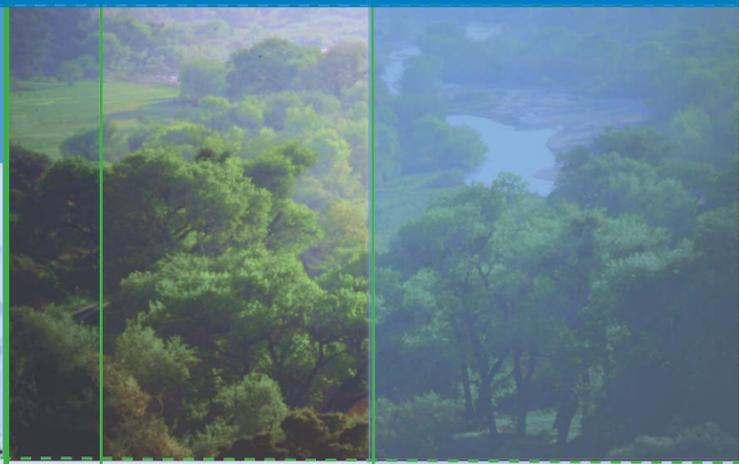




# LANDMARK

[ PLANNING CONCEPTS ] [ DEVELOPMENT PLAN ] [ DEVELOPMENT REGULATIONS ] [ APPENDIX ]

## PLANNING NOTEBOOK





# Landmark Planning Notebook

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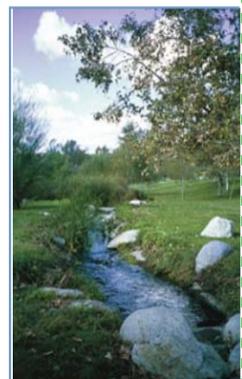
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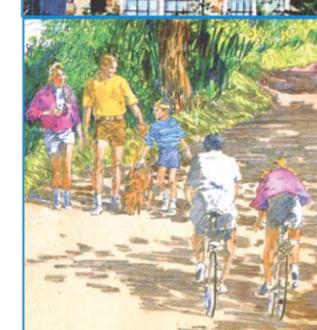
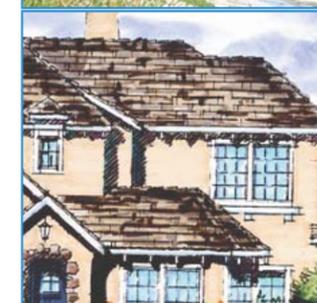
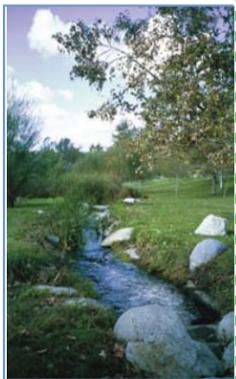
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# PURPOSE



The purpose of this notebook is to summarize the planning for the Landmark community. It is the intent of the Newhall Ranch Company that Landmark be an exemplary, thoughtfully planned community which is founded on the best of America's traditional small town values. Further, this notebook seeks to demonstrate the conformance of the Tract Map submitted for Landmark with the Newhall Ranch Specific Plan.



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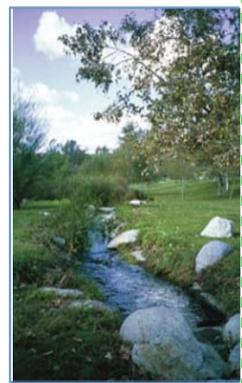
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## Landmark:

### “A Return to Traditional Small Town Values”

Landmark seeks to join a growing number of new communities across America dedicated to instilling traditional small town values. By incorporating many of the principles of traditional neighborhood design (TND) set forth below, Landmark leads the way in allowing Newhall Ranch to meet the challenge of creating a truly urban, small town community - oriented to public space which is diverse, hierarchal, and pedestrian - scaled.



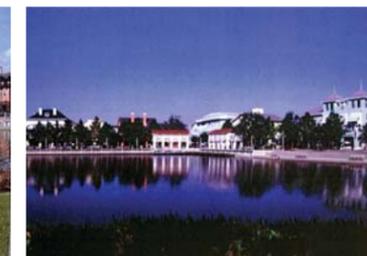
## Award Winning TND Communities Harbortown, TN

Also featuring a riverside location as a major amenity, Harbortown is an award winning TND community. Residents have easy access to a variety of open spaces, including parks, a wooded area, trails and ponds. The community provides a walkable environment: most houses have front porches and short setbacks, garages are entered from the rear of lots and are connected by alleys, and there are sidewalks on a grid-street pattern and plenty of trees. The Village District features a mix of apartments, townhomes and detached single fairly houses. Commercial uses include a grocery store, small specialty shops, and office space.



## Celebration, FL

While much larger in scale than Landmark, Walt Disney Corporation’s Celebration shares a similar village concept and incorporation of TND principles. Community features include acres of park and open space; miles of nature trails and bike paths; friendly neighborhoods which stress livability and pedestrian scale; public squares within vibrant business districts; environmental sensitivity and life-long learning opportunities; and an innovatively planned public school. All of these features share parallel components in the Landmark plan.





[ PLANNING CONCEPTS ]

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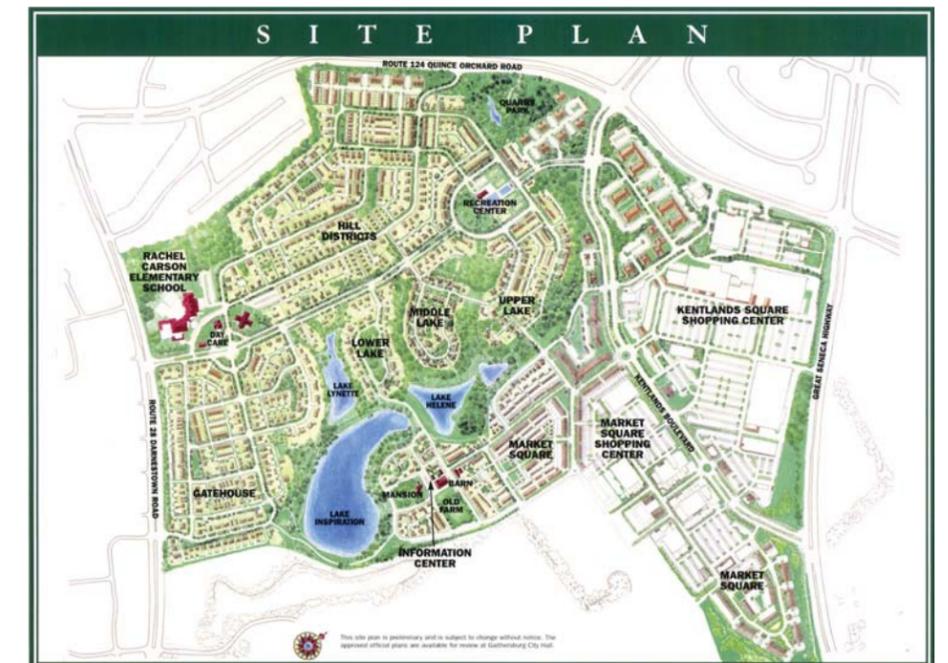
## Abacoa, FL

The master plan for Abacoa resembles a patchwork quilt, a collection of different patterns that come together in a cohesive and unified whole. This richly textured community contains seamless transitions between residential and non-residential zones, education sites and recreation areas. The essence of the plan is "connectivity", the idea that every discrete entity is part of a larger whole: houses, neighborhoods schools, shops, offices, recreation sites, nature preserves...none of these exist in a vacuum, all are part of a cohesive community.



## Kentlands, MD

The village of Kentlands was one of the first applications of the TND principles to a real, year-round, working community. Located within the sphere of influence of Gaithersbury, just 23 miles northwest of Washington, D.C., Kentlands has been conceived as an authentic village - size town (about the same size as Landmark) made up of distinct neighborhoods in the classic American Tradition.



### 1.1.1 Community Wide Principles

#### 1. Public Spaces as Landmarks and Gathering Places

Public spaces should be formative rather than residual. A true neighborhood has a center and an edge, with the combination of focal points and defined limits lending community social identity. Gathering places should occur at three to five minute walk intervals, ensuring pedestrian use of walkways, trails, and public spaces.



#### 2. Public/Common Buildings as Focal Points with Institutional/Civic Architecture

Principal civic and/or public use buildings should occupy prominent locations and frame the community. Scale and orientation of the architecture helps to define open space and residential enclaves. Schools, post offices, fire stations and other institutional buildings help people define their community. The architecture associated with these structures is suggestive of the values of the community.



#### 3. Pedestrian Oriented Streets

##### a. Narrow Streets

##### b. Short Blocks

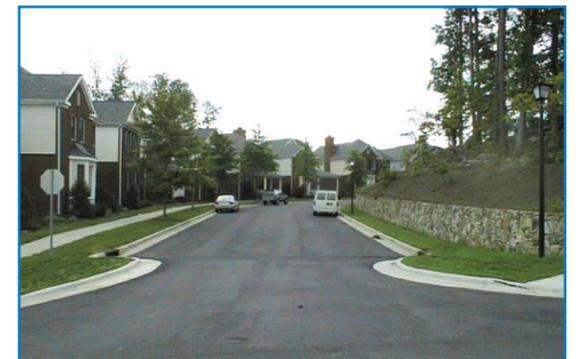
In order to encourage pedestrian use, lower traffic speed and noise, and return streets to the friendly, neighborhood sharing places of old, shorter, grid-patterned avenues are replacing the cul-de-sacs often found in conventional suburban neighborhoods. The result is a street system which functions more effectively both in terms of social interaction and emergency response time.



##### c. Roundabouts

##### d. Parkway Extensions

Both Roundabouts and Parkway Extensions are often used to calm traffic speeds and make streets more pedestrian friendly. The return to favor of traffic circle/roundabouts, which serve to slow traffic yet permit continuous flow movement, provides the opportunity to feature new focal point landscape alternatives to village streetscapes. Narrowing actual street widths through parkway extensions allows for shorter pedestrian crossing distances, while maintaining parking bays to accommodate guest parking.



#### 4. Use of Alleys-Limit Cul-de-Sacs

The use of alleys is a means of de-emphasizing the automobile within the neighborhood. Removing the flat architectural plane of multiple garage doors facing the streets allows for more articulation of the primarily front yard residential appearance. Curb cuts limit the amount of visitor parking and pull-out traffic hinders pedestrian and bicycle use. By removing the utility of parking from the front of the house, architecture can embrace the street affording possibilities of smaller setbacks & front porches which create enclosure & promote social interaction. (See street scene image below)



#### 5. Eclectic Use of Colors and Textures

In much of today's architecture, the repetition, monotony, and limited use of color and building material choices have also had their impacts on dehumanizing streetscapes. New life is being breathed into the traditional neighborhood designs of today by adding more diverse color palettes and more varied mixing of surfaces. This is making the street at front yard experience more interesting, vibrant & pedestrian friendly.



#### 6. Eclectic Architectural Styles

In addition to mixing housing types, more attention is given to the individuality of architectural style. As more importance is given to architectural focal points, it increases the need for quality and variety in that architecture promotes pride of ownership among residents. The reality of front loaded garages has generally driven the need to create large set backs in conventional subdivisions to accommodate parking in the drive way.



#### 7. Eclectic Mix of Uses

Increasing segmentation of uses and housing types over the last fifty years has made many of America's neighborhoods sterile and uninviting. By limiting the size of individual builder releases and returning to a more eclectic mix of uses, neighborhoods can become more vibrant and interesting. This also has the effect of diversifying the demographics with each neighborhood.



## 1.1.2 Lot Specific Principles

### 1. Create Public Living Rooms (Porches and Front Yards)

Typically associated with older neighborhoods and small towns, the front porch lifestyle is enjoying a rebirth. By varying the location of garages, porches, and the house's relationship to the street, a public living space which relates to its neighbors is created. Interaction between residents and passersby is promoted by friendly, open front porch living spaces which are often elevated to add a measure of privacy.



### 3. Housing to Front Amenities

As special structures and public spaces build an axial relationship to the community, they are framed by residences, adding in a human element to the community. Parks, gazebos, recreation centers and other public focal points are flanked by housing which creates a townscape that is active without being overly complex.



### 2. Rear-Loaded / Recessed Garages

Whether the garages are recessed or rear-loaded, the intended effect is to de-emphasize the automobile. Too often two and three-car garages have been allowed to dominate the streetscape of planned communities. Traditional neighborhood design seeks to return the garage to its place as a secondary support structure, like carriage houses of the 19th century.



### 4. Attention to Detail

As public interaction within the community is amplified, the need for increased attention to detailing in the architecture and landscape is accentuated. All sides of the buildings become important. There are no "throwaway" building solutions; all aspects of the built community become an important contribution to the total sense of community.



## 5. Narrow, Vertical Architecture

As use of space becomes more critical, the need for narrow, vertical architectural solutions becomes increasingly important. Whether the buildings are focal points at the end of streets or organizing elements to the community at large, the structures will normally be of a narrow vertical scale, and thus, the quality of the architectural solution is crucial.



## 6. Small Front Setbacks

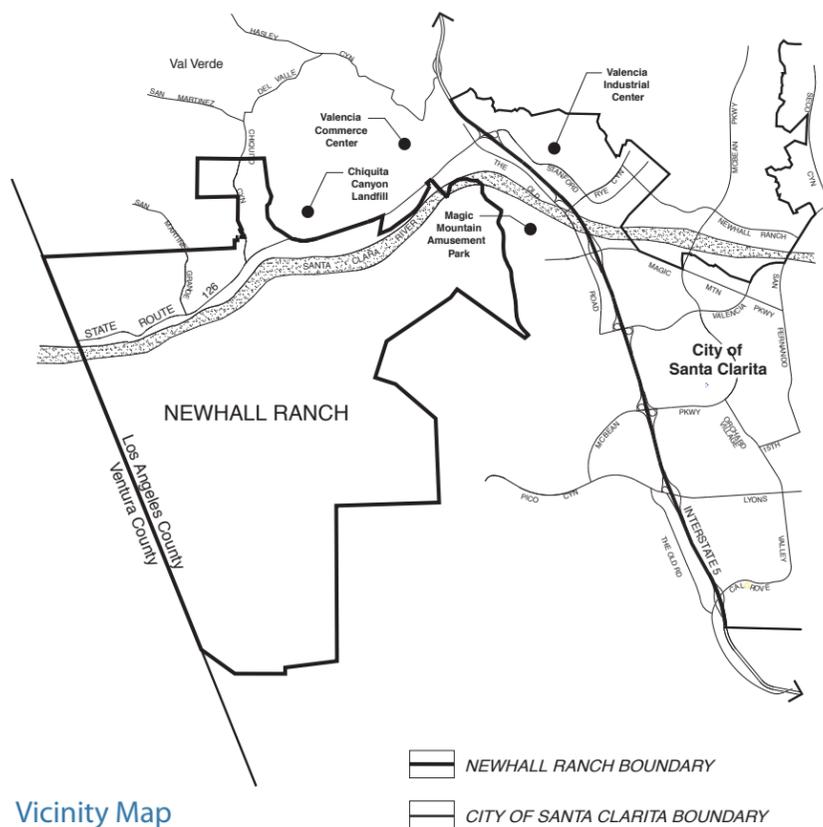
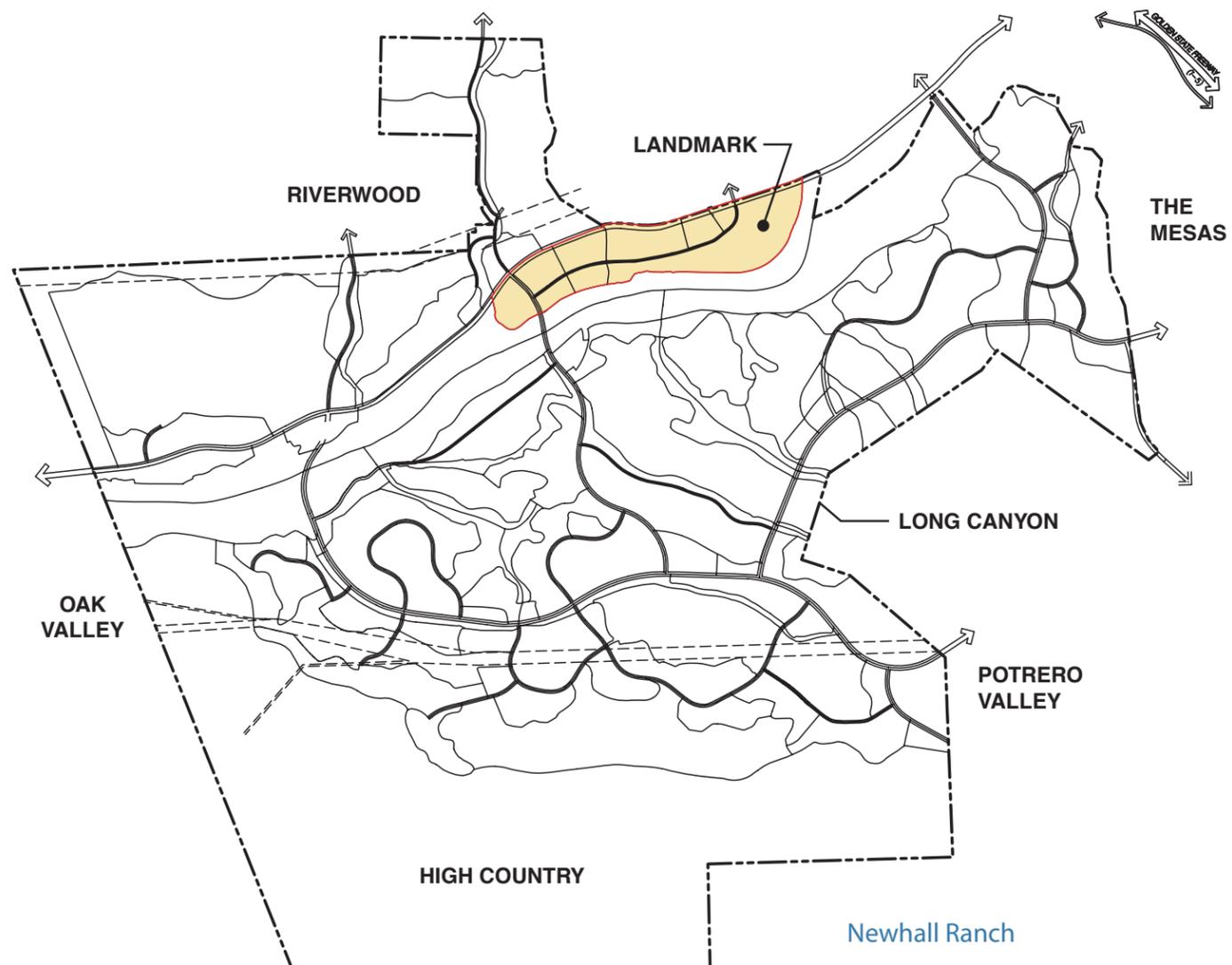
Crucial to improving social interaction and the friendliness of the streetscape is the ability to vary front setbacks. Moving the house closer to the front of the lot lessens the distance between porches and public walkways, and the impact of the well articulated architecture is more visually pleasing. The reality of front loaded garages has generally driven the need to create large set backs in conventional subdivisions to accommodate parking in the driveway.





## Introduction

From its ideal location on the banks of the Santa Clara River, Landmark will serve as the gateway to Newhall Ranch. Carefully planned in accordance with many of the traditional neighborhood development goals and consistent with the design precepts of the Specific Plan, Landmark will help fulfill the growing need within Southern California for a broad spectrum of housing opportunities.

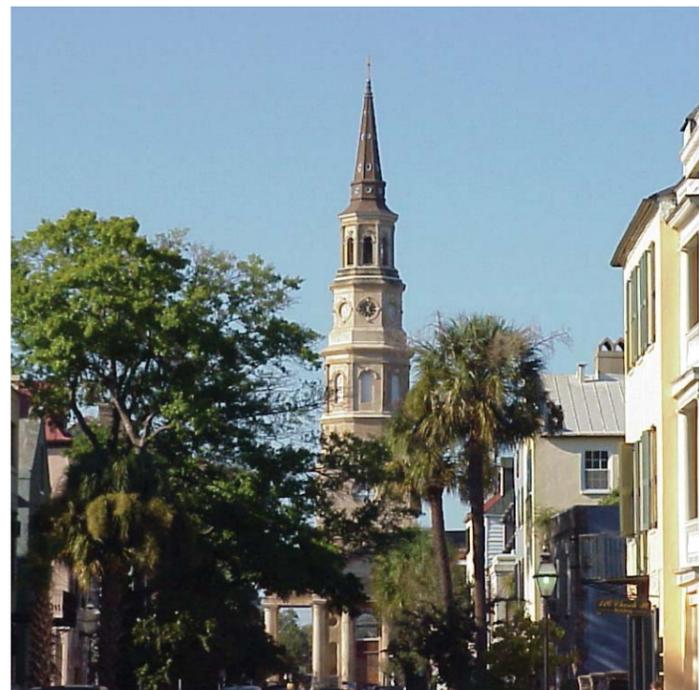


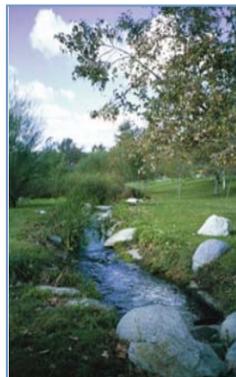
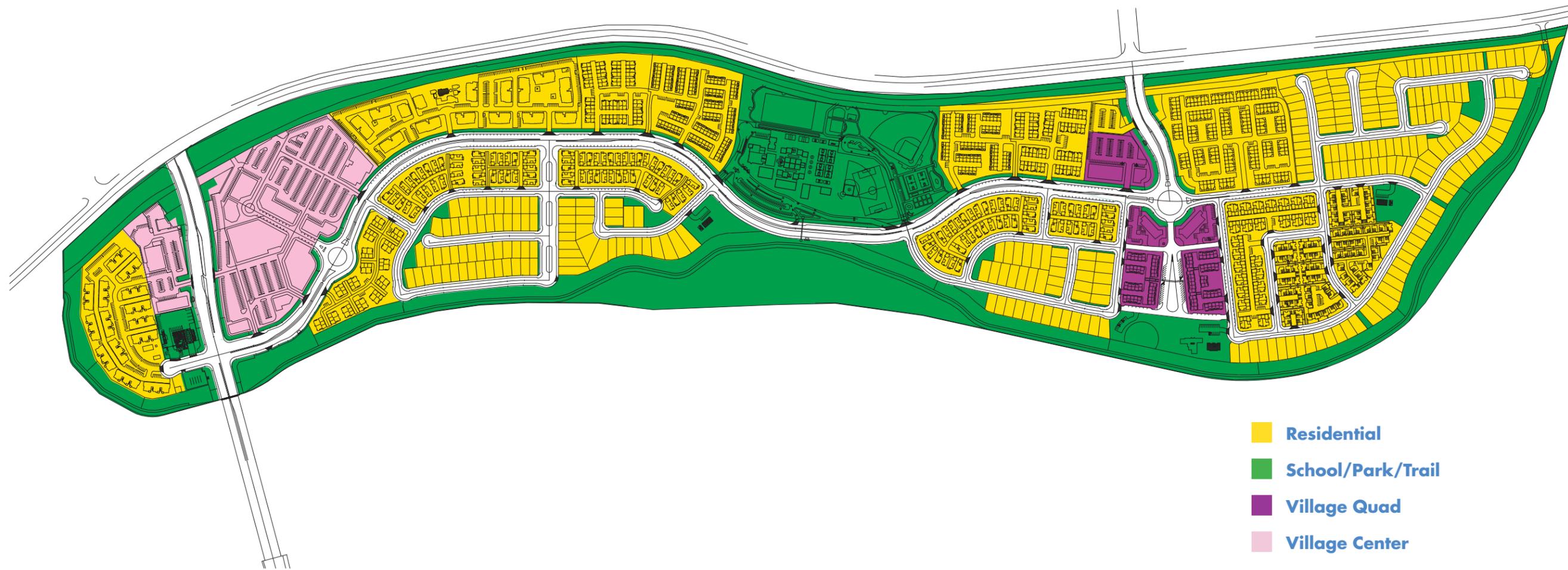
Vicinity Map



## Goals of Landmark

- To distinguish Newhall Ranch from the community of Valencia and other Master Planned Communities for Marketing Purposes
- To become the signature for Newhall Ranch
- To satisfy projected population growth and housing demand by providing a variety of housing opportunities
- To create a traditional, small town community feel





**Residential Neighborhoods**

Designed to provide an eclectic mix of housing types, the residential neighborhoods will contain a range of single family, and attached homes. Many of the traditional neighborhood design principles are shown in Section 1.1 and conceptual elevations of the housing types are shown in Section 1.4.

