CITY OF HIGHLAND
REGULAR MEETING OF THE PLANNING COMMISSION AGENDA

REGULAR MEETING
May 18, 2021
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

MEMBERS
Randall Hamerly, Chair
Chandra Thomas, Vice Chair
Edward Amaya, Commissioner
Jarrod Miller, Commissioner
Jessica Sutorus, Commissioner

STAFF
Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Ashiq Syed, Associate Planner
Salvador Quintanilla, Associate Planner
Angela Tafolla, Planning Technician II
Camille Goritz, Administrative Assistant III

MISSION STATEMENT

Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and the staff of Highland are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible.

Visit the City's Website at: www.cityofhighland.org

CITY OF HIGHLAND • 27215 BASE LINE • HIGHLAND, CALIFORNIA 92346 • (909) 864-6861☎ • (909) 862-3180 🖷

The City of Highland complies with the Americans with Disabilities Act of 1990. If you require special assistance to attend or participate in this meeting, please call the City Clerk's Office at (909) 864-6861 Ext. 226, at least 48 hours prior to the meeting.

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the Planning Commission, less than 72 hours prior to that meeting, are available for public inspection at Highland City Hall, 27215 Base Line, Highland, CA 92346, during normal business hours.

This meeting is being held in person. Please be advised, facial coverings or masks must be worn in the Council Chambers. If you do not have a facial covering or mask, one will be provided to you. The number of persons permitted in the Council Chambers will be limited to the available seats in order to adhere to social distancing guidelines. Temperature checks will be taken prior to entering the Council Chambers.

If there are no available seats in the Council Chambers, accommodations will be made for members of the public to listen to the meeting outside the Council Chambers. Seating will not be provided outside the Council Chambers.

Submission of Public Comments: To limit the number of persons in the Council Chambers, the public is encouraged to make public comments by email rather than in person. For those wishing to make public comments by email to be read aloud at the meeting by the Community Development Administrative Assistant. Email comments must be submitted by 5:00 p.m. on May 18, 2021 to publiccomment@cityofhighland.org.

For those wishing to make a public comment regarding a public hearing item, please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the end of the corresponding item. Please email your comments to publiccomment@cityofhighland.org.

Members of the public will be permitted to make public comments in person.

PLANNING COMMISSION
REGULAR MEETING AGENDA
May 18, 2021 - 6:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

To address the Planning Commission, please complete a speaker form located at the entrance and give it to the Administrative Assistant prior to the beginning of the meeting. Your name will be called when it is your turn to speak. Individual speakers are limited to three minutes each.

Comments received via email by May 18, 2021, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes.

CONSENT CALENDAR

1. Minutes from the May 4, 2021 Regular Meeting.
RECOMMENDATION: That the Planning Commission approve the minutes, as submitted.

PUBLIC HEARING

2. Specific Plan Revision (SPR) No. 06-01A is an amendment to the Greenspot Village & Marketplace Specific Plan (SPR No. 06-001) to adjust the boundaries of Planning Area No. 1 (Highland Marketplace) and the boundaries area of Planning Area No. 2 (Residential Village), eliminate the Village Paseo from Scenario No. 1 and eliminate the requirement of private open space for studio units; Design Review Application (DRA) No. 20-012 for the construction of approximately 85,316 square feet of commercial uses (Greenspot Crossings) and a 200 attached residential unit complex with a 6,214 square-foot clubhouse; Conditional Use Permit (CUP) No. 20-006 (ABC License) for the establishment of three (3) off-sale alcohol licenses (ABC Type 20 and 21) and five (5) on-sale alcohol licenses (ABC Type 41 and 47) for a commercial retail center; Conditional Use Permit (CUP) No. 20-007 for the construction of gas station with eight fuel pumps, convenience store, and carwash; Tentative Parcel Map No. (TPM) No. 20-002 to increase the number of parcels from four (4) parcels to eight (8) parcels; and Accessory Sign Review (ASR) No. 20-013 (Sign Program) to establish a Sign Program, excluding freeway sign heights and locations, for the commercial and residential development within the Greenspot Village & Marketplace Specific Plan (GVMSP). **(Continued from May 4, 2021)**

RECOMMENDATION: The Planning Commission adopt Resolution No. 2021-____, recommending the City Council:

1) Find under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2) Introduce Ordinance No. ____, to Amend the Greenspot Village & Marketplace Specific Plan (SPR No. 06-01A), to adjust the boundaries of Planning Area No. 1 (Highland Marketplace) and the boundaries of Planning Area No. 2 (Residential Village), eliminate the Village Paseo from Scenario No. 1 and eliminate the requirement of private open space for studio units;

3) Adopt City Council Resolution No. 2021 – ____, to approve Design Review Application (DRA No. 20-012) for the construction of approximately 85,316 square feet of commercial uses (Greenspot Crossings) and a 200 attached residential unit complex with a 6,214

square-foot clubhouse, subject to the Conditions of Approval and Findings of Fact;

4) Adopt City Council Resolution No. 2021 – ____ for associated Alcohol Beverage Control licenses, to approve Conditional Use Permit (CUP No. 20-006) for the establishment of three (3) off-sale alcohol licenses (ABC Type 20 and 21) and five (5) on-sale alcohol licenses (ABC Type 41 and 47) for a commercial retail center, subject to the Conditions of Approval and Findings of Fact;

5) Adopt City Council Resolution No. 2021 – ____, to approve Conditional Use Permit (CUP No. 20-007) for the construction of gas station with eight fuel pumps, convenience store, and carwash, subject to the Conditions of Approval and Findings of Fact;

6) Adopt City Council Resolution No. 2021 – ____, to approve Tentative Parcel Map (TPM No. 20-002) to increase the number of parcels from four (4) parcels to eight (8) parcels, subject to the Conditions of Approval and Findings of Fact;

7) Adopt City Council Resolution No. 2021 – ____, to approve Accessory Sign Review (ASR No. 20-013) to establish a Sign Program for the commercial and residential development within apportion of the Greenspot Village & Marketplace Specific Plan, excluding freeway sign heights and locations, subject to the Conditions of Approval and Findings of Fact;

ANNOUNCEMENTS

ADJOURN

I, Camille Goritz, Administrative Assistant III of the City of Highland, California, certify that I caused to be posted this agenda on or before the 13th of May 2021 by 5:30 p.m. on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: May 13, 2021

Camille Goritz Administrative Assistant III

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: May 18, 2021

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Minutes from the May 4, 2021 Planning Commission Regular Meeting.

RECOMMENDATION: Staff recommends the Planning Commission approve the Minutes as submitted.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

Approved _____	Motion _____	Second _____	Agenda Item No. 1
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

MINUTES
PLANNING COMMISSION REGULAR MEETING
May 4, 2021 – 6:00 P.M.

CALL TO ORDER

The regular meeting of the Planning Commission of the City of Highland was called to order at 6:02 p.m. by Vice Chair Thomas at the Donahue Council Chambers, 27215 Base Line, Highland, California.

Present:	Vice Chair	Chandra Thomas
	Commissioner	Edward Amaya
	Commissioner	Jarrod Miller
	Commissioner	Jessica Sutorus
Absent:	Chair	Randall Hamerly

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Ash Syed, Associate Planner
Matt Bennett, Assistant Public Works Director
Camille Goritz, Administrative Assistant III
Scott Rice, Landscape Architect

The Pledge of Allegiance was led by Vice Chair Thomas.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None

CONSENT CALENDAR

1. Minutes from the April 20, 2021 Regular Meeting.

A MOTION was made by Commissioner Amaya, seconded by Commissioner Sutorus, to approve the minutes, as amended. Motion carried, 4-0, with Chair Hamerly absent.

PUBLIC HEARING

2. Conditional Use Permit (CUP 19-001) and Design Review Application (DRA 19-009) for the construction of a 22,000 square foot shopping center with retail, office, and dining space on a 1.96-acre parcel. (6909 Victoria Avenue, APN: 1191-351-01) **(Continued from April 20, 2021)**

Vice Chair Thomas opened the public hearing.

Associate Planner Syed presented the staff report.

Commissioner Amaya asked if the five-foot corridor is going to be enclosed?

Associate Planner Syed replied correct.

Commissioner Amaya stated looking at the drawings there is an eight-foot concrete wall in the back, is that going to be there with the corridor being enclosed?

Associate Planner Syed replied that was proposed by the applicant, but they will decide that during plan check.

Commissioner Amaya asked if the dining is stationary, correct?

Associate Planner Syed replied that is correct.

Commissioner Sutorus asked if they specified what type of plants were going on the trellis?

Associate Planner Syed stated from my discussion with the applicant they were going to put some type of vine material.

Commissioner Sutorus thanked the applicant on the improvements and additions.

Associate Planner asked to take a quick break to provide the Engineering, Building and Safety, and Fire Conditions before making a motion. A recess was called at 6:13 p.m.

Vice Chair Thomas called the meeting back to order at 6:17 p.m.

Associate Planner Syed distributed Conditions of Approval for Engineering, Building and Safety and Fire Marshall. These are the same conditions that were provided in the packet for the April 20, 2021 meeting.

Commissioner Miller stated I noticed the Engineering items have an asterisk next to the letter, what does that symbolize?

Assistant Public Works Director Bennett stated it is a nonstandard condition, it is unique to the project.

Vice Chair Thomas asked if there are additional maintenance requirements on the trellis?

Associate Planner Syed stated that would be a question to ask the applicant, however the applicant is not present tonight.

Commissioner Amaya stated the drawing looked like an open corridor on the elevation, it is going to be enclosed, correct?

Associate Planner Syed stated correct.

Commissioner Miller stated when these sites are constructed, a lot of the time there is erosion that gets to the receiving drainage systems. Since we are underground with our infiltration is not easily reviewable or accessible. Once the project is complete is there any testing that occurs to ensure it is still functioning as intended based on the design?

Assistant Public Works Director Bennett stated there is additional testing prior to building permits. There is not a post construction test specifically for enacting storm events. City performs inspections at all sites once every four years.

Vice Chair Thomas closed the public hearing.

A MOTION was made by Commissioner Amaya, seconded by Commissioner Sutorus, to:

1. Adopt Resolution No. 2021-006, approving Conditional Use Permit (CUP 19-001) and Design Review Application (DRA 19-009) for the construction of a 22,000 square foot shopping center, subject to the Conditions of Approval as amended and Findings of Fact;
2. Direct Staff to file a Notice of Exemption with San Bernardino County Clerk of the Board of Supervisors. Motion carried, 4-0, with Chair Hamerly absent.

