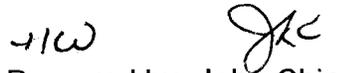


It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

1. An approved hydrology report. Please see attached Hydrology/Drainage review sheet (Comments 1, 4 and 7). The Drainage Concept was reviewed on 09/10/13 and was not approved.
2. Mitigate portions of the property with proposed improvement that are lying in and adjacent to the natural drainage courses and are subject to flood hazard. Please see attached Hydrology/Drainage review sheet (Comment 5) for requirements.
3. Approval for proposed bridges spanning a watercourse. Please see attached Hydrology/Drainage review sheet (Comment 6) for requirements.
4. Submit various documents for approval and obtain Board approval regarding flood insurance rate map. Please see attached Hydrology/Drainage review sheet (Comments 8 to 12) for requirements.
5. Provide a geotechnical map. Please see attached Geologic/Soils review sheet (Comment 1) for requirements.
6. As previously requested, an approved engineering geologic report. Please see attached Geologic review sheets (Comments 2 to 13). The engineering geologic report shall be submitted directly to Public Works and a review fee is also required.
7. As previously requested, an approved soils report. Please see attached Soils Engineering review sheets. The soils report shall be submitted directly to Public Works and a review fee is also required.
8. Submit various documents for approval and address grading differences. Please see attached Grading review sheet (Comments 2 and 3) for requirements.
9. As previously requested, an approved traffic study. The traffic study shall be submitted directly to Traffic and Lighting Division of Public Works for review and approval and a review fee is also required. Please see attached Road review sheets (Comments 2 and 5) for requirements.

It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

10. Provide various documents and plans for approval. Please see attached Road review sheets (Comments 1 and 3) for comments and requirements.
11. As previously requested, an approved sewer area study. Please see attached Sewer review sheet (Comment 1) for comments and requirements.
12. As previously requested, provide a "Written Verification" and supporting documents from the water supplier to indicate the availability of a "Sufficient water Supply". Please see attached Water review sheet for comments and requirements.
13. A revised tentative map and a revised exhibit map are required to show the following additional items:
 - a. Please see attached Hydrology/Drainage review sheet (Comments 2 and 3) for requirements.
 - b. Please see attached Soils Engineering review sheet (Comment 12) for requirements.
 - c. Please see attached Grading review sheet (Comment 1) for requirements.
 - d. Please see attached Road review sheets (Comments 4 and 5) for requirements.
 - e. Please see attached Sewer review sheet (Comment 2) for requirements.


Prepared by John Chin

Phone (626) 458-4918

Date 11-26-2013

tr60678L-rev4.doc

<http://planning.lacounty.gov/case/view/tr060678/>



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
HYDROLOGY UNIT

TRACT MAP NO. 60678

(REVISED) TENTATIVE MAP DATED 10/30/13
EXHIBIT MAP 10/30/13

Approval and clearance of the tentative map is subjected to compliance with the following **drainage** comments:

1. Prior to tentative map approval for drainage, submit a hydrology report showing the extent of drainage impacts and provide mitigation acceptable to the County. The analysis should address increases in runoff, any change in drainage patterns, debris producing areas, and the capacity of existing storm drain facilities. Provide line identification of all proposed drainage facilities. Preliminary soils and geology reports related to debris, retention, and detention basins may be required based on geographic and adverse geotechnical conditions. Provide engineering calculations to support sizing of debris, retention, and detention basins. Provide approximate flood hazard and bank erosion setbacks and lot identifications (as needed). Show slopes for existing and proposed streets. Provide a drainage/grading covenant for any offsite work.
 - The latest Drainage Concept / Hydrology Report was reviewed on 9/10/13 and was not approved.
2. Prior to tentative map approval for drainage, submit a revised tentative map showing and calling out all debris desilting areas and desilting drainage devices. Identify whether publicly or privately maintained.
3. Prior to tentative map approval for drainage, submit a revised tentative map showing all publicly maintained debris basins as a fee title lot. Clearly delineate the fee title lot boundary.
4. A water quality section of the Hydrology Report is required to address the water quality of the storm water runoff.
 - Per County Code Section 12.84 comply with LID requirements.
5. Mitigate portions of the property with proposed improvements that are lying in and adjacent to the natural drainage courses and are subject to flood hazard.
6. Department of Public Works approval for location, span, and clearance for proposed bridges spanning a watercourse is required prior to Drainage Concept approval.
7. Revise the drainage concept to reflect changes on the tentative map.
8. Prior to tentative map approval for drainage, submit easement documents for all proposed offsite publicly maintained facilities.
9. Prior to tentative map approval for drainage, submit recorded covenants for offsite impacts.
10. Prior to tentative map approval, obtain Board approval to revise and/or rescind the County adopted flood insurance rate map. Contact Public Works, Watershed Management Division (626) 458-7125, to obtain procedures for revising the map.
11. CEQA Documents must be revised to reflect the drainage impact and add the required mitigation.
12. A Drainage Benefit Assessment Area (DBAA) will be required to fund the ongoing operation, maintenance, and replacement (if required) of the proposed publically maintained water quality devices.

Reviewed by *Ernesto J Rivera* Date 11/22/13 Phone (626) 458-4921
Ernesto J Rivera

**County of Los Angeles Department of Public Works
 GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
 GEOLOGIC REVIEW SHEET
 900 So. Fremont Ave., Alhambra, CA 91803
 TEL. (626) 458-4925**

DISTRIBUTION
1 Geologist
1 Soils Engineer
1 GMED File
1 Subdivision

TENTATIVE TRACT MAP 60678 TENTATIVE MAP DATED 10/30/13 (Revision/Exhibit)
 SUBDIVIDER Newhall Land LOCATION Castaic Junction
 ENGINEER Hunsaker & Associates
 GEOLOGIST & SOILS ENGINEER R.T. Frankian & Associates REPORT DATE 7/22/13

Additional Reports Reviewed: Leighton and Associates, 7/19/13; A. E. Seward Engineering Geology, 9/30/05.

The Regional Planning Commission, developer, and engineer are advised that:

PRIOR TO RECOMMENDING APPROVAL OF THE TENTATIVE TRACT OR PARCEL MAP:

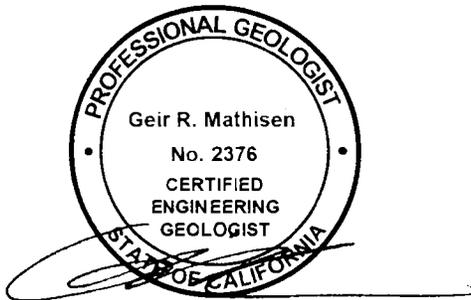
1. Provide a geotechnical map that is based on the latest Tentative Map. The latest map on file is dated October 30, 2013 by Department of Regional Planning.

As previously requested (Geologic Review Sheet dated 8/27/13):

2. In the report by Leighton and Associates dated 7/19/13, it appears that a ground water depth of 17 feet is used in the liquefaction analysis. According to California Geological Survey, Seismic Hazard Zone Report for the Val Verde Quadrangle, the depth to the historic high ground water for the Potrero Canyon area is approximately ten (10) feet. However, according to Plate 3 in the Leighton 7/19/13 report, groundwater was measured at 7.5 feet in CPT-33P. Therefore, a groundwater level of 7.5 feet must be used in the liquefaction analysis.
3. Discuss potential changes in the groundwater regime in Potrero Canyon, such as changes to the hydraulic gradient, rise of underflow, loss of transmissivity and evapotranspiration, as a result of adding the proposed fill. Discuss whether such changes will have an adverse effect on the proposed development and/or offsite properties.
4. Provide groundwater level measurements from the monitoring well adjacent to the test fill pad, as indicated by the ENGEO report dated 10/10/07.
5. Evaluate the debris flow potential for each building area located below a swale or steep natural slope. If grading is required to mitigate the hazard, then the required grading must be depicted on the Tentative Map. If catchment areas are required, the volume of debris required for containment must be determined and the containment areas must be shown on the Tentative Map.
6. Discuss whether the proposed bulk flow channels will function as a catchment area for debris. If so, provide a quantification of the volume required for debris containment.
7. Landslides QIs-IX(P), QIs-V(P), and QIs-III(M) are shown crossing proposed lot boundaries. Per County policy, adjust lot lines so that the landslides and impacted areas not to cross lot boundaries or provide remediation of the landslides. The landslide hazard may not be subdivided.
8. A partial removal of landslide QIs-XI(M) is shown on geotechnical map sheet no. 11. The remainder portion of the landslide must be placed in a Restricted Use Area. Depict the Restricted Use Area on the Geotechnical Map.
9. Provide an electronic copy of the report by A. E. Seward Engineering Geology, dated 9/30/05 on a CD in Adobe® Portable Document Format (PDF).
10. Discuss whether the proposed "Stream Restoration Area" in Long Canyon, as shown on sheet 6 of the geotechnical maps is planned for proposed development in the future, and if so, provide mitigation recommendations.
11. Depict the proposed building setback area in the vicinity of planning areas MW-11 and MW-12 on the geotechnical map.

12. For natural slopes that do not meet the minimum County requirements for factors of safety for slope stability, adjust lot lines to constrain the geotechnical hazard on one lot or provide remediation as warranted. The geotechnical hazard may not be subdivided. These slopes are considered a geotechnical hazard and must be depicted on the geotechnical map.
13. The Soils Engineering review dated 11-19-13 is attached.

NOTE Provide a copy of this review with your resubmittal



Prepared by

Geir Mathisen

Date 11/18/13

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office ---
Job Number LX001129
Sheet 1 of 2

Tentative Tract 60678
Location Castaic Junction
Developer/Owner Newhall Land
Engineer/Architect Hunsaker & Associates
Soils Engineer R. T. Frankian & Associates (94-501-021)
Geologist R. T. Frankian & Associates

DISTRIBUTION:

1 Drainage
1 Grading
1 Geo/Soils Central File
 District Engineer
 Geologist
1 Soils Engineer
1 Engineer/Architect

Review of:

Revised Tentative Tract Map and Exhibit Dated By Regional Planning 10/30/13
Soils Engineering and Geologic Report Dated 7/22/13
Additional Report by Allan E. Seward Engineering Geology, Inc. Dated 9/30/05
Additional Report by Leighton and Associates, Inc. Dated 7/19/13
Previous Review Sheet Dated 9/12/13

ACTION:

Tentative Map feasibility is not recommended for approval.

REMARKS:

*Remarks No. 1 through 6 are based on information presented in the soils report dated 7/22/13 by R. T. Frankian & Associates.
Remarks No. 7 through 11 are based on information presented in the soils report dated 7/19/13 by Leighton and Associates, Inc.*

1. The cross bedding shear strength parameters used in the slope stability analyses for Saugus and Pico Formations appear high. Verify and provide additional data to justify the use of those shear strength parameters. Provide revised slope stability analyses and recommend mitigation if factors of safety are below the County minimum standards, as necessary.
2. The soils reports show that Cross Sections 19P, 20P, 3M-3M', and 23M-23M' do not have factors of safety that meet the County's minimum standards. Provide volume calculations to show the predicted debris volume and post-failure geometries. The areas impacted by the potential landslide debris shall be placed in Restricted Use Area(s). Show the recommended mitigation or RUAs on the geotechnical map.
3. The debris volume calculations in Appendix D of the soils report do not appear to include the debris that may be generated by the slope instabilities identified by the slope stability analyses of cross sections 19P, 20P, and the slope failures/PDFHs shown along the proposed "JJ" Street on the geotechnical map. Verify and provide revised calculations as necessary. Recommend mitigation as necessary.
4. Provide translational slope stability analyses for Cross Section 17M-17M', considering there is a 24-degree bedding component daylighted in the proposed cut slope. Also, provide a geotechnical cross-section, for each section analyzed, showing the critical failure plane used in the analyses. Indicate the various shear strength parameters used in the analyses, in the appropriate segments of each failure plane. Show locations of the cross sections used in slope stability analyses on the geotechnical map. Recommend mitigation if factors of safety are below County minimum standards.
5. Based on the output files, it appears that all translational slope stability analyses included in the report dated 7/22/13 have the slip surfaces specified. Per County policy, the slip surfaces must be searched by the software. Verify and provide revised slope stability analyses as necessary. Recommend mitigation if factors of safety are below County minimum standards.
6. Specifically address all potential debris flow hazards (i.e. PDFH, etc.) and all surficial failures at the subject site and provide recommendations, as necessary. Address and provide recommendations for the PDFH shown, including but not limited to the ascending natural slope adjacent to "A", "K", and "JJ" Streets. Show all recommended grading and/or mitigation measures on the geotechnical maps, as necessary.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Tentative Map (Tract) No. 60678
REMARKS (cont.):

Sheet 2 of 2

7. For the slope stability analyses presented in Appendix E of the soils report by Leighton and Associates dated 7/19/13, address the following:
 - a. Provide justification for the use of shear strength parameters of the artificial (compacted) fill and Pico formation bedrock. Provide a plot of family of data points for similar material and determine the appropriate shear strength parameters to be used in the static and seismic slope stability analyses. The most conservative shear parameters based on the data points obtained from laboratory testing of saturated samples that are appropriate to the section analyzed shall be used.
 - b. Provide shear strength test data for the desiccated alluvium and alluvium (Qa1, Qa2, Qoa1, Qoa1 OC). The shear strength parameters used in the slope stability analyses must be obtained from test results based on complete undisturbed sample saturation per County policy.
 - c. It appears peak shear strength parameters are used in the static slope stability analyses. Verify and provide revised slope stability analyses and recommend mitigation if factors of safety are below the County minimum standards.
8. Discuss the changes in groundwater levels as requested in Geology Section's review sheet dated 8/27/13. Determine the appropriate groundwater level that should be used in the liquefaction analysis. Provide revised liquefaction analysis and recommend mitigation as necessary.
9. It appears that there is no confirmation boring to accompany the CPT soundings used for liquefaction analyses. Per County policy, liquefaction analyses based on CPT data cannot be accepted unless there is at least one confirmation boring for each of the CPT soundings. The depth of confirmation boring should at least cover the entire depth of the CPT sounding. Verify and provide additional data as necessary.
10. The outputs of liquefaction analyses show an I_c cutoff value of 2.6. Explain the use of this cutoff value in the analyses. Also, indicate the factor of safety that was used in the liquefaction analyses. Per County policy, soil layers cannot be excluded from liquefaction and dynamic settlement analysis based on the I_c values. All soil layers with factors of safety of less than 1.30 must be included in the dynamic settlement calculation. Verify and provide revised liquefaction and dynamic settlement analyses as necessary. Recommend mitigation as necessary.
11. Provide static settlement analyses of the areas that will receive surcharge fill material. Discuss the length of time that the expected settlement will take and if settlement monitoring program is recommended. Recommend mitigation if the amount of differential settlement exceeds the County standard.
12. Topography/Grading shown on the geotechnical map and tentative map/Exhibit "A" must conform.
13. Show the following on the geotechnical map:
 - a. All existing and proposed (i.e. re-designed slopes, re-designed grading, etc.).
 - b. Location of all keyways of buttress/stabilization fills.
 - c. Grading required for construction of buttress/stabilization fills, as necessary.
 - d. All recommended grading and mitigation measures regarding potential debris flow.
 - e. Clearly delineate the locations of "Restricted Use Area(s)", including but not limited to, all locations that may be impacted by landslide debris. Provide and delineate limits of recommended "Restricted Use Area(s)". All unmitigated landslides should be placed in "Restricted Use Area(s)".
 - f. All recommended mitigation measures, as necessary.
14. Requirements of the Geology Section are attached.
15. Include a copy of this review sheet with your response.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY DISTRICT ENGINEER:

- A. ON-SITE SOILS HAVE A HIGH EXPANSION POTENTIAL.
- B. ON-SITE SOILS ARE CORROSIVE TO FERROUS METALS AND CONCRETE.
- C. OFF-SITE GRADING IS PROPOSED.



