 19' 35.759" N	118┐ 36' 19.941" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		3.763 2826018905		97	2003	2826018905	0 34┐ 20' 26.887" N	118┐ 36' 21.035" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		15.359 2826018904		98	2003	2826018904	0 34┐ 20' 25.239" N	118┐ 36' 1.161" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		2.767 2826030902		99	2003	2826030902	0 34┐ 21' 29.076" N	118┐ 36' 57.892" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		14.220 2826031900		100	2003	2826031900	0 34┐ 20' 43.164" N	118┐ 37' 1.705" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		16.036 2826032900		101	2003	2826032900	0 34┐ 20' 28.638" N	118┐ 37' 2.544" W
SMMC	MRCA	PICO CYN TAXDEF2	TAX DEFAULT	12/03/2003		4.123 2826033901		102	2003	2826033901	0 34┐ 20' 33.155" N	118┐ 36' 35.053" W
MRCA	MRCA	OAT MTN TAX DEFAULT	TAX DEFAULT	12/03/2003		10.913 2826030901		109	2003	2826030901	0 34┐ 21' 31.962" N	118┐ 37' 2.867" W
MRCA	MRCA	2013A TAX DEFAULT - POULSON 4 OF 4	TAX DEFAULT	12/03/2003		0.055 2845007900		110	2003	2845007900	0 34┐ 19' 4.631" N	118┐ 22' 15.839" W
MRCA	MRCA	2013A TAX DEFAULT - POULSON 2 OF 4	TAX DEFAULT	12/03/2003		0.055 2845007901		111	2003	2845007901	0 34┐ 19' 4.417" N	118┐ 22' 15.438" W
MRCA	MRCA	2013A TAX DEFAULT - POULSON 3 OF 4	TAX DEFAULT	12/03/2003		0.055 2845007902		112	2003	2845007902	0 34┐ 19' 4.203" N	118┐ 22' 15.036" W
MRCA	MRCA	TAXDEF GUERRERO 1 OF 2	TAX DEFAULT	12/03/2003		0.071 2845015900		113	2003	2845015900	0 34┐ 19' 2.303" N	118┐ 22' 12.327" W
MRCA	MRCA	TAXDEF GUERRERO 2 OF 2	TAX DEFAULT	12/03/2003		0.078 2845015901		114	2003	2845015901	0 34┐ 19' 1.122" N	118┐ 22' 11.293" W
SMMC	MRCA	ELRITA BOWL ADJ.	TAX DEFAULT	1/13/2004		0.260 5565025900		117	2004	5565025900	0 34┐ 7' 3.759" N	118┐ 22' 22.701" W
SMMC	MRCA	ELRITA BOWL ADJ. 2	TAX DEFAULT	1/13/2004		0.176 5565026902		118	2004	5565026902	0 34┐ 7' 1.042" N	118┐ 22' 27.131" W
SMMC	MRCA	MULHOLLAND ADJ. 2	TAX DEFAULT	1/13/2004		0.160 5570012900		119	2004	5570012900	0 34┐ 7' 37.658" N	118┐ 21' 38.916" W
SMMC	MRCA	MULHOLLAND ADJ. 1	TAX DEFAULT	1/13/2004		0.118 5570012901		120	2004	5570012901	0 34┐ 7' 37.750" N	118┐ 21' 39.319" W
MRCA	MRCA	VOLLMERS AND CO.	TAX DEFAULT	1/13/2004		0.439 4432001905		121	2004	4432001905	0 34┐ 7' 44.763" N	118┐ 31' 40.212" W
MRCA	MRCA	CHALK HILLS 1	FEE TITLE	4/02/2004		7.528 2166013900	Chalk Hills Open Space	122	2004	2166013900	0 34┐ 9' 53.760" N	118┐ 34' 50.232" W
MRCA	MRCA	CHALK HILLS 2	FEE TITLE	4/02/2004		12.807 2166013901	Chalk Hills Open Space	123	2004	2166013901	0 34┐ 9' 50.411" N	118┐ 34' 52.658" W
MRCA	MRCA	THRASHER AVE- FISHER	FEE TITLE	4/16/2004		10.311 5561003900		124	2004	5561003900	0 34┐ 6' 7.805" N	118┐ 23' 8.031" W
MRCA	MRCA	CUSHMAN- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.149 5577031900		125	2004	5577031900	0 34┐ 6' 55.024" N	118┐ 19' 55.817" W
MRCA	MRCA	SHADOW HILLS 57	DEDICATION	4/21/2004		11.005 2528035904		127	2004	2528035904	0 34┐ 15' 51.239" N	118┐ 21' 42.819" W
MRCA	MRCA	MCKAY- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.062 2428027900		130	2004	2428027900	0 34┐ 7' 12.611" N	118┐ 20' 40.416" W
MRCA	MRCA	CUSHMAN- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.176 5577031901		131	2004	5577031901	0 34┐ 6' 55.809" N	118┐ 19' 55.765" W
MRCA	MRCA	MGP ENTRANCE	TAX DEFAULT	1/13/2004		0.380 2174007900		132	2004	2174007900	0 34┐ 8' 55.632" N	118┐ 34' 43.393" W
MRCA	MRCA	PASSMORE- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.120 4371042905		133	2004	4371042905	0 34┐ 6' 11.217" N	118┐ 26' 40.216" W
MRCA	MRCA	TOMLINSON- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.060 4371041908		134	2004	4371041908	0 34┐ 6' 9.331" N	118┐ 26' 35.702" W
MRCA	MRCA	BEVERLY GLEN TAXDEF EAST	TAX DEFAULT	5/16/2006		0.116 4371040904		135	2006	4371040904	0 34┐ 6' 6.717" N	118┐ 26' 30.659" W
MRCA	MRCA	POWERS- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.106 4371019901		136	2004	4371019901	0 34┐ 5' 33.685" N	118┐ 26' 28.468" W
MRCA	MRCA	LOGAN- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.168 4383026900		137	2004	4383026900	0 34┐ 6' 49.030" N	118┐ 26' 23.373" W
MRCA	MRCA	KOLESA- CHAPTER 8 2187	TAX DEFAULT	3/24/2004		0.046 5567022901		138	2004	5567022901	0 34┐ 6' 27.004" N	118┐ 22' 20.029" W
MRCA	MRCA	HORNER		5/02/2002		14.317 2818021902		139	2002	2818021902	0 34┐ 16' 32.440" N	118┐ 35' 38.049" W
MRCA	MRCA	LAING-BROOKFIELD	DEDICATION	7/26/2004		44.501 2826128900		140	2004	2826128900	0 34┐ 22' 9.073" N	118┐ 35' 29.855" W
MRCA	MRCA	LAING-BROOKFIELD	DEDICATION	7/26/2004		37.147 2826125900		141	2004	2826125900	0 34┐ 22' 21.296" N	118┐ 34' 58.587" W
MRCA	MRCA	MANDEVILLE CANYON- TEBBE	TRANSFER	12/31/1994		4.150 4493011900		142	1994	4493011900	441 34┐ 6' 6.706" N	118┐ 30' 6.451" W
MRCA	MRCA	TENET		9/02/2004		0.115 5565027900		143	2004	5565027900	0 34┐ 7' 2.950" N	118┐ 22' 30.470" W
MRCA	MRCA	HILLPARK DEDICATION		12/20/2004		20.893 5549004900		144	2004	5549004900	0 34┐ 6' 57.951" N	118┐ 20' 23.463" W
MRCA	MRCA	BROOKS- CHAPTER 8 2213	TAX DEFAULT	12/17/2003		9.673 2821012905		145	2003	2821012905	0 34┐ 16' 22.919" N	118┐ 37' 56.322" W
MRCA	MRCA	TRANS WORLD ASSOC REAL ESTATE INV CHAPTER 8 2213	TAX DEFAULT	12/17/2003		1.510 2827029900		148	2003	2827029900	0 34┐ 20' 51.575" N	118┐ 32' 1.760" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	12/08/2004		39.580 2821008903	Michael D. Antonovich Regional Park at Joughin Ranch	154	2004	2821008903	0 34┐ 18' 27.733" N	118┐ 35' 59.182" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	12/08/2004		37.228 2821008904	Michael D. Antonovich Regional Park at Joughin Ranch	155	2004	2821008904	0 34┐ 18' 14.788" N	118┐ 35' 58.862" W

MRCA	MRCA	LOGANDALE DRIVE	TAX DEFAULT	1/25/2006	0.168 5585001902	163	2006 5585001902	0 34┐ 7' 4.647" N	118┐ 19' 35.856" W
MRCA	MRCA	WOODROW WILSON CHAPTER 8 2286	TAX DEFAULT	1/25/2006	0.050 2428003900	164	2006 2428003900	0 34┐ 7' 23.752" N	118┐ 20' 52.121" W
MRCA	MRCA	TAX DEFAULT- MILLER	TAX DEFAULT	1/25/2006	0.149 5556023905	165	2006 5556023905	0 34┐ 6' 11.844" N	118┐ 22' 17.055" W
MRCA	MRCA	ELUSIVE DRIVE1	TAX DEFAULT	1/25/2006	0.066 5567018903	166	2006 5567018903	0 34┐ 6' 26.653" N	118┐ 22' 32.641" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/25/2006	0.128 4371043900	167	2006 4371043900	0 34┐ 6' 4.697" N	118┐ 26' 40.617" W
MRCA	MRCA	WILACRE ADJACENT- PEYROT	DONATION	2/17/2006	2.569 2376014900	168	2006 2376014900	0 34┐ 8' 6.008" N	118┐ 23' 52.087" W
MRCA	MRCA	KENTER CANYON-GETTY		5/15/1998	0.363 4493027904	175	1998 4493027904	0 34┐ 4' 45.343" N	118┐ 28' 58.146" W
MRCA	MRCA	ROSS PROPERTY	FEE TITLE	4/25/2006	2.505 4384034900	176	2006 4384034900	0 34┐ 6' 16.901" N	118┐ 25' 51.410" W
PRIVATE	MRCA	3535 MULTIVIEW CE	EASEMENT	6/2003	0.114 PORTION OF 2425012010	181	2003 PORTION OF 2425012010	0 34┐ 7' 47.381" N	118┐ 21' 43.621" W
MRCA	MRCA	21000 MULHOLLAND		6/12/2002	62.614 2173007906	182	2002 2173007906	0 34┐ 8' 32.362" N	118┐ 35' 35.290" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	5/16/2006	0.093 4379024909	196	2006 4379024909	0 34┐ 6' 45.619" N	118┐ 26' 55.994" W
MRCA	MRCA	ELUSIVE DRIVE2	TAX DEFAULT	10/31/2006	0.073 5567018904	197	2006 5567018904	0 34┐ 6' 26.883" N	118┐ 22' 31.943" W
SMMC	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	6/01/1982	0.057 4371046905	198	1982 4371046905	0 34┐ 6' 13.426" N	118┐ 26' 35.871" W
MRCA	MRCA	TENET ADJ	TAX DEFAULT	10/31/2006	0.115 5565027901	201	2006 5565027901	0 34┐ 7' 2.500" N	118┐ 22' 30.222" W
MRCA	MRCA	TAX DEFAULT- SALAZAR	TAX DEFAULT	3/16/2006	0.032 2274020901	202	2007 2274020901	0 34┐ 8' 14.225" N	118┐ 26' 47.302" W
MRCA	MRCA	TENET ADJ	TAX DEFAULT	10/31/2006	0.102 5565027904	203	2006 5565027904	0 34┐ 6' 59.823" N	118┐ 22' 28.668" W
MRCA	MRCA	TENET ADJ	TAX DEFAULT	10/31/2006	0.114 5565027903	204	2006 5565027903	0 34┐ 7' 1.605" N	118┐ 22' 29.721" W
MRCA	MRCA	TENET ADJ	TAX DEFAULT	10/31/2006	0.115 5565027902	205	2006 5565027902	0 34┐ 7' 2.051" N	118┐ 22' 29.973" W
MRCA	MRCA	PALISADES LUTHERAN- CHAPTER 8 2187	TAX DEFAULT	3/24/2004	0.059 4371040903	206	2004 4371040903	0 34┐ 6' 8.709" N	118┐ 26' 30.199" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	3.414 2178007900	209	1984 2178007900	315 34┐ 8' 35.762" N	118┐ 34' 10.928" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	19.865 2180024902	210	1984 2180024902	315 34┐ 8' 25.582" N	118┐ 34' 8.602" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	2.419 2180024901	211	1984 2180024901	315 34┐ 8' 31.451" N	118┐ 34' 13.877" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	45.259 2174009900	213	1984 2174009900	315 34┐ 8' 29.506" N	118┐ 34' 23.136" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	168.843 4434001902	214	1984 4434001902	315 34┐ 8' 14.771" N	118┐ 34' 39.762" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	68.718 4434001903	215	1984 4434001903	315 34┐ 8' 6.388" N	118┐ 34' 7.255" W
SMMC	MRCA	CANYON OAKS	FEE TITLE	9/22/1994	40.077 4434004900	216	1994 4434004900	0 34┐ 7' 50.999" N	118┐ 36' 14.674" W
SMMC	MRCA	CANYON OAKS	FEE TITLE	9/22/1994	40.470 4434004901	217	1994 4434004901	0 34┐ 7' 37.772" N	118┐ 36' 14.692" W
SMMC	MRCA	CANYON OAKS	FEE TITLE	9/22/1994	4.301 4434004903	218	1994 4434004903	0 34┐ 7' 38.763" N	118┐ 35' 58.331" W
SMMC	MRCA	CANYON OAKS	FEE TITLE	9/22/1994	34.112 4434004902	219	1994 4434004902	0 34┐ 7' 46.157" N	118┐ 36' 3.357" W
SMMC	MRCA	SUMMIT VALLEY ED EDELMAN PARK	PURCHASE	9/22/1994	49.664 4434003902	222	1994 4434003902	461 34┐ 8' 2.547" N	118┐ 36' 9.416" W
SMMC	MRCA	SUMMIT VALLEY ED EDELMAN PARK	PURCHASE	9/22/1994	48.129 4434003901	223	1994 4434003901	461 34┐ 8' 13.507" N	118┐ 36' 8.782" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	34.982 4434006901	224	1994 4434006901	0 34┐ 7' 44.788" N	118┐ 35' 10.201" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	113.316 4434004906	225	1994 4434004906	0 34┐ 7' 41.828" N	118┐ 35' 34.007" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	34.108 4434006900	226	1994 4434006900	0 34┐ 7' 36.010" N	118┐ 35' 10.085" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	57.446 4434004905	227	1994 4434004905	0 34┐ 7' 46.816" N	118┐ 35' 45.236" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	17.920 4434004904	228	1994 4434004904	0 34┐ 7' 51.711" N	118┐ 35' 53.760" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	137.624 4434009902	229	1994 4434009902	0 34┐ 7' 18.909" N	118┐ 35' 3.314" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/01/1994	1.415 4434009901	230	1994 4434009901	0 34┐ 7' 25.589" N	118┐ 34' 49.311" W
MRCA	MRCA	MGP SOUTH TAX DEF	TAX DEFAULT	12/03/2003	10.332 4434005903	231	2003 4434005903	0 34┐ 8' 1.386" N	118┐ 35' 8.297" W
MRCA	MRCA	MGP SOUTH TAX DEF	TAX DEFAULT	12/03/2003	3.241 4434005902	232	2003 4434005902	0 34┐ 8' 1.395" N	118┐ 35' 3.053" W
MRCA	MRCA	MGP SOUTH TAX DEF	TAX DEFAULT	12/03/2003	21.179 4434005901	233	2003 4434005901	0 34┐ 8' 4.810" N	118┐ 34' 57.677" W
MRCA	MRCA	PICO CANYON/CARROLL	DONATION	12/29/2004	40.351 2828014910	267	2004 2828014910	0 34┐ 21' 32.479" N	118┐ 37' 50.193" W
MRCA	MRCA	PICO CANYON/CARROLL	DONATION	12/29/2004	40.785 2828014911	268	2004 2828014911	0 34┐ 21' 32.926" N	118┐ 37' 34.269" W
MRCA	MRCA	PICO CANYON/CARROLL	DONATION	12/29/2004	41.462 2828014907	269	2004 2828014907	0 34┐ 21' 46.161" N	118┐ 37' 34.723" W
MRCA	MRCA	PICO CANYON/CARROLL	DONATION	12/29/2004	41.404 2828014908	270	2004 2828014908	0 34┐ 21' 45.590" N	118┐ 37' 50.758" W
MRCA	MRCA	PICO CANYON/CARROLL	DONATION	12/29/2004	37.881 2826014909	271	2004 2826014909	0 34┐ 21' 45.096" N	118┐ 38' 6.221" W
MRCA	MRCA	CABALLERO CANYON	DEDICATION	3/08/1990	15.531 2177033904	275	1990 2177033904	85 34┐ 7' 55.731" N	118┐ 33' 7.295" W
SMMC	MRCA	MGP TRADEWOOD	PURCHASE	3/28/1984	79.654 2180025901	276	1984 2180025901	315 34┐ 8' 2.811" N	118┐ 33' 37.129" W
MRCA	MRCA	CABALLERO CANYON	DEDICATION	3/08/1990	34.991 2177033906	278	1990 2177033906	85 34┐ 8' 17.473" N	118┐ 32' 37.466" W
SMMC	MRCA	MGP- NBC DEDICATION	DEDICATION	9/09/1982	36.851 2174011903	297	1982 2174011903	305 34┐ 8' 50.382" N	118┐ 35' 11.696" W
SMMC	MRCA	MGP- NBC DEDICATION	DEDICATION	9/09/1982	11.692 2174011902	298	1982 2174011902	305 34┐ 9' 5.180" N	118┐ 35' 14.900" W
SMMC	MRCA	GARDEN OF THE GODS	DEDICATION	9/10/1990	14.452 2723021900	317	1990 2723021900	0 34┐ 16' 23.899" N	118┐ 36' 35.226" W
SMMC	MRCA	GARDEN OF THE GODS	DEDICATION	9/10/1990	12.766 2723022900	318	1990 2723022900	0 34┐ 16' 23.412" N	118┐ 36' 44.547" W
SMMC	MRCA	HILTON OPEN SPACE	DEDICATION	1/03/1994	104.336 4493015902	347	1994 4493015902	380 34┐ 5' 14.569" N	118┐ 29' 59.239" W
SMMC	MRCA	HILTON OPEN SPACE	DEDICATION	1/03/1994	30.818 4493014905	348	1994 4493014905	380 34┐ 5' 34.957" N	118┐ 29' 57.097" W
SMMC	MRCA	TOP OF TOPANGA OVERLOOK	PURCHASE	11/15/1995	6.291 4434037901	419	1995 4434037901	449 34┐ 8' 22.879" N	118┐ 35' 56.514" W
SMMC	MRCA	TOP OF TOPANGA OVERLOOK	PURCHASE	11/15/1995	0.346 4434037902	420	1995 4434037902	449 34┐ 8' 24.065" N	118┐ 36' 7.448" W
SMMC	MRCA	TOP OF TOPANGA OVERLOOK	PURCHASE	11/15/1995	2.536 4434037900	421	1995 4434037900	449 34┐ 8' 22.917" N	118┐ 36' 4.837" W
CITY OF LA	MRCA	SAN VICENTE MOUNTAIN PARK	CONTRACT	1/12/1973	3.985 4490011902	434	1973 4490011902	0 34┐ 7' 41.105" N	118┐ 30' 49.352" W
CITY OF LA	MRCA	SAN VICENTE MOUNTAIN PARK	CONTRACT	1/12/1973	2.367 4490011903	435	1973 4490011903	0 34┐ 7' 43.458" N	118┐ 30' 45.028" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	634.315 615-0-140-045	506	1998 615-0-140-045	0 34┐ 18' 2.493" N	118┐ 39' 55.029" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	563.383 615-0-140-025	507	1998 615-0-140-025	0 34┐ 18' 0.472" N	118┐ 38' 55.448" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	110.972 615-0-280-040	509	1998 615-0-280-040	0 34┐ 17' 6.928" N	118┐ 38' 14.692" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	628.765 615-0-140-035	510	1998 615-0-140-035	0 34┐ 18' 54.580" N	118┐ 39' 55.161" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	498.942 615-0-140-015	511	1998 615-0-140-015	0 34┐ 19' 4.629" N	118┐ 39' 23.189" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	606.206 615-0-280-050	512	1998 615-0-280-050	0 34┐ 17' 11.385" N	118┐ 38' 51.034" W
MRCA	MRCA	ROCKY PEAK PARK		9/23/1998	506.449 615-0-300-150	513	1998 615-0-300-150	0 34┐ 16' 26.715" N	118┐ 38' 38.388" W
MRCA	MRCA	ROCKY PEAK- RUNKLE RANCH	DEDICATION	9/23/1998	237.594 2821010905	514	1998 2821010905	507 34┐ 18' 3.750" N	118┐ 38' 16.038" W
SMMC	MRCA	ROCKY PEAK PARK DAVIDSON		10/20/1997	12.191 2821001900	515	1997 2821001900	0 34┐ 19' 13.664" N	118┐ 38' 2.785" W
MRCA	MRCA	ROCKY PEAK- RUNKLE RANCH	DEDICATION	9/23/1998	436.324 2821001905	516	1998 2821001905	507 34┐ 18' 52.916" N	118┐ 38' 30.241" W
MRCA	MRCA	ROCKY PEAK PARK DAVIDSON		2/24/1998	38.833 2821001904	517	1998 2821001904	0 34┐ 18' 31.917" N	118┐ 37' 48.828" W
SMMC	MRCA	ROCKY PEAK PARK DAVIDSON		10/20/1997	104.606 2821001902	518	1997 2821001902	0 34┐ 18' 43.364" N	118┐ 37' 56.958" W
MRCA	MRCA	ROCKY PEAK- BLIND CANYON	PURCHASE	2/24/1998	146.026 2821010904	519	1998 2821010904	431 34┐ 18' 12.258" N	118┐ 37' 41.397" W
MRCA	MRCA	ROCKY PEAK- BLIND CANYON	PURCHASE	2/24/1998	9.769 2821010903	520	1998 2821010903	431 34┐ 17' 57.062" N	118┐ 37' 36.088" W
MRCA	MRCA	ROCKY PEAK- BLIND CANYON	PURCHASE	2/24/1998	9.765 2821010902	521	1998 2821010902	431 34┐ 17' 57.064" N	118┐ 37' 28.169" W
SMMC	MRCA	ROCKY PEAK PARK DAVIDSON		10/20/1997	30.006 2821001903	522	1997 2821001903	0 34┐ 19' 4.203" N	118┐ 38' 1.915" W
MRCA	MRCA	ROCKY PEAK- BLIND CANYON	PURCHASE	2/24/1998	38.497 2821010900	523	1998 2821010900	431 34┐ 18' 13.355" N	118┐ 38' 0.343" W
MRCA	MRCA	ROCKY PEAK- BLIND CANYON	PURCHASE	2/24/1998	16.209 2821010901	524	1998 2821010901	431 34┐ 17' 54.020" N	118┐ 37' 59.072" W
MRCA	MRCA	ROCKY PEAK- RUNKLE RANCH	DEDICATION	9/23/1998	199.036 2826012900	525	1998 2826012900	507 34┐ 19' 24.913" N	118┐ 38' 38.779" W
SMMC	MRCA	ROCKY PEAK PARK DAVIDSON		10/20/1997	2.546 2821001901	526	1997 2821001901	0 34┐ 19' 8.254" N	118┐ 37' 57.776" W
SMMC	MRCA	WILSON CANYON PARK	PURCHASE	4/21/1995	74.020 2581003917	527	1995 2581003917	462 34┐ 20' 2.535" N	118┐ 26' 13.554" W
SMMC	MRCA	WILSON CANYON PARK	PURCHASE	4/21/1995	5.237 2581003905	528	1995 2581003905	462 34┐ 20' 2.747" N	118┐ 26' 6.464" W
SMMC	MRCA	WILSON CANYON PARK	PURCHASE	4/21/1995	5.164 2581003901	529	1995 2581003901	462 34┐ 20' 4.411" N	118┐ 25' 56.592" W

SMMC	MRCA	WILSON CANYON PARK	PURCHASE	4/21/1995	5.176	2581003906	Wilson Canyon Park	530	1995	2581003906	462 34┐ 20' 6.133" N	118┐ 26' 6.455" W
SMMC	MRCA	WILSON CANYON PARK	PURCHASE	4/21/1995	5.200	2581003902	Wilson Canyon Park	531	1995	2581003902	462 34┐ 20' 4.420" N	118┐ 26' 0.532" W
SMMC	MRCA	WILSON CANYON PARK	PURCHASE	4/21/1995	151.746	2581002911	Wilson Canyon Park	532	1995	2581002911	462 34┐ 20' 1.949" N	118┐ 26' 41.489" W
SMMC	MRCA	WILSON CANYON PARK		4/21/1995	6.413	2582003916	Wilson Canyon Park	533	1995	2582003916	0 34┐ 19' 40.370" N	118┐ 26' 27.493" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	0.114	2819004900		536	1998	2819004900	432 34┐ 16' 57.801" N	118┐ 35' 27.261" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	0.189	2819002902		537	1998	2819002902	432 34┐ 17' 3.369" N	118┐ 35' 28.197" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	0.051	2819004901		538	1998	2819004901	432 34┐ 16' 59.891" N	118┐ 35' 27.581" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	0.252	2819003901		539	1998	2819003901	432 34┐ 17' 1.629" N	118┐ 35' 28.000" W
MRCA	MRCA	21000 ANNEX 1	FEE TITLE	12/12/2003	0.233	2172032904		540	2003	2172032904	0 34┐ 8' 40.418" N	118┐ 35' 27.732" W
MRCA	MRCA	21000 ANNEX 1	FEE TITLE	12/12/2003	0.255	2172032903		541	2003	2172032903	0 34┐ 8' 41.217" N	118┐ 35' 27.862" W
MRCA	MRCA	21000 ANNEX 1	FEE TITLE	12/12/2003	0.218	2172032902		542	2003	2172032902	0 34┐ 8' 42.118" N	118┐ 35' 28.219" W
MRCA	MRCA	21000 ANNEX 1	FEE TITLE	12/12/2003	0.232	2172032901		543	2003	2172032901	0 34┐ 8' 42.715" N	118┐ 35' 28.590" W
MRCA	MRCA	MICHAEL D. ANTONOVICH OPEN SPACE PRESERVE		6/28/2002	85.017	2826028922	Michael D. Antonovich Open Space Preserve	547	2002	2826028922	0 34┐ 20' 3.488" N	118┐ 32' 6.523" W
MRCA	MRCA	MICHAEL D. ANTONOVICH OPEN SPACE PRESERVE		6/28/2002	231.638	2826029906	Michael D. Antonovich Open Space Preserve	548	2002	2826029906	0 34┐ 19' 59.954" N	118┐ 32' 38.169" W
MRCA	MRCA	MICHAEL D. ANTONOVICH OPEN SPACE PRESERVE		6/28/2002	38.100	2826028923	Michael D. Antonovich Open Space Preserve	549	2002	2826028923	0 34┐ 19' 45.086" N	118┐ 31' 59.179" W
MRCA	MRCA	MICHAEL D. ANTONOVICH OPEN SPACE PRESERVE		6/28/2002	79.176	2826029907	Michael D. Antonovich Open Space Preserve	550	2002	2826029907	0 34┐ 19' 44.953" N	118┐ 32' 30.671" W
MRCA	MRCA	DLH BROWNS MDA	DONATION	1/20/1998	2.733	2819001901		555	1998	2819001901	432 34┐ 17' 6.965" N	118┐ 35' 32.435" W
MRCA	MRCA	DLH BROWNS MDA	DONATION	1/20/1998	0.573	2819006903		556	1998	2819006903	432 34┐ 16' 56.523" N	118┐ 35' 35.367" W
MRCA	MRCA	DLH BROWNS MDA	DONATION	1/20/1998	1.751	2819002901		557	1998	2819002901	432 34┐ 17' 3.805" N	118┐ 35' 32.449" W
MRCA	MRCA	DLH BROWNS MDA	DONATION	1/20/1998	1.868	2819003902		558	1998	2819003902	432 34┐ 17' 1.188" N	118┐ 35' 32.609" W
MRCA	MRCA	DLH BROWNS MDA	DONATION	1/20/1998	2.777	2819005900		559	1998	2819005900	432 34┐ 16' 57.867" N	118┐ 35' 32.716" W
MRCA	MRCA	DLH BROWNS MDA	DONATION	1/20/1998	0.068	2819004902		560	1998	2819004902	432 34┐ 16' 56.859" N	118┐ 35' 30.371" W
MRCA	MRCA	DLH BROWNS MDA		1/20/1998	0.081	2819003900		561	1998	2819003900	0 34┐ 17' 0.946" N	118┐ 35' 30.098" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH		12/28/2005	7.378	2821008905	Michael D. Antonovich Regional Park at Joughin Ranch	597	2005	2821008905	0 34┐ 18' 6.102" N	118┐ 35' 54.599" W
MRCA	MRCA	8TH ST PARK		4/01/2005	0.936	2513033905	Pacoima Wash Natural Park	599	2005	2513033905	0 34┐ 17' 45.059" N	118┐ 25' 9.150" W
MRCA	MRCA	8TH ST PARK		4/01/2005	1.502	2513033904	Pacoima Wash Natural Park	600	2005	2513033904	0 34┐ 17' 40.737" N	118┐ 25' 14.510" W
MRCA	MRCA	8TH ST PARK		4/01/2005	0.387	2513033903	Pacoima Wash Natural Park	601	2005	2513033903	0 34┐ 17' 38.765" N	118┐ 25' 16.701" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.263	2821018904	Pacoima Wash Natural Park	602	2006	2821018904	0 34┐ 17' 9.171" N	118┐ 36' 16.865" W
MRCA	MRCA	POTRERO CYN SCWP	TAX DEFAULT	2/22/2007	10.691	2826009906		603	2007	2826009906	0 34┐ 23' 7.196" N	118┐ 36' 55.401" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.082	2821018907		605	2006	2821018907	0 34┐ 17' 9.033" N	118┐ 36' 19.636" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.181	2821018912		606	2006	2821018912	0 34┐ 17' 9.605" N	118┐ 36' 14.859" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.103	2821018908		607	2006	2821018908	0 34┐ 17' 9.410" N	118┐ 36' 20.897" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	1.423	2821018911		608	2006	2821018911	0 34┐ 17' 13.753" N	118┐ 36' 19.874" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.605	2821017901		609	2006	2821017901	0 34┐ 17' 19.183" N	118┐ 36' 20.551" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.088	2821017903		610	2006	2821017903	0 34┐ 17' 19.298" N	118┐ 36' 18.286" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.103	2821017902		611	2006	2821017902	0 34┐ 17' 16.928" N	118┐ 36' 20.779" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		12/04/2003	0.091	2821017906		612	2003	2821017906	0 34┐ 17' 18.908" N	118┐ 36' 19.483" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		12/04/2003	0.184	2821017910		613	2003	2821017910	0 34┐ 17' 18.711" N	118┐ 36' 18.295" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	15.496	2821016900		614	2006	2821016900	0 34┐ 17' 25.196" N	118┐ 36' 14.223" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	1.925	2821017915		615	2006	2821017915	0 34┐ 17' 16.127" N	118┐ 36' 16.119" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		12/04/2003	0.092	2821017909		616	2003	2821017909	0 34┐ 17' 19.686" N	118┐ 36' 18.280" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		12/04/2003	0.088	2821017907		617	2003	2821017907	0 34┐ 17' 19.295" N	118┐ 36' 19.478" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	5.201	2821018915		618	2006	2821018915	0 34┐ 17' 11.716" N	118┐ 36' 9.517" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	6.303	2821015900		619	2006	2821015900	0 34┐ 17' 31.203" N	118┐ 36' 8.163" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.297	2821017900		620	2006	2821017900	0 34┐ 17' 21.419" N	118┐ 36' 20.318" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		12/04/2003	0.310	2821018909		621	2003	2821018909	0 34┐ 17' 10.993" N	118┐ 36' 20.872" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.092	2821018906		622	2006	2821018906	0 34┐ 17' 10.200" N	118┐ 36' 19.618" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	6.038	2821017904		626	2006	2821017904	0 34┐ 17' 18.347" N	118┐ 36' 8.520" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		12/04/2003	0.092	2821017908		627	2003	2821017908	0 34┐ 17' 19.684" N	118┐ 36' 19.472" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.794	2821018900		628	2006	2821018900	0 34┐ 17' 14.851" N	118┐ 36' 10.123" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY		3/16/2006	0.092	2821018903		629	2006	2821018903	0 34┐ 17' 10.212" N	118┐ 36' 17.232" W
MRCA	MRCA	DEERLAKE HIGHLANDS CHAPTER 8 2273	TAX DEFAULT	8/08/2006	0.048	2818006901		630	2006	2818006901	0 34┐ 16' 50.152" N	118┐ 35' 33.596" W
MRCA	MRCA	BENEDICT CYN CHAPTER 8 2466	TAX DEFAULT	1/11/2007	0.182	4383026901		631	2007	4383026901	0 34┐ 6' 49.444" N	118┐ 26' 23.791" W
MRCA	MRCA	BENEDICT CYN CHAPTER 8 2466	TAX DEFAULT	1/11/2007	0.046	4383007900		632	2007	4383007900	0 34┐ 6' 39.092" N	118┐ 25' 53.598" W
MRCA	MRCA	BENEDICT CYN-YOAKUM CHAPTER 8 2466	TAX DEFAULT	1/11/2007	0.289	4384011900		633	2007	4384011900	0 34┐ 6' 49.251" N	118┐ 25' 47.714" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.239	4380031902		634	2007	4380031902	0 34┐ 6' 40.532" N	118┐ 26' 45.777" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.257	4380016901		635	2007	4380016901	0 34┐ 6' 25.113" N	118┐ 26' 48.302" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.058	4379012909		636	2007	4379012909	0 34┐ 7' 1.177" N	118┐ 26' 53.402" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/25/2006	0.122	4371033904		637	2006	4371033904	0 34┐ 5' 55.352" N	118┐ 26' 28.125" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/25/2006	0.113	4371041909		638	2006	4371041909	0 34┐ 6' 11.119" N	118┐ 26' 33.925" W
MRCA	MRCA	TAX DEFAULT- COX 1 OF 3	TAX DEFAULT	1/11/2007	0.054	4371032910		639	2007	4371032910	0 34┐ 5' 54.151" N	118┐ 26' 30.043" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.181	4371027903		640	2007	4371027903	0 34┐ 5' 38.773" N	118┐ 26' 18.820" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	1.580	4371017900		641	2007	4371017900	0 34┐ 5' 41.315" N	118┐ 26' 29.724" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.059	4371027904		642	2007	4371027904	0 34┐ 5' 39.469" N	118┐ 26' 20.922" W
MRCA	MRCA	TAX DEFAULT- COX 2 OF 3	TAX DEFAULT	1/11/2007	0.062	4380017908		643	2007	4380017908	0 34┐ 6' 20.157" N	118┐ 26' 52.377" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.063	4380018903		644	2007	4380018903	0 34┐ 6' 18.282" N	118┐ 26' 50.937" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.060	4380017906		645	2007	4380017906	0 34┐ 6' 20.802" N	118┐ 26' 54.221" W
MRCA	MRCA	BEVERLY GLEN TAXDEF	TAX DEFAULT	1/11/2007	0.183	4380017907		646	2007	4380017907	0 34┐ 6' 19.891" N	118┐ 26' 54.645" W
MRCA	MRCA	BUBER - CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.040	4442020901		647	2003	4442020901	0 34┐ 6' 49.574" N	118┐ 34' 35.617" W
MRCA	MRCA	MANCINI CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.084	4434032908		648	2003	4434032908	0 34┐ 7' 19.259" N	118┐ 36' 3.260" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK	TAX DEFAULT	10/31/2006	4.950	4434004907	Summit Valley Ed Edelman Park	649	2006	4434004907	0 34┐ 7' 57.076" N	118┐ 35' 41.971" W
MRCA	MRCA	DIRT MULHOLLAND-TARZANA CHAPTER 8 2466	TAX DEFAULT	1/11/2007	0.963	4434001906		650	2007	4434001906	0 34┐ 7' 49.298" N	118┐ 33' 47.912" W
MRCA	MRCA	GREER CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.084	4434033906		651	2003	4434033906	0 34┐ 7' 24.029" N	118┐ 36' 12.060" W
MRCA	MRCA	GREER CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.045	4434029904		652	2003	4434029904	0 34┐ 7' 24.338" N	118┐ 36' 11.512" W
MRCA	MRCA	GREER CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.070	4434028904		653	2003	4434028904	0 34┐ 7' 24.702" N	118┐ 36' 12.180" W
MRCA	MRCA	GARRIS CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.028	4442030906		654	2003	4442030906	0 34┐ 6' 31.261" N	118┐ 34' 45.406" W
MRCA	MRCA	MESAROS CHAPTER 8 2188	TAX DEFAULT	12/17/2003	0.029	4442028902		655	2003			

MRCA	MRCA	PITCHER ROAD	TAX DEFAULT	1/11/2007	0.145 5585003901		669	2007 5585003901	0 34° 7' 10.974" N	118° 19' 25.696" W
MRCA	MRCA	HARGRAVE DRIVE		1/02/1998	0.097 5585001900		670	1998 5585001900	0 34° 7' 6.558" N	118° 19' 34.012" W
MRCA	MRCA	JEWETT DRIVE	TAX DEFAULT	10/31/2006	0.069 5567018905		672	2006 5567018905	0 34° 6' 24.699" N	118° 22' 30.344" W
MRCA	MRCA	KIRKWOOD DRIVE	TAX DEFAULT	1/11/2007	0.114 5567028900		673	2007 5567028900	0 34° 6' 31.361" N	118° 22' 12.528" W
MRCA	MRCA	TAX DEFAULT- SALAZAR 2 OF 3	TAX DEFAULT	1/11/2007	0.032 2274020903		675	2007 2274020903	0 34° 8' 10.766" N	118° 26' 49.091" W
MRCA	MRCA	TAX DEFAULT- SALAZAR 3 OF 3	TAX DEFAULT	1/11/2007	0.053 2274020904		676	2007 2274020904	0 34° 8' 9.497" N	118° 26' 49.776" W
MRCA	MRCA	TAX DEFAULT- SALAZAR 1 OF 3	TAX DEFAULT	1/11/2007	0.034 2274020902		677	2007 2274020902	0 34° 8' 12.565" N	118° 26' 48.575" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	0.206 2428028900	Cahuenga Pass Open Space	678	2003 2428028900	0 34° 7' 17.996" N	118° 20' 40.230" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	0.057 2428028902	Cahuenga Pass Open Space	679	2003 2428028902	0 34° 7' 17.046" N	118° 20' 40.921" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	0.057 2428028903	Cahuenga Pass Open Space	680	2003 2428028903	0 34° 7' 17.048" N	118° 20' 40.623" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	0.057 2428028901	Cahuenga Pass Open Space	681	2003 2428028901	0 34° 7' 17.045" N	118° 20' 41.218" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	0.057 2428028904	Cahuenga Pass Open Space	682	2003 2428028904	0 34° 7' 17.049" N	118° 20' 40.326" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	0.056 2428028905	Cahuenga Pass Open Space	683	2003 2428028905	0 34° 7' 17.053" N	118° 20' 39.744" W
SMMC	MRCA	WILACRE PARK (REAL PROPERTY #1298)	TRANSFER	6/16/1981	14.431 2376020901	Wilacre Park	684	1981 2376020901	302 34° 8' 1.584" N	118° 23' 38.505" W
SMMC	MRCA	WILACRE PARK (REAL PROPERTY #1298)	TRANSFER	6/16/1981	66.934 2376023900	Wilacre Park	685	1981 2376023900	302 34° 7' 58.136" N	118° 24' 2.172" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.313 5582004908		686	2004 5582004908	0 34° 7' 21.301" N	118° 19' 27.538" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.030 5582004900		687	2004 5582004900	0 34° 7' 21.759" N	118° 19' 26.774" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.249 5582004909		688	2004 5582004909	0 34° 7' 20.136" N	118° 19' 27.446" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.121 5582005901		689	2004 5582005901	0 34° 7' 23.649" N	118° 19' 27.782" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.220 5582004906		690	2004 5582004906	0 34° 7' 21.891" N	118° 19' 29.669" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.283 5582004905		691	2004 5582004905	0 34° 7' 22.547" N	118° 19' 30.899" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.275 5582004903		692	2004 5582004903	0 34° 7' 22.957" N	118° 19' 28.352" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.228 5582004902		693	2004 5582004902	0 34° 7' 22.925" N	118° 19' 26.680" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.177 5582004901		694	2004 5582004901	0 34° 7' 22.267" N	118° 19' 26.510" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.229 5582005900		695	2004 5582005900	0 34° 7' 23.504" N	118° 19' 26.469" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.327 5582004907		696	2004 5582004907	0 34° 7' 21.955" N	118° 19' 28.276" W
MRCA	MRCA	YORK - DURAND		4/08/2004	0.242 5582004904		697	2004 5582004904	0 34° 7' 22.898" N	118° 19' 29.507" W
SMMC	MRCA	BENEDICT CANYON - SIEGLER (REAL PROPERTY #9963)	PURCHASE	12/02/1993	3.320 4382024901	Sheila Agnes Nature Preserve	698	1993 4382024901	377 34° 7' 47.555" N	118° 26' 27.822" W
SMMC	MRCA	BENEDICT CANYON - WOLFF (REAL PROPERTY #9963)	FEE TITLE	7/17/1995	1.997 4382024903	Sheila Agnes Nature Preserve	699	1995 4382024903	436 34° 7' 46.726" N	118° 26' 12.573" W
SMMC	MRCA	BENEDICT CYN - BOURGUIGNON/FRAWLEY REAL PROPERTY #9963	PURCHASE	2/01/1994	30.675 4382023900	Sheila Agnes Nature Preserve	700	1994 4382023900	381 34° 7' 39.890" N	118° 26' 18.816" W
SMMC	MRCA	BENEDICT CANYON - SIEGLER (REAL PROPERTY #9963)	PURCHASE	12/02/1993	1.075 4382024902	Sheila Agnes Nature Preserve	701	1993 4382024902	377 34° 7' 50.492" N	118° 26' 24.898" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	1.315 2178009901		702	1994 2178009901	390 34° 9' 1.812" N	118° 33' 54.922" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	3.163 2178009900		703	1994 2178009900	390 34° 9' 3.824" N	118° 33' 58.681" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	10.855 2178006900		704	1994 2178006900	390 34° 9' 6.857" N	118° 34' 3.689" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	4.068 2178010902		705	1994 2178010902	390 34° 9' 2.586" N	118° 33' 51.611" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	7.613 2178006901		706	1994 2178006901	390 34° 9' 7.544" N	118° 34' 11.280" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	4.327 2178010900		707	1994 2178010900	390 34° 9' 8.294" N	118° 33' 54.924" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	1.572 2178006902		708	1994 2178006902	390 34° 9' 10.416" N	118° 34' 4.363" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	2.993 2178003900		709	1994 2178003900	390 34° 9' 11.614" N	118° 34' 9.462" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	0.547 2178003901		710	1994 2178003901	390 34° 9' 11.590" N	118° 34' 4.631" W
MRCA	MRCA	CORBIN CANYON	PURCHASE	5/27/1994	3.751 2178010901		711	1994 2178010901	390 34° 9' 6.013" N	118° 33' 56.206" W
MRCA	MRCA	COLDWATER CANYON- MULHOLLAND INVESTMENTS	GIFT	12/31/1993	8.428 2385018907	Coldwater Canyon Open Space	712	1993 2385018907	106 34° 7' 47.973" N	118° 24' 53.427" W
SMMC	MRCA	FRYMAN CANYON- LECOHABE	PURCHASE	6/1/1981	33.137 2382019901	Fryman Canyon Park	713	1981 2382019901	301 34° 7' 31.220" N	118° 23' 42.014" W
SMMC	MRCA	FRYMAN CANYON- LECOHABE	PURCHASE	6/1/1981	34.874 2382020900	Fryman Canyon Park	714	1981 2382020900	301 34° 7' 18.640" N	118° 23' 39.846" W
SMMC	MRCA	FRYMAN CANYON- LECOHABE	PURCHASE	6/1/1981	25.952 2382019900	Fryman Canyon Park	715	1981 2382019900	301 34° 7' 27.104" N	118° 23' 26.207" W
SMMC	MRCA	BENEDICT CANYON (NORTH) - FOSSIL RIDGE	DEDICATION	10/04/1991	44.318 2274026900	Fossil Ridge Park	716	1991 2274026900	366 34° 8' 14.472" N	118° 26' 33.702" W
SMMC	MRCA	BENEDICT CANYON (NORTH) - FOSSIL RIDGE	DEDICATION	10/04/1991	13.029 2272031902	Fossil Ridge Park	717	1991 2272031902	366 34° 8' 11.019" N	118° 26' 27.663" W
SMMC	MRCA	BEL AIR CREST- SEPULVEDA PASS	DEDICATION	8/30/1988	166.596 4377001902	Sepulveda Pass Open Space	718	1988 4377001902	323 34° 5' 58.453" N	118° 28' 25.389" W
SMMC	MRCA	SEPULVEDA PASS OPEN SPACE	FEE TITLE	11/16/2000	13.219 4368001900	Sepulveda Pass Open Space	719	2000 4368001900	0 34° 5' 25.890" N	118° 28' 17.621" W
SMMC	MRCA	SEPULVEDA PASS OPEN SPACE	FEE TITLE	8/30/1988	0.243 4378001905	Sepulveda Pass Open Space	720	1988 4378001905	0 34° 7' 11.690" N	118° 28' 20.486" W
SMMC	MRCA	BEL AIR CREST- SEPULVEDA PASS	DEDICATION	8/30/1988	93.926 4378001907	Sepulveda Pass Open Space	721	1988 4378001907	323 34° 7' 9.718" N	118° 28' 38.450" W
SMMC	MRCA	BEL AIR CREST- SEPULVEDA PASS	DEDICATION	8/30/1988	58.761 4378001904	Sepulveda Pass Open Space	722	1988 4378001904	323 34° 7' 4.336" N	118° 28' 15.322" W
SMMC	MRCA	BENEDICT CANYON - MCKINNON REAL PROPERTY # 9963	DONATION	10/05/1995	0.182 2274025902		723	1995 2274025902	435 34° 8' 13.959" N	118° 26' 44.952" W
SMMC	MRCA	BENEDICT CANYON - MCKINNON REAL PROPERTY # 9963	DONATION	10/05/1995	0.182 2274025903		724	1995 2274025903	435 34° 8' 14.752" N	118° 26' 44.448" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	24.457 2821019905	Michael D. Antonovich Regional Park at Joughin Ranch	725	2002 2821019905	0 34° 17' 25.960" N	118° 35' 57.962" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	23.292 2821019907	Michael D. Antonovich Regional Park at Joughin Ranch	726	2002 2821019907	0 34° 17' 15.158" N	118° 35' 45.668" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	15.307 2821019908	Michael D. Antonovich Regional Park at Joughin Ranch	727	2002 2821019908	0 34° 17' 15.294" N	118° 35' 38.144" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	38.548 2821014903	Michael D. Antonovich Regional Park at Joughin Ranch	728	2002 2821014903	0 34° 17' 28.310" N	118° 36' 28.924" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	75.539 2821009906	Michael D. Antonovich Regional Park at Joughin Ranch	729	2002 2821009906	0 34° 17' 47.634" N	118° 36' 44.399" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	12.657 2821019909	Michael D. Antonovich Regional Park at Joughin Ranch	730	2002 2821019909	0 34° 17' 15.333" N	118° 35' 32.580" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	21.773 2821019906	Michael D. Antonovich Regional Park at Joughin Ranch	731	2002 2821019906	0 34° 17' 25.900" N	118° 35' 43.364" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	24.219 2821008900	Michael D. Antonovich Regional Park at Joughin Ranch	732	2002 2821008900	0 34° 17' 38.971" N	118° 35' 42.739" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	25.938 2821019904	Michael D. Antonovich Regional Park at Joughin Ranch	733	2002 2821019904	0 34° 17' 32.414" N	118° 35' 51.792" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	49.718 2821008901	Michael D. Antonovich Regional Park at Joughin Ranch	734	2002 2821008901	0 34° 17' 38.968" N	118° 36' 5.915" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	0.057 2821016902	Michael D. Antonovich Regional Park at Joughin Ranch	735	2002 2821016902	0 34° 17' 27.610" N	118° 36' 11.005" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	1.275 2821015901	Michael D. Antonovich Regional Park at Joughin Ranch	736	2002 2821015901	0 34° 17' 33.160" N	118° 36' 10.491" W
MRCA	MRCA	BROWNS CANYON- SCHWEITZER TRUST	FEE TITLE	10/8/2002	0.114 2821016901	Michael D. Antonovich Regional Park at Joughin Ranch	737	2002 2821016901	0 34° 17' 27.981" N	118° 36' 10.998" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	5.922 5571025905	Trebek Open Space	738	1997 5571025905	406 34° 6' 42.198" N	118° 21' 23.136" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	48.027 5571025906	Trebek Open Space	739	1997 5571025906	406 34° 6' 43.440" N	118° 21' 32.045" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	8.999 5571026905	Trebek Open Space	740	1997 5571026905	406 34° 6' 36.535" N	118° 21' 21.448" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	6.025 5571026906	Trebek Open Space	741	1997 5571026906	406 34° 6' 29.419" N	118° 21' 27.893" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	5.724 5571027904	Trebek Open Space	742	1997 5571027904	406 34° 6' 26.319" N	118° 21' 24.728" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	0.471 5571027905	Trebek Open Space	743	1997 5571027905	406 34° 6' 31.071" N	118° 21' 18.846" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	0.076 5571031915	Trebek Open Space	744	1997 5571031915	406 34° 6' 25.468" N	118° 21' 35.192" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	5.641 5571031917	Trebek Open Space	745	1997 5571031917	406 34° 6' 22.610" N	118° 21' 28.369" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	0.114 5571031918	Trebek Open Space	746	1997 5571031918	406 34° 6' 21.583" N	118° 21' 30.383" W
MRCA	MRCA	BRIAR SUMMIT OPEN SPACE PRESERVE		12/30/2002	3.326 5570020901	Briar Summit Open Space Preserve	747	2002 5570020901	0 34° 7' 26.545" N	118° 22' 15.263" W
MRCA	MRCA	BRIAR SUMMIT OPEN SPACE PRESERVE		12/30/2002	9.946 5570021903	Briar Summit Open Space Preserve	748	2002 5570021903	0 34° 7' 27.446" N	118° 22' 9.551" W
MRCA	MRCA	BRIAR SUMMIT OPEN SPACE PRESERVE		12/30/2002	1.588 5570020900	Briar Summit Open Space Preserve	749	2002 5570020900	0 34° 7' 30.897" N	118° 22' 14.553" W
MRCA	MRCA	BRIAR SUMMIT OPEN SPACE PRESERVE		12/30/2002	13.450 5570021904	Briar Summit Open Space Preserve	750	2002 5570021904	0 34° 7' 29.121" N	118° 22' 4.927"

