

**PARKING SPACE SUMMARY TABLE**

Lot No.	STREET FRONTAGE	No. of Buildings	RESIDENTIAL						COMMERCIAL										
			No. of DUs	Req. P.S. (1/280 s.f.)	Req. P.S. (1/400 s.f.)	Total P.S. Required	Res. P.S. Provided	Guest P.S. Provided	Total P.S. Provided	Retail Bldg. s.f.	Office Bldg. s.f.	Total Bldg. s.f.	Req. Ret. P.S. (1/280 s.f.)	Req. Off. P.S. (1/400 s.f.)	Total P.S. Required	Retail P.S. Provided	Office P.S. Provided	Total P.S. Provided	
158 A4	R ST.	20	60	120	15	135	120	15	135										
161 A5	R ST.	43	153	307	39	346	307	39	346										
162 A6	R ST.	45	201	403	51	454	403	51	454										
361 A9	B ST.	35	60	120	16	136	120	16	136										
376 A10	B ST.	40	80	160	20	180	160	20	180										
380 B1	B ST.	46	92	184	24	208	184	24	208										
381 B2	B ST.	32	186	372	47	419	372	47	419										
384 C1	B ST.	17	32	64	8	72	64	8	72										
385 C1	LL1 PVT DR.	12	12	24	3	27	24	3	27										
386 C1	LL1 PVT DR.	11	11	22	3	25	22	3	25										
387 C1	LL1 PVT DR.	8	8	16	2	18	16	2	18										
387 C2	XX PVT DR.	7	14	28	4	32	28	4	32										
389 C2	XX PVT DR.	7	14	28	4	32	28	4	32										
399 C2	XX PVT DR.	7	12	24	3	27	24	3	27										
400 C2	LL1 PVT DR.	10	10	20	3	23	20	3	23										
401 C2	LL1 PVT DR.	15	15	30	4	34	30	4	34										
402 C2	LL1 PVT DR.	6	6	12	2	14	12	2	14										
403 C2	TT PVT DR.	6	12	24	3	27	24	3	27										
404 C2	TT PVT DR.	2	4	8	1	9	8	1	9										
405 C2	LL1 PVT DR.	6	6	12	2	14	12	2	14										
406 C2	LL1 PVT DR.	7	7	14	2	16	14	2	16										
407 C2	LL1 PVT DR.	5	5	10	2	12	10	2	12										
411 C2	TT PVT DR.	8	8	16	2	18	16	2	18										
424 C3 REC	KK PVT DR.	4		63		63		63		63									
427 C4	LL2 PVT DR.	24	129	259	33	292	259	33	292										
434 C5	LL2 PVT DR.	88	88	176	23	199	176	23	199										
439 C6	SS PVT DR.	44	44	88	12	100	88	12	100										
442 C6	NN PVT DR.	22	22	45	6	51	45	6	51										
443 C7	RR ST.	6	88	176	22	198	176	22	198										
445 C8	RR ST.	11	179	326	46	372	326	46	372										
447 C9	QQ ST.	2								154,000	154,000		385	385		465	465		
468 D1	A ST.	10	326	529	82	611	529	82	611										
480 E1	JJ PVT DR.	1					144,000	144,000		360	360		360	360		360	360		
481 E1	JJ PVT DR.	1					144,000	144,000		360	360		360	360		360	360		
482 E1	JJ PVT DR.	1					144,000	144,000		360	360		360	360		360	360		
483 E1	GG ST.	1					140,000	140,000		350	350		350	350		350	350		
484 E1	JJ PVT DR.	1					125,000	125,000		313	313		313	313		313	313		
508 F1	FF PVT DR.	4					37,170	300,000	337,170	149	750	899	149	750	899				
530 F2	DD PVT DR.	1					35,000		35,000	140		140	140		140				
509/510 F3	EE PVT DR.	3					47,100	92,000	139,100	188	230	418	188	230	418				
511 F4	DD PVT DR.	1	242	425	62	487	425	62	487	48,100		48,100	193	193		193	193		
512 F5	EE PVT DR.	1	249	437	63	500	437	63	500	18,300		18,300	74	74		74	74		
513 F6	II PVT DR.	4	96	180	24	204	180	24	204										
514 F7	CC PVT DR.	9	216	405	55	460	405	55	460										
517 F10	HH ST.	11	120	220	30	250	240	30	270										
518 F11	CC PVT DR.	12	96	180	24	204	180	24	216										
519 F12	CC PVT DR.	16	128	240	32	272	256	32	288										
520 F13	CC PVT DR.	12	96	180	24	204	180	24	216										
521 F14	CC PVT DR.	20	105	211	27	238	211	27	238										
522 F15	HH ST.	23	126	252	32	284	260	32	292										
523 F16	HH ST.	14	114	209	30	239	228	30	258										
524 F17	HH ST.	11	87	162	24	186	174	24	198										
525 F18	HH ST.	21	120	231	32	263	240	32	272										
526 F19 REC	EE PVT DR.	1							25,000			63	63		100	100			
528 F21	EE PVT DR.	4	351	244		244	280		280										
529 F22	EE PVT DR.	2					38,430	88,000	126,430	154	220	374	154	220	374				
TOTAL			4,030				224,100	1,331,000	1,555,100										