Prepared by _____

Date 11/19/13

Please complete a Customer Service Survey at <http://dpw.lacounty.gov/surveysurvey>.

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

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It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

REQUIREMENTS PRIOR TO TENTATIVE MAP APPROVAL:

1. A revised tentative map and/or exhibit map is required to show the following additional items, also a check print of the map has been uploaded at <ftp://dpwftp.co.la.ca.us/pub/LDD/Grading/TTR%2060678/> and will remain for two weeks:
 - a. Comments on Detail Sheets
 - b. No staggered down drains are allowed.
 - c. Show all possible Subdrain location and outlet point.
 - d. Stream Restoration Area shall be per PD Plans not per Grading since it will be publicly maintained.
 - e. On Sheet 6 and N/O Street MM, the natural slopes will produce too large amount of debris flow to be privately handled. Please, address it with the Hydrology Report.
 - f. Catchment areas that don't convey debris to a proper drainage devices must be recognized on the tentative map as debris collection area that needs debris collection and maintenance.
 - g. Debris Flow drainage devices must have self-cleaning velocity and slope enough to keep the debris suspended. Reduction in slope and sudden change in direction will cause desilting. See sheet 6.
 - h. On Sheet 12, a Debris Basin is proposed on lot 999 and, I think, a bulk flow inlet is proposed on lot 1000. You may need to consider another debris basin?
2. Prior to tentative map approval submit a covenant or easement documents indicating that rights have been secured to permit the proposed off-site work.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – GRADING
TRACT MAP NO. 060678 (Rev.4)
CUP 2005-00150

Page 2/2

TENTATIVE MAP DATED 10/30/2013
EXHIBIT "A" MAP DATED 10/30/2013

3. According to General Note 1, since there is a substantial grading difference allowed in pad elevations changes of 10 feet max.; account for this substantial grading difference by depicting a range in the earthwork quantities (maximum and minimum cut, fill and export quantities). This earthwork quantity range shall be included in the tentative map application and addressed in the CEQA document. Any changes in grading limits that may require additional offsite grading easements rights shall be acquired prior to tentative map approval.

Name Nazem Said  _____
tr60678g-rev4 denial.doc

Date 11/21/2013 Phone (626) 458-4921



SEE SHEET 4

SEE SHEET 5

SEE SHEET 6

CONSTRUCTION LEGEND

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- 43. 220' TO 225' CONTOUR
- 44. 225' TO 230' CONTOUR
- 45. 230' TO 235' CONTOUR
- 46. 235' TO 240' CONTOUR
- 47. 240' TO 245' CONTOUR
- 48. 245' TO 250' CONTOUR
- 49. 250' TO 255' CONTOUR
- 50. 255' TO 260' CONTOUR
- 51. 260' TO 265' CONTOUR
- 52. 265' TO 270' CONTOUR
- 53. 270' TO 275' CONTOUR
- 54. 275' TO 280' CONTOUR
- 55. 280' TO 285' CONTOUR
- 56. 285' TO 290' CONTOUR
- 57. 290' TO 295' CONTOUR
- 58. 295' TO 300' CONTOUR
- 59. 300' TO 305' CONTOUR
- 60. 305' TO 310' CONTOUR
- 61. 310' TO 315' CONTOUR
- 62. 315' TO 320' CONTOUR
- 63. 320' TO 325' CONTOUR
- 64. 325' TO 330' CONTOUR
- 65. 330' TO 335' CONTOUR
- 66. 335' TO 340' CONTOUR
- 67. 340' TO 345' CONTOUR
- 68. 345' TO 350' CONTOUR
- 69. 350' TO 355' CONTOUR
- 70. 355' TO 360' CONTOUR
- 71. 360' TO 365' CONTOUR
- 72. 365' TO 370' CONTOUR
- 73. 370' TO 375' CONTOUR
- 74. 375' TO 380' CONTOUR
- 75. 380' TO 385' CONTOUR
- 76. 385' TO 390' CONTOUR
- 77. 390' TO 395' CONTOUR
- 78. 395' TO 400' CONTOUR
- 79. 400' TO 405' CONTOUR
- 80. 405' TO 410' CONTOUR
- 81. 410' TO 415' CONTOUR
- 82. 415' TO 420' CONTOUR
- 83. 420' TO 425' CONTOUR
- 84. 425' TO 430' CONTOUR
- 85. 430' TO 435' CONTOUR
- 86. 435' TO 440' CONTOUR
- 87. 440' TO 445' CONTOUR
- 88. 445' TO 450' CONTOUR
- 89. 450' TO 455' CONTOUR
- 90. 455' TO 460' CONTOUR
- 91. 460' TO 465' CONTOUR
- 92. 465' TO 470' CONTOUR
- 93. 470' TO 475' CONTOUR
- 94. 475' TO 480' CONTOUR
- 95. 480' TO 485' CONTOUR
- 96. 485' TO 490' CONTOUR
- 97. 490' TO 495' CONTOUR
- 98. 495' TO 500' CONTOUR
- 99. 500' TO 505' CONTOUR
- 100. 505' TO 510' CONTOUR
- 101. 510' TO 515' CONTOUR
- 102. 515' TO 520' CONTOUR
- 103. 520' TO 525' CONTOUR
- 104. 525' TO 530' CONTOUR
- 105. 530' TO 535' CONTOUR
- 106. 535' TO 540' CONTOUR
- 107. 540' TO 545' CONTOUR
- 108. 545' TO 550' CONTOUR
- 109. 550' TO 555' CONTOUR
- 110. 555' TO 560' CONTOUR
- 111. 560' TO 565' CONTOUR
- 112. 565' TO 570' CONTOUR
- 113. 570' TO 575' CONTOUR
- 114. 575' TO 580' CONTOUR
- 115. 580' TO 585' CONTOUR
- 116. 585' TO 590' CONTOUR
- 117. 590' TO 595' CONTOUR
- 118. 595' TO 600' CONTOUR
- 119. 600' TO 605' CONTOUR
- 120. 605' TO 610' CONTOUR
- 121. 610' TO 615' CONTOUR
- 122. 615' TO 620' CONTOUR
- 123. 620' TO 625' CONTOUR
- 124. 625' TO 630' CONTOUR
- 125. 630' TO 635' CONTOUR
- 126. 635' TO 640' CONTOUR
- 127. 640' TO 645' CONTOUR
- 128. 645' TO 650' CONTOUR
- 129. 650' TO 655' CONTOUR
- 130. 655' TO 660' CONTOUR
- 131. 660' TO 665' CONTOUR
- 132. 665' TO 670' CONTOUR
- 133. 670' TO 675' CONTOUR
- 134. 675' TO 680' CONTOUR
- 135. 680' TO 685' CONTOUR
- 136. 685' TO 690' CONTOUR
- 137. 690' TO 695' CONTOUR
- 138. 695' TO 700' CONTOUR
- 139. 700' TO 705' CONTOUR
- 140. 705' TO 710' CONTOUR
- 141. 710' TO 715' CONTOUR
- 142. 715' TO 720' CONTOUR
- 143. 720' TO 725' CONTOUR
- 144. 725' TO 730' CONTOUR
- 145. 730' TO 735' CONTOUR
- 146. 735' TO 740' CONTOUR
- 147. 740' TO 745' CONTOUR
- 148. 745' TO 750' CONTOUR
- 149. 750' TO 755' CONTOUR
- 150. 755' TO 760' CONTOUR
- 151. 760' TO 765' CONTOUR
- 152. 765' TO 770' CONTOUR
- 153. 770' TO 775' CONTOUR
- 154. 775' TO 780' CONTOUR
- 155. 780' TO 785' CONTOUR
- 156. 785' TO 790' CONTOUR
- 157. 790' TO 795' CONTOUR
- 158. 795' TO 800' CONTOUR
- 159. 800' TO 805' CONTOUR
- 160. 805' TO 810' CONTOUR
- 161. 810' TO 815' CONTOUR
- 162. 815' TO 820' CONTOUR
- 163. 820' TO 825' CONTOUR
- 164. 825' TO 830' CONTOUR
- 165. 830' TO 835' CONTOUR
- 166. 835' TO 840' CONTOUR
- 167. 840' TO 845' CONTOUR
- 168. 845' TO 850' CONTOUR
- 169. 850' TO 855' CONTOUR
- 170. 855' TO 860' CONTOUR
- 171. 860' TO 865' CONTOUR
- 172. 865' TO 870' CONTOUR
- 173. 870' TO 875' CONTOUR
- 174. 875' TO 880' CONTOUR
- 175. 880' TO 885' CONTOUR
- 176. 885' TO 890' CONTOUR
- 177. 890' TO 895' CONTOUR
- 178. 895' TO 900' CONTOUR
- 179. 900' TO 905' CONTOUR
- 180. 905' TO 910' CONTOUR
- 181. 910' TO 915' CONTOUR
- 182. 915' TO 920' CONTOUR
- 183. 920' TO 925' CONTOUR
- 184. 925' TO 930' CONTOUR
- 185. 930' TO 935' CONTOUR
- 186. 935' TO 940' CONTOUR
- 187. 940' TO 945' CONTOUR
- 188. 945' TO 950' CONTOUR
- 189. 950' TO 955' CONTOUR
- 190. 955' TO 960' CONTOUR
- 191. 960' TO 965' CONTOUR
- 192. 965' TO 970' CONTOUR
- 193. 970' TO 975' CONTOUR
- 194. 975' TO 980' CONTOUR
- 195. 980' TO 985' CONTOUR
- 196. 985' TO 990' CONTOUR
- 197. 990' TO 995' CONTOUR
- 198. 995' TO 1000' CONTOUR

NO.	DESCRIPTION	AREA (AC)	PERCENTAGE
1	10' TO 15' CONTOUR	1.2	0.2
2	15' TO 20' CONTOUR	1.5	0.3
3	20' TO 25' CONTOUR	2.0	0.4
4	25' TO 30' CONTOUR	2.5	0.5
5	30' TO 35' CONTOUR	3.0	0.6
6	35' TO 40' CONTOUR	3.5	0.7
7	40' TO 45' CONTOUR	4.0	0.8
8	45' TO 50' CONTOUR	4.5	0.9
9	50' TO 55' CONTOUR	5.0	1.0
10	55' TO 60' CONTOUR	5.5	1.1
11	60' TO 65' CONTOUR	6.0	1.2
12	65' TO 70' CONTOUR	6.5	1.3
13	70' TO 75' CONTOUR	7.0	1.4
14	75' TO 80' CONTOUR	7.5	1.5
15	80' TO 85' CONTOUR	8.0	1.6
16	85' TO 90' CONTOUR	8.5	1.7
17	90' TO 95' CONTOUR	9.0	1.8
18	95' TO 100' CONTOUR	9.5	1.9
19	100' TO 105' CONTOUR	10.0	2.0
20	105' TO 110' CONTOUR	10.5	2.1
21	110' TO 115' CONTOUR	11.0	2.2
22	115' TO 120' CONTOUR	11.5	2.3
23	120' TO 125' CONTOUR	12.0	2.4
24	125' TO 130' CONTOUR	12.5	2.5
25	130' TO 135' CONTOUR	13.0	2.6
26	135' TO 140' CONTOUR	13.5	2.7
27	140' TO 145' CONTOUR	14.0	2.8
28	145' TO 150' CONTOUR	14.5	2.9
29	150' TO 155' CONTOUR	15.0	3.0
30	155' TO 160' CONTOUR	15.5	3.1
31	160' TO 165' CONTOUR	16.0	3.2
32	165' TO 170' CONTOUR	16.5	3.3
33	170' TO 175' CONTOUR	17.0	3.4
34	175' TO 180' CONTOUR	17.5	3.5
35	180' TO 185' CONTOUR	18.0	3.6
36	185' TO 190' CONTOUR	18.5	3.7
37	190' TO 195' CONTOUR	19.0	3.8
38	195' TO 200' CONTOUR	19.5	3.9
39	200' TO 205' CONTOUR	20.0	4.0
40	205' TO 210' CONTOUR	20.5	4.1
41	210' TO 215' CONTOUR	21.0	4.2
42	215' TO 220' CONTOUR	21.5	4.3
43	220' TO 225' CONTOUR	22.0	4.4
44	225' TO 230' CONTOUR	22.5	4.5
45	230' TO 235' CONTOUR	23.0	4.6
46	235' TO 240' CONTOUR	23.5	4.7
47	240' TO 245' CONTOUR	24.0	4.8
48	245' TO 250' CONTOUR	24.5	4.9
49	250' TO 255' CONTOUR	25.0	5.0
50	255' TO 260' CONTOUR	25.5	5.1
51	260' TO 265' CONTOUR	26.0	5.2
52	265' TO 270' CONTOUR	26.5	5.3
53	270' TO 275' CONTOUR	27.0	5.4
54	275' TO 280' CONTOUR	27.5	5.5
55	280' TO 285' CONTOUR	28.0	5.6
56	285' TO 290' CONTOUR	28.5	5.7
57	290' TO 295' CONTOUR	29.0	5.8
58	295' TO 300' CONTOUR	29.5	5.9
59	300' TO 305' CONTOUR	30.0	6.0
60	305' TO 310' CONTOUR	30.5	6.1
61	310' TO 315' CONTOUR	31.0	6.2
62	315' TO 320' CONTOUR	31.5	6.3
63	320' TO 325' CONTOUR	32.0	6.4
64	325' TO 330' CONTOUR	32.5	6.5
65	330' TO 335' CONTOUR	33.0	6.6
66	335' TO 340' CONTOUR	33.5	6.7
67	340' TO 345' CONTOUR	34.0	6.8
68	345' TO 350' CONTOUR	34.5	6.9
69	350' TO 355' CONTOUR	35.0	7.0
70	355' TO 360' CONTOUR	35.5	7.1
71	360' TO 365' CONTOUR	36.0	7.



- OBSCURATION LEGEND**
- 1. UNIMPROVED ROAD
 - 2. IMPROVED ROAD
 - 3. RAILROAD
 - 4. AIRWAY
 - 5. CANAL
 - 6. DRAINAGE CANAL
 - 7. FLOOD CONTROL CANAL
 - 8. IRRIGATION CANAL
 - 9. WATERWAY
 - 10. WATERWAY
 - 11. WATERWAY
 - 12. WATERWAY
 - 13. WATERWAY
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 - 45. WATERWAY
 - 46. WATERWAY
 - 47. WATERWAY
 - 48. WATERWAY
 - 49. WATERWAY
 - 50. WATERWAY

- LEGEND**
- 1. UNIMPROVED ROAD
 - 2. IMPROVED ROAD
 - 3. RAILROAD
 - 4. AIRWAY
 - 5. CANAL
 - 6. DRAINAGE CANAL
 - 7. FLOOD CONTROL CANAL
 - 8. IRRIGATION CANAL
 - 9. WATERWAY
 - 10. WATERWAY
 - 11. WATERWAY
 - 12. WATERWAY
 - 13. WATERWAY
 - 14. WATERWAY
 - 15. WATERWAY
 - 16. WATERWAY
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 - 27. WATERWAY
 - 28. WATERWAY
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 - 34. WATERWAY
 - 35. WATERWAY
 - 36. WATERWAY
 - 37. WATERWAY
 - 38. WATERWAY
 - 39. WATERWAY
 - 40. WATERWAY
 - 41. WATERWAY
 - 42. WATERWAY
 - 43. WATERWAY
 - 44. WATERWAY
 - 45. WATERWAY
 - 46. WATERWAY
 - 47. WATERWAY
 - 48. WATERWAY
 - 49. WATERWAY
 - 50. WATERWAY

NO.	DESCRIPTION	AREA (AC.)	PERCENT
1	LANDMARK VILLAGE 5308	1.2	0.1
2	CLARA RIVER	1.5	0.1
3	SANTA CLARA RIVER	1.8	0.1
4	UNIMPROVED ROAD	2.1	0.1
5	IMPROVED ROAD	2.4	0.1
6	RAILROAD	2.7	0.1
7	AIRWAY	3.0	0.1
8	CANAL	3.3	0.1
9	DRAINAGE CANAL	3.6	0.1
10	FLOOD CONTROL CANAL	3.9	0.1
11	IRRIGATION CANAL	4.2	0.1
12	WATERWAY	4.5	0.1
13	WATERWAY	4.8	0.1
14	WATERWAY	5.1	0.1
15	WATERWAY	5.4	0.1
16	WATERWAY	5.7	0.1
17	WATERWAY	6.0	0.1
18	WATERWAY	6.3	0.1
19	WATERWAY	6.6	0.1
20	WATERWAY	6.9	0.1
21	WATERWAY	7.2	0.1
22	WATERWAY	7.5	0.1
23	WATERWAY	7.8	0.1
24	WATERWAY	8.1	0.1
25	WATERWAY	8.4	0.1
26	WATERWAY	8.7	0.1
27	WATERWAY	9.0	0.1
28	WATERWAY	9.3	0.1
29	WATERWAY	9.6	0.1
30	WATERWAY	9.9	0.1
31	WATERWAY	10.2	0.1
32	WATERWAY	10.5	0.1
33	WATERWAY	10.8	0.1
34	WATERWAY	11.1	0.1
35	WATERWAY	11.4	0.1
36	WATERWAY	11.7	0.1
37	WATERWAY	12.0	0.1
38	WATERWAY	12.3	0.1
39	WATERWAY	12.6	0.1
40	WATERWAY	12.9	0.1
41	WATERWAY	13.2	0.1
42	WATERWAY	13.5	0.1
43	WATERWAY	13.8	0.1
44	WATERWAY	14.1	0.1
45	WATERWAY	14.4	0.1
46	WATERWAY	14.7	0.1
47	WATERWAY	15.0	0.1
48	WATERWAY	15.3	0.1
49	WATERWAY	15.6	0.1
50	WATERWAY	15.9	0.1



KEY MAP
 COUNTY OF SAN FRANCISCO
 PLANNING AREA LON 13

NEWHALL, CA LAND
 PLANNING AREA LON 13

... OTHER AREAS IMPACTED BY THIS PROJECT ARE IDENTIFIED BY HATCH PATTERNS AND DIMENSIONS.