**Elementary School/Community Park/Regional River Trail**

The Elementary School is integrated with the Landmark Community Park to facilitate shared play area and parking as well as passive interaction with the river. The school and park are centrally located to optimize pedestrian access. Conceptual plans are shown in Section 1.5.

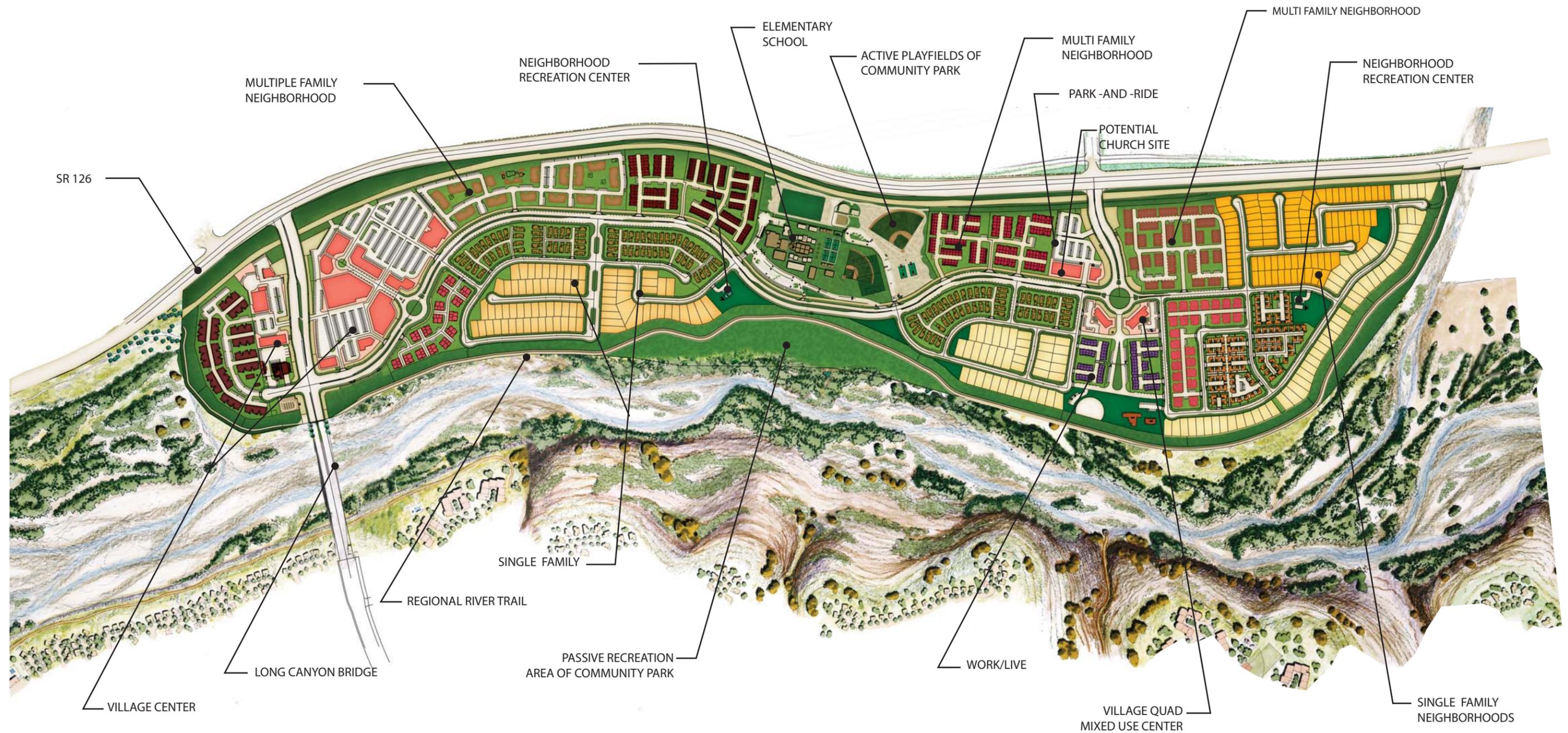
**Village Quad Area**

Anticipated to be early in the phasing of Landmark, the village quad mixed use center will contain many of the civic uses necessary for the community as well as residential and commercial opportunities. The integrated uses are to be implemented consistent with the principles of Section 1.1 and are further explained in Section 1.6.

**Village Center**

A mixed use village center will be phased in accordance with the growth of Landmark. A main street shopping area will be integrated with office and residential opportunities consistent with the traditional neighborhood principles shown in Section 1.1. A conceptual site plan is shown in Section 1.7.

- Residential
- School/Park/Trail
- Village Quad
- Village Center



### 1.4.1 Single Family Detached Housing

The goal is to create neighborhoods having the characteristics of the more desirable communities found through much of Southern California, in the early part of last century.

These homes and their streets had the following characteristics:

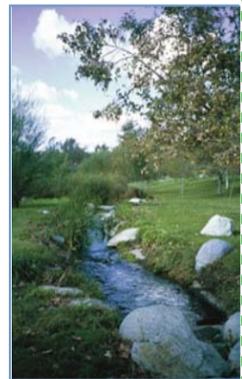
- Homes on tree-lined streets with sidewalks separated from the curb by landscaped parkways.
- An eclectic mix of styles and building forms, creating a greater sense of individuality for each of the homes.
- A strong relationship between the front yard and the living area of the home, including porches, entry stoops, doorways, and windows, enhancing the home's relationship to the street and front yard.
- De-emphasizing the impact of the garage by recessing it in relationship to the house, or locating it on the rear of the lot. The garage will be accessed either by driveways from the street, or a rear alley.
- A rich palette of colors, reflecting the individuality of each home.



**Conceptual Elevation - Smaller Lot**



**Conceptual Elevation - Larger Lot Front Loaded**

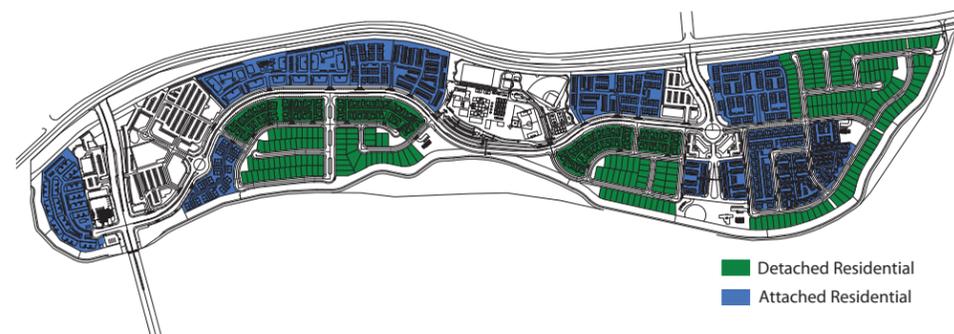


### 1.4.2 Attached Neighborhood Housing

Landmark’s attached homes will be designed so as to resemble traditional urban row houses. These homes will face and are entered from the local neighborhood street. The scale and styles will be similar to the Single Family homes, creating a greater sense of shared community throughout Landmark.



Conceptual Elevation - Multiple Family Homes



Key Map



Conceptual Elevation - Townhomes

### 1.5.1 Village Quad

The Village Quad will serve as the community’s visual introduction to the first phase of the development in Landmark. It will establish the unique nature of the community, with its emphasis on a people-scaled and pedestrian friendly character. It will unite various components of the community, with its formal clustering of buildings around courtyards, and its connection to the river’s edge. Its uses will include an interrelated complex of Multi-Family, commercial, and office, connected by a formal vehicular and pedestrian network of streets, traffic circles, courtyards, and paseos.

Mixed Use/Commercial Sites



Conceptual Site Plan of Village Quad Area

### 1.5.2 Village Center

The Village Center will continue the unique nature of Landmark established in the Village Quad. This later phased mixed use commercial area will continue to emphasize the people scaled, pedestrian friendly characteristics of traditional neighborhood design and is a likely candidate for a grocery store once the surrounding population has grown to support it. The Main Street shopping area will feature small specialty shops flanking a larger, regionally servicing grocery market. Attached Residential neighborhoods will be integrated with restaurant, commercial, and office areas, all flanked by the Regional River Trail. Panoramic river views will make this a memorable center for the entire village of Riverwood and a cross-roads hub for all of Newhall Ranch.

### 1.5.3 Street-Frontage Architectural Treatment

Many of the Village Center buildings have street frontages but will be accessed from interior parking areas. In these situations the street sides and the interior sides/entrances will both require well-articulated, multi-sided architectural treatments which provide the people-scaled pedestrian friendly characteristics of Traditional Neighborhood Design. The Village Center will also feature enhanced passageways, providing pedestrian access between public streets and building entries which encourage walk-ability within the community .



Conceptual Site Plan of Village Center



Enhanced Pedestrian Passageways



Well Articulated Architecture Along Roadways & Other Publicly Viewable Frontage



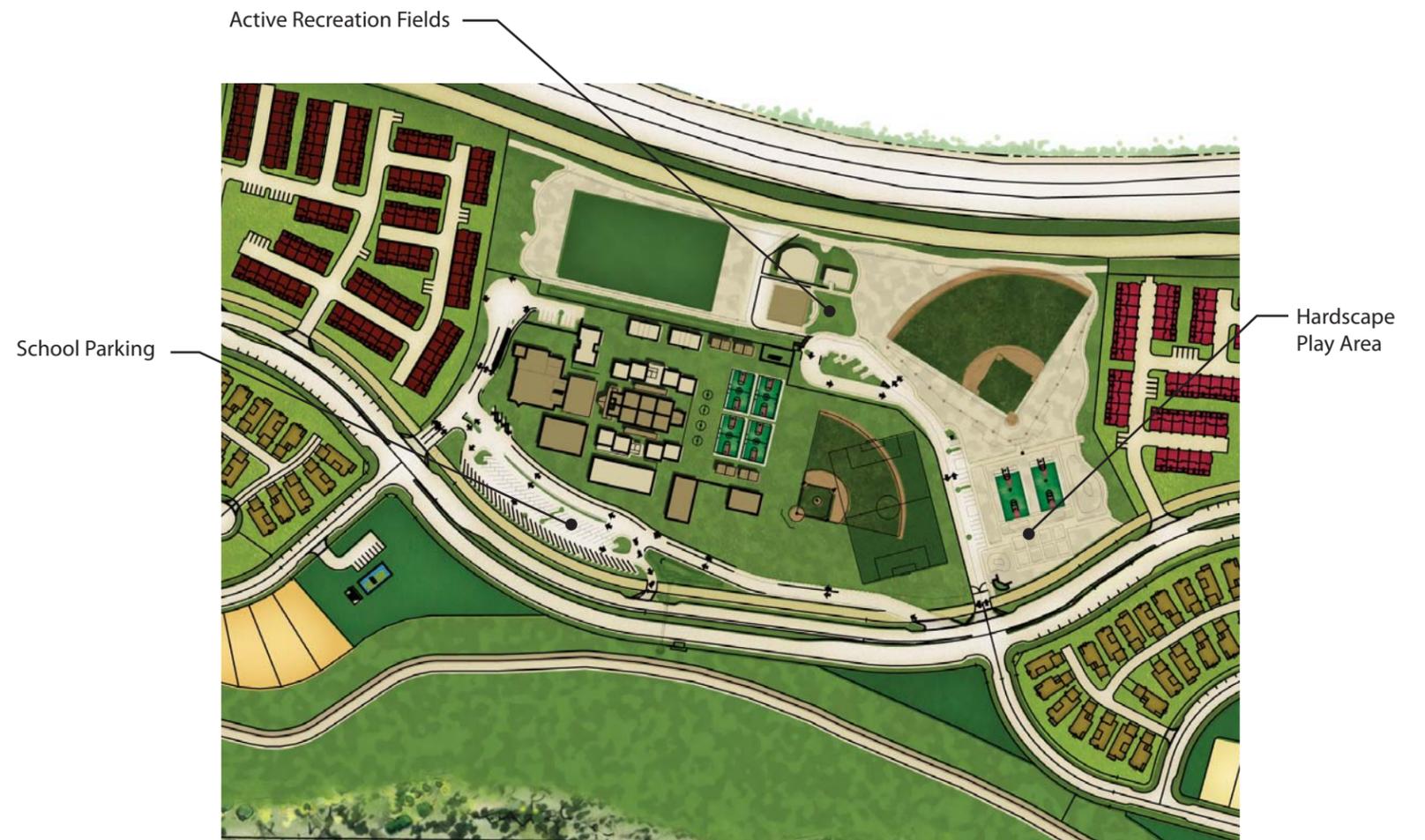
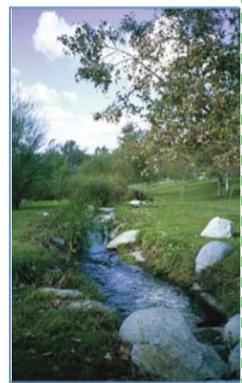
A Main Street Feel for Buildings Accessed from Interior Parking Areas



Pedestrian-Scaled Street-Frontage Architectural Treatment

### School/Community Park

The Elementary School is adjacent to the active sports fields of the Landmark Community Park to facilitate shared play area. The school and park are centrally located within the community to optimize pedestrian access. The multi purpose bike and walking Community Trail along the spine road will help to facilitate the emphasis on the pedestrian scale of the village. It is the intent that a high percentage of students and residents can reach the school and park without relying on automobiles. To maximize safety for students, traffic calming components such as traffic circles, landscape parking bays and innovatively designed crossing points have been incorporated into the street design.



**Concept Plan of Elementary School/Community Park**  
 (Actual site plan to be determined through design workshops with School District and LA County Parks and Rec.)

### Passive Recreation Area of Community Park

The portion of Landmark Community Park located on the riverside of the spine road is planned as the passive, more natural recreation area of the park. The concept is for this area to be the village's portal on the regional River Trail and highlight the very essence of the natural environment experience. Landscaping will mimic the riparian vegetation of the River Corridor in informal plantings, while low grass swale areas will serve the double purpose of providing for drainage/ water quality control as well as additional picnic/free play opportunities.



Conceptual Site Plan of Passive Recreation Area of Community Park

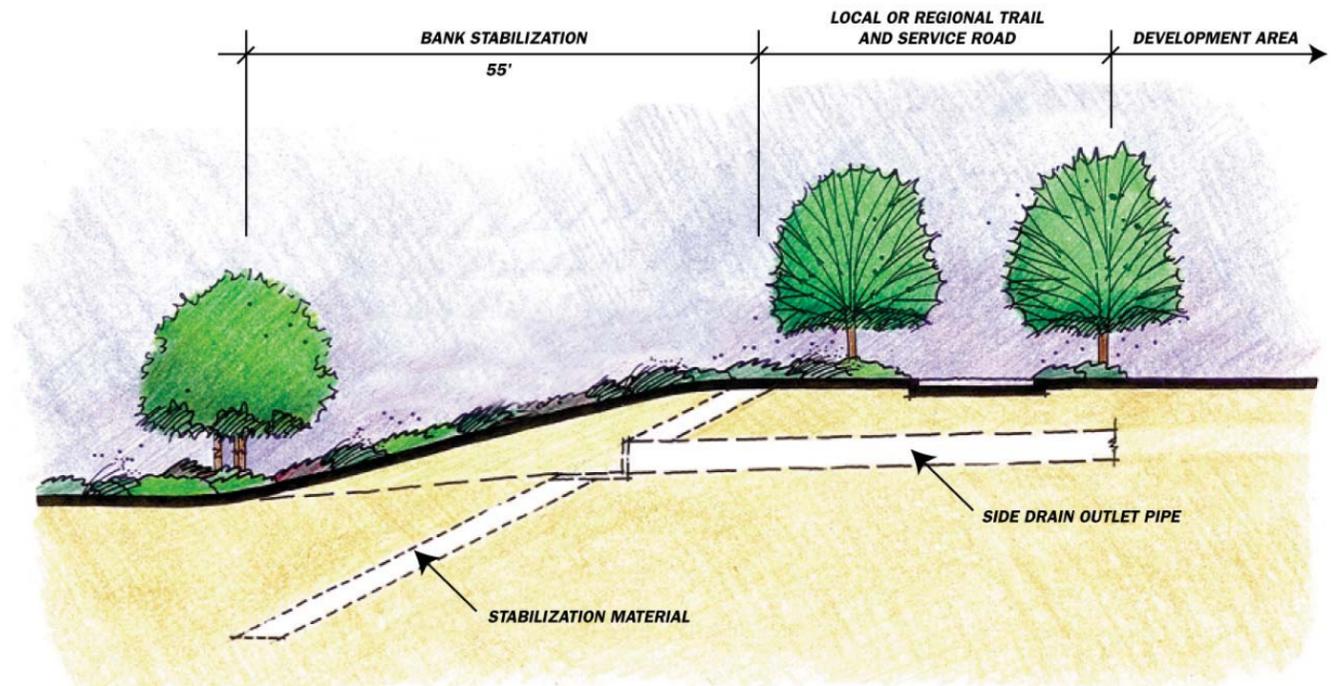


Drainage and flood control improvements can be designed to incorporate the feel of the adjacent Santa Clara River Corridor

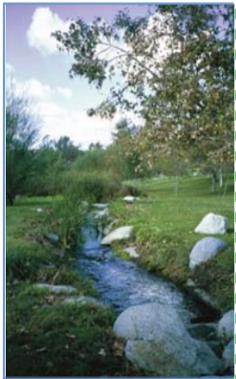
## 1.7.1 Resource Preservation

In order to preserve the free-flowing nature of the Santa Clara River, a new, innovative buried bank stabilization is planned to avoid concrete channelization.

The proposed natural river bank stabilization plan integrates environmental protection, development, wetlands mitigation banking, recreation, open space, and flood control by retaining the river habitat and natural river functions along the Santa Clara River and its tributaries. The River Trail will serve to buffer and provide controlled access for the public, while allowing for exploration and demonstration of the ecology serving preservation/restoration projects involved in the River Corridor Special Management Area.



**Buried Bank Stabilization Concept**



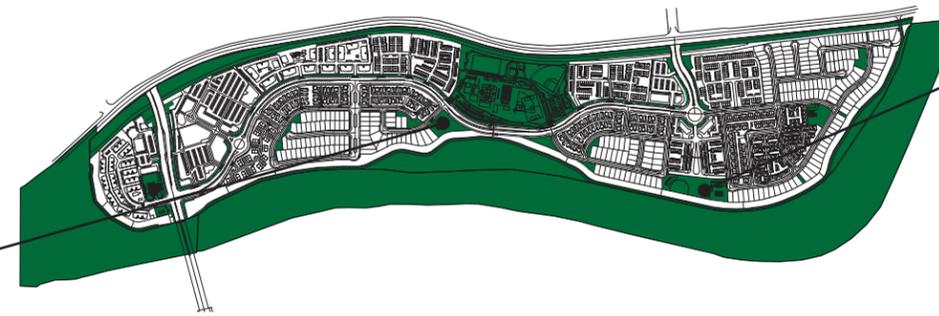
**Installation Process**



**Completion**

### 1.7.2 Parks and Open Space

River corridor interface is one long linear park feature.



Key Map



Neighborhood parks provide active & passive recreation opportunities.



Innovative buried bank stabilization has been implemented and provides flood control protection for residents while at the same time allowing for a Riverfront edge and Regional River Trail.