SMMC	MRCA	BENEDICT CYN - BEVERLY PARK ESTATES REAL PROPERTY#9963	DEDICATION	9/14/1988	12.167 2385001901		811	1988 2385001901	338 34┐ 7' 40.042" N	118┐ 25' 2.386" W
SMMC	MRCA	BENEDICT CYN - BEVERLY PARK ESTATES REAL PROPERTY#9963	DEDICATION	9/14/1988	0.831 2385001900		812	1988 2385001900	338 34┐ 7' 38.353" N	118┐ 24' 54.311" W
SMMC	MRCA	BENEDICT CYN - BEVERLY PARK ESTATES REAL PROPERTY#9963	DEDICATION	9/14/1988	0.751 2385001902		813	1988 2385001902	338 34┐ 7' 36.266" N	118┐ 24' 55.731" W
SCWRCA	MRCA	WHITNEY CANYON PARK		7/23/2002	47.446 2848018902	Whitney Canyon Park	814	2002 2848018902	0 34┐ 22' 6.391" N	118┐ 29' 17.723" W
SCWRCA	MRCA	WHITNEY CANYON PARK		7/23/2002	152.602 2848017902	Whitney Canyon Park	815	2002 2848017902	0 34┐ 21' 49.531" N	118┐ 29' 25.238" W
SCWRCA	MRCA	WHITNEY CANYON PARK		7/23/2002	19.676 2848017901	Whitney Canyon Park	816	2002 2848017901	0 34┐ 21' 52.153" N	118┐ 30' 4.829" W
SCWRCA	MRCA	WHITNEY CANYON PARK		7/23/2002	162.326 2848014900	Whitney Canyon Park	817	2002 2848014900	0 34┐ 21' 46.478" N	118┐ 28' 49.308" W
SCWRCA	MRCA	WHITNEY CANYON PARK		7/23/2002	31.540 2848017900	Whitney Canyon Park	818	2002 2848017900	0 34┐ 21' 52.387" N	118┐ 29' 54.839" W
SCWRCA	MRCA	WHITNEY CANYON PARK		7/23/2002	20.109 2848018900	Whitney Canyon Park	819	2002 2848018900	0 34┐ 22' 7.220" N	118┐ 29' 55.424" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	114.844 2821008902	Michael D. Antonovich Regional Park at Joughin Ranch	821	2003 2821008902	0 34┐ 18' 15.146" N	118┐ 36' 14.169" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	41.368 2826015903	Michael D. Antonovich Regional Park at Joughin Ranch	822	2003 2826015903	0 34┐ 20' 27.791" N	118┐ 37' 48.180" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	26.017 2826015901	Michael D. Antonovich Regional Park at Joughin Ranch	823	2003 2826015901	0 34┐ 20' 41.376" N	118┐ 37' 29.717" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	44.340 2826015902	Michael D. Antonovich Regional Park at Joughin Ranch	824	2003 2826015902	0 34┐ 20' 28.237" N	118┐ 37' 32.194" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	13.517 2821002903	Michael D. Antonovich Regional Park at Joughin Ranch	825	2003 2821002903	0 34┐ 18' 48.912" N	118┐ 36' 29.563" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	46.038 2821002904	Michael D. Antonovich Regional Park at Joughin Ranch	826	2003 2821002904	0 34┐ 18' 33.322" N	118┐ 36' 30.033" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	232.658 2821001906	Michael D. Antonovich Regional Park at Joughin Ranch	827	2003 2821001906	0 34┐ 18' 55.108" N	118┐ 37' 37.799" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	36.477 2821003902	Michael D. Antonovich Regional Park at Joughin Ranch	828	2003 2821003902	0 34┐ 19' 19.593" N	118┐ 36' 15.419" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	77.580 2821002902	Michael D. Antonovich Regional Park at Joughin Ranch	829	2003 2821002902	0 34┐ 19' 4.058" N	118┐ 36' 30.222" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	153.449 2821002901	Michael D. Antonovich Regional Park at Joughin Ranch	830	2003 2821002901	0 34┐ 19' 3.684" N	118┐ 37' 8.980" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	152.199 2821002905	Michael D. Antonovich Regional Park at Joughin Ranch	831	2003 2821002905	0 34┐ 18' 54.797" N	118┐ 36' 50.617" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	37.401 2821003903	Michael D. Antonovich Regional Park at Joughin Ranch	832	2003 2821003903	0 34┐ 18' 40.909" N	118┐ 36' 14.489" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	78.116 2826016903	Michael D. Antonovich Regional Park at Joughin Ranch	833	2003 2826016903	0 34┐ 19' 54.631" N	118┐ 37' 47.841" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	76.737 2826016904	Michael D. Antonovich Regional Park at Joughin Ranch	834	2003 2826016904	0 34┐ 19' 54.419" N	118┐ 37' 32.247" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	38.215 2826016906	Michael D. Antonovich Regional Park at Joughin Ranch	835	2003 2826016906	0 34┐ 19' 35.610" N	118┐ 37' 1.076" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	36.681 2826016900	Michael D. Antonovich Regional Park at Joughin Ranch	836	2003 2826016900	0 34┐ 20' 1.268" N	118┐ 38' 2.983" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	37.824 2826016909	Michael D. Antonovich Regional Park at Joughin Ranch	837	2003 2826016909	0 34┐ 19' 48.676" N	118┐ 36' 30.616" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	37.676 2826016908	Michael D. Antonovich Regional Park at Joughin Ranch	838	2003 2826016908	0 34┐ 19' 48.502" N	118┐ 36' 45.750" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	151.223 2826016905	Michael D. Antonovich Regional Park at Joughin Ranch	839	2003 2826016905	0 34┐ 19' 29.491" N	118┐ 36' 38.064" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	78.313 2826016902	Michael D. Antonovich Regional Park at Joughin Ranch	840	2003 2826016902	0 34┐ 19' 28.991" N	118┐ 37' 32.099" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	35.655 2826016901	Michael D. Antonovich Regional Park at Joughin Ranch	841	2003 2826016901	0 34┐ 19' 48.377" N	118┐ 38' 2.789" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	76.849 2826016907	Michael D. Antonovich Regional Park at Joughin Ranch	842	2003 2826016907	0 34┐ 19' 48.260" N	118┐ 37' 8.822" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	41.347 2826015904	Michael D. Antonovich Regional Park at Joughin Ranch	843	2003 2826015904	0 34┐ 20' 14.227" N	118┐ 37' 47.921" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH	FEE TITLE	7/18/2003	42.550 2826015905	Michael D. Antonovich Regional Park at Joughin Ranch	844	2003 2826015905	0 34┐ 20' 14.244" N	118┐ 37' 32.283" W
MRCA	MRCA	VISTA CREST TAX DEFAULT	TAX DEFAULT	1/25/2006	0.058 2429023902		845	2006 2429023902	0 34┐ 7' 25.139" N	118┐ 20' 44.964" W
MRCA	MRCA	VISTA CREST TAX DEFAULT	TAX DEFAULT	1/25/2006	0.058 2429023901		846	2006 2429023901	0 34┐ 7' 25.059" N	118┐ 20' 44.683" W
MRCA	MRCA	VISTA CREST TAX DEFAULT	TAX DEFAULT	1/25/2006	0.057 2429023900		847	2006 2429023900	0 34┐ 7' 24.964" N	118┐ 20' 44.409" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.014 2816017909		849	2003 2816017909	0 34┐ 17' 8.718" N	118┐ 36' 2.036" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.095 2816030901		850	1998 2816030901	432 34┐ 17' 3.936" N	118┐ 36' 19.254" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.086 2816027901		851	1998 2816027901	432 34┐ 17' 1.217" N	118┐ 36' 16.300" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.017 2819011906		852	2003 2819011906	0 34┐ 17' 8.687" N	118┐ 35' 43.570" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816022904		853	2003 2816022904	0 34┐ 17' 8.714" N	118┐ 36' 5.110" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.108 2816029901		854	1998 2816029901	432 34┐ 17' 8.718" N	118┐ 36' 15.250" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816022907		855	2003 2816022907	0 34┐ 17' 8.713" N	118┐ 36' 4.753" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.072 2816025902		856	2003 2816025902	0 34┐ 16' 55.845" N	118┐ 36' 8.847" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.014 2816022906		857	2003 2816022906	0 34┐ 17' 8.721" N	118┐ 36' 4.208" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.107 2816023901		858	1998 2816023901	432 34┐ 17' 8.719" N	118┐ 36' 9.781" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816022905		859	2003 2816022905	0 34┐ 17' 8.714" N	118┐ 36' 5.468" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.028 2816022903		860	1998 2816022903	432 34┐ 17' 8.715" N	118┐ 36' 6.359" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		6/03/2004	0.007 2816016911		861	2004 2816016911	0 34┐ 17' 8.714" N	118┐ 35' 58.968" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.070 2816030902		862	1998 2816030902	432 34┐ 17' 8.724" N	118┐ 36' 19.806" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.007 2816007918		863	1998 2816007918	432 34┐ 17' 8.696" N	118┐ 35' 49.652" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.014 2816007919		864	1998 2816007919	432 34┐ 17' 8.698" N	118┐ 35' 50.568" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.043 2816016909		865	1998 2816016909	432 34┐ 17' 8.707" N	118┐ 35' 57.717" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816007926		866	2003 2816007926	0 34┐ 17' 8.699" N	118┐ 35' 51.110" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816007923		867	2003 2816007923	0 34┐ 17' 8.701" N	118┐ 35' 52.530" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816017906		868	2003 2816017906	0 34┐ 17' 8.718" N	118┐ 36' 2.580" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816007927		869	2003 2816007927	0 34┐ 17' 8.699" N	118┐ 35' 51.469" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816011908		870	2003 2816011908	0 34┐ 17' 8.704" N	118┐ 35' 55.047" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816017908		871	2003 2816017908	0 34┐ 17' 8.717" N	118┐ 36' 1.492" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816017910		872	2003 2816017910	0 34┐ 17' 8.719" N	118┐ 36' 2.942" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816007924		873	2003 2816007924	0 34┐ 17' 8.695" N	118┐ 35' 49.294" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816007925		874	2003 2816007925	0 34┐ 17' 8.685" N	118┐ 35' 50.029" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.014 2816017905		875	1998 2816017905	432 34┐ 17' 8.719" N	118┐ 36' 3.486" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816019910		876	2003 2816019910	0 34┐ 16' 55.835" N	118┐ 36' 2.754" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816019909		877	2003 2816019909	0 34┐ 16' 55.835" N	118┐ 36' 0.604" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816011909		878	2003 2816011909	0 34┐ 17' 8.705" N	118┐ 35' 55.762" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.014 2816011906		879	1998 2816011906	432 34┐ 17' 8.704" N	118┐ 35' 56.297" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.008 2816007922		880	2003 2816007922	0 34┐ 17' 8.693" N	118┐ 35' 48.932" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.014 2816007921		881	1998 2816007921	432 34┐ 17' 8.701" N	118┐ 35' 53.077" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.007 2816017904		882	1998 2816017904	432 34┐ 17' 8.716" N	118┐ 36' 0.768" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816020904		883	2003 2816020904	0 34┐ 16' 55.838" N	118┐ 36' 4.663" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.007 2816011905		884	1998 2816011905	432 34┐ 17' 8.704" N	118┐ 35' 55.405" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.013 2816007920		885	1998 2816007920	432 34┐ 17' 8.700" N	118┐ 35' 51.997" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.028 2816016910		886	1998 2816016910	432 34┐ 17' 8.715" N	118┐ 35' 59.868" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816017907		887	2003 2816017907	0 34┐ 17' 8.716" N	118┐ 36' 1.129" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.007 2816019911		888	2003 2816019911	0 34┐ 16' 55.834" N	118┐ 36' 2.043" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.028 2816011904		889	1998 2816011904	432 34┐ 17' 8.702" N	118┐ 35' 54.154" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		12/04/2003	0.009 2816026904		890	2003 2816026904		

MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.017 2819011905		896	1998 2819011905	432 34	17' 8.688" N	118	35' 44.407" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.021 2816019906		897	1998 2816019906	432 34	16' 55.835" N	118	36' 1.326" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.014 2816014905		898	1998 2816014905	432 34	16' 55.833" N	118	36' 0.065" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.017 2816020902		899	1998 2816020902	432 34	16' 55.837" N	118	36' 4.035" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.041 2816020903		900	1998 2816020903	432 34	16' 55.838" N	118	36' 5.913" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.010 2816014904		901	1998 2816014904	432 34	16' 55.831" N	118	35' 59.076" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.007 2816019907		902	1998 2816019907	432 34	16' 55.835" N	118	36' 2.399" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.013 2816019908		903	1998 2816019908	432 34	16' 55.836" N	118	36' 3.259" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.101 2816026903		904	1998 2816026903	432 34	16' 57.960" N	118	36' 15.109" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT	DONATION	1/20/1998	0.049 2816026902		905	1998 2816026902	432 34	16' 56.073" N	118	36' 11.912" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	14.496 2826013916	Santa Clarita Woodlands Park	906	1995 2826013916	443 34	21' 54.998" N	118	37' 18.829" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	30.405 2826013904	Santa Clarita Woodlands Park	907	1995 2826013904	443 34	22' 34.456" N	118	37' 18.587" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	37.120 2826013901	Santa Clarita Woodlands Park	908	1995 2826013901	443 34	22' 34.770" N	118	36' 31.835" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	186.973 2826024900	East & Rice Canyons	909	1995 2826024900	447 34	20' 29.281" N	118	32' 45.203" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	86.445 2826024905	Santa Clarita Woodlands Park	910	1995 2826024905	447 34	20' 49.004" N	118	33' 58.791" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	80.390 2826023910	Santa Clarita Woodlands Park	911	1995 2826023910	0 34	21' 22.436" N	118	34' 13.441" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	25.146 2826013906	Santa Clarita Woodlands Park	912	1995 2826013906	443 34	22' 22.690" N	118	36' 45.172" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	39.696 2826013905	Santa Clarita Woodlands Park	913	1995 2826013905	443 34	22' 22.082" N	118	36' 31.909" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	34.735 2826013909	Santa Clarita Woodlands Park	914	1995 2826013909	443 34	22' 9.572" N	118	36' 32.720" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	158.668 2826013917	Santa Clarita Woodlands Park	915	1995 2826013917	443 34	22' 10.109" N	118	37' 51.902" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	12.006 2826013908	Santa Clarita Woodlands Park	916	1995 2826013908	443 34	22' 10.434" N	118	36' 57.846" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	DONATION	11/30/1995	161.272 2826019917	Santa Clarita Woodlands Park	917	1995 2826019917	0 34	21' 55.161" N	118	36' 12.007" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	82.188 2826019918	Santa Clarita Woodlands Park	918	1995 2826019918	447 34	21' 45.826" N	118	35' 49.309" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	0.607 2826013907	Santa Clarita Woodlands Park	919	1995 2826013907	443 34	22' 17.028" N	118	36' 57.681" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	14.847 2826019906	Santa Clarita Woodlands Park	920	1995 2826019906	447 34	21' 37.260" N	118	36' 3.806" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	36.726 2826019923	Santa Clarita Woodlands Park	921	1995 2826019923	447 34	21' 28.160" N	118	35' 15.016" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	37.912 2826019907	Santa Clarita Woodlands Park	922	1995 2826019907	447 34	21' 27.151" N	118	36' 1.396" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	25.969 2826019903	Santa Clarita Woodlands Park	923	1995 2826019903	447 34	21' 37.639" N	118	36' 16.710" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	76.790 2826019922	Santa Clarita Woodlands Park	924	1995 2826019922	447 34	21' 28.863" N	118	34' 36.537" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	36.881 2826019904	Santa Clarita Woodlands Park	925	1995 2826019904	447 34	21' 26.813" N	118	36' 16.643" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK		1/08/2001	1.240 2826025905	East & Rice Canyons	926	2001 2826025905	0 34	20' 59.203" N	118	32' 34.255" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	36.562 2826019921	Santa Clarita Woodlands Park	927	1995 2826019921	0 34	21' 28.467" N	118	34' 59.681" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	36.777 2826019916	Santa Clarita Woodlands Park	928	1995 2826019916	447 34	21' 27.493" N	118	35' 45.940" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	20.332 2826019902	Santa Clarita Woodlands Park	929	1995 2826019902	447 34	21' 14.522" N	118	34' 31.618" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	37.768 2826019910	Santa Clarita Woodlands Park	930	1995 2826019910	447 34	21' 14.657" N	118	36' 1.385" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	31.685 2826019914	Santa Clarita Woodlands Park	931	1995 2826019914	447 34	21' 42.375" N	118	35' 29.495" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	19.816 2826019901	Santa Clarita Woodlands Park	932	1995 2826019901	447 34	21' 15.708" N	118	34' 42.824" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	18.567 2826019919	Santa Clarita Woodlands Park	933	1995 2826019919	447 34	21' 17.659" N	118	34' 26.364" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	39.214 2826024903	East & Rice Canyons	934	1995 2826024903	447 34	20' 49.749" N	118	32' 53.891" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	36.163 2826019909	Santa Clarita Woodlands Park	935	1995 2826019909	0 34	21' 15.221" N	118	35' 45.995" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	15.195 2826019908	Santa Clarita Woodlands Park	936	1995 2826019908	447 34	21' 16.988" N	118	35' 33.843" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	555.205 2826024906	Santa Clarita Woodlands Park	937	1995 2826024906	447 34	20' 42.559" N	118	33' 48.641" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	8.314 2826019920	Santa Clarita Woodlands Park	938	1995 2826019920	0 34	21' 21.028" N	118	34' 44.378" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK		1990	9.849 2826025902	East & Rice Canyons	939	1990 2826025902	0 34	20' 59.116" N	118	32' 49.227" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- TOWSLEY CYN- AVANESS	PURCHASE	4/06/1990	10.041 2826025901	East & Rice Canyons	940	1990 2826025901	352 34	20' 58.136" N	118	32' 38.869" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	38.629 2826024902	East & Rice Canyons	941	1995 2826024902	447 34	20' 49.623" N	118	32' 38.347" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	16.805 2826019913	Santa Clarita Woodlands Park	942	1995 2826019913	0 34	21' 43.425" N	118	35' 42.725" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	29.897 2826013910	Santa Clarita Woodlands Park	943	1995 2826013910	443 34	21' 56.362" N	118	36' 33.862" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	40.443 2826019911	Santa Clarita Woodlands Park	944	1995 2826019911	447 34	21' 54.802" N	118	35' 30.338" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	38.679 2826013913	Santa Clarita Woodlands Park	945	1995 2826013913	443 34	22' 9.876" N	118	36' 47.596" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	23.735 2826013912	Santa Clarita Woodlands Park	946	1995 2826013912	443 34	21' 56.153" N	118	37' 1.841" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	25.143 2826019912	Santa Clarita Woodlands Park	947	1995 2826019912	0 34	21' 54.614" N	118	35' 42.779" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	38.790 2826013911	Santa Clarita Woodlands Park	948	1995 2826013911	443 34	21' 57.139" N	118	36' 47.670" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	36.565 2826019915	Santa Clarita Woodlands Park	949	1995 2826019915	0 34	21' 27.815" N	118	35' 30.562" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	36.799 2826019905	Santa Clarita Woodlands Park	950	1995 2826019905	0 34	21' 14.089" N	118	36' 16.585" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	117.902 2826024901	East & Rice Canyons	951	1995 2826024901	447 34	20' 32.746" N	118	32' 48.457" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK		11/30/1995	57.453 2826018903	Santa Clarita Woodlands Park	952	1995 2826018903	0 34	20' 53.331" N	118	34' 28.576" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	79.337 2826024904	Santa Clarita Woodlands Park	953	1995 2826024904	447 34	20' 56.278" N	118	33' 9.632" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	41.020 2826029900	Santa Clarita Woodlands Park	954	1995 2826029900	0 34	20' 11.837" N	118	33' 25.676" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	11/30/1995	40.030 2826029901	Santa Clarita Woodlands Park	955	1995 2826029901	0 34	20' 11.729" N	118	33' 9.740" W
MRCA	MRCA	MANDEVILLE CANYON- EASTPORT TUCKER	PURCHASE	10/28/1998	41.140 2292014902	Westridge Canyonback Wilderness Park	956	1998 2292014902	650 34	7' 49.189" N	118	30' 10.022" W
MRCA	MRCA	MANDEVILLE CANYON- EASTPORT TUCKER	PURCHASE	10/28/1998	542.517 4491001901	Westridge Canyonback Wilderness Park	957	1998 4491001901	650 34	6' 45.688" N	118	30' 44.374" W
MRCA	MRCA	MANDEVILLE CANYON- EASTPORT TUCKER	PURCHASE	10/28/1998	106.678 4490011905	Westridge Canyonback Wilderness Park	958	1998 4490011905	650 34	7' 2.731" N	118	29' 51.276" W
MRCA	MRCA	MANDEVILLE CANYON- EASTPORT TUCKER	PURCHASE	10/28/1998	358.691 4490011904	Westridge Canyonback Wilderness Park	959	1998 4490011904	650 34	7' 27.161" N	118	30' 25.744" W
MRCA	MRCA	MANDEVILLE CANYON- EASTPORT TUCKER	PURCHASE	10/28/1998	62.148 4491001902	Westridge Canyonback Wilderness Park	960	1998 4491001902	650 34	6' 47.746" N	118	30' 11.461" W
MRCA	MRCA	WESTRIDGE CANYONBACK WILDERNESS PARK		3/28/2003	0.848 4490019900	Westridge Canyonback Wilderness Park	961	2003 4490019900	0 34	7' 13.059" N	118	30' 11.025" W
MRCA	MRCA	WESTRIDGE CANYONBACK WILDERNESS PARK		3/28/2003	6.426 4490017901	Westridge Canyonback Wilderness Park	962	1998 4490017901	0 34	7' 13.338" N	118	30' 25.737" W
MRCA	MRCA	WESTRIDGE CANYONBACK WILDERNESS PARK		3/28/2003	0.245 4491010900	Westridge Canyonback Wilderness Park	963	2003 4491010900	0 34	5' 38.637" N	118	30' 13.912" W
MRCA	MRCA	MANDEVILLE CANYON- EASTPORT TUCKER	PURCHASE	10/28/1998	388.729 4491002900	Westridge Canyonback Wilderness Park	964	1998 4491002900	650 34	5' 53.529" N	118	30' 49.132" W
MRCA	MRCA	WESTRIDGE CANYONBACK WILDERNESS PARK		3/28/2003	25.981 4491009904	Westridge Canyonback Wilderness Park	965	2003 4491009904	0 34	5' 38.518" N	118	30' 22.186" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	0.541 2818003900		969	1998 2818003900	432 34	16' 43.779" N	118	35' 49.518" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	10.422 2818024900		970	1998 2818024900	432 34	16' 50.260" N	118	35' 54.959" W
MRCA	MRCA	TOTTEN	TAX DEFAULT	1/25/2006	0.058 4379023906		971	2006 4379023906	0 34	6' 47.084" N	118	26' 52.675" W
MRCA	MRCA	TOTTEN	TAX DEFAULT	1/25/2006	0.058 4379023903		972	2006 4379023903	0 34	6' 46.382" N		

MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	133.236 2848015904	Elsmere Canyon Park	1003	2007 2848015904	0 34┐ 21' 24.400" N	118┐ 29' 22.350" W
MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	23.653 2848017906	Elsmere Canyon Park	1004	2007 2848017906	0 34┐ 21' 38.031" N	118┐ 29' 32.057" W
MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	7.287 2848017903	Elsmere Canyon Park	1005	2007 2848017903	0 34┐ 21' 41.017" N	118┐ 30' 8.188" W
MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	27.096 2848016901	Elsmere Canyon Park	1006	2007 2848016901	0 34┐ 21' 26.920" N	118┐ 30' 17.767" W
MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	10.938 2848017904	Elsmere Canyon Park	1007	2007 2848017904	0 34┐ 21' 41.076" N	118┐ 30' 4.132" W
MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	24.883 2848017905	Elsmere Canyon Park	1008	2007 2848017905	0 34┐ 21' 40.028" N	118┐ 29' 55.755" W
MRCA	MRCA	ELSMERE CANYON PARK		4/10/2007	6.666 2848015903	Elsmere Canyon Park	1009	2007 2848015903	0 34┐ 21' 29.997" N	118┐ 30' 4.420" W
SMMC	MRCA	COLDWATER CANYON INVESTMENTS		1/03/1994	0.839 4493008900		1015	1994 4493008900	0 34┐ 5' 17.526" N	118┐ 30' 12.559" W
MRCA	MRCA	BEVERLY GLEN TAX DEFAULT	TAX DEFAULT	6/01/1982	0.116 4380021903		1016	1982 4380021903	0 34┐ 6' 21.843" N	118┐ 26' 35.275" W
MRCA	MRCA	BEVERLY GLEN TAX DEFAULT	TAX DEFAULT	5/15/2007	0.117 4380021904		1017	2007 4380021904	0 34┐ 6' 20.808" N	118┐ 26' 36.840" W
MRCA	MRCA	BEVERLY GLEN TAX DEFAULT	TAX DEFAULT	5/15/2007	0.115 4380017909		1018	2007 4380017909	0 34┐ 6' 20.962" N	118┐ 26' 56.123" W
MRCA	MRCA	TAX DEFAULT- ARVIZO	TAX DEFAULT	5/15/2007	0.058 4379023908		1019	2007 4379023908	0 34┐ 6' 49.040" N	118┐ 26' 52.215" W
MRCA	MRCA	BEVERLY GLEN TAX DEFAULT	TAX DEFAULT	5/15/2007	0.118 4380032901		1020	2007 4380032901	0 34┐ 6' 41.995" N	118┐ 26' 44.778" W
MRCA	MRCA	TAX DEFAULTED PROPERTY- CHAN	TAX DEFAULT	8/30/2007	1.416 2278028900		1023	2007 2278028900	0 34┐ 8' 11.085" N	118┐ 27' 44.717" W
MRCA	MRCA	SANTA CLARITA WOODLANDS- CHEVRON	PURCHASE	11/30/1995	1.273 2826023904	Santa Clarita Woodlands Park	1024	1995 2826023904	447 34┐ 21' 17.116" N	118┐ 33' 16.368" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK		1991	175.117 2826023908	Ed Davis Park at Towsley Canyon	1025	1991 2826023908	0 34┐ 21' 19.751" N	118┐ 33' 44.765" W
MRCA	MRCA	TOWSLEY CANYON- BRANDON	PURCHASE	3/13/1991	60.130 2826018901	Santa Clarita Woodlands Park	1025	1991 2826018901	362 34┐ 21' 3.806" N	118┐ 34' 43.179" W
MRCA	MRCA	TOWSLEY CANYON- BRANDON	PURCHASE	3/13/1991	159.779 2826018900	Santa Clarita Woodlands Park	1026	1991 2826018900	362 34┐ 21' 10.147" N	118┐ 35' 12.815" W
MRCA	MRCA	TOWSLEY CANYON- BRANDON	PURCHASE	3/13/1991	11.077 2826018902	Santa Clarita Woodlands Park	1027	1991 2826018902	362 34┐ 21' 4.674" N	118┐ 34' 29.603" W
MRCA	MRCA	LISS PROPERTY		9/12/2006	9.060 2380040900		1030	2006 2380040900	0 34┐ 7' 47.241" N	118┐ 22' 2.281" W
MRCA	MRCA	TENET ADJ	TAX DEFAULT	5/15/2007	0.115 5565027905		1032	2007 5565027905	0 34┐ 7' 3.400" N	118┐ 22' 30.718" W
MRCA	MRCA	MAGNOLIA DRIVE TAX DEFAULT	TAX DEFAULT	5/15/2007	0.115 5556015900		1045	2007 5556015900	0 34┐ 6' 9.618" N	118┐ 22' 41.641" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	5.213 2581012900	Lopez Canyon Park	1051	2008 2581012900	0 34┐ 18' 57.935" N	118┐ 23' 11.706" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	4.721 2581013900	Lopez Canyon Park	1052	2008 2581013900	0 34┐ 18' 51.129" N	118┐ 22' 59.768" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	3.349 2581013903	Lopez Canyon Park	1053	2008 2581013903	0 34┐ 18' 43.173" N	118┐ 23' 0.290" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	39.810 2581012902	Lopez Canyon Park	1054	2008 2581012902	0 34┐ 19' 14.436" N	118┐ 23' 5.392" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	15.505 2581012901	Lopez Canyon Park	1055	2008 2581012901	0 34┐ 18' 59.529" N	118┐ 22' 53.741" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	4.591 2581012903	Lopez Canyon Park	1056	2008 2581012903	0 34┐ 18' 58.132" N	118┐ 22' 59.861" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	16.330 2581013901	Lopez Canyon Park	1057	2008 2581013901	0 34┐ 18' 45.130" N	118┐ 23' 6.541" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	5.147 2581012904	Lopez Canyon Park	1058	2008 2581012904	0 34┐ 19' 6.204" N	118┐ 22' 53.673" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	25.925 2581012905	Lopez Canyon Park	1059	2008 2581012905	0 34┐ 19' 1.915" N	118┐ 23' 4.464" W
MRCA	MRCA	ALONZO LOPEZ CANYON		10/28/2008	7.101 2581013902	Lopez Canyon Park	1060	2008 2581013902	0 34┐ 18' 51.436" N	118┐ 23' 8.753" W
MRCA	MRCA	MDA REGIONAL PARK AT JOUGHIN RANCH		7/30/2008	12.456 2821008907	Michael D. Antonovich Regional Park at Joughin Ranch	1076	2008 2821008907	0 34┐ 18' 3.729" N	118┐ 35' 58.181" W
MRCA	MRCA	LOZANO		6/04/2008	4.434 2174008901		1079	2008 2174008901	0 34┐ 8' 47.594" N	118┐ 34' 42.574" W
MRCA	MRCA	LOZANO		6/04/2008	1.268 2174008902		1080	2008 2174008902	0 34┐ 8' 46.819" N	118┐ 34' 46.518" W
SMMC	MRCA	WILACRE PARK (REAL PROPERTY #1298)	TRANSFER	6/16/1981	42.755 2376011902	Wilacre Park	1090	1981 2376011902	302 34┐ 8' 8.040" N	118┐ 24' 9.028" W
MRCA	MRCA	BEVERLY RIDGE - FORMALDES PROPERTY	FEE TITLE	6/08/2007	2.705 2274018901		1091	2007 2274018901	0 34┐ 8' 34.914" N	118┐ 26' 39.366" W
MRCA	MRCA	LYONS CANYON KANTOR		11/19/2008	19.590 2826022902		1092	2008 2826022902	0 34┐ 22' 5.701" N	118┐ 34' 10.794" W
MRCA	MRCA	LYONS CANYON KANTOR		11/19/2008	0.340 2826022903		1093	2008 2826022903	0 34┐ 22' 15.001" N	118┐ 33' 44.995" W
MRCA	MRCA	YEDVART PROPERTY		1/31/2008	36.879 4434009903		1094	2008 4434009903	0 34┐ 7' 11.644" N	118┐ 34' 25.050" W
MRCA	MRCA	CABALLERO CANYON	DEDICATION	3/08/1990	90.549 2180025903	Marvin Braude Mulholland Gateway Park	1097	1990 2180025903	85 34┐ 8' 2.470" N	118┐ 33' 21.959" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	35.766 2826009900	Mentryville	1098	1995 2826009900	443 34┐ 22' 47.099" N	118┐ 36' 45.552" W
MRCA	MRCA	DEER LAKE HIGHLANDS ADJ	DONATION	1/20/1998	6.776 2818022902		1099	1998 2818022902	432 34┐ 16' 38.925" N	118┐ 35' 41.863" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	33.506 2826013902		1100	1995 2826013902	443 34┐ 22' 34.704" N	118┐ 36' 47.334" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	32.724 2826013903	Santa Clarita Woodlands Park	1101	1995 2826013903	443 34┐ 22' 34.702" N	118┐ 37' 3.127" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	5.384 2826013914	Santa Clarita Woodlands Park	1102	1995 2826013914	443 34┐ 22' 28.153" N	118┐ 37' 3.224" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	79.292 2826013918	Santa Clarita Woodlands Park	1103	1995 2826013918	443 34┐ 22' 11.936" N	118┐ 37' 29.091" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	147.852 2826013919	Santa Clarita Woodlands Park	1104	1995 2826013919	443 34┐ 22' 13.742" N	118┐ 37' 8.599" W
SMMC	MRCA	KENTER CANYON- GETTY	GIFT	3/03/1993	25.525 4493026900		1105	1993 4493026900	95 34┐ 4' 51.202" N	118┐ 29' 6.529" W
MRCA	MRCA	2007A	TAX DEFAULT	9/18/2009	0.054 2818008901		1127	2009 2818008901	0 34┐ 16' 47.130" N	118┐ 35' 34.118" W
PRIVATE	MRCA	LAUREL CANYON- LAZAR	EASEMENT		0.498 EASEMENT 5565003038		1148	0 EASEMENT 5565003038	0 34┐ 7' 21.055" N	118┐ 22' 28.565" W
PRIVATE	MRCA	SADDLETREE EASE	EASEMENT		25.945 EASEMENT 2582034003		1154	0 EASEMENT 2582034003	0 34┐ 19' 37.384" N	118┐ 28' 39.317" W
PRIVATE	MRCA	SADDLETREE EASE	EASEMENT		14.004 EASEMENT 2582034004		1155	0 EASEMENT 2582034004	0 34┐ 19' 45.872" N	118┐ 28' 42.348" W
PRIVATE	MRCA	SADDLETREE EASE	EASEMENT		38.419 EASEMENT 2582034005		1156	0 EASEMENT 2582034005	0 34┐ 19' 55.101" N	118┐ 28' 40.779" W
PRIVATE	MRCA	SADDLETREE EASE	EASEMENT		0.962 EASEMENT 2582034006		1157	0 EASEMENT 2582034006	0 34┐ 19' 47.482" N	118┐ 28' 33.875" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK		3/07/2006	11.843 2826025907	East & Rice Canyons	1158	2006 2826025907	0 34┐ 20' 59.954" N	118┐ 32' 56.507" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK		3/07/2006	0.185 2826025906	Santa Clarita Woodlands Park	1159	2006 2826025906	0 34┐ 21' 3.596" N	118┐ 32' 54.833" W
MRCA	MRCA	SANTA CLARITA WOODLANDS PARK	FEE TITLE	4/06/1990	0.675 2826025900	East & Rice Canyons	1160	1990 2826025900	0 34┐ 21' 0.863" N	118┐ 32' 42.564" W
MRCA	MRCA	SOMBRERO TAX DEF-CHURCH OF JESUS	TAX DEFAULT	3/25/2009	7.821 2582002904		1164	2009 2582002904	0 34┐ 19' 47.418" N	118┐ 28' 25.095" W
MRCA	MRCA	LOUISE AVE BANK OF ARIZONA	FEE TITLE	12/31/2009	1.741 2290025900		1226	2009 2290025900	0 34┐ 9' 13.756" N	118┐ 30' 39.066" W
MRCA	MRCA	HARGRAVE DRIVE		1/26/1998	0.119 5585001901		1235	1998 5585001901	0 34┐ 7' 7.657" N	118┐ 19' 32.428" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	0.835 5571031914	Trebek Open Space	1236	1997 5571031914	406 34┐ 6' 25.251" N	118┐ 21' 33.160" W
MRCA	MRCA	TREBEK DONATION	DONATION	12/31/1997	0.109 5571031916	Trebek Open Space	1237	1997 5571031916	406 34┐ 6' 23.367" N	118┐ 21' 32.438" W
MRCA	MRCA	WARD- TOPANGA CANYON	DONATION	1/27/2010	0.029 4442029905		1238	2010 4442029905	0 34┐ 6' 35.474" N	118┐ 34' 42.763" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.134 2278001904		1247	2010 2278001904	0 34┐ 8' 24.103" N	118┐ 27' 48.340" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.143 2277020905		1248	2010 2277020905	0 34┐ 8' 28.844" N	118┐ 27' 48.643" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.203 2277020902		1249	2010 2277020902	0 34┐ 8' 26.718" N	118┐ 27' 48.965" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.198 2278001900		1250	2010 2278001900	0 34┐ 8' 27.170" N	118┐ 27' 47.423" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.155 2278001901		1251	2010 2278001901	0 34┐ 8' 26.410" N	118┐ 27' 47.758" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.253 2277020903		1252	2010 2277020903	0 34┐ 8' 27.465" N	118┐ 27' 49.051" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.187 2277020904		1253	2010 2277020904	0 34┐ 8' 28.191" N	118┐ 27' 48.776" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.111 2278001903		1254	2010 2278001903	0 34┐ 8' 24.786" N	118┐ 27' 48.202" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.194 2278001902		1255	2010 2278001902	0 34┐ 8' 25.623" N	118┐ 27' 47.872" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.137 2277020901		1256	2010 2277020901	0 34┐ 8' 25.801" N	118┐ 27' 48.910" W
MRCA	MRCA	HOPEVALE PACHECO	FEE TITLE	7/9/2010	0.139 2277020900		1257	2010 2277020900	0 34┐ 8' 24.532" N	118┐ 27' 49.005" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.110 EASEMENT 2277018015		1258	2010 EASEMENT 2277018015	0 34┐ 8' 27.873" N	118┐ 27' 50.658" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.130 EASEMENT 2277019010		1259	2010 EASEMENT 2277019010	0 34┐ 8' 23.421" N	118┐ 27' 50.011" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.058 EASEMENT 2277019004		1260	2010 EASEMENT 2277019004	0 34┐ 8' 25.765" N	118┐ 27' 50.160" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.058 EASEMENT 2277019005		1261	2010 EASEMENT 2277019005	0 34┐ 8' 25.526" N	118┐ 27' 50.115" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.113 EASEMENT 2277019003		1262	2010 EASEMENT 2277019003	0 34┐ 8' 26.108" N	118┐ 27' 50.291" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASE							

PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.111 EASEMENT 2277019007	1266	2010 EASEMENT 2277019007	0 34┐ 8' 24.638" N	118┐ 27' 50.141" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.127 EASEMENT 2277019011	1267	2010 EASEMENT 2277019011	0 34┐ 8' 22.935" N	118┐ 27' 49.666" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.116 EASEMENT 2277018014	1268	2010 EASEMENT 2277018014	0 34┐ 8' 28.376" N	118┐ 27' 50.348" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.098 EASEMENT 2277019012	1269	2010 EASEMENT 2277019012	0 34┐ 8' 22.699" N	118┐ 27' 49.093" W
PRIVATE	MRCA	HOPEVALE EASEMENT	EASEMENT	7/9/2010	0.122 EASEMENT 2277018016	1270	2010 EASEMENT 2277018016	0 34┐ 8' 27.202" N	118┐ 27' 50.799" W
MRCA	MRCA	SUMMIT VALLEY ED EDELMAN PARK		4/1/1994	0.337 4442001900	1271	1994 4442001900	386 34┐ 7' 4.523" N	118┐ 34' 49.487" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.451 4440011903	1272	2010 4440011903	0 34┐ 6' 35.063" N	118┐ 35' 38.766" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.162 4440013900	1273	2010 4440013900	0 34┐ 6' 34.960" N	118┐ 35' 32.268" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.937 4442032900	1274	2010 4442032900	0 34┐ 6' 27.587" N	118┐ 34' 45.720" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.381 4442008901	1275	2010 4442008901	0 34┐ 6' 54.793" N	118┐ 34' 33.909" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	17.506 4442021901	1276	2010 4442021901	0 34┐ 6' 42.734" N	118┐ 34' 40.135" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	2.070 4442030904	1277	2010 4442030904	0 34┐ 6' 32.414" N	118┐ 34' 42.456" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.172 4442030901	1278	2010 4442030901	0 34┐ 6' 33.805" N	118┐ 34' 39.731" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.972 4442029902	1279	2010 4442029902	0 34┐ 6' 35.435" N	118┐ 34' 41.217" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.059 4442029900	1280	2010 4442029900	0 34┐ 6' 36.530" N	118┐ 34' 37.895" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	2.116 4440010900	1281	2010 4440010900	0 34┐ 6' 33.374" N	118┐ 35' 41.965" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.594 4440012900	1283	2010 4440012900	0 34┐ 6' 37.294" N	118┐ 35' 36.503" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.200 4440014900	1285	2010 4440014900	0 34┐ 6' 26.617" N	118┐ 35' 30.432" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.362 4440011901	1286	2010 4440011901	0 34┐ 6' 37.037" N	118┐ 35' 39.869" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	12.011 4440008900	1288	2010 4440008900	0 34┐ 6' 35.309" N	118┐ 35' 46.837" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.156 4440016901	1289	2010 4440016901	0 34┐ 6' 32.881" N	118┐ 35' 40.033" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.038 4440013903	1290	2010 4440013903	0 34┐ 6' 35.906" N	118┐ 35' 32.340" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.110 4442026901	1291	2010 4442026901	0 34┐ 6' 41.498" N	118┐ 34' 47.366" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.074 4442020900	1292	2010 4442020900	0 34┐ 6' 45.911" N	118┐ 34' 38.580" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	2.818 4442027900	1293	2010 4442027900	0 34┐ 6' 38.282" N	118┐ 34' 46.179" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.029 4442031904	1294	2010 4442031904	0 34┐ 6' 28.786" N	118┐ 34' 47.496" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	3.104 4442028900	1295	2010 4442028900	0 34┐ 6' 34.797" N	118┐ 34' 45.714" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	5.189 4441014900	1297	2010 4441014900	0 34┐ 6' 41.719" N	118┐ 34' 58.493" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.031 4442029901	1298	2010 4442029901	0 34┐ 6' 36.503" N	118┐ 34' 38.631" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.028 4442028901	1299	2010 4442028901	0 34┐ 6' 35.970" N	118┐ 34' 43.650" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	6.179 4441012900	1300	2010 4441012900	0 34┐ 6' 41.340" N	118┐ 35' 3.785" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.159 4442030902	1301	2010 4442030902	0 34┐ 6' 31.633" N	118┐ 34' 45.704" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.288 4441009900	1302	2010 4441009900	0 34┐ 6' 47.227" N	118┐ 35' 19.056" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	7.896 4441016902	1303	2010 4441016902	0 34┐ 6' 41.938" N	118┐ 34' 52.861" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.454 4442008904	1304	2010 4442008904	0 34┐ 6' 52.973" N	118┐ 34' 34.994" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	3.904 4442009902	1305	2010 4442009902	0 34┐ 6' 51.300" N	118┐ 34' 36.882" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	8.812 4442019900	1306	2010 4442019900	0 34┐ 6' 47.211" N	118┐ 34' 34.777" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.028 4442006901	1307	2010 4442006901	0 34┐ 6' 54.406" N	118┐ 34' 27.055" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.087 4442008905	1308	2010 4442008905	0 34┐ 6' 52.926" N	118┐ 34' 32.118" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.987 4442006900	1309	2010 4442006900	0 34┐ 6' 54.772" N	118┐ 34' 27.474" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.629 4441009902	1310	2010 4441009902	0 34┐ 6' 45.385" N	118┐ 35' 17.902" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	5.070 4441009901	1311	2010 4441009901	0 34┐ 6' 41.071" N	118┐ 35' 17.371" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.316 4442007900	1312	2010 4442007900	0 34┐ 6' 51.256" N	118┐ 34' 30.247" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	2.426 4442007901	1313	2010 4442007901	0 34┐ 6' 54.160" N	118┐ 34' 30.225" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.152 4440013904	1322	2010 4440013904	0 34┐ 6' 35.403" N	118┐ 35' 31.991" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.984 4442032901	1323	2010 4442032901	0 34┐ 6' 26.006" N	118┐ 34' 46.317" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	0.056 4442008902	1324	2010 4442008902	0 34┐ 6' 55.395" N	118┐ 34' 36.731" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	1.467 4442026900	1325	2010 4442026900	0 34┐ 6' 40.691" N	118┐ 34' 46.261" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	2.757 4442031903	1327	2010 4442031903	0 34┐ 6' 29.822" N	118┐ 34' 45.094" W
MRCA	MRCA	TOPANGA SURPLUS- LA COUNTY	FEE TITLE	10/19/2010	8.544 4441015905	1328	2010 4441015905	0 34┐ 6' 49.119" N	118┐ 34' 53.426" W
MRCA	MRCA	TAX DEFAULT- FRANKLIN	TAX DEFAULT	12/16/2009	0.349 4371017901	1330	2009 4371017901	0 34┐ 5' 39.319" N	118┐ 26' 29.190" W
MRCA	MRCA	TAX DEFAULT- MEDINA	TAX DEFAULT	6/16/2010	0.121 4371027906	1331	2010 4371027906	0 34┐ 5' 37.518" N	118┐ 26' 17.730" W
MRCA	MRCA	TAX DEFAULT- AHADZADEH	TAX DEFAULT	6/16/2010	0.058 4371038903	1332	2010 4371038903	0 34┐ 6' 5.029" N	118┐ 26' 36.930" W
MRCA	MRCA	TAX DEFAULT- MELENDEZ	TAX DEFAULT	6/16/2010	0.058 4371027905	1333	2010 4371027905	0 34┐ 5' 39.945" N	118┐ 26' 21.264" W
MRCA	MRCA	TAX DEFAULT- RYAN	TAX DEFAULT	6/16/2010	0.059 4380028901	1334	2010 4380028901	0 34┐ 6' 32.665" N	118┐ 26' 44.809" W
MRCA	MRCA	TAX DEFAULT- AVANTI DEV INC	TAX DEFAULT	7/1/2010	1.406 4493013900	1335	2010 4493013900	0 34┐ 6' 14.247" N	118┐ 30' 7.635" W
MRCA	MRCA	ELSMERE CANYON PARK	FEE TITLE	4/10/2007	53.241 2848015900	1343	2007 2848015900	0 34┐ 21' 21.016" N	118┐ 30' 10.234" W
MRCA	MRCA	ELSMERE CANYON PARK	FEE TITLE	4/10/2007	3.681 2848015901	1344	2007 2848015901	0 34┐ 21' 11.785" N	118┐ 30' 4.101" W
MRCA	MRCA	ELSMERE CANYON PARK	FEE TITLE	4/10/2007	97.992 2848015902	1345	2007 2848015902	0 34┐ 21' 19.933" N	118┐ 29' 54.193" W
PRIVATE	MRCA	RAMISTELLA CONSERVATION EASEMENT	EASEMENT	11/9/2009	0.827 PORTION OF 2385022002	1346	2009 PORTION OF 2385022002	0 34┐ 7' 52.621" N	118┐ 24' 46.054" W
MRCA	MRCA	2010A TAX DEF RAMOS 1 OF 2	TAX DEFAULT	12/10/2010	0.098 2845016902	1347	2010 2845016902	0 34┐ 18' 59.884" N	118┐ 22' 12.001" W
MRCA	MRCA	2010A TAX DEF RAMOS 2 OF 2	TAX DEFAULT	12/10/2010	0.089 2845016901	1348	2010 2845016901	0 34┐ 18' 58.775" N	118┐ 22' 11.046" W
PRIVATE	MRCA	HELEN HILLS CONS EASE	EASEMENT		2.316 EASEMENT 2542012019	1363	0 EASEMENT 2542012019	0 34┐ 15' 10.917" N	118┐ 21' 39.831" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.123 4371042901	1377	2011 4371042901	0 34┐ 6' 11.331" N	118┐ 26' 38.746" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.606 4371042902	1378	2011 4371042902	0 34┐ 6' 10.093" N	118┐ 26' 39.480" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.433 4371042900	1379	2011 4371042900	0 34┐ 6' 8.073" N	118┐ 26' 38.829" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.521 4371042906	1380	2011 4371042906	0 34┐ 6' 5.301" N	118┐ 26' 38.987" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	9.965 4357004901	1381	2011 4357004901	0 34┐ 5' 54.759" N	118┐ 26' 8.161" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.057 4370029901	1382	2011 4370029901	0 34┐ 5' 49.664" N	118┐ 26' 32.634" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.588 4371046901	1383	2011 4371046901	0 34┐ 6' 16.392" N	118┐ 26' 37.306" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.486 4371046902	1384	2011 4371046902	0 34┐ 6' 14.852" N	118┐ 26' 33.918" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.057 4371046903	1385	2011 4371046903	0 34┐ 6' 14.227" N	118┐ 26' 35.330" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.059 4371041902	1386	2011 4371041902	0 34┐ 6' 13.832" N	118┐ 26' 32.373" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.116 4371041910	1387	2011 4371041910	0 34┐ 6' 13.110" N	118┐ 26' 31.676" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.119 4371046904	1388	2011 4371046904	0 34┐ 6' 12.713" N	118┐ 26' 35.875" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.179 4371041904	1389	2011 4371041904	0 34┐ 6' 12.084" N	118┐ 26' 36.796" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.057 4371005901	1390	2011 4371005901	0 34┐ 6' 10.204" N	118┐ 26' 48.882" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.306 4371039901	1391	2011 4371039901	0 34┐ 6' 7.679" N	118┐ 26' 34.658" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.701 4371040901	1392	2011 4371040901	0 34┐ 6' 7.878" N	118┐ 26' 30.805" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.209 4371036905	1393	2011 4371036905	0 34┐ 6' 3.537" N	118┐ 26' 29.369" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.235 4371038900	1394	2011 4371038900	0 34┐ 6' 4.022" N	118┐ 26' 36.947" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.058 4371035904	1395	2011 4371035904	0 34┐ 6' 3.057" N	118┐ 26' 27.426" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.731 4371036901	1396	2011 4371036901	0 34┐ 6' 1.358" N	118┐ 26' 32.041" W

MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.059 4371036903	1397	2011 4371036903	0 34' 5" 59.167" N	118' 26' 32.315" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.274 4371034904	1398	2011 4371034904	0 34' 5" 58.917" N	118' 26' 26.183" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.422 4371034901	1399	2011 4371034901	0 34' 5" 57.733" N	118' 26' 27.264" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.129 4371036902	1400	2011 4371036902	0 34' 5" 58.046" N	118' 26' 31.810" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.481 4371036904	1401	2011 4371036904	0 34' 5" 57.122" N	118' 26' 30.961" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.130 4371033901	1402	2011 4371033901	0 34' 5" 55.308" N	118' 26' 27.352" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.131 4371032904	1403	2011 4371032904	0 34' 5" 53.262" N	118' 26' 28.058" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.527 4371032902	1404	2011 4371032902	0 34' 5" 52.469" N	118' 26' 26.981" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.180 4371032906	1405	2011 4371032906	0 34' 5" 50.323" N	118' 26' 25.702" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.058 4371013900	1406	2011 4371013900	0 34' 5" 50.354" N	118' 26' 33.277" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.234 4371032908	1407	2011 4371032908	0 34' 5" 50.671" N	118' 26' 26.852" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.178 4371031901	1408	2011 4371031901	0 34' 5" 47.078" N	118' 26' 22.108" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.234 4371031900	1409	2011 4371031900	0 34' 5" 45.830" N	118' 26' 20.891" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.109 4371028902	1410	2011 4371028902	0 34' 5" 44.214" N	118' 26' 23.141" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.081 4371028903	1411	2011 4371028903	0 34' 5" 43.238" N	118' 26' 19.665" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.059 4371027900	1412	2011 4371027900	0 34' 5" 41.653" N	118' 26' 19.143" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.058 4371027902	1413	2011 4371027902	0 34' 5" 38.581" N	118' 26' 17.428" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.077 4371018900	1414	2011 4371018900	0 34' 5" 36.792" N	118' 26' 31.514" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.118 4371025900	1415	2011 4371025900	0 34' 5" 34.804" N	118' 26' 16.334" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.072 4371019900	1416	2011 4371019900	0 34' 5" 33.228" N	118' 26' 25.782" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.056 4371025903	1417	2011 4371025903	0 34' 5" 32.775" N	118' 26' 16.318" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.798 4379006907	1418	2011 4379006907	0 34' 7" 5.630" N	118' 26' 54.030" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.057 4379012906	1419	2011 4379012906	0 34' 7" 4.017" N	118' 26' 52.834" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.059 4379012900	1420	2011 4379012900	0 34' 7" 1.070" N	118' 26' 52.103" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.063 4379013905	1421	2011 4379013905	0 34' 7" 0.046" N	118' 26' 52.057" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.115 4379013911	1422	2011 4379013911	0 34' 6' 59.505" N	118' 26' 50.792" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.446 4379013910	1423	2011 4379013910	0 34' 6' 57.674" N	118' 26' 54.111" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.851 4379014905	1424	2011 4379014905	0 34' 6' 56.484" N	118' 26' 48.125" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.184 4379014900	1425	2011 4379014900	0 34' 6' 55.667" N	118' 26' 50.610" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.077 4379014904	1426	2011 4379014904	0 34' 6' 55.418" N	118' 26' 53.518" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.207 4379014901	1427	2011 4379014901	0 34' 6' 54.990" N	118' 26' 49.043" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.967 4379020906	1428	2011 4379020906	0 34' 6' 52.205" N	118' 26' 54.409" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.115 4379022900	1429	2011 4379022900	0 34' 6' 50.804" N	118' 26' 51.427" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.173 4379020905	1430	2011 4379020905	0 34' 6' 50.081" N	118' 26' 53.902" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.230 4379023909	1431	2011 4379023909	0 34' 6' 53.49074" N	118' 26' 53.4907" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.058 4379024910	1432	2011 4379024910	0 34' 6' 48.933" N	118' 26' 55.913" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.578 4379023901	1433	2011 4379023901	0 34' 6' 47.233" N	118' 26' 51.514" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.182 4379024901	1434	2011 4379024901	0 34' 6' 47.700" N	118' 26' 55.431" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.121 4380003901	1435	2011 4380003901	0 34' 6' 42.726" N	118' 26' 53.396" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.121 4380030900	1436	2011 4380030900	0 34' 6' 39.412" N	118' 26' 45.304" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.237 4380029900	1437	2011 4380029900	0 34' 6' 39.392" N	118' 26' 42.636" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.243 4380030901	1438	2011 4380030901	0 34' 6' 38.102" N	118' 26' 44.763" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.061 4380030902	1439	2011 4380030902	0 34' 6' 36.886" N	118' 26' 44.262" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.124 4380011900	1440	2011 4380011900	0 34' 6' 29.496" N	118' 26' 53.828" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.502 4380024902	1441	2011 4380024902	0 34' 6' 25.896" N	118' 26' 39.650" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.081 4380015900	1442	2011 4380015900	0 34' 6' 25.307" N	118' 26' 50.906" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.172 4380015903	1443	2011 4380015903	0 34' 6' 24.760" N	118' 26' 50.001" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.115 4380015902	1444	2011 4380015902	0 34' 6' 23.156" N	118' 26' 50.134" W
MRCA	MRCA	BEVERLY GLEN SURPLUS	FEE TITLE	2/01/2011	0.061 4380018900	1445	2011 4380018900	0 34' 6' 19.357" N	118' 26' 52.623" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	1.299 4380021905	1446	2011 4380021905	0 34' 6' 17.949" N	118' 26' 34.373" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.063 4380018901	1447	2011 4380018901	0 34' 6' 18.302" N	118' 26' 51.234" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.066 4380018902	1448	2011 4380018902	0 34' 6' 18.218" N	118' 26' 50.041" W
MRCA	MRCA	BEVERLY GLEN SURPLUS		2/01/2011	0.174 4371040906	1449	2011 4371040906	0 34' 6' 5.809" N	118' 26' 29.316" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.535 4371032911	1450	2011 4371032911	0 34' 5" 50.695" N	118' 26' 23.823" W
MRCA	MRCA	BEVERLY GLEN- BENEDICT CANYON SURPLUS	FEE TITLE	2/01/2011	0.060 4371025901	1451	2011 4371025901	0 34' 5" 35.973" N	118' 26' 16.714" W
MRCA	MRCA	LAUREL CANYON- LAUREL MULHOLLAND PARTNERS	FEE TITLE	2/18/2011	0.343 5565003900	1454	2011 5565003900	0 34' 7" 19.100" N	118' 22' 28.114" W
PRIVATE	MRCA	CORBRIDGE EASEMENT	EASEMENT		18.078 PORTION OF 2821019040	1457	0 PORTION OF 2821019040	0 34' 17' 18.168" N	118' 35' 56.009" W
MRCA	MRCA	TAX DEFAULT- BAKER	TAX DEFAULT	4/08/2011	6.603 2826025908	1458	2011 2826025908	0 34' 20' 54.214" N	118' 32' 28.198" W
MRCA	MRCA	TAX DEFAULT- SOLOVIEFF	TAX DEFAULT	4/08/2011	0.069 2818009903	1459	2011 2818009903	0 34' 16' 45.735" N	118' 35' 34.017" W
MRCA	MRCA	JAMES & ELAINE BENSON OPEN SPACE	TAX DEFAULT	4/22/2009	0.738 2427009902	1460	2009 2427009902	0 34' 7" 26.216" N	118' 21' 6.878" W
PRIVATE	MRCA	MULTIVIEW CONSERVATION EASEMENT	EASEMENT	03/18/2011	0.059 PORTION OF 2425009033	1462	2011 PORTION OF 2425009033	0 34' 7" 51.387" N	118' 21' 35.579" W
PRIVATE	MRCA	EASEMENT	EASEMENT		0.341 PORTION OF 2425016027,028	1463	0 PORTION OF 2425016027,028	0 34' 7" 50.167" N	118' 21' 36.713" W
PRIVATE	MRCA	MULHOLLAND DRIVE CONSERVATION EASEMENT	EASEMENT	3/2/2011	0.101 PORTION OF 2275028005-007	1464	2011 PORTION OF 2275028005-007	0 34' 7" 55.021" N	118' 26' 54.631" W
MRCA	MRCA	INDIAN SPRINGS TOLL BROTHERS	FEE TITLE	6/30/2011	126.645 2821027902	1472	2011 2821027902	0 34' 17' 14.379" N	118' 37' 26.559" W
MRCA	MRCA	INDIAN SPRINGS TOLL BROTHERS	FEE TITLE	6/30/2011	154.783 2821012906	1473	2011 2821012906	0 34' 16' 44.575" N	118' 37' 43.327" W
PRIVATE	MRCA	ELLINGTON DRIVE CONSERVATION EASEMENT	EASEMENT	12/15/2004	0.374 PORTION OF 2429005024	1474	2004 PORTION OF 2429005024	0 34' 7" 31.535" N	118' 20' 59.909" W
PRIVATE	MRCA	BUCKLEY SCHOOL CONSERVATION EASEMENT	EASEMENT	10/6/2010	12.509 EASEMENT 2274026006	1475	2010 EASEMENT 2274026006	0 34' 8' 4.441" N	118' 26' 38.891" W
PRIVATE	MRCA	FIRENZE EASEMENT	EASEMENT	1/7/2011	0.187 PORTION OF 5570024064	1490	2011 PORTION OF 5570024064	0 34' 7' 23.944" N	118' 21' 48.269" W
MRCA	MRCA	SLOTNICK DONATION	DONATION	12/30/2010	0.064 2819001902	1495	2010 2819001902	0 34' 17' 6.373" N	118' 35' 32.476" W
MRCA	MRCA	TAX DEFAULT- DIGITAL PRINTING ASSOC	TAX DEFAULT	12/16/2009	0.063 4380018904	1497	2009 4380018904	0 34' 6' 18.260" N	118' 26' 50.641" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.133 5576009909	1570	2011 5576009909	0 34' 6' 52.881" N	118' 19' 38.777" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.110 5576009908	1571	2011 5576009908	0 34' 6' 52.710" N	118' 19' 39.472" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.115 5576009907	1572	2011 5576009907	0 34' 6' 52.547" N	118' 19' 40.200" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.115 5576009906	1573	2011 5576009906	0 34' 6' 52.402" N	118' 19' 40.954" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.117 5576009905	1574	2011 5576009905	0 34' 6' 52.261" N	118' 19' 41.713" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.120 5576009902	1575	2011 5576009902	0 34' 6' 52.104" N	118' 19' 44.020" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.123 5576009903	1576	2011 5576009903	0 34' 6' 52.183" N	118' 19' 43.277" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.109 5576009904	1577	2011 5576009904	0 34' 6' 52.188" N	118' 19' 42.475" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.097 5576009901	1578	2011 5576009901	0 34' 6' 51.775" N	118' 19' 44.637" W
MRCA	MRCA	LA ROCHA		11/22/2011	0.108 5576009900	1579	2011 5576009900	0 34' 6' 51.513" N	118' 19' 45.306" W
PRIVATE	MRCA	SHADOW HILLS EASEMENT	EASEMENT		33.696 PORTION OF 2542007007-020	1594	0 PORTION OF 2542007007-020	0 34' 15' 27.060" N	118' 21' 49.992" W
PRIVATE	MRCA	EDELMAN EASEMENT	EASEMENT	12/15/2011	0.118 PORTION OF 5570019021	1628	2011 PORTION OF 5570019021	0 34' 7" 25.214" N	118' 22' 24.696" W
PRIVATE	MRCA	KLENTNER EASEMENT	EASEMENT		0.080 PORTION OF 5572021016	1629	0 PORTION OF 5572021016	0 34' 7" 10.777" N	118' 21' 6.050" W

PRIVATE	MRCA	KLENTNER EASEMENT	EASEMENT		0.059 PORTION OF 5572021017	1630	0 PORTION OF 5572021017	0 34┐ 7' 10.502" N	118┐ 21' 3.351" W
MRCA	MRCA	2012A TAX DEFAULT- HERNANDEZ	TAX DEFAULT	12/12/2012	1.086 2425013900	1631	2012 2425013900	0 34┐ 7' 53.003" N	118┐ 21' 51.984" W
MRCA	MRCA	2012A TAX DEFAULT	TAX DEFAULT	11/2012	0.985 2549002910	1632	2012 2549002910	0 34┐ 16' 16.651" N	118┐ 21' 4.648" W
MRCA	MRCA	2012A TAX DEFAULT- GOMEZ	TAX DEFAULT	11/2012	0.116 4380015904	1634	2012 4380015904	0 34┐ 6' 23.724" N	118┐ 26' 51.017" W
MRCA	MRCA	2012A TAX DEFAULT- JACOBY	TAX DEFAULT	11/2012	0.254 4380017910	1638	2012 4380017910	0 34┐ 6' 20.829" N	118┐ 26' 51.568" W
MRCA	MRCA	2012A TAX DEFAULT- PROSPER	TAX DEFAULT	11/2012	0.129 5565021900	1640	2012 5565021900	0 34┐ 7' 2.021" N	118┐ 22' 17.013" W
MRCA	MRCA	BGP CORPORATION	DONATION	11/2012	4.499 4383029901	1641	2012 4383029901	0 34┐ 6' 56.277" N	118┐ 26' 20.602" W
MRCA	MRCA	BGP CORPORATION	DONATION	11/2012	4.389 4383029900	1642	2012 4383029900	0 34┐ 6' 53.536" N	118┐ 26' 20.514" W
MRCA	MRCA	FRYMAN CANYON		8/18/1995	0.407 2382008900	1652	1995 2382008900	0 34┐ 7' 40.085" N	118┐ 23' 37.576" W
SMMC	MRCA	WILACRE PARK (REAL PROPERTY #1298)	TRANSFER	6/16/1981	0.006 2384004900	1653	1981 2384004900	302 34┐ 8' 11.923" N	118┐ 24' 18.727" W
MRCA	MRCA	MARVIN BRAUDE MULHOLLAND GATEWAY PARK		3/08/1990	0.016 2180015900	1654	1990 2180015900	0 34┐ 8' 27.452" N	118┐ 33' 19.687" W
MRCA	MRCA	MARVIN BRAUDE MULHOLLAND GATEWAY PARK		3/08/1990	1.285 2177031901	1655	1990 2177031901	0 34┐ 8' 29.616" N	118┐ 33' 18.618" W
SMMC	MRCA	SUMMIT VALLEY ED EDELMAN (REAL PROPERTY #10072)	PURCHASE	9/22/1994	0.041 4442009901	1659	1994 4442009901	461 34┐ 6' 51.564" N	118┐ 34' 39.799" W
MRCA	MRCA	VERBIESEN-MULHOLLAND	FEE TITLE	5/2013	0.185 2172028902	1804	2013 2172028902	0 34┐ 8' 35.716" N	118┐ 35' 18.520" W
MRCA	MRCA	VERBIESEN-MULHOLLAND	FEE TITLE	5/2013	0.151 2172028900	1805	2013 2172028900	0 34┐ 8' 35.002" N	118┐ 35' 19.491" W
MRCA	MRCA	VERBIESEN-MULHOLLAND	FEE TITLE	5/2013	0.142 2172028901	1806	2013 2172028901	0 34┐ 8' 34.726" N	118┐ 35' 18.627" W
PRIVATE	MRCA	OAKRIDGE HOMES CONSERVATION EASEMENR	EASEMENT	7/2007	27.838 EASEMENT 2826164020	1807	2007 EASEMENT 2826164020	0 34┐ 22' 18.925" N	118┐ 35' 16.008" W
PRIVATE	MRCA	8150 WILLOW GLEN -CHAFIR	EASEMENT	11/2008	0.014 EASEMENT 5565016010	1808	2008 EASEMENT 5565016010	0 34┐ 6' 57.302" N	118┐ 22' 22.087" W
MRCA	MRCA	EMPANADA	FEE TITLE	7/24/2013	26.992 2292010900	1810	2013 2292010900	0 34┐ 8' 11.990" N	118┐ 30' 20.178" W
MRCA	MRCA	CABALLERO CANYON	DEDICATION	3/08/1990	14.369 2177033905	1823	1990 2177033905	85 34┐ 7' 52.864" N	118┐ 32' 58.921" W
MRCA	MRCA	DEVIL CANYON RED MESA	DEDICATION	12/06/2012	6.266 2818023900	1826	2012 2818023900	0 34┐ 16' 52.638" N	118┐ 36' 18.910" W
PRIVATE	MRCA	LAUREL MULHOLLAND EASEMENT	EASEMENT		0.220 PORTION OF 5565003036	1828	0 PORTION OF 5565003036	0 34┐ 7' 20.409" N	118┐ 22' 29.322" W
MRCA	MRCA	LAUREL MULHOLLAND PARTNERS LP	FEE TITLE	3/27/2018	0.432 5565003903	1829	2018 5565003903	0 34┐ 7' 18.458" N	118┐ 22' 30.069" W
PRIVATE	MRCA	2775 CAHUENGA-LENNAR EASEMENT	EASEMENT	9/2013	3.772 PORTION OF 5549003004	1831	2013 PORTION OF 5549003004	0 34┐ 7' 8.728" N	118┐ 20' 25.275" W
PRIVATE	MRCA	SEVERO PLACE- PETERSON CONSERVATION EASEMENT	EASEMENT	10/4/2012	0.195 PORTION OF 2287006026	1837	2012 PORTION OF 2287006026	0 34┐ 7' 54.539" N	118┐ 30' 2.149" W
MRCA	MRCA	SANTA MARIA- SHEWELL	FEE TITLE	12/12/2013	40.757 4434008900	1842	2013 4434008900	0 34┐ 7' 26.991" N	118┐ 34' 11.851" W
MRCA	MRCA	SANTA MARIA- SHEWELL	FEE TITLE	12/12/2013	2.072 4434007900	1843	2013 4434007900	0 34┐ 7' 46.445" N	118┐ 34' 18.902" W
MRCA	MRCA	MDA-BROWNS- PINKERTON		2/13/2014	38.186 2821003905	1844	2014 2821003905	0 34┐ 18' 40.952" N	118┐ 35' 44.456" W
MRCA	MRCA	MDA-BROWNS- PINKERTON		2/13/2014	38.702 2821003904	1845	2014 2821003904	0 34┐ 18' 40.972" N	118┐ 35' 59.485" W
PRIVATE	MRCA	LEVON LADIAN EASEMENT	EASEMENT	2013	0.107 PORTION OF 5577017016	1847	2013 PORTION OF 5577017016	0 34┐ 7' 21.454" N	118┐ 20' 25.422" W
PRIVATE	MRCA	7702 FIRENZE EASEMENT	EASEMENT	2013	0.009 PORTION OF 5570024011	1848	2013 PORTION OF 5570024011	0 34┐ 7' 23.221" N	118┐ 21' 48.572" W
MRCA	MRCA	DEVILS CANYON- PEPPERDINE		3/28/2014	9.305 2816031900	1861	2014 2816031900	0 34┐ 16' 59.384" N	118┐ 36' 18.526" W
MRCA	MRCA	WATSON DONATION	DONATION	5/2014	18.902 2821011900	1862	2014 2821011900	0 34┐ 16' 56.025" N	118┐ 37' 57.419" W
PRIVATE	MRCA	2971 LAUREL CANYON EASEMENT	EASEMENT	4/15/2013	0.282 PORTION OF 2381028005	1876	2013 PORTION OF 2381028005	0 34┐ 7' 28.912" N	118┐ 22' 44.113" W
PRIVATE	MRCA	STANLEY HILLS CONSERVATION EASEMENT	EASEMENT		0.088 PORTION OF 5567006025	1877	0 PORTION OF 5567006025	0 34┐ 6' 42.251" N	118┐ 22' 32.382" W
PRIVATE	MRCA	STANLEY HILLS CONSERVATION EASEMENT	EASEMENT		0.248 PORTION OF 5567006023	1878	0 PORTION OF 5567006023	0 34┐ 6' 44.099" N	118┐ 22' 31.750" W
PRIVATE	MRCA	STANLEY HILLS CONSERVATION EASEMENT	EASEMENT		0.054 PORTION OF 5567006024	1879	0 PORTION OF 5567006024	0 34┐ 6' 43.019" N	118┐ 22' 32.047" W
MRCA	MRCA	RON BISHOP & JUDGE ANDERSON PARK	DONATION	7/16/2014	40.032 2826014913	1880	2014 2826014913	0 34┐ 21' 6.495" N	118┐ 37' 33.399" W
MRCA	MRCA	TAX DEFAULT- JUDIT1- 2014B	TAX DEFAULT	7/28/2014	0.175 5565028901	1911	2014 5565028901	0 34┐ 7' 5.448" N	118┐ 22' 28.628" W
MRCA	MRCA	TAX DEFAULT- JUDIT2- 2014B	TAX DEFAULT	7/28/2014	0.126 5565028900	1912	2014 5565028900	0 34┐ 7' 6.181" N	118┐ 22' 29.219" W
PRIVATE	MRCA	ELLINGTON DRIVE CONSERVATION EASEMENT	EASEMENT		0.087 PORTION OF 2429005022	1923	0 PORTION OF 2429005022	0 34┐ 7' 34.405" N	118┐ 20' 58.481" W
PRIVATE	MRCA	ELLINGTON DRIVE CONSERVATION EASEMENT	EASEMENT		0.243 PORTION OF 2429005022	1924	0 PORTION OF 2429005022	0 34┐ 7' 32.889" N	118┐ 20' 58.539" W
PRIVATE	MRCA	BORMAN CONSERVATION EASEMENT	EASEMENT	11/14/2014	0.046 PORTION OF 4382006001	1925	2014 PORTION OF 4382006001	0 34┐ 7' 21.503" N	118┐ 26' 9.259" W
MRCA	MRCA	ROCKY PEAK- JOHNSON MTWY 2014C SEALED BID	TAX DEFAULT	11/2014	150.897 2821010906	1927	2014 2821010906	0 34┐ 17' 45.767" N	118┐ 37' 42.416" W
MRCA	MRCA	OAK FOREST CANYON WILDLIFE CORRIDOR	FEE TITLE	12/23/2014	1.482 2274018902	1928	2014 2274018902	0 34┐ 8' 33.076" N	118┐ 26' 40.766" W
MRCA	MRCA	RON BISHOP & JUDGE ANDERSON PARK	DONATION	7/2014	39.868 2826014912	1933	2014 2826014912	0 34┐ 21' 6.378" N	118┐ 37' 49.083" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.072 4379032900	1953	2014 4379032900	0 34┐ 7' 46.708" N	118┐ 26' 34.353" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.115 4380017912	1954	2014 4380017912	0 34┐ 6' 22.029" N	118┐ 26' 57.719" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.124 4380017913	1955	2014 4380017913	0 34┐ 6' 22.983" N	118┐ 26' 56.377" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.083 4380017914	1956	2014 4380017914	0 34┐ 6' 21.070" N	118┐ 26' 55.273" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.059 4371039904	1957	2014 4371039904	0 34┐ 6' 5.139" N	118┐ 26' 30.315" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.116 4371040907	1958	2014 4371040907	0 34┐ 6' 6.247" N	118┐ 26' 30.466" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.236 4371046906	1959	2014 4371046906	0 34┐ 6' 16.077" N	118┐ 26' 35.624" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.183 4371033907	1960	2014 4371033907	0 34┐ 5' 55.304" N	118┐ 26' 29.103" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.121 4371032912	1961	2014 4371032912	0 34┐ 5' 50.018" N	118┐ 26' 24.183" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.066 4371033906	1962	2014 4371033906	0 34┐ 5' 54.601" N	118┐ 26' 25.929" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.263 4371033905	1963	2014 4371033905	0 34┐ 5' 56.146" N	118┐ 26' 30.075" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.128 4371016901	1964	2014 4371016901	0 34┐ 5' 45.903" N	118┐ 26' 29.804" W
MRCA	MRCA	BEVERLY GLEN- DAVENPORT	DONATION	12/29/2014	0.117 4371017902	1965	2014 4371017902	0 34┐ 5' 38.858" N	118┐ 26' 28.968" W
PRIVATE	MRCA	HABER CONSERVATION EASEMENT	EASEMENT	6/15/2007	0.527 PORTION OF 2292022014	1966	2007 PORTION OF 2292022014	0 34┐ 7' 50.604" N	118┐ 30' 19.185" W
PRIVATE	MRCA	2630 HARLESDEN COURT EASEMENT	EASEMENT	1/2013	0.102 PORTION OF 5569002003	1967	2013 PORTION OF 5569002003	0 34┐ 7' 9.377" N	118┐ 22' 4.538" W
PRIVATE	MRCA	BEL AIR- NALIN EASEMENT	EASEMENT	6/2013	19.361 PORTION OF 4378003026	1968	2013 PORTION OF 4378003026	0 34┐ 6' 55.563" N	118┐ 27' 57.678" W
MRCA	MRCA	DEER LAKE HIGHLANDS 10 FOOT		9/2014	0.014 2819010906	1985	2014 2819010906	0 34┐ 17' 8.685" N	118┐ 35' 40.281" W
MRCA	MRCA	CABALLERO CANYON	DEDICATION	3/08/1990	238.547 2177033902	1986	1990 2177033902	85 34┐ 8' 7.218" N	118┐ 32' 32.534" W
MRCA	MRCA	CABALLERO CANYON	DEDICATION	3/08/1990	30.995 2177033901	1987	1990 2177033901	85 34┐ 8' 12.001" N	118┐ 32' 54.612" W
PRIVATE	MRCA	2950 CAHUENGA BLVD DEED RESTRICTION	DEED RESTRICTION	1/2015	0.367 PORTION OF 5579035014	1997	2015 PORTION OF 5579035014	0 34┐ 7' 29.534" N	118┐ 20' 34.259" W
PRIVATE	MRCA	3911 OESTE DRIVE DEED RESTRICTION	DEED RESTRICTION	7/2015	0.200 PORTION OF 2384024024	1998	2015 PORTION OF 2384024024	0 34┐ 8' 2.009" N	118┐ 24' 34.548" W
PRIVATE	MRCA	2430 BOWMONT DRIVE DEED RESTRICTION	DEED RESTRICTION	7/2015	0.178 PORTION OF 4388012061	1999	2015 PORTION OF 4388012061	0 34┐ 7' 5.072" N	118┐ 23' 50.264" W
CITY OF SANTA C CITY / MRCA		EAST WALKER RANCH OPEN SPACE	CONTRACT		124.617 2848011907	2017	1 2848011907	0 34┐ 22' 16.750" N	118┐ 25' 38.187" W
CITY OF SANTA C CITY / MRCA		WILDWOOD CANYON OPEN SPACE	CONTRACT		49.759 2827026902	2026	1 2827026902	0 34┐ 21' 33.482" N	118┐ 32' 9.367" W
CITY OF SANTA C CITY / MRCA		WILDWOOD CANYON OPEN SPACE	CONTRACT		20.002 2827026903	2027	1 2827026903	0 34┐ 21' 42.490" N	118┐ 32' 1.406" W
CITY OF SANTA C CITY / MRCA		WILDWOOD CANYON OPEN SPACE	CONTRACT		20.694 2827026901	2028	1 2827026901	0 34┐ 21' 47.094" N	118┐ 32' 9.064" W
CITY OF SANTA C CITY / MRCA		WILDWOOD CANYON OPEN SPACE	CONTRACT		5.017 2827024901	2029	1 2827024901	0 34┐ 21' 54.068" N	118┐ 32' 9.541" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		45.986 2848015275	2126	1 2848015275	0 34┐ 21' 9.853" N	118┐ 29' 21.074" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		53.980 2581001906	2127	1 2581001906	0 34┐ 20' 59.003" N	118┐ 29' 52.006" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		0.756 2581001903	2128	1 2581001903	0 34┐ 21' 4.534" N	118┐ 30' 13.377" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		3.014 2848015274	2129	1 2848015274	0 34┐ 21' 6.780" N	118┐ 29' 59.079" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		1.694 2848015273	2130	1 2848015273	0 34┐ 21' 6.680" N	118┐ 30' 4.003" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		3.569 2848015272	2131	1 2848015272	0 34┐ 21' 6.734" N	118┐ 30' 9.904" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		6.762 2581001910	2132	1 2581001910	0 34┐ 20' 48.088" N	118┐ 30' 5.941" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		3.744 2581001912	2133	1 2581001912	0 34┐ 20' 42.295" N	118┐ 30' 11.124" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		0.943 2581001913	2134	1 2581001913	0 34┐ 20' 40.840" N	118┐ 30' 7.578" W
CITY OF SANTA C CITY / MRCA		ELSMERE CANYON OPEN SPACE	CONTRACT		5.174 2581001909	2135	1 2581001909	0 34┐ 20' 49.685" N	118┐ 30' 9.839" W

CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	2.499	2581001908		2136	1	2581001908	0 34┐ 20' 54.322" N	118┐ 30' 5.310" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	2.975	2581001907		2137	1	2581001907	0 34┐ 20' 54.379" N	118┐ 30' 9.546" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	10.508	2581001904		2138	1	2581001904	0 34┐ 21' 0.816" N	118┐ 30' 9.422" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	7.265	2581001905		2139	1	2581001905	0 34┐ 21' 0.760" N	118┐ 30' 4.553" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	64.630	2581001911		2140	1	2581001911	0 34┐ 20' 46.155" N	118┐ 29' 51.453" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	36.378	2581029903		2141	1	2581029903	0 34┐ 20' 59.673" N	118┐ 29' 26.642" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	28.261	2581029904		2142	1	2581029904	0 34┐ 20' 46.810" N	118┐ 29' 25.583" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	92.630	2581029278		2143	1	2581029278	0 34┐ 20' 28.874" N	118┐ 29' 15.321" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	3.559	2581029280		2144	1	2581029280	0 34┐ 20' 25.022" N	118┐ 29' 22.358" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	8.380	2581029279		2145	1	2581029279	0 34┐ 20' 20.437" N	118┐ 29' 27.673" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	22.241	2581001289		2146	1	2581001289	0 34┐ 20' 34.108" N	118┐ 30' 11.285" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	127.608	2581001290		2147	1	2581001290	0 34┐ 20' 28.630" N	118┐ 29' 50.420" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	25.245	2603002270		2148	1	2603002270	0 34┐ 19' 58.178" N	118┐ 30' 8.348" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	64.788	2603002271		2149	1	2603002271	0 34┐ 19' 53.404" N	118┐ 29' 49.576" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	3.041	2582001270		2150	1	2582001270	0 34┐ 19' 49.069" N	118┐ 29' 29.569" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	84.904	2581029281		2151	1	2581029281	0 34┐ 20' 2.805" N	118┐ 29' 15.698" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	5.117	2582001271		2152	1	2582001271	0 34┐ 19' 46.425" N	118┐ 29' 21.052" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	7.806	2581001292		2153	1	2581001292	0 34┐ 20' 20.909" N	118┐ 29' 35.168" W
CITY OF SANTA C CITY / MRCA	ELSMERE CANYON OPEN SPACE	CONTRACT	115.510	2581001295		2154	1	2581001295	0 34┐ 20' 5.807" N	118┐ 29' 43.443" W
LAFCD	LAFCD / MRCA	CONTRACT	12.989	2326017901		2157	1	2326017901	0 34┐ 11' 24.821" N	118┐ 25' 12.002" W
LAFCD	LAFCD / MRCA	CONTRACT	4.288	2331009900		2158	1	2331009900	0 34┐ 11' 7.420" N	118┐ 25' 0.364" W
LAFCD	LAFCD / MRCA	CONTRACT	2.402	2331011900		2159	1	2331011900	0 34┐ 11' 1.374" N	118┐ 24' 55.952" W
LA CITY	MRCA	CONTRACT	119.817	4492031901		2160	1	4492031901	0 34┐ 5' 10.999" N	118┐ 30' 32.604" W
LA CITY	MRCA	CONTRACT	3.228	4492031902		2161	1	4492031902	0 34┐ 5' 3.107" N	118┐ 30' 14.705" W
LA CITY	MRCA	CONTRACT	11.334	4492031904		2162	1	4492031904	0 34┐ 5' 21.000" N	118┐ 30' 28.895" W
LAFCD	LAFCD / MRCA	CONTRACT	6.033	2331020902		2163	1	2331020902	0 34┐ 10' 52.836" N	118┐ 24' 52.104" W
MRCA	MRCA	TAX DEFAULT	0.310	5565012900	12/17/2013	2164	2013	5565012900	0 34┐ 6' 53.592" N	118┐ 22' 40.527" W
MRCA	MRCA	TAX DEFAULT- ALOSIO	0.406	2380040901	12/19/2014	2165	2014	2380040901	0 34┐ 7' 49.299" N	118┐ 22' 4.553" W
MRCA	MRCA	ROUNDUP TRAIL 2013A	0.058	2428027901	12/2013	2166	2013	2428027901	0 34┐ 7' 13.813" N	118┐ 20' 40.464" W
MRCA	MRCA	TAX DEFAULT- QUEEN OF ANGELS	0.058	2428027902	12/17/2013	2167	2013	2428027902	0 34┐ 7' 12.407" N	118┐ 20' 39.624" W
MRCA	MRCA	BEVERLY GLEN OLETHA	0.277	4380011901	12/9/2015	2178	2015	4380011901	0 34┐ 6' 28.257" N	118┐ 26' 53.608" W
MRCA	MRCA	BEVERLY GLEN OLETHA	0.303	4380015906	12/9/2015	2179	2015	4380015906	0 34┐ 6' 27.056" N	118┐ 26' 54.719" W
PRIVATE	MRCA	OAKSHIRE- 7521 MULHOLLAND EASEMENT	0.264	PORTION OF 2427005033	1/22/2016	2196	2016	PORTION OF 2427005033	0 34┐ 7' 35.860" N	118┐ 21' 27.991" W
PRIVATE	MRCA	OAKSHIRE- 7521 MULHOLLAND EASEMENT	0.306	PORTION OF 2427005032	1/22/2016	2197	2016	PORTION OF 2427005032	0 34┐ 7' 34.817" N	118┐ 21' 30.040" W
PRIVATE	MRCA	OAKSHIRE- 7521 MULHOLLAND EASEMENT	0.010	PORTION OF 2427005022	1/22/2016	2198	2016	PORTION OF 2427005022	0 34┐ 7' 32.983" N	118┐ 21' 31.222" W
PRIVATE	MRCA	OAKSHIRE- 7521 MULHOLLAND EASEMENT	0.348	PORTION OF 2427005034	1/22/2016	2199	2016	PORTION OF 2427005034	0 34┐ 7' 33.256" N	118┐ 21' 26.428" W
PRIVATE	MRCA	MENDELSONH 14100 MULHOLLAND EASEMENT	5.498	PORTION OF 4382024005	4/23/2015	2200	2015	PORTION OF 4382024005	0 34┐ 7' 47.944" N	118┐ 26' 20.358" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.057	4380021910	4/2015	2207	2015	4380021910	0 34┐ 6' 18.116" N	118┐ 26' 38.051" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.057	4380021911	4/2015	2208	2015	4380021911	0 34┐ 6' 18.110" N	118┐ 26' 37.754" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.057	4380021907	4/2015	2209	2015	4380021907	0 34┐ 6' 18.135" N	118┐ 26' 38.943" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.057	4380021908	4/2015	2210	2015	4380021908	0 34┐ 6' 18.128" N	118┐ 26' 38.646" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.058	4380021912	4/2015	2211	2015	4380021912	0 34┐ 6' 18.104" N	118┐ 26' 37.456" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.057	4380021909	4/2015	2212	2015	4380021909	0 34┐ 6' 18.122" N	118┐ 26' 38.348" W
MRCA	MRCA	BEVERLY GLEN - CARIBOU LANE	0.057	4380021906	4/2015	2213	2015	4380021906	0 34┐ 6' 18.141" N	118┐ 26' 39.240" W
MRCA	MRCA	LAUREL CANYON- LAUREL MULHOLLAND PARTNERS	0.525	5565003902	4/8/2016	2214	2016	5565003902	0 34┐ 7' 19.537" N	118┐ 22' 29.862" W
MRCA	MRCA	DLH- MIMS	0.053	2819003905	6/17/2016	2220	2016	2819003905	0 34┐ 17' 1.247" N	118┐ 35' 28.968" W
MRCA	MRCA	DLH- MIMS	0.081	2819004903	6/17/2016	2221	2016	2819004903	0 34┐ 17' 0.335" N	118┐ 35' 30.094" W
MRCA	MRCA	DLH- MIMS	0.071	2819003904	6/17/2016	2222	2016	2819003904	0 34┐ 17' 0.638" N	118┐ 35' 28.813" W
MRCA	MRCA	DLH- MIMS	0.081	2819003906	6/17/2016	2223	2016	2819003906	0 34┐ 17' 1.251" N	118┐ 35' 30.100" W
MRCA	MRCA	DLH- MIMS	0.044	2819003907	6/17/2016	2224	2016	2819003907	0 34┐ 17' 1.556" N	118┐ 35' 29.060" W
NPS	MRCA	FRANKLIN CANYON PARK	12.789	4387002902		2226	1	4387002902	0 34┐ 7' 16.392" N	118┐ 24' 35.316" W
NPS	MRCA	FRANKLIN CANYON PARK	0.206	4387016901		2227	1	4387016901	0 34┐ 7' 10.344" N	118┐ 24' 35.774" W
NPS	MRCA	FRANKLIN CANYON PARK	1.319	4387017905		2228	1	4387017905	0 34┐ 7' 6.137" N	118┐ 24' 44.188" W
NPS	MRCA	FRANKLIN CANYON PARK	2.522	4387017903		2229	1	4387017903	0 34┐ 7' 9.232" N	118┐ 24' 39.682" W
NPS	MRCA	FRYMAN CANYON NATURAL AREA	64.852	2381027900	2/20/1991	2230	1991	2381027900	0 34┐ 7' 27.813" N	118┐ 23' 2.873" W
PRIVATE	MRCA	MOUNTAINGATE EASEMENT	61.109	4490024014	10/13/2006	2231	2006	4490024014	0 34┐ 6' 26.920" N	118┐ 29' 53.725" W
PRIVATE	MRCA	MOUNTAINGATE EASEMENT	2.582	4493035001	10/13/2006	2232	2006	4493035001	0 34┐ 6' 21.799" N	118┐ 28' 47.075" W
PRIVATE	MRCA	MOUNTAINGATE EASEMENT	95.268	PORTION OF 4493014016	10/13/2006	2233	2006	PORTION OF 4493014016	0 34┐ 6' 8.344" N	118┐ 29' 52.278" W
PRIVATE	MRCA	MOUNTAINGATE EASEMENT	158.256	PORTION OF 4493014024	10/13/2006	2234	2006	PORTION OF 4493014024	0 34┐ 5' 51.595" N	118┐ 28' 57.257" W
PRIVATE	MRCA	MOUNTAINGATE EASEMENT	108.563	PORTION OF 4493014029	10/13/2006	2235	2006	PORTION OF 4493014029	0 34┐ 5' 57.613" N	118┐ 29' 29.430" W
MRCA	MRCA	FISHBACK DEVILS CANYON	9.710	2821010907	1/12/2016	2239	2016	2821010907	0 34┐ 18' 22.396" N	118┐ 37' 19.688" W
MRCA	MRCA	FISHBACK DEVILS CANYON	51.960	2821009907	1/12/2016	2240	2016	2821009907	0 34┐ 18' 8.695" N	118┐ 37' 16.785" W
MRCA	MRCA	UNTERBERG- KAGEL CANYON	0.185	2526001901	4/27/2016	2242	2016	2526001901	0 34┐ 17' 34.892" N	118┐ 22' 28.916" W
MRCA	MRCA	TOPANGA CANYON- GREY GRANITE	0.029	4442031906	6/2/2016	2243	2016	4442031906	0 34┐ 6' 30.767" N	118┐ 34' 41.559" W
MRCA	MRCA	TOPANGA CANYON- GREY GRANITE	0.029	4442031905	6/2/2016	2244	2016	4442031905	0 34┐ 6' 29.282" N	118┐ 34' 43.927" W
MRCA	MRCA	HOVNANIAN- GRANADA HILLS	3.015	2601075901	4/5/2016	2245	2016	2601075901	0 34┐ 17' 52.655" N	118┐ 32' 22.216" W
MRCA	MRCA	HOVNANIAN- GRANADA HILLS	10.284	2601075900	4/5/2016	2246	2016	2601075900	0 34┐ 17' 40.369" N	118┐ 32' 14.340" W
MRCA	MRCA	CHATSWORTH HABITAT LAND- DLH	0.087	2819003903	4/21/2016	2247	2016	2819003903	0 34┐ 17' 1.886" N	118┐ 35' 30.087" W
MRCA	MRCA	LILAC SLIVER- CORRIGANVILLE ADJACENT	4.059	2723001915	11/8/2016	2250	2016	2723001915	0 34┐ 16' 1.290" N	118┐ 37' 58.323" W
PRIVATE	MRCA	2745 & 2755 OUTPOST DRIVE	0.062	PORTION OF 5572002005	11/18/2016	2253	2016	PORTION OF 5572002005	0 34┐ 7' 10.567" N	118┐ 20' 54.609" W
PRIVATE	MRCA	2745 & 2755 OUTPOST DRIVE	0.187	PORTION OF 5572002005	11/18/2016	2254	2016	PORTION OF 5572002005	0 34┐ 7' 10.386" N	118┐ 20' 51.634" W
MRCA	MRCA	CAHUENGA PASS- PAXTON	0.436	5549003903	11/22/2016	2255	2016	5549003903	0 34┐ 7' 16.163" N	118┐ 20' 26.424" W
MRCA	MRCA	WILLOW GLEN- BYKOV- VMB, LLC	0.292	5565027906	5/2016	2259	2016	5565027906	0 34┐ 7' 0.826" N	118┐ 22' 25.702" W
MRCA	MRCA	WILLOW GLEN- BYKOV- VMB, LLC	0.266	5565026903	5/2016	2260	2016	5565026903	0 34┐ 7' 2.549" N	118┐ 22' 26.012" W
MRCA	MRCA	BEVERLY GLEN- VANVLIET	0.122	4380030903	12/12/2016	2263	2016	4380030903	0 34┐ 6' 37.166" N	118┐ 26' 44.377" W
MRCA	MRCA	2013A TAX DEFAULT - POULSON 2 OF 3	0.168	2845005900	12/17/2013	2280	2013	2845005900	0 34┐ 19' 5.113" N	118┐ 22' 19.904" W
MRCA	MRCA	2013A TAX DEFAULT - POULSON 3 OF 3	0.241	2845005901	12/17/2013	2281	2013	2845005901	0 34┐ 19' 6.386" N	118┐ 22' 19.953" W
MRCA	MRCA		0.057	2845015902	12/17/2013	2285	2013	2845015902	0 34┐ 19' 0.883" N	118┐ 22' 12.127" W
MRCA	MRCA	TAX DEFAULT- BIENAPFI	0.112	2845016904	12/23/2016	2288	2016	2845016904	0 34┐ 18' 59.512" N	118┐ 22' 12.187" W
PRIVATE	MRCA	12945 MULHOLLAND DEED RESTRICTION	0.155	PORTION OF 2385001009	11/21/2016	2289	2016	PORTION OF 2385001009	0 34┐ 7' 40.908" N	118┐ 24' 54.344" W
MRCA	MRCA	2016A TAX DEFAULT SUNNYDELL TRAIL	0.059	2428026900	12/23/2016	2290	2016	2428026900	0 34┐ 7' 12.588" N	118┐ 20' 44.059" W
PRIVATE	MRCA	2675 ASTRAL DRIVE DEED RESTRICTION	0.646	PORTION OF 5571022029	1/27/2017	2295	2017	PORTION OF 5571022029	0 34┐ 7' 8.910" N	118┐ 21' 33.402" W
MRCA	MRCA	WESTRIDGE CANYONBACK WILDERNESS PARK	0.044	4490019901	10/28/1998	2320	1998	4490019901	0 34┐ 7' 11.329" N	118┐ 30' 10.777" W