**GENERAL NOTES:**

- GRADE ELEVATIONS ON THE VTM ARE APPROXIMATE. CHANGES IN THE ELEVATIONS DEPICTED ON THE TENTATIVE MAP WHICH WILL NOT SUBSTANTIALLY ALTER THE APPROVED GRADING PLAN OR RESULT IN A GRADE ELEVATION CHANGE OF MORE THAN 10 FEET ARE PERMITTED SUBJECT TO THE PROVISIONS OF SECTION 5.2 OF THE NEWHALL RANCH SPECIFIC PLAN.
- PERMISSION IS REQUESTED FOR LOT LINES TO BE ADJUSTED TO THE SATISFACTION OF DRP AND DPW PROVIDED NO ADDITIONAL DEVELOPABLE LOTS ARE CREATED. THE DIMENSIONS OF ADJUSTMENT SHALL BE CONSISTENT WITH THE INTENT OF THE SUBDIVISION MAP APPROVAL AND THE SUBDIVISION MAP ACT.
- ALIGNMENT AND GEOMETRICS OF STREETS AND TRAILS ARE APPROXIMATE. PERMISSION IS REQUESTED FOR ADJUSTMENTS TO STREETS TO BE MADE PROVIDED THE DETERMINATION OF PUBLIC WORKS AND DRP DETERMINE THAT THE ADJUSTMENTS ARE CONSISTENT WITH THE INTENT OF THE SUBDIVISION APPROVAL. ADJUSTMENTS TO TRAILS CAN BE MADE WITH APPROVAL BY DRP AND THE DEPARTMENT OF PARKS AND RECREATION.
- BUILDING FOOTPRINTS SHOWN ON THE TENTATIVE MAP OR ACCOMPANYING SITE PLAN EXHIBIT MAPS ARE ONLY FOR ILLUSTRATIVE PURPOSES. RELOCATION OF BUILDINGS, OR ADJUSTMENTS IN BUILDING SQUARE FOOTAGE, NUMBER OF BUILDINGS, PARKING REQUIREMENTS AND OTHER FEATURES WHICH WILL NOT RESULT IN AN INCREASE IN TOTAL SQUARE FOOTAGE OR THE NUMBER OF DWELLING UNITS ARE PERMITTED SUBJECT TO THE PROVISIONS OF SECTION 5.2 OF THE NEWHALL RANCH SPECIFIC PLAN.
- PERMISSION IS REQUESTED TO FILE "LARGE LOT" PARCEL MAPS OF 20 ACRES OR MORE (WITHOUT IMPROVEMENTS) OR 5 ACRES OR MORE (WITH IMPROVEMENTS) AS THE FIRST UNIT FINAL MAP. RECORDATION OF A LARGE LOT PARCEL MAP SHALL BE CONSIDERED THE FILING OF THE FIRST UNIT MAP FOR THE PURPOSES OF TIME EXTENSIONS PURSUANT TO THE SUBDIVISION MAP ACT BUT SHALL NOT REQUIRE THE OBLIGATION OF FEES, DEDICATIONS (E.G. RIGHTS OF WAY OR PARKS) EXACTIONS OR INFRASTRUCTURE EXCEPT AS MAY BE REQUIRED BY CHAPTER 21.32 OF THE SUBDIVISION MAP ACT.
- PERMISSION IS REQUESTED FOR UNIT MAP PHASING.
- PERMISSION IS REQUESTED TO COMBINE LOTS.
- PERMISSION IS REQUESTED TO RECORD ADDITIONAL OPEN SPACE LOTS.
- THE LOCATIONS OF APPURTENANT STRUCTURES (E.G., PARKS, PEDESTRIAN BRIDGES, TRANSIT SHELTERS) MAY BE RELOCATED IF DETERMINED TO BE CONSISTENT WITH THE APPROVED TENTATIVE MAP BY DRP AND DPW.