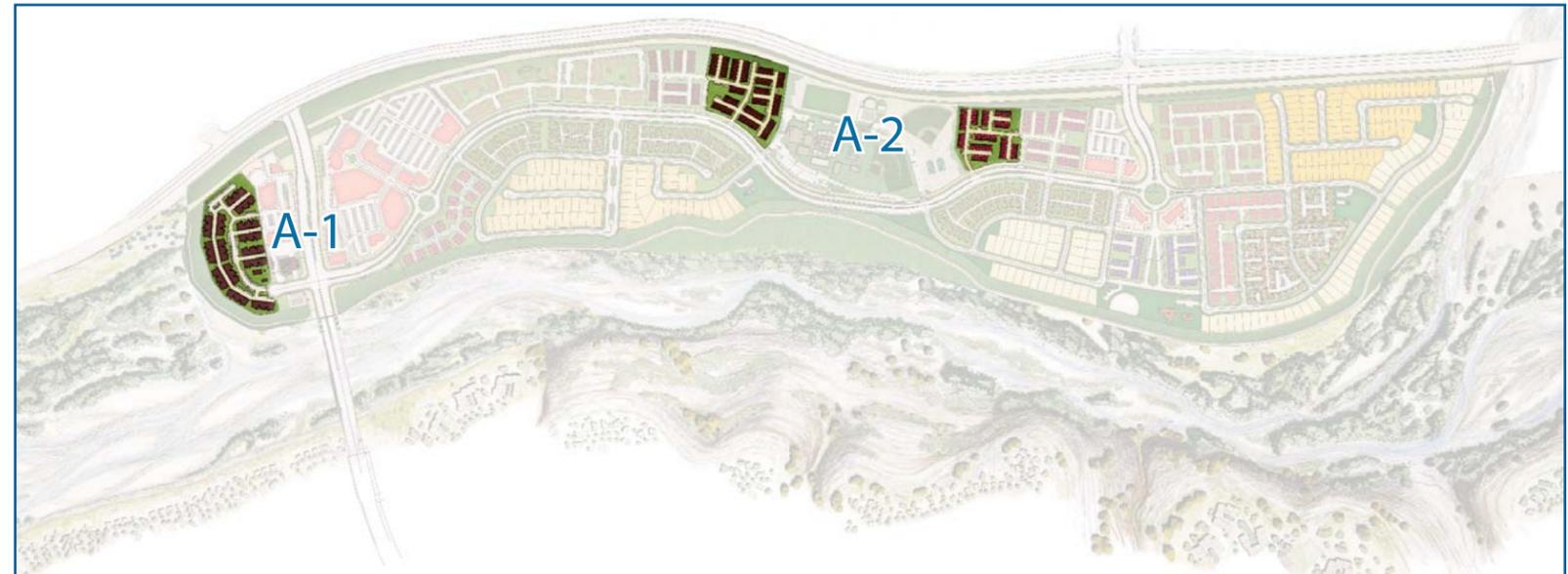


### 1.7.3 Affordable Housing Program

- Provides work force housing for very low, low, and moderate incomes.
- Integrates seamlessly into neighborhoods.

#### Overall Newhall Ranch Program

	Moderate Income	Low Income	Low Income	Very Low Income
Median Income	81%-120%	66%-80%	51%-65%	0%-50%
Homesites	1,210	220	330	440
Landmark For Sale	A-2 161			
Landmark For Rent				A-1 140



#### The Landmark Program

The Landmark community will contain 301 affordable homes located within the development. There will be two affordable programs within this community, moderate income for-sale homes, and very-low income family rentals.

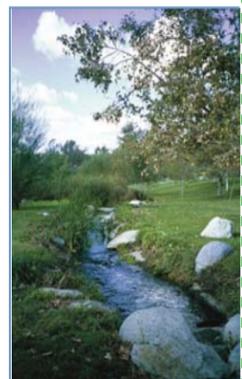
#### For Sale Homes for Moderate Income Families

161 homes will be provided for moderate income (81-120% of Los Angeles County median income, adjusted for family size) families. These homes will be located in area A-2 per the attached map. This location is especially appropriate because of its access to transportation services and Highway 126, and its proximity to an elementary school, park, and commercial services.

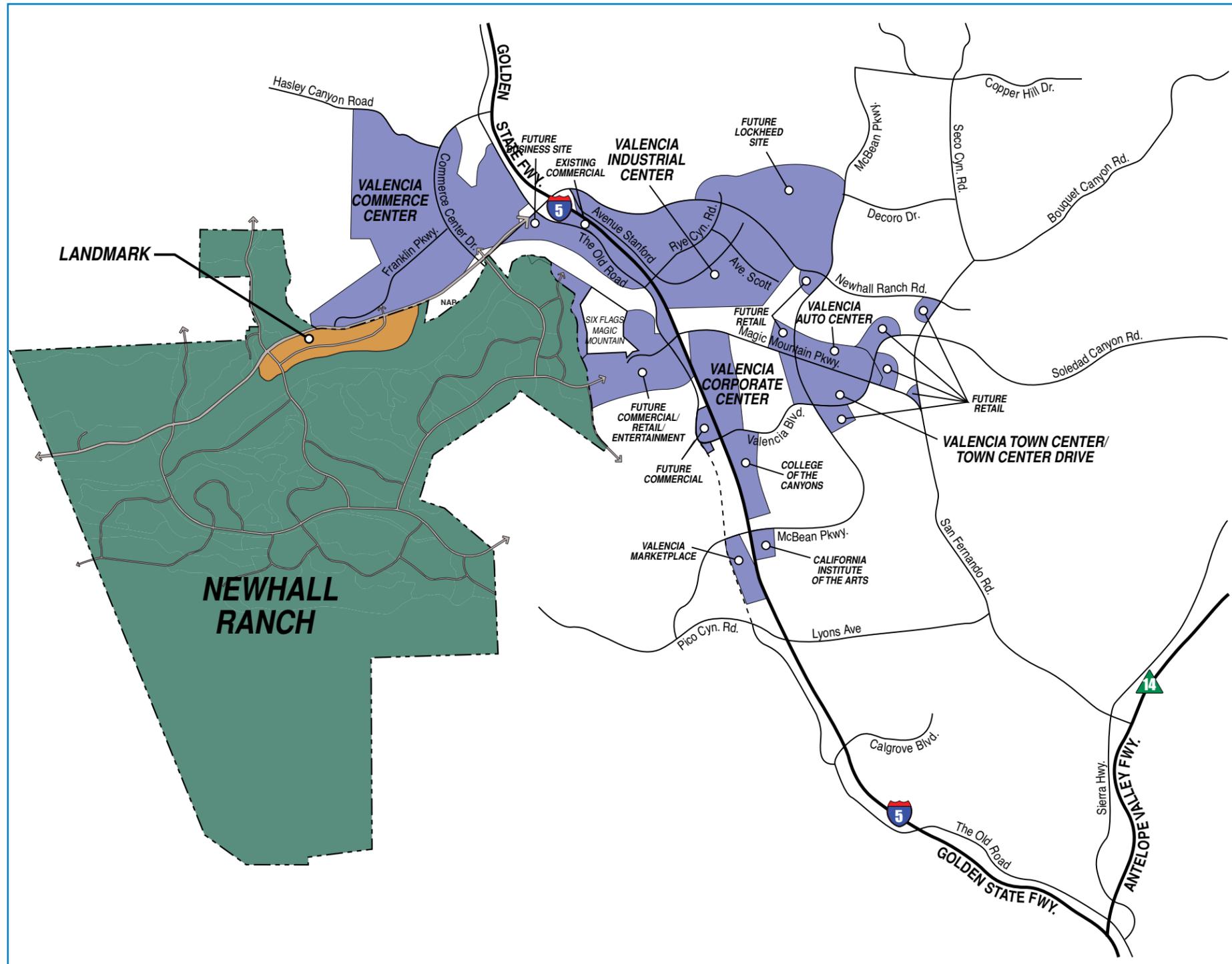
Prequalification and sales of these homes will begin in accordance to the requirements of the Affordable Housing Program and Affordable Housing Implementation Plan of the Specific Plan.

#### Rental Homes for Very-Low Income Families

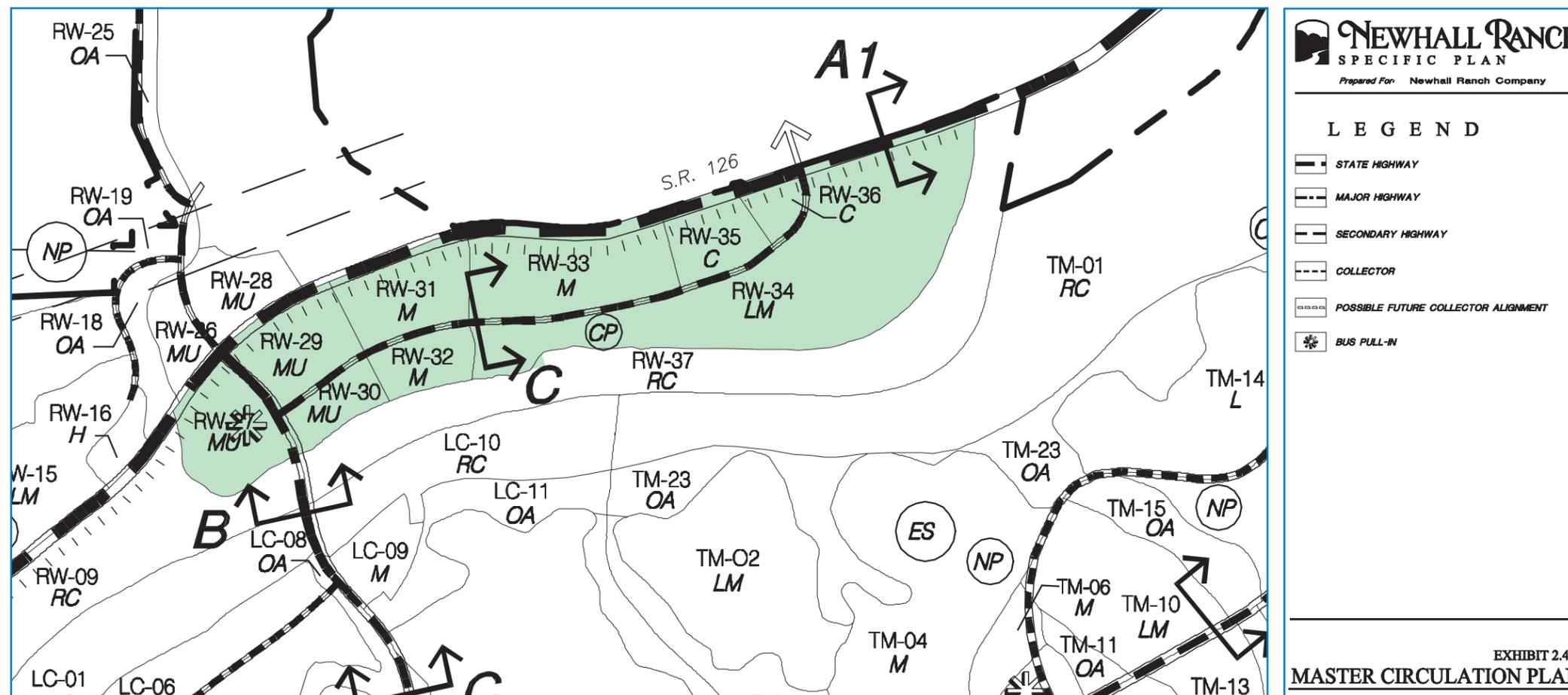
140 rentals will be provided for very low income (0-50% of Los Angeles County Median Income, adjusted for family size) families in Area A-1. This location also has excellent access to transportation services, schools, parks and commercial services.



### 1.7.4 Proximity to Jobs



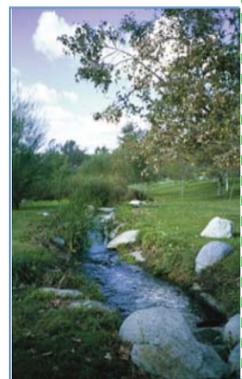
Adjacent to existing Major Employment Centers such as Magic Mountain, Valencia Commerce Center, Valencia Industrial Center, and Valencia Town Center, the project provides unique employment opportunities for all ages to work close to home and lessen traffic impacts in the area.

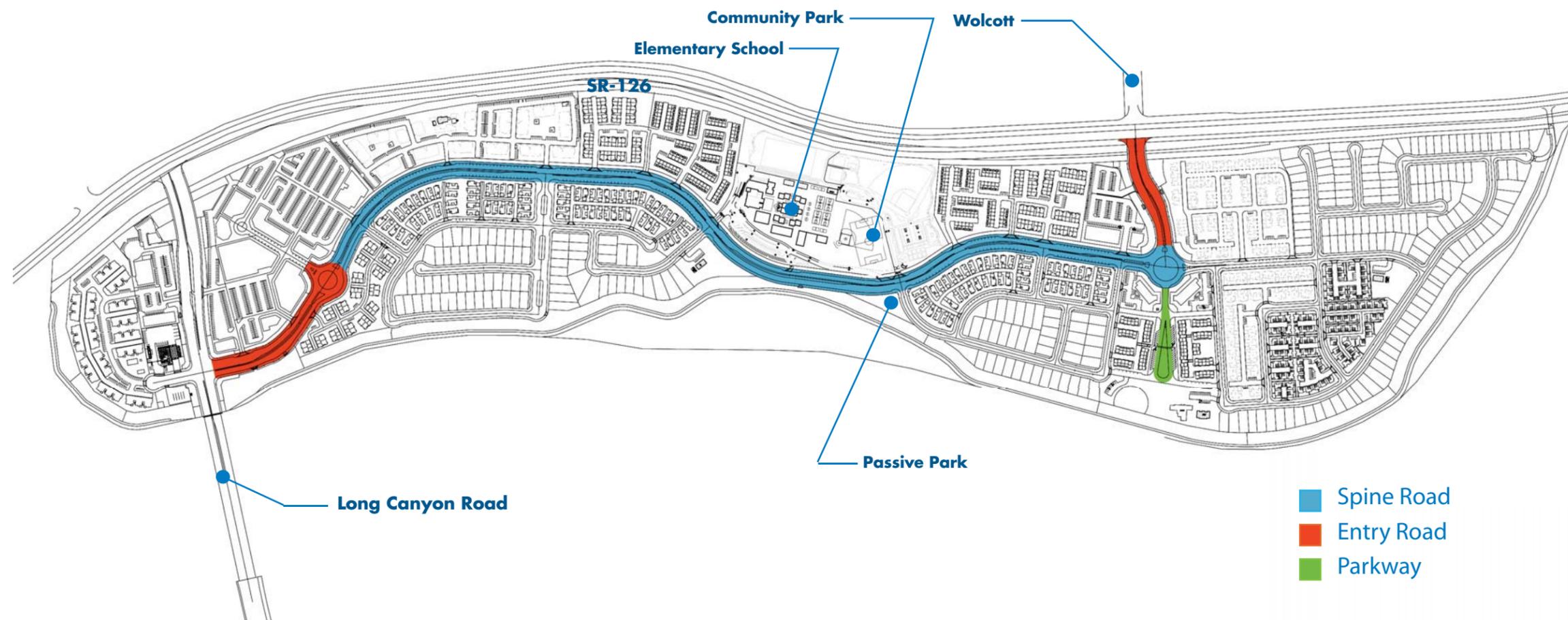


**Landmark Portion of Master Circulation Plan From Specific Plan**

The Mobility Plan (Section 2.4) of the Newhall Ranch Specific Plan was designed to be a flexible mechanism by which necessary circulation modes of travel within the Specific Plan Area could be integrated with regional networks. The goals of the Mobility Plan were deemed consistent with the Los Angeles County General Plan Transportation Element and the Mobility Objectives of the Specific Plan, namely:

- Design a mobility system which includes alternatives to automobile use.
- Provide a safe, efficient, and aesthetically attractive street system with convenient connections to adjoining regional transportation routes.
- Facilitate public transit by reserving right-of-way for future Rail line, space for a park-and-ride and/or Train station, and by providing bus pull-ins along highways.
- Provide an efficient street circulation system that minimizes impacts on residential neighborhoods and environmentally sensitive areas.
- Establish a diverse system of pedestrian and bicycle trails, segregated from vehicle traffic, to serve as an alternative to automobile use.



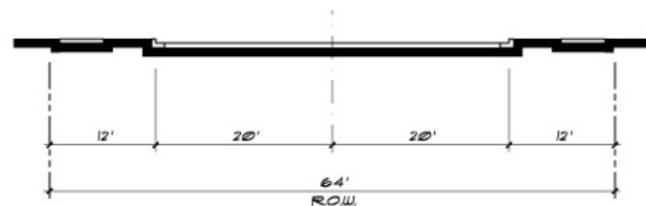


**Landmark Circulation Plan**

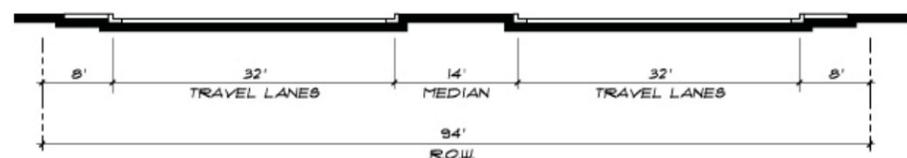
The Landmark Circulation Plan seeks to implement these Mobility Objectives to the greatest degree possible and remain consistent with the requirements and intent of the Specific Plan. In most cases, minor modifications to the street sections set forth in the Specific Plan and/or the Los Angeles County Subdivision Code are proposed in order to “establish a diverse system of pedestrian and bicycle trails, segregated from vehicle traffic, to serve as an alternative to automobile use”. The exhibits on the following pages show how each street category is in substantial conformance with the Specific Plan (per Section 5.2 #2 (9) which allows for such adjustments).

The only major departure from the Specific Plan in the Landmark Circulation Plan is the change of classification for the spine road through the Village depicted as a street on the TTM. The Master Circulation Plan (Exhibit 2.4-2) of the Specific Plan designated the spine road as a Secondary Highway. Traffic analysis based on the reduced number of residential units and reduced non-residential square footage (see Table 5.4-1) for Landmark has indicated the lack of need for a Secondary Highway.

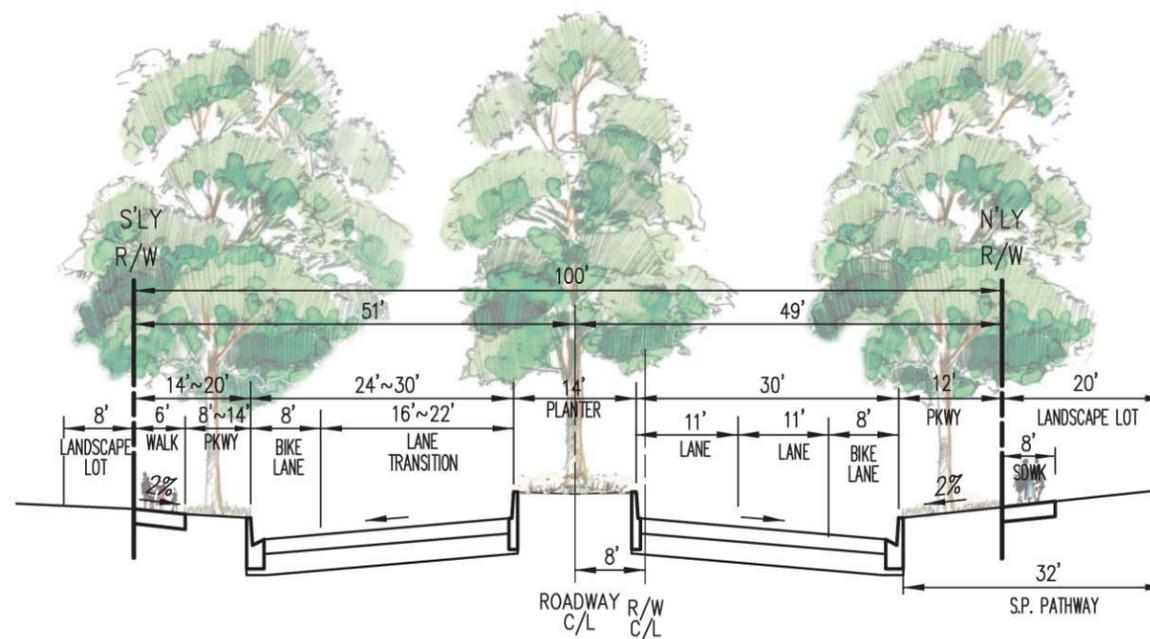
As the following exhibit demonstrates, the right of way remains fundamentally the same; however, the reduced travel lane pavement is converted into an aesthetically attractive parkway with a combination bike and pedestrian trail. The Secondary Highway is proposed to be reduced to collector street which requires an amendment to the General Plan, Santa Clarita Valley Area Plan and Newhall Ranch Specific Plan Circulation Plan.



Specific Plan Collector



Specific Plan Secondary Highway

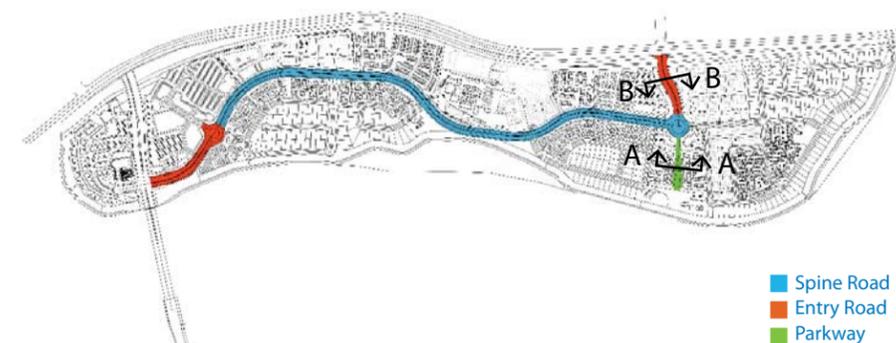


Spine Road ("A" Street)

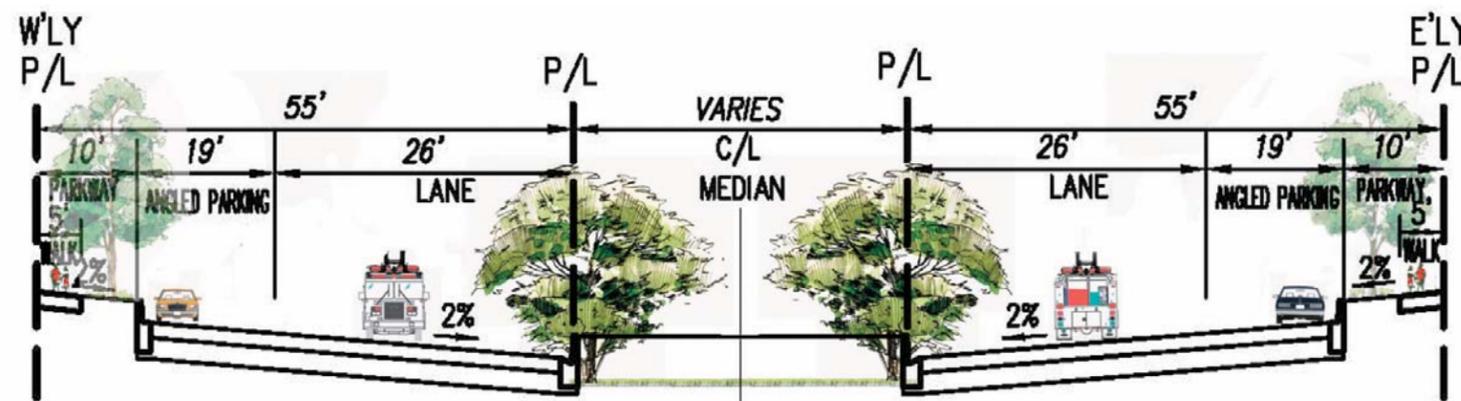
\* Final section to be shown on TTM.