RESOLUTION NO. 2021 – 006

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 19-001) AND DESIGN REVIEW APPLICATION (DRA 19-009) FOR THE CONSTRUCTION OF A 22,000 SQUARE FOOT SHOPPING CENTER WITH RETAIL, OFFICE, AND DINING SPACE ON A 1.96 ACRE PARCEL SOUTHEAST CORNER OF VICTORIA AVENUE AND PACIFIC STREET. ASSESSOR PARCEL NUMBERS: 1191-351-01

3. Specific Plan Revision (SPR) No. 06-01A is an amendment to the Greenspot Village & Marketplace Specific Plan (SPR No. 06-001) to adjust the boundaries of Planning Area No. 1 (Highland Marketplace) and the boundaries area of Planning Area No. 2 (Residential Village), eliminate the Village Paseo from Scenario No. 1 and eliminate the requirement of private open space for studio units; Design Review Application (DRA) No. 20-012 for the construction of approximately 85,316 square feet of commercial (Greenspot Crossings) and 200 attached residential unit complex with a 6,214 square-foot clubhouse; Conditional Use Permit (CUP) No. 20-006 (ABC License) for the establishment of three (3) off-sale alcohol licenses (ABC Type 20 and 21) and five (5) on-sale alcohol licenses (ABC Type 41 and 47) for a commercial retail center; Conditional Use Permit (CUP) No. 20-007 for the construction of gas station with eight fuel pumps, convenience store, and carwash; Tentative Parcel Map No. (TPM) No. 20-002 to increase the number of parcels from four (4) parcels to eight (8) parcels; and Accessory Sign Review (ASR) No. 20-013 (Sign Program) to establish a Sign Program for the commercial development within the Greenspot Village & Marketplace Specific Plan (GVMSP). (APN: 1201-331-01, 1201-341-01, -08, and -09)

Assistant Community Development Director Stater presented the staff report.

A MOTION was made by Commissioner Miller, seconded by Commissioner Sutorus, to continue the item to the May 18, 2021 Planning Commission meeting to give staff and the Applicant additional time to finalize the Conditions of Approval. Motion carried, 4-0, with Chair Hamerly absent.

ANNOUNCEMENTS

The next Planning Commission regular meeting is scheduled May 18, 2021.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 6:28 p.m.

Submitted by:

Camille Goritz, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: May 18, 2021

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director

PREPARED BY: Salvador Quintanilla, Associate Planner

SUBJECT: Specific Plan Revision (SPR) No. 06-01A is an amendment to the Greenspot Village & Marketplace Specific Plan (SPR No. 06-001) to adjust the boundaries of Planning Area No. 1 (Highland Marketplace) and the boundaries area of Planning Area No. 2 (Residential Village), eliminate the Village Paseo from Scenario No. 1 and eliminate the requirement of private open space for studio units; Design Review Application (DRA) No. 20-012 for the construction of approximately 85,316 square feet of commercial uses (Greenspot Crossings) and a 200 attached residential unit complex with a 6,214 square-foot clubhouse; Conditional Use Permit (CUP) No. 20-006 (ABC License) for the establishment of three (3) off-sale alcohol licenses (ABC Type 20 and 21) and five (5) on-sale alcohol licenses (ABC Type 41 and 47) for a commercial retail center; Conditional Use Permit (CUP) No. 20-007 for the construction of gas station with eight fuel pumps, convenience store, and carwash; Tentative Parcel Map No. (TPM) No. 20-002 to increase the number of parcels from four (4) parcels to eight (8) parcels; and Accessory Sign Review (ASR) No. 20-013 (Sign Program) to establish a Sign Program, excluding freeway sign heights and locations, for the commercial and residential development within the Greenspot Village & Marketplace Specific Plan (GVMSP). **(Continued from May 4, 2021)**

LOCATION: The project site is located on four (4) vacant parcels of approximately 20.37-acres, north of Greenspot Road and east of 210 Freeway. Assessor's Parcel Numbers: 1201-331-01, 1201-341-01, -08, and -09

Approved _____	Motion _____	Second _____	Agenda Item No. 2
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

APPLICANT / REP.: Thomas N. Robinson, TREH Partners XV, LLC.

RECOMMENDATION: The Planning Commission adopt Resolution No. 2021-____, recommending the City Council:

1) Find under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2) Introduce Ordinance No. ____, to Amend the Greenspot Village & Marketplace Specific Plan (SPR No. 06-01A), to adjust the boundaries of Planning Area No. 1 (Highland Marketplace) and the boundaries of Planning Area No. 2 (Residential Village), eliminate the Village Paseo from Scenario No. 1 and eliminate the requirement of private open space for studio units;

3) Adopt City Council Resolution No. 2021 – ____, to approve Design Review Application (DRA No. 20-012) for the construction of approximately 85,316 square feet of commercial uses (Greenspot Crossings) and a 200 attached residential unit complex with a 6,214 square-foot clubhouse, subject to the Conditions of Approval and Findings of Fact;

4) Adopt City Council Resolution No. 2021 – ____ for associated Alcohol Beverage Control licenses, to approve Conditional Use Permit (CUP No. 20-006) for the establishment of three (3) off-sale alcohol licenses (ABC Type 20 and 21) and five (5) on-sale alcohol licenses (ABC Type 41 and 47) for a commercial retail center, subject to the Conditions of Approval and Findings of Fact;

5) Adopt City Council Resolution No. 2021 – ____, to approve Conditional Use Permit (CUP No. 20-007) for the construction of gas station with eight fuel pumps, convenience store, and carwash, subject to the Conditions of Approval and Findings of Fact;

6) Adopt City Council Resolution No. 2021 – ____, to approve Tentative Parcel Map (TPM No. 20-002) to increase the number of parcels from four (4) parcels to eight (8) parcels, subject to the Conditions of Approval and Findings of Fact;

7) Adopt City Council Resolution No. 2021 – ____, to approve Accessory Sign Review (ASR No. 20-013) to establish a Sign Program for the commercial and residential development within apportion of the Greenspot Village & Marketplace Specific Plan, excluding freeway sign heights and locations, subject to the Conditions of Approval and Findings of Fact;

FISCAL IMPACT: The Applicant submitted the required deposit fee for processing a Specific Plan Revision, Design Review Application, Conditional Use Permits, Tentative Parcel Map, and Accessory Sign Review Application. Staff time spent working on the applications will be charged to this fee.

PUBLIC NOTICE: As required by the City Council, notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, mailed to interested parties, and published in the Highland Community News on April 23, 2021. No further notice is required.

DESCRIPTION OF SITE: The 20.37 acre site is located on the north side of Greenspot Road, east of the 210 Freeway. It is a part of the 104-acre Greenspot Village & Marketplace Specific Plan (se Attachment No. 1 – GVMSP). It has a triangular shape with 576 feet of frontage on Greenspot Road, tapering to the north as it converges between City Creek and the adjacent ownership.

The site is vacant with no on-site improvements and historically used by the San Bernardino County Flood Control District for dirt stockpile and rock crushing related to District maintenance efforts, as well as a training area for District Staff. The property has a Greenspot Village & Marketplace Specific Plan Zoning designation (Ordinance No. 380, adopted on June 11, 2013) and the General Plan designation is Planned Development (City Council Resolution No. 2013-009, adopted May 14, 2013).

Surrounding Land Uses

North: City Creek Flood Control Channel
South: Lowe's-anchored Shopping Center
East: Vacant Parcel
West: 210 Freeway

Location	General Plan	Zoning
North:	Open Space (OS)	Open Space (OS)
South:	Planned Development (PD)	Planned Development (PD)
East:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001)
West:	210 Freeway	210 Freeway

BACKGROUND: On December 16, 2008, the City of Highland Redevelopment Agency (RDA) and the San Bernardino County Flood Control District (District) executed a Memorandum of Understanding identifying the subject property as an important economic development opportunity within the City's General Plan Golden Triangle Policy Area and agreed to work together to deem the property surplus and negotiate a purchase and sale agreement. The expectation of all parties was that a third-party private developer would construct a quality mixed-use project within the parameters of the Specific Plan for approximately 215,000 square feet of commercial and a multi-family residential project with a density of 20-30 du/ac. On April 22, 2014, the Successor Agency to the RDA and TREH Partners, LLC executed an Exclusive Negotiating Agreement (ENA) to sell the property to TREH. The District, the City's RDA and TREH entered into a 3-party purchase and sale agreement (PSA) and double escrow. Escrow opened on January 17, 2018.

On February 28, 2020, escrow closed on the southerly 11.58 acres of the site and is now owned by TREH (Doc No. 2020-0072921). TREH is pursuing an Incidental Take Permit (ITP) from the California Department of Fish and Wildlife (CDFW) to address onsite endangered species on the remaining acreage to the north. Upon receipt of the ITP, escrow will close on the northerly parcel. In the meantime, the PSA allows TREH to entitle the property while under the District ownership.

PROJECT REVIEW/ANALYSIS: TREH is seeking approval of a mixed use commercial and residential project within the Greenspot Village & Marketplace Specific Plan. The proposed entitlements include (see Attachment No. 2 – Resolutions):

1. Specific Plan Amendment (SPR No. 06-01A) to reduce the commercial area (acres) in Planning Area No. 1 from 43.6 acres to 39.7 acres and increase the residential area in Planning Area No. 2 from 29.8 acres to 33.7 acres. The amendment will also remove the Village Paseo greenspace originally designed to buffer the residential uses from commercial uses in the two Planning Areas. The Amendment also includes the elimination of the 50 square foot requirement for private open space for studio units.

2. Design Review Application (DRA No. 20-012) for the construction of approximately 85,316 square feet of commercial use (Greenspot Crossings) in Planning Area No. 1 and 200 residential units and clubhouse in Planning Area No. 2 at the northeast portion of the site. The 200-unit residential complex

includes 14 multi-family buildings and one stand alone leasing/clubhouse/fitness 1-story building. The multi-family buildings include a mix of 2-story multi-family townhomes (36 units) with 2-car garages and 3-story multi-family buildings (164 units) with stairs enclosures and tuck under single-car garages. The proposed building density is at 22.75 dwelling units per acre.

3. Conditional Use Permits (CUP No. 20-006). for the construction of an 11,877 square foot gas station, convenience store, carwash, and gas canopy with eight (8) fuel pumps.

4. Conditional Use Permit (CUP No. 20-007) for the establishment of the State of California Alcohol Beverage Control (ABC) licenses for the commercial center. The licenses (ABC License Type 20 and 21) will include three (3) off-sale licenses (gas station convenience store, retail store, and other similar uses etc.) and five (5) on-sale licenses (ABC Type 41 and 47) for food and retail establishments.