- PROPOSED RETAIL AND OFFICE FLOOR AREA ARE INTERCHANGEABLE IF THE REQUIRED PARKING IS PROVIDED.
- REQUEST PERMISSION TO PHASE MASS GRADE TO THE SATISFACTION OF DRP AND DPW AND THE PROVISIONS OF THE COUNTY CODE, APPROVED PROJECT CONDITIONS AND MITIGATION MEASURES.
- PROPOSED STREET GRADES ARE APPROXIMATE AND SUBJECT TO ADJUSTMENTS PENDING DETERMINATION OF FINAL DEVELOPMENT LAYOUT AND PLANS. ANY CHANGES SHALL BE TO THE SATISFACTION OF DPW.
- PROVIDE PROPERTY LINE RETURN RADIUS OF 13 FEET AT ALL LOCAL STREET AND PRIVATE DRIVE INTERSECTIONS, AND 27 FT AT THE INTERSECTION OF LOCAL STREETS OR PRIVATE DRIVES WITH PLANNED HIGHWAYS (THOSE ON THE COUNTY HIGHWAY PLAN) AND WHERE ALL PLANNED HIGHWAYS INTERSECT OR WHERE ONE OF THE ROADS SERVES A COMMERCIAL OR INDUSTRIAL DEVELOPMENT PLUS ADDITIONAL RIGHT OF WAY FOR CORNER CUT OFF TO MEET CURRENT GUIDELINES OF THE AMERICANS WITH DISABILITIES ACT (ADA) TO THE SATISFACTION OF PUBLIC WORKS.
- ALL DIMENSIONS SHOWN ARE APPROXIMATE.
- TOPO COMPILED BY HANSAKER FROM DATA FROM 5/24/06.
- REQUEST STREET FRONTAGE WAIVER FOR ALL LOTS FRONTING ON PRIVATE STREETS AND PRIVATE DRIVES. THIS REQUEST APPLIES TO THE FOLLOWING LOTS: 282-288, 297-302, 327, 328, 339-342, 384-387, 397-407, 411, 424, 427, 434, 438, 442, 480-484, 508-513, 515, 516 520-521, 528-530.
- SHARED AND RECIPROCAL PARKING IS DEPICTED PER THE PROVISIONS OF THE NEWHALL RANCH SPECIFIC PLANS SUBJECT TO SUBSTANTIAL CONFORMANCE REVIEW PER THE PROVISIONS FOUND IN SECTION 5.2 AND APPROVAL OF A PARKING PROGRAM AS REQUIRED BY SECTION 3.7.
- PERMISSION IS REQUESTED TO REDUCE THE CENTERLINE CURVE RADIUS TO 250 FEET ON "K" STREET
- PERMISSION IS REQUESTED TO ALLOW FLAG LOTS, WHERE SHOWN (LOTS 48, 49, 297, 298, 320, 321, 325), DUE TO TOPOGRAPHIC CONDITIONS.
- MODIFICATION TO THE DEVELOPMENT STANDARDS FOUND IN SECTION 3.4 OF THE NEWHALL RANCH SPECIFIC PLAN TO ALLOW VARIABLE SETBACKS, INCLUDING ZERO FEET, HAS BEEN REQUESTED THROUGH THE SUBSTANTIAL CONFORMANCE PROCEDURE FOUND IN SECTION 5.2 OF THE SPECIFIC PLAN. THE LOTS WHERE VARIABLE SETBACKS ARE PROPOSED ARE: 508-515, 517-526, 528-530
- MODIFICATIONS IN SITE DESIGN TO THE TENTATIVE MAP/EXHIBIT MAP ARE PERMITTED FOR THE FOLLOWING RESIDENTIAL AND COMMERCIAL LOTS: 158, 161, 162, 361, 376, 380, 381, 384-387, 397-407, 427, 434, 439, 442, 443, 445, 447, 468, 480-484, 508-526, 528-530