The Entry Roads to Landmark and the Village Quad Parkway represent specialized street category solutions at a level of detail not set forth in the more general Specific Plan. They are, however, consistent with the General Plan and Specific Plan goals to make the community more pedestrian friendly and aesthetically pleasing. Substantial Conformance is attained consistent with the Specific Plan per Section 5.2 #2 (9).

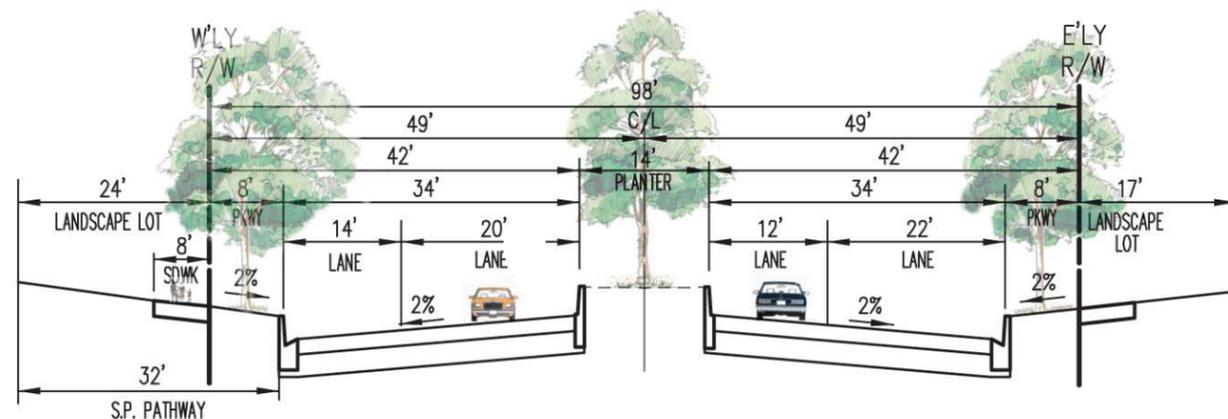


Key Map



Private Drive (Village Quad Parkway)

Section A-A

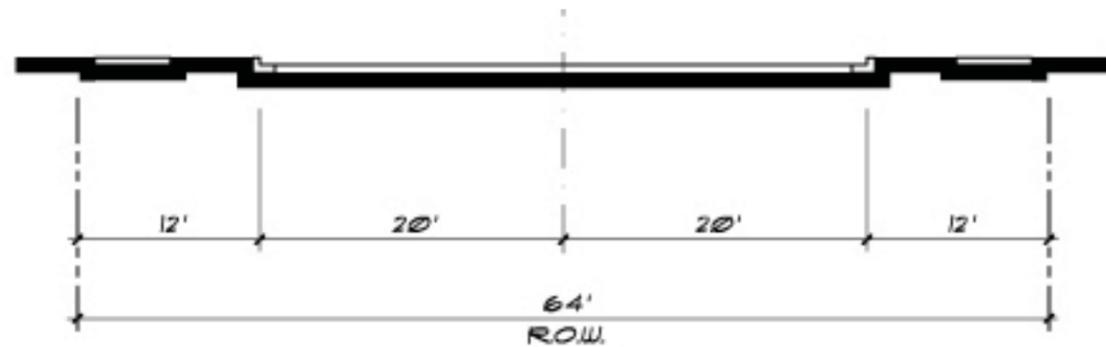
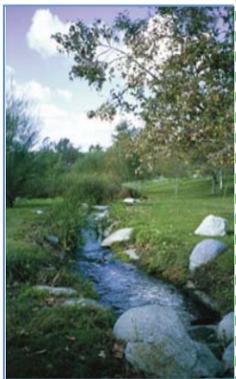


Wolcott (Entry Road)

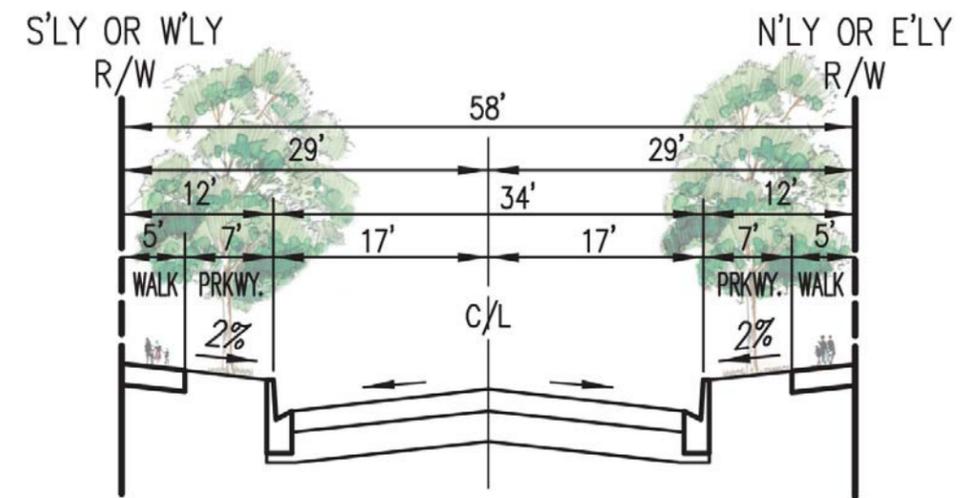
Section B-B

Like the Spine Road and the Entry Roads, the Local Streets of the Landmark Circulation Plan represent more specialized adaptations of the Specific Plan roadway standards. Consistent with the goals and objectives of the General Plan, the Local Streets of Landmark seek to increase safety and pedestrian friendly use of the roadways by:

- Reducing design speed;
- Minimizing cul-de-sacs;
- Introducing traffic calming elements;
- Reducing street width at pedestrian crossing points; and
- Reducing curb cuts.



Specific Plan County Local Street



Landmark Local Street



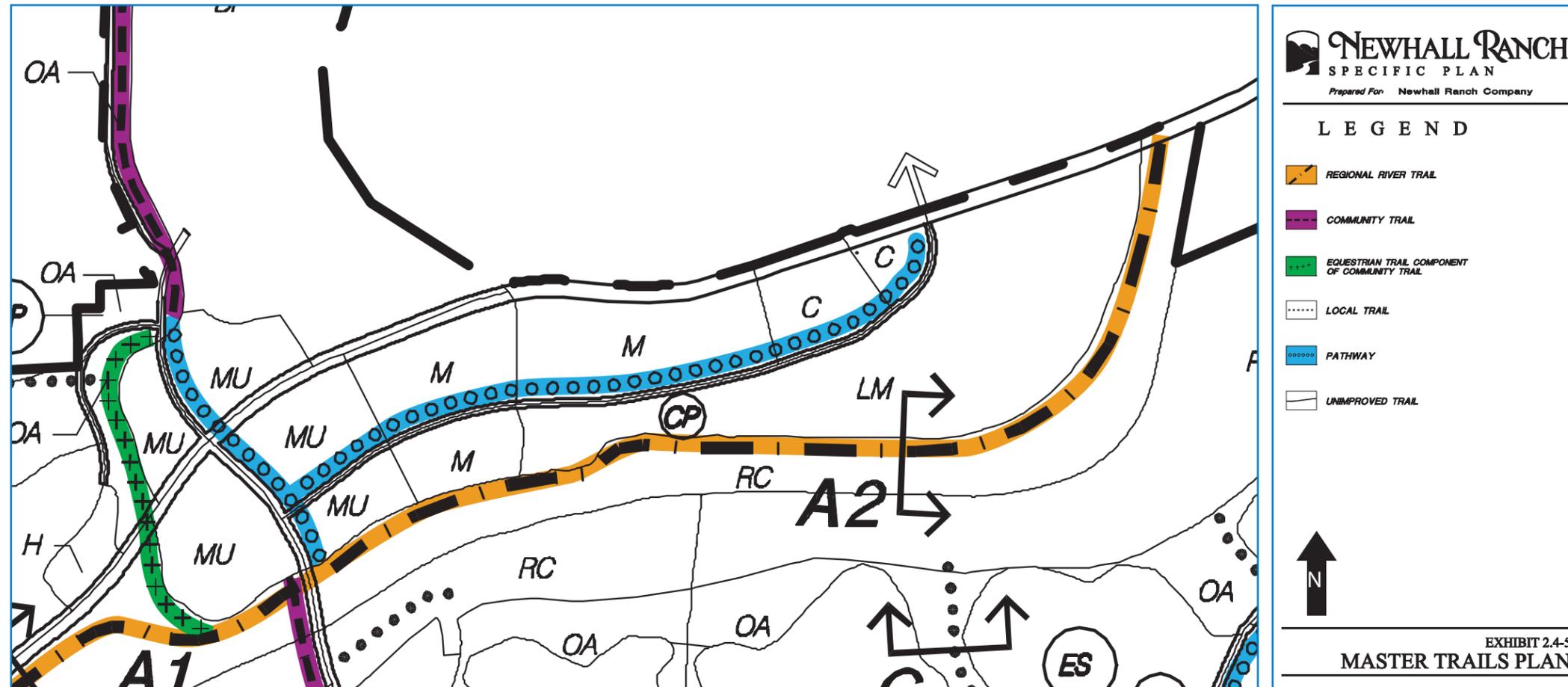
Round points are utilized at key points in the roadway system to calm traffic speeds while at the same time allowing for continuous circulation. Their small town “feel” also helps to create the traditional neighborhood design functionality of Landmark roadways.



Rear loading or recessing garages de-emphasizes the automobile and helps to create “public living rooms” in the front yards. Parking opportunities are also increased.

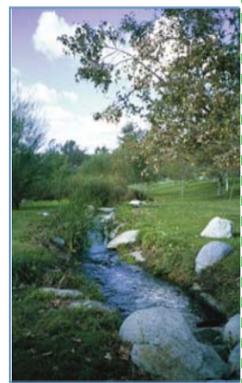


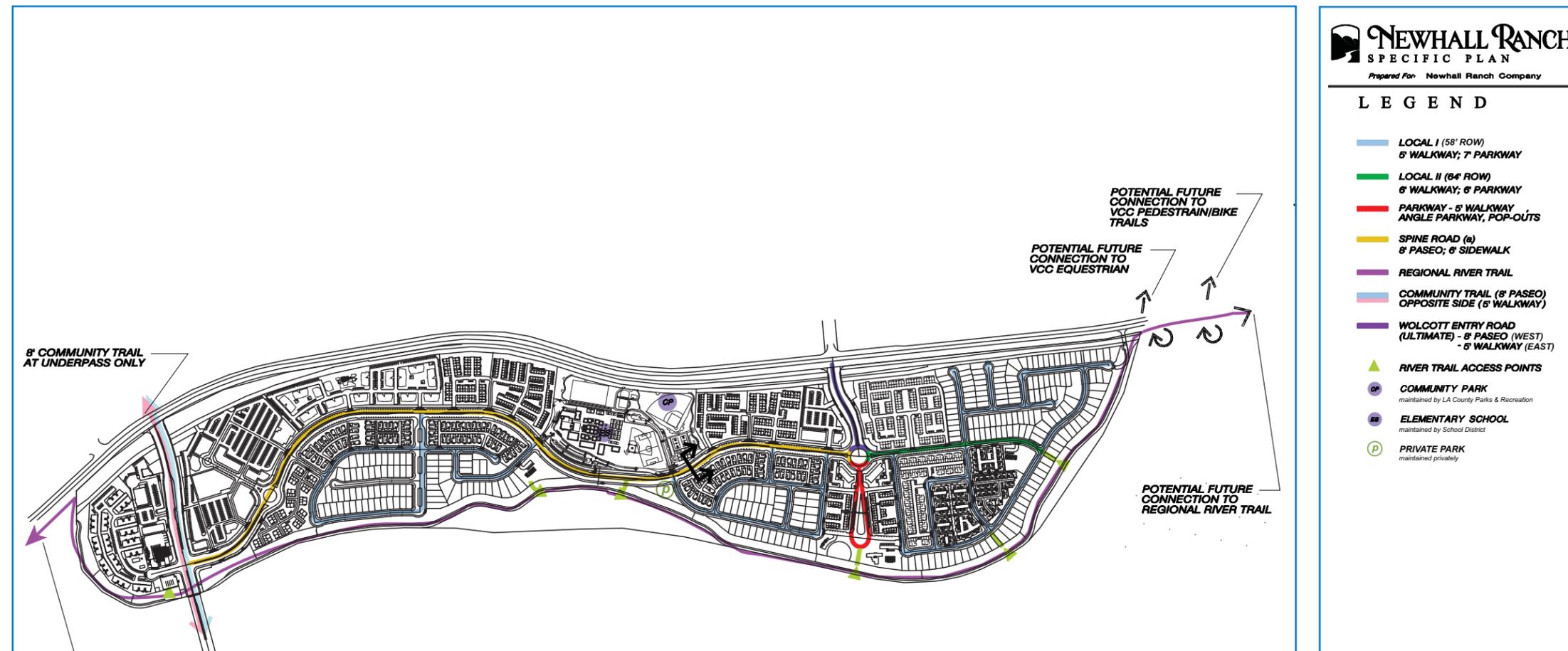
By reducing the distance which pedestrians must cross at intersections, parkway extensions promote a more intimate, pedestrian friendly and well landscaped street scene.



**Landmark Portion of Master Trails Plan From Specific Plan**

The Master Trails Plan of the Specific Plan (see relevant excerpt above) merely gave broad, general trail alignments and classifications. It ensured that the Landmark Area would be linked to the greater Newhall Ranch via the Regional River Trail and the Community Trail network. It is the Landmark Trails Plan, however, that fulfills the intent of the Specific Plan and provides the level of specificity necessary to ensure that each residence and all community service areas are linked via a practical, aesthetically pleasing pedestrian trail system.

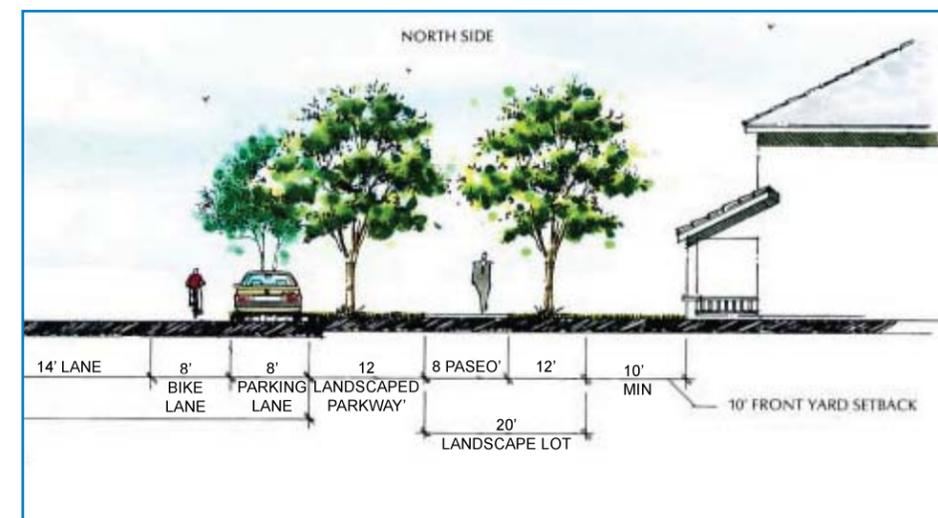




**Landmark Trails Plan**

The Landmark Trails Plan provides a tract map level of detail. It clearly implements the Specific Plan goals and objectives by delineating:

- A clearly defined hierarchy of trail sizes and functionality (with necessary refinements as provided for by Section 5.2 #2 (9)); and
- Adding specific access points to off project regional trail systems.



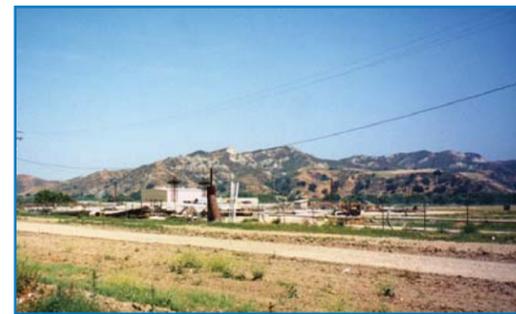
**Spine Road Paseo**



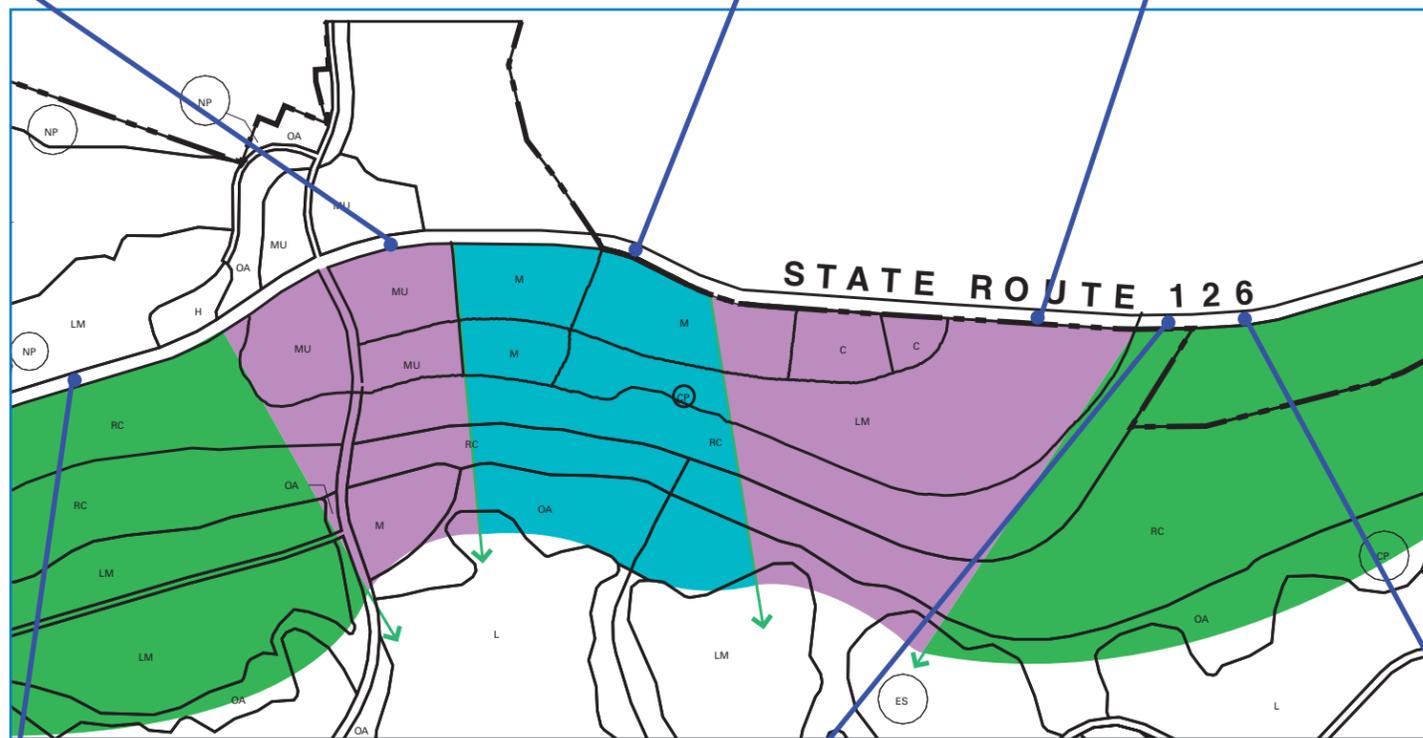
View Obstruction to be Removed by Project Improvements



View Obstruction to be Removed by Project Improvements



View of Existing Agricultural Operations



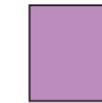
Legend



Viewshed Unaltered by Project



Viewshed Partially Altered by Project (Including Opening of Currently Obstructed Views)



Viewshed Substantially Altered by Project Development and Transportation Improvements

SR-126 Viewshed Exhibit

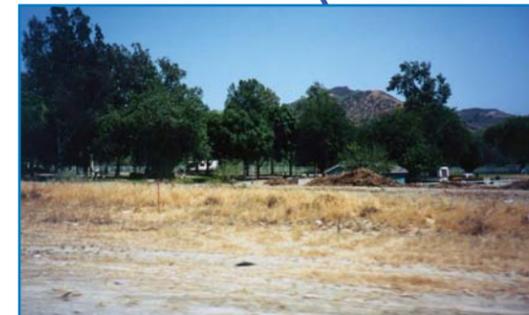
This is the original viewshed analysis exhibit presented at the Planning Commission Hearings for the Specific Plan. A similar application of these viewshed categories (see exhibit at right) demonstrates at a tract map level of detail how Landmark has implemented the original conceptual analysis.