MRCA	MRCA	2471 NALIN DRIVE		3/13/2017	0.096 4378002900		2322	2017 4378002900	0 34┴ 7' 20.729" N	118┴ 27' 59.160" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.048 2818004904		2326	2017 2818004904	0 34┴ 16' 54.194" N	118┴ 35' 33.249" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.038 2818007905		2327	2017 2818007905	0 34┴ 16' 48.967" N	118┴ 35' 34.124" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.098 2818008902		2328	2017 2818008902	0 34┴ 16' 46.279" N	118┴ 35' 34.114" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.111 2818009905		2329	2017 2818009905	0 34┴ 16' 44.419" N	118┴ 35' 32.507" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.041 2818004905		2330	2017 2818004905	0 34┴ 16' 53.014" N	118┴ 35' 32.452" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.068 2818009906		2331	2017 2818009906	0 34┴ 16' 45.734" N	118┴ 35' 33.125" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.032 2818005902		2332	2017 2818005902	0 34┴ 16' 51.537" N	118┴ 35' 31.532" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.048 2818006902		2333	2017 2818006902	0 34┴ 16' 49.454" N	118┴ 35' 31.807" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.048 2818006903		2334	2017 2818006903	0 34┴ 16' 50.151" N	118┴ 35' 32.529" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.052 2818007904		2335	2017 2818007904	0 34┴ 16' 47.776" N	118┴ 35' 32.720" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.193 2818008903		2336	2017 2818008903	0 34┴ 16' 46.630" N	118┴ 35' 33.400" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.048 2818005901		2337	2017 2818005901	0 34┴ 16' 50.845" N	118┴ 35' 31.821" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.043 2818008904		2338	2017 2818008904	0 34┴ 16' 46.781" N	118┴ 35' 34.116" W
MRCA	MRCA	FORESTAR LLC BROWNS CANYON	DEDICATION	3/14/2017	0.050 2818009904		2339	2017 2818009904	0 34┴ 16' 43.312" N	118┴ 35' 34.013" W
MRCA	MRCA	PICO CANYON- CHEVRON (MENTRYVILLE)	DONATION	11/30/1995	6.753 2826013915	Santa Clarita Woodlands Park	2346	1995 2826013915	443 34┴ 22' 28.269" N	118┴ 37' 18.847" W
TRUST FOR PUBL	MRCA	RUNYON ACQUISITION	EASEMENT	3/6/2017	2.023 PORTION OF 5571025042		2350	2017 PORTION OF 5571025042	0 34┴ 6' 54.224" N	118┴ 21' 17.457" W
TRUST FOR PUBL	MRCA	RUNYON ACQUISITION	EASEMENT	3/6/2017	8.114 PORTION OF 5571025042		2351	2017 PORTION OF 5571025042	0 34┴ 6' 47.790" N	118┴ 21' 19.243" W
PRIVATE	MRCA	7863 MULHOLLAND DRIVE DEED RESTRICTION	DEED RESTRICTION	5/10/2016	0.948 PORTION OF 2380036007		2352	2016 PORTION OF 2380036007	0 34┴ 7' 52.904" N	118┴ 22' 25.258" W
PRIVATE	MRCA	CAMINO DE LA CUMBRE DEED RESTRICTION	DEED RESTRICTION	8/1/2017	0.184 PORTION OF 2274020028		2354	2017 PORTION OF 2274020028	0 34┴ 8' 9.063" N	118┴ 26' 50.139" W
PRIVATE	MRCA	4204, 4208, 4210 ELZEVR ROAD DEED RESTRICTION	DEED RESTRICTION	3/23/2016	0.065 PORTION OF 2172019058		2355	2016 PORTION OF 2172019058	0 34┴ 8' 54.096" N	118┴ 35' 30.625" W
PRIVATE	MRCA	4204, 4208, 4210 ELZEVR ROAD DEED RESTRICTION	DEED RESTRICTION	3/23/2016	0.063 PORTION OF 2172019046		2356	2016 PORTION OF 2172019046	0 34┴ 8' 54.448" N	118┴ 35' 30.037" W
PRIVATE	MRCA	2715 JALMIA DRIVE CONSERVATION EASEMENT	EASEMENT	4/11/2017	1.086 PORTION OF 5570025045		2357	2017 PORTION OF 5570025045	0 34┴ 7' 12.778" N	118┴ 21' 40.177" W
PRIVATE	MRCA	2715 JALMIA DRIVE CONSERVATION EASEMENT	EASEMENT	4/11/2017	0.403 PORTION OF 5570025060		2358	2017 PORTION OF 5570025060	0 34┴ 7' 11.123" N	118┴ 21' 41.520" W
PRIVATE	MRCA	2715 JALMIA DRIVE CONSERVATION EASEMENT	EASEMENT	4/11/2017	2.349 PORTION OF 5570025038		2359	2017 PORTION OF 5570025038	0 34┴ 7' 12.575" N	118┴ 21' 44.669" W
PRIVATE	MRCA	12471 MULHOLLAND DRIVE DEED RESTRICTION	DEED RESTRICTION	4/10/2017	0.065 PORTION OF 2384024025		2360	2017 PORTION OF 2384024025	0 34┴ 7' 43.182" N	118┴ 24' 19.639" W
PRIVATE	MRCA	7681 WILLOW GLEN ROAD DEED RESTRICTION	DEED RESTRICTION	4/11/2017	0.327 PORTION OF 5569001003		2362	2017 PORTION OF 5569001003	0 34┴ 7' 7.216" N	118┴ 22' 9.495" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		3.138 4386017903	Franklin Canyon Park	2366	1 4386017903	0 34┴ 6' 37.296" N	118┴ 25' 4.251" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.422 4386020909	Franklin Canyon Park	2367	1 4386020909	0 34┴ 6' 29.809" N	118┴ 25' 0.374" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.377 4386018903	Franklin Canyon Park	2368	1 4386018903	0 34┴ 6' 39.860" N	118┴ 24' 56.489" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.507 4386018904	Franklin Canyon Park	2369	1 4386018904	0 34┴ 6' 40.816" N	118┴ 24' 56.419" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.501 4386018905	Franklin Canyon Park	2370	1 4386018905	0 34┴ 6' 41.847" N	118┴ 24' 56.292" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.257 4386017902	Franklin Canyon Park	2371	1 4386017902	0 34┴ 6' 37.465" N	118┴ 25' 3.050" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.493 4386019903	Franklin Canyon Park	2372	1 4386019903	0 34┴ 6' 35.418" N	118┴ 24' 58.874" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.483 4386018901	Franklin Canyon Park	2373	1 4386018901	0 34┴ 6' 38.114" N	118┴ 24' 57.645" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.619 4386021901	Franklin Canyon Park	2374	1 4386021901	0 34┴ 6' 24.824" N	118┴ 25' 2.089" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.347 4386018906	Franklin Canyon Park	2375	1 4386018906	0 34┴ 6' 42.700" N	118┴ 24' 55.989" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.352 4386018902	Franklin Canyon Park	2376	1 4386018902	0 34┴ 6' 38.896" N	118┴ 24' 56.468" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.962 4386020903	Franklin Canyon Park	2377	1 4386020903	0 34┴ 6' 32.337" N	118┴ 25' 1.999" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.854 4386019904	Franklin Canyon Park	2378	1 4386019904	0 34┴ 6' 37.132" N	118┴ 24' 59.195" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.036 4386020902	Franklin Canyon Park	2379	1 4386020902	0 34┴ 6' 32.318" N	118┴ 25' 3.147" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.035 4386020901	Franklin Canyon Park	2380	1 4386020901	0 34┴ 6' 29.893" N	118┴ 25' 3.171" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.251 4387018909	Franklin Canyon Park	2381	1 4387018909	0 34┴ 6' 39.207" N	118┴ 24' 53.897" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.211 4387018907	Franklin Canyon Park	2382	1 4387018907	0 34┴ 6' 37.815" N	118┴ 24' 54.144" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.256 4387018908	Franklin Canyon Park	2383	1 4387018908	0 34┴ 6' 38.465" N	118┴ 24' 54.018" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.395 4387018906	Franklin Canyon Park	2384	1 4387018906	0 34┴ 6' 37.237" N	118┴ 24' 53.368" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.238 4387018905	Franklin Canyon Park	2385	1 4387018905	0 34┴ 6' 36.607" N	118┴ 24' 54.493" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.301 4387018910	Franklin Canyon Park	2386	1 4387018910	0 34┴ 6' 40.132" N	118┴ 24' 53.943" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		9.954 4387020905	Franklin Canyon Park	2387	1 4387020905	0 34┴ 6' 35.314" N	118┴ 24' 46.394" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.320 4387018904	Franklin Canyon Park	2388	1 4387018904	0 34┴ 6' 35.704" N	118┴ 24' 54.440" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.320 4386020900	Franklin Canyon Park	2389	1 4386020900	0 34┴ 6' 29.999" N	118┴ 25' 2.777" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.432 4386020907	Franklin Canyon Park	2390	1 4386020907	0 34┴ 6' 26.084" N	118┴ 25' 0.163" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.280 4386021906	Franklin Canyon Park	2391	1 4386021906	0 34┴ 6' 25.196" N	118┴ 25' 0.846" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		9.230 4386017901	Franklin Canyon Park	2392	1 4386017901	0 34┴ 6' 39.973" N	118┴ 25' 0.730" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.230 4386020906	Franklin Canyon Park	2393	1 4386020906	0 34┴ 6' 24.010" N	118┴ 24' 59.077" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.213 4386021913	Franklin Canyon Park	2394	1 4386021913	0 34┴ 6' 22.189" N	118┴ 24' 58.715" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.463 4386020905	Franklin Canyon Park	2395	1 4386020905	0 34┴ 6' 29.479" N	118┴ 25' 1.800" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.526 4386019902	Franklin Canyon Park	2396	1 4386019902	0 34┴ 6' 33.957" N	118┴ 24' 58.914" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.278 4386021909	Franklin Canyon Park	2397	1 4386021909	0 34┴ 6' 19.472" N	118┴ 24' 57.495" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.479 4386019900	Franklin Canyon Park	2398	1 4386019900	0 34┴ 6' 31.395" N	118┴ 25' 0.247" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.407 4386021905	Franklin Canyon Park	2399	1 4386021905	0 34┴ 6' 23.509" N	118┴ 25' 0.060" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.581 4386020908	Franklin Canyon Park	2400	1 4386020908	0 34┴ 6' 27.970" N	118┴ 25' 0.309" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.578 4386019901	Franklin Canyon Park	2401	1 4386019901	0 34┴ 6' 32.434" N	118┴ 24' 59.051" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.241 4386021911	Franklin Canyon Park	2402	1 4386021911	0 34┴ 6' 20.972" N	118┴ 24' 57.663" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.755 4386020904	Franklin Canyon Park	2403	1 4386020904	0 34┴ 6' 27.287" N	118┴ 25' 2.154" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.622 4386021900	Franklin Canyon Park	2404	1 4386021900	0 34┴ 6' 22.860" N	118┴ 25' 1.556" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.337 4387018900	Franklin Canyon Park	2405	1 4387018900	0 34┴ 6' 31.555" N	118┴ 24' 54.620" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.358 4387018902	Franklin Canyon Park	2406	1 4387018902	0 34┴ 6' 33.831" N	118┴ 24' 54.424" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		39.891 4387020902	Franklin Canyon Park	2407	1 4387020902	0 34┴ 6' 25.320" N	118┴ 24' 42.741" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		8.020 4387020904	Franklin Canyon Park	2408	1 4387020904	0 34┴ 6' 36.081" N	118┴ 24' 51.785" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.862 4387018901	Franklin Canyon Park	2409	1 4387018901	0 34┴ 6' 32.808" N	118┴ 24' 53.729" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		3.618 4387019907	Franklin Canyon Park	2410	1 4387019907	0 34┴ 6' 27.481" N	118┴ 24' 53.163" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		4.731 4387020903	Franklin Canyon Park	2411	1 4387020903	0 34┴ 6' 22.431" N	118┴ 24' 52.554" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.318 4387018903	Franklin Canyon Park	2412	1 4387018903	0 34┴ 6' 34.793" N	118┴ 24' 54.490" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.205 4386024900	Franklin Canyon Park	2413	1 4386024900	0 34┴ 6' 22.802" N	118┴ 25' 2.808" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.549 4386019908	Franklin Canyon Park	2414	1 4386019908	0 34┴ 6' 36.660" N	118┴ 24' 56.589" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.410 4386019905	Franklin Canyon Park	2415	1 4386019905	0 34┴ 6' 31.765" N	118┴ 24' 57.235" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.475 4386019906	Franklin Canyon Park	2416	1 4386019906	0 34┴ 6' 33.051" N	118┴ 24' 56.916" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.560 4386022904	Franklin Canyon Park	2417	1 4386022904	0 34┴ 6' 23.982" N	118┴ 24' 56.987" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.521 4386022902	Franklin Canyon Park	2418	1 4386022902	0 34┴ 6' 22.007" N	118┴ 24' 56.319" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.653 4386019907	Franklin Canyon Park	2419	1 4386019907	0 34┴ 6' 34.780" N	118┴ 24' 56.961" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.773 4386022900	Franklin Canyon Park	2420	1 4386022900	0 34┴ 6' 19.468" N	118┴ 24' 55.451" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.566 4386022903	Franklin Canyon Park	2421	1 4386022903	0 34┴ 6' 22.949" N	118┴ 24' 56.788" W

NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.628 4386022907	Franklin Canyon Park	2422	1 4386022907	0 34┐ 6' 26.834" N	118┐ 24' 57.779" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.597 4386022905	Franklin Canyon Park	2423	1 4386022905	0 34┐ 6' 24.959" N	118┐ 24' 57.263" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.567 4386022901	Franklin Canyon Park	2424	1 4386022901	0 34┐ 6' 20.877" N	118┐ 24' 55.773" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.603 4386022906	Franklin Canyon Park	2425	1 4386022906	0 34┐ 6' 25.892" N	118┐ 24' 57.604" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		1.143 4386022909	Franklin Canyon Park	2426	1 4386022909	0 34┐ 6' 29.283" N	118┐ 24' 57.813" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.564 4386022910	Franklin Canyon Park	2427	1 4386022910	0 34┐ 6' 30.688" N	118┐ 24' 57.703" W
NPS	MRCA	FRANKLIN CANYON PARK	CONTRACT		0.574 4386022908	Franklin Canyon Park	2428	1 4386022908	0 34┐ 6' 27.822" N	118┐ 24' 57.782" W
MRCA	MRCA	KENTER CANYON-GETTY	FEE TITLE	3/03/1993	0.236 4493027903		2436	1993 4493027903	0 34┐ 4' 44.576" N	118┐ 29' 1.102" W
MRCA	MRCA	TAX DEFAULT- ANYIM	TAX DEFAULT	9/26/2017	0.056 4371028904		2439	2017 4371028904	0 34┐ 5' 42.031" N	118┐ 26' 23.549" W
MRCA	MRCA	2017B TAX DEFAULT- GREY	TAX DEFAULT	9/26/2017	0.070 5567018906		2441	2017 5567018906	0 34┐ 6' 25.012" N	118┐ 22' 29.704" W
MRCA	MRCA	2017A TAX DEFAULT- SISTRUNK	TAX DEFAULT	12/6/2017	1.256 2581009901		2452	2017 2581009901	0 34┐ 20' 54.594" N	118┐ 22' 31.023" W
MRCA	MRCA	2017A TAX DEFAULT- SISTRUNK	TAX DEFAULT	12/6/2017	2.707 2581009902		2453	2017 2581009902	0 34┐ 20' 55.733" N	118┐ 22' 32.568" W
MRCA	MRCA	2017A TAX DEFAULT- SMITH/WRIGHT	TAX DEFAULT	12/6/2017	2.613 2581025900		2454	2017 2581025900	0 34┐ 18' 25.728" N	118┐ 20' 49.406" W
MRCA	MRCA	LOOKOUT MOUNTAIN	FEE TITLE	12/22/2017	17.388 5562006901		2474	2017 5562006901	0 34┐ 6' 40.004" N	118┐ 22' 42.757" W
MRCA	MRCA	DIXIE CANYON- LAMB	DEDICATION	12/29/2017	0.183 2386030900		2477	2017 2386030900	0 34┐ 8' 11.366" N	118┐ 25' 26.571" W
MRCA	MRCA	2017A TAX DEFAULT- MOWERY	TAX DEFAULT	12/28/2017	0.074 2845015903		2480	2017 2845015903	0 34┐ 19' 1.708" N	118┐ 22' 11.736" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.143 5565030900		2483	2018 5565030900	0 34┐ 7' 11.544" N	118┐ 22' 25.886" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.192 5565030901		2484	2018 5565030901	0 34┐ 7' 12.537" N	118┐ 22' 23.995" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.164 5565030902		2485	2018 5565030902	0 34┐ 7' 13.077" N	118┐ 22' 23.475" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.156 5565030903		2486	2018 5565030903	0 34┐ 7' 13.451" N	118┐ 22' 22.754" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.173 5565030904		2487	2018 5565030904	0 34┐ 7' 13.733" N	118┐ 22' 22.036" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.225 5565030905		2488	2018 5565030905	0 34┐ 7' 13.927" N	118┐ 22' 21.230" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.136 5565030906		2489	2018 5565030906	0 34┐ 7' 14.365" N	118┐ 22' 20.794" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.178 5565030907		2490	2018 5565030907	0 34┐ 7' 12.348" N	118┐ 22' 26.593" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.170 5565030908		2491	2018 5565030908	0 34┐ 7' 11.213" N	118┐ 22' 26.677" W
MRCA	MRCA	BULWER DRIVE	FEE TITLE	1/30/2018	0.266 5565030909		2492	2018 5565030909	0 34┐ 7' 13.826" N	118┐ 22' 23.890" W
PRIVATE	MRCA	MULTIVIEW DRIVE CONSERVATION EASEMENT	EASEMENT	12/2013	0.271 PORTION OF 2425015030		2494	2013 PORTION OF 2425015030	0 34┐ 7' 44.422" N	118┐ 21' 36.785" W
PRIVATE	MRCA	MULTIVIEW DRIVE CONSERVATION EASEMENT	EASEMENT	12/2013	0.165 PORTION OF 2425015031		2495	2013 PORTION OF 2425015031	0 34┐ 7' 43.499" N	118┐ 21' 35.737" W
PRIVATE	MRCA	MULTIVIEW DRIVE CONSERVATION EASEMENT	EASEMENT	12/2013	0.627 PORTION OF 2425015034		2496	2013 PORTION OF 2425015034	0 34┐ 7' 44.690" N	118┐ 21' 32.945" W
PRIVATE	MRCA	MULTIVIEW DRIVE CONSERVATION EASEMENT	EASEMENT	12/2013	0.545 PORTION OF 2425015032		2497	2013 PORTION OF 2425015032	0 34┐ 7' 48.357" N	118┐ 21' 35.319" W
PRIVATE	MRCA	MULTIVIEW DRIVE CONSERVATION EASEMENT	EASEMENT	12/2013	0.329 PORTION OF 2425015033		2498	2013 PORTION OF 2425015033	0 34┐ 7' 47.022" N	118┐ 21' 34.253" W
PRIVATE	MRCA	3623 GOODLAND DRIVE DEED RESTRICTION	DEED RESTRICTION	3/13/2018	0.196 PORTION OF 2384013023		2514	2018 PORTION OF 2384013023	0 34┐ 8' 7.482" N	118┐ 24' 24.416" W
PRIVATE	MRCA	3623 GOODLAND DRIVE DEED RESTRICTION	DEED RESTRICTION	3/13/2018	0.232 PORTION OF 2384013024		2515	2018 PORTION OF 2384013024	0 34┐ 8' 8.160" N	118┐ 24' 25.365" W
SMMC	MRCA	DIXIE CANYON - BEATTY, WARREN	DONATION	12/29/1986	18.290 2386007900	Dixie Canyon Park	2516	1986 2386007900	333 34┐ 8' 0.449" N	118┐ 25' 26.143" W
MRCA	MRCA	WILSON CANYON- BANNISTER	FEE TITLE	5/4/2018	20.634 2581003918		2520	2018 2581003918	0 34┐ 20' 11.173" N	118┐ 26' 2.515" W
PRIVATE	MRCA	8145 WILLOW GLEN EASEMENT	EASEMENT	11/16/2015	0.034 PORTION OF 5565026026		2530	2015 PORTION OF 5565026026	0 34┐ 7' 1.115" N	118┐ 22' 24.308" W
PRIVATE	MRCA	8145 WILLOW GLEN EASEMENT	EASEMENT	11/16/2015	0.060 PORTION OF 5565026025		2531	2015 PORTION OF 5565026025	0 34┐ 7' 0.277" N	118┐ 22' 24.928" W
MRCA	MRCA	BULWER DRIVE- EDGELOW	DONATION	10/10/2018	0.127 5565029901		2536	2018 5565029901	0 34┐ 7' 9.058" N	118┐ 22' 28.970" W
MRCA	MRCA	BULWER DRIVE- EDGELOW	DONATION	10/10/2018	0.137 5565029903		2537	2018 5565029903	0 34┐ 7' 10.214" N	118┐ 22' 28.710" W
MRCA	MRCA	BULWER DRIVE- EDGELOW	DONATION	10/10/2018	0.132 5565029900		2538	2018 5565029900	0 34┐ 7' 8.367" N	118┐ 22' 28.866" W
MRCA	MRCA	BULWER DRIVE- EDGELOW	DONATION	10/10/2018	0.138 5565029902		2539	2018 5565029902	0 34┐ 7' 9.653" N	118┐ 22' 28.922" W
MRCA	MRCA	BULWER DRIVE- EDGELOW	DONATION	10/10/2018	0.101 5565029904		2540	2018 5565029904	0 34┐ 7' 10.382" N	118┐ 22' 27.562" W
MRCA	MRCA	COLDWATER CANYON- MULHOLLAND INVESTMENTS	GIFT	12/31/1993	48.979 2385018908	Coldwater Canyon Open Space	2546	1993 2385018908	106 34┐ 8' 6.412" N	118┐ 24' 54.692" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	4.549 5549001901	Cahuenga Pass Open Space	2547	2003 5549001901	0 34┐ 7' 18.972" N	118┐ 20' 34.068" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	1.517 5549001902	Cahuenga Pass Open Space	2548	2003 5549001902	0 34┐ 7' 16.599" N	118┐ 20' 35.611" W
MRCA	MRCA	BUBALO	FEE TITLE	7/02/2003	1.130 5549001903	Cahuenga Pass Open Space	2549	2003 5549001903	0 34┐ 7' 18.664" N	118┐ 20' 37.723" W
LA CITY	MRCA	MANDEVILLE CANYON	CONTRACT		0.187 4492031903		2550	1 4492031903	0 34┐ 4' 52.476" N	118┐ 30' 40.545" W
MRCA	MRCA	2018B- SHUCK	TAX DEFAULT	2/15/2019	0.104 5567022903		2589	2019 5567022903	0 34┐ 6' 28.213" N	118┐ 22' 17.001" W
MRCA	MRCA	2018B- STANFORD	TAX DEFAULT	2/15/2019	0.100 5567022902		2590	2019 5567022902	0 34┐ 6' 28.137" N	118┐ 22' 17.508" W
MRCA	MRCA	SANTA MARIA- HICKS	FEE TITLE	3/19/2019	10.634 4434007902		2594	2019 4434007902	0 34┐ 7' 40.992" N	118┐ 34' 22.160" W
MRCA	MRCA	SANTA MARIA- HICKS	FEE TITLE	3/19/2019	4.168 4434007901		2595	2019 4434007901	0 34┐ 7' 43.447" N	118┐ 34' 25.189" W
MRCA	MRCA	LOPEZ CANYON- CAINE	FEE TITLE	5/30/2019	5.190 2581012906		2596	2019 2581012906	0 34┐ 19' 4.650" N	118┐ 23' 11.552" W
MRCA	MRCA	LOPEZ CANYON- CAINE	FEE TITLE	5/30/2019	2.513 2581013904		2597	2019 2581013904	0 34┐ 18' 51.346" N	118┐ 23' 12.707" W
MRCA	MRCA	2014A TAX DEFAULT- LUCIUS	TAX DEFAULT	12/19/2014	0.082 2845016903		2601	2014 2845016903	0 34┐ 18' 57.713" N	118┐ 22' 12.414" W
MRCA	MRCA	TAX DEFAULT- BEVERLY GLEN- 2014A	TAX DEFAULT	12/19/2014	0.116 4371006901		2603	2014 4371006901	0 34┐ 6' 4.452" N	118┐ 26' 45.716" W
MRCA	MRCA	TAX DEFAULT- BEVERLY GLEN- 2014A	TAX DEFAULT	12/19/2014	0.059 4380015905		2604	2014 4380015905	0 34┐ 6' 26.020" N	118┐ 26' 54.638" W
MRCA	MRCA	CAMINO DE LA CUMBRE- ATLASSI	FEE TITLE	3/30/2019	0.328 2274025906		2606	2019 2274025906	0 34┐ 8' 16.497" N	118┐ 26' 43.424" W
MRCA	MRCA	CAMINO DE LA CUMBRE- ATLASSI	FEE TITLE	3/30/2019	0.199 2274025905		2607	2019 2274025905	0 34┐ 8' 15.454" N	118┐ 26' 44.046" W
PRIVATE	MRCA	13040 MULHOLLAND DRIVE- DEED RESTRICTION	DEED RESTRICTION	5/20/2019	0.253 PORTION OF 4386008041		2608	2019 PORTION OF 4386008041	0 34┐ 7' 33.825" N	118┐ 24' 53.578" W
PRIVATE	MRCA	13050 MULHOLLAND DRIVE- DEED RESTRICTION	DEED RESTRICTION	5/20/2019	0.205 PORTION OF 4386008040		2609	2019 PORTION OF 4386008040	0 34┐ 7' 32.802" N	118┐ 24' 54.013" W
MRCA	MRCA	2019B- JOHNSON	TAX DEFAULT	7/26/2019	0.063 2428027903		2617	2019 2428027903	0 34┐ 7' 12.724" N	118┐ 20' 41.093" W
MRCA	MRCA	2019B- VEGA	TAX DEFAULT	7/26/2019	0.421 2829025900		2618	2019 2829025900	0 34┐ 22' 12.621" N	118┐ 33' 20.289" W
MRCA	MRCA	2019B- HARSHAD MOTORS	TAX DEFAULT	7/26/2019	0.115 4371005903		2619	2019 4371005903	0 34┐ 6' 8.402" N	118┐ 26' 48.235" W
MRCA	MRCA	2019B- PERRY	TAX DEFAULT	7/26/2019	0.132 4380018905		2620	2019 4380018905	0 34┐ 6' 17.636" N	118┐ 26' 55.831" W
MRCA	MRCA	2019B- INDIAN MOUNTAIN MEADOWS	TAX DEFAULT	7/26/2019	185.087 2821011901		2626	2019 2821011901	0 34┐ 17' 21.884" N	118┐ 37' 42.060" W
MRCA	MRCA	MANDEVILLE CANYON- BUKOWSKI	FEE TITLE	9/21/2018	1.476 4490019902		2631	2018 4490019902	0 34┐ 7' 6.364" N	118┐ 30' 8.723" W
MRCA	MRCA	LAUREL CANYON- CANNUCCIARI	TAX DEFAULT	3/13/2019	0.085 5569033900		2632	2019 5569033900	0 34┐ 6' 38.138" N	118┐ 22' 20.506" W
MRCA	MRCA	LAUREL CANYON- SMITH	TAX DEFAULT	3/13/2019	0.032 5556003902		2633	2019 5556003902	0 34┐ 6' 21.099" N	118┐ 22' 14.079" W
MRCA	MRCA	LAUREL CANYON- VELASQUEZ	TAX DEFAULT	1/03/2019	0.062 5567019901		2641	2019 5567019901	0 34┐ 6' 30.563" N	118┐ 22' 31.929" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	0.092 2821017912		2648	2006 2821017912	0 34┐ 17' 19.691" N	118┐ 36' 15.896" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	1.730 2821017913		2649	2006 2821017913	0 34┐ 17' 19.798" N	118┐ 36' 13.705" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	0.184 2821017911		2650	2006 2821017911	0 34┐ 17' 17.709" N	118┐ 36' 17.709" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	1.644 2821017914		2651	2006 2821017914	0 34┐ 17' 14.158" N	118┐ 36' 14.327" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	0.087 2821018910		2652	2006 2821018910	0 34┐ 17' 13.362" N	118┐ 36' 17.186" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	0.092 2821018913		2653	2006 2821018913	0 34┐ 17' 10.192" N	118┐ 36' 14.851" W
MRCA	MRCA	DEERLAKE HIGHLANDS COUNTY PROPERTY	FEE TITLE	3/16/2006	0.269 2821018914		2654	2006 2821018914	0 34┐ 17' 11.522" N	118┐ 36' 15.221" W
MRCA	MRCA	BROWNS CANYON	DONATION	1/20/1998	0.047 2818007903		2655	1998 2818007903	432 34┐ 16' 48.733" N	118┐ 35' 30.339" W
MRCA	MRCA	BROWNS CANYON	DONATION	1/20/1998	0.102 2818007901		2656	1998 2818007901	432 34┐ 16' 48.667" N	118┐ 35' 31.084" W
MRCA	MRCA	DEERLAKE HIGHLANDS	TAX DEFAULT	7/03/2007	0.093 2821018916		2657	2007 2821018916	0 34┐ 17' 10.589" N	118┐ 36' 14.844" W
MRCA	MRCA	HIDDEN CREEKS- BROWNS CANYON	FEE TITLE	12/24/2019	256.700 2821008909		2658	2019 2821008909	0 34┐ 18' 14.945" N	118┐ 35' 33.603" W
MRCA	MRCA	BROWNS CANYON- VOLZ	DONATION	12/26/2019	0.079 2819004904		2660	2019 2819004904	0 34┐ 1	

MRCA	MRCA	TAX DEFAULT- FRANCISCO	TAX DEFAULT	3/13/2019	0.066 2845005903	2669	2019 2845005903	0 34┐ 19' 5.872" N	118┐ 22' 21.466" W
SMMC	MRCA	WILSON CANYON PARK	FEE TITLE	4/21/1995	2.961 2582003913	2671	1995 2582003913	0 34┐ 19' 46.754" N	118┐ 26' 35.921" W
SMMC	MRCA	WILSON CANYON PARK	FEE TITLE	4/21/1995	2.073 2582003908	2672	1995 2582003908	0 34┐ 19' 45.101" N	118┐ 26' 40.954" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.114 4371041911	2673	2020 4371041911	0 34┐ 6' 9.083" N	118┐ 26' 36.151" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.057 4371015903	2674	2020 4371015903	0 34┐ 5' 50.670" N	118┐ 26' 31.950" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.057 4371015902	2675	2020 4371015902	0 34┐ 5' 49.502" N	118┐ 26' 30.849" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.059 4371024905	2676	2020 4371024905	0 34┐ 5' 35.234" N	118┐ 26' 19.286" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.131 4371016902	2677	2020 4371016902	0 34┐ 5' 46.388" N	118┐ 26' 29.942" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.127 4371041912	2678	2020 4371041912	0 34┐ 6' 11.488" N	118┐ 26' 37.310" W
MRCA	MRCA	BEVERLY GLEN- ASHKENAZY	DONATION	2/18/2020	0.122 4380030904	2679	2020 4380030904	0 34┐ 6' 37.540" N	118┐ 26' 44.531" W
MRCA	MRCA	TAX DEFAULT- FELDMAN	TAX DEFAULT	1/14/2020	0.485 5572015900	2685	2020 5572015900	0 34┐ 6' 34.604" N	118┐ 20' 49.807" W
PRIVATE	MRCA	LAUREL MULHOLLAND EASEMENT	EASEMENT	2/4/2008	0.205 PORTION OF 5565003040	2689	2008 PORTION OF 5565003040	0 34┐ 7' 17.702" N	118┐ 22' 31.222" W
MRCA	MRCA	LAUREL MULHOLLAND PARTNERS	FEE TITLE	3/27/2020	0.970 5565003904	2690	2020 5565003904	0 34┐ 7' 16.260" N	118┐ 22' 29.894" W
PRIVATE	MRCA	MULTIVIEW DRIVE 3608 DEED RESTRICTION	DEED RESTRICTION	5/24/2018	0.251 PORTION OF 2425016023	2714	2018 PORTION OF 2425016023	0 34┐ 7' 51.097" N	118┐ 21' 42.149" W
PRIVATE	MRCA	MULHOLLAND DRIVE 12752 DEED RESTRICTION	DEED RESTRICTION	5/24/2018	0.035 PORTION OF 4386003005	2375	2018 PORTION OF 4386003005	0 34┐ 7' 44.481" N	118┐ 24' 39.104" W
MRCA	MRCA	SANTA MARIA CANYON- MGP- TJIAN	DONATION	7/23/2020	20.249 4434005904	2751	2020 4434005904	0 34┐ 8' 4.036" N	118┐ 34' 49.355" W
PRIVATE	MRCA	2430 CARMAN CREST DR DEED RESTRICTION	DEED RESTRICTION	6/27/2019	0.127 PORTION OF 5572009010	2752	2019 PORTION OF 5572009010	0 34┐ 6' 54.297" N	118┐ 20' 46.082" W
MRCA	MRCA	TAX DEFAULTED PROPERTY- JACOBY	TAX DEFAULT	12/23/2016	0.114 4441026902	2774	2016 4441026902	0 34┐ 6' 36.202" N	118┐ 35' 30.198" W
PRIVATE	MRCA	SETA LLC 13441 MULHOLLAND DRIVE EASEMENT	EASEMENT	10/1/2020	0.079 PORTION OF 2386001001	2783	2020 2386001001	0 34┐ 7' 52.376" N	118┐ 25' 33.177" W
MRCA	MRCA	TAX DEFAULT- AMARE	TAX DEFAULT	12/17/2013	0.116 4380017911	2787	2013 4380017911	0 34┐ 6' 21.578" N	118┐ 26' 53.512" W
MRCA	MRCA	DIXIE CANYON- LAMB	DONATION	12/30/2020	0.191 2386030901	2788	2020 2386030901	0 34┐ 8' 7.692" N	118┐ 25' 25.336" W
MRCA	MRCA	LAUREL- MULHULLAND PARTNERS LP	FEE TITLE	3/24/2021	0.552 5565003905	2793	2021 5565003905	0 34┐ 7' 17.733" N	118┐ 22' 30.167" W
PRIVATE	MRCA	GRANITO CONSERVATION EASEMENT	EASEMENT	6/9/2020	0.631 PORTION OF 5551006040	2796	2020 PORTION OF 5551006040	0 34┐ 6' 15.199" N	118┐ 21' 45.761" W
PRIVATE	MRCA	GRANITO CONSERVATION EASEMENT	EASEMENT	6/9/2020	0.477 PORTION OF 5551006041	2798	2020 PORTION OF 5551006041	0 34┐ 6' 17.578" N	118┐ 21' 41.363" W
MRCA	MRCA CITY OF LOS / NORTH STONEY POINT		PURCHASE	9/3/1999	0.376 2723004905	2799	1999 2723004905	0 34┐ 16' 20.602" N	118┐ 36' 11.079" W
MRCA	MRCA CITY OF LOS / NORTH STONEY POINT		PURCHASE	9/3/1999	15.457 2723003900	2800	1999 2723003900	0 34┐ 16' 32.944" N	118┐ 36' 11.315" W
MRCA	MRCA CITY OF LOS / NORTH STONEY POINT		PURCHASE	9/3/1999	39.183 2723004907	2801	1999 2723004907	0 34┐ 16' 26.445" N	118┐ 36' 4.096" W
MRCA	MRCA	EDLEEN DRIVE LA CITY SURPLUS	PURCHASE	6/9/2021	0.446 2176026904	2804	2021 2176026904	0 34┐ 9' 27.800" N	118┐ 32' 33.102" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.400 4383018900	2817	2021 4383018900	0 34┐ 6' 36.962" N	118┐ 26' 20.210" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	1.568 4383018901	2818	2021 4383018901	0 34┐ 6' 37.339" N	118┐ 26' 23.193" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.205 4383020904	2819	2021 4383020904	0 34┐ 6' 39.818" N	118┐ 26' 24.184" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.257 *	2820	2021 *	0 34┐ 6' 38.228" N	118┐ 26' 18.805" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.149 4383020902	2821	2021 4383020902	0 34┐ 6' 41.221" N	118┐ 26' 23.992" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.123 4383020901	2822	2021 4383020901	0 34┐ 6' 41.124" N	118┐ 26' 23.550" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.168 4383020903	2823	2021 4383020903	0 34┐ 6' 41.212" N	118┐ 26' 24.504" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	1.218 4383019901	2824	2021 4383019901	0 34┐ 6' 39.002" N	118┐ 26' 21.616" W
MRCA	MRCA	BEVERLY GLEN- BOSWELL DONATION	DONATION	11/10/2021	0.141 4383020900	2825	2021 4383020900	0 34┐ 6' 40.913" N	118┐ 26' 23.055" W
PRIVATE	MRCA	14730 MULHOLLAND DRIVE CONSERVATION EASEMENT	EASEMENT	2017	3.945 PORTION OF 4379030020	2834	2017 4379030020	0 34┐ 7' 52.177" N	118┐ 27' 15.819" W
PRIVATE	MRCA	1471 SUMMIT RIDGE DRIVE CONSERVATION EASEMENT	EASEMENT	12/21/2021	2.053 EASEMENT 4355005001	2835	2021 EASEMENT 4355005001	0 34┐ 5' 52.754" N	118┐ 25' 13.058" W
MRCA	MRCA	SANTA MARIA- KI MYUNG LLC	PURCHASE	2/14/2022	10.687 4434009905	2838	2022 4434009905	0 34┐ 7' 21.565" N	118┐ 34' 44.528" W
MRCA	MRCA	SANTA MARIA- KI MYUNG LLC	PURCHASE	2/14/2022	21.275 4434009904	2839	2022 4434009904	0 34┐ 7' 24.881" N	118┐ 34' 36.585" W
PRIVATE	MRCA	2905 OAK POINT DRIVE DEED RESTRICTION	DEED RESTRICTION	5/10/2021	0.147 PORTION OF 2428006043	2846	2021 PORTION OF 2428006043	0 34┐ 7' 22.334" N	118┐ 21' 2.413" W
MRCA	MRCA	CHAUENGA PASS OPEN SPACE- AERIAL INC	PURCHASE	5/20/2022	4.588 5549001904	2849	2022 5549001904	0 34┐ 7' 22.326" N	118┐ 20' 36.370" W
MRCA	MRCA	DEVIL CANYON- CHEVRON	DONATION	5/19/2022	157.072 2821009908	2856	2022 2821009908	0 34┐ 18' 0.302" N	118┐ 37' 0.580" W
PRIVATE	MRCA	GALADJIAN CONSERVATION EASEMENT	EASEMENT	4/5/2022	0.450 PORTION OF 2279022022	2857	2022 PORTION OF 2279022022	0 34┐ 7' 57.303" N	118┐ 28' 9.481" W
PRIVATE	MRCA	592 & 594 TIGERTAIL ROAD DEED RESTRICTION	DEED RESTRICTION	5/12/2022	0.405 PORTION OF 4494001028	2858	2022 PORTION OF 4494001028	0 34┐ 4' 17.523" N	118┐ 28' 40.912" W
MRCA	MRCA	CAHUENGA PASS OPEN SPACE- ROBERTS	TAX DEFAULT	8/31/2022	0.057 2428028906	2872	2022 2428028906	0 34┐ 7' 15.858" N	118┐ 20' 41.182" W
PRIVATE	MRCA	LAKERIDGE ROAD CONSERVATION EASEMENT	EASEMENT	7/27/2022	2.093 PORTION OF 5577014009	2877	2022 PORTION OF 5577014009	0 34┐ 7' 28.460" N	118┐ 20' 9.597" W
MRCA	MRCA	RICE CANYON- CAL LANDS LLC	PURCHASE	1/26/2023	40.618 *	2906	2023 *	0 34┐ 20' 11.957" N	118┐ 33' 41.782" W
MRCA	MRCA	DEERVALE- SKYVIEW DEV INC	PURCHASE	1/30/2023	0.052 *	2912	2023 *	0 34┐ 8' 31.614" N	118┐ 27' 32.469" W
MRCA	MRCA	DEERVALE- SKYVIEW DEV INC	PURCHASE	1/30/2023	0.183 *	2913	2023 *	0 34┐ 8' 13.645" N	118┐ 27' 19.139" W
MRCA	MRCA	DEERVALE- SKYVIEW DEV INC	PURCHASE	1/30/2023	16.416 *	2914	2023 *	0 34┐ 8' 20.306" N	118┐ 27' 25.344" W
MRCA	MRCA	DEERVALE- SKYVIEW DEV INC	PURCHASE	1/30/2023	2.549 *	2915	2023 *	0 34┐ 8' 10.434" N	118┐ 27' 19.939" W
MRCA	MRCA	DEERVALE- SKYVIEW DEV INC	PURCHASE	1/30/2023	11.369 *	2916	2023 *	0 34┐ 8' 12.990" N	118┐ 27' 9.819" W
MRCA	MRCA	CAHUENGA PASS- MULHOLLAND OS LAND PRESERVE TRUST	PURCHASE	4/17/2023	1.498 *	2918	2023 *	0 34┐ 7' 10.066" N	118┐ 20' 41.747" W
PRIVATE	MRCA	ANDORA CONSERVATION EASEMENT	EASEMENT	12/7/2022	78.051 PORTION OF 2724007004	2919	2022 PORTION OF 2724007004	0 34┐ 14' 40.998" N	118┐ 37' 42.633" W
MRCA	MRCA	ANDORA- SIMI HILLS	DEDICATION	12/7/2022	3.548 *	2920	2022 *	0 34┐ 14' 46.758" N	118┐ 37' 44.107" W
MRCA	MRCA	BEVERLY GLEN- MORCOS	DONATION	5/1/2023	0.057 *	2921	2023 *	0 34┐ 7' 5.297" N	118┐ 26' 54.608" W
MRCA	MRCA	BEVERLY GLEN- MORCOS	DONATION	5/1/2023	0.057 *	2922	2023 *	0 34┐ 7' 5.063" N	118┐ 26' 54.512" W
MRCA	MRCA	DEVIL CANYON- THAKKAR	PURCHASE		41.080	0	2023	0 34┐ 17' 28.350" N	118┐ 36' 59.680" W
MRCA	MRCA	DEVIL CANYON- THAKKAR	PURCHASE		77.959	0	2023	0 34┐ 17' 47.578" N	118┐ 37' 15.902" W

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Monday, November 13, 2023 12:37 PM
To: Paul Edelman
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Marc Shores; Burbank EA Project
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Thank you Paul, I think this will work great but I will follow up if we need anything else!

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Monday, November 13, 2023 12:15 PM
To: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Emily is this what you are asking for?

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Monday, November 13, 2023 12:00 PM
To: Paul Edelman <edelman@smmc.ca.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Dear Paul,

We are working through the data set you provided us and wanted to inquire whether your office could provide us with coordinates (lat/long) for the resources specified in an excel sheet format. Please let me know if that would be possible and thank you for your time.

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Friday, November 3, 2023 9:10 PM
To: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Great super appreciate the response.

From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Friday, November 3, 2023 4:48 PM
To: Paul Edelman <edelman@smmc.ca.gov>; Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>; Burbank EA Project <BUREA@rovolus.com>
Subject: RE: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Dear Paul,

We received your comments and were able to open the attachments without issues. Thank you for providing comments and for providing the list of resources in your jurisdiction pursuant to our consultation letter, it is helpful to us.

Sincerely,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Paul Edelman <edelman@smmc.ca.gov>
Sent: Friday, November 3, 2023 4:35 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Marc Shores <marc.shores@mrca.ca.gov>
Subject: MRCA Section 4F comment letter for OROSZ and SLAPP THREE DEPARTURE Burbank Airport

Hello Ryan and Emily – attached are the Mountains Recreation and Conservation Authority's Section 4(f) comments as requested by November 3rd. The letter is accompanied by three attachments including a shape file of all directly affected MRCA lands in the General Study Area.

Thank You

Paul Edelman
310-589-3200 ext. 128

Section 4(f) Consultation
National Park Service

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 8:53 AM
To: imr_regional_director@nps.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter Final signed_NPS 678.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, August 18, 2023 8:56 AM
To: pwr_regional_director@nps.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_NPS 8910.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 18, 2023

Kate Hammond, Regional Director
National Parks Service, Region 6, 7 and 8
12795 West Alameda Parkway
Denver, CO 80225
imr_regional_director@nps.gov

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Ms. Hammond:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

The FAA, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019 to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The FAA is now formally initiating Section 4(f) consultation in conjunction with the NEPA process under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303(c).