5. The Tentative Parcel Map (TPM No. 20-002) will adjust the current property lines and establish eight (8) new parcels, seven parcels for the commercial center and one (1) parcel for the multi-family residential development.

6. Accessory Sign Review (ASR 20-013). to establish a Sign Program for the commercial and residential development called Greenspot Crossings Sign Program, excluding the freeway sign heights and locations.

The Greenspot Village & Marketplace Specific Plan established development standards by which commercial and residential uses are constructed. These development standards allow various clusters of commercial tenants and residential units, the mixing of land uses, and design criteria with respect to certain features or conditions affecting the site. The proposed project must include site designs and architectural plans that abide by the approved types illustrated within the Specific Plan.

Specific Plan Amendment

When Greenspot Village & Marketplace Specific Plan (Scenario No. 1) was adopted in 2013, it established 43.6 acres of commercial use within Planning Area No. 1. Planning Area No. 2 was designated for residential uses with a development density range of 20-30 dwellings per acre. Planning Area 3 was designated mixed use, allowing a range of 25-40 dwellings per acre within its residential envelope.

The total number of dwelling units within the Greenspot Village & Marketplace Specific Plan shall have a total anticipated buildout of 800. The Specific Plan permits a range of 500-700 units in Planning Area 2 and 100-300 units in Planning Area 3.

The Greenspot Village & Marketplace Specific Plan was amended by Rexco Development in 2021, reducing the residential development density from 25-40 dwelling units per acre to 18-40 dwelling-units per acre for Planning Area No. 3. The reduced density requirement facilitated development of a 200-unit townhome style apartment complex on 10 acres. This project is under construction. An additional 100 units could potentially be constructed within same Planning Area No. 3 (see Attachment No. 3 – Existing Specific Plan Conceptual Site Plan).

As mentioned above, the Amendments proposed by the Applicant at this time include an increase of Planning Area No. 2 from 29.8-acres to 33.7-acres (an increase of 3.9 acres); a decrease in the size of Planning Area 1 (Commercial) from 43.6-acres to 39.7-acres (a reduction of 3.9 acres); removal of the Village Paseo trail that is anticipated to traverse east and west through Scenario No. 1; and the elimination of the 50 square foot standard for private open space for studio units (the elimination of private open space, such as a balcony or patio, is being requested because the studios are smaller, efficiency units intended for 1 to 2 tenants whose open space will be in the public recreation areas such as the pool, trails, recreation room, basketball courts, etc.). The paseo has been replaced with alternative recreational amenities such as resort style pool, elevated spa, outdoor kitchens, fire tables, satellite barbecue/dining areas, decorative seating areas along the open space, picnic tables, open play turf, multi-age equipment, shade cabana, courtyards, half-court basketball court, and picket ball court.

There is no request to modify densities within any of the Areas. The Amendments to the Specific Plan have been highlighted, strikethrough or bolded for easy reference (see Attachment No. 4 – Proposed Amendments).

Greenspot Streetscape

When the Greenspot Village & Marketplace Specific Plan was adopted in 2013, the underlying zoning for Planning Area No. 1 and 3 was Mixed Use and the Land Use Plan showed a variety of retail shops along the frontage of Greenspot with a potential for institutional or multi-family uses on the northerly portion of Planning Area No. 2.

It has long been envisioned that Greenspot Road was the last large-scale opportunity for the City to provide retail and entertainment uses to the community and these would be found along the frontage. Furthermore, the City's Redevelopment Agency consistent with the future vision of the Golden Triangle Policy Area, in which the northerly portion became the Greenspot Village & Marketplace Specific Plan, invested an estimated $11 million in infrastructure improvements along the Greenspot Road and Boulder Avenue corridors as a means to attract retail and restaurant uses along the Greenspot Road corridor. As the Planning Commission is aware, those corridor improvements were completed in August of 2015. Since completion of those improvements, the Golden Triangle Policy Area has welcomed new retail uses, and the City continues to coordinate with development stakeholders anticipating bringing new retail uses to the

Golden Triangle Policy Area. As the retail market reinvents itself due to the increase in E-commerce, it is important to understand the brick-and-mortar retail market is downsizing and evolving and will look a lot different than envisioned by the 2013 Greenspot Village & Marketplace Specific Plan. The Covid-19 pandemic has accelerated this trend which has been occurring prior to the pandemic.

That being the case, this proposal brings the commercial and residential components of a portion of the Greenspot Village & Marketplace Specific Plan forward to Greenspot Road. The Applicant believes their proposal is in keeping with the commercial and residential uses found along Greenspot Road and the Greenspot corridor.

Housing Density

Page No. 9 of the Greenspot Village & Marketplace Specific Plan states that the plan "serves as a mechanism to implement the City's 2006-2014 Housing Element," with Planning Area No. 2 identified as High Density Residential with 20-30 dwelling units per acre by-rights which is consistent with the Residential High Density Special Zoning Overlay with 20-30 units per acre by right adopted by the City prior to the adoption of the Greenspot Village & Marketplace Specific Plan. This Application is not proposing any changes to the density in Planning Area No. 2, however the Amendment proposed to increase the acreage from 29.8 acres to 33.7 acres (increase of 3.9 acres).

Design Review Application for the Commercial Development (DRA No. 20-012)

This is a unique commercial development that offers the benefits of various commercial uses within one central location, a "one stop shopping area with easy freeway access and visibility." The objective of the Application is to provide a high quality planned commercial center that compliments the surrounding residential land uses while creating a vibrant, attractive, cohesive combination of architectural styles, landscaping and courtyards that will be maintained by the management team which will satisfy the needs of the entire city and nearby residential community. Some of the commercial uses that will compliment the residential community will include a gas station, dine-in restaurants, major retail stores, smaller retail shops, and fast-food restaurants.

The Design Review Application includes the residential site plan, building elevations and conceptual landscape plan and the commercial site plan and landscape plan for the 11.02 acres. It also includes the building elevations for Pad No. 4, the Plaza, and Shop No. 1 within the commercial area.

Commercial Site Plan

As shown on the commercial site plan (see Exhibit No. 1), the layout of the commercial plaza includes two major tenant building located at the rear of the property. Major

Tenant No. 1 is 37,000 square feet and Major Tenant No. 2 is 19,000 square feet in size.

There will be five (5) Commercial Pads with multiple tenants. Pad No. 1 will be located at the southeast portion of the project site and include a gas station with 5,200 square-foot convenience store, 1,525 square-foot car wash, and 5,052 square-foot gas canopy with eight (8) fuel pumps. Pad No. 2 is located at the central southerly portion of the site and will include a 4,591 square-foot multi-tenant building with drive-thru lane. Pad No. 3 is located at the southwesterly portion of the project site. It is a stand-alone building of approximately 3,000 square feet with a drive-thru lane. Pad No. 4 and Shop No. 1 are located on the southwest corner of the project site. The building in Pad No. 4 will be approximately 2,500 square-foot with a drive-thru lane. Shop No. 1 is a multi-tenant building approximately 6,000 square feet. Pad No. 5 is located at the westerly portion of the project site, approximately 6,000 square feet in area.

The Site Plan depicts two decorative outdoor plazas; one between Shop No. 1 and Pad No. 4 and one adjacent to Pad No. 5. The plazas will be accessible to all project patrons and furnished with amenities described below. The project site will have decorative walkways between Major Tenant No. 1 to Pad No. 3 and decorative pavement at the main entrance of the commercial shopping center similar to the shopping center across the street.

Access and Circulation in the Commercial Development

Primary access will be provided from Greenspot Road. A secondary emergency exit is proposed between Pad No. 3 and Pad No. 2 through landscape area also to Greenspot Road. In addition, the installation of internal drive aisles within the commercial complex will be in accordance with the Specific Plan standards for a commercial shopping center. The City of Highland will be responsible for maintaining public streets, street lighting and sidewalks within the public right-of-way. Meanwhile, the commercial complex management shall be responsible for the internal roads, plaza areas, and landscape buffers.

Elevations in the Commercial Development

The Applicant is proposing a Spanish Craftsman style of architecture. The characteristics include decorative cornices with exposed rafters, lattice front patios, charcoal blend concrete "S" tile, gable roofs, tower elements, rock veneer and a two-tone stucco color exterior (see Exhibit No. 2). The typical front elevations will have a light to medium brown exterior colors with dark veneer which complements the proposed architectural design of the building. The buildings will have broken roof lines with exposed rafter, various pop-outs and tower element to complement the architectural style of the buildings. The commercial buildings will have metal canopies

and decorative wood trellis to further enhance the design and the overall architecture of the building and have covers.

The Applicant will be installing a decorative water fountain and mural at the plaza that is located between Pad No. 4 and Shops No. 1. The project will have metal trellises on the backside of the mural to soften mass along the length of the wall. The proposed trash enclosure will have the same earth tone colors as the proposed buildings.

Furthermore, the development will be consistent with the Specific Plan Design Guidelines in promoting an agrarian character that creates an overall "Sense of Place." As depicted by the architectural elevations, the color patterns of the buildings help to provide both aesthetic variety from different angles but also the appeal of a cohesive development.

Should tenants want to provide a corporate/franchise design on the proposed buildings, they would be required to submit a separate Design Review Application and obtain considered from the Planning Commission first.

This DRA application is requesting that the Planning Commission approve the aesthetics for Pad No. 4, the Plaza, and Shop No. 1 and the remaining buildings shall be approved under a separate DRA application.

Parking in the Commercial Development

The Greenspot Village & Marketplace Specific Plan established site-specific parking requirements for its commercial uses. Based on the Specific Plan, retail, commercial, entertainment, office, and restaurant mix, the Plan calls for a minimum of four (4) parking spaces per 1,000 square feet of commercial use. Therefore, based on the size of the commercial shopping center (85,316 square feet) the center will need 342 parking spaces. The Applicant is providing 362 parking spaces including the appropriate mixture of standard size spaces, compact spaces, landscape islands, and loading zones.

Landscaping in the Commercial Development

The Applicant is providing approximately 17% of landscaping throughout the project site. The landscape plan (see Exhibit No. 3) is consistent with the Specific Plan landscape guidelines. Perimeter landscaping along the street-adjacent portions of the front of the development will feature groundcover that is comparable to the flora found along the Greenspot Corridor.