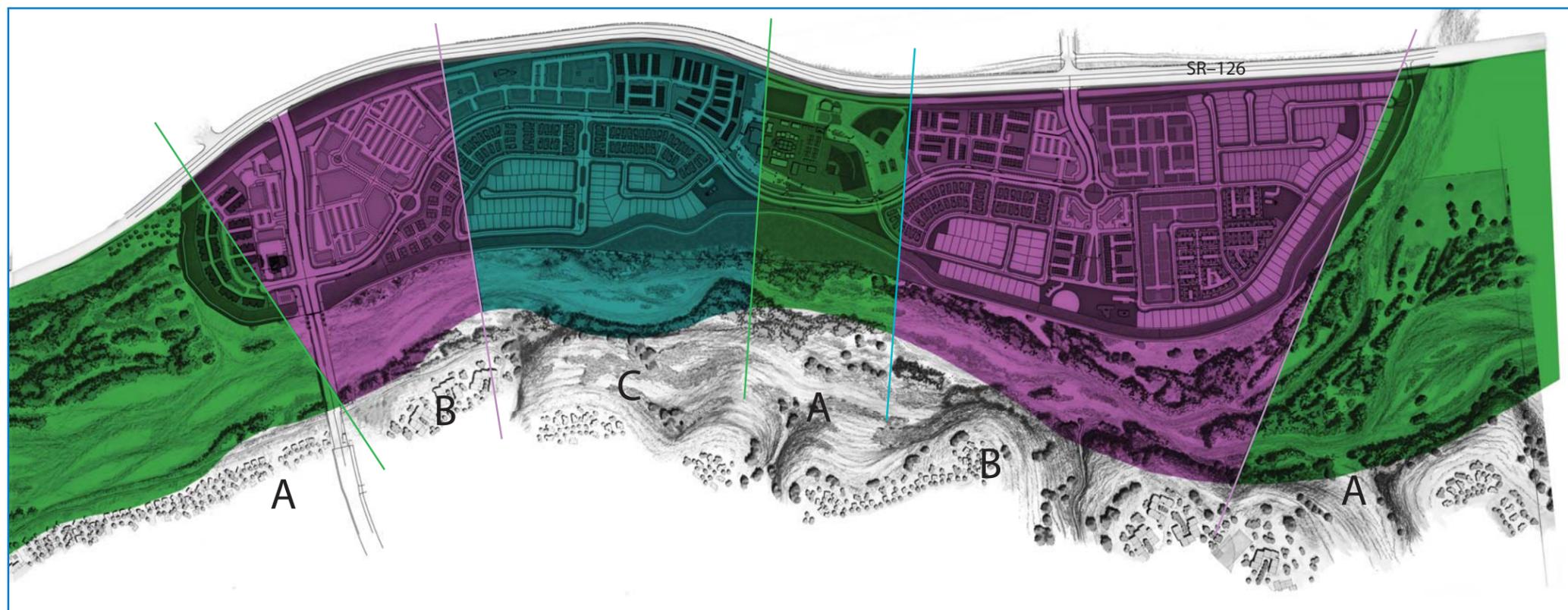
River Corridor View Unaltered by Project



Existing View of Castaic Creek Unaltered by Project



Existing View of Travel Village Unaltered by Project



**Landmark SR-126 Viewshed**

**A** Viewshed Unaltered by Project

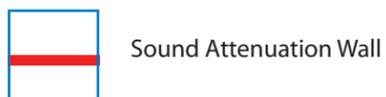
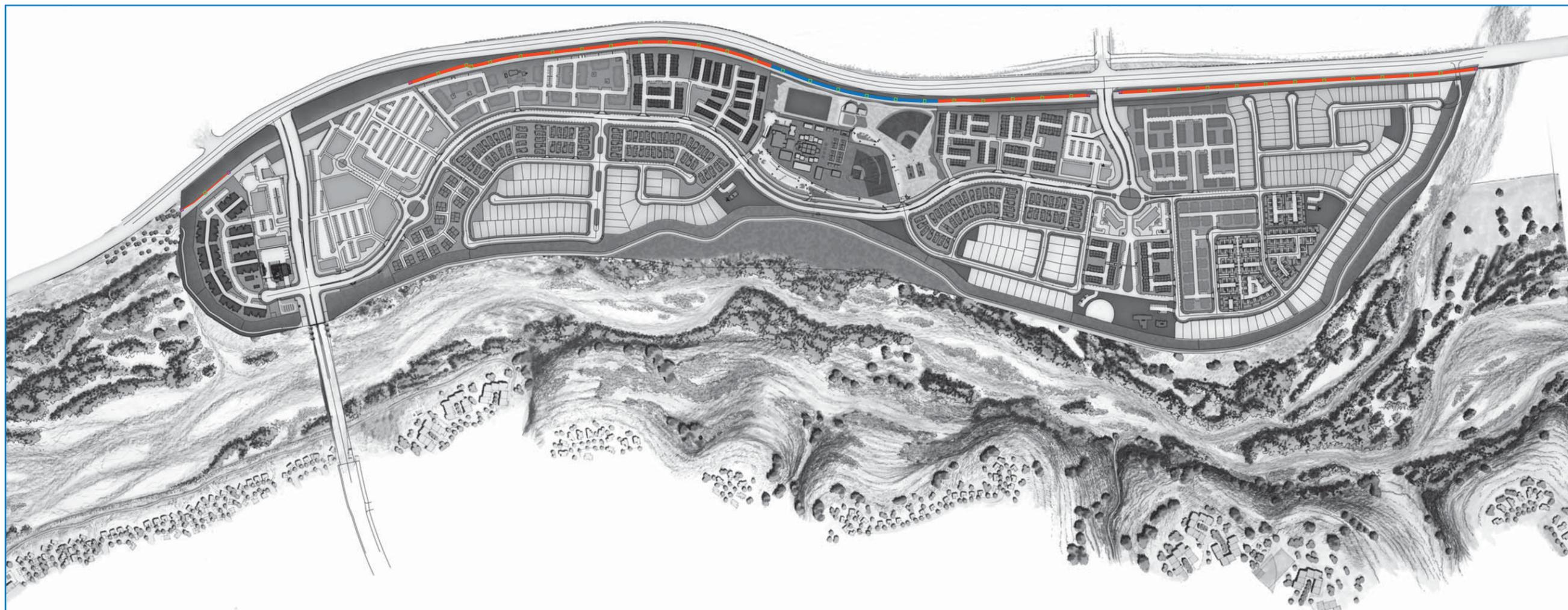
Much of the current SR-126/Santa Clara River viewshed will remain unaltered. The areas flanking Landmark will maintain their views from the highway of River Corridor vegetation. The community has also been designed to allow for a view opportunity through the community park area into the river habitat and bluffs beyond.

**B** Viewshed Substantially Altered by Project Development and Transportation Improvements

The major viewshed impact of Landmark will be the sound attenuation landscape and structures added to the SR-126 corridor. A conceptual plan for the sound attenuation necessary to protect residences from the impacts of traffic noise are shown on the following pages. Above the landscape and sound attenuation walls, views of the river corridor bluffs and the major ridgeline of the High Country will remain visible.

**C** Viewshed Partially Altered by Project (Including Opening of Currently Obstructed Views)

This section of SR-126 will be at an elevated grade so that partial views of the river corridor, over the development, will be possible. Sound attenuation walls will be a factor but to a lesser extent than at grade condition.



**Sound Attenuation Wall**

To protect and buffer the residential neighborhoods of Landmark from SR-126 highway noise, a sound attenuation wall will be necessary. The wall will be located within the Cal Trans right-of-way, as close as possible to the noise source.



**Height Transition Pilaster**

For undulating grade and land use conditions, it will be necessary for the sound attenuation wall to vary in height. The wall height variations will also serve to break up the plane of the wall and add interest.



**Plexiglass Sound Wall**

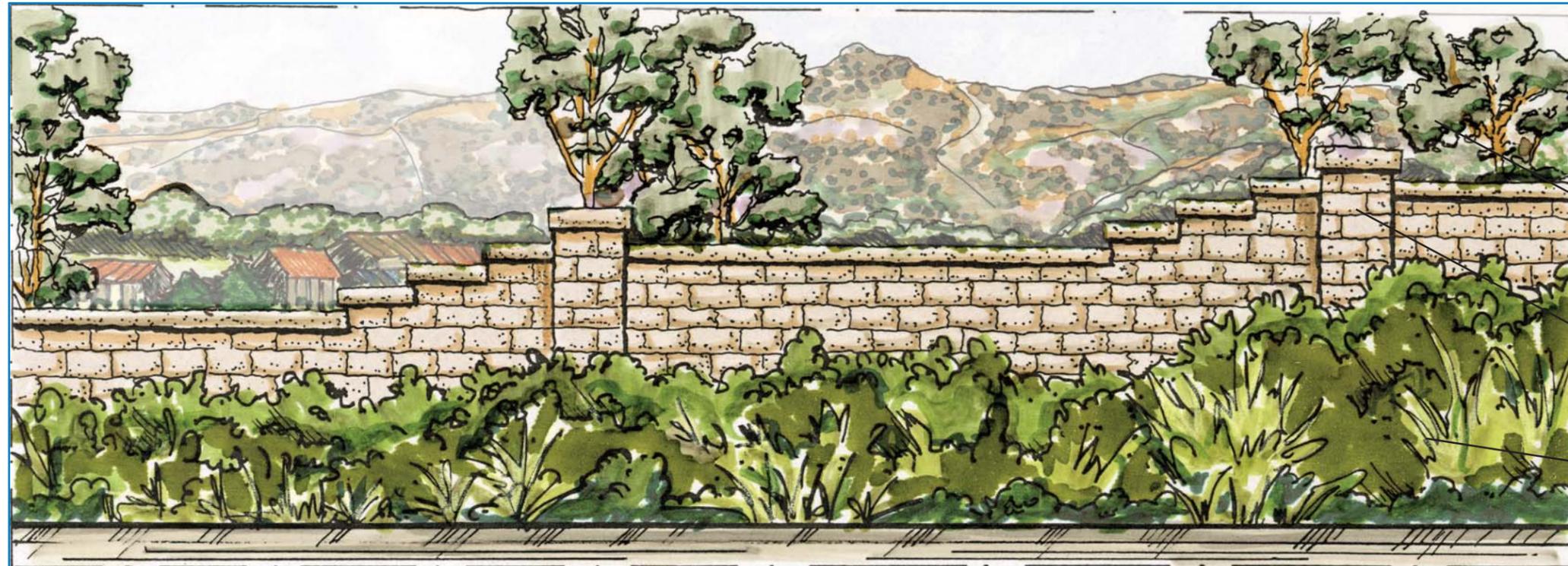
To promote SR-126 views of the Community Park and Santa Clara vegetation below, a plexiglass wall is being designed in conjunction with the sound attenuation wall (see exhibit on facing page).



**Accent Pilaster**

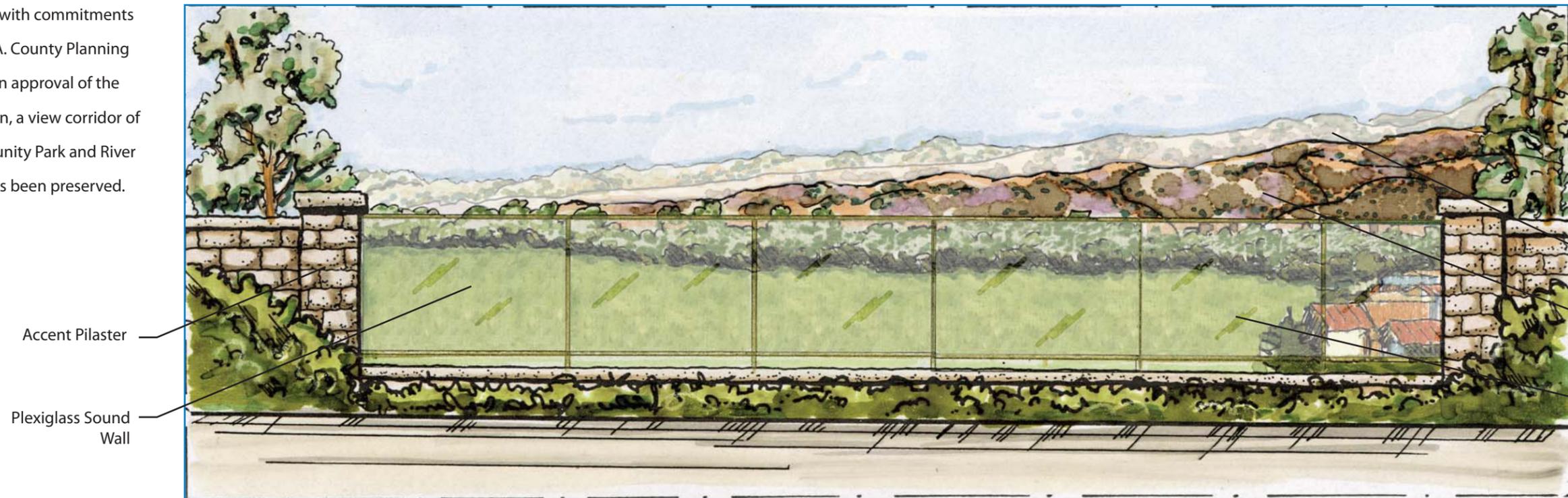
At approximately 100' on center, the sound attenuation wall will be accented by pilasters. While the exact design and dimension of the pilasters will be set forth in subsequent construction drawings, a conceptual view of pilaster form is shown at right.

The Landscape Architect's study at right is based on actual grade conditions. The concept is to provide the necessary sound attenuation protection to Landmark residents, while at the same time minimizing the impact of the walls with landscaping and earth tone materials. Views over the sound wall of the River Bluffs and High Country Ridgeline shall be maintained.

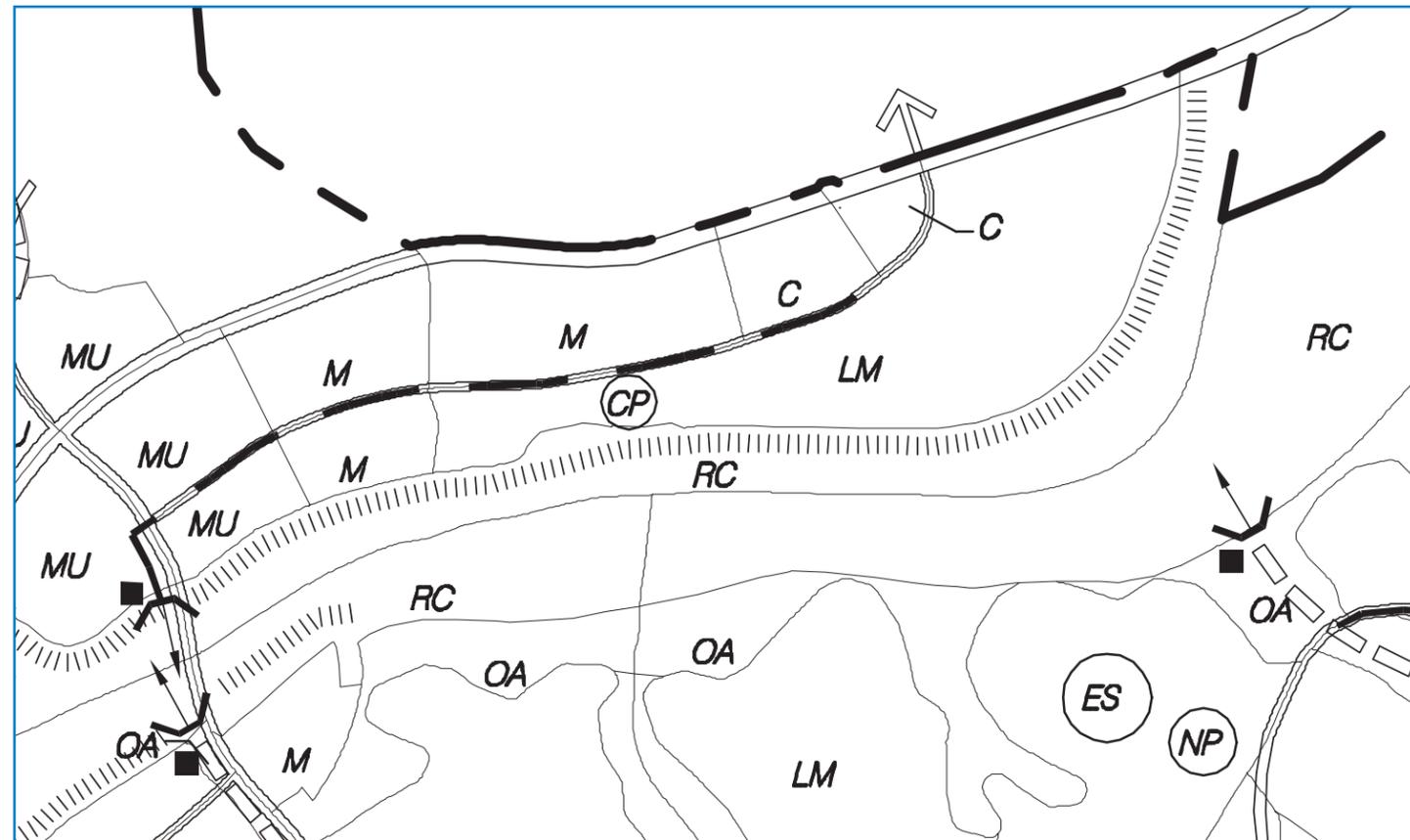


SR-126 Sound Attenuation Wall Concept Study

Consistent with commitments made at L.A. County Planning Commission approval of the Specific Plan, a view corridor of the Community Park and River Corridor has been preserved.



SR-126 View Fence Concept Study



**NEWHALL RANCH™**  
 SPECIFIC PLAN  
 Prepared For: Newhall Ranch Company

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**LEGEND**

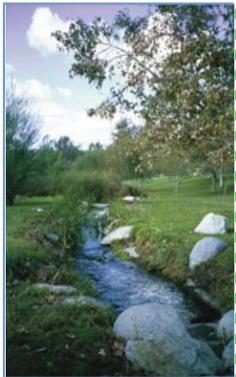
- OPEN DRAINAGE
- CLOSED SYSTEM
- INLET
- OUTLET
- N.P.D.E.S. WATER QUALITY BASIN
- BANK STABILIZATION

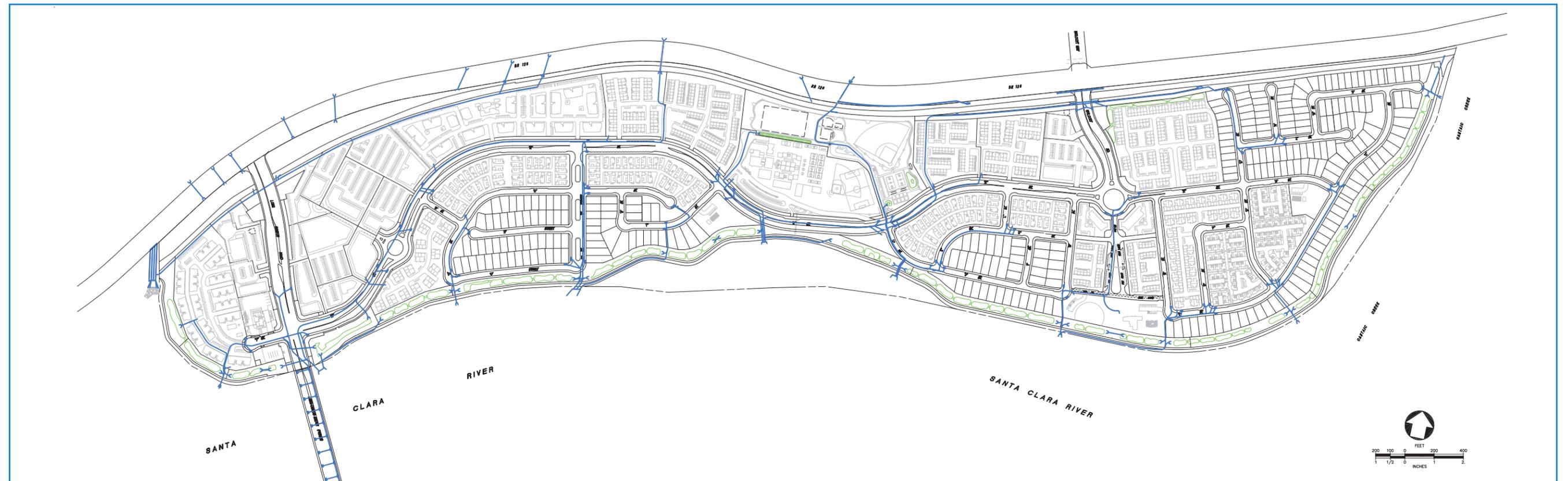
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EXHIBIT 2.5-1  
**CONCEPTUAL  
 BACKBONE DRAINAGE PLAN**

**Landmark Portion of Master Drainage Plan From Specific Plan**

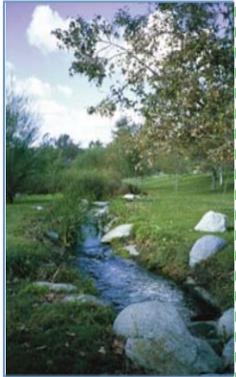
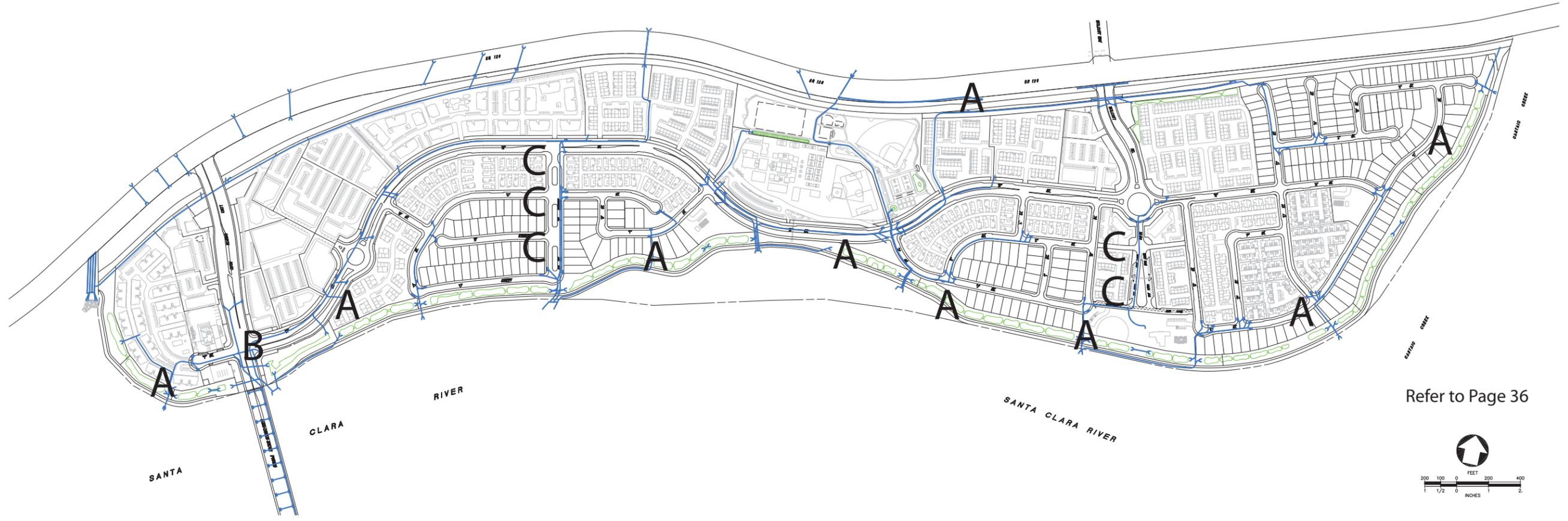
The Conceptual Backbone Drainage Plan of the Specific Plan set forth the framework by which drainage and flood protection to the site would be provided. A primary goal of the plan was to provide this protection while preserving the Santa Clara River as a resource. To meet this goal several criteria were identified in the planning process, and commitment to meet the ongoing requirements of all NPDES permits and programs were established.





### Landmark Drainage and Water Quality Plan

The Landmark Drainage and Water Quality Plan demonstrates conformance with the requirements of the Specific Plan. The Plan incorporates innovative methodologies to meet or exceed the continually upgraded NPDES requirements. The plan delineated above represents a comprehensive series of flood control and water quality options designed to allow for a flexible state-of-the-art system to both protect development and preserve the Santa Clara River. The features of this plan are intended to blend into the community as an extension of the landscaping.