POTENTIAL MODIFICATIONS INCLUDE: CHANGING APARTMENTS TO CONDOMINIUMS OR CONDOMINIUMS TO APARTMENTS; CHANGE FROM ATTACHED TO DETACHED UNITS, CHANGES TO BUILDING TYPE AND LOCATION, RELOCATION OF DRIVEWAYS, DRIVE ENTRIES AND DRIVEWAY ALIGNMENT, LOTTING CONFIGURATIONS, COMMERCIAL BUILDING TYPE AND LOCATION AND OTHER SIMILAR CHANGES. PROVIDED THE TOTAL APPROVED RESIDENTIAL UNIT COUNT OR COMMERCIAL SQUARE FOOTAGE IS NOT EXCEEDED AND THAT CHANGES CONFORM WITH THE ESTABLISHED DEVELOPMENT STANDARDS FOR THOSE LOTS. MODIFICATIONS WILL BE PROCESSED THROUGH THE AMENDED EXHIBIT MAP PROCEDURE PER SECTION 21.16.015 OF TITLE 21.

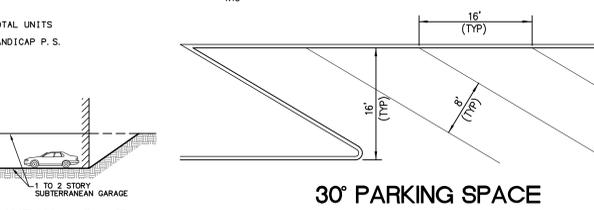
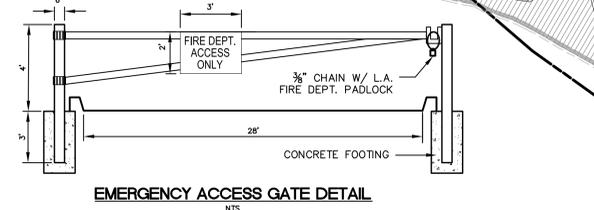
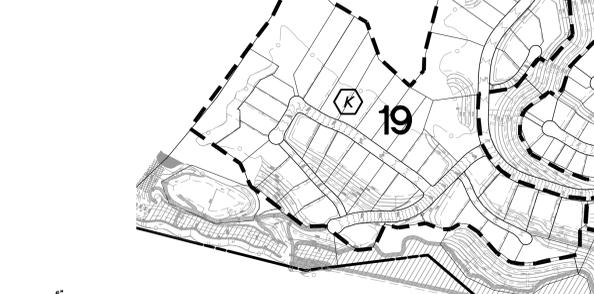
CORRESPONDING ADJUSTMENTS TO PRIVATE DRIVE AND OPEN SPACE LOTS ASSOCIATED WITH THESE RESIDENTIAL AND COMMERCIAL LOTS TO ACCOMMODATE PROPOSED MODIFICATIONS ARE PERMITTED PROVIDED TOTAL OPEN SPACE IS NOT REDUCED AND THAT THE CHANGES ARE PROCESSED THROUGH AN AMENDED EXHIBIT MAP PER SECTION 21.16.015 OF TITLE 21. THE PRIVATE DRIVE AND OPEN SPACE LOTS ARE THE FOLLOWING:

OPEN SPACE: 414, 490, 491 527, 531, 532

PRIVATE DRIVE: CC (539, 540), DD (533), EE (534, 535) FF (538), II (536, 537), JJ (485), KK (488), LL (459), LL2 (456), NN (441), OO (455), PP (390) SS (457), TT (412), VV (410), WW (409), XX (408), YY (389), ZZ (390), FIRE ACCESS (398)

A SUBSTANTIAL CONFORMANCE DETERMINATION PERTAINING TO THE DEVELOPMENT STANDARDS FOUND IN SECTION 3.4 OF THE NEWHALL RANCH SPECIFIC PLAN HAS BEEN REQUESTED TO ALLOW MODIFICATION OF FRONT-YARD SETBACKS FOR DETACHED CONDOMINIUM UNITS WHERE A DETACHED CONDOMINIUM UNIT IS DESIGNED SO THAT A GARAGE IS SIDE-ENTRY, RECESSED OR ACCESSED FROM A REAR ALLEY. THE FRONT-YARD SETBACK MAY BE 10'.

GRADING OF VTM 8105 MAY BE DONE IN SUB-PHASES OVER TIME BUT SUCH GRADING WILL STILL BE BALANCED WITHIN THE GRADING LIMITS IDENTIFIED ON THE TENTATIVE TRACT MAP. ALL GRADING OF SLOPES WILL BE PERFORMED AS ENGINEERED GRADING. THE LIMIT OF A GRADING SUB-PHASE WILL BE ESTABLISHED TO ACHIEVE A BALANCED EARTHWORK FOR THAT SUB-PHASE AND MAY EXTEND BEYOND THE LIMITS OF A PARTICULAR FINAL UNIT MAP BOUNDARY IN ORDER TO ACHIEVE PHASED GRADING BALANCE. AN INTERIM HYDROLOGY REPORT WILL BE PREPARED FOR EACH PHASE OF GRADING AREA AND REQUIRED DRAINAGE DEVICES WILL BE PROVIDED TO SUPPORT THE PHASED GRADING. EROSION AND EROSION CONTROL FACILITIES WILL BE PROVIDED TO THE SATISFACTION OF DPW.



**RESIDENTIAL SITE DEVELOPMENT STANDARDS**

LAND USE DESIGNATIONS <sup>1</sup>	MINIMUM LOT AREA (SQ. FT.)	REQUIRED SETBACKS <sup>1,17</sup>			MAXIMUM BUILDING HEIGHTS <sup>2</sup>
		FRONT YARD (MAIN STRUCTURE)	SIDE YARD <sup>2</sup> (EACH SIDE)	REAR YARD <sup>2</sup>	
ESTATE (E)	20,000	30' MIN <sup>3</sup>	15' MIN	30' MIN	35'
LOW RESIDENTIAL (L)	7,500	18' MIN <sup>4</sup>	5' MIN <sup>11</sup>	20' MIN <sup>7</sup>	35'
LOW-MEDIUM RESIDENTIAL (LM)	2,500	DETACHED	5' MIN <sup>5,11,15,18,19</sup>	10' MIN <sup>7</sup>	35'
		ATTACHED	0' <sup>11,15,18</sup>	10' MIN <sup>7</sup>	35'
MEDIUM RESIDENTIAL (M)	2,500	DETACHED	5' MIN <sup>5,11,15,18,19</sup>	10' MIN <sup>7</sup>	45'
		ATTACHED	0' <sup>11,15,18</sup>	10' MIN <sup>7</sup>	45'
HIGH RESIDENTIAL (H) AND MIXED-USE (MU) RESIDENTIAL	N/A	10' MIN <sup>4</sup>	0'	10' MIN <sup>7</sup>	55'