The southern portion of the project which is facing Greenspot Road will have a variety of groundcover, shrubs, and trees. Such landscaping will be Redspire Callery Pear, California Fan Palms, Deodar Cedar, Narrow-leave Ash, and Natchez Crape Myrtle. Additional landscaping will be installed to screen the parking lot, such landscaping will

include Drawrf Strawberry Tree, Fortnight Lily, Pride of Maderia, Little John Weeping Bottlebrush, Yellow Day Lilily, and Hidcote Pink English Lavender. The east, west, and north side of the project site will have Deodar Cedar, Narrow-leave Ash, Afghan Pine, Piogeon Point Coyote Brush, and Shademaster Locust. The interior of the commercial shopping center will have a variety of landscape that complements the landscaping guidelines from the Specific Plan.

The interior of parking lot will have lush landscaping that includes Shademaster Locust, Thornless Honey Locust, African Sumac, Natchez Crape Myrtle, RedPush Chinese Distance, Western Redbud, Dwarf Strawberry Tree, White Rock Rose, and Red Clusterberry Cotoneaster, etc. The main entrance of the shopping center will have a nice row of Natchez Crape Myrtle.

The responsibility and cost of ongoing maintenance of improvements is vital to the City of Highland. TREH Partners XV shall maintain all landscaping onsite and within the right-of-way. They shall also establish a shell Landscape Maintenance District (LMD) in the event they fail to keep it in good condition.

Walls and Fences in the Commercial Development

The development of the walls and fences will meet the guidelines of the Specific Plan. This will be achieved by the Applicant providing a six-foot (6) block wall at the rear of the property, a wall separating the gas station and the residential development, and a five-foot (5) high wrought iron fence that will be installed at the west and east side of the commercial site. The finish of the wall and fences will incorporate a decorative reveal and painted to match the exterior color and finish of the building.

Design Review Application for the Residential Development

For the proposed 200-unit residential development, the Applicant will utilize a combination of the Specific Plan's 'Single-Family Attached' (Townhouse) and 'Multi-Family' housing standards, as referenced on pages 97 & 103 of the Greenspot Village & Marketplace Specific Plan (see Exhibit No. 4). This is a unique housing development that offers the benefits of multi-family with attached garage while also offering the community amenities such as parks, courtyards, recreation areas, clubhouse, pool, wading pool and communal guest parking.

The objective of the project is to provide a high-quality planned residential community that compliments the adjacent commercial land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of its residents. All 200 units will be for-rent products, available to the public at market rate at the time of their availability.

As depicted by the site plan, the layout of the 200-unit residential complex is divided into 14 buildings that range in size from studios to three-bedroom units (see Exhibit No. 5). The buildings are laid out in a unique manner that would allow for good circulation within the complex.

Eight (8) of the fourteen (14) buildings are classified as "Multi-Family" buildings. They are three-story with three different types of floor plans (Type B, C and D). Building Type B will be utilized in four (4) buildings with a total of 80 units. Building Type B will have three different floor plans that include a one-bedroom and one-bath, two-bedroom and two-bath, and three-bedroom and two-bath units. In addition, this building will have 16 one-car garages on the ground floor.

Type C building will be utilized in three (3) buildings with a total of 45 units. The Type C building will have units that include one-bedroom, one-bath and a den, and a two-bedroom and two-bath. In addition, this building will have 12 one-car garages on the ground floor.

Type D is used in one (1) building with 39 units. Type D building will have units that include a studio space with one-bath and a junior one-bedroom and one bath. Furthermore, this building will have laundry services in each floor.

The multi-family studio units are proposed to range from 448 to 554 square feet; one-bedroom units are proposed to be 731 square feet; two-bedroom units between 908 and 1,022 square feet; and three-bedroom units are 1,283 square feet.

The remaining six (6) buildings are classified as "Single-Family" Townhome style multi-family units. They are two-story with total of 36 units and come in two floor plans and there are three-bedrooms units that range in size from 1,521 to 1,567 square feet. Overall, the site has a density of 22.75 dwelling units per acre.

There is a 4-foot wide walking path through and around the perimeter of the property that provides easy access for exercise and walkability within the complex and shared social activity amongst the neighbors and connectivity to the recreation areas. As indicated on the proposed site and landscape plan, each cluster of residences meets the setback required Multi-Family development standards in the Greenspot Village & Marketplace Specific Plan.

Access and Circulation in the Residential Development

Primary access to the development will be provided from Greenspot Road and through the commercial complex. The Applicant is proposing two (2) emergency access on the east side of the residential area. In addition, the installation of internal roads, curbs and gutters within the commercial and residential community will be in accordance with the Specific Plan standards for Commercial, Single-Family Attached homes and Multi-

Family homes. The City of Highland will be responsible for maintaining public streets, street lighting and sidewalks within the public right-of-way along Greenspot Road. Meanwhile, the commercial and residential complex management shall be responsible for the internal roads, common open spaces, commercial plazas, courtyards, landscape buffers, and community recreation areas.

Elevations in the Residential Development

The proposed residential development includes two architectural styles; Spanish Colonial and Monterey influence with arched front patios, medium-brown tone concrete "S" tile roof, single-tone stucco color and a two-tone stucco exterior which enhances and complements the architectural design of the buildings (see Exhibit No. 6).

The two-story (Single-Family Attached style multi-family) is designed with a Spanish Colonial architectural style also in compliance with the Greenspot Village & Marketplace Specific Plan Design Guidelines. The building is painted in a "Pure White" color to complement the architectural style. It has various pop-outs, gable roofs with exposed wood rafter tails, and wrought iron features that enhance the architectural design of the building. The front elevation has arched entrances, decorative entry doors, decorative light features, wood shutters, medium brown color door and window trims, decorative chimney, decorative gable vent and awnings with "S" tile roofs which enhances the design of the building. The rear of the building has two style of decorative metal garage doors that include a light to medium brown color. The rear of the building also has broken roof lines, pop-outs, decorative medium brown color window trims and wrought iron architectural features that enhance the architectural style of the building. These architectural features continue to the sides of the building to further compliment the design of the building. As depicted by the architectural elevations, the color patterns of the buildings help to provide both aesthetic variety from different angles but also the appeal of a cohesive development.

The three-story (Multi-Family Attached) units are designed with a Monterey architectural style compliant with the Greenspot Village & Marketplace Specific Plan Design Guidelines. The building is proposed to be painted with a two-tone color of "Pure White" and "Accessible Beige" which compliments the architectural style of the building. The front and sides of the building will have broken roof lines, gable roofs, exposed wood rafter tails, and awnings with "S" tile roofs which complements the design of the building. The building will have decorative wrought iron balconies, metal railings, gable vents, door and window trims. The front of the building will have decorative chimneys at each end of the building to balance the design of the building. The rear of the building will include arched pop-outs with expose rafter tails that enhanced the design of the building. The rear of the building will have two types of decorative metal garage doors with a light to medium brown color. The rear of the building will include metal railings, decorative trims, gable roofs, and decorative chimney.

The clubhouse will continue with the Spanish Colonial architectural style with arched entrances, exposed rafter tails, wood shutters, decorative metal features, decorative wall mount lights, decorative brown trims for the doors and storefront windows, gable roofs, and "S" tile roofs. The building will have full height storefront windows at the front and rear of the building. The main entrance will have 14-foot-high arched storefront window and door.

Additionally, as specified by the plans, a decorative split-face 6-foot-tall wall will be located at the perimeter of the residential development, a height that is compliant with the Specific Plan. The vehicular entry gate will have a slumpstone block wall with a decorative cap (Terracotta Tile Cap) and decorative Telescopic tubular steel motor gate. The interior of the residential complex will have various wall types throughout the development, for example it will include six-foot "Spanish Theme Wall" and a three-foot to five-foot screen wall that will have a stucco finish with a Terracotta Tile Cap. The complex will have decorative low/seat wall and a six-foot high tubular steel fence at the pool area. Finally, the dog park will include vinyl clad (black) chain link fence with different dog breeds sign boards. All fences and pilasters shall be designed and constructed to incorporate design features and colors that complement the decorative accents on the building clusters for the overall cohesiveness.

Landscaping in the Residential Development

Perimeter landscaping along the street-adjacent portions of the side of the development will feature groundcover that is comparable to the flora found along the rest of the Greenspot Corridor (see Exhibit No. 7). The main entrance to the residential complex will have Olive Trees, Date Palm, Mexican Fan Palm, a variety of shrubs and ground cover to enhance the area of the residential complex. The following shrubs are located throughout the main entrance, courtyards, perimeter, and the open space: Blue Flame Agave, Foxtail Agave, Variegated Dwarf Century Pla, Purple Delight Lilac Hibiscus, Dwarf Kangaroo Paw (Yellow), Elfin King Strawberry King, Japanese Boxwood, Dwarf Bottlebrush, Foothill Sedge, Little Rev Flax Lily, Silver Streak Flax Lily, Fortnight Lily, Silverberry, N.C.N., Sky Pencil Ilex, Stokes Holly, New Gold Lantana, Wax Leaf Privet, Breeze Dwarf Mat Rush, etc. The perimeter landscaping includes Fern Pine, Brisbane Box, Southern Magnolia. The courtyards and open space include Jacaranda, Chinese Flame, Crape Myrtle (Lavender), Olive Trees, Orange Tree, Crape Myrtle (White) Fern pine, Brisbane Box, and Southern Magnolia. The tot lots and recreational area include Date Palm, Mexican Fan Palm, Crape Myrtle (Lavender), Olive Tree, Giant Bird-of-Paradise, Orange Trees, Crape Myrtle (White), Brisbane Box, Southern Magnolia, Jacaranda, and Chinese Flame.

Parking in the Residential Development

As previously mentioned, the proposed project is designed to offer the privacy aspect of living in a Single-Family and Multi-Family home while also offering the communal benefits of living in a Multi-Family complex, such as shared parking. Please see the table below for the Parking Regulations defined in Table 5-8: Residential Parking Requirements:

Residential Use	**Required Number of Spaces**		
Single-Family Attached	1 assigned stall within an enclosed garage and an additional 0.3 unassigned stalls per dwelling unit		
Multi-Family Attached	Covered	Uncovered	Guest
Studio Unit	1	0	1 per 5 units
1 Bedroom	1	0.4	
2 Bedroom	1	0.9	
3 Bedroom	1	1.1	

Based on the Specific Plan requirements, the 200-unit residential development requires 368 parking spaces; 200 covered and 168 uncovered (see calculation below).