Landscaped Swale

A



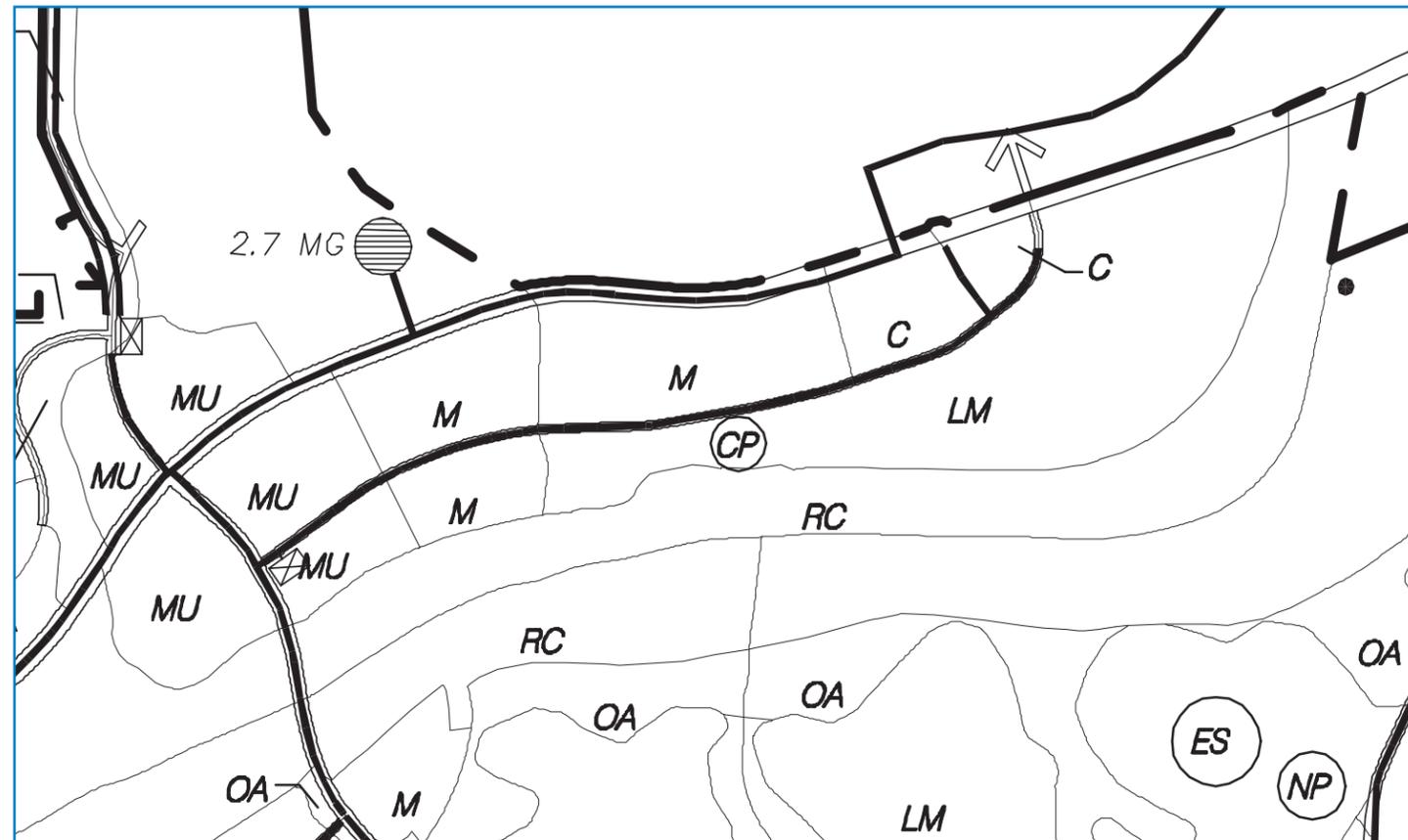
Water Quality Basin

B



Depressed Roundabouts or Parking Islands as Filters

C



**NEWHALL RANCH**  
 SPECIFIC PLAN  
 Prepared For: Newhall Ranch Company

**LEGEND**

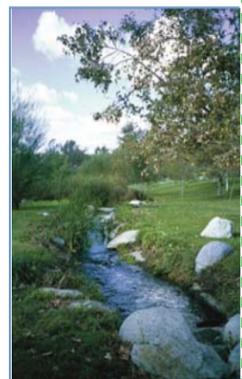
- WATER TANK SITE (POTABLE AND/OR RECLAIMED)
- PUMP STATION
- PRESSURE REDUCTION STATION
- POTENTIAL AQUIFER STORAGE AND RECOVERY WELLS (ASR)
- WATER AND/OR RECLAIMED WATER LINES
- WATER RECLAMATION PLANT

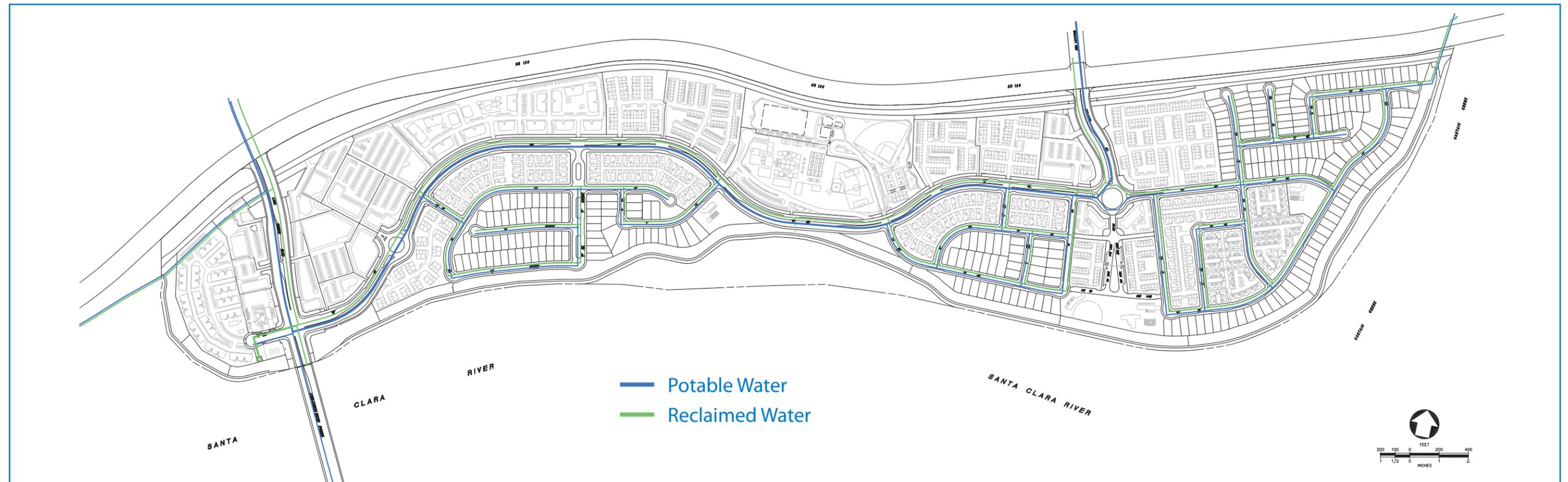
EXHIBIT 2.5-2  
**CONCEPTUAL  
 BACKBONE WATER PLAN**

**Landmark Portion of Master Water Plan From Specific Plan**

The Conceptual Backbone Water Plan of the Newhall Ranch Specific Plan set forth on-site storage and water distribution systems to provide adequate fire and domestic use service. The Specific Plan further commits to provide reclaimed water, to the extent available, for irrigation use.

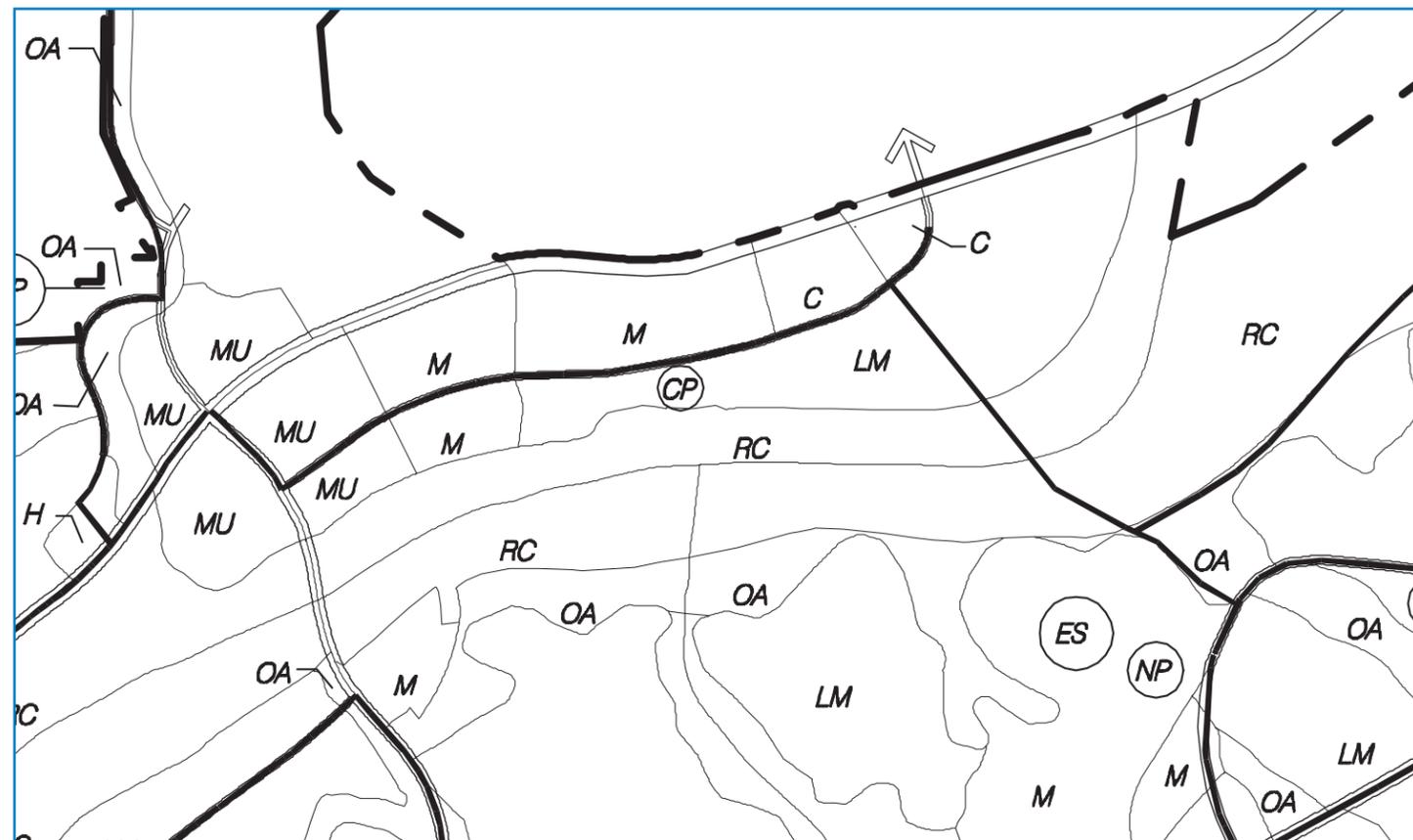
The Landmark Potable and Reclaimed Water Plan provides the more detailed framework by which this specific community will be served.





### Landmark Potable and Reclaimed Water Plan

While the precise routing of water lines for the delivery system delineated above differ to some extent from the Conceptual Plan set forth in the Specific Plan, this routing flexibility falls within the prescribed Substantial Conformance parameters - see Specific Plan Implementation Section 5.2 #2b(a).



**NEWHALL RANCH.**  
 SPECIFIC PLAN  
 Prepared For: Newhall Ranch Company

**LEGEND**

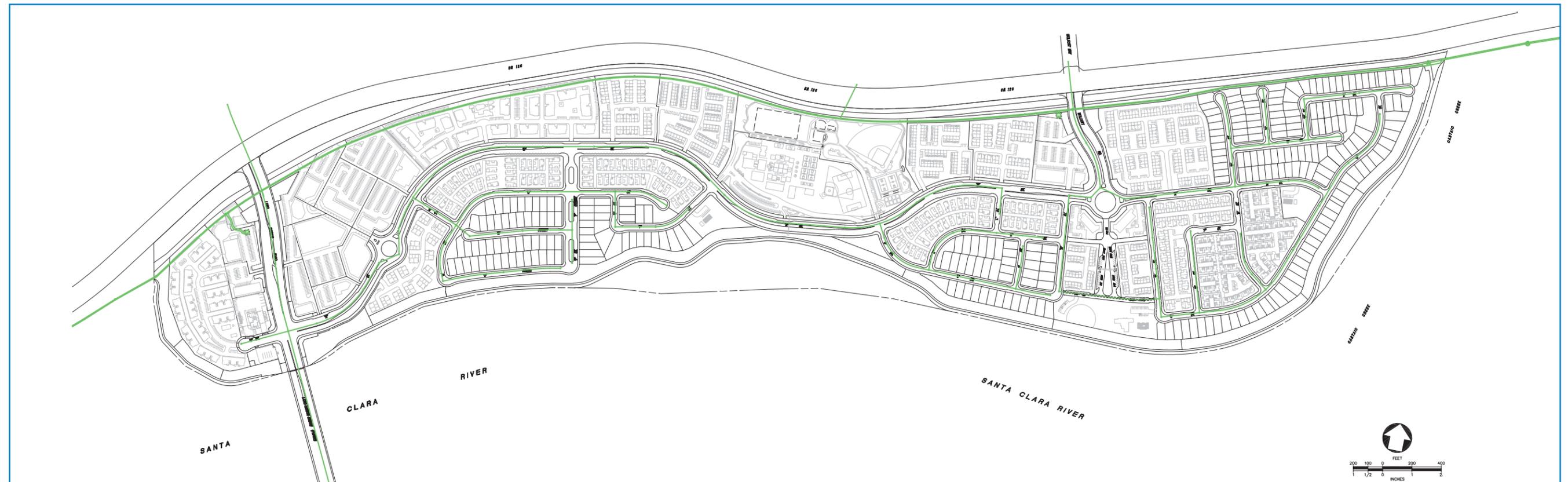
- SEWER LINE SYSTEM
- PROPOSED WATER RECLAMATION PLANT

EXHIBIT 2.5-3  
**CONCEPTUAL  
 BACKBONE SEWER PLAN**

**Landmark Portion of Master Sewer Plan From Specific Plan**

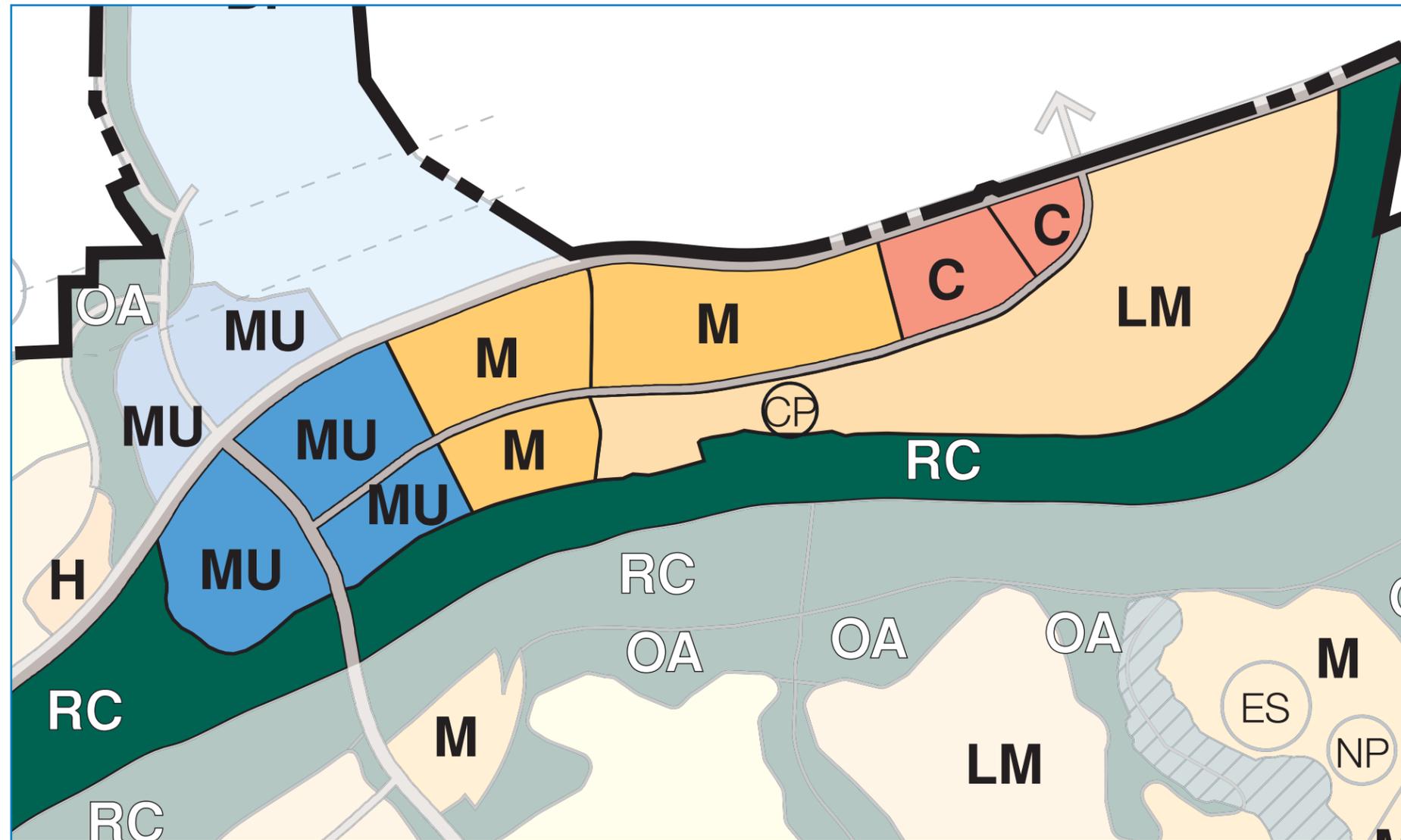
The Conceptual Backbone Sewer Plan of the Newhall Ranch Specific Plan set forth a system for sewage collection which included connection to a water reclamation plant, a collection system with pump stations, and both gravity and force mains. Further, all facilities are required to be designed and constructed for maintenance by the County of Los Angeles and/or the Sanitation District(s) in accordance with their manuals, criteria, and requirements.





### Landmark Sewer Plan

While the precise routing of sewer lines for the delivery system delineated above differ to some extent from the Conceptual Plan set forth in the Specific Plan, this routing flexibility falls within the prescribed Substantial Conformance parameters - see Specific Plan Implementation Section 5.2 #2b(a).



**NEWHALL RANCH**  
SPECIFIC PLAN  
Prepared For: Newhall Ranch Company

	ESTATES
	L LOW DENSITY
	LM LOW-MEDIUM DENSITY
	M MEDIUM DENSITY
	H HIGH DENSITY
	MU MIXED USE
	C COMMERCIAL
	BP BUSINESS PARK
	VS VISITOR SERVING
	OA OPEN AREA
	RC RIVER CORRIDOR
	HC HIGH COUNTRY
	CDFG SPINEFLOWER CONSERVATION EASEMENTS
	ROADS*
	SCE/UTILITY EASEMENT

**LAND USE OVERLAYS (POTENTIAL LOCATIONS)**

	CP COMMUNITY PARK
	NP NEIGHBORHOOD PARK
	ES ELEMENTARY SCHOOL
	JH JUNIOR HIGH SCHOOL
	HS HIGH SCHOOL
	LIB LIBRARY
	GC GOLF COURSE
	LK COMMUNITY LAKE
	FS FIRE STATION
	S ELECTRICAL SUBSTATION
	WR WATER RECLAMATION PLANT

\*Roads/road right of way within CDFG spineflower conservation easements and all other spineflower preserves are subject to realignment prior to subdivision approval pursuant to Board motion (March 25, 2003).

EXHIBIT 2.3-1  
LAND USE PLAN

**Landmark Portion of Land Use Plan From Specific Plan**

The exhibit above and the companion Landmark Land Use Plan, as well as the statistical comparison of the revised annotated Land Use Plan on the following pages, demonstrate the substantial conformance of the Landmark Tract Map with the original intent of the Specific Plan. The precise parameters of the Adjustment/Transfer/Conversion Regulations (Section 3.5) of the Specific Plan have been followed in the design of Landmark. In summary, these regulations relevant to Landmark require:

- Not exceeding 1,444 total dwelling units;
- Not exceeding the total maximum building square footage set forth in the Annotated Land Use Plan Statistical Summary;
- No planning area to change in total acreage by more than 20 percent; and
- No more than 10 acres of residential land use designation area may be converted to Mixed Use.

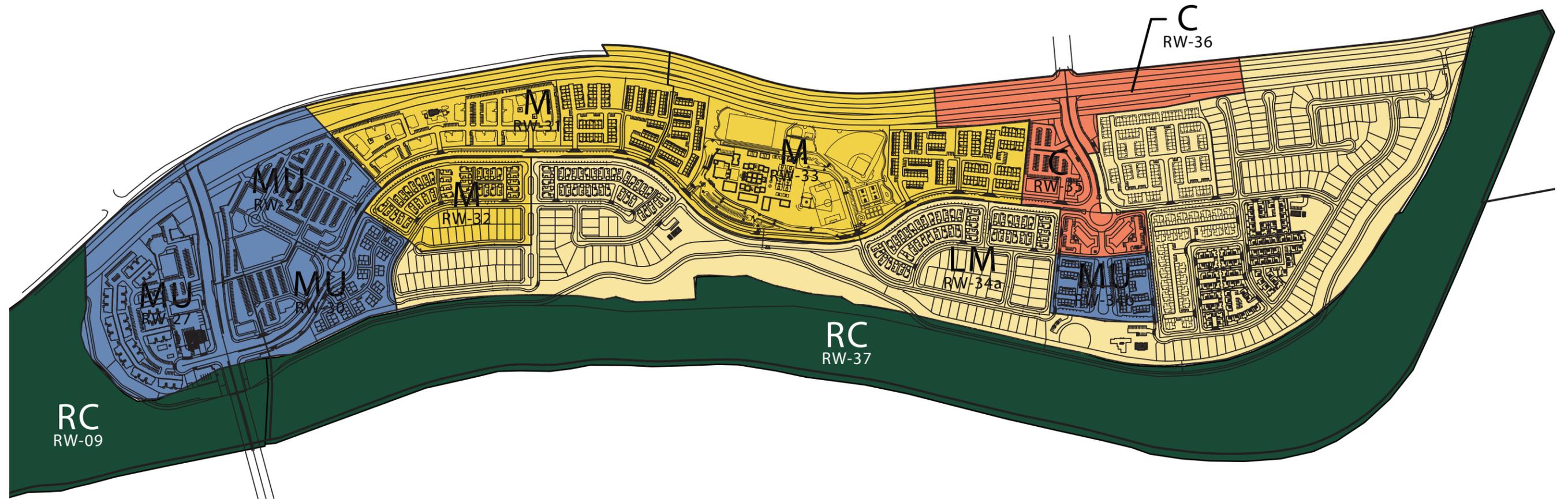


**Landmark Land Use Plan**

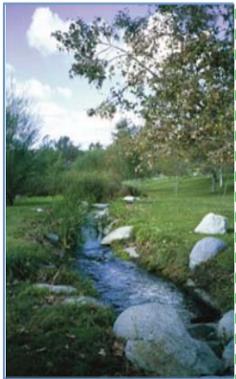
The Land Use Overlay flexibility (see Specific Plan Sections 3.3 #2 and 5.2 #5g) has been utilized to locate the elementary school in this early phase of development (see Landmark Land Use Plan exhibit above). The Community Park is in the original location set forth in the Specific Plan. The centralized location is designed to both take advantage of shared use opportunities with the Elementary School and provide maximum community access to the park recreation facilities and the Regional River Trail.