SYMBOL	DESCRIPTION
[Symbol]	EXISTING ROAD
[Symbol]	EXISTING UTILITY
[Symbol]	EXISTING CONDUIT
[Symbol]	EXISTING STRUCTURE
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING WALL
[Symbol]	EXISTING CURB
[Symbol]	EXISTING DRIVE
[Symbol]	EXISTING SIDEWALK
[Symbol]	EXISTING BIKEWAY
[Symbol]	EXISTING TRAIL
[Symbol]	EXISTING PATH
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING WALL
[Symbol]	EXISTING CURB
[Symbol]	EXISTING DRIVE
[Symbol]	EXISTING SIDEWALK
[Symbol]	EXISTING BIKEWAY
[Symbol]	EXISTING TRAIL
[Symbol]	EXISTING PATH

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD
[Symbol]	PROPOSED UTILITY
[Symbol]	PROPOSED CONDUIT
[Symbol]	PROPOSED STRUCTURE
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD
[Symbol]	PROPOSED UTILITY
[Symbol]	PROPOSED CONDUIT
[Symbol]	PROPOSED STRUCTURE
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD
[Symbol]	PROPOSED UTILITY
[Symbol]	PROPOSED CONDUIT
[Symbol]	PROPOSED STRUCTURE
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH

LEGEND

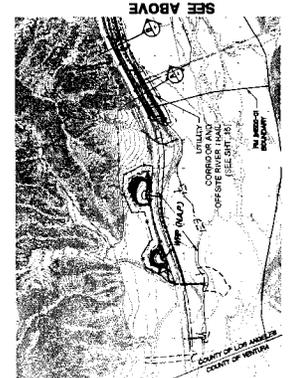
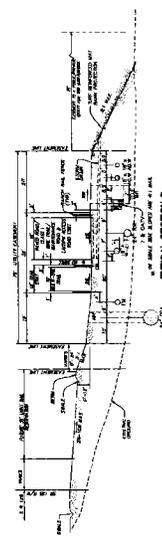
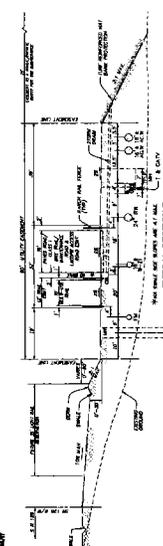
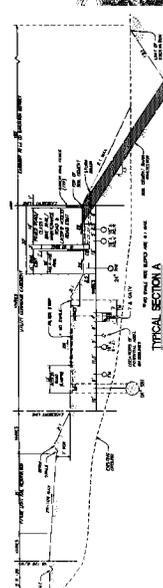
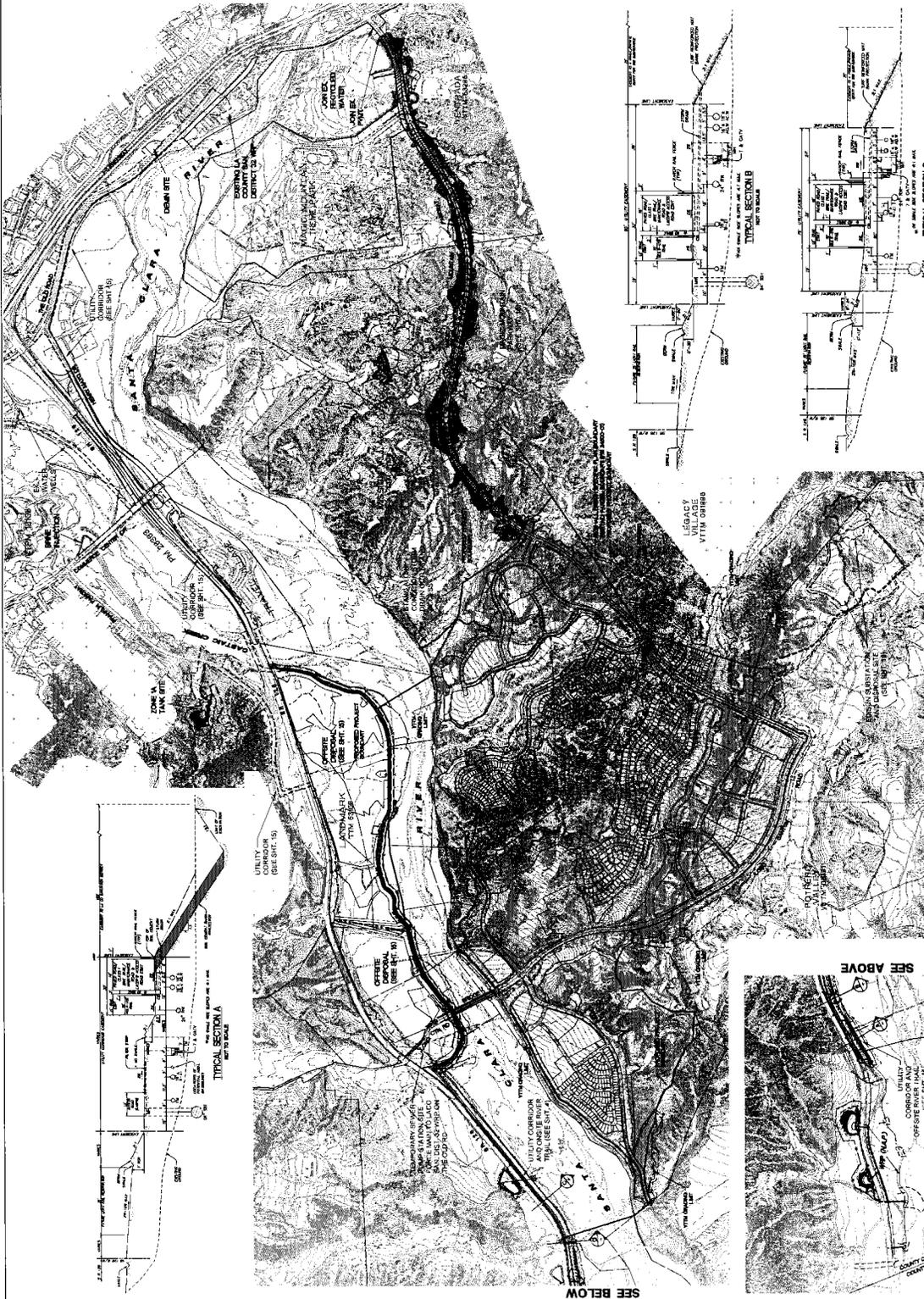
SYMBOL	DESCRIPTION
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[Symbol]	PROPOSED UTILITY
[Symbol]	PROPOSED CONDUIT
[Symbol]	PROPOSED STRUCTURE
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED WALL
[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
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[Symbol]	PROPOSED FENCE
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[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD
[Symbol]	PROPOSED UTILITY
[Symbol]	PROPOSED CONDUIT
[Symbol]	PROPOSED STRUCTURE
[Symbol]	PROPOSED FENCE
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[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH
[Symbol]	PROPOSED FENCE
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[Symbol]	PROPOSED CURB
[Symbol]	PROPOSED DRIVE
[Symbol]	PROPOSED SIDEWALK
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[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD
[Symbol]	PROPOSED UTILITY
[Symbol]	PROPOSED CONDUIT
[Symbol]	PROPOSED STRUCTURE
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[Symbol]	PROPOSED FENCE
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[Symbol]	PROPOSED CURB
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[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED BIKEWAY
[Symbol]	PROPOSED TRAIL
[Symbol]	PROPOSED PATH



MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 060678
STANDALONE INDEX MAP

DATE: 11/15/2011
 SHEET: 11 OF 11

PROJECT: LEGACY VILLAGE VTM 02888

SCALE: 1" = 100'

DATE: 11/15/2011

BY: [Signature]

CHECKED: [Signature]

DATE: 11/15/2011

APPROVED: [Signature]

DATE: 11/15/2011

LEGACY VILLAGE VTM 02888

MAJOR LAND DIVISION
 VESTING TENTATIVE TRACT MAP NO. 060678
 STANDALONE INDEX MAP

DEPOSITION LEGEND

1. UNDESIGNED
 2. DESIGN
 3. CONSTRUCTION
 4. AS-BUILT
 5. EXISTING
 6. PROPOSED
 7. NOT AVAILABLE TO PRINT
 8. DATE OF SURVEY OR AS-BUILT DRAWING
 9. DATE OF THIS DOCUMENT EDITION

LEGEND

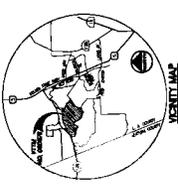
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 2. 200' (1:200)
 3. 400' (1:400)
 4. 800' (1:800)
 5. 1600' (1:1600)
 6. 3200' (1:3200)
 7. 6400' (1:6400)
 8. 12800' (1:12800)
 9. 25600' (1:25600)
 10. 51200' (1:51200)
 11. 102400' (1:102400)
 12. 204800' (1:204800)
 13. 409600' (1:409600)
 14. 819200' (1:819200)
 15. 1638400' (1:1638400)
 16. 3276800' (1:3276800)
 17. 6553600' (1:6553600)
 18. 13107200' (1:13107200)
 19. 26214400' (1:26214400)
 20. 52428800' (1:52428800)
 21. 104857600' (1:104857600)
 22. 209715200' (1:209715200)
 23. 419430400' (1:419430400)
 24. 838860800' (1:838860800)
 25. 1677721600' (1:1677721600)
 26. 3355443200' (1:3355443200)
 27. 6710886400' (1:6710886400)
 28. 13421772800' (1:13421772800)
 29. 26843545600' (1:26843545600)
 30. 53687091200' (1:53687091200)
 31. 107374182400' (1:107374182400)
 32. 214748364800' (1:214748364800)
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It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

- (1) As previously requested, provide proof that the subdivider has obtained the necessary off-site full-width right of way/easement (outside the ownership of the Newhall Land Company properties) to construct the off-site grading and full improvements on an alignment to the satisfaction of Public Works on: (1) Chiquito Canyon Road from Long Canyon Road to join the existing improvements, (2) Long Canyon Road from Chiquito Canyon Road to join off-site Valencia Boulevard, (3) Magic Mountain Parkway from southerly tract boundary to join off-site Valencia Boulevard, and (4) Valencia Boulevard from off-site Long Canyon Road to off-site Magic Mountain Parkway.
- (2) As previously requested, an approved traffic study is required prior to tentative map approval. The traffic study shall also address additional traffic lanes on highways and major collector streets, adequate stacking distance from right of way to location of entry gates (or key pad if one is provided), adequate centerline spacing between highways/streets/driveways based on queuing requirements and traffic analysis at all streets/driveways intersections. Based on the approved traffic study, a revised tentative map and/or conceptual striping plan may be required. Please contact Jeff Pletyak at (626) 300-4721 of our Traffic and Lighting Division for additional information.
- (3) Submit a copy of the approved 100-foot-scale conceptual striping plan for Long Canyon Road and Magic Mountain Parkway, modified collectors and LDZ/Transportation/Maintenance/Recreation Lots.
- (4) A revised tentative map (all applicable sheets) is required to show the following additional items:
 - a. Typical sections shown for Magic Mountain Parkway and Long Canyon Road shall be consistent with the approved IEC plan, approved traffic study and conceptual striping plan.
 - b. Meandering sidewalks within the road right of way shall be privately maintained, please indicate maintenance responsibility as part of the typical section.
 - c. Provide a temporary turnaround at the tract boundaries and secure offsite easements to accommodate this temporary turnaround and show on the tentative and exhibit maps.

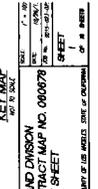
- d. For all private drives, provide proof that Regional Planning is willing to waive the street frontage to the Advisory Board for the lots served by these streets.
 - e. If so required under the traffic study, provide adequate centerline spacing between highways/streets/driveways based on queuing requirements.
 - f. If so required under the traffic study, delineate and call out additional right of way and improvements on applicable streets for additional traffic lanes, exclusive right-turn lanes, exclusive left-turn lanes, and transition improvements to the satisfaction of Public Works.
 - g. If so required under the traffic study, revise the cross sections on applicable streets to add additional traffic lanes or delete excess right of way.
 - h. See additional road comments as shown in the attached files (2013-11-22 TTR 060678 (Map dated 2013-10-30) Rd checkprint.pdf) and (2013-11-22 TTR 061996 (Exhibit Map dated 2013-10-30) Rd checkprint.pdf) which can be found at the following ftp link: <ftp://dpwftp.co.la.ca.us/pub/LDD/Road/TTM%2060678/>.
- (5) Phasing of map shall be addressed in the traffic study. The phasing map shall address construction phasing for schools and other units if phased grading is proposed. The phasing map shall also address access requirements for each unit. Address all grading impacts under each phase and address it adequately in the CEQA document.