**NOTES**

- OTHER USES INCLUDING LAND USE OVERLAYS SUCH AS SCHOOLS, CHURCHES, PARK FACILITIES, NON-RESIDENTIAL PUBLIC OR PRIVATE FACILITIES, AND RESIDENTIAL/COMMERCIAL CONVERSIONS ARE SUBJECT TO THE SITE DEVELOPMENT STANDARDS OF THE LAND USE DESIGNATION IN WHICH THEY ARE FOUND.
- A DEFINED TERM - SEE GLOSSARY DEFINITION AND/OR RELATED EXHIBIT FOR FULL DESCRIPTION OF REQUIREMENT.
- FRONT ENTRY GARAGE: 30' MIN. SIDE ENTRY GARAGE: 15' MIN.
- FRONT ENTRY GARAGE: 18' MIN. SIDE ENTRY GARAGE: 10' MIN.
- ZERO SIDE YARD LOT CONFIGURATION IS PERMITTED.
- EXCEPT WHEN THERE IS A DETACHED SECOND UNIT, STRUCTURE, AND/OR GARAGE, WHERE 5' MIN. SETBACK IS ALLOWED FROM THIS STRUCTURE.
- NO GARAGE SETBACK REQUIREMENT FOR ALLEY ACCESS.
- 10' MIN. AGGREGATE FOR TWO ADJACENT LOTS (E.G., 5' AND 5' OR 3' AND 7', OR 4' AND 10').
- 10' MIN. BUILDING TO BUILDING SEPARATION.
- 10' MIN. OR 10 PERCENT OF THE LOT AREA EXCLUDING REQUIRED PARKING SHALL BE LANDSCAPED.
- 11' MIN. ADJACENT TO PUBLIC STREET.
- 22' MIN. SIDE AND REAR YARD SETBACK IS REQUIRED WHEN BUILDING IS ADJACENT TO A DIFFERENT LAND USE DESIGNATION OR A PUBLIC ROAD.
- 20' MIN. IS REQUIRED WHEN BUILDING FRONTS ON A PUBLIC ROAD.
- 14' MIN. FOR CLUSTERED SINGLE-FAMILY DETACHED AND ATTACHED BUILDINGS.
- 16' MIN. FOR CLUSTERED SINGLE-FAMILY DETACHED AND ATTACHED BUILDINGS WHEN ONE SIDE OF TWO ADJACENT BUILDINGS HAS NO WINDOWS.
- 17' MIN. FOR CLUSTERED SINGLE-FAMILY DETACHED AND ATTACHED BUILDINGS WHEN KITCHEN/FAMILY AREA FACES TOWARD ZERO LOT LINE BUILDING WITH NO WINDOWS.
- IF AT THE TIME BUILDING PERMITS ARE ISSUED, THE COUNTY'S SETBACK STANDARDS IN PLACE AT THE TIME ARE MORE STRINGENT THAN THOSE CONTAINED IN THE SITE DEVELOPMENT STANDARDS MATRIX, THE MORE STRINGENT STANDARDS SHALL APPLY.

**NON-RESIDENTIAL SITE DEVELOPMENT STANDARDS**

LAND USE DESIGNATIONS <sup>1</sup>	LOT REQUIREMENTS <sup>12</sup>		
	MAXIMUM SITE COVERAGE <sup>10</sup>	MINIMUM FRONT SETBACK	MAXIMUM BUILDING HEIGHTS <sup>2</sup>
MIXED-USE (MU) COMMERCIAL	NO MAX	NO MIN <sup>13</sup>	55'
COMMERCIAL (C)	50%	20'	45'
BUSINESS PARK (BP)	50%	20'	45'
VISITOR SERVING (VS)	50%	20'	35'

**MAJOR OPEN AREAS SITE DEVELOPMENT STANDARDS**

LAND USE DESIGNATIONS <sup>1</sup>	REQUIRED MINIMUM SETBACKS FROM PROPERTY LINE	MAXIMUM BUILDING HEIGHTS <sup>2</sup>
OPEN AREA (OA)	50'	35'
RIVER CORRIDOR SPECIAL MANAGEMENT AREA (RC)	50'	25'
HIGH COUNTRY SPECIAL MANAGEMENT AREA (HC)	50'	25'