Community Park Land Use Overlay Adjustment (Specific Plan Section 5.2 #5g)

Mixed Use Planning Area created via the Land Use Conversion (Section 5.2 #5f (2))



Landmark Land Use Plan



**TENTATIVE TRACT MAP 53108  
EXISTING AND PROPOSED STATISTICAL SUMMARY**

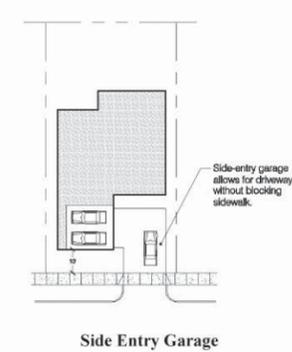
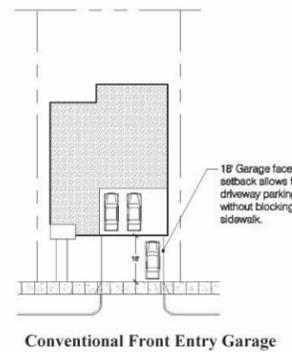
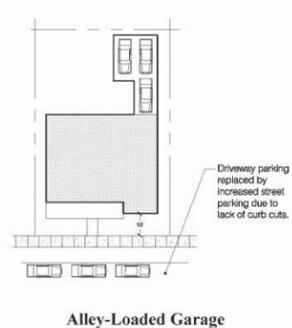
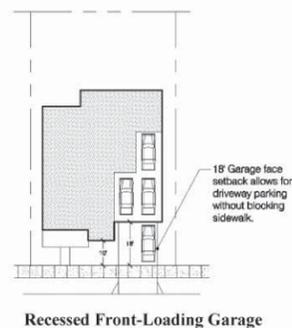
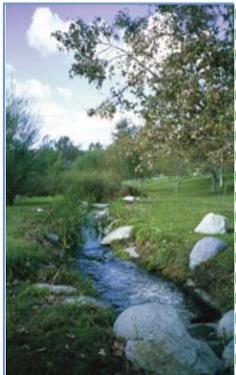
Specific Plan Planning Area	Land Use		ACREAGE CONFORMANCE				DWELLING UNITS			NON-RESIDENTIAL S.F.		
			SP Acres	Proposed Acres	SP Acres to Proposed Acres Change	Percent Change in Acres	SP Units	Proposed Units	SP Units to Proposed Units Change	SP Non-Residential S.F.	Proposed Non-Residential S.F.	SP Non-Res. S.F. to Proposed Non-Residential S.F. Change
RW-09	River Corridor	PA Acres inside TTM 53108	2.7	2.7	0.0	0.0%						
		PA Acres outside TTM 53108	134.3	134.3	0.0	N/A						
		Total Planning Area Acres	137.0	137.0	0.0	0.0%						
RW-27	Mixed Use	PA Acres inside TTM 53108	26.3	24.2	-2.1	-8.0%		140	140	396,000	396,000	0
		PA Acres outside TTM 53108	1.5	1.6	0.1	N/A						
		Total Planning Area Acres	27.8	25.7	-2.1	-7.6%						
RW-29	Mixed Use	PA Acres inside TTM 53108	23.2	19.0	-4.2	-18.1%		0	0	317,000	317,000	0
		PA Acres outside TTM 53108	2.2	1.4	-0.8	N/A						
		Total Planning Area Acres	25.4	20.4	-5.0	-19.7%						
RW-30	Mixed Use	PA Acres inside TTM 53108	12.5	11.8	-0.7	-5.6%		45	45	189,000	189,000	0
		PA Acres outside TTM 53108	0	0.0	0.0	N/A						
		Total Planning Area Acres	12.5	11.8	-0.7	-5.6%						
RW-31	Medium	PA Acres inside TTM 53108	24.4	24.8	0.4	1.6%	304	333	29			
		PA Acres outside TTM 53108	2.5	4.5	2.0	N/A						
		Total Planning Area Acres	26.9	29.3	2.4	8.9%						
RW-32	Medium	PA Acres inside TTM 53108	14.1	11.7	-2.4	-16.8%	206	60	-146			
		PA Acres outside TTM 53108	0.0	0.0	0.0	N/A						
		Total Planning Area Acres	14.1	11.7	-2.4	-16.8%						
RW-33	Medium	PA Acres inside TTM 53108	39.4	37.8	-1.6	-4.1%	400	179	-221			
		PA Acres outside TTM 53108	6.9	5.6	-1.3	N/A						
		Total Planning Area Acres	46.3	43.4	-2.9	-6.3%						
RW-34-a	Low Medium	PA Acres inside TTM 53108		126.0				618				
		PA Acres outside TTM 53108		4.9								
		Total Planning Area Acres		130.9								
RW-34-b*	Mixed Use [Converted]*	PA Acres inside TTM 53108		6.1				69				
		PA Acres outside TTM 53108		0.0								
		Total Planning Area Acres		6.1								
RW-34 (Total)	Low Medium	PA Acres inside TTM 53108	115.2	132.1	16.9	14.7%	534	687	153			
		PA Acres outside TTM 53108	6.4	4.9	-1.5	N/A						
		Total Planning Area Acres	121.6	137.0	15.4	12.7%						
RW-35	Commercial	PA Acres inside TTM 53108	15.2	11.5	-3.7	-24.3%				131,000	131,000	0
		PA Acres outside TTM 53108	2.8	2.9	0.1	N/A						
		Total Planning Area Acres	18.0	14.5	-3.5	-19.4%						
RW-36	Commercial	PA Acres inside TTM 53108	6.3	3.8	-2.5	-40.3%						
		PA Acres outside TTM 53108	2.4	3.7	1.3	N/A						
		Total Planning Area Acres	8.7	7.4	-1.3	-14.8%						
RW-37	River Corridor	PA Acres inside TTM 53108	13.1	13.1	0.0	0.0%						
		PA Acres outside TTM 53108	95.9	95.9	0.0	N/A						
		Total Planning Area Acres	109.0	109.0	0.0	0.0%						
<b>TOTAL **</b>		PA Acres inside TTM 53108	292.4	292.5	0.1	0.0%	<b>1,444</b>	<b>1,444</b>	<b>0</b>	<b>1,033,000</b>	<b>1,033,000</b>	<b>0</b>
		PA Acres outside TTM 53108	254.9	254.7	-0.2	N/A						
		Total Planning Area Acres	547.3	547.2	-0.1	0.0%						

\* A portion of Planning Area RW-34 converted to Mixed Use (RW-34-b) per Specific Plan Regulation 3.5 #3b: Conversion of Residential to Commercial or Mixed Use.

\*\* Acreage calculations based on grid coordinate system as used by the County of Los Angeles. Acreage difference for total Landmark TTM area between grid coordinate system and local coordinate system is ±0.1 acre.

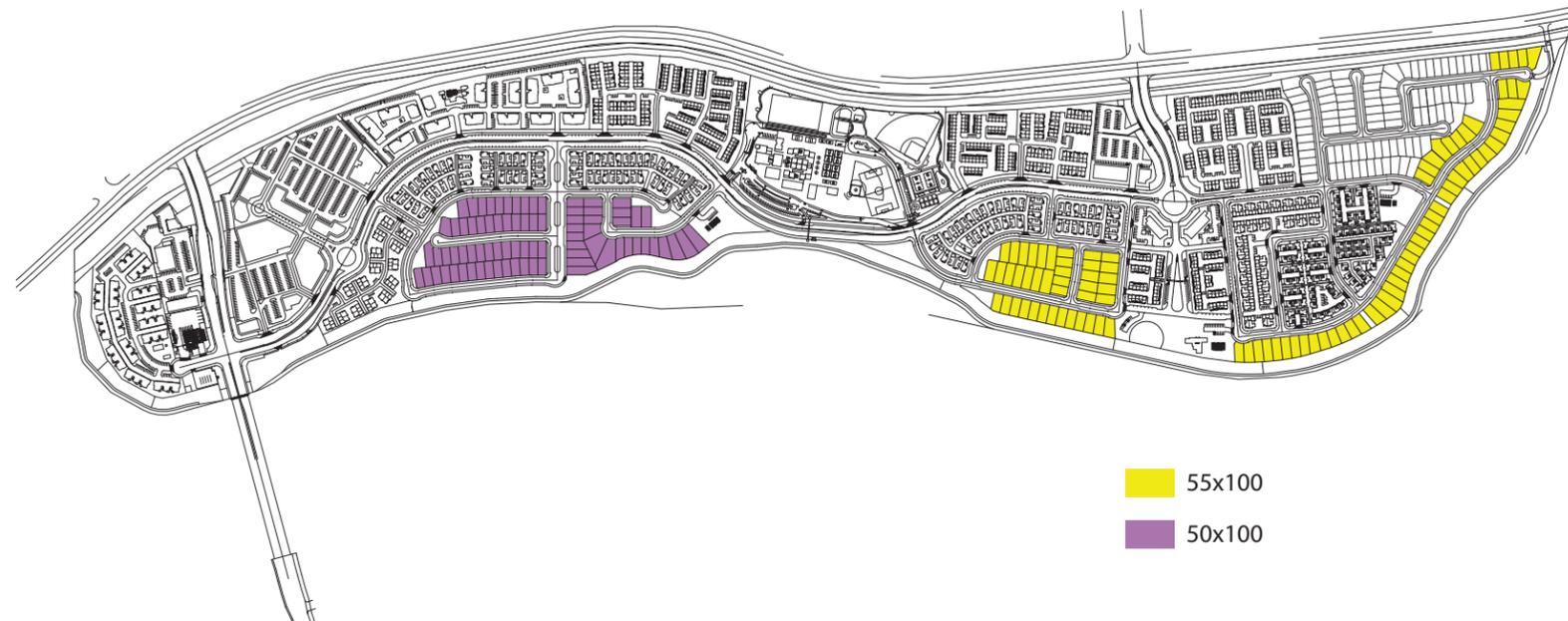
RESIDENTIAL SITE DEVELOPMENT STANDARDS						
LAND USE DESIGNATIONS <sup>1</sup>		MINIMUM LOT AREA (Sq. Ft.)	REQUIRED SETBACKS <sup>2, 17</sup>			MAXIMUM BUILDING HEIGHTS <sup>2</sup>
			Front Yard <sup>2</sup> (Main Structure)	Side Yard <sup>2</sup> (Each Side)	Rear Yard <sup>2</sup>	
LOW-MEDIUM RESIDENTIAL (LM)	Detached	2,500	18' Min <sup>4, 14</sup>	5' Min <sup>5, 8, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	35'
	Attached	2,500	18' Min <sup>4, 14</sup>	0 <sup>9, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	35'
MEDIUM RESIDENTIAL (M)	Detached	2,500	18' Min <sup>4, 14</sup>	5' Min <sup>5, 8, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	45'
	Attached	N/A	10' Min <sup>14</sup>	0 <sup>9, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	45'
HIGH RESIDENTIAL (H) AND MIXED-USE (MU) RESIDENTIAL		N/A	10' Min	0 <sup>9, 11</sup>	10' Min <sup>6, 7</sup>	55'

This section demonstrates how the individual single family detached residential lots of Landmark are designed in conformance with the Newhall Ranch Specific Plan. Shown on this page is the residential portion of the Specific Plan Site Development Standards Matrix (Table 3.4 - 1) and the Front Yard Setback exhibit. On subsequent pages each of the residential products are set forth with annotated dimensions demonstrating conformance with the Specific Plan requirements.

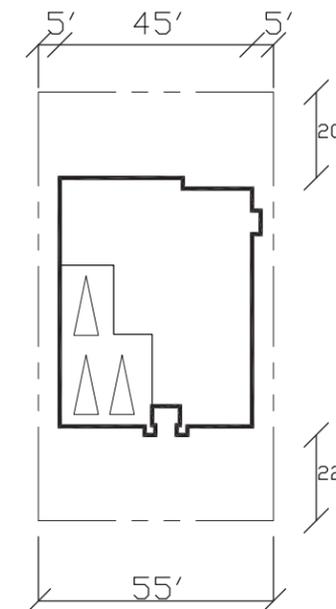


NOTES

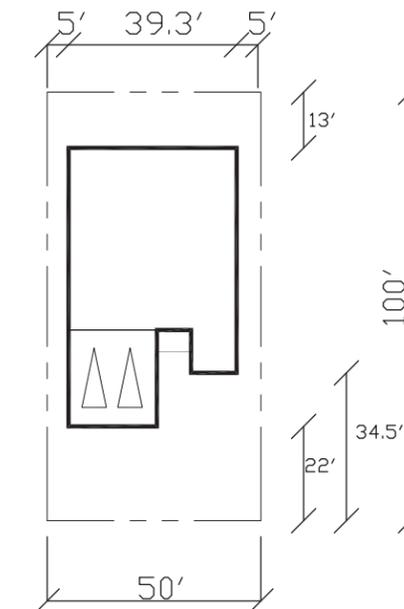
- <sup>1</sup> Other uses including *land use overlays* such as schools, churches, park facilities, non-residential public or private facilities, and residential/commercial conversions are subject to the site development standards of the *land use designation* in which they are found.
- <sup>2</sup> A defined term — see glossary definition and/or related exhibit for full description of requirement.
- <sup>3</sup> Front Entry Garage: 30' min.  
Side Entry Garage: 15' min.
- <sup>4</sup> Front Entry Garage: 18' min.  
Side Entry Garage: 10' min.
- <sup>5</sup> Zero Side Yard Lot configuration is permitted.
- <sup>6</sup> Except where there is a detached *Second Unit*, structure, and/or garage, where 5' minimum setback is allowed from this structure.
- <sup>7</sup> No garage setback requirement for alley access.
- <sup>8</sup> 10' minimum aggregate for two adjacent lots (e.g., 5' and 5', or 3' and 7', or 0 and 10').
- <sup>9</sup> 10' minimum building to building separation.
- <sup>10</sup> A minimum of 10 percent of the lot area excluding required parking shall be landscaped.
- <sup>11</sup> 10' minimum adjacent to public street.
- <sup>12</sup> 20' minimum side and rear yard setback is required when building is adjacent to a different *land use designation* or a public road.
- <sup>13</sup> 20' minimum is required when building fronts on a public road.
- <sup>14</sup> 15' minimum for clustered single-family detached and attached buildings.
- <sup>15</sup> 6' minimum for clustered single-family detached and attached buildings when one side of two adjacent buildings has no windows.
- <sup>16</sup> 12' minimum for clustered single-family detached and attached buildings when kitchen/family area faces toward zero lot line building with no windows.
- <sup>17</sup> If at the time building permits are issued, the County's setback standards in place at that time are more stringent than those contained in the Site Development Standards Matrix, the more stringent standards shall apply.



Key Map



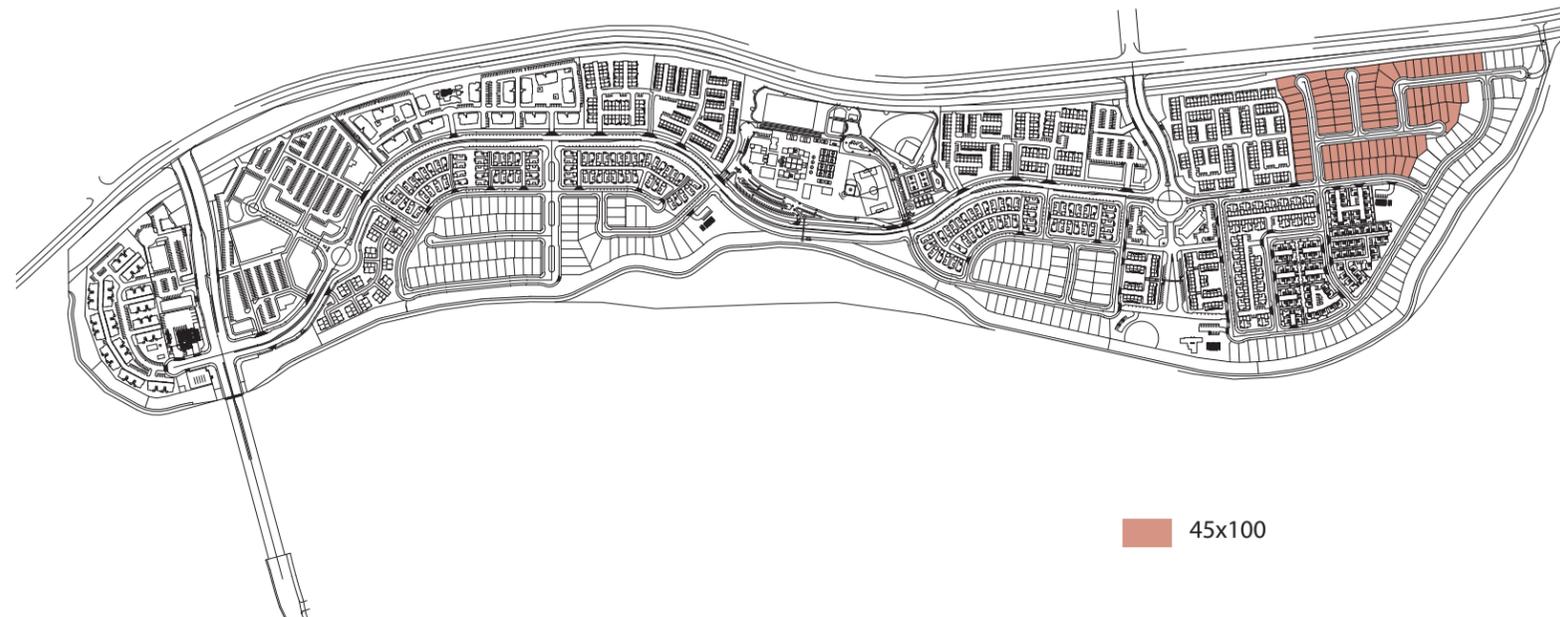
CONVENTIONAL  
55x100



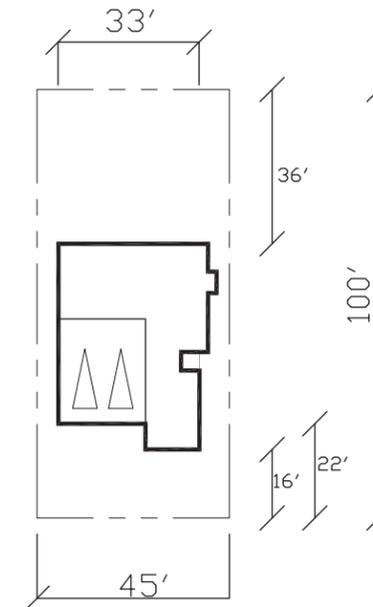
CONVENTIONAL  
50x100



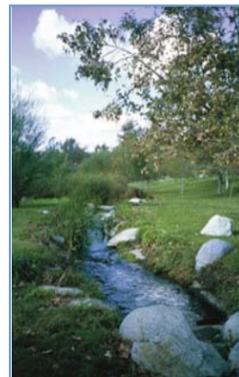
Conceptual Streetscene Elevation - Larger Lot Front Loaded



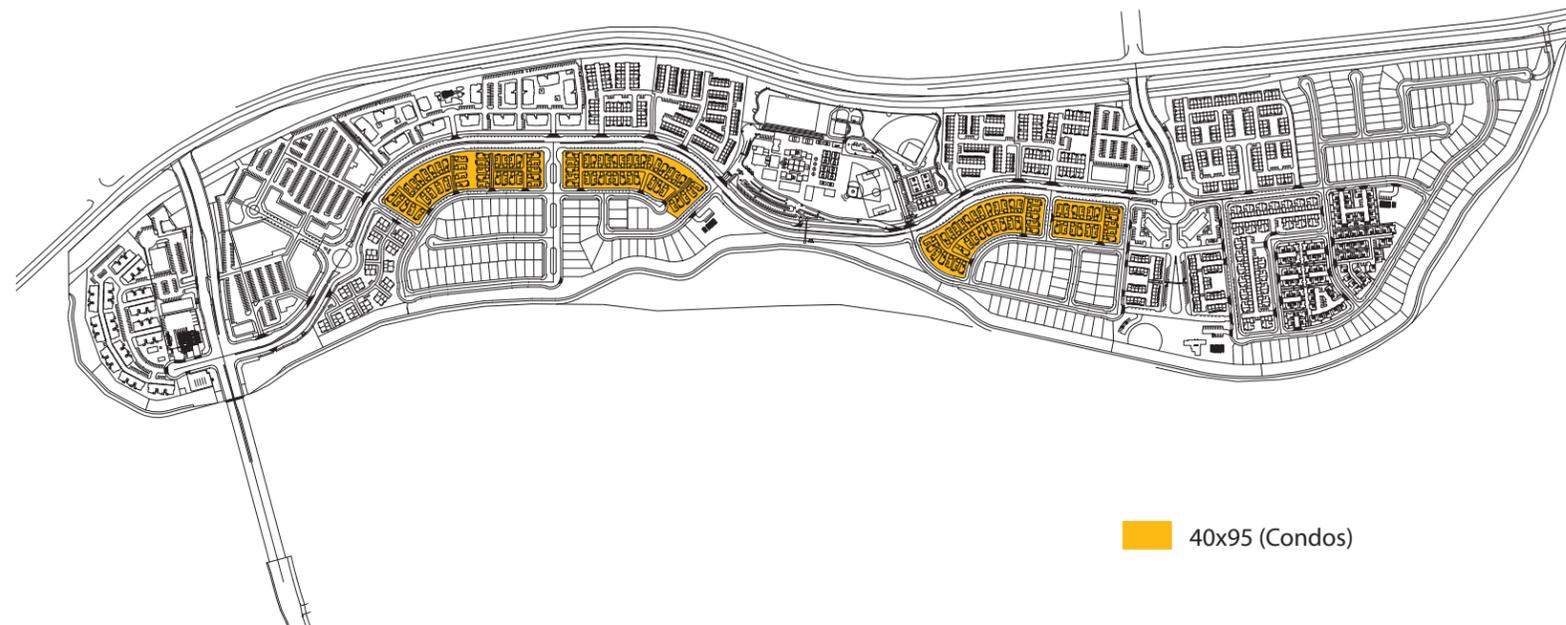
Key Map



CONVENTIONAL  
45x100

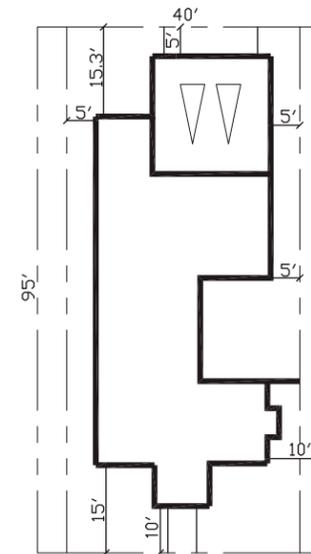


Conceptual Streetscene Elevation - Larger Lot Front Loaded



40x95 (Condos)