PC

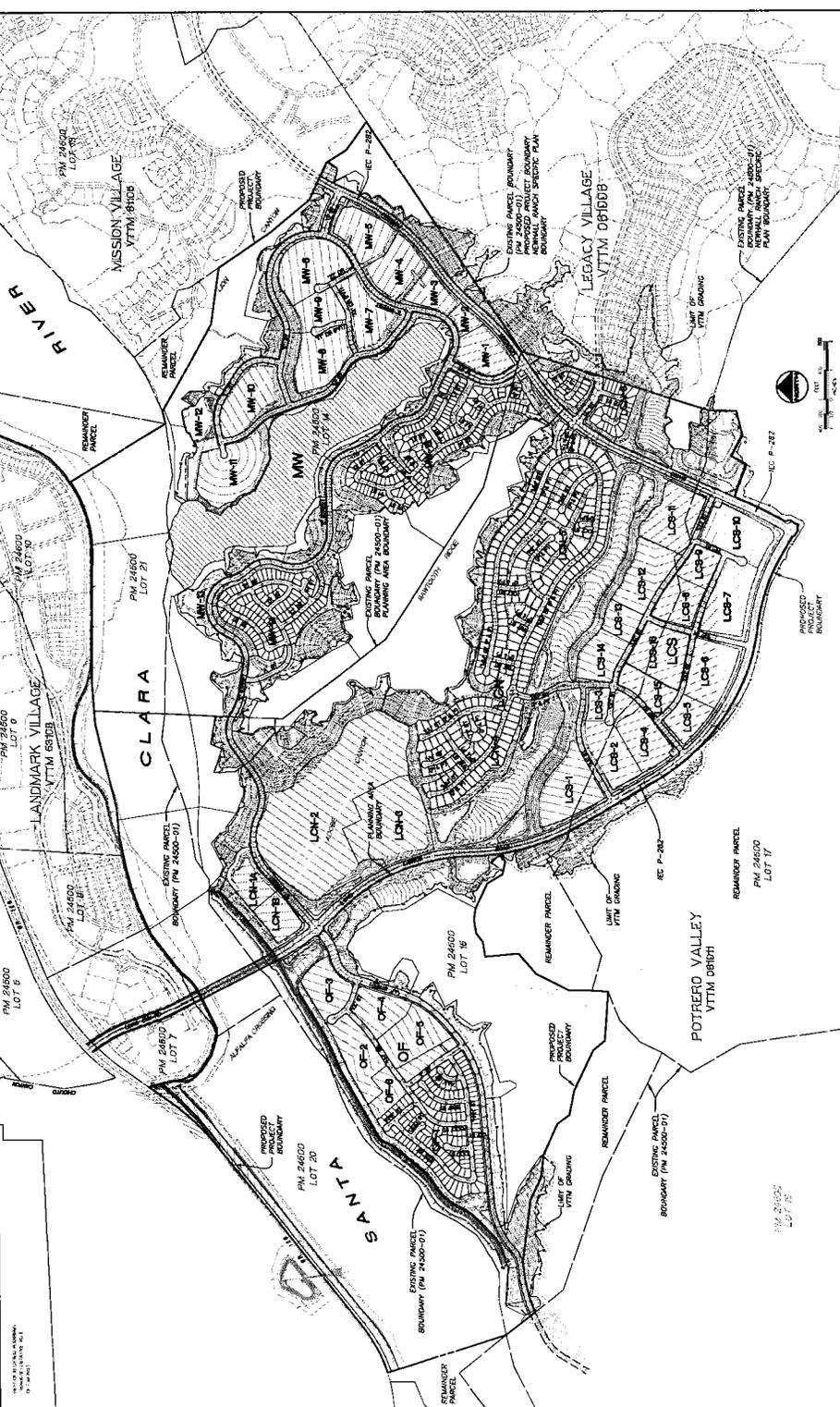


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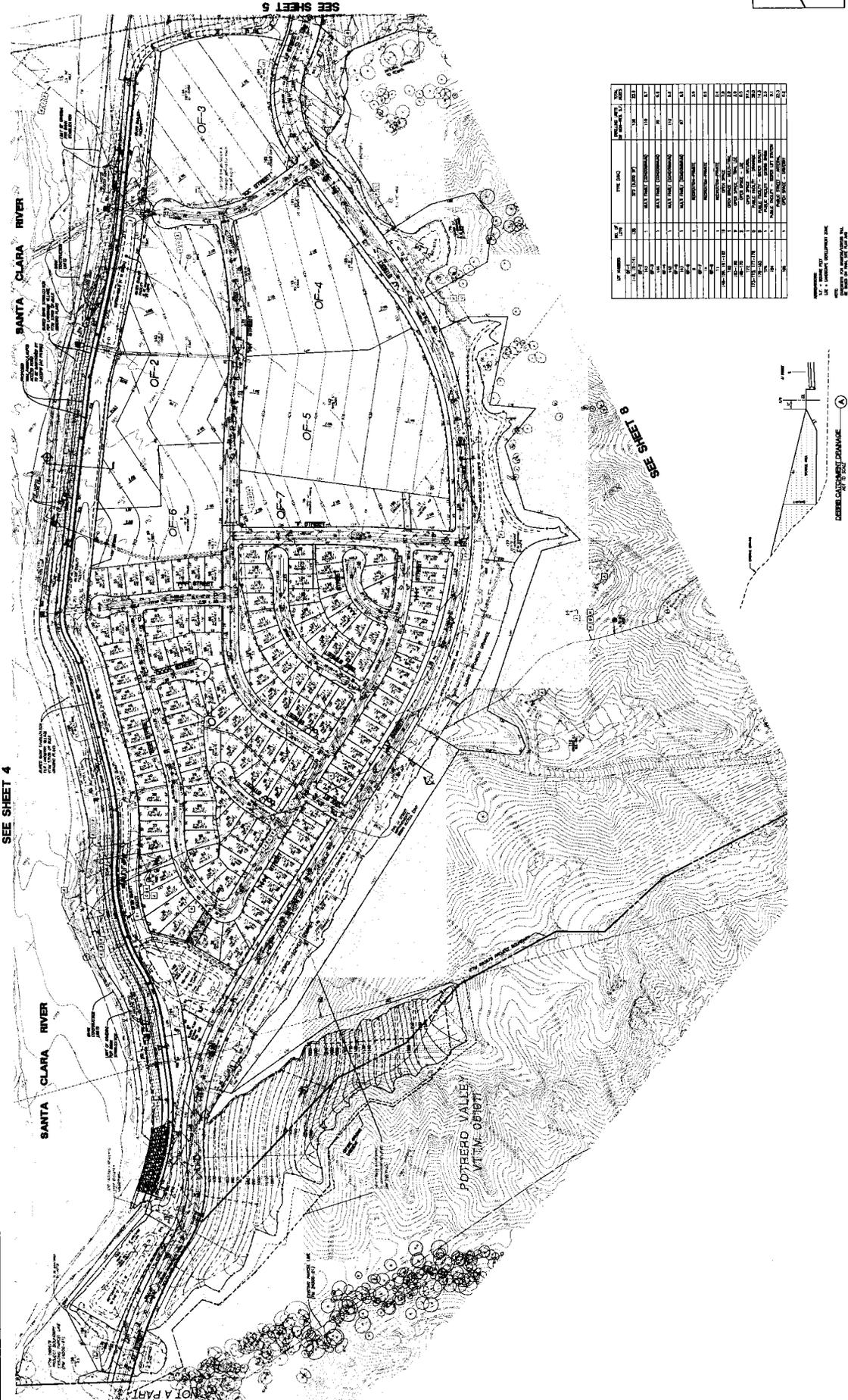
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ASSESSOR'S PARCEL NUMBERS (APNs)

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2014-2022-006	2014-2022-007	2014-2022-008	2014-2022-009
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2014-2022-058	2014-2022-059	2014-2022-060	2014-2022-061
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2014-2022-066	2014-2022-067	2014-2022-068	2014-2022-069
2014-2022-070	2014-2022-071	2014-2022-072	2014-2022-073
2014-2022-074	2014-2022-075	2014-2022-076	2014-2022-077
2014-2022-078	2014-2022-079	2014-2022-080	2014-2022-081
2014-2022-082	2014-2022-083	2014-2022-084	2014-2022-085
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2014-2022-090	2014-2022-091	2014-2022-092	2014-2022-093
2014-2022-094	2014-2022-095	2014-2022-096	2014-2022-097
2014-2022-098	2014-2022-099	2014-2022-100	2014-2022-101
2014-2022-102	2014-2022-103	2014-2022-104	2014-2022-105
2014-2022-106	2014-2022-107	2014-2022-108	2014-2022-109
2014-2022-110	2014-2022-111	2014-2022-112	2014-2022-113
2014-2022-114	2014-2022-115	2014-2022-116	2014-2022-117
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2014-2022-126	2014-2022-127	2014-2022-128	2014-2022-129
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2014-2022-138	2014-2022-139	2014-2022-140	2014-2022-141
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2014-2022-230	2014-2022-231	2014-2022-232	2014-2022-233
2014-2022-234	2014-2022-235	2014-2022-236	2014-2022-237
2014-2022-238	2014-2022-239	2014-2022-240	2014-2022-241
2014-2022-242	2014-2022-243	2014-2022-244	2014-2022-245
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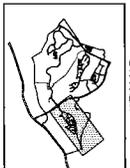
SANTA CLARA RIVER
 SANTA CLARA RIVER
 POTRERO VALLEY
 MOUNTAIN COUNTRY



SEE SHEET 4

SEE SHEET 5

NO.	DESCRIPTION	SYMBOL
1	1" WIDE DRIVE	---
2	4" WIDE DRIVE	---
3	8" WIDE DRIVE	---
4	12" WIDE DRIVE	---
5	18" WIDE DRIVE	---
6	24" WIDE DRIVE	---
7	30" WIDE DRIVE	---
8	36" WIDE DRIVE	---
9	42" WIDE DRIVE	---
10	48" WIDE DRIVE	---
11	54" WIDE DRIVE	---
12	60" WIDE DRIVE	---
13	66" WIDE DRIVE	---
14	72" WIDE DRIVE	---
15	78" WIDE DRIVE	---
16	84" WIDE DRIVE	---
17	90" WIDE DRIVE	---
18	96" WIDE DRIVE	---
19	102" WIDE DRIVE	---
20	108" WIDE DRIVE	---
21	114" WIDE DRIVE	---
22	120" WIDE DRIVE	---
23	126" WIDE DRIVE	---
24	132" WIDE DRIVE	---
25	138" WIDE DRIVE	---
26	144" WIDE DRIVE	---
27	150" WIDE DRIVE	---
28	156" WIDE DRIVE	---
29	162" WIDE DRIVE	---
30	168" WIDE DRIVE	---
31	174" WIDE DRIVE	---
32	180" WIDE DRIVE	---
33	186" WIDE DRIVE	---
34	192" WIDE DRIVE	---
35	198" WIDE DRIVE	---
36	204" WIDE DRIVE	---
37	210" WIDE DRIVE	---
38	216" WIDE DRIVE	---
39	222" WIDE DRIVE	---
40	228" WIDE DRIVE	---
41	234" WIDE DRIVE	---
42	240" WIDE DRIVE	---
43	246" WIDE DRIVE	---
44	252" WIDE DRIVE	---
45	258" WIDE DRIVE	---
46	264" WIDE DRIVE	---
47	270" WIDE DRIVE	---
48	276" WIDE DRIVE	---
49	282" WIDE DRIVE	---
50	288" WIDE DRIVE	---
51	294" WIDE DRIVE	---
52	300" WIDE DRIVE	---
53	306" WIDE DRIVE	---
54	312" WIDE DRIVE	---
55	318" WIDE DRIVE	---
56	324" WIDE DRIVE	---
57	330" WIDE DRIVE	---
58	336" WIDE DRIVE	---
59	342" WIDE DRIVE	---
60	348" WIDE DRIVE	---
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64	372" WIDE DRIVE	---
65	378" WIDE DRIVE	---
66	384" WIDE DRIVE	---
67	390" WIDE DRIVE	---
68	396" WIDE DRIVE	---
69	402" WIDE DRIVE	---
70	408" WIDE DRIVE	---
71	414" WIDE DRIVE	---
72	420" WIDE DRIVE	---
73	426" WIDE DRIVE	---
74	432" WIDE DRIVE	---
75	438" WIDE DRIVE	---
76	444" WIDE DRIVE	---
77	450" WIDE DRIVE	---
78	456" WIDE DRIVE	---
79	462" WIDE DRIVE	---
80	468" WIDE DRIVE	---
81	474" WIDE DRIVE	---
82	480" WIDE DRIVE	---
83	486" WIDE DRIVE	---
84	492" WIDE DRIVE	---
85	498" WIDE DRIVE	---
86	504" WIDE DRIVE	---
87	510" WIDE DRIVE	---
88	516" WIDE DRIVE	---
89	522" WIDE DRIVE	---
90	528" WIDE DRIVE	---
91	534" WIDE DRIVE	---
92	540" WIDE DRIVE	---
93	546" WIDE DRIVE	---
94	552" WIDE DRIVE	---
95	558" WIDE DRIVE	---
96	564" WIDE DRIVE	---
97	570" WIDE DRIVE	---
98	576" WIDE DRIVE	---
99	582" WIDE DRIVE	---
100	588" WIDE DRIVE	---



KEY MAP
 MAJOR LAND DIVISION
 TENTATIVE TRACT MAP NO. 060678
 PLANNING AREA OF H-3

SEE SHEET 4
 SEE SHEET 5
 SEE SHEET 6
 SEE SHEET 7
 SEE SHEET 8
 SEE SHEET 9
 SEE SHEET 10

NEWHALL LAND
 2024 BROADWAY, S.F. 94102
 (415) 778-1000
 WWW.NEWMALL.COM

DEBRIS CATCHMENT DRAINAGE
 SEE SHEET 8

SCALE: 1" = 100'

NORTH ARROW

DATE: 11/11/11
 DRAWN BY: JAC
 CHECKED BY: JAC

SHEET 9 OF 10

PREPARED BY: JAC
 DATE: 11/11/11

LANDMARK VILLAGE
W/TM 88108

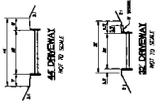


DESCRIPTION LEGEND

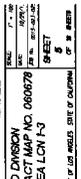
- 1. BOUNDARY
- 2. PROPERTY LINE
- 3. EASEMENT
- 4. RIGHT-OF-WAY
- 5. EASEMENT
- 6. EASEMENT
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LEGEND

- 1. 1/4" = 1' SCALE
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- 95. 23 3/4" = 1' SCALE
- 96. 24" = 1' SCALE
- 97. 24 1/4" = 1' SCALE
- 98. 24 1/2" = 1' SCALE
- 99. 24 3/4" = 1' SCALE
- 100. 25" = 1' SCALE



NO.	DESCRIPTION	SCALE
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KEY MAP
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NEWHALL LAND
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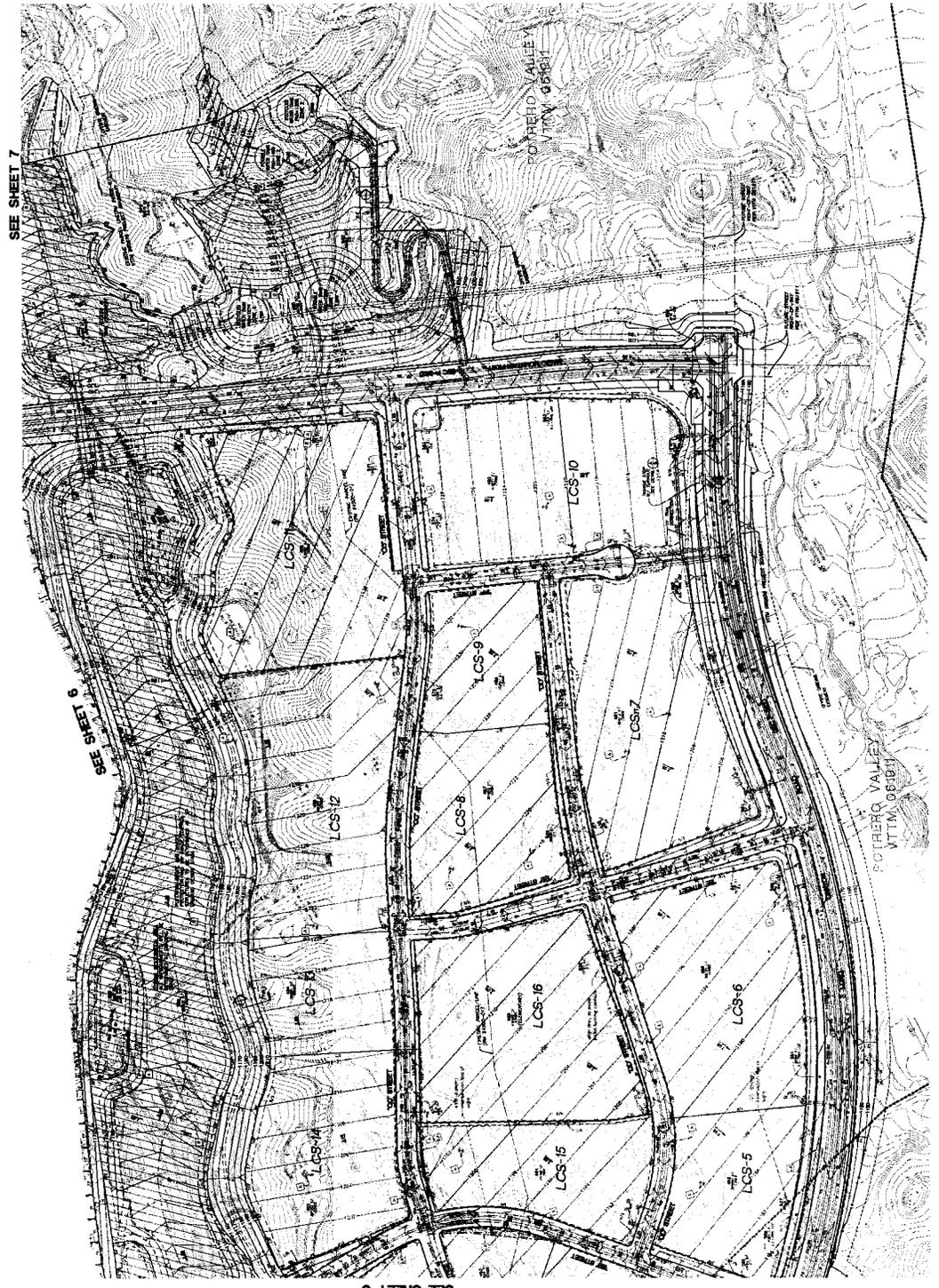
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- DEPOSITION LEGEND**
- 1. BOUNDARY
 - 2. PROPERTY OF STATE
 - 3. EASEMENT
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- KEY MAP**
- MAP OF LAND DIVISION
 TENTATIVE TRACT MAP NO. 089877
 PLANNING AREA LCS
-