For this Section 4(f) process, we are soliciting comments from the cities of Beverly Hills, Burbank, Los Angeles, San Fernando, and Santa Clarita, and the counties of Los Angeles and Ventura. We are also soliciting from the National Parks Service and the Bureau of Land Management. The purpose of this consultation letter is to request your input on 4(f) properties within your jurisdiction that have “quiet” as an attribute. Section 4(f) properties include:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public;
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public; and
- Historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public.

Background Information

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General Study Area

The General Study Area (GSA) is delineated for the purpose of identifying potential environmental impacts in accordance with NEPA. The GSA encompasses an area of approximately 570 square miles around BUR Airport within Los Angeles and Ventura Counties,

¹ Manual radar vectors: Directional headings issued to aircraft by ATC to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

California, up to an altitude of 18,000 feet mean sea level. The GSA includes Van Nuys Airport and Whiteman Airport and is constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures.

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We look forward to your response and information on 4(f) properties in the GSA and within your jurisdiction. If you have any initial comments or questions on this proposed project, please contact Ryan Weller at (206) 231-2286 or ryan.weller@faa.gov.

Sincerely,

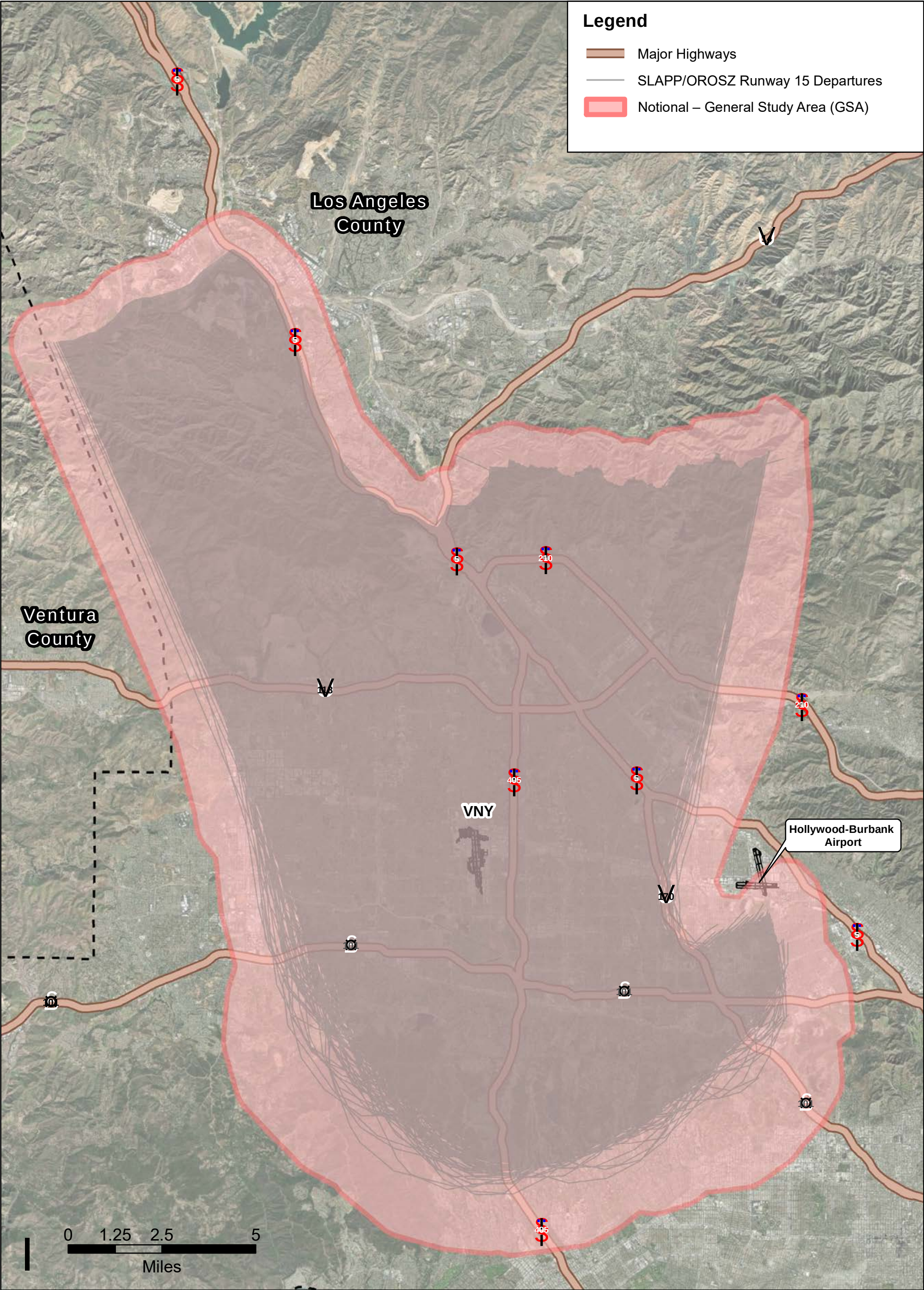
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "ORIGINAL" in white capital letters.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



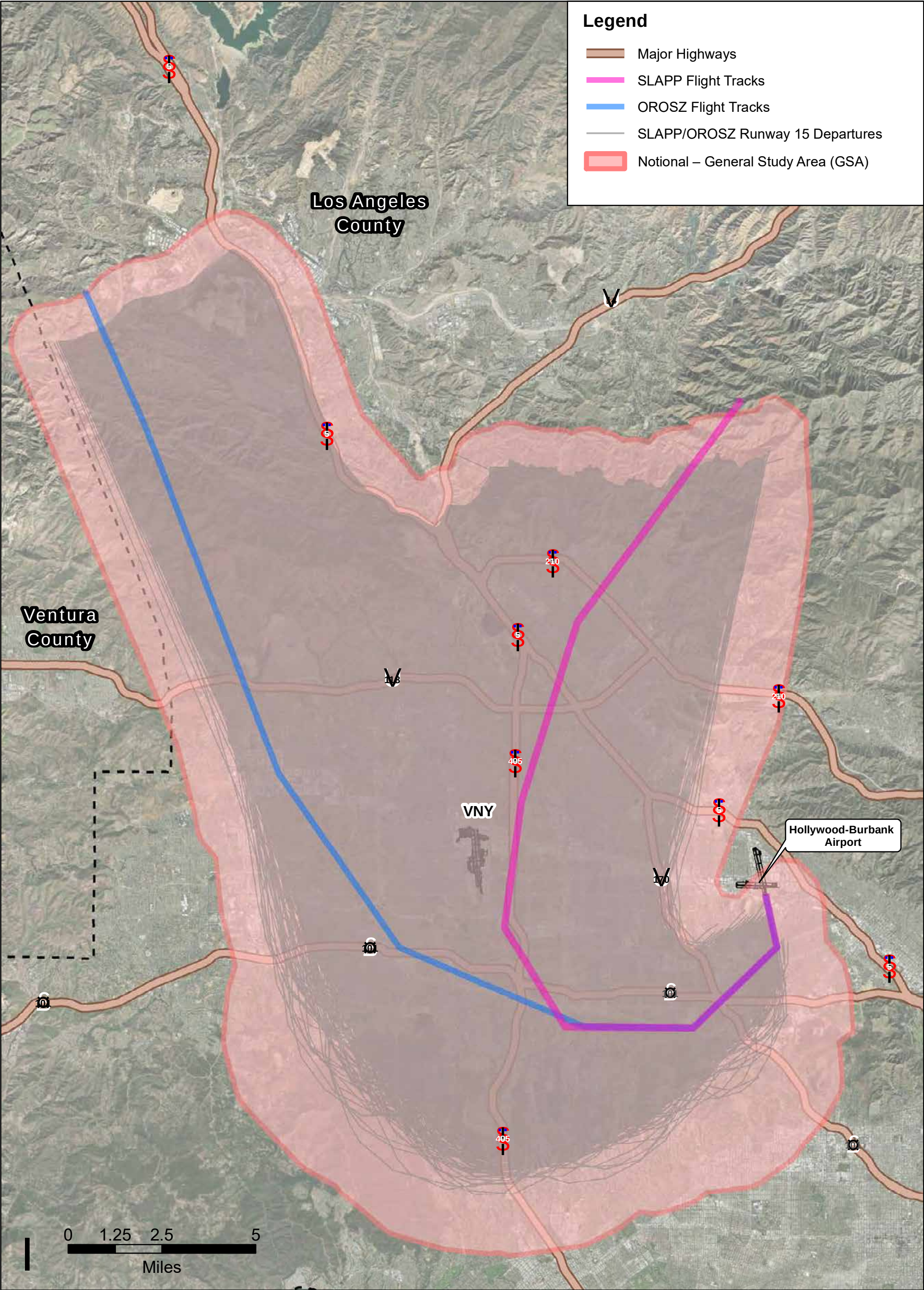
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

Section 4(f) Consultation
U.S. Department of Agriculture

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 24, 2023 10:33 AM
To: roman.torres@usda.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_USDA Forest.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

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The Federal Aviation Administration is conducting a Section 4(f) analysis for flight procedures at the Hollywood Burbank Bob Hope Airport and is requesting your input. Please see letter (attached) with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 24, 2023

Roman Torres, Supervisor
USDA Forest Service, Angeles National Forest
701 N Santa Anita
Arcadia, CA 91006
Roman.torres@usda.gov

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Mr. Torres:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

The FAA, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019 to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The FAA is now formally initiating Section 4(f) consultation in conjunction with the NEPA process under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303(c).

For this Section 4(f) process, we are soliciting comments from the cities of Beverly Hills, Burbank, Los Angeles, San Fernando, and Santa Clarita, and the counties of Los Angeles and Ventura. We are also soliciting from the National Parks Service and the Bureau of Land Management. The purpose of this consultation letter is to request your input on 4(f) properties within your jurisdiction that have “quiet” as an attribute. Section 4(f) properties include:

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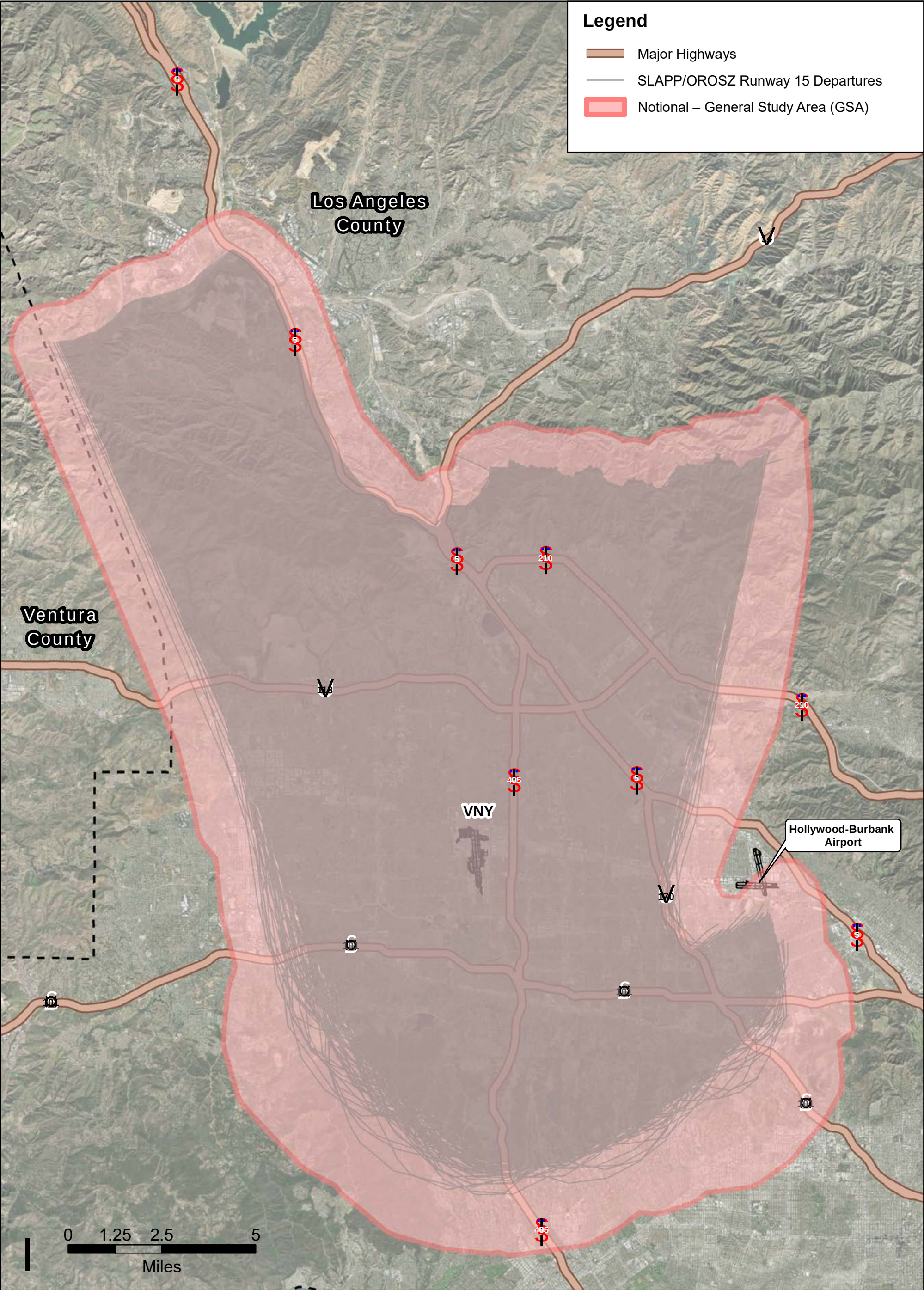
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Western Service Center

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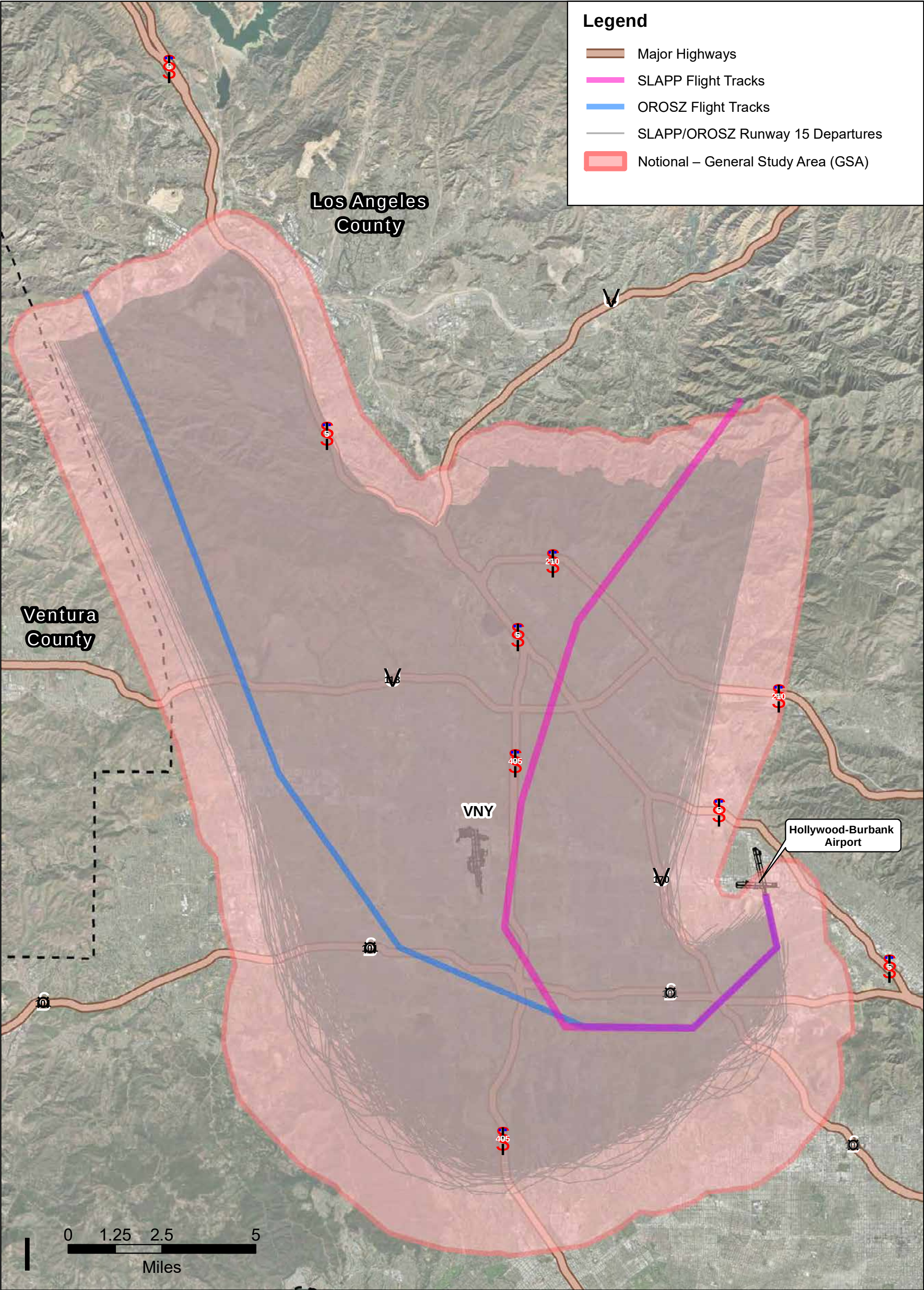
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, October 13, 2023 7:16 AM
To: Burbank EA Project; Darcy Zarubiak; donovan@rovolus.com; Sturnfield, Emily (FAA); Covalt, Lonnie D (FAA)
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

FYI – Please see response.

From: Torres, Roman - FS, CA <roman.torres@usda.gov>
Sent: Thursday, October 12, 2023 2:02 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

We have no input for this proposal.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Sent: Tuesday, October 3, 2023 2:22 PM
To: info@parks.ca.gov; jfriedl@crpd.org; Torres, Roman - FS, CA <roman.torres@usda.gov>; kstriplin@santa-clarita.com; CityManager@sfcity.org; Citymanager@beverlyhills.org; pwr_regional_director@nps.gov; imr_regional_director@nps.gov; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org; Plan.Counter@ventura.org; zoningldcc@planning.lacounty.gov; parksandrec@burbankca.gov; BLM_CA_Web_PS <BLM_CA_Web_PS@blm.gov>; info@mrca.ca.gov
Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Massey, Sara L (FAA) <Sara.L.Massey@faa.gov>; Burbank EA Project <BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello,

The Federal Aviation Administration (FAA) is writing in regards to a proposed FAA project to amend the OROSZ and SLAPP departure procedures at the Hollywood Burbank Bob Hope Airport. The FAA sent you a letter in August 2023 requesting information on Section 4(f) properties within your jurisdiction. This information is important in the FAA's analysis and to maintain the project schedule, the FAA requests this information be provided by November 3, 2023.

Please contact me if you have any questions or require further information. Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

Section 4(f) Consultation
Ventura County

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 17, 2023 10:06 AM
To: Plan.Counter@ventura.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL Ventura Co_Planning.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Greetings,

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Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, August 17, 2023 8:30 PM
To: ColterChisum@ventura.org
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Sturnfield, Emily (FAA); Robins, Jeremy R (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter
Attachments: BUR EA Section 4F Letter FINAL signed_Ventura Co_Parks.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

August 17, 2023

Mr. Dave Ward, Planning Director
800 S Victoria Ave
Venture Co. Government Center Administration Building – 3rd Floor
Ventura, CA 93009
Plan.Counter@ventura.org

Subject: Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP THREE DEPARTURE (RNAV) Procedures at Hollywood Burbank Bob Hope Airport

Dear Mr. Ward:

The Federal Aviation Administration (FAA) is proposing to amend two area navigation (RNAV) open standard instrument departure (SID) procedures at Hollywood Burbank Bob Hope Airport (BUR). The two proposed flight procedures are the OROSZ THREE DEPARTURE (RNAV) and the SLAPP THREE DEPARTURE (RNAV) SIDs and will be referred to as OROSZ THREE and SLAPP THREE, respectively, hereafter.

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Identification of Interested Parties

The views of all appropriate stakeholders and federal, state, and local officials are essential to inform the Federal decision-making in the Section 4(f) process; as such, the FAA also requests your assistance in identifying the appropriate stakeholders that likely have an interest in the project and its effects on Section 4(f) resources. The FAA seeks your input on any information you can provide about other parties who may need to be contacted.

We look forward to your response and information on 4(f) properties in the GSA and within your jurisdiction. If you have any initial comments or questions on this proposed project, please contact Ryan Weller at (206) 231-2286 or ryan.weller@faa.gov.

Sincerely,

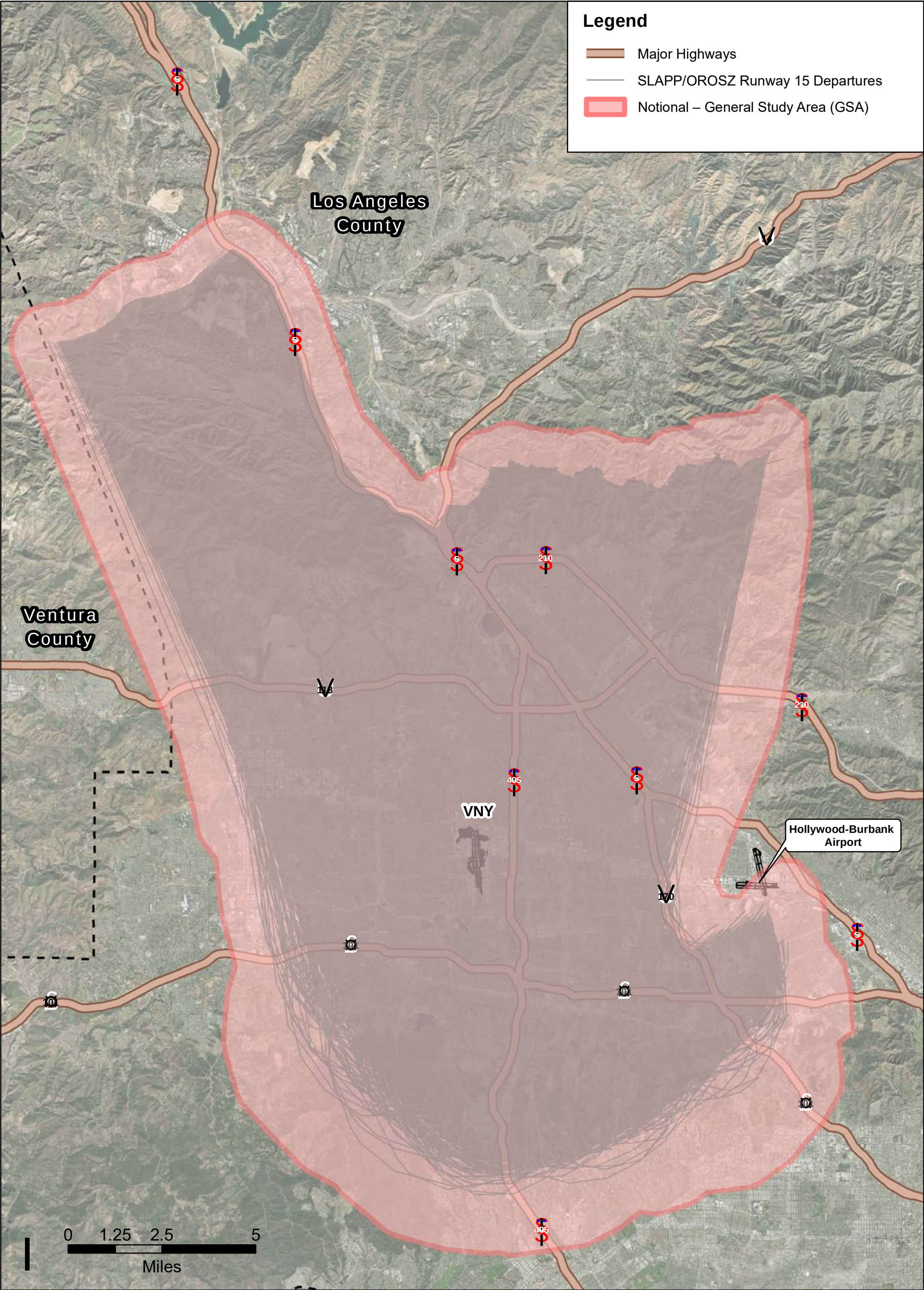
A handwritten signature in black ink that reads "Byron Chew". Above the signature is a small red rectangular stamp with the word "Sent" in white.

B. G. Chew
Group Manager
Operations Support Group
Western Service Center

2 Enclosures

Enclosure 1 – General Study Area

Enclosure 2 – SLAPP THREE and OROSZ THREE Procedures



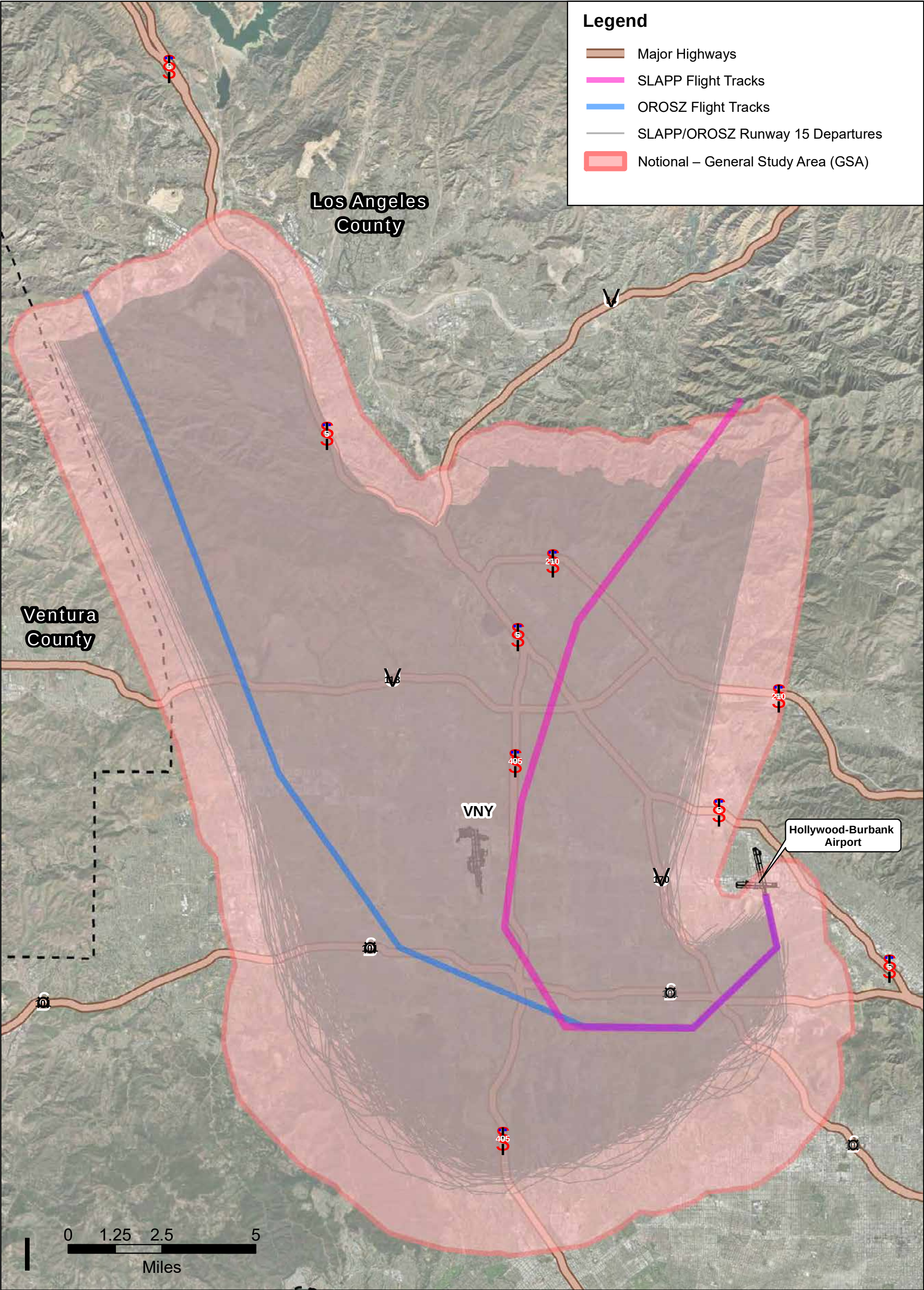
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 1



SLAPP THREE OROSZ THREE
General Study Area



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 2



Notional – General Study Area (GSA) SLAPP / OROSZ Study

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, October 13, 2023 7:26 AM
To: Ciuffetelli, Anthony
Cc: Burbank EA Project; Darcy Zarubiak; Sturnfield, Emily (FAA)
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email
Attachments: BUR EA Section 4F Letter FINAL Ventura Co_Planning.pdf; BUR EA Section 4f letter_Study Area ENCLOSURE 1.pdf; BUR_EA_Section 4f letter_SLAPP_OROSZ_ENCLOSURE 2.pdf

Hi Tony
Please see attached letter and let me know if you have any questions. Thank you.
Ryan Weller

From: Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org>
Sent: Tuesday, October 10, 2023 10:37 AM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Mr. Weller,

At your convenience, please forward a copy of the original letter to me.

Best,

-Tony C.

Anthony Ciuffetelli | Planning Data Analyst
Ventura County Planning Division
Planning Programs
(805)654-2443



Pursuant to the California Public Records Act, email messages retained by the County may constitute public records subject to disclosure.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Tuesday, October 3, 2023 2:22 PM

To: info@parks.ca.gov <info@parks.ca.gov>; jfriedl@crpd.org <jfriedl@crpd.org>; roman.torres@usda.gov <roman.torres@usda.gov>; kstriplin@santa-clarita.com <kstriplin@santa-clarita.com>; CityManager@sfcity.org <CityManager@sfcity.org>; Citymanager@beverlyhills.org <Citymanager@beverlyhills.org>; pwr_regional_director@nps.gov <pwr_regional_director@nps.gov>; imr_regional_director@nps.gov <imr_regional_director@nps.gov>; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org <ColterChisum@ventura.org>; Counter, Planning <plan.counter@ventura.org>; zoningldcc@planning.lacounty.gov <zoningldcc@planning.lacounty.gov>; parksandrec@burbankca.gov <parksandrec@burbankca.gov>; BLM_CA_Web_PS <BLM_CA_Web_PS@blm.gov>; info@mrca.ca.gov <info@mrca.ca.gov>

Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Massey, Sara L (FAA) <Sara.L.Massey@faa.gov>; Burbank EA Project <BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com <donovan@rovolus.com>; NWolfe@esassoc.com <NWolfe@esassoc.com>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Hello,

The Federal Aviation Administration (FAA) is writing in regards to a proposed FAA project to amend the OROSZ and SLAPP departure procedures at the Hollywood Burbank Bob Hope Airport. The FAA sent you a letter in August 2023 requesting information on Section 4(f) properties within your jurisdiction. This information is important in the FAA's analysis and to maintain the project schedule, the FAA requests this information be provided by November 3, 2023.

Please contact me if you have any questions or require further information. Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Friday, October 13, 2023 10:03 AM
To: Burbank EA Project; Darcy Zarubiak; donovan@rovolus.com; Sturnfield, Emily (FAA); Covalt, Lonnie D (FAA)
Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email
Attachments: Cultural_Herit_Locations.zip; Parks.zip

From: Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org>
Sent: Friday, October 13, 2023 9:55 AM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Mr. Weller,

Here are two layers highlighting parks and cultural heritage locations (landmarks, sites of merit, etc) within the unincorporated County.

Best,

-Tony C.

Tony Ciuffetelli
Anthony.ciuffetelli@ventura.org
P. (805) 654-2443



Pursuant to the California Public Records Act, email messages retained by the County may constitute public records subject to disclosure.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Sent: Friday, October 13, 2023 9:41 AM
To: Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org>
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Hello

An email response is fine and GIS layers are best for us. Thank you.

Ryan

From: Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org>

Sent: Friday, October 13, 2023 8:19 AM

To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Mr. Weller,

How should a jurisdiction provide a response? Would GIS layers or links to mapping applications be acceptable?

Best,

-Tony C.

Tony Ciuffetelli

Anthony.ciuffetelli@ventura.org

P. (805) 654-2443



Pursuant to the California Public Records Act, email messages retained by the County may constitute public records subject to disclosure.

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Sent: Friday, October 13, 2023 7:26 AM

To: Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org>

Cc: Burbank EA Project <BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

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Hi Tony

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Ryan Weller

From: Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org>

Sent: Tuesday, October 10, 2023 10:37 AM

To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>

Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello Mr. Weller,

At your convenience, please forward a copy of the original letter to me.

Best,

-Tony C.

Anthony Ciuffetelli | Planning Data Analyst

Ventura County Planning Division

Planning Programs

(805)654-2443



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Sent: Tuesday, October 3, 2023 2:22 PM

To: info@parks.ca.gov <info@parks.ca.gov>; jfriedl@crpd.org <jfriedl@crpd.org>; roman.torres@usda.gov <roman.torres@usda.gov>; kstriplin@santa-clarita.com <kstriplin@santa-clarita.com>; CityManager@sfcity.org <CityManager@sfcity.org>; Citymanager@beverlyhills.org <Citymanager@beverlyhills.org>; pwr_regional_director@nps.gov <pwr_regional_director@nps.gov>; imr_regional_director@nps.gov <imr_regional_director@nps.gov>; Matthew Rudnick <matthew.rudnick@lacity.org>; ColterChisum@ventura.org <ColterChisum@ventura.org>; Counter, Planning <plan.counter@ventura.org>; zoningldcc@planning.lacounty.gov <zoningldcc@planning.lacounty.gov>; parksandrec@burbankca.gov <parksandrec@burbankca.gov>; BLM_CA_Web_PS@blm.gov <BLM_CA_Web_PS@blm.gov>; info@mrca.ca.gov <info@mrca.ca.gov>

Cc: Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Massey, Sara L (FAA) <Sara.L.Massey@faa.gov>; Burbank EA Project <BUREA@rovolus.com>; Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com <donovan@rovolus.com>; NWolfe@esassoc.com <NWolfe@esassoc.com>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Hello,

The Federal Aviation Administration (FAA) is writing in regards to a proposed FAA project to amend the OROSZ and SLAPP departure procedures at the Hollywood Burbank Bob Hope Airport. The FAA sent you a letter in August 2023 requesting information on Section 4(f) properties within your jurisdiction. This information is important in the FAA's analysis and to maintain the project schedule, the FAA requests this information be provided by November 3, 2023.

Please contact me if you have any questions or require further information. Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

**Section 4(f) Consultation
Reminder Email to
California State Parks
U.S. Department of Agriculture
City of Santa Clarita
City of San Fernando
City of Beverly Hills
National Park Service
Ventura County
Los Angeles County
City of Burbank
Bureau of Land Management
Mountains Recreation and Conservation Authority**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Tuesday, October 3, 2023 2:22 PM
To: info@parks.ca.gov; jfriedl@crpd.org; roman.torres@usda.gov; kstriplin@santa-clarita.com; CityManager@sfcity.org; Citymanager@beverlyhills.org; pwr_regional_director@nps.gov; imr_regional_director@nps.gov; Matthew Rudnick; ColterChisum@ventura.org; Plan.Counter@ventura.org; zoningldcc@planning.lacounty.gov; parksandrec@burbankca.gov; BLM_CA_Web_PS; info@mrca.ca.gov
Cc: Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); Sturnfield, Emily (FAA); Massey, Sara L (FAA); Burbank EA Project; Darcy Zarubiak; donovan@rovolus.com; NWolfe@esassoc.com; Steinheimer, Nicholas A (FAA)
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 4(f) Letter - Reminder email

Hello,

The Federal Aviation Administration (FAA) is writing in regards to a proposed FAA project to amend the OROSZ and SLAPP departure procedures at the Hollywood Burbank Bob Hope Airport. The FAA sent you a letter in August 2023 requesting information on Section 4(f) properties within your jurisdiction. This information is important in the FAA's analysis and to maintain the project schedule, the FAA requests this information be provided by November 3, 2023.

Please contact me if you have any questions or require further information. Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Section 106 Consultation
California State Historic Preservation Office



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

September 18, 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation Initiation for the Proposed OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures at Hollywood
Burbank Airport, Burbank, California

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to implement two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (KBUR), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

In March 2016, the FAA Order 8260.58A, *United States Standard for Performance Based Navigation*, changed to include design criteria for the Open SID concept based on recommendations from the Performance Based Operations Aviation Rulemaking Committee.¹

¹ The Performance Based Operations Aviation Rulemaking Committee provides a forum for the United States (U.S.) aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen implementation plan and produce U.S. consensus positions for global harmonization.

Specifically, following the guidance of that Order, the FAA designed and developed two Open SID procedures to be named the OROSZ THREE DEPARTURE (RNAV), and the SLAPP TWO DEPARTURE (RNAV). Aircraft utilizing the proposed “Open” SID procedures would require radar vectors² turning to the north as soon as practicable after departing KBUR. The current OROSZ TWO SID and SLAPP ONE SID procedures would be revised due to this change in criteria allowing embedded radar vector segments to be included in the departure procedure.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around KBUR; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (206)231-2238, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachment

² Manual Vectors: Directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Attachment 1: General Study Area
OROSZ THREE DEPARTURE (RNAV), SLAPP TWO DEPARTURE (RNAV)

Figure 1. Depiction of the General Study Area³



Figure 2. Location of KBUR within the General Study Area⁴



³ Figure 1 - Not to scale.

⁴ Figure 2 - Not to scale.



OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo@parks.ca.gov www.ohp.parks.ca.gov

Julianne Polanco, *State Historic Preservation Officer*

October 4, 2018

Reply In Reference to: FAA_2018_0919_001

Shawn M. Kozica
Operations Support Group
Western Service Center
Federal Aviation Administration
Office of Air Traffic Organization
2200 South 216th Street
Des Moines, Washington 98198

RE: OROSZ THREE and SLAPP TWO Area Navigation Standard Instrument Departure
Air Traffic Procedures, Hollywood Burbank Airport, Burbank, California

Dear Ms. Kozica:

The Federal Aviation Administration (FAA) is consulting with the California State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended. The FAA is requesting SHPO assistance in identifying community groups that likely have an interest in the above-referenced undertaking and its effects of historic properties.

SHPO would encourage the FAA to contact the City and County of Los Angeles. Your office should also seek out the advice of the environmental division of the FAA Western-Pacific Region Airports Division, Los Angeles Airports District Office. The staff have experience with historic preservation compliance in Southern California and might have additional contact information to share.

Should the FAA have questions or comments, please contact the State Historian Tristan Tozer at (916) 445-7027 or via e-mail at Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to be "JP", followed by a long horizontal line.

Julianne Polanco
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

February 2, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Reference: Section 106 Renewed Consultation for the Proposed OROSZ THREE and SLAPP THREE Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is reaching out again concerning the proposed implementation of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (Burbank Airport). The FAA previously reached out to you concerning these procedures in June 2018 and June 2020. Since the last correspondence, the FAA is now proposing two Areas of Potential Effects (APEs) to continue the analysis of this undertaking in compliance with Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800. This letter briefly summarizes the undertaking, presents the methodology in generating the proposed APEs, and solicits your comments on the proposed APEs. The undertaking is the introduction of the OROSZ THREE RNAV SID and SLAPP THREE RNAV SID, and will be referred to as the OROSZ THREE and SLAPP THREE respectively from now on.

To briefly summarize, the existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of modern satellite-based navigation technology. Additionally, a segment of the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as “open”. An open SID is a type of RNAV departure flight procedure that begins and ends with a defined path, but contains a variable Air Traffic Control (ATC) assigned vector leg within the flight procedure. The open SID design provides the precision and predictability benefits of satellite-based navigation routes, while giving ATC the flexibility to direct aircraft as necessary in the Southern California airspace. A more in-depth summary of the undertaking can be found in the June, 2020 letter.

Area of Potential Effects Methodology

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with the National Environmental Policy Act (NEPA). The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has worked to determine an APE for this project. An Area of Potential Effects is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”¹

The undertaking is a pair of aircraft departure procedures that are located entirely above the surface of the earth. Accordingly, they do not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA is considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed two separate APEs focusing on where visual and auditory impacts respectively are expected to occur. Each APE will be discussed separately below and can be seen in the Attachments to this letter. The FAA would like to solicit comments on these proposed APEs from the California State Office of Historic Preservation.

Attachment A shows the proposed APE with respect to visual impacts. The complex APE shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic from Burbank Airport that would use the undertaking if it was implemented was analyzed for existing flight track density. A corridor of existing dense overflights across the GSA was identified and the area of this corridor was noted for development of the APE.
- (2) The projected aircraft overflights of traffic using the proposed undertaking were reviewed and compared to the existing overflight traffic. This review was done to determine the areas where overflights are projected to increase by the implementation of the undertaking and these areas were found to be generally located to the southwest and west of the airport. As the flight would proceed further along the proposed undertaking and farther away from the airport, the existing and proposed overflights are identical which eliminates any areas of overflight change. The area of overflight increase was identified and this area was noted for development of the APE.
- (3) The APE pictured in **Attachment A** includes the area of increased aircraft overflights as a result of the proposed undertaking but without the area of existing dense overflights.

¹ 36 CFR 800.16(d), <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>

The area of existing dense overflights was removed because the addition of overflights in this area was not expected to have adverse impacts on any properties in this area due to the existing overflights in this area.

Attachment B shows the proposed APE with respect to auditory impacts. Because of the propagating nature of noise when compared to overflights, the auditory APE was determined using the expected area of all flights of the undertaking starting at the end of Runway 15/33, following the flight paths to the southwest of the airport and extending up until the northern boundary of Roscoe Boulevard. This northern boundary was chosen after a review of the results of the Initial Noise Screening done by the FAA in support of this project. In accordance with FAA Order 1050.1F, the day-night average sound level (DNL) from the undertaking must have a minimum level of 45 dB for any type of impact to be found. From that conservative grid point screening analysis, all results over 45 dB DNL are south of Roscoe Boulevard making it an ideal cutoff boundary with respect to auditory impacts. For additional information about the results found in this initial noise screening, please go to https://www.faa.gov/air_traffic/community_involvement/bur/media/Environmental_Boards.pdf.

Identification of Additional Interested Parties

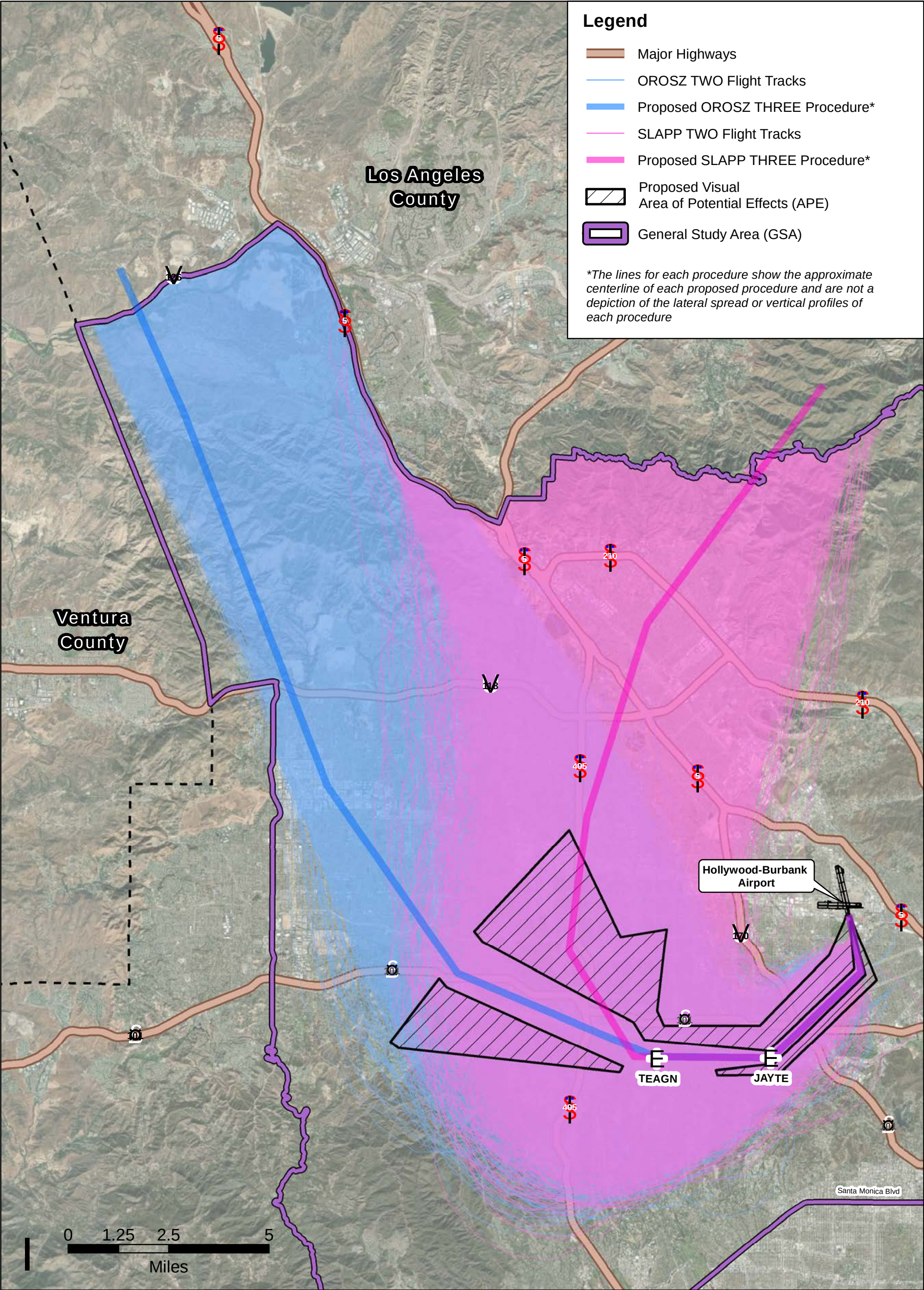
The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation. While you did not identify any interest parties after our initial consultation, we welcome the recommendation of additional interested parties at this time.

Similarly, the views of all stakeholders are essential to inform Federal decision-making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its potential to effect historic properties. We look forward to your response. If you have any comments or questions on this undertaking, please contact Ryan Weller at (206)-231-2286, or at ryan.weller@faa.gov.