Residential Parking			
Number of Units	Required Ratio per the Specific Plan	Required Number of Spaces per the Specific Plan	Number of Spaces Proposed
Studio Units - 39	1 covered	39 covered	
1 Bedroom Units – 51	1 covered .4 uncovered	51 covered 21 uncovered	
2 Bedroom Units – 74	1 covered 0.9 uncovered	74 covered 67 uncovered	
3 Bedroom Units - 36	1 covered 1.1 uncovered	36 covered 40 uncovered	
Guest Parking	0.2 x 200-units	40 uncovered	
Total covered and uncovered spaces		200 covered	180 garage spaces 58 carports
		168 uncovered	142 uncovered (the remain 16 spaces have been provided as covered parking spaces)
Overall Total Parking spaces		368 parking spaces	380 parking spaces

The Applicant is proposing 380 parking spaces; 72 within two-car garages, 100 within one-car garages, eight (8) within large 12' x 22' garages, 58 carports, 130 open parking spaces, and 12 compact spaces. The project has a surplus of 12 parking spaces for the residential portion.

Amenities in the Residential Development

The proposed development offers a variety of amenities for the community. The Applicant is proposing a walkable pathway that goes through the whole residential development. The Applicant is proposing central community area for the residents, this area includes a resort style community pool that includes 60 feet of swim lane, elevated spa with tile mural backdrop wall, 15 square foot wading pool, decorative tile seating area throughout the pool areas, two canopies structures with an arch design to complement the architectural style of the buildings, focal raised planter with decorative Spanish tile and large accent palm trees, Terra Cotta paving adjacent to the pool, outdoor kitchen, and fire table.

Additionally, the Applicant is proposing approximately 104,000 square feet of open space area which, in part, replaces their prior paseo. The open space will have Spanish style courtyards that include partial enclosed garden space, pedestal BBQ, enhanced paving and theme tile seats. Other amenities will include an open play turf area, tot lots with multi-age play equipment, shade cabanas with pedestal barbeques, half-court basketball court, picket ball court, and a dog park. Furthermore, the residential development will have three (3) satellite BBQ/ dining area which includes a pedestal gas BBQ, low stucco seat walls to help define the space and enhance path paving. Also, this open space area will have a Spanish themed shade structure that will contain a fireplace, solid screen wall and a picnic table. Finally, the leasing office will have a fitness room, computer lounge, private party room, and a lounge area as seen in the floor plan of the clubhouse (see Exhibit Nos. 9 and 10).

Fire Condition related to the Three-Story Residential Development

The City of Highland is rated bi-annually by the Insurance Services Office who determine the adequacy of fire services city-wide. When certain criteria are triggered by new development, ladder truck service will need to be provided. Ladder truck service is currently provided via an agreement with the San Manuel Band of Mission Indians. Should that agreement ever cease, the City will require the project to maintain their own agreement or pay a portion of the costs necessary for the City to staff its own ladder truck. The Conditions proposed by Staff read as follows, Design Review, Planning Conditions Numbers 75 and 76:

"75. **Should the Applicant fail to maintain a private Temporary Fire Service Contract (TFSC), then for the purposes of these Conditions, the Ladder Truck Service date shall be defined as the date of issuance of the building permit for the structure that is either:**

a. The fourth (4th) structure in the Project that is either twenty-eight feet (28') in height or taller (ground to eaves) or three (3) stories in height or taller; or

b. The fourth (4th) structure in the Project that would require a consistent fire-flow of 3,500 gallons per minute or greater; or

c. The fourth (4th) structure in any combination of four such structures in the Project (collectively, the "Ladder Truck Service Date)".

The City will endeavor to maintain a TFSC in effect at the Applicant/Developer's expense from the Ladder Truck Service Date until the earlier of:

i. the first day of the first calendar quarter following the date the City's net property tax, sales and use tax and transient occupancy tax ("TOT") revenues from within the Specific Plan any other structure within the City, entitled after the effective date of this Project's approval, that triggers Conditions 75 a-c above ("Qualifying Property") to exceed five hundred fifty thousand dollars ($550,000.00); or

ii. the date a fully equipped City-owned and staffed ladder truck is put into service at the City station serving the Site.

Prior to the City's issuance of building permits, the Applicant/Developer shall deposit with the City a cash deposit in an amount equal to the City's Finance Director's estimate of the City's full costs for the TFSC for the first two (2) years of the TFSC. The City shall hold the deposited funds in a separate, interest bearing, account to be used only to fund the TFSC's costs. Interest shall be re-deposited in the account and used to partially pay future years' TFSC's costs. If TFSC's are in effect following the year that the Applicant/Developer's deposit is exhausted, City shall request, and the Applicant/Developer or the Applicant/Developer's successor in interest shall make, further deposits to cover each subsequent year's TFSC's costs. If the TFSC is terminated prior to the time the Applicant/Developer's TFSC's cost deposit is exhausted, City shall promptly refund to the Applicant/Developer any excess amounts including accrued interest, if any.

76. If the City is unable to secure and/or maintain in effect appropriate, fiscally sound Temporary Fire Services Contracts ("TFSC") with one or more adjacent local agencies to provide staffed ladder truck fire protection service prior to the Ladder Truck Service Date and thereafter OR if the Applicant/Developer fails to pay any TFSCs cost deposit when due, the Applicant/Developer shall pay to the City its proportional share of an annual Fire Fund Shortfall Payment ("FFSP") of $550,000 on or before the Ladder Truck Service Date, less the taxes and fees collected in Condition 75.c.i. The Applicant's proportional share shall be considered their percentage of all buildings within the City that trigger 75a, 75b or 75c at the time of the annual calculation. The Applicant/Developer shall make annual payments of the FFSP to the City each calendar year on the anniversary of the Ladder Truck Service Date as defined above. Notwithstanding the foregoing, the Applicant/Developer shall not be required to pay the TFSC on and after the Ladder Truck Service Date immediately following end of the City fiscal year in which the City receives five hundred fifty thousand dollars ($550,000) or more in net property tax, sales and use and transient occupancy tax revenue from development in within the Specific Plan or other Qualifying Property combined."

The Applicant disagrees with the provisions in the Conditions and recommends the following alternative language:

"The Applicant shall use commercially reasonable efforts to continue its June 2015 signed agreement with San Manuel Band of Mission Indians providing a private Temporary Fire Service Contract (TFSC) for this project after the Ladder Truck Service Date defined below. If Applicant does not maintain TFCS it will pay the City $25,000 annually until the earlier to occur of the following:

(i) sales, use, transient occupancy, property taxes or other taxes, revenue equal to $108,413 from the project, or
(ii) City has an agreement in place to secure and/or maintain Temporary Fire Services Contracts ("TFSC") with one or more adjacent local agencies or private entities to provide staffed ladder truck fire protection service, or
(iii) City acquires a Ladder Truck or equivalent, or
(iv) ISO rates will not be materially effected by not having TFSC or Ladder Truck, or
(v) fifteen years.

If the TFSC is not maintained by Applicant and the annual $25,000 payment is being made to the City it shall be reduced proportionately by the amount of sales, use, gas tax, transient occupancy, property taxes or other taxes revenue collected from the project under (i) above.

The "Ladder Truck Service Date" shall be defined as the date of issuance of the building permit for the structure that is either: a. The fourth (4th) structure in the Project that is either twenty-eight feet (28') in height or taller (ground to eaves) or three (3) stories in height or taller; or The fourth (4th) structure in any combination of four such structures in the Project (collectively, the "Ladder Truck Service Date)".

The above TFSC requirements shall not apply to the commercial section of the project."

The recommended fire service condition noted above is a matter of City policy, public safety, service, and budget consideration. Therefore, Staff recommends the Planning Commission defer discussion of this matter to the City Council concurrently with other actions listed in the Staff Report.

Conditional Use Permit No. 20-006 – ABC Licenses

The Applicant is requesting (8) eight State of California Alcohol Beverage Control (ABC) licenses for future speculative commercial tenants. These include five (5) On-Sale ABC licenses for uses such as restaurants and bars and three (3) Off-Sale ABC licenses for uses such as a grocery store or gas station. If approved, future businesses will not need to request individual CUPs. Additionally, staff contacted ABC and they were in support the CUP with multiple ABC licenses.

The project site is located within census tract 76.04. The census tract is approximately 2.8 square miles, and it has a population of approximately 4,806. The census tract is located south of Base Line, east of Central Avenue, north of the city limits and west of Boulder Avenue. Pursuant to ABC, this census tract permits three (3) On-Sale ABC licenses (for example an eating establishments) and three (3) Off-Sale ABC license (for example a convenience stores). Currently, ABC has approved seven (7) On-Sale license and seven (7) Off-Sale licenses.

Businesses with On-Sale ABC Licenses

The Green Frog	7750 Palm Ave, Ste K&L	Type 48	On-Sale General
I Love Sushi	7750 Palm Ave, Ste S	Type 41	On-Sale Beer & Wine
Candy's	26998 3rd Street	Type 41	On-Sale Beer & Wine
Dicky's Barbeque Pit	27949 Greenspot Rd, Ste D	Type 41	On-Sale Beer & Wine
Wingstop	27993 Greenspot Rd, Ste 4	Type 41	On-Sale Beer & Wine
JJ's Sports Bar & Grill	7955 Webster Street, Unit 1	Type 47	On-Sale General
Thai Spoon Restaurant	7750 Palm Ave, Ste H	Type 41	On-Sale Beer & Wine

Businesses with Off-Sale ABC Licenses

AMPM Arco	27727 Base Line	Type 20	Off-Sale Beer & Wine
AMPM Arco	27323 5th Street	Type 20	Off-Sale Beer & Wine
Cee Vees Liquor	7750 Palm Ave, Unit 1&2	Type 21	Off-Sale General
East Highland Ranch Valero	27767 Base Line	Type 20	Off-Sale Beer & Wine
Highland C Oil Inc (76 Gas Station)	27627 Base Line	Type 20	Off-Sale Beer & Wine
Chevron	27981 Greenspot Rd	Type 20	Off-Sale Beer & Wine
Highland Ranch Service (Valero Gas Station)	7955 Webster Street	Type 20	Off-Sale Beer & Wine

Any new ABC license would lead to an "undue concentration" of ABC licenses within this census tract. Based on the "undue concentration" the City Council must approve a finding for public convenience or necessity to allow the additional licenses.

FINDING FOR PUBLIC CONVENIENCE OR NECESSITY:

According to the Business and Professions Code a jurisdiction must make a finding of "public convenience or necessity" if there is an overconcentration of similar liquor licenses within the census tract associated with the project. The future business will be located within a Greenspot Village & Marketplace Specific Plan. Highland Crossing has similar uses with a similar ambiance, such as Wingstop, Chevron, Dickey's Barbeque Pit, and Mountain Mikes.