LOT NUMBER	AREA	TYPE	AREA	PERCENTAGE
1	1.00	1.00	1.00	1.00
2	1.00	1.00	1.00	1.00
3	1.00	1.00	1.00	1.00
4	1.00	1.00	1.00	1.00
5	1.00	1.00	1.00	1.00
6	1.00	1.00	1.00	1.00
7	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00
9	1.00	1.00	1.00	1.00
10	1.00	1.00	1.00	1.00
11	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00
13	1.00	1.00	1.00	1.00
14	1.00	1.00	1.00	1.00
15	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00
17	1.00	1.00	1.00	1.00
18	1.00	1.00	1.00	1.00
19	1.00	1.00	1.00	1.00
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23	1.00	1.00	1.00	1.00
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SEE SHEET 7

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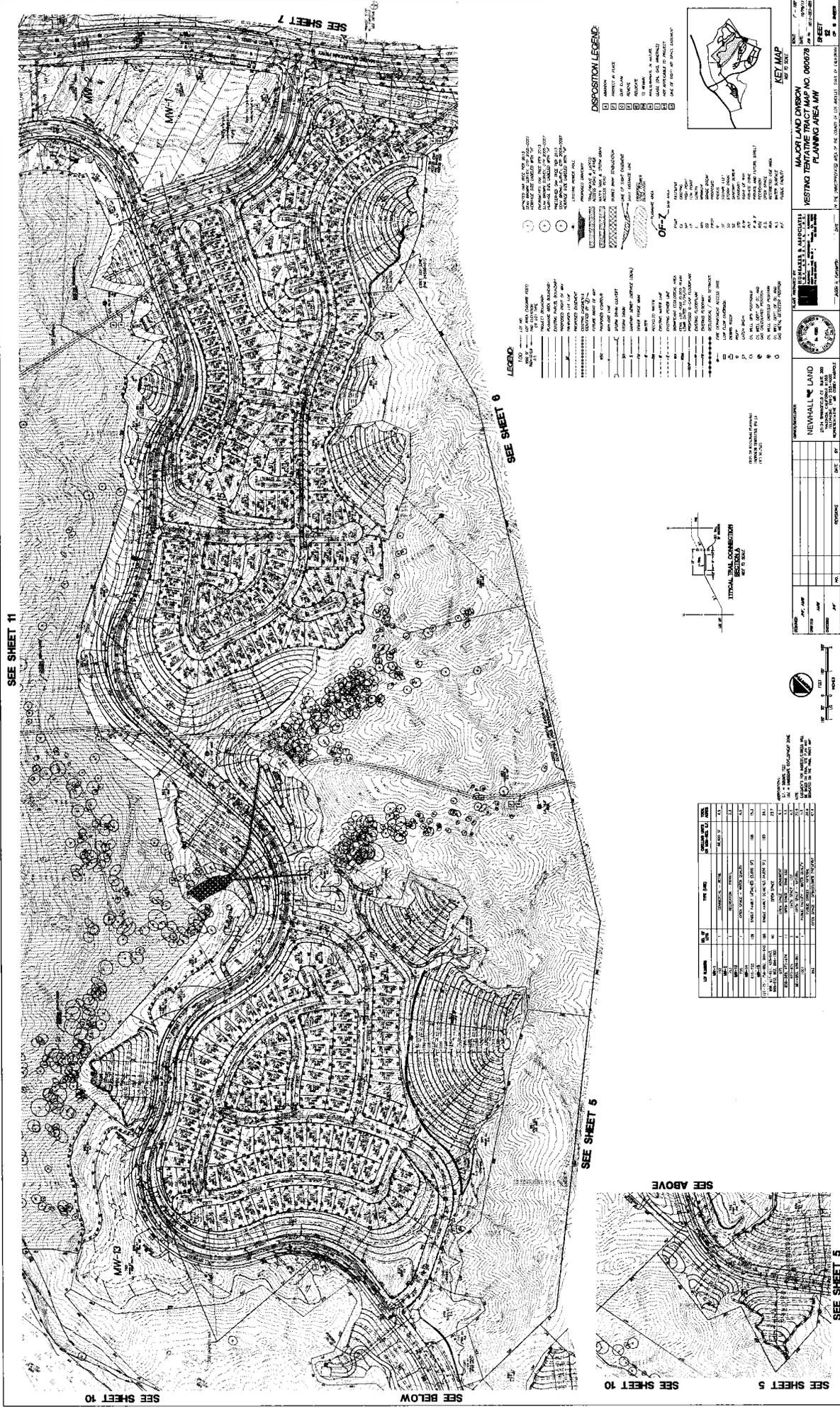
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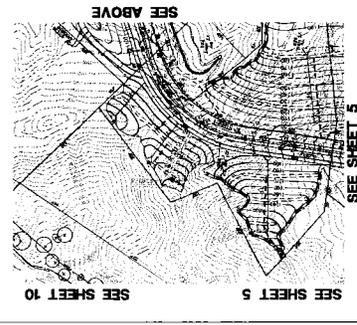
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SEE SHEET 10

SEE BELOW

SEE SHEET 5

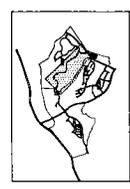


LEGEND

- 1. EXISTING ROAD
- 2. PROPOSED ROAD
- 3. EXISTING SIDEWALK
- 4. PROPOSED SIDEWALK
- 5. EXISTING DRIVEWAY
- 6. PROPOSED DRIVEWAY
- 7. EXISTING UTILITY
- 8. PROPOSED UTILITY
- 9. EXISTING FENCE
- 10. PROPOSED FENCE
- 11. EXISTING CURB
- 12. PROPOSED CURB
- 13. EXISTING GROUND
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- 100. PROPOSED SPOT ELEVATION

DISPOSITION LEGEND

- 1. EXISTING
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NET MAP
 MAJOR LAND DIVISION
 WESTING TRACT MAP NO. 060078
 PLANNING AREA MW



NEWMALL LAND
 1000 WESTING TRACT MAP NO. 060078
 WESTING TRACT MAP NO. 060078
 WESTING TRACT MAP NO. 060078

NO.	DESCRIPTION	DATE	BY
1	PREPARED		
2	CHECKED		
3	APPROVED		
4	REVISION		
5	REVISION		
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SCALE
 1" = 100'

DATE
 DRAWN BY
 CHECKED BY
 APPROVED BY

PROJECT NO.
 SHEET NO.

DATE
 DRAWN BY
 CHECKED BY
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PROJECT NO.
 SHEET NO.

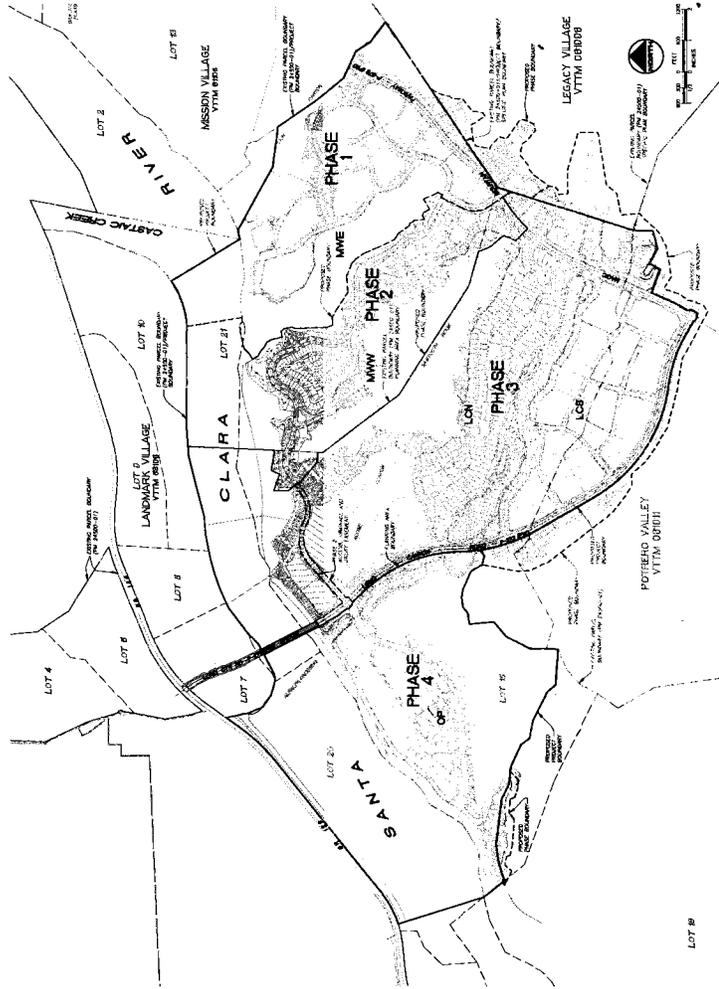
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UNIT PHASING MAP

PHASE 4 (DOWN FIELD)

TOTAL ACRES	140.4
TOTAL UNITS	140.4
TOTAL D.U.	140.4
TOTAL CONN. SF	140.4
TOTAL OPEN SPACE	140.4 AC.

SHOWN ON SHEET 10

PHASE 3 (UP ON CANON)

TOTAL ACRES	184.7
TOTAL UNITS	184.7
TOTAL D.U.	184.7
TOTAL CONN. SF	184.7
TOTAL OPEN SPACE	184.7 AC.

SHOWN ON SHEETS 7, 8 AND 9

PHASE 2 (MEAS WEST WEST)

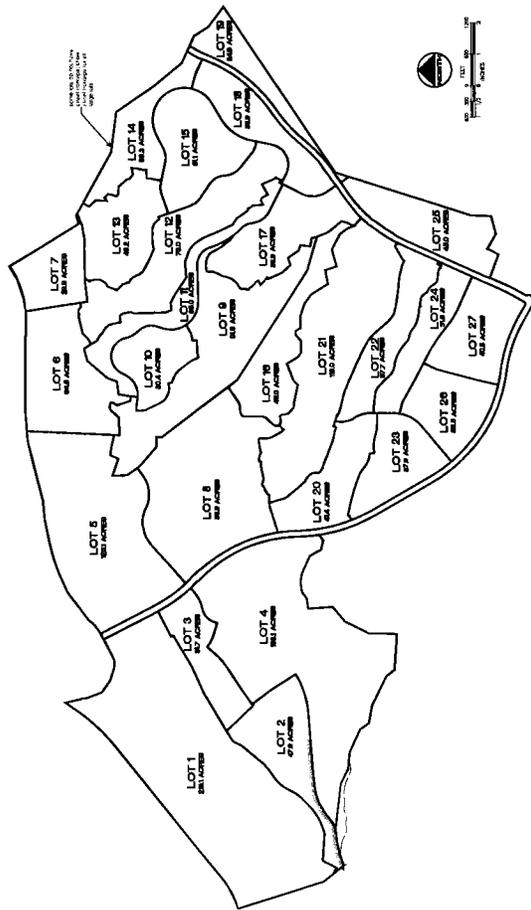
TOTAL ACRES	222.4
TOTAL UNITS	222.4
TOTAL D.U.	222.4
TOTAL CONN. SF	222.4
TOTAL OPEN SPACE	222.4 AC.

SHOWN ON SHEET 11

PHASE 1 (MEAS WEST EAST)

TOTAL ACRES	231.4
TOTAL UNITS	231.4
TOTAL D.U.	231.4
TOTAL CONN. SF	231.4
TOTAL OPEN SPACE	231.4 AC.

SHOWN ON SHEET 11



LARGE LOT PARCEL MAP

NOTE: ALL LOTS SHALL BE SURVEYED BY PROFESSIONAL ACCESS EXPERTS.

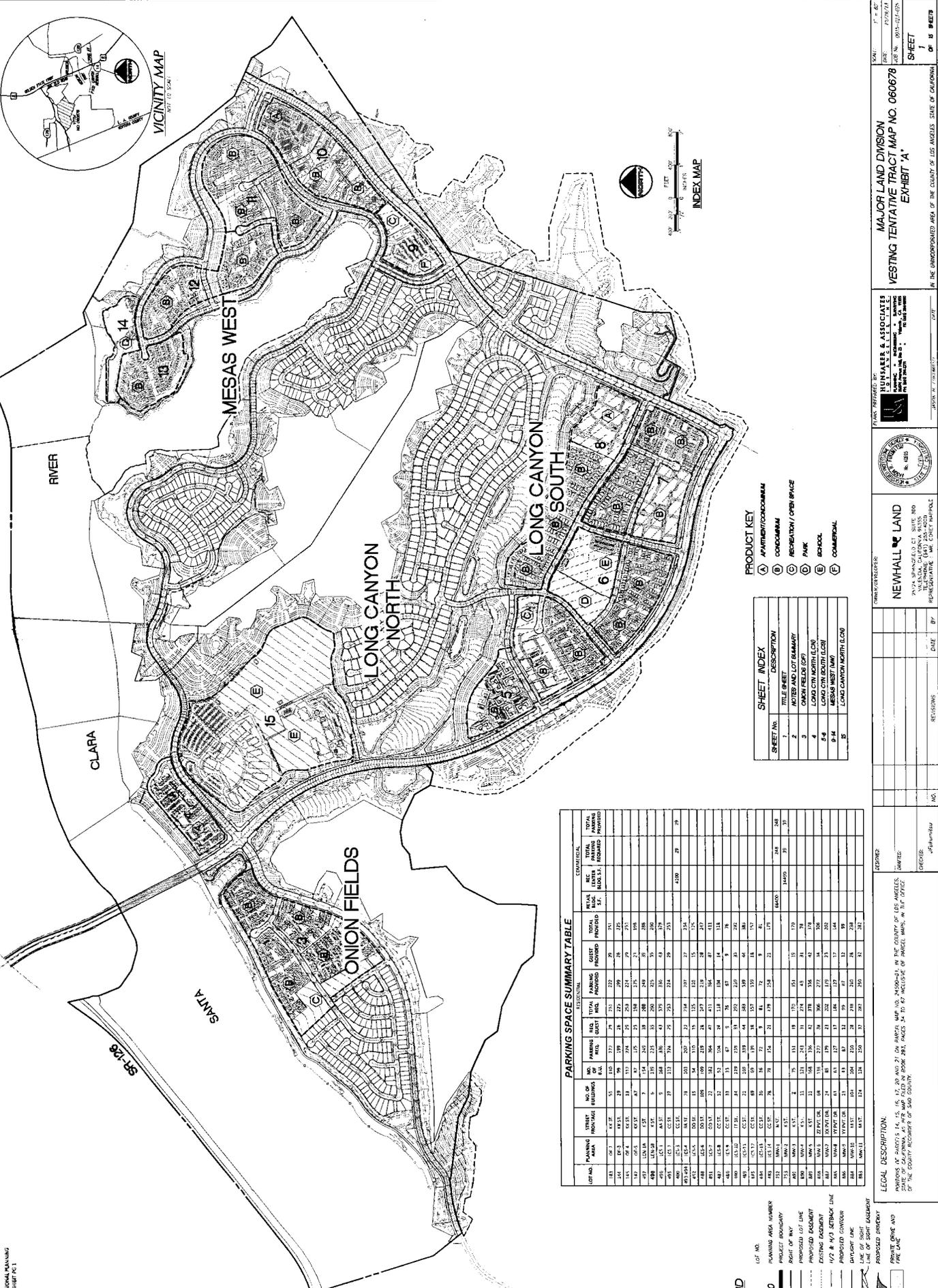
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REVISION	