Sincerely,

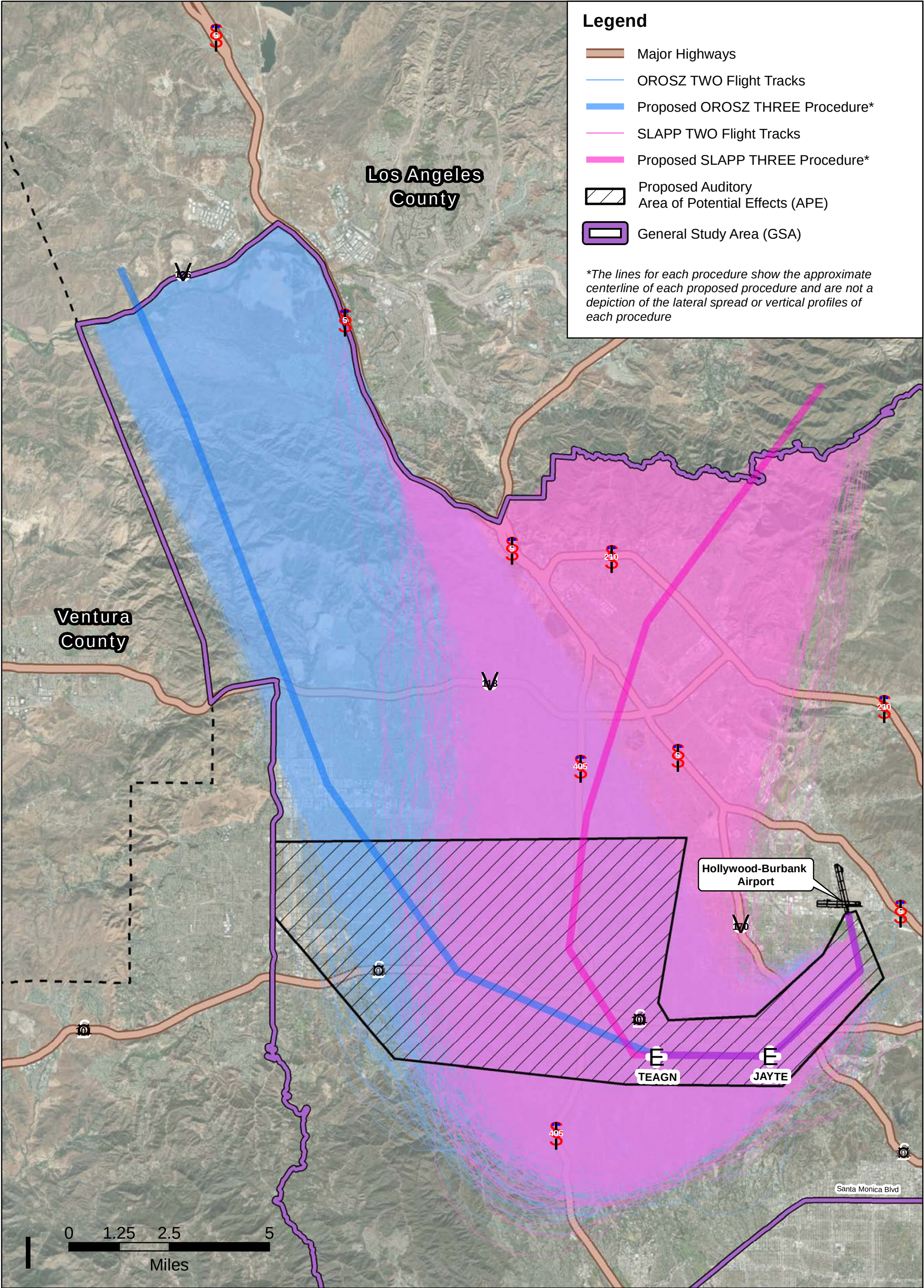
Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachments



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

June 23, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Reference: Section 106 Consultation Initiation for the Proposed OROSZ FOUR and SLAPP THREE Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco

The Federal Aviation Administration (FAA) is proposing to optimize the efficiency of aircraft flight routes and the supporting airspace management structure through the implementation of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (Burbank Airport). These two flight procedures are the proposed OROSZ FOUR RNAV SID and SLAPP THREE RNAV SID, and will be referred to as the OROSZ FOUR and SLAPP THREE respectively from now on. The proposed implementation of these two flight procedures is considered an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800 and in line with these regulations, your office has been consulted concerning this undertaking.

Background Information

The Burbank Airport is owned by the Burbank–Glendale–Pasadena Airport Authority and controlled by the governments of those cities. The Burbank Airport is located in Burbank, California, and is the closest commercial airport to key urban and business districts of Los Angeles, Burbank, Glendale and Pasadena. The airport lies in a densely urbanized area of the San Fernando Valley, with areas of high terrain located north, east, and southwest of the airport. The combination of the volume of air traffic typically present in the area, along with terrain and dense urbanization, contribute to a challenging air traffic control environment which seeks to safely balance the airspace operational requirements with community preferences for aircraft flight paths.

The Undertaking

The existing OROSZ THREE and SLAPP TWO flight procedures would be modified to take advantage of modern satellite-based navigation technology. Additionally, a segment of the proposed OROSZ FOUR and SLAPP THREE flight procedures would be designed as “open”. An open SID is a type of RNAV departure flight procedure that begins and ends with a defined path, but contains a variable Air Traffic Control (ATC) assigned vector leg within the flight procedure. The open SID design provides the precision and predictability benefits of satellite-based navigation routes, while giving ATC the flexibility to direct aircraft as necessary in the highly congested airspace near Burbank Airport. In contrast to present-day operations using currently available departure procedures, the proposed open SID procedures would enable ATC to direct Runway 15 departures to the west more predictably, utilizing two new airspace fixes. After reaching the second of the two fixes, aircraft would enter the open leg of the procedure, where ATC would provide vectors for aircraft to turn north toward the next charted fix. Upon reaching the next charted fix, aircraft would resume following the departure procedure, unless directed otherwise by ATC.

Your office has been previously contacted about this undertaking in our letter dated September 18, 2018, which is shared in **Attachment A** for your convenience. Please note at the time of the letter, the proposed SID flight procedures were referred to as SLAPP TWO and OROSZ THREE. Since September 2018, the existing procedures were renumbered to reflect a small modification unrelated to the undertaking. The FAA determined after the initial consultation, that a more detailed environmental review was necessary for the proposed flight procedures. The FAA, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019, to evaluate the proposed OROSZ FOUR SID and SLAPP THREE SID flight procedures at Burbank Airport. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Area of Potential Effect

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with NEPA. The GSA, as depicted in **Attachment B**, encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. As this letter is intended to re-initiate consultation, the Area of Potential Effect (APE), has not yet been developed. The FAA intends to develop the APE in consultation with the California State Historic Preservation Office.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of all stakeholders are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties

As the FAA was in the process of initiating consultation, the COVID-19 pandemic occurred. The FAA recognizes that this situation affects the consultation timetable and ultimately those of other Federal, state and local agencies. With your agreement, the FAA would like to address these initial steps in the Section 106 process in this letter, as provided in 36 CFR §800.3(g). The FAA will continue to evaluate the situation in the coming weeks and will continue to reach out to potentially other consulting and interested parties. We look forward to your response. If you have any initial comments or questions on this undertaking, please contact Ryan Weller at (206)-231-2286, or at ryan.weller@faa.gov.

Sincerely,

Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachments



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

September 18, 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation Initiation for the Proposed OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures at Hollywood
Burbank Airport, Burbank, California

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to implement two Area Navigation (RNAV) "Open" Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (KBUR), which has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

In March 2016, the FAA Order 8260.58A, *United States Standard for Performance Based Navigation*, changed to include design criteria for the Open SID concept based on recommendations from the Performance Based Operations Aviation Rulemaking Committee.¹

¹ The Performance Based Operations Aviation Rulemaking Committee provides a forum for the United States (U.S.) aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen implementation plan and produce U.S. consensus positions for global harmonization.

Specifically, following the guidance of that Order, the FAA designed and developed two Open SID procedures to be named the OROSZ THREE DEPARTURE (RNAV), and the SLAPP TWO DEPARTURE (RNAV). Aircraft utilizing the proposed “Open” SID procedures would require radar vectors² turning to the north as soon as practicable after departing KBUR. The current OROSZ TWO SID and SLAPP ONE SID procedures would be revised due to this change in criteria allowing embedded radar vector segments to be included in the departure procedure.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around KBUR; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (206)231-2238, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachment

² Manual Vectors: Directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Attachment 1: General Study Area
 OROSZ THREE DEPARTURE (RNAV), SLAPP TWO DEPARTURE (RNAV)

Figure 1. Depiction of the General Study Area³

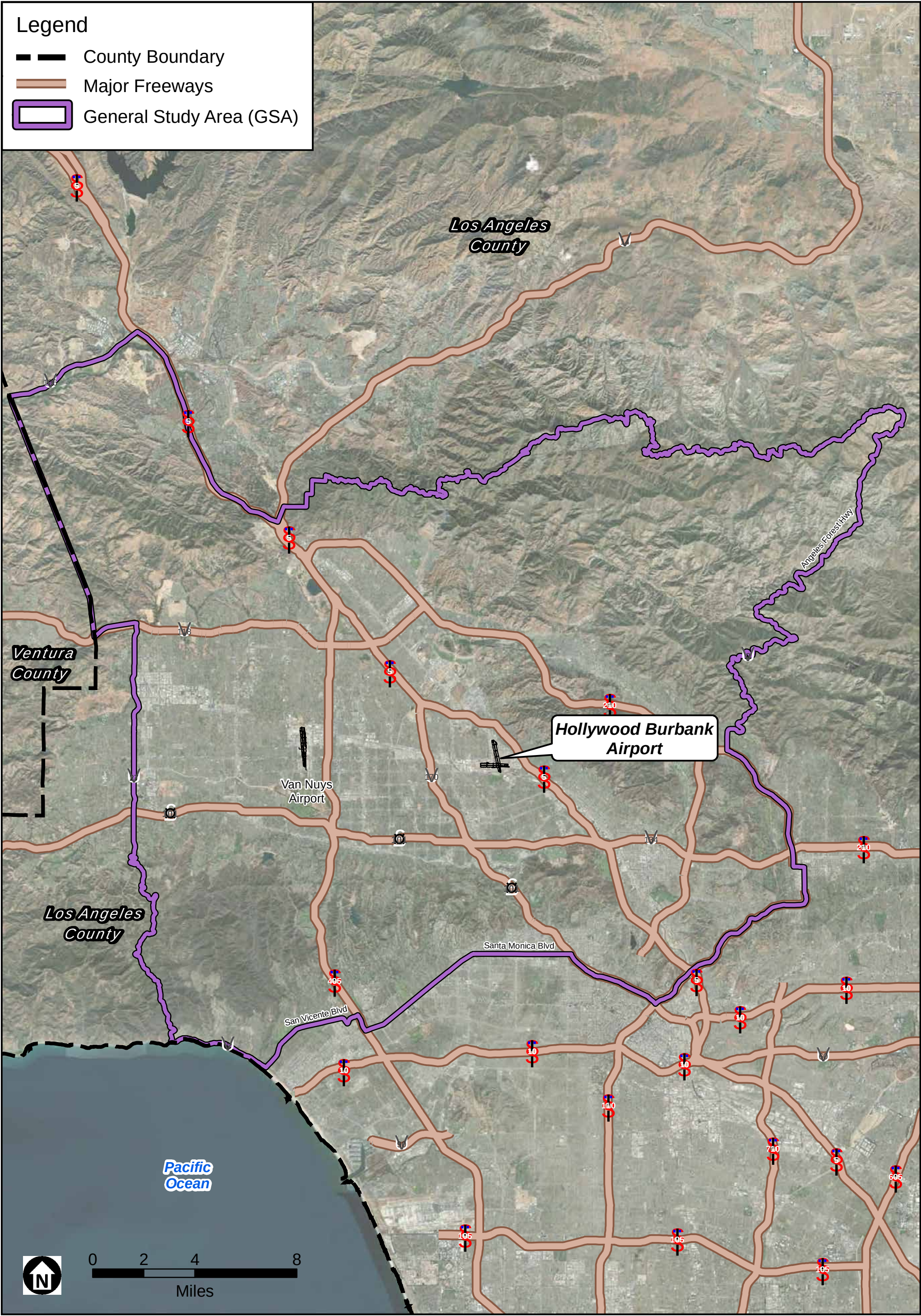


Figure 2. Location of KBUR within the General Study Area⁴



³ Figure 1 - Not to scale.

⁴ Figure 2 - Not to scale.



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

April 11, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Area of Potential Effects for the Proposed OROSZ THREE and SLAPP THREE
Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to modify aircraft flight routes and the supporting airspace management structure through the modification of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (BUR, or the Airport). These two proposed flight procedures are the OROSZ THREE RNAV SID and the SLAPP THREE RNAV SID, and will be referred to as OROSZ THREE and SLAPP THREE, respectively, from now on. The proposed implementation of these two flight procedures is considered an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800.

The California State Historic Preservation Office (SHPO) has been previously contacted about this undertaking in our letters dated September 18, 2018 and February 2, 2020 which are included in **Attachment A**. Please note at the time of the September 2018 letter, the proposed flight procedures were referred to as OROSZ TWO and SLAPP TWO, but have been renamed to OROSZ THREE and SLAPP THREE to reflect minor changes to each procedure. After the initial consultation with the SHPO, the FAA determined that a more detailed environmental review was necessary and, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019, to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The purpose of this coordination letter is to request your, and other interested parties’, input on the proposed project’s Area of Potential Effects (APE).

Background Information

The Airport is owned and operated by the Burbank–Glendale–Pasadena Airport Authority, and is located in Burbank, California. BUR is the closest commercial airport to key urban and business districts of Los Angeles, Burbank, Glendale and Pasadena. The Airport lies in a densely urbanized area of the San Fernando Valley, with areas of high terrain located north, east, and southwest of the Airport. The combination of the volume of air traffic typically present in the area, along with terrain and dense urbanization, contribute to a challenging air traffic control environment which

seeks to safely balance the airspace operational requirements with community preferences for aircraft flight paths.

The existing SLAPP TWO RNAV and OROSZ TWO RNAV flight procedures are primarily used for departures from Runway 15. These flight procedures route departing aircraft from Runway 15 with a climbing right turn to a 210° heading before aircraft are further directed by Air Traffic Control (ATC) using manual radar vectors.¹ Each departing aircraft flies southwest on this specified heading until directed to turn to the northwest or northeast, where the aircraft then joins an RNAV transition to the *en route* airway structure, depending on the aircraft's final destination. This means that the distance the aircraft travels over the ground, prior to being vectored, varies based on operational factors, such as airspace congestion, aircraft separation requirements, and timing of communications between ATC and pilots.

In August 2016, the FAA completed the Southern California Metroplex project, which had the stated purpose of optimizing air traffic procedures and airspace in Southern California on a regional scale by developing flight procedures that take advantage of technological advances in navigation while ensuring that aircraft that do not have the latest navigation technology retain access to the National Airspace System. Since the completion of that project, FAA has received feedback from communities near BUR regarding the effects of changes in aircraft flight paths and the perception of increased noise over these communities. This has led to a community-driven effort to identify additional modifications to the departure flight procedures from Runway 15 to mitigate community noise concerns, while taking into consideration operational safety and efficiency of local airspace. This also led to a lawsuit by the Benedict Hills Homeowners Association (BHHA) that sought to minimize noise impacts in the upper Benedict Canyon. The proposed undertaking is in response to the settlement agreement between the FAA and the BHHA.

The Undertaking

The existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of RNAV technology. Additionally, the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as open SIDs. An open SID is a type of RNAV departure procedure that begins and ends with a defined path but contains one or more ATC-assigned vector legs between these two points. The open SID design provides the precision and predictability associated with satellite-based navigation routes, while giving ATC the flexibility to direct aircraft, as necessary, in the highly congested airspace near the Airport. In contrast to present-day operations, the proposed open SID procedures would enable ATC to direct Runway 15 departures to the west more predictably by utilizing two new airspace fixes. Upon reaching the second of the two fixes, aircraft would enter the open leg of the procedure, where ATC would provide vectors for aircraft to turn north toward the next charted fix. After reaching the next charted fix, aircraft would resume following the departure procedure, unless directed otherwise by ATC.

¹ Manual radar vectors: Directional headings issued to aircraft by ATC to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Area of Potential Effect

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with NEPA. The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has determined an APE for this project.

The proposed undertaking consists of aircraft departure procedures that would be located entirely above the surface of the earth. Accordingly, they would not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA will be considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the proposed undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed an APE focusing on where visual and auditory impacts could potentially occur. The proposed APE, as shown in **Attachment B** to this letter, was developed using the following steps:

- (1) The existing aircraft overflight traffic that would use the undertaking if it was implemented was analyzed for flight track density. A corridor of existing dense overflights across the GSA was identified and the area of this corridor was noted for development of the APE. This boundary was then extended laterally one mile on either side of the flight corridor.
- (2) The projected aircraft overflights using the proposed undertaking were reviewed and compared to the existing overflight traffic. This review was done to determine any additional area where overflights could increase. These areas were found to be generally located to the southwest and west of the Airport. While flights generally proceed further west along the proposed undertaking and farther away from the Airport, the proposed undertaking is not expected to cause aircraft to overfly areas that they do not currently overfly when flying OROSZ THREE and SLAPP THREE. This boundary was then extended laterally one mile on either side of the corridor of potential overflights.
- (3) The APE depicted in **Attachment B** illustrates the summation of the areas defined in two steps above.

The APE was developed to consider what areas would experience either new overflights or an increased concentration in overflights that could result in potential adverse effects at a historic property due to the additional visual and noise elements.

While the analysis to determine the exact location of potential overflights is on-going, the APE has been broadly defined to incorporate all areas that could conceivably receive increases in overflights throughout the GSA.

Identification of Interested Parties

The FAA intends to invite local governments with jurisdiction over land within the APE to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify all interested parties that should be invited to participate in the formal consultation process.

Similarly, the views of all stakeholders are essential to inform Federal decision making in the Section 106 process; as such, the FAA also requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties. The FAA also seeks your input on the APE and appreciates any information you can provide.

We look forward to your response. If you have any initial comments or questions on this proposed undertaking, please contact Ryan Weller at (206) 231-2286, or at ryan.weller@faa.gov.

Sincerely,

B.G. Chew
Group Manager
Operations Support Group
Western Service Center, AJV-W2

Attachments

ATTACHMENT A



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

September 18, 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation Initiation for the Proposed OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures at Hollywood
Burbank Airport, Burbank, California

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to implement two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (KBUR), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

In March 2016, the FAA Order 8260.58A, *United States Standard for Performance Based Navigation*, changed to include design criteria for the Open SID concept based on recommendations from the Performance Based Operations Aviation Rulemaking Committee.¹

¹ The Performance Based Operations Aviation Rulemaking Committee provides a forum for the United States (U.S.) aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen implementation plan and produce U.S. consensus positions for global harmonization.

Specifically, following the guidance of that Order, the FAA designed and developed two Open SID procedures to be named the OROSZ THREE DEPARTURE (RNAV), and the SLAPP TWO DEPARTURE (RNAV). Aircraft utilizing the proposed “Open” SID procedures would require radar vectors² turning to the north as soon as practicable after departing KBUR. The current OROSZ TWO SID and SLAPP ONE SID procedures would be revised due to this change in criteria allowing embedded radar vector segments to be included in the departure procedure.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around KBUR; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (206)231-2238, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachment

² Manual Vectors: Directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Attachment 1: General Study Area
OROSZ THREE DEPARTURE (RNAV), SLAPP TWO DEPARTURE (RNAV)

Figure 1. Depiction of the General Study Area³



Figure 2. Location of KBUR within the General Study Area⁴



³ Figure 1 - Not to scale.

⁴ Figure 2 - Not to scale.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

February 2, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Reference: Section 106 Renewed Consultation for the Proposed OROSZ THREE and SLAPP THREE Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is reaching out again concerning the proposed implementation of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (Burbank Airport). The FAA previously reached out to you concerning these procedures in June 2018 and June 2020. Since the last correspondence, the FAA is now proposing two Areas of Potential Effects (APEs) to continue the analysis of this undertaking in compliance with Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800. This letter briefly summarizes the undertaking, presents the methodology in generating the proposed APEs, and solicits your comments on the proposed APEs. The undertaking is the introduction of the OROSZ THREE RNAV SID and SLAPP THREE RNAV SID, and will be referred to as the OROSZ THREE and SLAPP THREE respectively from now on.

To briefly summarize, the existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of modern satellite-based navigation technology. Additionally, a segment of the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as “open”. An open SID is a type of RNAV departure flight procedure that begins and ends with a defined path, but contains a variable Air Traffic Control (ATC) assigned vector leg within the flight procedure. The open SID design provides the precision and predictability benefits of satellite-based navigation routes, while giving ATC the flexibility to direct aircraft as necessary in the Southern California airspace. A more in-depth summary of the undertaking can be found in the June, 2020 letter.

Area of Potential Effects Methodology

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with the National Environmental Policy Act (NEPA). The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has worked to determine an APE for this project. An Area of Potential Effects is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”¹

The undertaking is a pair of aircraft departure procedures that are located entirely above the surface of the earth. Accordingly, they do not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA is considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed two separate APEs focusing on where visual and auditory impacts respectively are expected to occur. Each APE will be discussed separately below and can be seen in the Attachments to this letter. The FAA would like to solicit comments on these proposed APEs from the California State Office of Historic Preservation.

Attachment A shows the proposed APE with respect to visual impacts. The complex APE shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic from Burbank Airport that would use the undertaking if it was implemented was analyzed for existing flight track density. A corridor of existing dense overflights across the GSA was identified and the area of this corridor was noted for development of the APE.
- (2) The projected aircraft overflights of traffic using the proposed undertaking were reviewed and compared to the existing overflight traffic. This review was done to determine the areas where overflights are projected to increase by the implementation of the undertaking and these areas were found to be generally located to the southwest and west of the airport. As the flight would proceed further along the proposed undertaking and farther away from the airport, the existing and proposed overflights are identical which eliminates any areas of overflight change. The area of overflight increase was identified and this area was noted for development of the APE.
- (3) The APE pictured in **Attachment A** includes the area of increased aircraft overflights as a result of the proposed undertaking but without the area of existing dense overflights.

¹ 36 CFR 800.16(d), <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>

The area of existing dense overflights was removed because the addition of overflights in this area was not expected to have adverse impacts on any properties in this area due to the existing overflights in this area.

Attachment B shows the proposed APE with respect to auditory impacts. Because of the propagating nature of noise when compared to overflights, the auditory APE was determined using the expected area of all flights of the undertaking starting at the end of Runway 15/33, following the flight paths to the southwest of the airport and extending up until the northern boundary of Roscoe Boulevard. This northern boundary was chosen after a review of the results of the Initial Noise Screening done by the FAA in support of this project. In accordance with FAA Order 1050.1F, the day-night average sound level (DNL) from the undertaking must have a minimum level of 45 dB for any type of impact to be found. From that conservative grid point screening analysis, all results over 45 dB DNL are south of Roscoe Boulevard making it an ideal cutoff boundary with respect to auditory impacts. For additional information about the results found in this initial noise screening, please go to https://www.faa.gov/air_traffic/community_involvement/bur/media/Environmental_Boards.pdf.

Identification of Additional Interested Parties

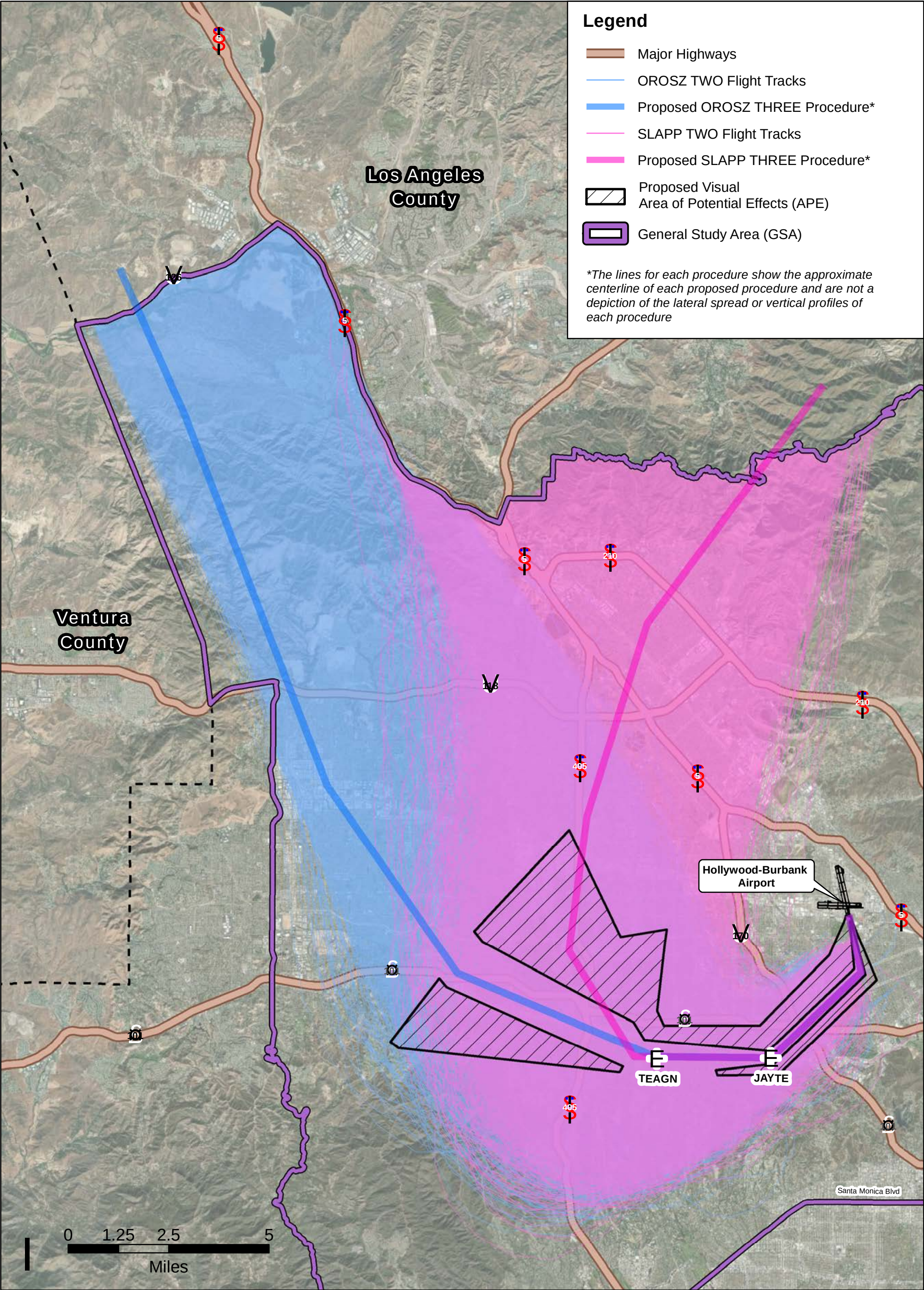
The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation. While you did not identify any interest parties after our initial consultation, we welcome the recommendation of additional interested parties at this time.

Similarly, the views of all stakeholders are essential to inform Federal decision-making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its potential to effect historic properties. We look forward to your response. If you have any comments or questions on this undertaking, please contact Ryan Weller at (206)-231-2286, or at ryan.weller@faa.gov.

Sincerely,

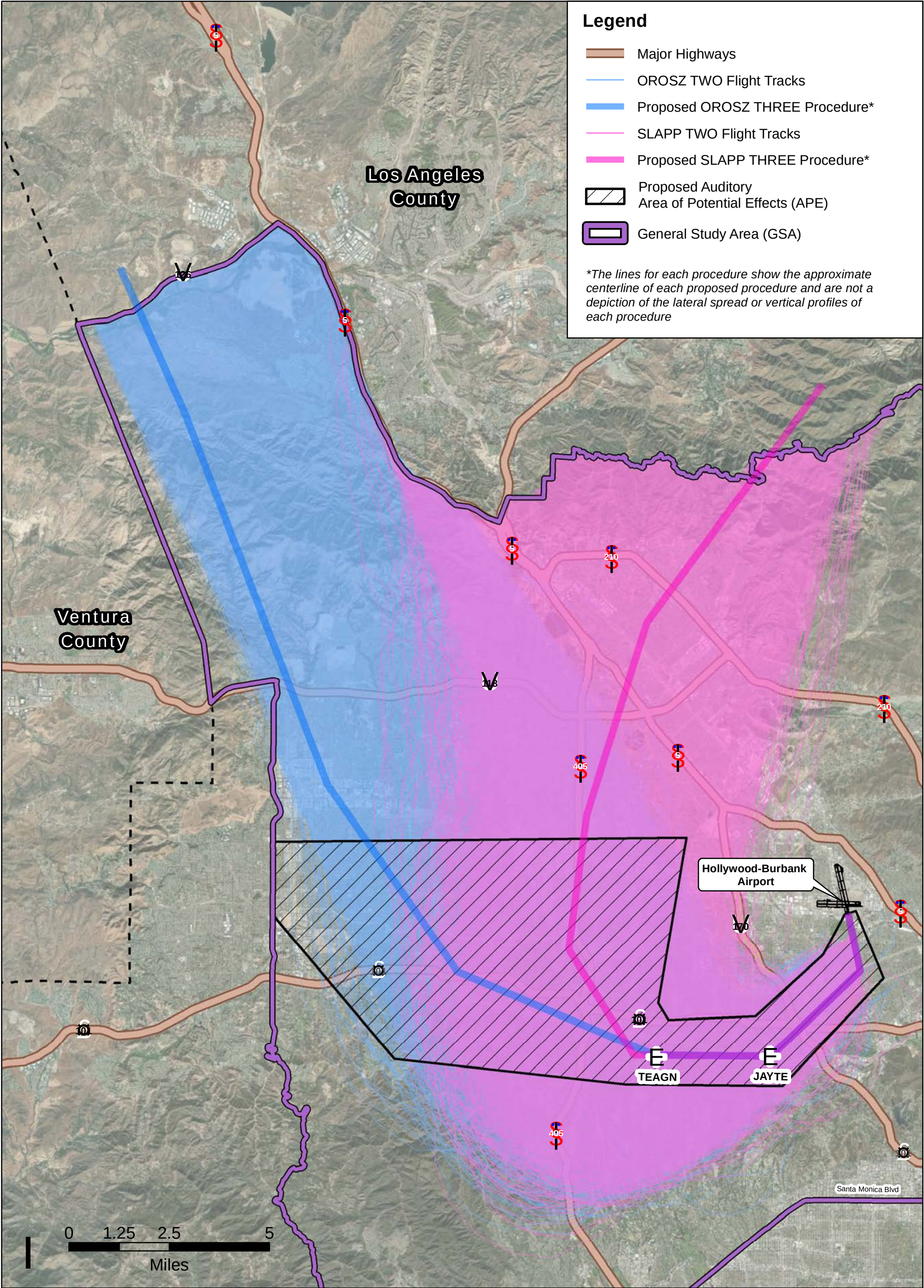
Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachments



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

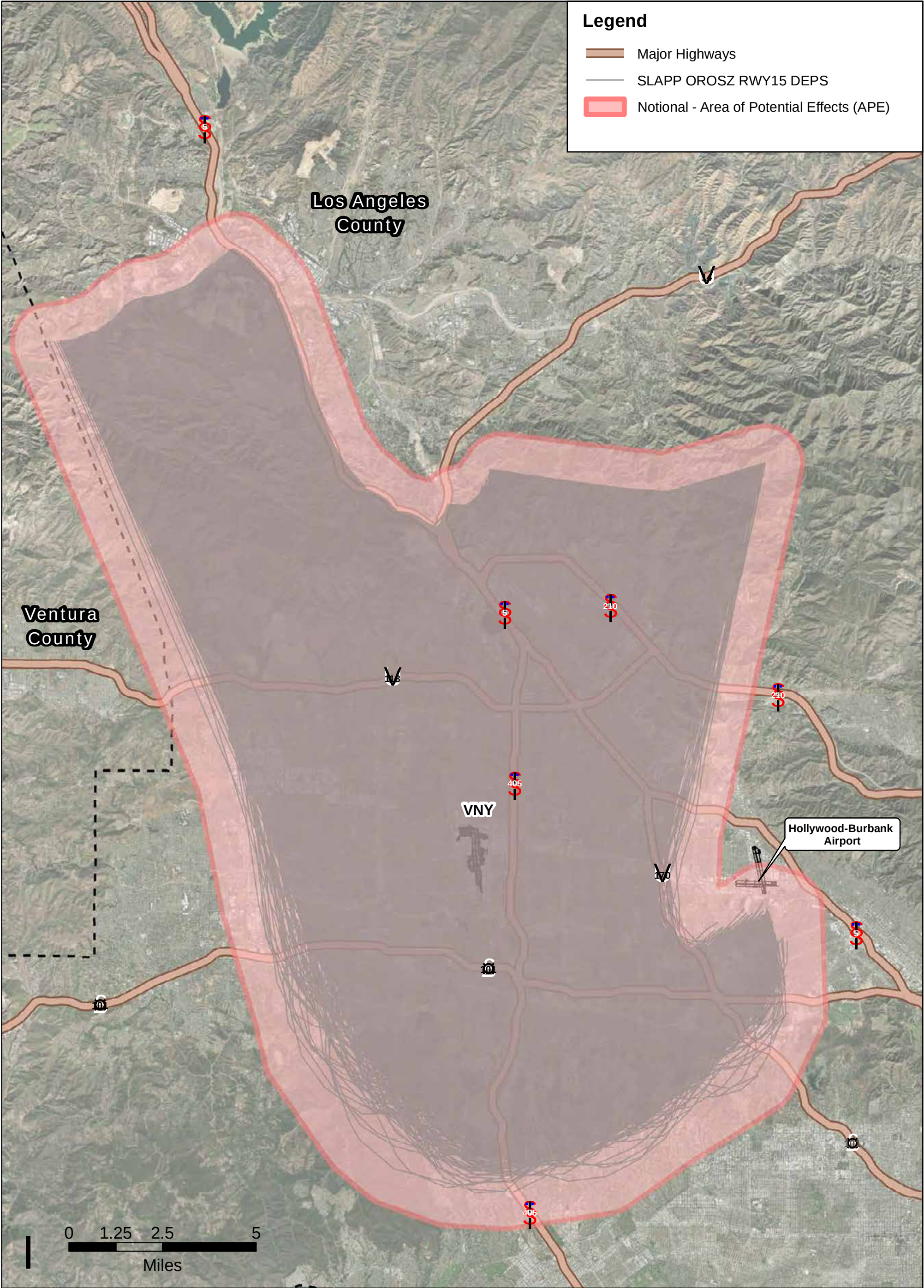
Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

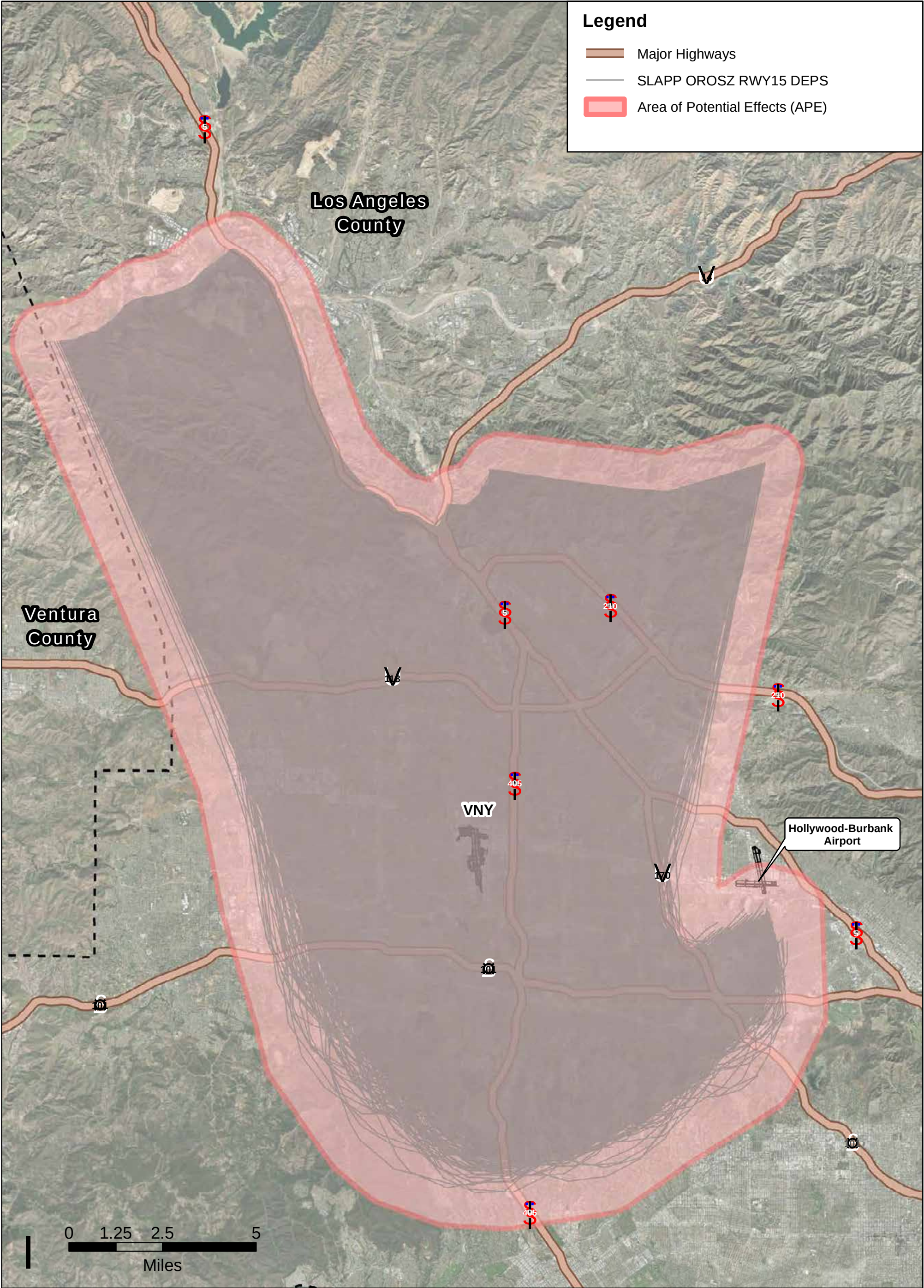
Hollywood Burbank OROSZ/SLAPP Departure Procedures EA

ATTACHMENT B



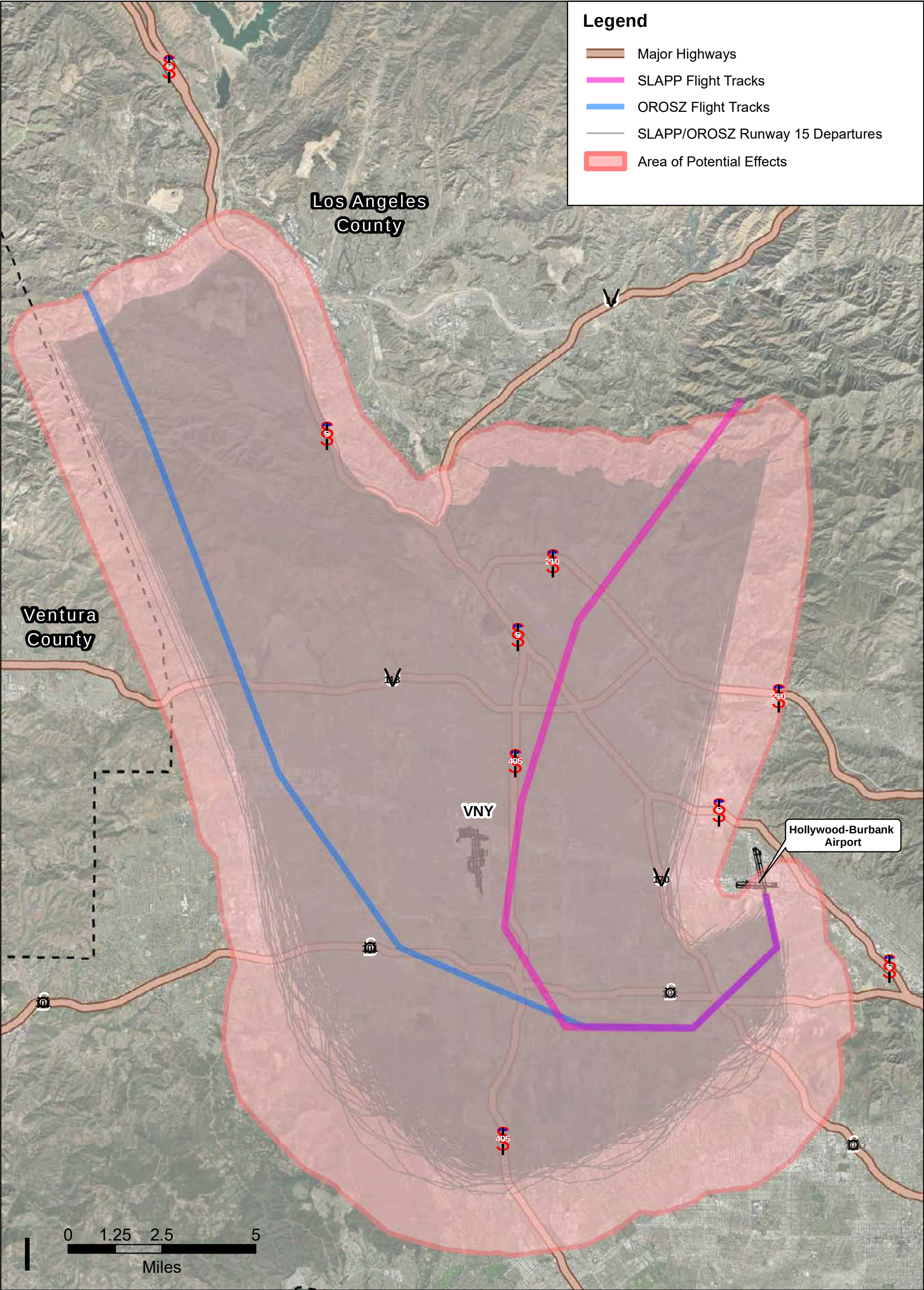
SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP OROSZ RWY15 DEPS



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP OROSZ RWY15 DEPS



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 3

Area of Potential Effects - OROSZ / SLAPP Project



Section 106 Consultation
Los Angeles County

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Monday, November 20, 2023 8:40 AM
To: Polanco, Julianne@Parks; Tozer, Tristan@Parks; 'OHP, CALSHPO@Parks'; Jui Ing Chien; Sean Woods; Clement Lau; Lee Barocas; ColterChisum@ventura.org; Jeri.Cooper@ventura.org; Linda.Cruz@ventura.org; MGarcia@burbankca.gov; parksandrecreation@burbankca.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter
Attachments: BUR_EA Reboot_SHPO Letter 11202023.pdf; Enclosure 1 - Previous SHPO Correspondence 2018-2020.pdf; Enclosure 2 - APE.pdf; Enclosure 3 - APE with SLAPP OROSZ Tracks.pdf

Dear California State Historic Preservation Officer,

The Federal Aviation Administration (FAA) is providing the attached letter for the FAA undertaking at Bob Hope "Hollywood Burbank" Airport (BUR). We are including the City of Burbank, Los Angeles County, and Ventura County as consulting parties for Section 106 consultation.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

April 11, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Area of Potential Effects for the Proposed OROSZ THREE and SLAPP THREE
Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to modify aircraft flight routes and the supporting airspace management structure through the modification of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (BUR, or the Airport). These two proposed flight procedures are the OROSZ THREE RNAV SID and the SLAPP THREE RNAV SID, and will be referred to as OROSZ THREE and SLAPP THREE, respectively, from now on. The proposed implementation of these two flight procedures is considered an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800.

The California State Historic Preservation Office (SHPO) has been previously contacted about this undertaking in our letters dated September 18, 2018 and February 2, 2020 which are included in **Attachment A**. Please note at the time of the September 2018 letter, the proposed flight procedures were referred to as OROSZ TWO and SLAPP TWO, but have been renamed to OROSZ THREE and SLAPP THREE to reflect minor changes to each procedure. After the initial consultation with the SHPO, the FAA determined that a more detailed environmental review was necessary and, pursuant to the National Environmental Policy Act of 1969 (NEPA), began preparing an Environmental Assessment (EA) in November 2019, to evaluate the proposed OROSZ THREE and SLAPP THREE flight procedures. The purpose of this coordination letter is to request your, and other interested parties’, input on the proposed project’s Area of Potential Effects (APE).

Background Information

The Airport is owned and operated by the Burbank–Glendale–Pasadena Airport Authority, and is located in Burbank, California. BUR is the closest commercial airport to key urban and business districts of Los Angeles, Burbank, Glendale and Pasadena. The Airport lies in a densely urbanized area of the San Fernando Valley, with areas of high terrain located north, east, and southwest of the Airport. The combination of the volume of air traffic typically present in the area, along with terrain and dense urbanization, contribute to a challenging air traffic control environment which

seeks to safely balance the airspace operational requirements with community preferences for aircraft flight paths.

The existing SLAPP TWO RNAV and OROSZ TWO RNAV flight procedures are primarily used for departures from Runway 15. These flight procedures route departing aircraft from Runway 15 with a climbing right turn to a 210° heading before aircraft are further directed by Air Traffic Control (ATC) using manual radar vectors.¹ Each departing aircraft flies southwest on this specified heading until directed to turn to the northwest or northeast, where the aircraft then joins an RNAV transition to the *en route* airway structure, depending on the aircraft's final destination. This means that the distance the aircraft travels over the ground, prior to being vectored, varies based on operational factors, such as airspace congestion, aircraft separation requirements, and timing of communications between ATC and pilots.

In August 2016, the FAA completed the Southern California Metroplex project, which had the stated purpose of optimizing air traffic procedures and airspace in Southern California on a regional scale by developing flight procedures that take advantage of technological advances in navigation while ensuring that aircraft that do not have the latest navigation technology retain access to the National Airspace System. Since the completion of that project, FAA has received feedback from communities near BUR regarding the effects of changes in aircraft flight paths and the perception of increased noise over these communities. This has led to a community-driven effort to identify additional modifications to the departure flight procedures from Runway 15 to mitigate community noise concerns, while taking into consideration operational safety and efficiency of local airspace. This also led to a lawsuit by the Benedict Hills Homeowners Association (BHHA) that sought to minimize noise impacts in the upper Benedict Canyon. The proposed undertaking is in response to the settlement agreement between the FAA and the BHHA.

The Undertaking

The existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of RNAV technology. Additionally, the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as open SIDs. An open SID is a type of RNAV departure procedure that begins and ends with a defined path but contains one or more ATC-assigned vector legs between these two points. The open SID design provides the precision and predictability associated with satellite-based navigation routes, while giving ATC the flexibility to direct aircraft, as necessary, in the highly congested airspace near the Airport. In contrast to present-day operations, the proposed open SID procedures would enable ATC to direct Runway 15 departures to the west more predictably by utilizing two new airspace fixes. Upon reaching the second of the two fixes, aircraft would enter the open leg of the procedure, where ATC would provide vectors for aircraft to turn north toward the next charted fix. After reaching the next charted fix, aircraft would resume following the departure procedure, unless directed otherwise by ATC.

¹ Manual radar vectors: Directional headings issued to aircraft by ATC to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Area of Potential Effect

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with NEPA. The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has determined an APE for this project.

The proposed undertaking consists of aircraft departure procedures that would be located entirely above the surface of the earth. Accordingly, they would not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA will be considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the proposed undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed an APE focusing on where visual and auditory impacts could potentially occur. The proposed APE, as shown in **Attachment B** to this letter, was developed using the following steps:

- (1) The existing aircraft overflight traffic that would use the undertaking if it was implemented was analyzed for flight track density. A corridor of existing dense overflights across the GSA was identified and the area of this corridor was noted for development of the APE. This boundary was then extended laterally one mile on either side of the flight corridor.
- (2) The projected aircraft overflights using the proposed undertaking were reviewed and compared to the existing overflight traffic. This review was done to determine any additional area where overflights could increase. These areas were found to be generally located to the southwest and west of the Airport. While flights generally proceed further west along the proposed undertaking and farther away from the Airport, the proposed undertaking is not expected to cause aircraft to overfly areas that they do not currently overfly when flying OROSZ THREE and SLAPP THREE. This boundary was then extended laterally one mile on either side of the corridor of potential overflights.
- (3) The APE depicted in **Attachment B** illustrates the summation of the areas defined in two steps above.