The proposed addition of new On-Sale ABC licenses will enhance the full dining experience for customers and will also boost revenue for the establishment. Furthermore, the addition of an Off-Sale ABC licenses will provide the convenience of purchasing an alcoholic beverage at a gas station or grocery market without going to another location. For these reasons, staff finds the addition of ABC licenses is a "public convenience or necessity".

The project site is a vacant parcel that has no reported crimes at this time. The Sherriff's Department was provided a Project Notice and they did not have any comments regarding any crimes of concern within this area. Based on the vacant site, there is not an "undue concentration" of crimes per the Sherriff's Department review and a finding of "public convenience or necessity" is recommended. Therefore, providing this opportunity at these locations allows for the public convenience and necessity to shoppers. These opportunities would be served by the issuance Alcohol Beverage Control licenses, along with providing an economic benefit to the businesses and the City.

Conditional Use Permit No. 20-007 – Gas Station

Land use standards within The Greenspot Village & Marketplace Specific Plan, Planning Area No. 1 (Highland Marketplace), require the approval of a Conditional Use Permit for the establishment of a vehicle fueling station. The project proposal includes a 5,200 square foot convenience store with alcohol sales, 1,825 square-foot carwash, and a 5,052 square foot fuel canopy with eight (8) pumps. The gas station and the carwash will be opened 24 hours and seven (7) days a week.

The fuel station is located at the southeast corner of the project site. A 10-foot landscape setback is provided to screen the proposed activity from the gas station. The gas station site will have a loading area and decorative trash enclosure that will be constructed per city standard. The gas station will have one (1) ADA parking space, three (3) employee parking spaces, and 23 standard customer parking spaces. The carwash will be located north of the convenience store with a 12-foot-wide drive-thru lane and adequate stacking distance per the requirement of the specific plan. The carwash will be an automatic rollover/tunnel type of carwash with ten (10) vacuum stations. The carwash will operate similar to the gas station. The employees of the gas station will be supervising the carwash.

A commercial fuel tenant has not been identified. Future design review may be needed by the Planning Commission if the tenant requires amendments to the exterior elevations or sign program to promote their corporate image.

Tentative Parcel Map No. 20-002

Prior to the start of construction at the project site, it is necessary to increase the number of parcels from the four (4) existing parcels into eight (8) new parcels through Tentative Parcel Map No. 20382 to support the independent development of the commercial shopping center and the residential complex. The parcel map will create eight numbered: Parcel No. 1 will be 5.93 acres, Parcel No. 2 will be 0.70 acres, Parcel No. 3 will be 0.82 acres, Parcel No. 4 will be 0.57 acres, Parcel No. 5 will be 0.57 acres, Parcel No. 6 will be 0.88 acres, Parcel No. 7, will be 1.59 acres, and Parcel No. 8 will be 8.73 acres. The configurations of the lots are basically irregularly shaped. Parcel No. 1 will house the two major tenants of the commercial shopping center. Parcel No. 2 is square design which will house the Pad No. 5. Parcel No. 3 is rectangular shape that will house Shops No. 1. Parcel No. 4 is a square parcel which will house the courtyard and Pad No. 4. Parcel No. 5 is an irregularly shaped parcel that will house Pad No. 3. Parcel No. 6 is an irregularly shaped parcel that will house Pad No. 2. Parcel No. 7 is a rectangularly shaped parcel that will house the gas station and the carwash facility. Parcel No. 8 will house the residential development. Access to the commercial parcels will be from the entrance along Greenspot Road (See Exhibit No. 8 – Tentative Parcel Map No. 20382) and the residential complex will have a reciprocal access with the commercial center.

The Specific Plan minimum lot size for Planning Area No. 1 (Highland Marketplace) is 5,000 square feet (0.11 acres). Planning Area No. 2 minimum lot size is not listed within the specific plan; therefore, we revert to the R-4 development standard in this case which is a minimum of one acre. Based on the proposed map, the new parcels exceed the minimum lot sizes for both planning areas. The configuration of the new parcels for Tentative Parcel Map has met the requirements of the Highland Municipal Code, Specific Plan and the Subdivision Map Act.

Accessory Sign Review No. 20-013

The Specific Plan contains a conceptual sign program from which the Applicant has derived additional, more specific standards. The objective of the updated Sign Program is to provide standards and specifications that assure consistent quality, size, variety, and placement for tenant signs throughout the project site. It is also intended to stimulate creative invention and achieve the highest standard of excellence in the environmental graphic communication within the residential and commercial components of the project (see Exhibit No. 11).

Commercial

The commercial portion of the sign program proposes two (2) double-sided freeway signs; one (1) double-sided freestanding sign; one (1) double-sided multi-tenant monument signs; and one (1) double-sided fuel pricing sign.

Freeway Signs

The freeway signs are 28' wide x 90' tall with an overall sign area of 1,200 square feet. The top of the sign will have a decorative cornice that complements the design of some of the proposed buildings and the bottom portion of the sign will have a decorative base with rock veneer to enhance the design of the sign (similar to rock veneer proposed on the retail buildings). The freeway signs will be located at the westerly side of the property facing the on-ramp of the SR210 Freeway. One of the freeway signs is proposed to have a digital board/screen and the other sign will be non-digital. In accordance the Greenspot Village & Marketplace Specific Plan, Section 5.8.1 (Freeway Pylon Signs) these signs shall not exceed ninety feet (90') in height, and the electronic message board may be used for on-premise and off-premise advertising with an electronic board measuring no more than 24 feet high by 18 feet wide. Section 5.8.1 of the Greenspot Village & Marketplace Specific Plan further states that any proposal for an electronic message board must first be reviewed by the Planning Commission for a recommendation to the City Council for their review and approval. In accordance with the Greenspot Village & Marketplace Specific Plan, Section 6.5.1 (Freeway Pylon Sign), prior to a Comprehensive Sign Program approval, a 'Flag Test' will be conducted to determine the maximum height.

The prerequisite 'Flag Test' is scheduled to take place during a future Study Session. Observations from the 'Flag Test' will be a consideration by the Planning Commission prior to making a recommendation to the City Council for their review and approval. Until the 'Flag Test is conducted, no action can be taken relative to the height and location of the Freeway Signs.

Multi-Tenant Monument Sign

The multi-tenant monument sign is 13' wide x 22' tall with an overall sign area of 180 square feet. A gas price monument sign is 6'-10" wide x 11' tall with an overall sign area of 48 square feet, a tenant monument sign is 7'-6" wide x 8'-6" tall with an overall sign area of 36 square feet. All freestanding signs are double sided. The tenant monument sign will be located at the southwest corner of the commercial complex, the multi-tenant monument sign will be located approximately 130 feet west of the intersection of 210 freeway and Greenspot Road. The gas price/ convenience store monument sign is located at the east side of the main entrance of the commercial complex.

Building Mounted Signs

In addition to freestanding signs, the Sign Program permits commercial tenants to install building mounted signs. These include storefront ID signs with logo above individual storefronts and each elevation facing a street, parking lot, and freeway. The tenants will be allowed to have a sign area of 1.5 square feet per linear foot of tenant's store frontage. It also allows pedestrian-oriented projecting blade signs attached to the storefront of the business and projecting into the walkway. These will be 3' wide x 3' tall with an overall sign area of nine (9) square feet.

Window Signs

Businesses will be permitted to have window display graphics signs. Each tenant may have two (2) square feet of company vinyl name and/or logo in each storefront window or nine (9) square feet of a company logo in any one window of tenant's storefront, a 14" wide x 14" tall sign for the hours of operation for the business, and an alcohol and tobacco advertisements with the approval of the landlord.

Residential

Residential Gateway Signs

The residential portion of the Sign Program proposes four (4) residential gateway signs that are 3' wide x 6' tall with an overall sign area of eight (8) square feet. All the monument signs will have a decorative cornice that matches the design of the buildings of the commercial complex and the bottom portion of the sign will have a decorative based with rock veneer to further enhance the design of the sign. The sign face will be internally illuminated and display the various business name and logos. The four residential gateway signs will be located at different locations, one at the main entrance of the commercial complex, the second will be north of the gas station, the third will be at the main entrance of the residential complex, and the fourth will be located at the northly (exit) gate of the residential complex.

Public Comments

Staff received two public comment letters (see Attachment No. 5) from surrounding neighbors. The comments were in regard to emergency access, fire safety, design of the block walls, noise, drainage, the gas station being close to residential apartments and the water table. The public comments have been addressed the Applicant with some modifications to the entitlement plans and the conditions of approval that are attached for the Planning Commission considerations.

ENVIRONMENTAL REVIEW: The Certified Environmental Impact Report (ENV No. 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan was certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively. The EIR and SEIR anticipated commercial and residential developments similar to those proposed in the subject applications.

Staff has determined that the project is exempt from further environmental review under Government Code Section 65457 which provides that:

a) Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000)

> of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The project seeks to amend the Specific Plan in the follow manner: 1) increase the residential area (Planning Area No. 2) from 29.8 acres to 33.7, 2) reduce the commercial area (Planning Area No. 1) from 43.6 acres to 39.7 acres, 3) remove the Village Paseo from Scenario Area No. 1; and eliminate the private open space requirements for studio housing units.

The proposed project is compatible with the approved Specific Plan and the proposal will not increase the level of impacts identify in the EIR because the proposed development has is reducing the amount of square footage of retail that was originally approved by the EIR and the subsequent EIR, therefore, this project is not increasing the impact that was approved under the EIR and subsequent EIR. Furthermore, the proposed project is proposing to develop 200 residential units and the EIR and subsequent EIR of the Specific Plan allows for the development of 800 units for all Planning Areas. At this time, only 200 units have been entitled and 200 units are being the proposed as part of this project, therefore, the number of residential units is still within the threshold that was approved within the EIR and the subsequent EIR. As such, the scope of the project was previously analyzed and none of the events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have

occurred that would trigger further environmental review.

In compliance with the Mitigation Monitoring and Reporting Programs (MMRP) adopted concurrently with ENV No. 09-003 and ENV No. 19-002, a current project-specific Noise Study and Biological Resource Study were prepared as required by the MMRPs to provide details on sound levels and to check for the presence of the endangered San Bernardino Kangaroo Rat.

Noise Study

The short-term impacts of project-related noise will be relatively minor in nature and will be associated with construction activities. However, these short-term impacts shall not exceed a 65 dBA CNEL noise standard established in the Greenspot Village & Marketplace Specific Plan outside the allotted hours of 7am to 7pm. Additionally, no excessive ground-borne vibration or noise would be created by the proposed mixed-use development after completion.