MAJOR LAND DIVISION
WESTING TENTATIVE TRACT MAP NO. 060878
PHASING PLAN

NEWHALL LAND
10000 W. 10TH ST., SUITE 100
DENVER, CO 80202
PH: 303.733.8888
WWW.NEWMALL.COM

MAJOR LAND DIVISION
WESTING TENTATIVE TRACT MAP NO. 060878
PHASING PLAN

MAJOR LAND DIVISION
WESTING TENTATIVE TRACT MAP NO. 060878
PHASING PLAN



PRODUCT KEY

(A)	APARTMENT/COMMUNITY
(B)	CONDOMINIUM
(C)	RECREATION / OPEN SPACE
(D)	PARK
(E)	SCHOOL
(F)	COMMERCIAL

SHEET INDEX

SHEET No.	TITLE SHEET
1	WESTERN SUBDIVISION
2	CLARA STREET
3	CLARA STREET
4	LONG CANYON NORTH
5-8	LONG CANYON SOUTH
9-14	MESAS WEST (A-M)
15	LONG CANYON NORTH (L-O)

PARKING SPACE SUMMARY TABLE

LOT No.	STREET FRONTAGE	NO. OF BUILDINGS	NO. OF PARKING SPACES	ESTIMATED TOTAL PARKING SPACES	EXISTENTIAL TOTAL PARKING SPACES	NET BALANCE (POSITIVE OR NEGATIVE)	TOTAL BALANCE (POSITIVE OR NEGATIVE)
101	101-102	1	1	1	1	0	0
102	102-103	1	1	1	1	0	0
103	103-104	1	1	1	1	0	0
104	104-105	1	1	1	1	0	0
105	105-106	1	1	1	1	0	0
106	106-107	1	1	1	1	0	0
107	107-108	1	1	1	1	0	0
108	108-109	1	1	1	1	0	0
109	109-110	1	1	1	1	0	0
110	110-111	1	1	1	1	0	0
111	111-112	1	1	1	1	0	0
112	112-113	1	1	1	1	0	0
113	113-114	1	1	1	1	0	0
114	114-115	1	1	1	1	0	0
115	115-116	1	1	1	1	0	0
116	116-117	1	1	1	1	0	0
117	117-118	1	1	1	1	0	0
118	118-119	1	1	1	1	0	0
119	119-120	1	1	1	1	0	0
120	120-121	1	1	1	1	0	0
121	121-122	1	1	1	1	0	0
122	122-123	1	1	1	1	0	0
123	123-124	1	1	1	1	0	0
124	124-125	1	1	1	1	0	0
125	125-126	1	1	1	1	0	0
126	126-127	1	1	1	1	0	0
127	127-128	1	1	1	1	0	0
128	128-129	1	1	1	1	0	0
129	129-130	1	1	1	1	0	0
130	130-131	1	1	1	1	0	0
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133	133-134	1	1	1	1	0	0
134	134-135	1	1	1	1	0	0
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138	138-139	1	1	1	1	0	0
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155	155-156	1	1	1	1	0	0
156	156-157	1	1	1	1	0	0
157	157-158	1	1	1	1	0	0
158	158-159	1	1	1	1	0	0
159	159-160	1	1	1	1	0	0
160	160-161	1	1	1	1	0	0
161	161-162	1	1	1	1	0	0
162	162-163	1	1	1	1	0	0
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168	168-169	1	1	1	1	0	0
169	169-170	1	1	1	1	0	0
170	170-171	1	1	1	1	0	0
171	171-172	1	1	1	1	0	0
172	172-173	1	1	1	1	0	0
173	173-174	1	1	1	1	0	0
174	174-175	1	1	1	1	0	0
175	175-176	1	1	1	1	0	0
176	176-177	1	1	1	1	0	0
177	177-178	1	1	1	1	0	0
178	178-179	1	1	1	1	0	0
179	179-180	1	1	1	1	0	0
180	180-181	1	1	1	1	0	0
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182	182-183	1	1	1	1	0	0
183	183-184	1	1	1	1	0	0
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286	286-287	1	1	1	1	0	0
287	287-288	1	1	1	1	0	0
288	288-289	1	1	1	1	0	0
289	289-290	1	1	1	1	0	0
290	290-291	1	1	1</			

PROJECT SUMMARY: OF-6 (LOT 9)

ACREAGE: 1.67
 1.67 Acres
 1.67 Acres
 1.67 Acres
 1.67 Acres

PARKING SUMMARY:

33 Spaces
 33 Spaces
 33 Spaces
 33 Spaces

PROJECT SUMMARY: OF-2 (LOT 143)

2 Acres
 2 Acres
 2 Acres
 2 Acres

PARKING SUMMARY:

118 Spaces
 118 Spaces
 118 Spaces
 118 Spaces

PROJECT SUMMARY: OF-5 (LOT 142)

1.67 Acres
 1.67 Acres
 1.67 Acres
 1.67 Acres

PARKING SUMMARY:

27 Spaces
 27 Spaces
 27 Spaces
 27 Spaces

PROJECT SUMMARY: OF-3 (LOT 144)

1.67 Acres
 1.67 Acres
 1.67 Acres
 1.67 Acres

PARKING SUMMARY:

27 Spaces
 27 Spaces
 27 Spaces
 27 Spaces

PROJECT SUMMARY: OF-4 (LOT 146)

1.67 Acres
 1.67 Acres
 1.67 Acres
 1.67 Acres

PARKING SUMMARY:

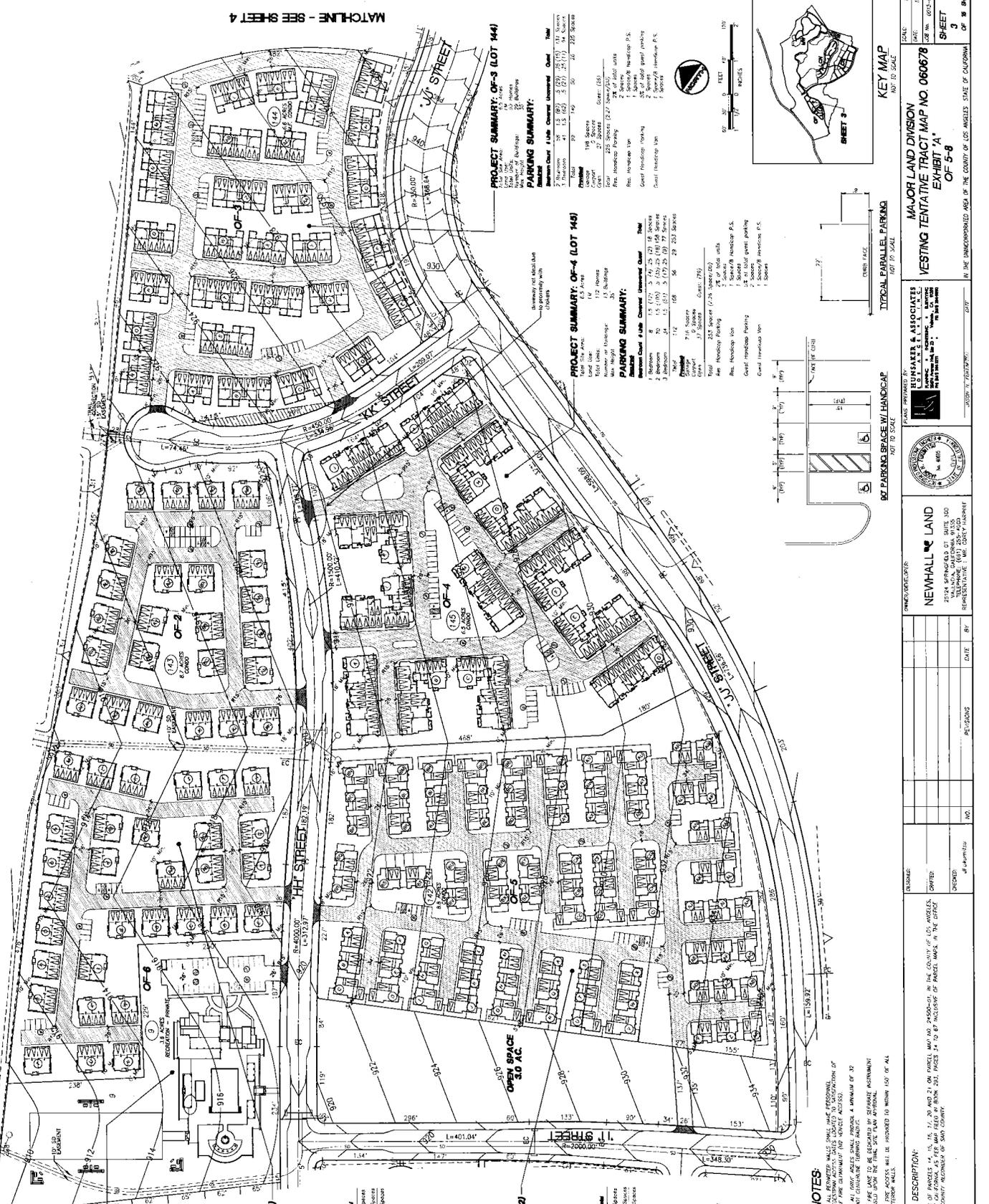
27 Spaces
 27 Spaces
 27 Spaces
 27 Spaces

PROJECT SUMMARY: OF-1 (LOT 145)

1.67 Acres
 1.67 Acres
 1.67 Acres
 1.67 Acres

PARKING SUMMARY:

27 Spaces
 27 Spaces
 27 Spaces
 27 Spaces



NOTES:

1. ALL REMITTAL WALLS SHALL BE PERSONAL PROPERTY OF THE OWNER AND SHALL BE MAINTAINED BY HIM AT ALL TIMES.
2. ALL DRIVE AWAYS SHALL BE MAINTAINED BY THE OWNER AT ALL TIMES.
3. ALL DRIVE AWAYS SHALL BE MAINTAINED BY THE OWNER AT ALL TIMES.
4. ALL DRIVE AWAYS SHALL BE MAINTAINED BY THE OWNER AT ALL TIMES.

LEGEND

- 1.67 AC. PLANNING AREA NUMBER
- MW-10 PROJECT BOUNDARY
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- M/2 & M/3 BENCHMARK LINE
- PROPOSED CONTOUR
- UTILITY LINE
- LINE OF SIGHT
- PROPOSED DRIVEWAY

LEGAL DESCRIPTION:

PORTIONS OF PARCELS 14, 15, 16, 17, 18 AND 21 ON PARCEL NO. 24000-01 IN THE COUNTY OF LOS ANGELES, CALIFORNIA, PART OF BLOCK 251, PHASE 1-7 OF INCORPORATION OF PARCEL MADE IN THE OFFICE OF THE COUNTY RECORDER OF SAN GABRIEL.

PREPARED BY:

NEWMALL LAND
 2700 S. BRADSHAW ST. SUITE 100
 VAN NUYS, CALIFORNIA 91411
 REPRESENTATIVE: M. J. COFFMAN

PREPARED BY:

LENNAR & ASSOCIATES
 1000 S. BRADSHAW ST. SUITE 100
 VAN NUYS, CALIFORNIA 91411
 REPRESENTATIVE: M. J. COFFMAN

KEY MAP



MAJOR LAND DIVISION

VESTING TENTATIVE TRACT MAP NO. 060678
EXHIBIT 'A'
OF 5-8

SCALE:

1" = 60'
 SHEET NO. 060678-02-03
 SHEET 3 OF 8 SHEETS

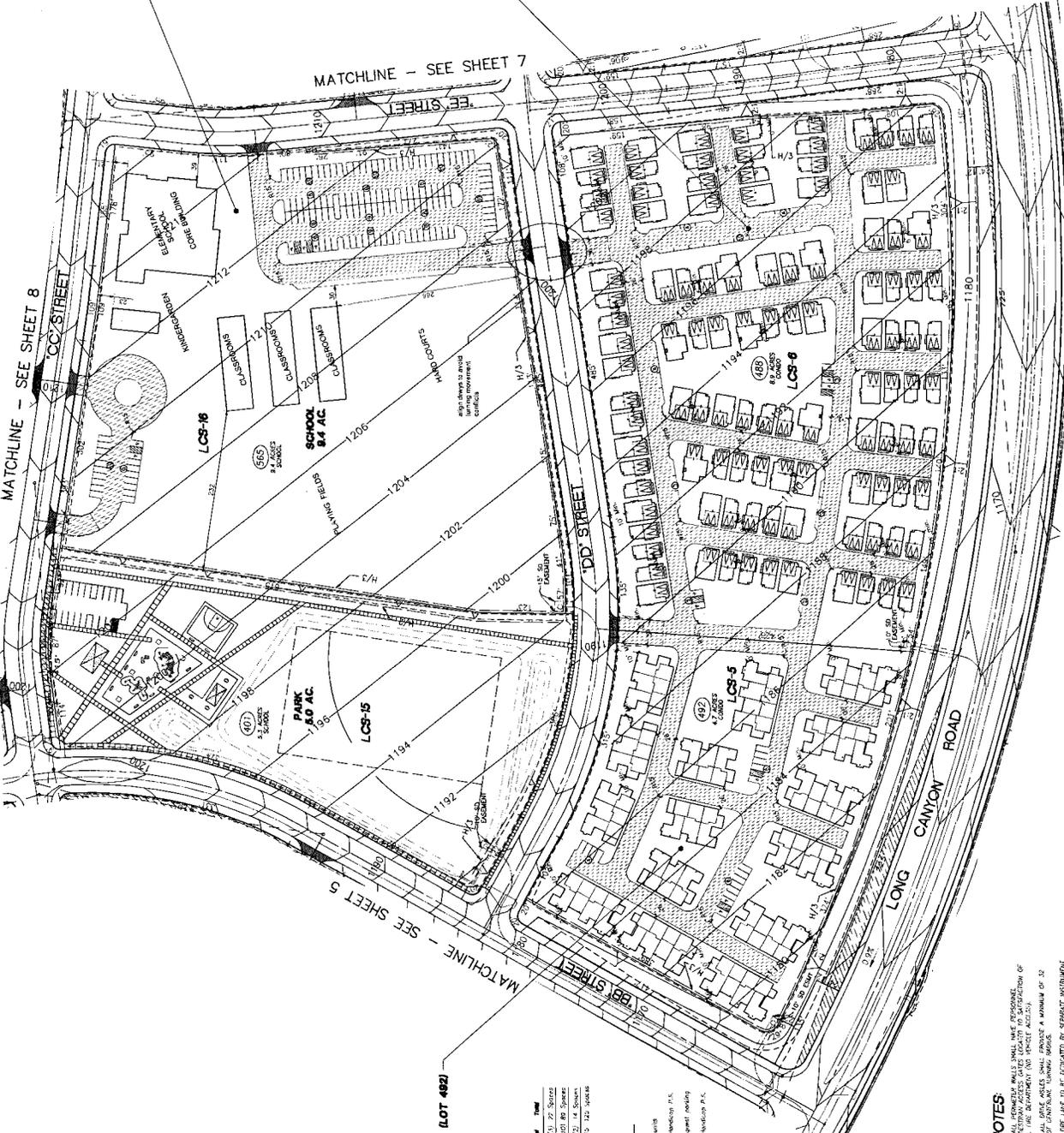
PROJECT SUMMARY:

1.67 Acres
 1.67 Acres
 1.67 Acres
 1.67 Acres

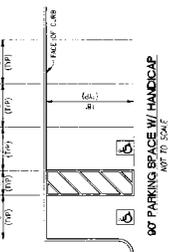
PARKING SUMMARY:

27 Spaces
 27 Spaces
 27 Spaces
 27 Spaces

MATCHLINE - SEE SHEET 4



PROJECT SUMMARY: LCS-SCHOOL (LOT 565)
 1668 Sqr. Area
 1744 Sqr. Lot
 1744 Sqr. Lot
 1744 Sqr. Lot



PROJECT SUMMARY: LCS-6 (LOT 482)
 1668 Sqr. Area
 1744 Sqr. Lot
 1744 Sqr. Lot
 1744 Sqr. Lot

PARKING SUMMARY:

Lot	Area	Spots	Handicap
1	1668	15	1
2	1744	15	1
3	1744	15	1
4	1744	15	1
Total	6916	60	4

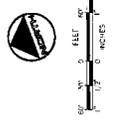
PROJECT SUMMARY: LCS-6 (LOT 488)
 1668 Sqr. Area
 1744 Sqr. Lot
 1744 Sqr. Lot
 1744 Sqr. Lot

PARKING SUMMARY:

Lot	Area	Spots	Handicap
1	1668	15	1
2	1744	15	1
3	1744	15	1
4	1744	15	1
Total	6916	60	4

LEGEND

- LOT NO.
- PLANNING AREA NUMBER
- PROJECT BOUNDARY
- PROPOSED LOT LINE
- PROPOSED EXISTENT
- EXISTING EXISTENT
- 1/2" & 1/2" SETBACK LINE
- PROPOSED CONTOUR
- DAYLIGHT LINE
- LINE OF SIGHT EXISTENT
- PROPOSED SIGHT TRIANGLE
- PRIVATE DRIVE AND FIRE LANE



NOTES

- 1. ALL EXISTING WALLS SHALL HAVE RESPONSIBLE PARTY'S ADDRESS DATE LOCATED TO SATISFACTION OF THE BUREAU OF FIRE PREVENTION.
- 2. EXISTING EXISTENT SHALL BE MAINTAINED AS SHOWN.
- 3. FIRE LANE TO BE LOCATED BY SEPARATE INSTRUMENT AND SHALL BE MAINTAINED AS SHOWN.
- 4. EXISTING WALLS SHALL BE MAINTAINED AS SHOWN.

LEGAL DESCRIPTION:

PORTIONS OF PARCELS 14, 15, 16, 17, 20 AND 21 ON PARCEL MAP NO. 24868-02 IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP PLYD IN BOOK 131, PAGES 34 TO 37 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



REINAKER & ASSOCIATES
 ENGINEERS
 2501 S. SHAW BLVD. SUITE 200
 LOS ANGELES, CALIFORNIA 90007
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NEWHALL LAND
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MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 060678
EXHIBIT 'A'
LCS 5-6

IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

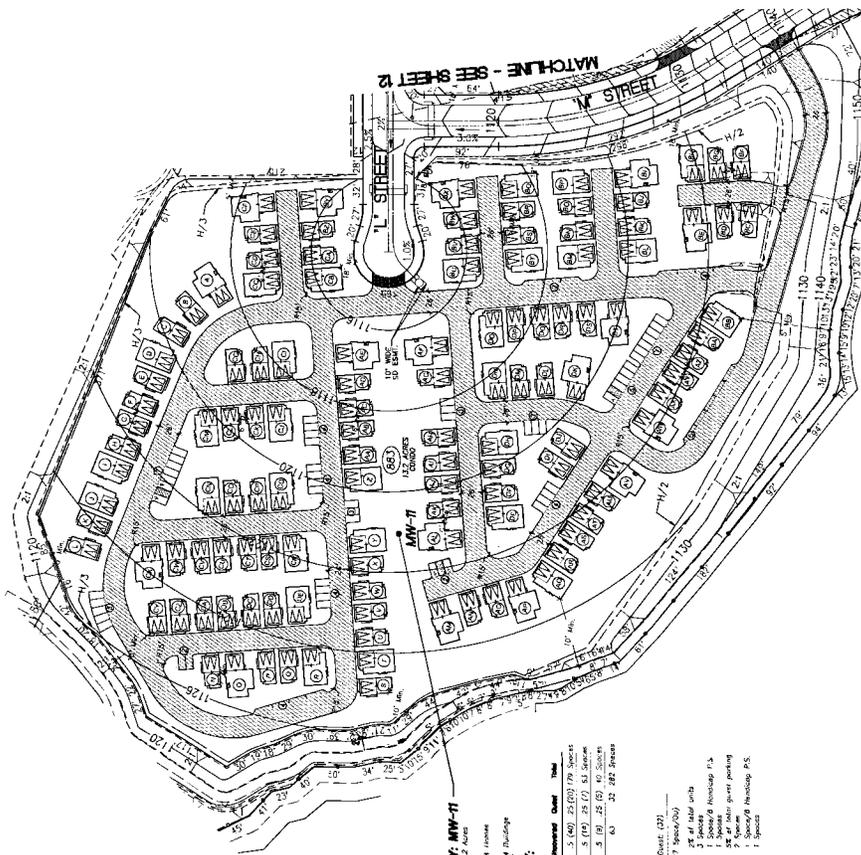
DATE: 02/28/03
 SHEET 6 OF 8 SHEETS

PROJECT SUMMARY: LCS-2 (LOT 486)

Lot Area: 6.8 Acres
 Lot Area: 293,100 sq. ft.
 Number of Buildings: 69 Buildings
 New Height: 35'

PARKING SUMMARY:

Structure Count	Units	Count	Units	Total
1-2	15	15	15	15
3-4	15	15	15	15
5-6	15	15	15	15
7-8	15	15	15	15
9-10	15	15	15	15
11-12	15	15	15	15
13-14	15	15	15	15
15-16	15	15	15	15
17-18	15	15	15	15
19-20	15	15	15	15
21-22	15	15	15	15
23-24	15	15	15	15
25-26	15	15	15	15
27-28	15	15	15	15
29-30	15	15	15	15
31-32	15	15	15	15
33-34	15	15	15	15
35-36	15	15	15	15
37-38	15	15	15	15
39-40	15	15	15	15
41-42	15	15	15	15
43-44	15	15	15	15
45-46	15	15	15	15
47-48	15	15	15	15
49-50	15	15	15	15
51-52	15	15	15	15
53-54	15	15	15	15
55-56	15	15	15	15
57-58	15	15	15	15
59-60	15	15	15	15
61-62	15	15	15	15
63-64	15	15	15	15
65-66	15	15	15	15
67-68	15	15	15	15
69-70	15	15	15	15
71-72	15	15	15	15
73-74	15	15	15	15
75-76	15	15	15	15
77-78	15	15	15	15
79-80	15	15	15	15
81-82	15	15	15	15
83-84	15	15	15	15
85-86	15	15	15	15
87-88	15	15	15	15
89-90	15	15	15	15
91-92	15	15	15	15
93-94	15	15	15	15
95-96	15	15	15	15
97-98	15	15	15	15
99-100	15	15	15	15
101-102	15	15	15	15
103-104	15	15	15	15
105-106	15	15	15	15
107-108	15	15	15	15
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111-112	15	15	15	15
113-114	15	15	15	15
115-116	15	15	15	15
117-118	15	15	15	15
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121-122	15	15	15	15
123-124	15	15	15	15
125-126	15	15	15	15
127-128	15	15	15	15
129-130	15	15	15	15
131-132	15	15	15	15
133-134	15	15	15	15
135-136	15	15	15	15
137-138	15	15	15	15
139-140	15	15	15	15
141-142	15	15	15	15
143-144	15	15	15	15
145-146	15	15	15	15
147-148	15	15	15	15
149-150	15	15	15	15
151-152	15	15	15	15
153-154	15	15	15	15
155-156	15	15	15	15
157-158	15	15	15	15
159-160	15	15	15	15
161-162	15	15	15	15
163-164	15	15	15	15
165-166	15	15	15	15
167-168	15	15	15	15
169-170	15	15	15	15
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175-176	15	15	15	15
177-178	15	15	15	15
179-180	15	15	15	15
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183-184	15	15	15	15
185-186	15	15	15	15
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261-262	15	15	15	15
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383-384	15	15	15	15
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387-388	15	15	15	15
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393-394	15	15	15	15
395-396	15	15	15	15
397-398	15	15	15	15
399-400	15	15	15	15
401-402	15	15	15	15
403-404	15	15	15	15
405-406	15	15	15	15
407-408	15	15	15	15
409-410	15	15	15	15
411-412	15	15	15	15
413-414	15	15	15	15
415-416	15	15	15	15
417-418	15	15	15	15
419-420	15	15	15	15
421-422	15	15	15	15
423-424	15	15	15	15
425-426	15	15	15	15
427-428	15	15	15	15
429-430	15	15	15	15
431-432	15	15	15	15
433-434	15	15	15	15
435-436	15	15	15	15
437-438	15	15	15	15
439-440	15	15	15	15
441-442	15	15	15	15
443-444	15	15	15	15
445-446	15	15	15	15
447-448	15	15	15	15
449-450	15	15	15	15
451-452	15	15	15	15
453-454	15	15	15	15
455-456	15	15	15	15
457-458	15	15	15	15
459-460	15	15	15	15
461-462	15	15	15	15
463-464	15	15	15	15
465-466	15	15	15	15
467-468				



PROJECT SUMMARY, MW-11

Total Site Area: 12.2 Acres
 Total Units: 174
 Number of Buildings: 174
 Max Height: 45'

PARKING SUMMARY:

Category	Count	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Total
1. Surface	108	152,110	5,400	25,000	177,510
2. Structure	1	1,000	1,000	1,000	3,000
3. Bicycle	17	1,210	5,190	25,000	31,400
4. Total	126	154,320	11,590	50,000	215,910

Notes:
 1. All setbacks shall meet minimum setbacks as shown on the site plan.
 2. All setbacks shall meet minimum setbacks as shown on the site plan.
 3. All setbacks shall meet minimum setbacks as shown on the site plan.
 4. All setbacks shall meet minimum setbacks as shown on the site plan.
 5. All setbacks shall meet minimum setbacks as shown on the site plan.
 6. All setbacks shall meet minimum setbacks as shown on the site plan.
 7. All setbacks shall meet minimum setbacks as shown on the site plan.
 8. All setbacks shall meet minimum setbacks as shown on the site plan.
 9. All setbacks shall meet minimum setbacks as shown on the site plan.
 10. All setbacks shall meet minimum setbacks as shown on the site plan.

LEGEND

- LOT NO.
- PLANNING AND NUMBER
- PROJECT BOUNDARY
- RIGHT OF WAY
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- M/2 & M/3 SETBACK LINE
- PROPOSED CONTOUR
- DAYLIGHT LINE
- LINE OF SIGHT EASEMENT
- PROPOSED STRUCTURE
- PROPOSED DRIVE AND
- PROPOSED DRIVE AND
- PROPOSED DRIVE AND

NOTES:
 1. ALL SETBACKS SHALL MEET MINIMUM SETBACKS AS SHOWN ON THE SITE PLAN.
 2. ALL SETBACKS SHALL MEET MINIMUM SETBACKS AS SHOWN ON THE SITE PLAN.
 3. ALL SETBACKS SHALL MEET MINIMUM SETBACKS AS SHOWN ON THE SITE PLAN.
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 9. ALL SETBACKS SHALL MEET MINIMUM SETBACKS AS SHOWN ON THE SITE PLAN.
 10. ALL SETBACKS SHALL MEET MINIMUM SETBACKS AS SHOWN ON THE SITE PLAN.

LEGAL DESCRIPTION:
 PORTIONS OF PARCELS 14, 15, 16, 17, 20 AND 21 ON PARCEL MAP NO. 48502-01, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 224, PAGE 14 TO 17, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY.

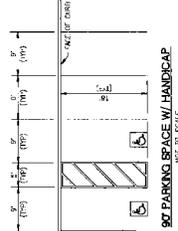
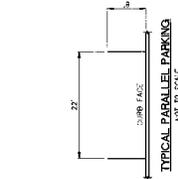
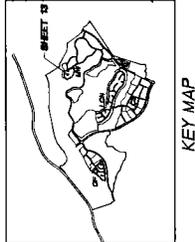
NEWHALL LAND
 2524 S. COMMERCE ST., SUITE 200
 LOS ANGELES, CALIF. 90007
 213-756-1111



REINHAUER & ASSOCIATES
 ARCHITECTS
 1000 W. 10TH ST., SUITE 100
 LOS ANGELES, CALIF. 90057
 213-475-1111

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 060678
EXHIBIT 'A'
MW-11

SCALE: 1" = 60'
 DATE: 02/21/83
 SHEET NO. 003-02-003
SHEET
 OF 18 SHEETS



It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

- (1) Prior to tentative map approval the area study PC 12027AS currently in plan check with Public Works must be approved.
- (2) A revised tentative and exhibit map is required to show the following additional items:
 - a. As previously requested, call out the proposed points of connections. Points of connections and sewer alignment shall match project area study. Call out the jurisdictional ownership of each sewer appurtenance.
 - b. As previously requested, show a project-wide detail of all possible proposed sewer service alternatives and appurtenances to conform with the approved conceptual sewer master plan PC 11812AS.
 - c. Provide on-site public sewer to serve each building.
 - d. Show any off-site improvements/ easements required by the approved area study.
 - e. There are some sewer mainline in the proposed lots, clarify.

Prepared by  Tony Khalkhali
tr60678s-rev4.doc

Phone (626) 458-4921

Date 11-25-2013

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - WATER
TRACT NO. 060678 (Rev.)

Page 1/1

TENTATIVE MAP DATED 10-30-2013
EXHIBIT MAP DATED 10-30-2013

It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

- Provide a "Written Verification" and supporting documents from the water supplier to indicate the availability of a "Sufficient Water Supply" as required per Section 66473.7 of the Subdivision Map Act (SB 221) prior to filing any map or parcel map to the satisfaction of the Department of Regional Planning and Public Works. For additional information, please contact Massoud Esfahani of Land Development Division at (626) 458-4921.


Prepared by Tony Khalkhali
tr60678w-rev4.doc

Phone (626) 458-4921

Date 11-21-2013

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION

TRACT NO. 060678 (Rev.)