The APE was developed to consider what areas would experience either new overflights or an increased concentration in overflights that could result in potential adverse effects at a historic property due to the additional visual and noise elements.

While the analysis to determine the exact location of potential overflights is on-going, the APE has been broadly defined to incorporate all areas that could conceivably receive increases in overflights throughout the GSA.

Identification of Interested Parties

The FAA intends to invite local governments with jurisdiction over land within the APE to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify all interested parties that should be invited to participate in the formal consultation process.

Similarly, the views of all stakeholders are essential to inform Federal decision making in the Section 106 process; as such, the FAA also requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties. The FAA also seeks your input on the APE and appreciates any information you can provide.

We look forward to your response. If you have any initial comments or questions on this proposed undertaking, please contact Ryan Weller at (206) 231-2286, or at ryan.weller@faa.gov.

Sincerely,

B.G. Chew
Group Manager
Operations Support Group
Western Service Center, AJV-W2

Attachments

ATTACHMENT A



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

September 18, 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation Initiation for the Proposed OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures at Hollywood
Burbank Airport, Burbank, California

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to implement two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (KBUR), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

In March 2016, the FAA Order 8260.58A, *United States Standard for Performance Based Navigation*, changed to include design criteria for the Open SID concept based on recommendations from the Performance Based Operations Aviation Rulemaking Committee.¹

¹ The Performance Based Operations Aviation Rulemaking Committee provides a forum for the United States (U.S.) aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen implementation plan and produce U.S. consensus positions for global harmonization.

Specifically, following the guidance of that Order, the FAA designed and developed two Open SID procedures to be named the OROSZ THREE DEPARTURE (RNAV), and the SLAPP TWO DEPARTURE (RNAV). Aircraft utilizing the proposed “Open” SID procedures would require radar vectors² turning to the north as soon as practicable after departing KBUR. The current OROSZ TWO SID and SLAPP ONE SID procedures would be revised due to this change in criteria allowing embedded radar vector segments to be included in the departure procedure.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around KBUR; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (206)231-2238, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachment

² Manual Vectors: Directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Attachment 1: General Study Area
OROSZ THREE DEPARTURE (RNAV), SLAPP TWO DEPARTURE (RNAV)

Figure 1. Depiction of the General Study Area³



Figure 2. Location of KBUR within the General Study Area⁴



³ Figure 1 - Not to scale.

⁴ Figure 2 - Not to scale.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

February 2, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Reference: Section 106 Renewed Consultation for the Proposed OROSZ THREE and SLAPP THREE Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is reaching out again concerning the proposed implementation of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (Burbank Airport). The FAA previously reached out to you concerning these procedures in June 2018 and June 2020. Since the last correspondence, the FAA is now proposing two Areas of Potential Effects (APEs) to continue the analysis of this undertaking in compliance with Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800. This letter briefly summarizes the undertaking, presents the methodology in generating the proposed APEs, and solicits your comments on the proposed APEs. The undertaking is the introduction of the OROSZ THREE RNAV SID and SLAPP THREE RNAV SID, and will be referred to as the OROSZ THREE and SLAPP THREE respectively from now on.

To briefly summarize, the existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of modern satellite-based navigation technology. Additionally, a segment of the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as “open”. An open SID is a type of RNAV departure flight procedure that begins and ends with a defined path, but contains a variable Air Traffic Control (ATC) assigned vector leg within the flight procedure. The open SID design provides the precision and predictability benefits of satellite-based navigation routes, while giving ATC the flexibility to direct aircraft as necessary in the Southern California airspace. A more in-depth summary of the undertaking can be found in the June, 2020 letter.

Area of Potential Effects Methodology

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with the National Environmental Policy Act (NEPA). The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has worked to determine an APE for this project. An Area of Potential Effects is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”¹

The undertaking is a pair of aircraft departure procedures that are located entirely above the surface of the earth. Accordingly, they do not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA is considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed two separate APEs focusing on where visual and auditory impacts respectively are expected to occur. Each APE will be discussed separately below and can be seen in the Attachments to this letter. The FAA would like to solicit comments on these proposed APEs from the California State Office of Historic Preservation.

Attachment A shows the proposed APE with respect to visual impacts. The complex APE shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic from Burbank Airport that would use the undertaking if it was implemented was analyzed for existing flight track density. A corridor of existing dense overflights across the GSA was identified and the area of this corridor was noted for development of the APE.
- (2) The projected aircraft overflights of traffic using the proposed undertaking were reviewed and compared to the existing overflight traffic. This review was done to determine the areas where overflights are projected to increase by the implementation of the undertaking and these areas were found to be generally located to the southwest and west of the airport. As the flight would proceed further along the proposed undertaking and farther away from the airport, the existing and proposed overflights are identical which eliminates any areas of overflight change. The area of overflight increase was identified and this area was noted for development of the APE.
- (3) The APE pictured in **Attachment A** includes the area of increased aircraft overflights as a result of the proposed undertaking but without the area of existing dense overflights.

¹ 36 CFR 800.16(d), <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>

The area of existing dense overflights was removed because the addition of overflights in this area was not expected to have adverse impacts on any properties in this area due to the existing overflights in this area.

Attachment B shows the proposed APE with respect to auditory impacts. Because of the propagating nature of noise when compared to overflights, the auditory APE was determined using the expected area of all flights of the undertaking starting at the end of Runway 15/33, following the flight paths to the southwest of the airport and extending up until the northern boundary of Roscoe Boulevard. This northern boundary was chosen after a review of the results of the Initial Noise Screening done by the FAA in support of this project. In accordance with FAA Order 1050.1F, the day-night average sound level (DNL) from the undertaking must have a minimum level of 45 dB for any type of impact to be found. From that conservative grid point screening analysis, all results over 45 dB DNL are south of Roscoe Boulevard making it an ideal cutoff boundary with respect to auditory impacts. For additional information about the results found in this initial noise screening, please go to https://www.faa.gov/air_traffic/community_involvement/bur/media/Environmental_Boards.pdf.

Identification of Additional Interested Parties

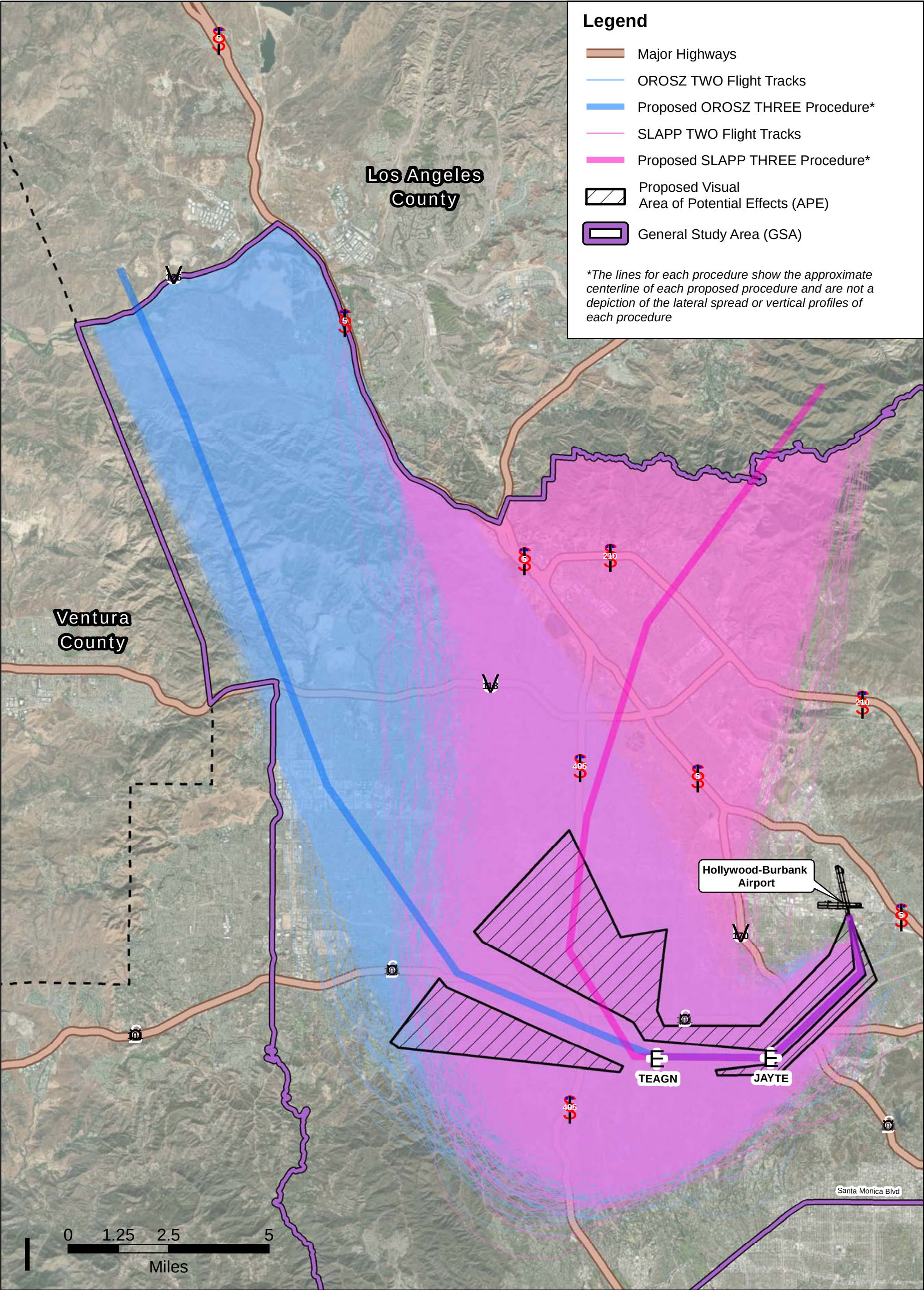
The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation. While you did not identify any interest parties after our initial consultation, we welcome the recommendation of additional interested parties at this time.

Similarly, the views of all stakeholders are essential to inform Federal decision-making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its potential to effect historic properties. We look forward to your response. If you have any comments or questions on this undertaking, please contact Ryan Weller at (206)-231-2286, or at ryan.weller@faa.gov.

Sincerely,

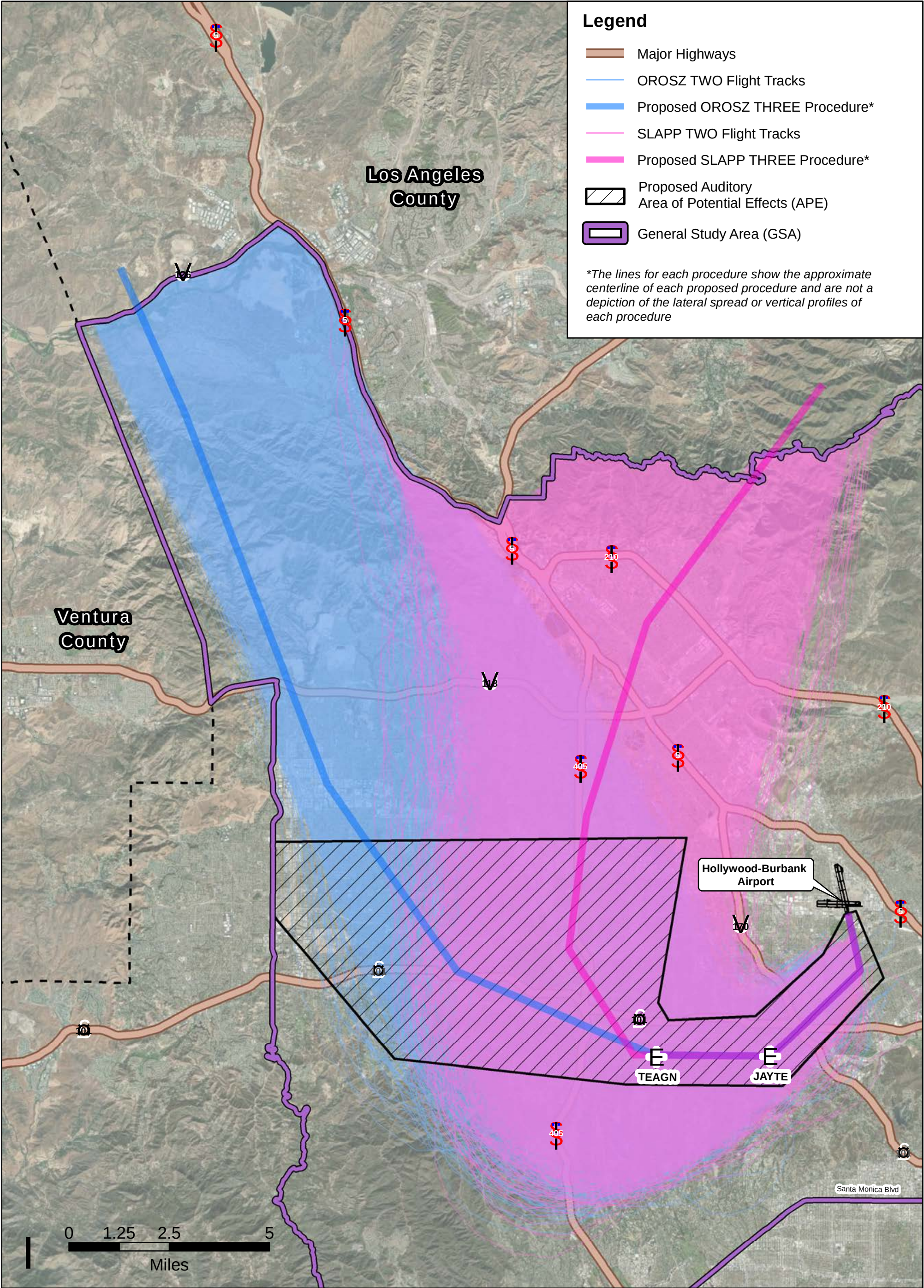
Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachments



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

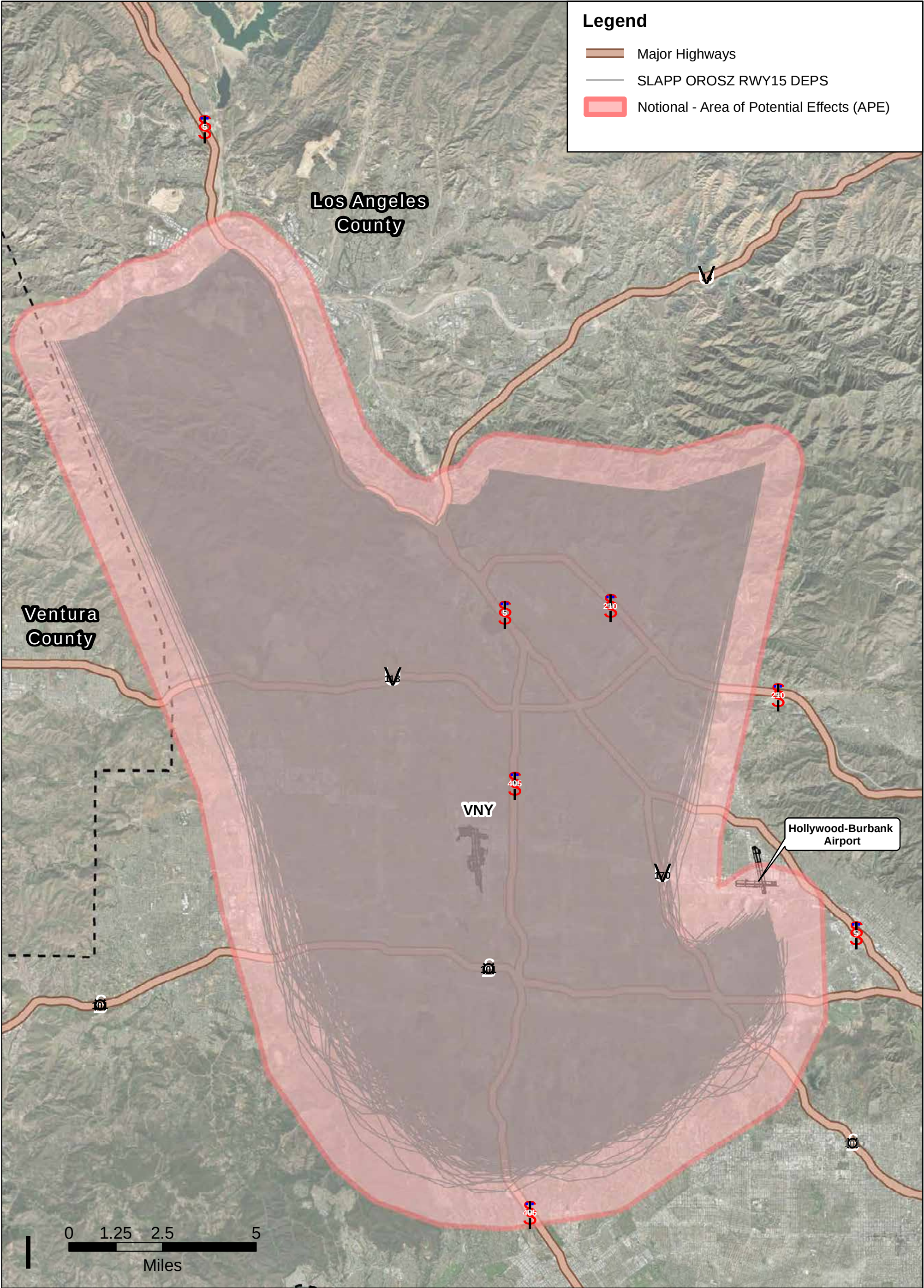
Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA

ATTACHMENT B



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP OROSZ RWY15 DEPS



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

September 18, 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation Initiation for the Proposed OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures at Hollywood
Burbank Airport, Burbank, California

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to implement two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (KBUR), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

In March 2016, the FAA Order 8260.58A, *United States Standard for Performance Based Navigation*, changed to include design criteria for the Open SID concept based on recommendations from the Performance Based Operations Aviation Rulemaking Committee.¹

¹ The Performance Based Operations Aviation Rulemaking Committee provides a forum for the United States (U.S.) aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen implementation plan and produce U.S. consensus positions for global harmonization.

Specifically, following the guidance of that Order, the FAA designed and developed two Open SID procedures to be named the OROSZ THREE DEPARTURE (RNAV), and the SLAPP TWO DEPARTURE (RNAV). Aircraft utilizing the proposed “Open” SID procedures would require radar vectors² turning to the north as soon as practicable after departing KBUR. The current OROSZ TWO SID and SLAPP ONE SID procedures would be revised due to this change in criteria allowing embedded radar vector segments to be included in the departure procedure.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around KBUR; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (206)231-2238, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachment

² Manual Vectors: Directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

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OROSZ THREE DEPARTURE (RNAV), SLAPP TWO DEPARTURE (RNAV)

Figure 1. Depiction of the General Study Area³



Figure 2. Location of KBUR within the General Study Area⁴



³ Figure 1 - Not to scale.

⁴ Figure 2 - Not to scale.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

February 2, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Reference: Section 106 Renewed Consultation for the Proposed OROSZ THREE and SLAPP THREE Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is reaching out again concerning the proposed implementation of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (Burbank Airport). The FAA previously reached out to you concerning these procedures in June 2018 and June 2020. Since the last correspondence, the FAA is now proposing two Areas of Potential Effects (APEs) to continue the analysis of this undertaking in compliance with Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800. This letter briefly summarizes the undertaking, presents the methodology in generating the proposed APEs, and solicits your comments on the proposed APEs. The undertaking is the introduction of the OROSZ THREE RNAV SID and SLAPP THREE RNAV SID, and will be referred to as the OROSZ THREE and SLAPP THREE respectively from now on.

To briefly summarize, the existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of modern satellite-based navigation technology. Additionally, a segment of the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as “open”. An open SID is a type of RNAV departure flight procedure that begins and ends with a defined path, but contains a variable Air Traffic Control (ATC) assigned vector leg within the flight procedure. The open SID design provides the precision and predictability benefits of satellite-based navigation routes, while giving ATC the flexibility to direct aircraft as necessary in the Southern California airspace. A more in-depth summary of the undertaking can be found in the June, 2020 letter.

Area of Potential Effects Methodology

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with the National Environmental Policy Act (NEPA). The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has worked to determine an APE for this project. An Area of Potential Effects is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”¹

The undertaking is a pair of aircraft departure procedures that are located entirely above the surface of the earth. Accordingly, they do not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA is considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed two separate APEs focusing on where visual and auditory impacts respectively are expected to occur. Each APE will be discussed separately below and can be seen in the Attachments to this letter. The FAA would like to solicit comments on these proposed APEs from the California State Office of Historic Preservation.

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- (3) The APE pictured in **Attachment A** includes the area of increased aircraft overflights as a result of the proposed undertaking but without the area of existing dense overflights.

¹ 36 CFR 800.16(d), <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>

The area of existing dense overflights was removed because the addition of overflights in this area was not expected to have adverse impacts on any properties in this area due to the existing overflights in this area.

Attachment B shows the proposed APE with respect to auditory impacts. Because of the propagating nature of noise when compared to overflights, the auditory APE was determined using the expected area of all flights of the undertaking starting at the end of Runway 15/33, following the flight paths to the southwest of the airport and extending up until the northern boundary of Roscoe Boulevard. This northern boundary was chosen after a review of the results of the Initial Noise Screening done by the FAA in support of this project. In accordance with FAA Order 1050.1F, the day-night average sound level (DNL) from the undertaking must have a minimum level of 45 dB for any type of impact to be found. From that conservative grid point screening analysis, all results over 45 dB DNL are south of Roscoe Boulevard making it an ideal cutoff boundary with respect to auditory impacts. For additional information about the results found in this initial noise screening, please go to https://www.faa.gov/air_traffic/community_involvement/bur/media/Environmental_Boards.pdf.

Identification of Additional Interested Parties

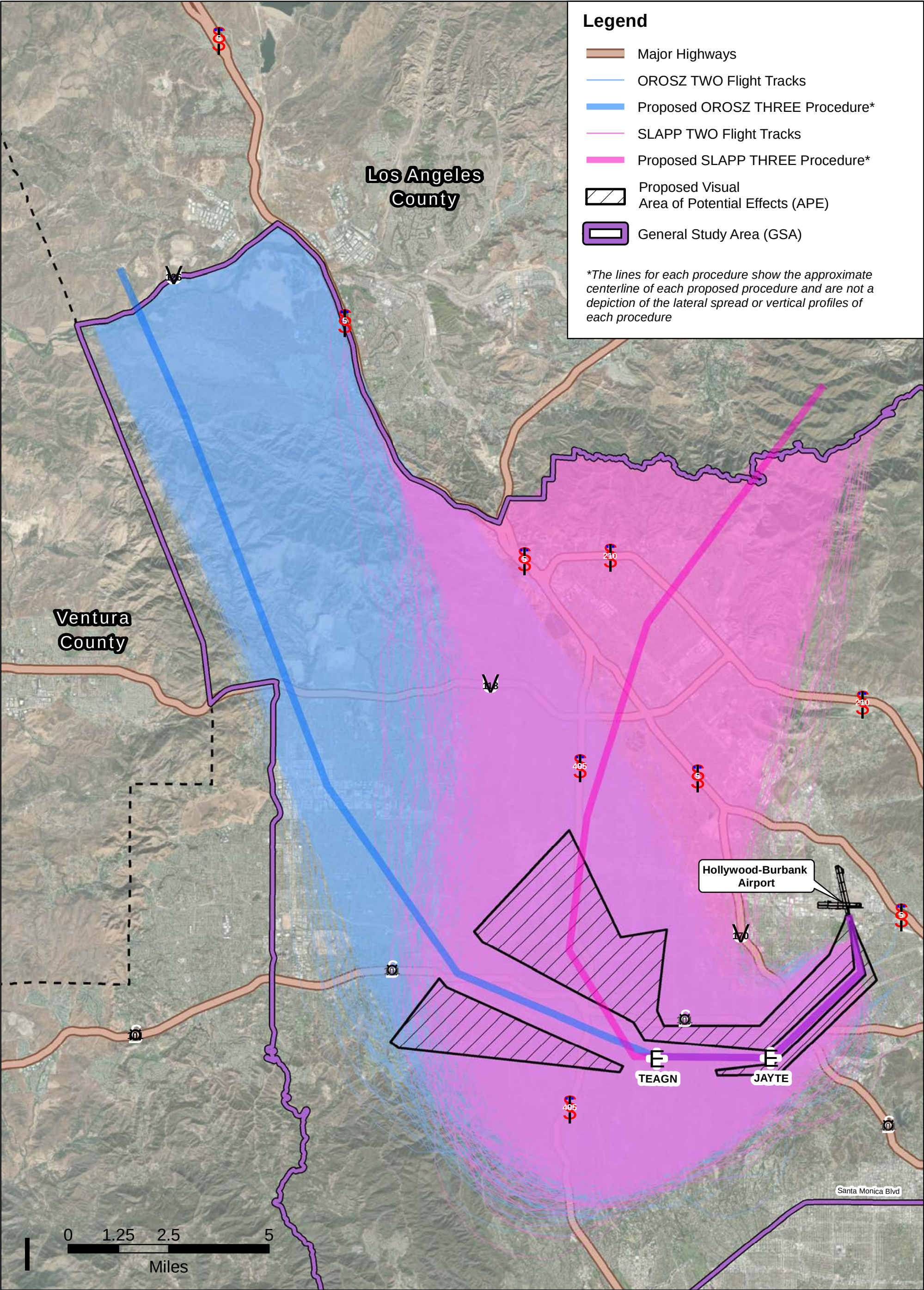
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Sincerely,

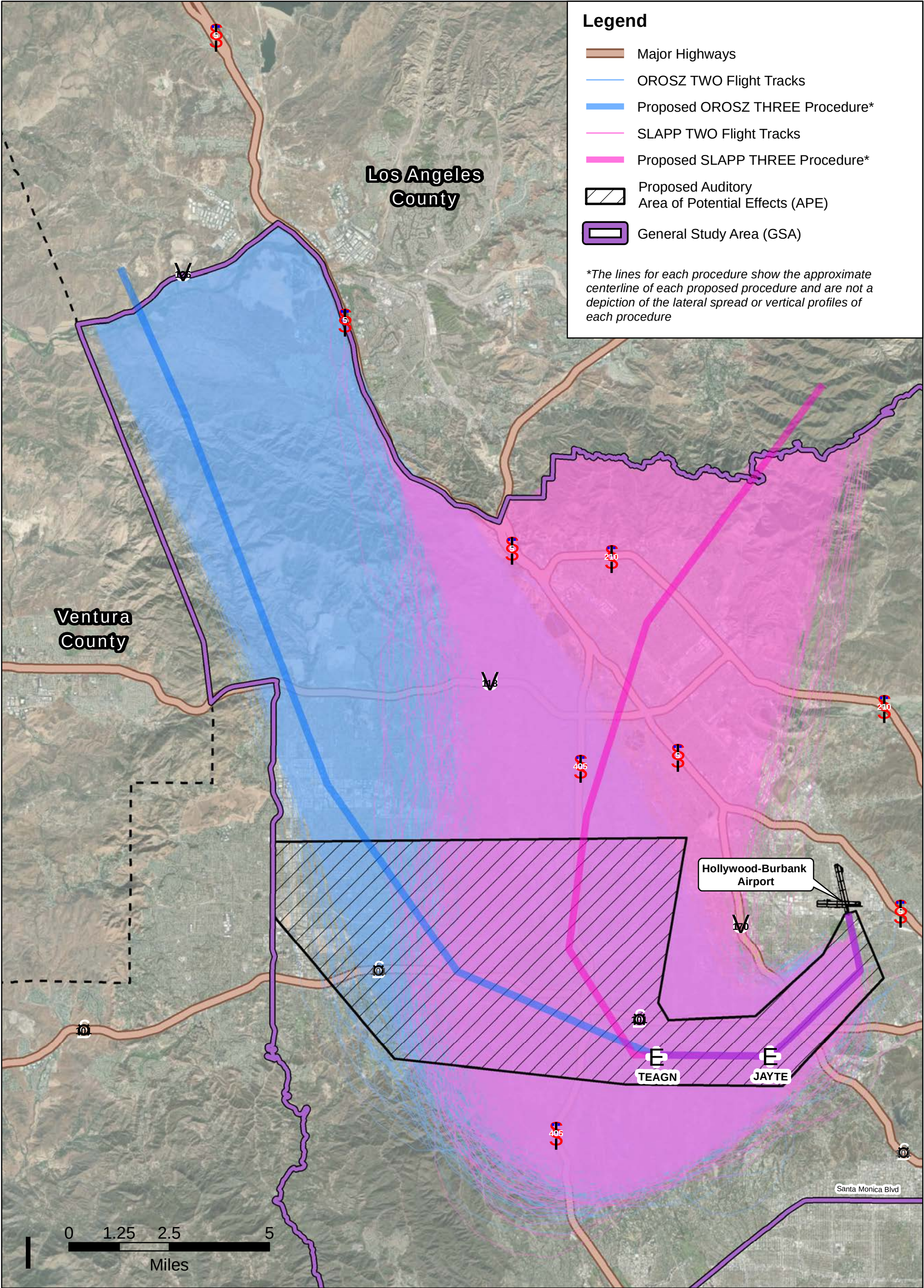
Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachments



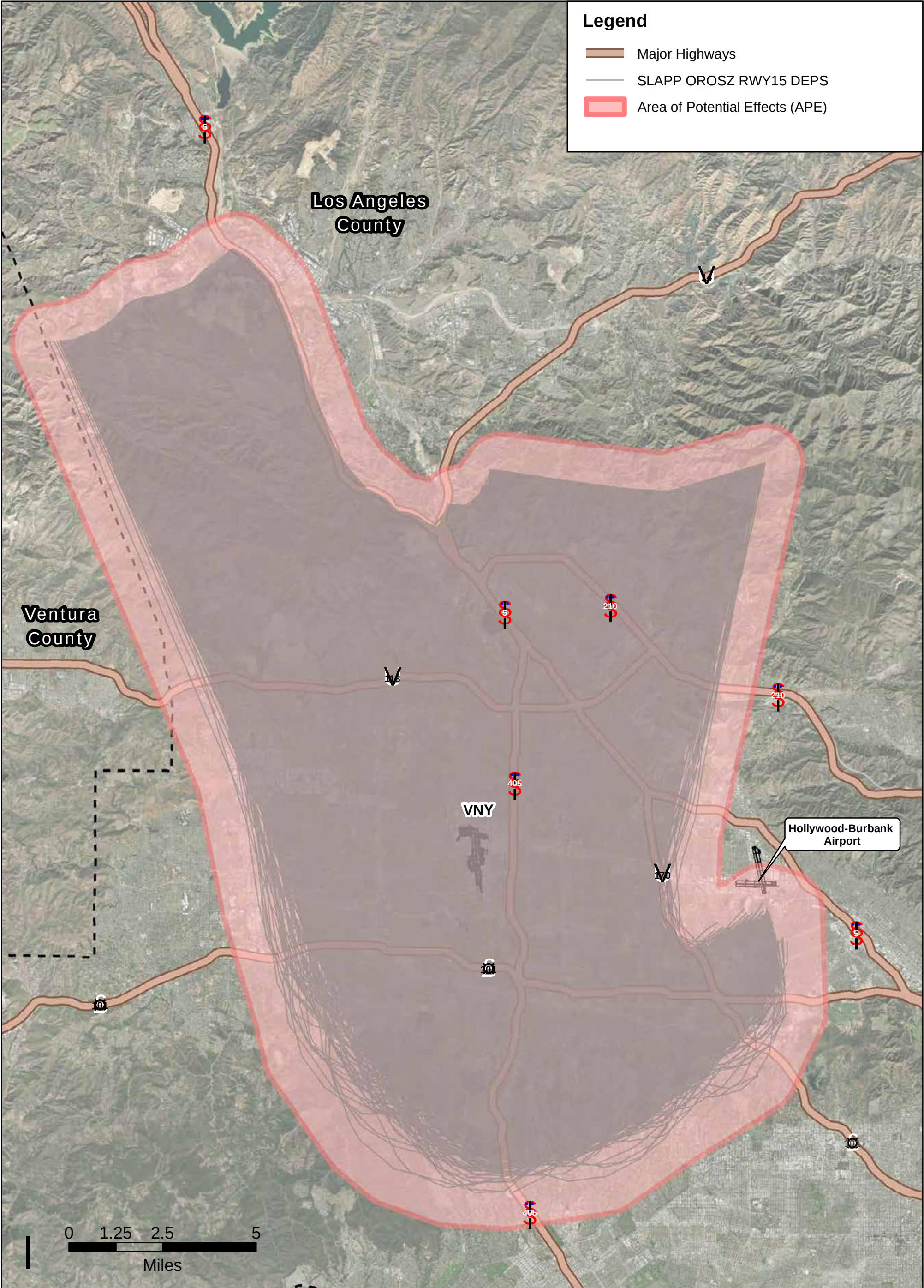
SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



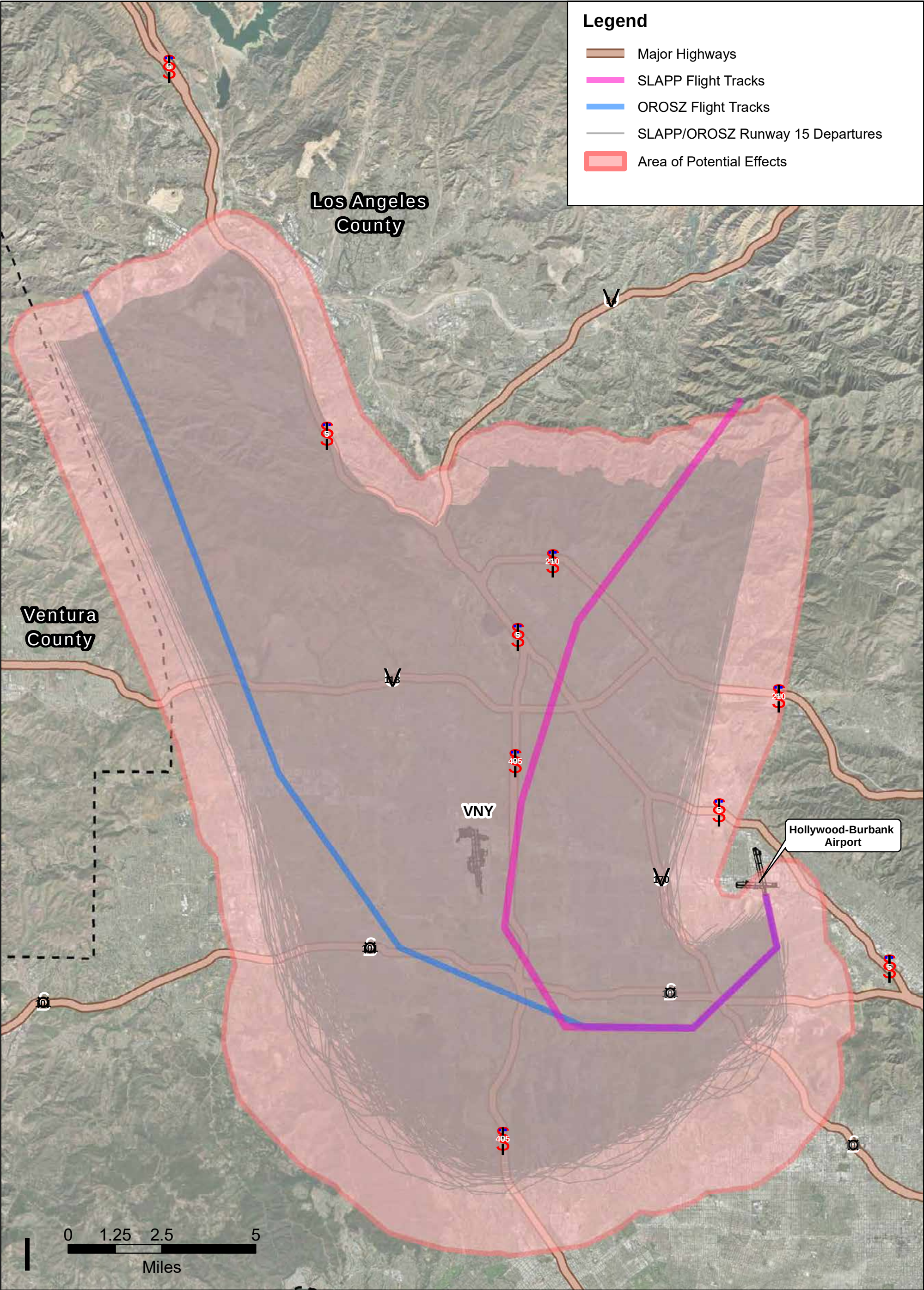
SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP OROSZ RWY15 DEPS



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 3

Area of Potential Effects - OROSZ / SLAPP Project



Sturnfield, Emily (FAA)

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

From: Sturnfield, Emily (FAA)
Sent: Monday, November 20, 2023 8:59 AM
To: Jui Ing Chien <jchien@parks.lacounty.gov>
Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <Joseph.M.Bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

Dear Jui Ing,

We would appreciate a response within 30 days if possible, but please advise if your office needs additional time, and thank you.

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
mailto:emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Jui Ing Chien <mailto:jchien@parks.lacounty.gov>
Sent: Monday, November 20, 2023 8:56 AM
To: Sturnfield, Emily (FAA) <mailto:emily.sturnfield@faa.gov>
Subject: Re: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

Hi Emily,

Is there a due date for providing a response?

Thanks.

Jui Ing Chien
Tel: (626) 588-5317

From: Sturnfield, Emily (FAA) <mailto:emily.sturnfield@faa.gov>
Sent: Monday, November 20, 2023 8:39 AM
To: Polanco, Julianne@Parks <mailto:Julianne.Polanco@parks.ca.gov>; Tozer, Tristan@Parks <mailto:Tristan.Tozer@parks.ca.gov>; 'OHP, CALSHPO@Parks' <mailto:calshpo.ohp@parks.ca.gov>; Jui Ing Chien

<mailto:jchien@parks.lacounty.gov>; Sean Woods <mailto:SWoods@parks.lacounty.gov>; Clement Lau <mailto:clau@parks.lacounty.gov>; Lee Barocas <mailto:lbarocas@parks.lacounty.gov>;
mailto:ColterChisum@ventura.org <mailto:ColterChisum@ventura.org>; mailto:Jeri.Cooper@ventura.org
<mailto:Jeri.Cooper@ventura.org>; mailto:Linda.Cruz@ventura.org <mailto:Linda.Cruz@ventura.org>;
mailto:MGarcia@burbankca.gov <mailto:MGarcia@burbankca.gov>; mailto:parksandrecreation@burbankca.gov
<mailto:parksandrecreation@burbankca.gov>
Cc: Chew, Byron (FAA) <mailto:Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <mailto:joseph.m.bert@faa.gov>; Covalt,
Lonnie D (FAA) <mailto:Lonnie.D.Covalt@faa.gov>; Steinheimer, Nicholas A (FAA)
<mailto:Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <mailto:darcy@rovolus.com>; Burbank EA Project
<mailto:BUREA@rovolus.com>; mailto:donovan@rovolus.com <mailto:donovan@rovolus.com>;
mailto:NWolfe@esassoc.com <mailto:NWolfe@esassoc.com>
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope
Airport - Section 106 Letter

CAUTION: External Email. Proceed Responsibly.
Dear California State Historic Preservation Officer,

The Federal Aviation Administration (FAA) is providing the attached letter for the FAA undertaking at Bob Hope
“Hollywood Burbank” Airport (BUR). We are including the City of Burbank, Los Angeles County, and Ventura County as
consulting parties for Section 106 consultation.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
mailto:emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication
is not subject to disclosure outside the FAA or to the public.

Sturnfield, Emily (FAA)

Subject: FW: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter
Attachments: LACDPR FAA BUR SECTION 106 RESPONSE.pdf

From: Jui Ing Chien <jchien@parks.lacounty.gov>
Sent: Thursday, December 21, 2023 7:14 AM
To: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Jill Sourial <JSourial@parks.lacounty.gov>; Sean Woods <SWoods@parks.lacounty.gov>; Clement Lau <clau@parks.lacounty.gov>
Subject: Re: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

Hi Emily,

Please find attached the Los Angeles County Department of Parks and Recreation's response to the Section 106 Consultation for the FAA project at the Burbank Bob Hope Airport.

Thanks,
Jui Ing

Jui Ing Chien
County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Ave, Unit #40
Building A-9 West, 3rd Floor
Alhambra, CA 91803
Tel: (626) 588-5317
Fax: (626) 458-8346
E-mail: <mailto:jchien@parks.lacounty.gov>

From: Sturnfield, Emily (FAA) <<mailto:emily.sturnfield@faa.gov>>
Sent: Monday, November 20, 2023 8:39 AM
To: Polanco, Julianne@Parks <<mailto:Julianne.Polanco@parks.ca.gov>>; Tozer, Tristan@Parks <<mailto:Tristan.Tozer@parks.ca.gov>>; 'OHP, CALSHPO@Parks' <<mailto:calshpo.ohp@parks.ca.gov>>; Jui Ing Chien <<mailto:jchien@parks.lacounty.gov>>; Sean Woods <<mailto:SWoods@parks.lacounty.gov>>; Clement Lau <<mailto:clau@parks.lacounty.gov>>; Lee Barocas <<mailto:lbarocas@parks.lacounty.gov>>; <mailto:ColterChisum@ventura.org> <<mailto:ColterChisum@ventura.org>>; <mailto:Jeri.Cooper@ventura.org> <<mailto:Jeri.Cooper@ventura.org>>; <mailto:Linda.Cruz@ventura.org> <<mailto:Linda.Cruz@ventura.org>>; <mailto:MGarcia@burbankca.gov> <<mailto:MGarcia@burbankca.gov>>; <mailto:parksandrecreation@burbankca.gov> <<mailto:parksandrecreation@burbankca.gov>>
Cc: Chew, Byron (FAA) <<mailto:Byron.Chew@faa.gov>>; Bert, Joseph M (FAA) <<mailto:joseph.m.bert@faa.gov>>; Covalt, Lonnie D (FAA) <<mailto:Lonnie.D.Covalt@faa.gov>>; Steinheimer, Nicholas A (FAA) <<mailto:Nicholas.A.Steinheimer@faa.gov>>; Darcy Zarubiak <<mailto:darcy@rovolus.com>>; Burbank EA Project <<mailto:BUREA@rovolus.com>>; <mailto:donovan@rovolus.com> <<mailto:donovan@rovolus.com>>; <mailto:NWolfe@esassoc.com> <<mailto:NWolfe@esassoc.com>>

Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

CAUTION: External Email. Proceed Responsibly.
Dear California State Historic Preservation Officer,

The Federal Aviation Administration (FAA) is providing the attached letter for the FAA undertaking at Bob Hope "Hollywood Burbank" Airport (BUR). We are including the City of Burbank, Los Angeles County, and Ventura County as consulting parties for Section 106 consultation.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
<mailto:emily.sturnfield@faa.gov>

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

December 20, 2023

Mr. Byron G. Y. Chew
Federal Aviation Administration
WSA Operations Support Group
2200 S. 216th St.
Des Moines, WA 98198-6547

Dear Mr. Chew:

**PROPOSED OROSZ THREE DEPARTURE (RNAV) AND SLAPP THREE DEPARTURE
(RNAV) PROCEDURES AT BURBANK BOB HOPE AIRPORT
SECTION 106 CONSULTATION**

Thank you for the Section 106 Consultation Request relating to the proposed OROSZ THREE and SLAPP THREE flight procedures at Hollywood Burbank Bob Hope Airport (BUR). We understand that the Federal Aviation Administration (FAA) is proposing to amend two flight procedures at BUR and is requesting input on Section 106 properties within the jurisdiction of the Los Angeles County Department of Parks and Recreation (DPR). Specifically, FAA would like to identify historic properties within the project study area that have "quiet" as an attribute for inclusion or eligibility for inclusion in the National Register of Historic Places (National Register).

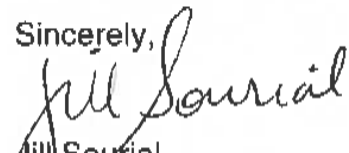
A list of facilities located within the project's study area as defined by the project and within the jurisdiction of DPR was provided to FAA on September 5, 2023. According to the FAA Order 1050.1F, parks are considered noise sensitive areas where other noise is very low and a quiet setting is a generally recognized purpose and attribute. Several of the facilities on list have been determined to be eligible for or listed on the National Register and are further identified below:

Facility Name	Address	Eligible or Listed on National Register
Dexter Park	11053 North Trail Road Kagel Canyon, CA 91342	Eligible as an historic district.
Highland Camrose Park	2101 North Highland Avenue, Los Angeles, CA 90068	Listed. A mention of "quiet" appears on the DPR 523 Form.

Facility Name	Address	Eligible or Listed on National Register
Hollywood Bowl	2301 North Highland Avenue Los Angeles, CA 90068	Listed
Placerita Canyon Natural Area and Nature Center	19152 Placerita Canyon Road Newhall, CA 91321	Eligible as an historic district
Virginia Robinson Gardens	1008 Elden Way Beverly Hills, CA 90210	Listed
John Anson Ford Amphitheatre	2580 Cahuenga Boulevard East Los Angeles, CA 90068	Eligible
William S. Hart Regional Park	24151 North Newhall Avenue Newhall, CA 91321	Eligible

Due to their cultural significance, it is especially important that visitors to the above facilities be able to enjoy quiet settings. While some of the facilities listed above are also special event venues (such as the Hollywood Bowl), they also function as regular park facilities (when there are no special events) and park visitors should not be disturbed by loud noise from aircrafts. Quiet settings need to be maintained to allow visitors to enjoy the parks peacefully. As stated before, further analysis is necessary to adequately evaluate alternatives and mitigation measures to minimize the potential noise impacts from the proposed project.

Thank you for including DPR as part of this consultation. We look forward to working with the FAA to minimize the impacts of the project on DPR facilities and the many visitors who rely on them for recreation, relaxation, and respite. Should you have any questions, please contact Ms. Jui Ing Chien, Park Planner, of my staff at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,

Jill Sourial
Deputy Director

SW:CL:JIC:ev

Attachment

c: Parks and Recreation (S. Woods, C. Lau, J. I. Chien)



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

September 1, 2023

Mr. Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
2200 S. 216th St.
Des Moines, WA 98198-6547

Dear Mr. Weller:

**PROPOSED OROSZ THREE DEPARTURE (RNAV) AND SLAPP THREE DEPARTURE
(RNAV) PROCEDURES AT BURBANK BOB HOPE AIRPORT - SECTION 4(F)
CONSULTATION**

Thank you for the opportunity to review the Section 4(f) Consultation Request relating to the proposed OROSZ THREE and SLAPP THREE flight procedures at Hollywood Burbank Bob Hope Airport (BUR). The proposed activities do not include land acquisition, construction, or other ground disturbance activities that result in the physical use of Section 4(f) resources. However, the proposed project may result in air quality, noise, and other potential impacts on Section 4(f) resources owned and operated by the County of Los Angeles Department of Parks and Recreation (DPR). For example, certain DPR facilities, such as natural areas, wildlife sanctuaries, and parks that are in closest proximity to the airports, are particularly noise sensitive and most impacted by noise from airplanes. Within the BUR Study Area, these facilities include:

- Placerita Canyon Natural Area and Nature Center:
19152 Placerita Canyon Road, Newhall, CA 91321
- Tujunga Ponds Wildlife Sanctuary:
Cottonwood Ave and Wentworth St, Los Angeles, CA 91040

A list of facilities located within the General Study Area as defined by the project and within the jurisdiction of DPR is attached to this letter and depicted on the map linked here: <https://arcg.is/Wqb8L1>. Further analysis is necessary to adequately evaluate alternatives and measures to minimize the project's air quality, noise, and other potential impacts on DPR facilities.