Construction noise related to the development is considered a short-term impact and would be considered significant only if construction activities are continued past the allowable times of 7 am to 7 pm. Existing homes at the northeast corner of project site as well as the homes directly north of the project site may be temporarily affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Noise reduction mitigation measures to further reduce construction noises via limited construction hours, limited equipment idling times, and rattling noise prevention have been addressed in the Greenspot Village & Marketplace Specific Plan Environmental Impact Reports and Mitigation Monitoring and Reporting Programs.

The noise study (see Exhibit No. 12) also took into consideration the impacts of the proposed project on the development's residents. The proposed project is located about 1.2 miles south west of from the San Bernardino International Airport (SBIA) and approximately 3.1 miles southeast of the Redlands Airport. While the Redlands Airport Runways are oriented in an east/west manner, the SBIA runways are oriented more southwest/northeast. While the parcel on which the project is proposed does partially fall in the outermost portion of the Airport Safety Overlay area, the proposed project would not be exposed to substantial noise from SBIA per the Noise Impact Analysis. The proposed project site is located outside of the 65 dBA CNEL noise level contour boundaries of the airport. Accordingly, people at the proposed project site would not be exposed to excessive noise levels from nearby airport operations.

Biological Resource Study

The Greenspot Village & Marketplace Specific Plan Environmental Impact Report and Supplemental Environmental Impact Report had previously determined that the proposed development would not have a substantial impact on sensitive species including, but not limited to burrowing owl, California homes lark, or northwestern San Diego Pocket Mouse. The development would not pose a negative impact on the riparian habitat either. Since the Mitigation Measures in the Supplemental Environmental Impact Report included a requirement for a Small Mammal Trapping Survey, a Biological Impact Analysis was issued after the project site was identified as a potential home for the San Bernardino Kangaroo Rat. The Applicant is currently in consultation with both the California Fish and Wildlife Services and U.S. Fish and Wildlife Service concerning mitigation for the endangered Kangaroo Rat.

SUMMARY: The proposed project is a mixed-use development that is designed to offer the one stop shopping area and a privacy aspect of living in a Single-Family and Multi-Family home while also offering the communal benefits of living in a Multi-Family complex. The decrease of commercial area in Planning Area No. 1, the increase of residential area in Planning Area No. 2, removal of the Village Paseo and the removal of the private open space requirement for studio units within the Greenspot Village & Marketplace Specific Plan will facilitate the construction of the mixed-use project envisioned for the Greenspot Village & Marketplace Specific Plan. The Specific Plan amendment will not change the maximum allowable density, and thus will not lessen the intensity of housing in the specific plan. The mixed-use project will also construct commercial retail buildings and restaurants to enhance the vibrancy of the development. This project complies with the Specific Plan requirements and development standards for Single-Family Attached homes and Multi-Family and provides a superior level of community amenities, walking pathways, recreation areas, to create a desirable living environment. Staff recommends the Planning Commission adopt a Resolution recommending the City Council approve Specific Plan Revision (SPR No. 06-01A), Design Review Application (DRA No. 20-012), Conditional Use Permits (CUP No. 20-006 and -007), Tentative Parcel Map (TPM No. 20-002), and Accessory Sign Review Application (ASR No. 20-013).

Attachments:
1. Greenspot Village & Marketplace Specific Plan
2. Resolution No. 2021 – _____
    A) Ordinance to amend the Greenspot Village & Marketplace Specific Plan (SPR No. 06-01A)
    B) Resolution No. 2021 – ____ for Design Review Application (DRA No. 20-012)
        i. Conditions of Approval
        ii. EIR, Supplemental EIR, and MMRP
    C) Resolution No. 2021 – ____ for Conditional Use Permit Application (CUP No. 20-006)
        i. Conditions of Approval
    D) Resolution No. 2021 – ____ for Conditional Use Permit Application (CUP No. 20-007)
        i. Conditions of Approval
    E) Resolution No. 2021 – ____ for Tentative Parcel Map Application (TPM No. 20-002)
        i. Conditions of Approval
    F) Resolution No. 2021 – ____ for Accessory Sign Review Application (ASR No. 20-013)
        i. Conditions of Approval
3. Existing Specific Plan Conceptual Site Plan
4. Proposed Amendments
5. Public Comment Letters

Exhibits:
1. Commercial Site Plan
2. Commercial Elevations
3. Commercial Landscape Plan
4. Residential Site Plan
5. Residential Floor Plan
6. Residential Elevations
7. Residential Landscape Plan
8. Tentative Parcel Map No. 20382 (TPM No. 20-002)
9. Clubhouse Floor Plan
10. Clubhouse Elevations
11. Greenspot Crossings Sign Program
12. Noise Study

Attachment No. 1:

Greenspot Village & Marketplace Specific Plan

SPECIFIC PLAN

City of Highland

JUNE 2013

Greenspot Village & Marketplace Specific Plan

Prepared for:
City of Highland
27215 Baseline Street
Highland, CA 92346

Submitted by:
Mission Development Company, LLC
Neighborhood Creators
1030 Nevada Street, Suite 201
Redlands, CA 92374

Prepared by:
MIG | Hogle-Ireland
1500 Iowa Avenue, Suite 110
Riverside, CA 92507

June 2013

Acknowledgements

City of Highland City Council
Larry McCallon
Penny Lilburn
Sam Racadio
Jody Scott
John P. Timmer

City of Highland Planning Commission
Randall Hamerly
Trang Huynh
John Gamboa
Richard Haller
Milton Sparks
Michael Stoffel
Michael Willhite

City of Highland Project Team
Joseph Hughs, City Manager
John Jaquess, Community Development Director
Ernie Wong, Public Works Director/City Engineer
Kim Stater, Economic Development Specialist
Bruce Meikle, Senior Planner
Lawrence A. Mainez, City Planner

Table of Contents

1. Introduction 1
   1.1. Specific Plan Purpose 1
   1.2. Planning Authority 2
   1.3. Specific Plan Objectives 3
   1.4. Specific Plan Summary 5
   1.5. Specific Plan Setting 6
   1.6. General Plan and Development Code Consistency 8
2. Land Use Plan 19
   2.1. Introduction 19
   2.2. Residential Dwelling Unit Limitation 19
   2.3. Summary of Land Uses 19
   2.4. Land Use Plans 22
   2.5. Conceptual Land Use Plan - Scenario Two 26
3. Circulation Plan 35
   3.1. Introduction 35
   3.2. Vehicular Circulation & Access 35
   3.3. Non-Vehicular Circulation & Access 40
   3.4. Village Paseo/Multi-Purpose Trails 40
4. Infrastructure Plan 51
   4.1. Water 51
   4.2. Sewer 51
   4.3. Solid Waste 51
   4.4. Storm Water Drainage 52
   4.5. Utilities 52
   4.6. Public Services 59

TABLE OF CONTENTS

5. Use and Development Standards 61
   5.1. Purpose 61
   5.2. Land Uses 62
   5.3. Permitted Uses 62
   5.4. Development Plans 71
   5.5. Commercial and Mixed Use Development Standards 77
   5.6. Residential Standards 85
   5.7. Additional Development Standards 108
   5.8. Sign Standards (for more information see Section 6.5 of the Design Guidelines) 112
   5.9. Defensible Space Guidelines 115
6. Design Guidelines 117
   6.1. Purpose and Intent 117
   6.2. Commercial & Mixed-Use Design Guidelines 117
   6.3. Residential Design Guidelines 133
   6.4. Parking Structure Design Guidelines 161
   6.5. Signage and Environmental Graphics Program 162
7. Landscape Guidelines 199
   7.1. Overall Landscape Concept 199
   7.2. Open Space Concept 202
   7.3. Commercial Landscape Concept 202
   7.4. Residential Landscape Concept 203
   7.5. Edge Treatments 215
   7.6. Parking Lot Landscaping 215
   7.7. Community Walls and Fences 216
   7.8. Paving 221
   7.9. Site Furniture 221
   7.10. Planting Design 221
   7.11. Plant Material 224

TABLE OF CONTENTS

7.12. Plant Palette 226
7.13. General Landscape Provisions 259
7.14. Irrigation Systems 260
8. Implementation Plan 261
8.1. Phasing 261
8.2. Financing and Fees 261
8.3. Project Maintenance 265
9. Administration 267
9.1. General Provisions 267
9.2. Specific Plan Revisions 268
9.3. Permits 270
9.4. General Plan Consistency 270
Appendix A: General Plan Consistency 271
Land Use Element 271
Housing Element 274
Circulation Element 275
Conservation and Open Space Element 276
Public Health and Safety Element 277
Community Design Element 278
Appendix B: Definitions 285

Exhibits

Exhibit 1-1: Regional / Context Map 13
Exhibit 1-2: Aerial Photograph / Specific Plan Area 15
Exhibit 1-3: Existing General Plan Land Use Designations 17
Exhibit 2-1: Conceptual Land Use Plan, Scenario 1 29
Exhibit 2-2: Conceptual Land Use Plan, Scenario 2 31
Exhibit 2-3: Conceptual Site Plan 33
Exhibit 3-1: Conceptual Circulation Plan 43
Exhibit 3-2: Conceptual Street Sections (Collector Streets) 45
Exhibit 3-3: Conceptual Street Sections (Primary Arterial & Modified Primary Arterial) 47
Exhibit 3-4: Conceptual Trails Plan 49
Exhibit 4-1: Conceptual Infrastructure: Water and Sewer Plan 55
Exhibit 4-2: Conceptual Infrastructure: Gas and Electrical Plan 57
Exhibit 5-1: Planning Area 1 – Highland Marketplace 79
Exhibit 5-2: Planning Area 3 – Village Center 81
Exhibit 5-3: Single-Family Detached Courtyard – 4-8 Pack 87
Exhibit 5-4: Single-Family Detached Courtyard 89
Exhibit 5-5: Single-Family Detached (Alley/Rear Loaded) 93
Exhibit 5-6: Single-Family Attached 97
Exhibit 5-7: Single-Family Attached Greencourt 99
Exhibit 5-8: Single-Family Attached Motorcourt 101
Exhibit 5-9: Multiple-Family Attached 105
Exhibit 6-1: Conceptual Recreational Amenities 159
Exhibit 6-2: Conceptual Signage Location Plan 173
Exhibit 6-3: Freeway Pylon Sign 175
Exhibit 6-4: East Gateway Monument Sign 177
Exhibit 6-5: Multi-Tenant Monument Sign 179