TENTATIVE MAP DATED 10-30-2013
EXHIBIT "A" MAP DATED 10-30-2013

- If this recommendation of disapproval is changed to a recommendation of approval based on additional information, the following reports would be recommended for inclusion in the conditions of tentative approval:



Prepared by John Chin

Phone (626) 458-4918

Date 11-26-2013

tr60678L-rev4.doc

<http://planning.lacounty.gov/case/view/tr060678/>

The following reports consisting of ___ pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk’s Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
4. In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.
5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.
7. If applicable, quitclaim or relocate easements running through proposed structures.
8. Show the remainder of the last legally created parcel as "Not a Part" on any final map to the satisfaction of the Director of Public Works.
9. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.
10. Place standard lease purpose only notes for the apartment lots on the final map to the satisfaction of Public Works.
11. Place standard condominium/residential planned development/commercial planned development/Landscape Maintenance District notes on the final map to the satisfaction of Public Works. The formation of the Landscape Maintenance District for all median and parkway landscaping must be approved by the Department of Parks and Recreation.
12. Furnish Public Works' Street Name Unit with a list of street names acceptable to the subdivider. These names must not be duplicated within a radius of 20 miles.
13. A Mapping & Property Management Division house numbering clearance is required prior to approval of the final map.
14. The boundaries of the unit final maps shall be designed to the satisfaction of the Departments of Regional Planning and Public Works.
15. The first unit of this subdivision shall be filed as Tract No. 60678-01, the second unit, Tract No. 60678-02, and the last unit, Tract No. 60678.
16. If unit filing occurs, reserve reciprocal drainage, ingress/egress, sewer, water, utilities, and maintenance purposes, etc., in documents over the common driveways and delineate on the final map to the satisfaction of Public Works.

17. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
18. Quitclaim or relocate easements running through proposed structures.
19. Provide separate lots for the private and future streets.
20. Grant ingress/egress and utility easements to the public over the private and future or future streets.
21. Show open space note and dedicate residential construction rights over the open space lots.
22. If all possible, modify the boundaries of the open space lots or add additional open space lots to include the airspace easements for sight distance to the satisfaction of the Department of Regional Planning and Public Works.
23. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
24. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
25. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.
26. Permission is granted to record large lots (20-acre or more) tract maps provided full street right of way and slope easements are dedicated along the latest Caltrans approved alignment on Route 126 (Henry Mayo Drive), IEC or Public Works approved alignments on Chiquito Canyon Road, Long Canyon Road, Magic Mountain Parkway, and Valencia Boulevard to the satisfaction of Public Works. In addition, make an offer of private and future right of way and dedicate slope easements along all remaining interior streets and on-site access streets on alignments to the satisfaction of Public Works.

27. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of \$2,000 (Minor Land Divisions) or \$5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

HW



Prepared by John Chin

Phone (626) 458-4918

Date 11-26-2013

tr60678L-rev4.doc

<http://planning.lacounty.gov/case/view/tr060678/>

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following conditions:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

1. Prior to approval of any grading plan, notarized covenants, in a form approved by Public Works, shall be obtained from all impacted offsite property owners, as determined by Public Works, and shall be recorded by the applicant. The number of offsite covenants will be determined by Public Works based on proposed off-site grading work which must be prepared by the applicant's consultants and submitted to Public Works for review and approval, in a format acceptable to Public Works. By acceptance of this condition, the applicant acknowledges and agrees that this condition does not require or otherwise involve the construction or installation of an offsite improvement, and that the offsite covenants referenced above do not constitute an offsite easement, license, title or interest in favor of the County. Therefore, the applicant acknowledges and agrees that the provisions of Government Code Section 66462.5 do not apply to this condition and that the County shall have no duty or obligation to acquire by negotiation or by eminent domain any land or any interest in any land in connection with this condition.
2. Show disposition of all the easements (i.e. quit claimed, relocate, or easement holder permission will be obtained).
3. Provide landscaping plans per grading ordinance (Section J110.3 of Appendix J of the Los Angeles County Building Code).
4. The latest drainage concept/hydrology/Standard Urban Stormwater Mitigation Plan (SUSMP)/Low Impact Development (LID) plan (if applicable) by the Storm Drain and Hydrology Section of Land Development Division is required.
5. Submit the following agency approvals:
 - a. A permit/letter of non-jurisdiction may be required from State of California Department of Fish and Game.
 - b. A permit/letter of non-jurisdiction may be required from State of California Department of Conservation Division of Oil and Gas (DOG).
 - c. A permit/letter of non-jurisdiction may be required from State of California Regional Water Quality Control Board.

- d. A permit/letter of non-jurisdiction may be required from Army Corps of Engineers.
- e. Provide soil/geology approval of the grading plan by the Geotechnical & Materials Engineering Division (GMED).

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

1. Submit a grading plan for approval. The grading plans must show and call out the construction of at least all drainage devices and details, paved driveways, elevation and drainage of all pads, and the SUSMP devices if applicable. The applicant is required to show and call out all existing easements on the grading plan and obtain the easement holder approvals.
2. A maintenance agreement may be required for privately maintained drainage devices.
3. Provide a draft copy of the CC&Rs
4. Permission is granted to file "large lot" tract maps of 20 acres or more (without improvements) provided that all road right of way requirements are adhered to the satisfaction of Public Works.

Name Nazem Said  _____
tr60678-rev4 conditions.doc

Date 11/26/2013 Phone (626) 458-4921

Preliminary Conditions

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. If compound curves are used, the radius of the smaller curve shall not be less than two-thirds of the larger curve. The curve length of compound curves shall be adjusted to exceed a minimum curve length of 100 feet, when appropriate.
2. Curves through intersections should be avoided when possible. If unavoidable, the alignment shall be adjusted so that the proposed BC and EC of the curve through the intersection are set back a minimum of 100 feet away from the BCR's of the intersection.
3. Reversing curves and compound curves through intersections should be avoided when possible. If unavoidable, the minimum centerline radius of reversing curves and compound curves through intersections shall comply with design speeds per the Subdivision Plan Checking Section's "Requirements for Street Plans" and sight distances. Maintain a minimum centerline radius of 550 feet (64 feet R/W)/400 feet (60 feet R/W)/200 feet (58 feet R/W)) along curved intersections where the minor leg is on the concave side.
4. Provide minimum centerline radius commensurate with a design speed of 45 mph on all commercial streets.
5. The central angles of the right of way radius returns shall not differ by more than 10 degrees on local streets.
6. Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed 6 percent.
7. Provide maximum 6 percent grade through the knuckles.
8. Provide minimum landing area of 100 feet for local collectors, 50 feet for local access roads, and 25 feet for cul-de-sacs at a maximum 3 percent grade on all "tee" intersections.
9. At tee intersections involving local streets, the maximum permissible grade of the through street across the intersection is 10 percent. For intersections involving multi-lane highways, the maximum permissible grade of the through street is three percent.

10. Provide property line return radii of 13 feet at all local street intersections and 27 feet at the intersection of local streets with highways and where all planned highway intersect plus additional right of way for corner cut off to meet current guidelines of the Americans with Disabilities Act (ADA) at all intersections to the satisfaction of Public Works.
11. Long Canyon Road and Magic Mountain Parkway shall comply with P-279(PW) and P-272(PW) approved on 6-14-2012 or the latest approved centerline alignment to the satisfaction of Public Works.
12. Dedicate road right of way along Long Canyon Road and Magic Mountain Parkway commensurate with a design speed of 60 mph and 55mph; respectively, as depicted on the latest approved IEC alignment P-279 (PW).
13. Dedicate 64 feet of road right of way on "AA" Street; "BB" Street; "CC" Street; "EE" Street; "DD" Street; "FF" Street; "GG" Street; "HH" Street; "II" Street from "HH" Street to "HHH" Street; "JJ" Street westerly tract boundary to 980 feet west of "KK" Street; "K" Street; "KK" Street; "L" Street; "M" Street to commensurate with a design speed of 40mph. Additional right of way may be required to accommodate additional lanes near highway intersections per the approved signing and striping plans. Meandering sidewalks shall be privately maintained.
14. Dedicate 60 feet of right of way on "A" Street, "B" Street from "A" Street to "E" Street; "C" Street; "D" Street; "E" Street; "EEE" Street; "F" Street from "K" Street to "P" Street; "FFF" Street from "CCC" Street to "EEE" Street "G" Street; "HHH" Street; "I" Street; "J" Street from "I" Street to "T" Street; "P" Street from "W" Street to "G" Street.
15. Dedicate 58 feet of right of way including additional right of way for a standard cul-de-sac bulb on "AAA" Street; "B" Street from "E" Street to terminus; "BBB" Street; "DDD" Street; "F" Street from "P" Street to terminus; "FFF" Street from "EEE" Street to terminus; "GGG" Street; "H" Street, "J" Street from "I" Street to terminus and from "T" Street to terminus; "P" Street from "W" Street to terminus; "Q" Street; "R" Street; "S" Street; "U" Street; "V" Street; "W" Street; "X" Street; "Y" Street; and "Z" Street.
16. Make an offer of private and future right of way 32 feet from centerline on "BB" Street from "AA" Street to "MM" Street.
17. Make an offer of private and future right of way 30 feet from the centerline on "MM" Street from "WW" Street to "SS" Street; "PP" Street from "MM" Street to "QQ" Street; "QQ" Street; "SS" Street; "UU" Street from "MM" Street to "WW" Street and "WW" Street.

18. Make an offer of private and future right of way 29 feet from centerline including a standard cul-de-sac bulb on "MM" Street from "SS" Street to terminus and from "WW" Street to terminus; "RR" Street; "TT" Street; "UU" Street from "WW" Street to terminus; "W" Street; "NN" Street; "OO" Street; "PP" Street from "QQ" Street to terminus.
19. The modified collector street sections as shown on the tentative map for "II" Street from "HHH" Street to "JJ" Street; "JJ" Street from Long Canyon Road to 980 feet west of "KK" Street; "K" Street from Long Canyon Road to 1,665 feet north of Long Canyon Road; "N" Street; "O" Street; "LL" Street west of Magic Mountain Parkway; and "LL" Private and Future Street east of Magic Mountain Parkway are not necessarily approved and subject to change to the satisfaction of Public Works.
20. Whenever there is an offer of a future street or private and future street, and private drives, provide a drainage statement/letter.
21. Dedicate additional right of way for a standard knuckle on residential areas as depicted on the approved tentative map to the satisfaction of Public Works.
22. Provide adequate right of way for constructing a turnaround with a minimum radius of 32 feet in the vicinity of the tract boundaries at "JJ" Street and "LL" Street to the satisfaction of Public Works.
23. Dedicate vehicular access rights on Magic Mountain Parkway and Long Canyon Road.
24. Construct curb, gutter, base, pavement, and full-width sidewalk along the property frontage on to the satisfaction of Public Works.
25. All 8' meandering trails within the road right of way are to be privately maintained.
26. Plant street trees along the property frontage on all streets within the tract to the satisfaction of Public Works.
27. Construct drainage improvements and offer easements needed for street drainage, slopes, and maintenance purposes to the satisfaction of Public Works.
28. Provide intersection sight distance commensurate with a design speed of:
 - a. 60mph (650 feet) on Long Canyon Road from "BB" Street and from "EE" Street.
 - b. 40 mph (415 feet) on "BB" Street from "CC" Street (southerly direction) and

from the driveway entrances; on "FF" Drive from the driveway entrances; on "KK" Street from the driveway entrances; on "K" Street from the driveway entrances, from "ZZ" Street (easterly direction); on "KK" Street from driveway entrances; on "L" Street from the driveway entrances; on "M" Street from the driveway entrances and from "XX" Street (southerly direction); on "MM" Private and Future Street from "LL" Private and Future Street (northerly direction), from "NN" Private and Future Street (both directions), from "OO" Private and Future Street (westerly direction), from "QQ" Private and Future Street (westerly direction) and from "WW" Private and Future Street (easterly direction); on "N" Street from the driveway entrances; and on "UU" Street from "TT" Street (both directions).

- c. 30 mph (310 feet) on "A" Street from "B" Street (westerly direction); on "B" Street from "E" Street (southerly direction); on "C" Street from "E" Street (easterly direction); on "E" Street from "A" Street (westerly direction) and from "D" Street (both directions); on "G" Street from "Q" Street; on "P" Street from "F" Street (westerly direction) and from "U" Street (westerly direction); and on "XX" Street from "YY" Street (easterly direction)
- d. 25 mph (260') on "X" Street from "Y" Street (north direction)

Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required. With respect to the position of the vehicle at the minor road, the driver of the vehicle is presumed to be located 4 feet right of centerline and 10 feet back the top of curb (TC) or flow line (FL) prolongation. When looking left, we consider the target to be located at the center of the lane nearest to the parkway curb. We use 6 feet from TC. When looking right, the target is the center of the lane nearest to the centerline or from the 6 feet from TC.

- 29. All line of sight easements shall be depicted on landscaping and grading plans.
- 30. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
- 31. Provide and install street name signs prior to occupancy of buildings.
- 32. Construct the Long Canyon Bridge, if not constructed by TR 53108, to the satisfaction of Public Works.
- 33. Comply with any additional requirements, if any, as a means of mitigating any traffic

impacts as identified in the attached _____ memoranda/letter from our Traffic and Lighting Division to the satisfaction of Public Works. If identified in the traffic study, prepare Traffic Signal Plans (Scale 1:20) for all intersections (both on-site and off-site) affected by this subdivision to the satisfaction of Public Works and Caltrans.

34. Comply with the approved conceptual signing and striping plans dated _____. Provide detailed 40 foot scale signing and striping plans for all multi-lane commercial streets within or abutting this subdivision and all off-site multi-lane highways and streets affected by this subdivision to the satisfaction of Public Works.
35. Prepare striping plans, signal plans (where applicable), and cost estimates for every roadway/intersection that the project shall contribute its proportionate share towards improving (as identified in the approved traffic study) to the satisfaction of Public Works.
36. Phasing of map shall be addressed in the traffic study. The phasing map shall address construction phasing for schools and other units if phased grading is proposed. The phasing map shall also address access requirements for each unit. Address all grading impacts under each phase and address it adequately in the CEQA document.
37. Provide the required means of access to the satisfaction of the Fire Department, Regional Planning and Public Works.
38. The proposed gate details are not necessarily approved. The minimum gate setback shall be increased, if necessary, to accommodate adequate stacking distance as determined in each case by the traffic engineering consultant at final engineering to the satisfaction of Public Works.
39. The location of the traffic calming devices is not necessarily approved and is subject to final design approval to the satisfaction of Public Works.
40. Prior to final map approval, pay the fees established by the Board of Supervisors for the Westside Bridge and Major Thoroughfare Construction Fee District. The fee is to be based upon the fee rate in effect at the time of final map recordation. The current applicable fee is \$21,970 per factored unit and is subject to change.
41. Comply with the following street lighting requirements:
 - a. Provide street lights on concrete poles with underground wiring along the property frontage on all streets and highways within and around TR 60678 to the satisfaction of Public Works. Submit street lighting plans as soon as

possible for review and approval to the Street Lighting Section of the Traffic and Lighting Division. For additional information, please contact the Street Lighting Section at (626) 300-4726.

- b. The proposed development, or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. The annexation request to Street Lightin Section shall be the sole responsibility of the owner of the project. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk. It's the sole responsibility of the owner of the project to have all street lighting plans approved prior to the issuance of building permits or road construction permit, whichever occurs first. The required street lighting improvements shall be the sole responsibility of the owner of the project and the installation must be accepted by the County Lighting Maintenance Districts per approved plans prior to issuance of a Certificate of Occupancy. If phasing of the project is approved, the required street lighting improvements shall be the sole responsibility of the project and will be made a condition of approval to be in place for each phase.
- (1) Request the Street Lighting Section to commence annexation and levy of assessment proceedings.
 - (2) Provide business/property owner's name(s), mailing address(es), site address, Assessor Parcel Number(s), and Parcel Boundaries in either Microstation or Auto CADD format of territory to be developed to the Street Lighting Section.
 - (3) Submit a map of the proposed development, including any roadways conditioned for street lights that are outside the proposed project area, to Street Lighting Section. Contact the Street Lighting Section for map requirements and with any questions at (626) 300-4726.
- c. The annexation and assessment balloting process takes approximately twelve months or more to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation. Information on the annexation and the assessment balloting process can be obtained by contacting Street Lighting Section at (626) 300-4726.

- d. For acceptance of street light transfer of billing, the area must be annexed into the Lighting District and all street lights in the development, or the current phase of the development, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. Provided the above conditions are met, all street lights in the development, or the current phase of the development, have been energized, and the developer has requested a transfer of billing at least by January 1 of the previous year, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year. The transfer of billing could be delayed one or more years if the above conditions are not met.



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