Thank you for including DPR in the review of the consultation. We look forward to working with the Federal Aviation Administration to minimize the impacts of the project on DPR

Mr. Ryan Weller
September 1, 2023
Page 2

facilities. Should you have any questions, please contact Ms. Jui Ing Chien, Park Planner, of my staff at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,

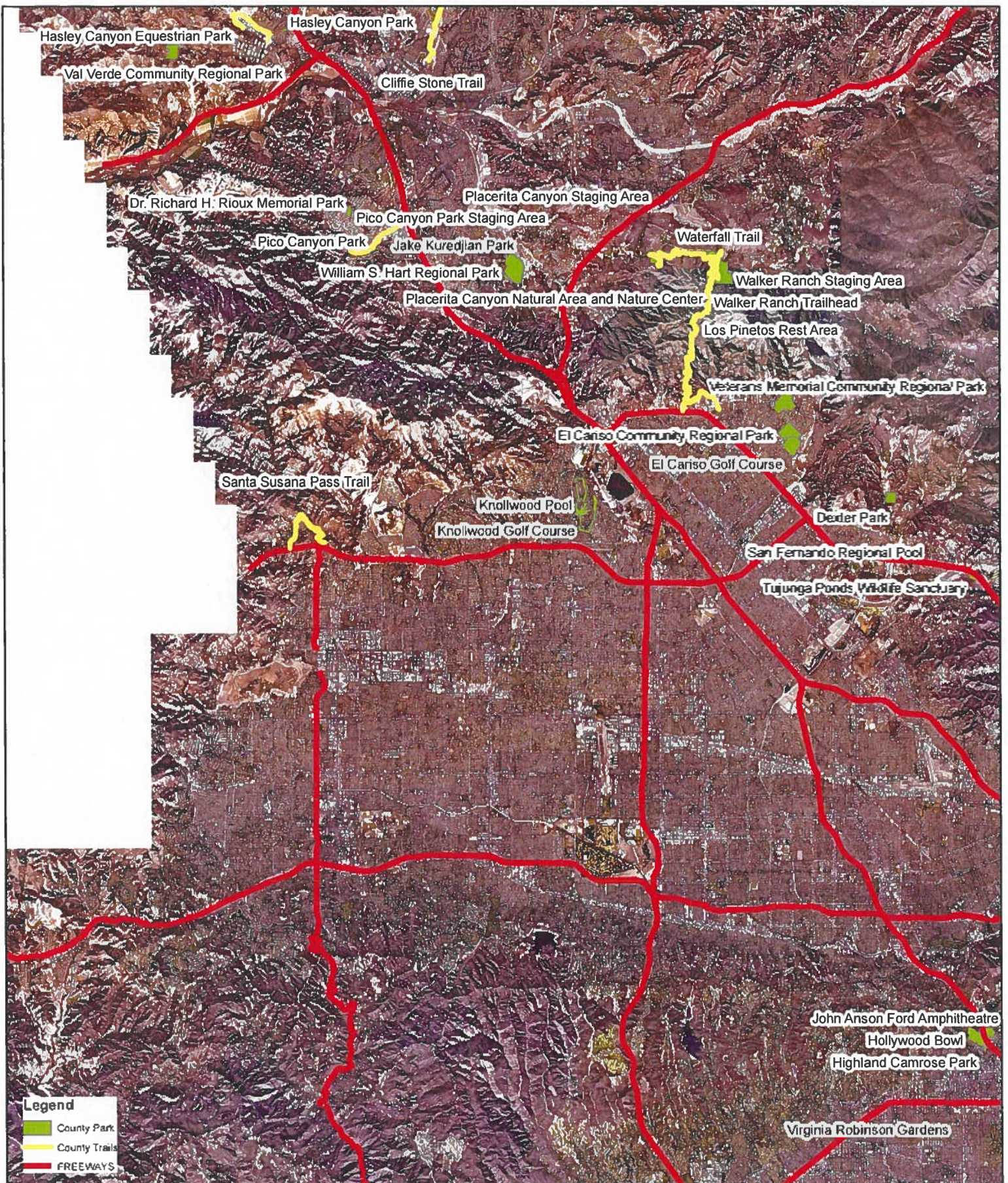
A handwritten signature in cursive script, appearing to read "Jill Sourial".

Jill Sourial
Deputy Director

SW:CJIC:ev

Attachments

c: Parks and Recreation (S. Woods, C. Lau, L. Barocas, J.I. Chien)



Los Angeles County Parks and Trails in the SLAPP/OROSZ Study Area

0 0.75 1.5 3 4.5 6 Miles

L.A. County Dept. of Parks and Recreation

DPR Facility Name	Address
Dexter Park	11053 North Trail Road, Kagel Canyon, CA 91342
Dr. Richard H. Rioux Memorial Park	26233 West Faulkner Drive, Stevenson Ranch, CA 91381
El Cariso Golf Course	13100 Eldridge Street, Sylmar, CA 91342
El Cariso Community Regional Park	13100 Hubbard Street, Sylmar, CA 91342
Hasley Canyon Park	28700 West Quincy Street, Castaic, CA 91384
Highland Camrose Park	2101 North Highland Avenue, Los Angeles, CA 90068
Hollywood Bowl	2301 North Highland Avenue, Los Angeles, CA 90068
Jake Kuredjian Park	25265 Pico Canyon Road, Stevenson Ranch, CA 91381
Pico Canyon Park	25600 Pico Canyon Road, Stevenson Ranch, CA 91381
Placerita Canyon Natural Area and Nature Center	19152 Placerita Canyon Road , Newhall, CA 91321
Tujunga Ponds Wildlife Sanctuary	Cottonwood Ave and Wentworth St, Los Angeles, CA 91040
Veterans Memorial Community Regional Park	13000 Sayre Street, Sylmar, CA 91342
Virginia Robinson Gardens	1008 Eldan Way, Beverly Hills, CA 90210
Knollwood Golf Course	12040 Balboa Boulevard, Granada Hills, CA 91343
San Fernando Regional Pool	208 Park Avenue, San Fernando, CA 91340
Knollwood Pool	12040 Balboa Boulevard, Granada Hills, CA 91343
Los Pinetos Rest Area	14445 Olive View Road, Sylmar, CA 91342
Pico Canyon Park Staging Area	25601 Pico Canyon Road, Stevenson Ranch, CA 91381
Walker Ranch Staging Area	Placerita Canyon Road and Placerita Mountainway, Newhall, CA 91321
Walker Ranch Trailhead	Placerita Canyon Road and Placerita Mountainway, Newhall, CA 91321
Placerita Canyon Staging Area	19153 Placerita Canyon Road , Newhall, CA 91321
John Anson Ford Amphitheatre	2580 Cahuenga Boulevard East, Los Angeles, CA 90068
William S. Hart Regional Park	24151 North Newhall Avenue, Newhall, CA 91321
Canyon Trail	
Hasley Canyon Trail	
Hillside Trail	
Los Pinetos Trail	
Manzanita Mountain Trail	
Pico Canyon Trail	
Santa Susana Pass Trail	
Waterfall Trail	

**Section 106 Consultation
Native American Heritage Commission**

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Tuesday, October 10, 2023 8:23 AM
To: nahc@nahc.ca.gov; Green, Andrew@NAHC
Cc: Darcy Zarubiak; donovan@rovolus.com; Burbank EA Project; Sturnfield, Emily (FAA); Covalt, Lonnie D (FAA); Bert, Joseph M (FAA); NWolfe@esassoc.com
Subject: Proposed OROSZ THREE Departure and SLAPP THREE Departure Procedures at Hollywood Burbank - Bob Hope Airport - Tribal Section 106 Consultation
Attachments: BUR NAHC Letter FINAL-signed.pdf; Enclosure 1 BUR_FAA_Envir_Notional_APE_Quad_Study_2023_26_09.pdf; Enclosure 2 NAHC-Contact Request Form 09.12.23 (002).pdf; Enclosure 3 USGS_Quad_List 09.12.23.xls

Dear California Native American Heritage Commission,
The Federal Aviation Administration (FAA) is currently conducting a Section 106 analysis for proposed flight procedure amendments at the Hollywood Burbank - Bob Hope Airport and is requesting your input. Please see letter and enclosures with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

October 10, 2023

California Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691

Dear Commission:

Subject: Sacred Lands File & Native American Contacts List Request for Environmental Assessment at Hollywood Burbank-Bob Hope Airport

The Federal Aviation Administration (FAA) is proposing to amend two area navigation open standard instrument departure procedures (OROSZ THREE and SLAPP THREE) (Proposed Project) at Hollywood Burbank-Bob Hope Airport (KBUR), Burbank, California. Pursuant to the National Environmental Policy Act of 1969 (42 United States Code [U.S.C.] § 4321 *et seq.*) (NEPA), the FAA began preparing an environmental assessment in November 2019, to evaluate the Proposed Project, and is formally consulting in conjunction with the NEPA process under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470 *et seq.*) and its implementing regulations at 36 CFR Part 800. As part of the formal consultation process, the FAA will be coordinating with both the California State Office of Historic Preservation and the appropriate Native American tribal groups.

The Notional Area of Potential Effects (APE) for the Proposed Project (depicted in **Enclosure 1**) identifies the U.S. Geological Survey (USGS) quadrangles that cover the footprint of the APE. The FAA will be assessing the potential effects of the Proposed Project on Section 106 resources within the APE.

This letter, the Notional Area of Potential Effects (**Enclosure 1**), the Sacred Lands File & Native American Contacts List Request (**Enclosure 2**), and the USGS Quadrangle List (**Enclosure 3**) serve as the FAA's formal request to consult with the California Native American Heritage Commission (Commission) and to obtain a list of Native American tribal groups and entities that may have knowledge of, or an interest in, the APE as depicted in Enclosure 1. Once the FAA receives a list from the Commission, the FAA intends to formally contact each of the tribes located on—or having historic ties to—land within the proposed APE, to request those tribes' input on the Proposed Project.

We look forward to your response and information you may provide on the Native American tribes potentially located within the APE. If you have any initial comments or questions on the

Proposed Project, please contact Ryan Weller by telephone, at (206) 231-2286, or by email at ryan.weller@faa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Byron Chew".

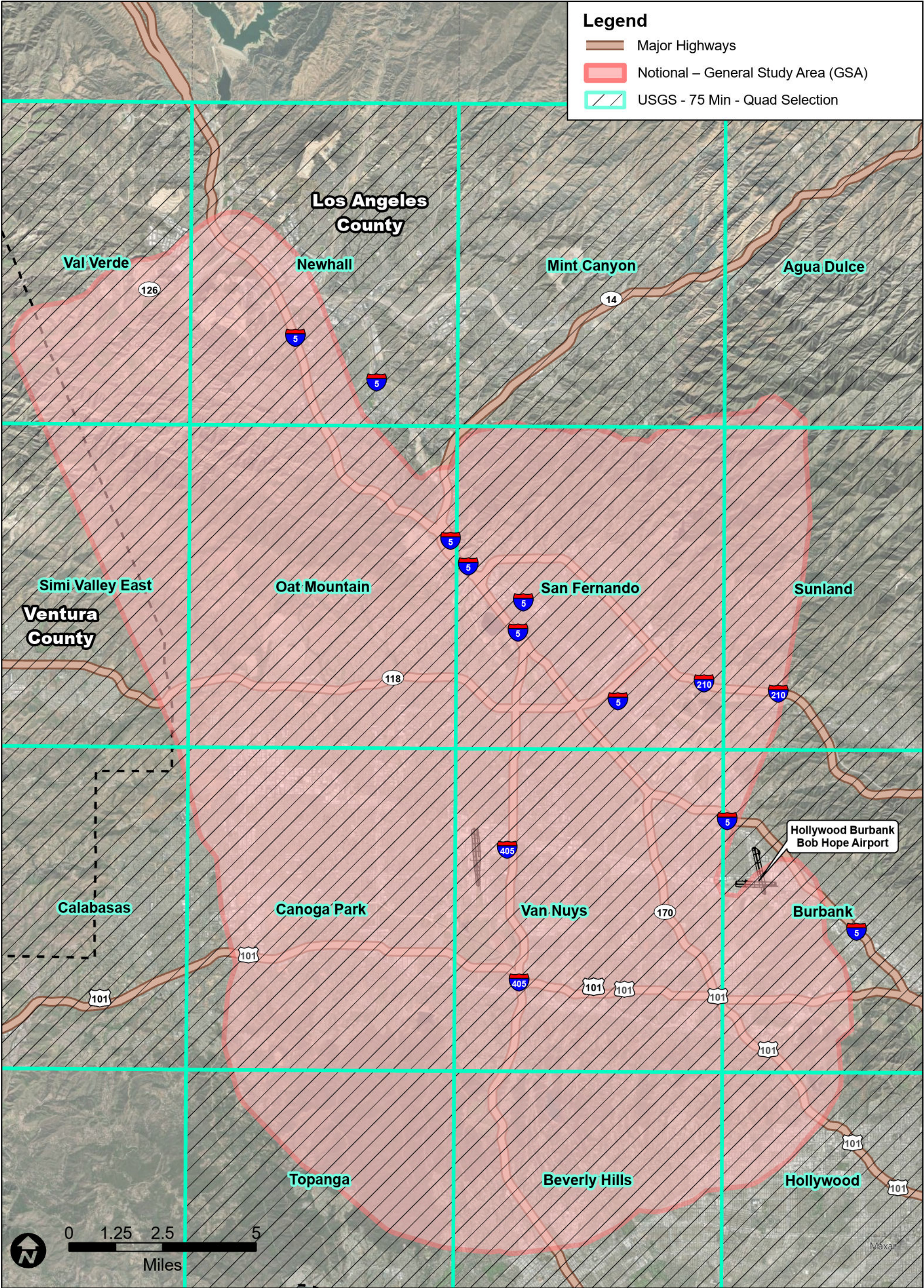
B. G. Chew
Group Manager
Operations Support Group
Western Service Center

3 Enclosures:

Enclosure 1 – Notional Area of Potential Effects

Enclosure 2 – Sacred Lands File & Native American Contacts List Request

Enclosure 3 – USGS Quadrangle List



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: OROSZ THREE and SLAPP THREE Departure Procedures at Burbank Airport

County: Los Angeles, Ventura

USGS Quadrangle Name: Numerous - See Attached

Township: Numerous **Range:** Numerous **Section(s):** Numerous

Company/Firm/Agency: Federal Aviation Administration

Street Address: 2200 South 216th St

City: Des Moines **Zip:** 98198

Phone: (206) 231-2286

Fax: NA

Email: ryan.weller@faa.gov

Project Description:

The Federal Aviation Administration is conducting an environmental review of the Hollywood Burbank Airport departure procedures OROSZ THREE and SLAPP THREE.

CELL_NAME	COUNTY	PRIMARY_ST	STATE_ALPH	CITY_COUNT	CITY_1	CITY_2	CITY_3	CITY_4	CITY_5	CITY_6	CITY_7
Agua Dulce	Los Angeles	California	CA		1 Los Angeles County - Unincorporated						
Beverly Hills	Los Angeles	California	CA		6 Beverly Hills	Culver City	Los Angeles	Santa Monica	West Hollywood	Los Angeles County - Unincorporated	
Burbank	Los Angeles	California	CA		4 Burbank	Glendale	Los Angeles	Los Angeles County - Unincorporated			
Calabasas	Ventura/Los Angeles	California	CA		7 Los Angeles County - Agoura Hills	Los Angeles County - Calabasas	Los Angeles County - Hidden Hills	Los Angeles County - Los Angeles	Ventura County - Simi Valley	Los Angeles County - Unincorporated	Ventura County - Unincorporated
Canoga Park	Los Angeles	California	CA		3 Calabasas	Los Angeles	Los Angeles County - Unincorporated				
Hollywood	Los Angeles	California	CA		5 Beverly Hills	Culver City	Glendale				
Mint Canyon	Los Angeles	California	CA		2 Santa Clarita	Los Angeles County - Unincorporated		Los Angeles	West Hollywood	Los Angeles County - Unincorporated	
Newhall	Los Angeles	California	CA		2 Santa Clarita	Los Angeles County - Unincorporated					
Oat Mountain	Los Angeles	California	CA		3 Los Angeles	Santa Clarita	Los Angeles County - Unincorporated				
San Fernando	Los Angeles	California	CA		4 Los Angeles	San Fernando	Santa Clarita	Los Angeles County - Unincorporated			
Simi Valley East	Ventura/Los Angeles	California	CA		4 Los Angeles County - Los Angeles	Ventura County - Simi Valley	Los Angeles County - Unincorporated	Los Angeles County - Unincorporated			
Sunland	Los Angeles	California	CA		3 Glendale	Los Angeles	Los Angeles County - Unincorporated	Ventura County - Unincorporated			
Topanga	Los Angeles	California	CA		4 Los Angeles	Malibu	Santa Monica	Los Angeles County - Unincorporated			
Val Verde	Ventura/Los Angeles	California	CA		2 Los Angeles County - Unincorporated	Ventura County - Unincorporated					
Van Nuys	Los Angeles	California	CA		1 Los Angeles						

Sturnfield, Emily (FAA)

From: Weller, Ryan (FAA)
Sent: Thursday, October 31, 2024 12:38 PM
To: Sturnfield, Emily (FAA)
Subject: FW: Proposed OROSZ THREE Departure and SLAPP THREE Departure Procedures at Hollywood Burbank - Bob Hope Airport - Tribal Section 106 Consultation
Attachments: Enclosure 3 USGS_Quad_List 09.12.23.xls; Enclosure 2 NAHC-Contact Request Form 09.12.23 (002).pdf; Enclosure 1 BUR_FAA_Envir_Notional_APE_Quad_Study_2023_26_09.pdf; BUR NAHC Letter FINAL-signed.pdf

From: NAHC@NAHC <NAHC@nahc.ca.gov>
Sent: Friday, October 13, 2023 3:44 PM
To: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Cc: Green, Andrew@NAHC <Andrew.Green@nahc.ca.gov>
Subject: RE: Proposed OROSZ THREE Departure and SLAPP THREE Departure Procedures at Hollywood Burbank - Bob Hope Airport - Tribal Section 106 Consultation

Hello,

Thank you for your message. We're in receipt of your request. We have recently hired new staff, and this change in our office is creating some delays. We estimate a turn-around time of 4 weeks and don't anticipate responding sooner than the end of that time frame. Please let us know if you have any questions.

Kind regards,

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
(916) 373-3710

From: Weller, Ryan (FAA) <Ryan.Weller@faa.gov>
Sent: Tuesday, October 10, 2023 8:23 AM
To: NAHC@NAHC <NAHC@nahc.ca.gov>; Green, Andrew@NAHC <Andrew.Green@nahc.ca.gov>
Cc: Darcy Zarubiak <darcy@rovolus.com>; donovan@rovolus.com; Burbank EA Project <BUREA@rovolus.com>; Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE Departure and SLAPP THREE Departure Procedures at Hollywood Burbank - Bob Hope Airport - Tribal Section 106 Consultation

Dear California Native American Heritage Commission,
The Federal Aviation Administration (FAA) is currently conducting a Section 106 analysis for proposed flight procedure amendments at the Hollywood Burbank - Bob Hope Airport and is requesting your input. Please see letter and enclosures with further information on the project.

Thank you.

Ryan Weller
Federal Aviation Administration
WSA Operations Support Group
(206) 231-2286 (W)

Section 106 Consultation
Ventura County

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Monday, November 20, 2023 8:40 AM
To: Polanco, Julianne@Parks; Tozer, Tristan@Parks; 'OHP, CALSHPO@Parks'; Jui Ing Chien; Sean Woods; Clement Lau; Lee Barocas; ColterChisum@ventura.org; Jeri.Cooper@ventura.org; Linda.Cruz@ventura.org; MGarcia@burbankca.gov; parksandrecreation@burbankca.gov
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter
Attachments: BUR_EA Reboot_SHPO Letter 11202023.pdf; Enclosure 1 - Previous SHPO Correspondence 2018-2020.pdf; Enclosure 2 - APE.pdf; Enclosure 3 - APE with SLAPP OROSZ Tracks.pdf

Dear California State Historic Preservation Officer,

The Federal Aviation Administration (FAA) is providing the attached letter for the FAA undertaking at Bob Hope "Hollywood Burbank" Airport (BUR). We are including the City of Burbank, Los Angeles County, and Ventura County as consulting parties for Section 106 consultation.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

September 18, 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation Initiation for the Proposed OROSZ THREE and SLAPP TWO
Area Navigation Standard Instrument Departure Air Traffic Procedures at Hollywood
Burbank Airport, Burbank, California

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is proposing to implement two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (KBUR), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

In March 2016, the FAA Order 8260.58A, *United States Standard for Performance Based Navigation*, changed to include design criteria for the Open SID concept based on recommendations from the Performance Based Operations Aviation Rulemaking Committee.¹

¹ The Performance Based Operations Aviation Rulemaking Committee provides a forum for the United States (U.S.) aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen implementation plan and produce U.S. consensus positions for global harmonization.

Specifically, following the guidance of that Order, the FAA designed and developed two Open SID procedures to be named the OROSZ THREE DEPARTURE (RNAV), and the SLAPP TWO DEPARTURE (RNAV). Aircraft utilizing the proposed “Open” SID procedures would require radar vectors² turning to the north as soon as practicable after departing KBUR. The current OROSZ TWO SID and SLAPP ONE SID procedures would be revised due to this change in criteria allowing embedded radar vector segments to be included in the departure procedure.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around KBUR; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (206)231-2238, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachment

² Manual Vectors: Directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

Attachment 1: General Study Area
OROSZ THREE DEPARTURE (RNAV), SLAPP TWO DEPARTURE (RNAV)

Figure 1. Depiction of the General Study Area³



Figure 2. Location of KBUR within the General Study Area⁴



³ Figure 1 - Not to scale.

⁴ Figure 2 - Not to scale.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Service Center

2200 South 216th Street
Des Moines, Washington 98198

February 2, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
California State Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Reference: Section 106 Renewed Consultation for the Proposed OROSZ THREE and SLAPP THREE Departure Procedures at Hollywood Burbank Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA) is reaching out again concerning the proposed implementation of two Area Navigation (RNAV) “Open” Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport (Burbank Airport). The FAA previously reached out to you concerning these procedures in June 2018 and June 2020. Since the last correspondence, the FAA is now proposing two Areas of Potential Effects (APEs) to continue the analysis of this undertaking in compliance with Section 106 of the National Historic Preservation Act (NHPA)(16 U.S.C. § 470 et seq.) and its implementing regulations at 36 C.F.R. Part 800. This letter briefly summarizes the undertaking, presents the methodology in generating the proposed APEs, and solicits your comments on the proposed APEs. The undertaking is the introduction of the OROSZ THREE RNAV SID and SLAPP THREE RNAV SID, and will be referred to as the OROSZ THREE and SLAPP THREE respectively from now on.

To briefly summarize, the existing OROSZ TWO and SLAPP TWO flight procedures would be modified to take advantage of modern satellite-based navigation technology. Additionally, a segment of the proposed OROSZ THREE and SLAPP THREE flight procedures would be designed as “open”. An open SID is a type of RNAV departure flight procedure that begins and ends with a defined path, but contains a variable Air Traffic Control (ATC) assigned vector leg within the flight procedure. The open SID design provides the precision and predictability benefits of satellite-based navigation routes, while giving ATC the flexibility to direct aircraft as necessary in the Southern California airspace. A more in-depth summary of the undertaking can be found in the June, 2020 letter.

Area of Potential Effects Methodology

The General Study Area (GSA) is delineated for purposes of identifying potential environmental impacts in accordance with the National Environmental Policy Act (NEPA). The GSA encompasses an area of approximately 570 square miles around Burbank Airport within Los Angeles County, California. The GSA was constructed to encompass the geographic area where an aircraft flight path could be affected as a result of the proposed flight procedures. From within the GSA, the FAA has worked to determine an APE for this project. An Area of Potential Effects is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”¹

The undertaking is a pair of aircraft departure procedures that are located entirely above the surface of the earth. Accordingly, they do not physically affect properties, alter properties in any way physically, remove properties from their historic locations, result in any neglect of a property, or result in the transfer of any property out of federal control or ownership. However, the FAA is considering, through the Section 106 process, whether changes in aircraft flight routes associated with the undertaking would introduce or increase aircraft routing over historic properties that could result in potential adverse effects due to the introduction of atmospheric, audible, or visual elements. Given the undertaking consists entirely of changes within the airspace of the GSA, the FAA has developed two separate APEs focusing on where visual and auditory impacts respectively are expected to occur. Each APE will be discussed separately below and can be seen in the Attachments to this letter. The FAA would like to solicit comments on these proposed APEs from the California State Office of Historic Preservation.

Attachment A shows the proposed APE with respect to visual impacts. The complex APE shape shown was developed using the following steps:

- (1) The existing aircraft overflight traffic from Burbank Airport that would use the undertaking if it was implemented was analyzed for existing flight track density. A corridor of existing dense overflights across the GSA was identified and the area of this corridor was noted for development of the APE.
- (2) The projected aircraft overflights of traffic using the proposed undertaking were reviewed and compared to the existing overflight traffic. This review was done to determine the areas where overflights are projected to increase by the implementation of the undertaking and these areas were found to be generally located to the southwest and west of the airport. As the flight would proceed further along the proposed undertaking and farther away from the airport, the existing and proposed overflights are identical which eliminates any areas of overflight change. The area of overflight increase was identified and this area was noted for development of the APE.
- (3) The APE pictured in **Attachment A** includes the area of increased aircraft overflights as a result of the proposed undertaking but without the area of existing dense overflights.

¹ 36 CFR 800.16(d), <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>

The area of existing dense overflights was removed because the addition of overflights in this area was not expected to have adverse impacts on any properties in this area due to the existing overflights in this area.

Attachment B shows the proposed APE with respect to auditory impacts. Because of the propagating nature of noise when compared to overflights, the auditory APE was determined using the expected area of all flights of the undertaking starting at the end of Runway 15/33, following the flight paths to the southwest of the airport and extending up until the northern boundary of Roscoe Boulevard. This northern boundary was chosen after a review of the results of the Initial Noise Screening done by the FAA in support of this project. In accordance with FAA Order 1050.1F, the day-night average sound level (DNL) from the undertaking must have a minimum level of 45 dB for any type of impact to be found. From that conservative grid point screening analysis, all results over 45 dB DNL are south of Roscoe Boulevard making it an ideal cutoff boundary with respect to auditory impacts. For additional information about the results found in this initial noise screening, please go to https://www.faa.gov/air_traffic/community_involvement/bur/media/Environmental_Boards.pdf.

Identification of Additional Interested Parties

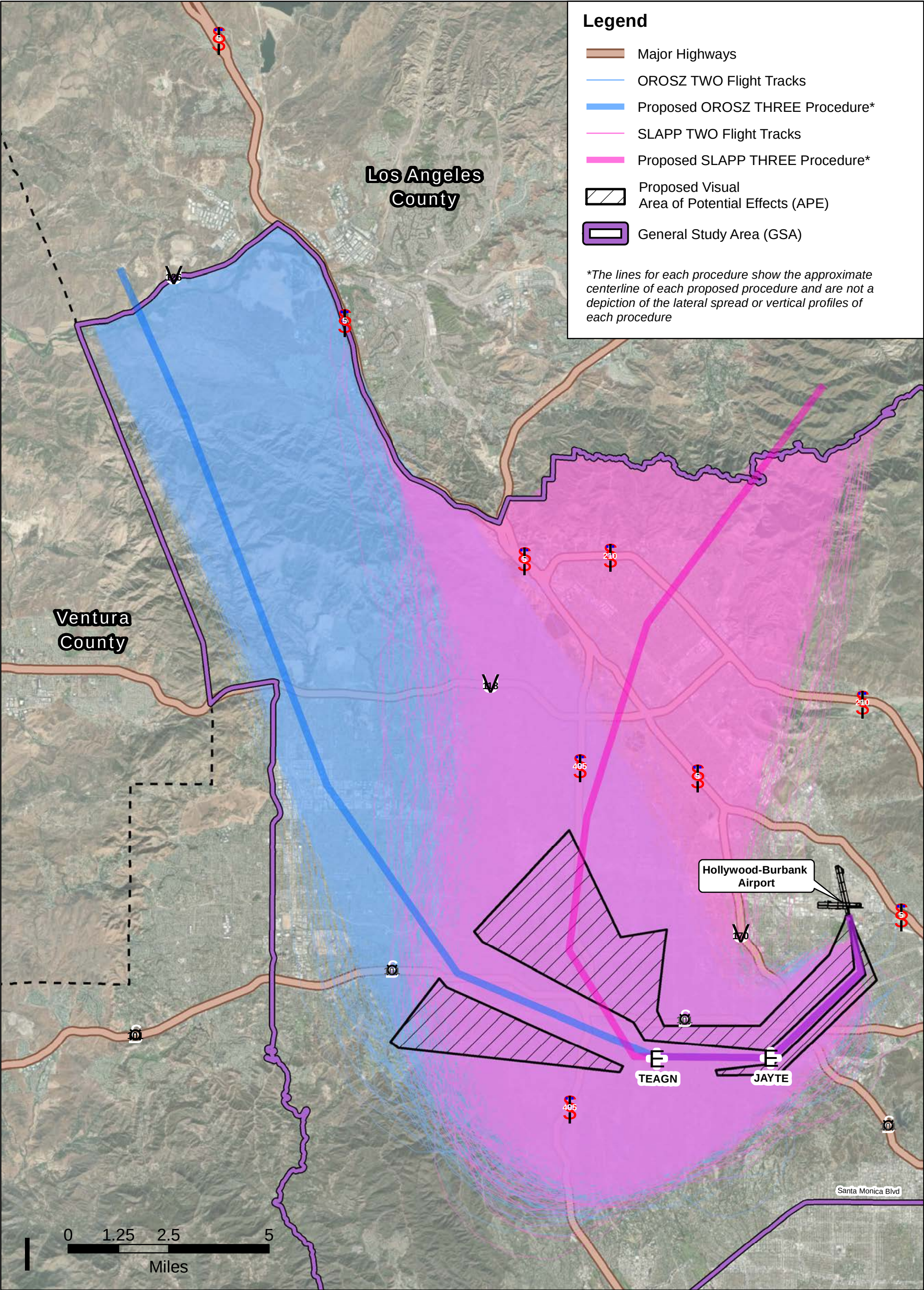
The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA requests your assistance to identify other interested parties that should be invited to participate in consultation. While you did not identify any interest parties after our initial consultation, we welcome the recommendation of additional interested parties at this time.

Similarly, the views of all stakeholders are essential to inform Federal decision-making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its potential to effect historic properties. We look forward to your response. If you have any comments or questions on this undertaking, please contact Ryan Weller at (206)-231-2286, or at ryan.weller@faa.gov.

Sincerely,

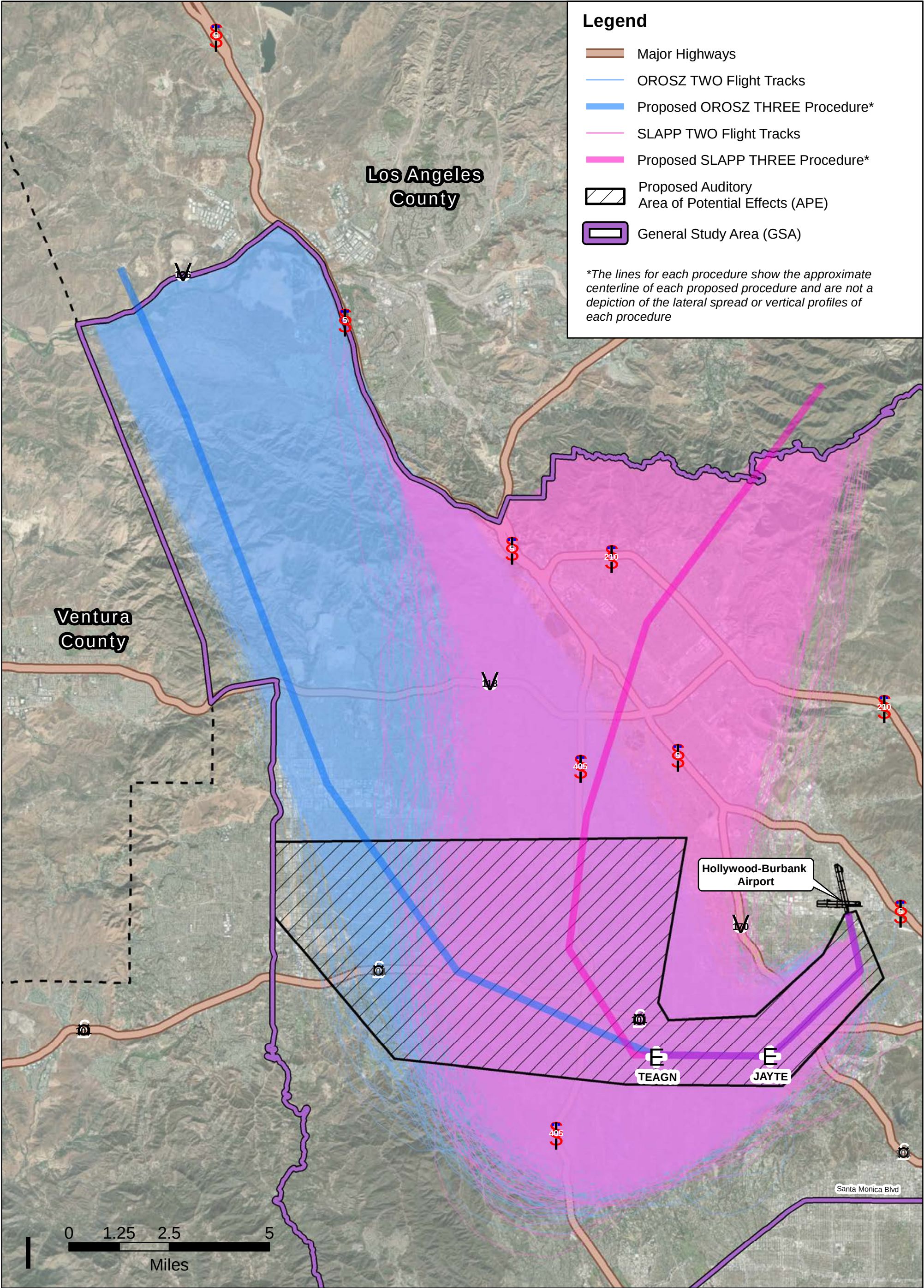
Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Attachments



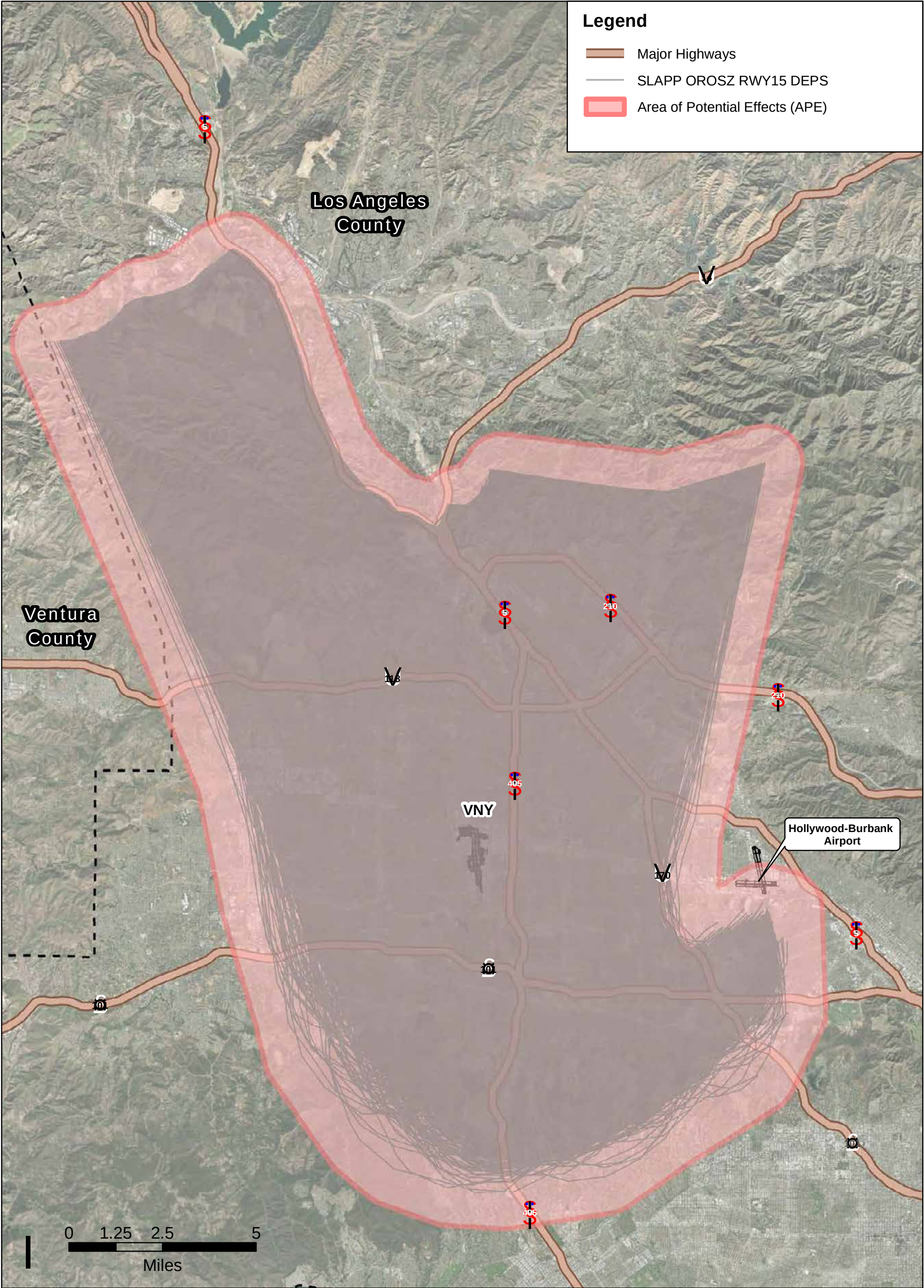
SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



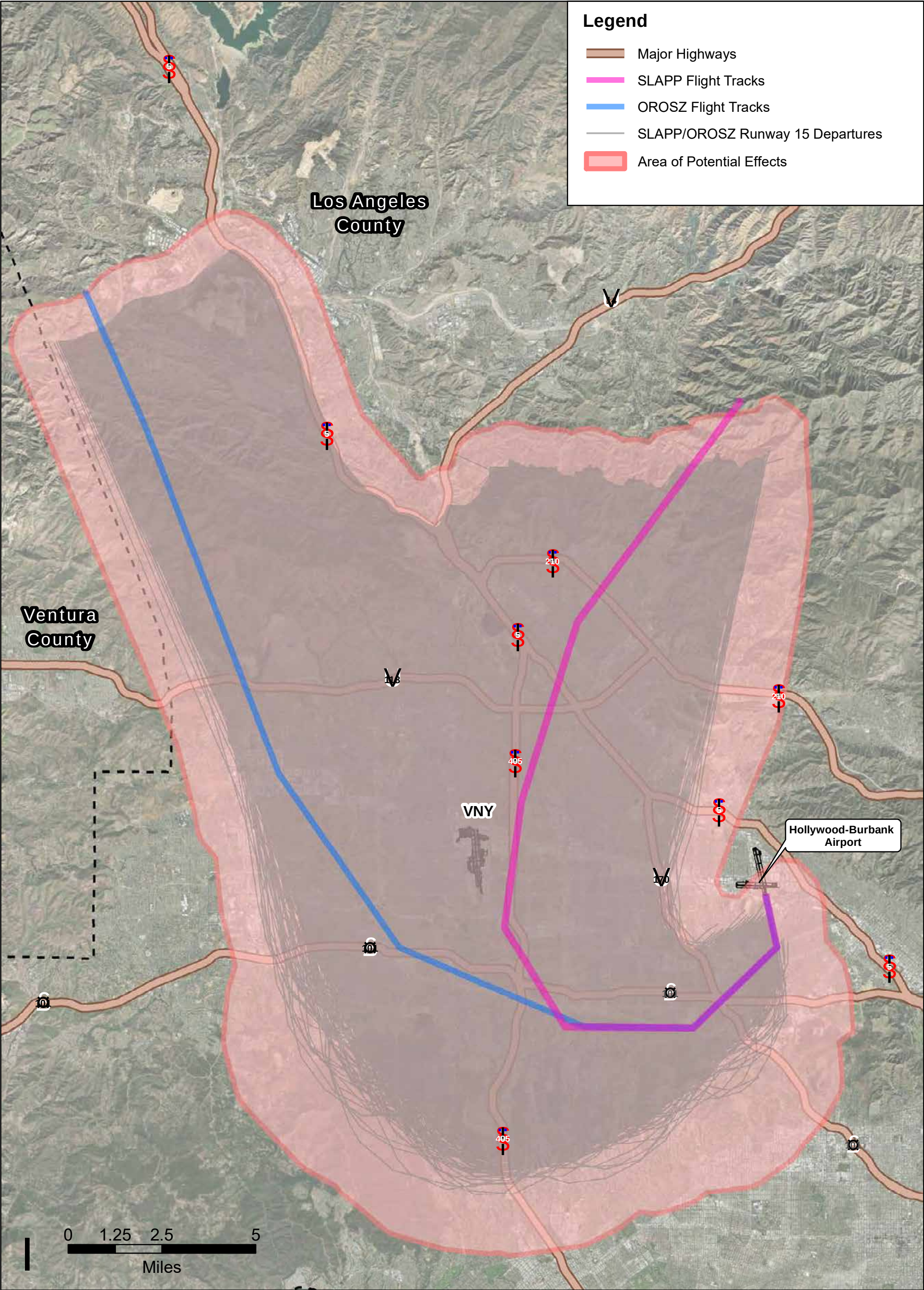
SOURCE: Esri; Prepared by Jacobsen Daniels, 2020

Hollywood Burbank OROSZ/SLAPP Departure Procedures EA



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP OROSZ RWY15 DEPS



SOURCE: Esri; Prepared by Jacobsen | Daniels, 2023

Hollywood Burbank SLAPP/OROSZ Runway 15 Departures

ENCLOSURE 3

Area of Potential Effects - OROSZ / SLAPP Project



Sturnfield, Emily (FAA)

From: Cooper, Jeri <Jeri.Cooper@ventura.org>
Sent: Monday, November 20, 2023 9:07 AM
To: Sturnfield, Emily (FAA)
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

Emily,

Can you tell me why Ventura County Parks would end up on this mailing list? Thank you.

Jeri Cooper
Parks Manager
Ventura County Parks
11201 Riverbank Drive, Suite A-1
Ventura, CA 93004
(805) 654-3968



From: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
Sent: Monday, November 20, 2023 8:42 AM
To: Polanco, Julianne@Parks <Julianne.Polanco@parks.ca.gov>; Tozer, Tristan@Parks <Tristan.Tozer@parks.ca.gov>; 'OHP, CALSHPO@Parks' <calshpo.ohp@parks.ca.gov>; Jui Ing Chien <jchien@parks.lacounty.gov>; Sean Woods <SWoods@parks.lacounty.gov>; Clement Lau <clau@parks.lacounty.gov>; Lee Barocas <lbarocas@parks.lacounty.gov>; ColterChisum@ventura.org; Cooper, Jeri <Jeri.Cooper@ventura.org>; Cruz, Linda <Linda.Cruz@ventura.org>; MGarcia@burbankca.gov; parksandrecreation@burbankca.gov
Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com
Subject: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Dear California State Historic Preservation Officer,

The Federal Aviation Administration (FAA) is providing the attached letter for the FAA undertaking at Bob Hope "Hollywood Burbank" Airport (BUR). We are including the City of Burbank, Los Angeles County, and Ventura County as consulting parties for Section 106 consultation.

Thank you,

Emily Sturnfield, MS, PG

Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

Sturnfield, Emily (FAA)

From: Sturnfield, Emily (FAA)
Sent: Monday, November 20, 2023 9:10 AM
To: Cooper, Jeri
Cc: Chew, Byron (FAA); Bert, Joseph M (FAA); Covalt, Lonnie D (FAA); Steinheimer, Nicholas A (FAA); Darcy Zarubiak; Burbank EA Project; donovan@rovolus.com; NWolfe@esassoc.com
Subject: RE: Proposed OROSZ THREE DEPARTURE and SLAPP THREE DEPARTURE Procedures at Hollywood Burbank Bob Hope Airport - Section 106 Letter

Good morning,

We are inviting Ventura County to be a consulting party because the Area of Potential Effects extends into areas within its jurisdiction, and so we wanted to provide information pursuant to the project for the County's awareness and comment.

Thank you,

Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
2200 216th Street, Des Moines, WA 98198-6547
Office: 206-231-2415
emily.sturnfield@faa.gov

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From: Cooper, Jeri <Jeri.Cooper@ventura.org>
Sent: Monday, November 20, 2023 9:07 AM
To: Sturnfield, Emily (FAA) <emily.sturnfield@faa.gov>
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Jeri Cooper
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Ventura, CA 93004
(805) 654-3968



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Sent: Monday, November 20, 2023 8:42 AM

To: Polanco, Julianne@Parks <Julianne.Polanco@parks.ca.gov>; Tozer, Tristan@Parks <Tristan.Tozer@parks.ca.gov>; 'OHP, CALSHPO@Parks' <calshpo.ohp@parks.ca.gov>; Jui Ing Chien <jchien@parks.lacounty.gov>; Sean Woods <SWoods@parks.lacounty.gov>; Clement Lau <clau@parks.lacounty.gov>; Lee Barocas <lbarocas@parks.lacounty.gov>; ColterChisum@ventura.org; Cooper, Jeri <Jeri.Cooper@ventura.org>; Cruz, Linda <Linda.Cruz@ventura.org>; MGarcia@burbankca.gov; parksandrecreation@burbankca.gov

Cc: Chew, Byron (FAA) <Byron.Chew@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>; Covalt, Lonnie D (FAA) <Lonnie.D.Covalt@faa.gov>; Steinheimer, Nicholas A (FAA) <Nicholas.A.Steinheimer@faa.gov>; Darcy Zarubiak <darcy@rovolus.com>; Burbank EA Project <BUREA@rovolus.com>; donovan@rovolus.com; NWolfe@esassoc.com

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Emily Sturnfield, MS, PG
Environmental Protection Specialist
AJV-W250 NAS Analytics and Environmental
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Office: 206-231-2415
emily.sturnfield@faa.gov

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