Key Map



ALLEY - LOADED  
40x95



Conceptual Streetscene Elevation - Smaller Lot Alley Loaded

RESIDENTIAL SITE DEVELOPMENT STANDARDS						
LAND USE DESIGNATIONS <sup>1</sup>		MINIMUM LOT AREA (Sq. Ft.)	REQUIRED SETBACKS <sup>2, 17</sup>			MAXIMUM BUILDING HEIGHTS <sup>2</sup>
			Front Yard <sup>2</sup> (Main Structure)	Side Yard <sup>2</sup> (Each Side)	Rear Yard <sup>2</sup>	
LOW-MEDIUM RESIDENTIAL (LM)	Detached	2,500	18' Min <sup>4, 14</sup>	5' Min <sup>5, 8, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	35'
	Attached	2,500	18' Min <sup>4, 14</sup>	0 <sup>9, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	35'
MEDIUM RESIDENTIAL (M)	Detached	2,500	18' Min <sup>4, 14</sup>	5' Min <sup>5, 8, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	45'
	Attached	N/A	10' Min <sup>14</sup>	0 <sup>9, 11, 15, 16</sup>	10' Min <sup>6, 7</sup>	45'
HIGH RESIDENTIAL (H) AND MIXED-USE (MU) RESIDENTIAL		N/A	10' Min	0 <sup>9, 11</sup>	10' Min <sup>6, 7</sup>	55'

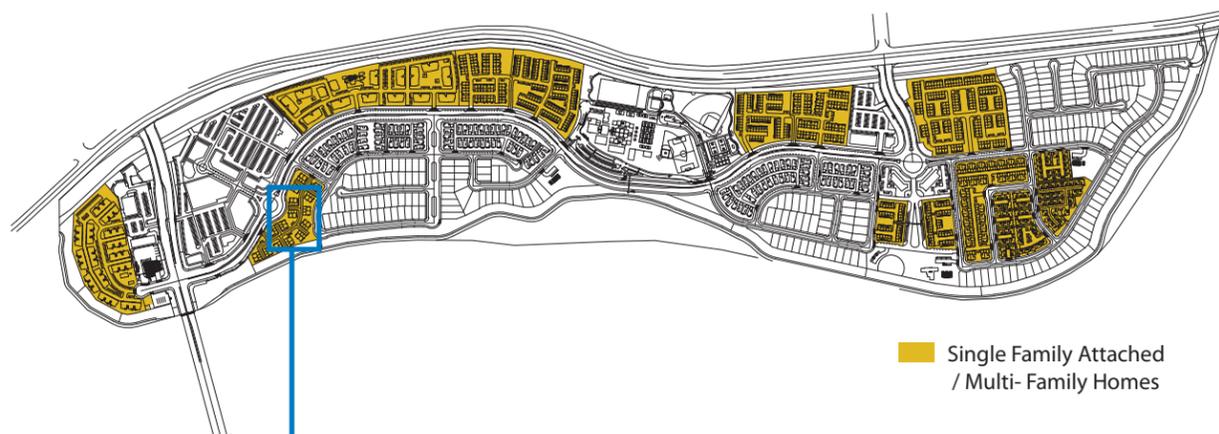
This section demonstrates how the individual single family attached and multi-family residential lots of Landmark are designed in conformance with the Newhall Ranch Specific Plan. Shown on this page is the residential portion of the Specific Plan Site Development Standards Matrix (Table 3.4 - 1). On the subsequent page a representative single family attached site plan is shown with annotated dimensions demonstrating conformance with the Specific Plan requirements.



Conceptual Elevation - Single Family Attached / Multi-Family Homes

NOTES

- <sup>1</sup> 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.
- <sup>2</sup> A defined term — see glossary definition and/or related exhibit for full description of requirement.
- <sup>3</sup> Front Entry Garage: 30' min.  
Side Entry Garage: 15' min.
- <sup>4</sup> Front Entry Garage: 18' min.  
Side Entry Garage: 10' min.
- <sup>5</sup> Zero Side Yard Lot configuration is permitted.
- <sup>6</sup> Except where there is a detached *Second Unit*, structure, and/or garage, where 5' minimum setback is allowed from this structure.
- <sup>7</sup> No garage setback requirement for alley access.
- <sup>8</sup> 10' minimum aggregate for two adjacent lots (e.g., 5' and 5', or 3' and 7', or 0 and 10').
- <sup>9</sup> 10' minimum building to building separation.
- <sup>10</sup> A minimum of 10 percent of the lot area excluding required parking shall be landscaped.
- <sup>11</sup> 10' minimum adjacent to public street.
- <sup>12</sup> 20' minimum side and rear yard setback is required when building is adjacent to a different *land use designation* or a public road.
- <sup>13</sup> 20' minimum is required when building fronts on a public road.
- <sup>14</sup> 15' minimum for clustered single-family detached and attached buildings.
- <sup>15</sup> 6' minimum for clustered single-family detached and attached buildings when one side of two adjacent buildings has no windows.
- <sup>16</sup> 12' minimum for clustered single-family detached and attached buildings when kitchen/family area faces toward zero lot line building with no windows.
- <sup>17</sup> If at the time building permits are issued, the County's setback standards in place at that time are more stringent than those contained in the Site Development Standards Matrix, the more stringent standards shall apply.



Key Map



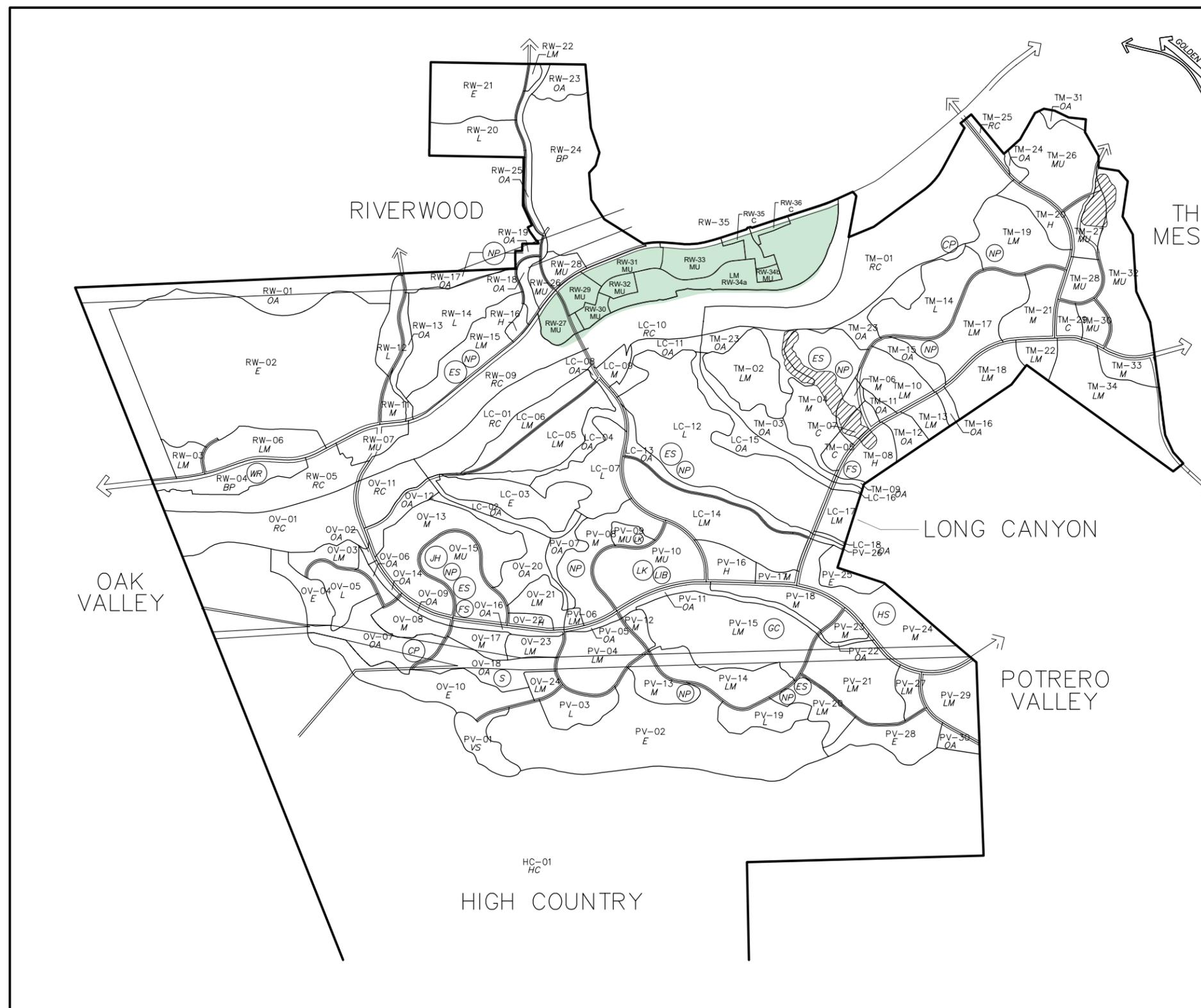
15' minimum front yard setback

A minimum of 10 percent of the lot area excluding required parking shall be landscaped

10' minimum side yard setback

10' minimum building/building separation

Typical Setbacks



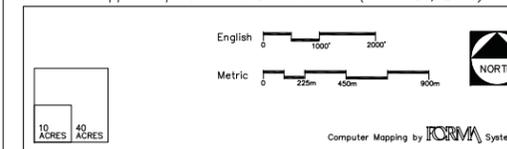
## NEWHALL RANCH SPECIFIC PLAN

Prepared For: Newhall Ranch Company

### LEGEND

- PV-17 PLANNING AREA
  - E ESTATE RESIDENTIAL
  - L LOW RESIDENTIAL
  - LM LOW-MEDIUM RESIDENTIAL
  - M MEDIUM RESIDENTIAL
  - H HIGH RESIDENTIAL
  - MU MIXED-USE
  - C COMMERCIAL (RETAIL/OFFICE)
  - BP BUSINESS PARK
  - VS VISITOR SERVING
  - OA OPEN AREA
  - RC RIVER CORRIDOR SPECIAL MANAGEMENT AREA
  - HC HIGH COUNTRY SPECIAL MANAGEMENT AREA
  - ROADS \*
  - SCE/UTILITY EASEMENTS
  - CDFG SPINEFLOWER CONSERVATION EASEMENTS
- LAND USE OVERLAYS (POTENTIAL LOCATIONS):
- CP COMMUNITY PARK
  - NP NEIGHBORHOOD PARK
  - ES ELEMENTARY SCHOOL
  - JH JUNIOR HIGH SCHOOL
  - HS HIGH SCHOOL
  - LIB LIBRARY
  - GC GOLF COURSE
  - LK COMMUNITY LAKE
  - FS FIRE STATION
  - S ELECTRICAL SUBSTATION
  - WR WATER RECLAMATION PLANT

Roads/road rights of way within CDFG spineflower conservation easements and all other spineflower preserves are subject to realignment prior to subdivision approval pursuant to Board motion (March 25, 2003).



### EXHIBIT 5.4-1 ANNOTATED LAND USE PLAN

DECEMBER 2004



[ PLANNING CONCEPTS ]

[ DEVELOPMENT PLANS ]

[ DEVELOPMENT REGULATIONS ]

[ APPENDIX ]

TABLE 5.4-1  
ANNOTATED LAND USE PLAN STATISTICAL TABLE

Current Implementation Status Based On:		Submittal: Date:		Proposed Table 5.4-1 Revisions Based On:								TTM: 53108 Date: March 2010					
RIVERWOOD		CURRENT RESIDENTIAL						PROPOSED RESIDENTIAL						CURRENT NON-RESIDENTIAL		PROPOSED NON-RESIDENTIAL	
				Dwelling Units		Second Units <sup>1</sup>		Tract Map No.: 53108		Date:						Tract Map No.: Date:	
		Planning Area	Gross Acres	Planned Units	Maximum Units	Planned Second Units	Maximum Second Units	Gross Acres	Planned Units	Maximum Units	Planned Second Units	Maximum Second Units	Comments	Planned Bldg. Square Ft.	Maximum Bldg. Square Ft.	Planned Bldg. Square Ft.	Maximum Bldg. Square Ft.
<b>RESIDENTIAL</b>																	
E	ESTATE	RW-02	596.9	215	323	215	323	596.9	215	323	215	323		0	0	0	0
E		RW-21	95.3	19	29	19	29	95.3	19	29	19	29		0	0	0	0
L	LOW	RW-12	29.1	26	39	0	39	29.1	26	39	0	39		0	0	0	0
L		RW-14	119.7	108	162	0	162	119.7	108	162	0	162		0	0	0	0
L		RW-20	58.9	45	68	0	68	58.9	45	68	0	68		0	0	0	0
LM	LOW-MEDIUM	RW-03	19.9	117	176	0	0	19.9	117	176	0	0		0	0	0	0
LM		RW-06	63.6	299	449	0	0	63.6	299	449	0	0		0	0	0	0
LM		RW-15	79.3	377	566	0	0	79.3	377	566	0	0		0	0	0	0
LM		RW-22 <sup>2</sup>	5.3	30 <sup>2</sup>	45 <sup>2</sup>	0	0	5.3	30 <sup>2</sup>	45 <sup>2</sup>	0	0		0	0	0	0
LM		RW-34-a <sup>3,4</sup>	121.6	534 <sup>3</sup>	801 <sup>3</sup>	0	0	130.9	618 <sup>3</sup>	801 <sup>3</sup>	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	0	0	0	0
M	MEDIUM	RW-11	14.7	267	401	0	0	14.7	267	401	0	0		0	0	0	0
M		RW-31 <sup>3</sup>	26.9	304 <sup>3</sup>	456 <sup>3</sup>	0	0	29.3	333 <sup>3</sup>	456 <sup>3</sup>	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	0	0	0	0
M		RW-32 <sup>3</sup>	14.1	206 <sup>3</sup>	309 <sup>3</sup>	0	0	11.7	60 <sup>3</sup>	309 <sup>3</sup>	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	0	0	0	0
M		RW-33 <sup>3</sup>	46.3	400 <sup>3</sup>	600 <sup>3</sup>	0	0	43.4	179 <sup>3</sup>	600 <sup>3</sup>	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	0	0	0	0
H	HIGH	RW-16	7.9	263	395	0	0	7.9	263	395	0	0		0	0	0	0
			<b>1,299.5</b>	<b>3,210</b>		<b>234</b>		<b>1,305.9</b>	<b>2,956</b>		<b>234</b>			<b>0</b>		<b>0</b>	
<b>MIXED USE</b>																	
MU	MIXED USE	RW-07	30.9	0	0	0	0	30.9	0	0	0	0		162,000	243,000	162,000	243,000
MU		RW-26	11.9	0	0	0	0	11.9	0	0	0	0		191,000	286,500	191,000	286,500
MU		RW-27 <sup>3</sup>	27.8	0 <sup>3</sup>	0 <sup>3</sup>	0	0	25.7	140 <sup>3</sup>	0 <sup>3</sup>	0	0		396,000	594,000	396,000	594,000
MU		RW-28	19.4	0	0	0	0	19.4	0	0	0	0		285,000	427,500	285,000	427,500
MU		RW-29 <sup>3</sup>	25.4	0 <sup>3</sup>	0 <sup>3</sup>	0	0	20.4	0 <sup>3</sup>	0 <sup>3</sup>	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	317,000	475,500	317,000	475,500
MU		RW-30 <sup>3</sup>	12.5	0 <sup>3</sup>	0 <sup>3</sup>	0	0	11.8	45 <sup>3</sup>	0 <sup>3</sup>	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	189,000	283,500	189,000	283,500
MU		RW-34-b <sup>3,4</sup>		0 <sup>3</sup>	0 <sup>3</sup>	0	0	6.1	69 <sup>3</sup>	0 <sup>3</sup>	0	0	PA boundary/acres adjustment/transfer/conversion per section 5.2.5	0	0	0	0
			<b>127.9</b>	<b>0</b>		<b>0</b>		<b>126.2</b>	<b>254</b>		<b>0</b>			<b>1,540,000</b>		<b>1,540,000</b>	
<b>NON-RESIDENTIAL</b>																	
C	COMMERCIAL	RW-35	18.0	0	0	0	0	14.5	0	0	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	131,000	196,500	131,000	196,500
C		RW-36 <sup>5</sup>	8.7	0	0	0	0	7.4	0	0	0	0	PA boundary/acres adjustment and transfer per section 5.2.5	0	0	0	0
BP	BUSINESS PARK	RW-04	53.0	0	0	0	0	53.0	0	0	0	0		200,000	300,000	200,000	300,000
BP		RW-24	195.3	0	0	0	0	195.3	0	0	0	0		1,095,000	1,642,500	1,095,000	1,642,500
OA	OPEN AREA	RW-01	196.7	0	0	0	0	196.7	0	0	0	0		0	0	0	0
OA		RW-13	17.2	0	0	0	0	17.2	0	0	0	0		0	0	0	0
OA		RW-17	22.5	0	0	0	0	22.5	0	0	0	0		0	0	0	0
OA		RW-18	13.5	0	0	0	0	13.5	0	0	0	0		0	0	0	0
OA		RW-19	10.2	0	0	0	0	10.2	0	0	0	0		0	0	0	0
OA		RW-23	26.6	0	0	0	0	26.6	0	0	0	0		0	0	0	0
OA		RW-25	23.2	0	0	0	0	23.2	0	0	0	0		0	0	0	0
RC	RIVER CORRIDOR	RW-05	98.6	0	0	0	0	98.6	0	0	0	0		0	0	0	0
RC		RW-09	137.0	0	0	0	0	137.0	0	0	0	0		0	0	0	0
RC		RW-37	109.0	0	0	0	0	109.0	0	0	0	0		0	0	0	0
			<b>929.5</b>	<b>0</b>		<b>0</b>		<b>924.7</b>	<b>0</b>		<b>0</b>			<b>1,426,000</b>		<b>1,426,000</b>	
<b>LANDMARK TOTAL:</b>			<b>547.3</b>	<b>1,444</b>		<b>0</b>		<b>547.2</b>	<b>1,444</b>		<b>0</b>			<b>1,033,000</b>		<b>1,033,000</b>	
<b>RIVERWOOD VILLAGE TOTAL:</b>			<b>2,356.9</b>	<b>3,210</b>		<b>234</b>		<b>2,356.8</b>	<b>3,210</b>		<b>234</b>			<b>2,966,000</b>		<b>2,966,000</b>	

1 Second Units require a CUP.  
 2 The residential dwelling units within RW-22 are restricted to residences, single-family detached, which may include clustered single-family detached/court homes. Planning Area RW-22 shall not be converted to commercial land use.  
 3 The total number of residential dwelling units within the Planning Areas of the Indian Dunes portion of the Specific Plan Area (i.e., RW-27 and RW-29 through RW-34) shall not exceed 1,444.  
 4 Planning Area RW-34 has been divided into two sub-areas: Planning Area 34-a (Low Medium) and Planning Area 34-b (Mixed Use).  
 5 Planning Area RW-36 has been identified as a potential site for a transit station.

# DEVELOPMENT REVIEW PROCESS



## NEWHALL LAND DEVELOPMENT REVIEW PROCESS

### A. Purpose and Intent

The purpose and intent of the Newhall Land Development Review Process is to implement the requirements described in the Newhall Ranch Specific Plan and to ensure that the appropriate design intentions for development of Landmark Village are achieved.

### B. Design Guidelines

The Newhall Ranch Specific Plan (Section 4) contains Design Guidelines which sets forth the general design criteria for each of the major land use designation in the community including; site planning, architecture, fencing, landscape design, grading and lighting.

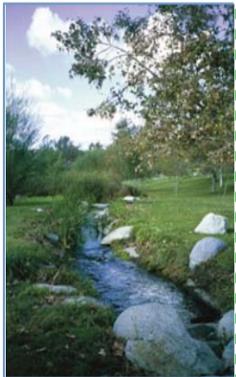
Newhall Land will also develop project specific Design Guidelines for Landmark Village which are in concert with the requirements established in the Specific Plan with more specificity as to allowed types of architectural styles, colors and materials, roof types, setbacks, parking layouts, lighting standards, signage criteria, landscaping palette, etc.

### C. Implementation

Compliance with the Design Guidelines will be a requirement in the sales agreements (contracts) with all homebuilders and commercial builders ensuring the objective of creating an overall harmonious community.

Newhall Land will review plans submitted by builders to ensure compliance with the Design Guidelines. The applicants will be required to submit Development Plans to, and obtain approval from, an Architectural Review Committee (ARC) established by Newhall Land prior to submitting plot plans and building permit applications to the County for approval.

Covenants, Conditions and Restrictions (“CC&Rs”) will be recorded on the property to ensure the objectives of the Design Guidelines are carried after the buildout of the community. The CC&R’s will govern the homeowners in any improvements that occur to their residences after their purchase. The reviews and approvals will be performed by the Homeowner’s Association’s Architectural Review Committee established in the CC&R’s.



## Development Review Process