Exhibit 6-6: Pad Monument Sign 181
Exhibit 6-7: Vehicular Directional Sign 183
Exhibit 6-8: Pedestrian Directional Signs 185
Exhibit 6-9: Pedestrian Directory Signs 187
Exhibit 6-10: Pageantry Signs 189
Exhibit 6-11: Regulatory Signs 191
Exhibit 6-12: Interpretive/Exploratory Signs 193
Exhibit 6-13: Tenant Identity Sign Examples 195
Exhibit 6-14: Gateway Sign Examples 197
Exhibit 7-1: Residential Villages Conceptual Landscape Plan 205
Exhibit 7-2: Conceptual Landscape Plan: Recreation Areas 207
Exhibit 7-3: Conceptual Landscape Plan: Paseo and Entry Point 209
Exhibit 7-4: Conceptual Landscape Amenities 211
Exhibit 7-5: Conceptual Landscape Plan: Residential Villages Plant Palette 2113
Exhibit 7-6: Perimeter Fence and Wall Plan 219
Exhibit 7-7: Conceptual Roadway Landscape Plan: Greenspot Road 229
Exhibit 7-8: Conceptual Landscape Plan: Major Entry 231
Exhibit 7-9: Conceptual Landscape Plan: Minor Entry 233
Exhibit 7-10: Conceptual Roadway Landscape Plan: Boulder Avenue 237
Exhibit 7-11: Conceptual Roadway Landscape Plan: Webster Street 239
Exhibit 7-12: Conceptual Roadway Landscape Plan: Calhoun Street (Interim Condition) 243
Exhibit 7-13: Conceptual Roadway Landscape Plan: Calhoun Street 245
Exhibit 7-14: Conceptual Roadway Landscape Plan: Eucalyptus Street 249
Exhibit 7-15: Conceptual Roadway Landscape Plan: Promenade 251

Tables

Table 1-1: Zoning Designations 11
Table 2-1: Planning Areas and Land Uses, Scenario 1 23
Table 2-2: Planning Areas and Land Uses, Scenario 2 26
Table 5-1: Permitted Uses 64
Table 5-2: Commercial Development Standards 78
Table 5-3: Commercial and Mixed Use Parking Requirements 83
Table 5-4: Single-Family Detached 86
Table 5-5: Single-Family Detached (Alley/Rear Loaded) 91
Table 5-6: Single-Family Attached 95
Table 5-7: Multiple-Family Attached 103
Table 5-8: Residential Parking Requirements 107
Table 6-1: Spanish Colonial Style Elements 138
Table 6-2: Monterey Style Elements 141
Table 6-3: Craftsman Bungalow Style Elements 144
Table 6-4: Folk Victorian Style Elements 147
Table 6-5: Colonial Revival Style Elements 150

1. INTRODUCTION

1.1. Specific Plan Purpose

"The Greenspot Village & Marketplace Specific Plan" (Specific Plan) provides a land use plan (for two potential development scenarios), design guidelines, and development regulations for a mixed-use development within approximately 104-acres of the Golden Triangle Community Policy Area of the City of Highland. The Specific Plan includes retail, office, entertainment and restaurant development, designated open space and residential units.

The Specific Plan defines the uses that are permitted and their locations, as well as the design guidelines for buildings and related improvements on the site. The Specific Plan ensures that the area develops in a coordinated fashion with adequate consideration of infrastructure, services, public safety, and project financing.

The purpose of the Specific Plan is:

- To implement the goals and policies of the General Plan of the City of Highland through more detailed, site-specific use and development standards;
- To establish new zoning designations for the Specific Plan area that recognize its unique place in the Highland community;
- To establish design principles for the Specific Plan area; and
- To set the standard for amenities provided and the quality of development within the Specific Plan area.

Tentative and final tract maps, and parcel map(s) or development plans shall be prepared and submitted to the City pursuant to the applicable provisions of the State of California Subdivision Map Act (Government Code Sections 66410 et seq.), the City of Highland Subdivision Ordinance, the City of Highland Development Code and consistent with the applicable

provisions contained within the Specific Plan. The development plans shall be submitted for City review prior to development of the Specific Plan area.

1.2. Planning Authority

1.2.1. State of California Government Code Consistency

Section 65450 et seq. of the Government Code sets forth basic requirements and provisions for specific plans. The Government Code specifically states:

> "After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan."

Section 65451 of the Government Code requires that specific plans include text and a diagram or diagrams that specify all of the following:

- The distribution, location and the extent of the uses of land, including open space within the area covered by the plan;
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the specific plan;
- A statement of the relationship of the specific plan to the general plan.

The Specific Plan is designed to meet the requirements of the State of California Government Code and the City of Highland General Plan. The Specific Plan is adopted by ordinance and thereby establishes the zoning regulations for the development of the Specific Plan area.

1.3. Specific Plan Objectives

This Specific Plan addresses long term objectives, including the expansion of the City's economic base and meeting future commercial and residential housing needs. The following objectives, achieved through implementation of the Specific Plan, have been identified for the Specific Plan area:

1.3.1. Community Design

- To preserve a distinguishable community identity by creating an architectural image that builds upon Highland's historic link to the citrus industry.
- To create an identifiable "sense of place" within the City by using community landscaping, architectural design and signage to define the commercial, mixed-use and residential planning areas.
- To create a visually attractive development through consistent application of architectural and landscape standards/guidelines that will encourage commercial sales and a unique residential experience.
- To provide easy pedestrian connections between residential neighborhoods and shopping opportunities.

1.3.2. Land Use

- To create a focal point of retail, commercial, and recreational activity for the local community as well as for residents, businesses and visitors from throughout the area.
- To provide high quality housing that will attract a broad spectrum of residents, including attractive, modern, upper end housing that will provide "move-up"

Landscaped medians and crosswalks provide safe and efficient vehicular and pedestrian movement.

opportunities for local residents within the Specific Plan vicinity and the City of Highland.

- To establish distinctive residential neighborhoods, each with safe and convenient pedestrian access to a central open space area, as well as to commercial opportunities.
- To establish a well-balanced and carefully planned collection of specialized and general retail uses that can take full advantage of the site's visibility and accessibility from State Route 210 (SR210).
- To provide daytime and nighttime shopping and entertainment opportunities in a safe and secure environment.
- To create employment-generating opportunities for the citizens of Highland and surrounding communities.
- To augment the City's economic base by providing a variety of sales tax-generating uses which minimize the leakage of sales from Highland.

1.3.3. Circulation

- To provide for safe and efficient vehicular, pedestrian, and bicycle movement within and through the Specific Plan area.
- To provide safe and convenient pedestrian and bicycle connections between residential neighborhoods, the open space areas and commercial uses within the Specific Plan area.
- To augment major roadway improvements along Greenspot Road and Boulder Avenue.

1.3.4. Open Space

- To encourage outdoor activity by providing trails and open space that is connected by pedestrian walkways to residential and non-residential areas.

1.4. Specific Plan Summary

The Specific Plan area is located east of State Route 210, off of Boulder Avenue and Greenspot Road in the City of Highland. The Specific Plan area is developed with a complementary mix of residential, commercial/retail, and office uses all linked by a central Village Paseo. Development plans include two potential land development scenarios, depending upon the ultimate size of the Specific Plan area pending potential acquisition of additional property. This Specific Plan allows for the development of up to 769,600 square feet of building space and 800 residential units. The Specific Plan is designed to provide a broad range of commercial opportunities and a variety of housing types, styles, and sizes that attract a diversity of residents into a well-balanced, master-planned community.

The site is divided into three (3) sections based on unique land use, access and circulation requirements. These sections of the site are hereafter referred to as "Planning Areas," and are shown on Exhibit 2-1, Land Use Plan. The residential Planning Area (Planning Area 2) allows a variety of residential opportunities designed with sufficient recreation facilities to serve the residents of the Specific Plan area. The remaining two Planning Areas (Planning Areas 1 and 3) are developed with mixed-use and commercial land uses. The Specific Plan is designed to provide flexibility in the arrangement of land uses to respond to the market at the time development occurs.

For the entire Specific Plan area, a dwelling unit cap of 800 units has been assigned. Additionally, a maximum number of dwelling units to be constructed in Planning Areas 2 and 3 have been established. Total dwelling units in the entire Specific Plan area shall not exceed 800 units. For example, if 525 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 275 units.

1.5. Specific Plan Setting

1.5.1. Specific Plan Location

The Specific Plan area is located in the City of Highland, California. The City of Highland is located in the southwestern corner of San Bernardino County, north of the Santa Ana River and the Cities of Redlands and Loma Linda and between the City of San Bernardino and the San Bernardino National Forest. Exhibit 1-1, Regional/Vicinity Context Map, provides the location of the Specific Plan area in its regional context.

Exhibit 1-2, Aerial Photograph, provides an aerial photograph depicting the existing conditions of the Specific Plan area. As shown, Scenario One encompasses approximately 104-acres, and includes an approximate 21-acre parcel currently owned by the San Bernardino County Flood Control District (SBCFCD). Scenario Two totals approximately 83-acres. The majority of the Specific Plan area is located within the 165-acre Golden Triangle Community Policy Area of the City of Highland, County of San Bernardino, California. Nestled between the City's two creeks, the Golden Triangle is located in the southwestern central portion of the City and is bounded by the City Creek drainage channel on the northwest, SR210 on the west, Plunge Creek on the south, and Boulder Avenue on the east/northeast. The Specific Plan area is generally bounded by Greenspot Road (formerly 5th Street) on the south, Eucalyptus Avenue on the north, Boulder Avenue on the northeast, Webster Street on the east, the City Creek drainage channel on the northwest, and SR210 on the west.

1.5.2. On-Site Land Uses

The approximate 83-acres, which is included in land development plans for both Scenario One and Scenario Two (see Exhibit 1-2), is relatively flat and generally slopes downward toward the west at a gradient of approximately one to two percent. Elevations within this portion of the property range from approximately 1,215 feet above mean sea level (msl) in the western portion of the site to 1,265 feet above msl in the eastern portion of the site.

Existing occupied single-family residential dwelling units are located in the northern portion of the Specific Plan area. Access to these residences is provided via Eucalyptus Avenue (paved road) and Calhoun Street (partially paved road). A single-story commercial building is located on an isolated parcel in the southeastern portion of the Specific Plan area. Access to the building is provided via an access drive along Webster Street. The building is occupied by a convenience store, an insurance business, and a beauty salon. A small surface parking area is located adjacent to the commercial building. Just north of the commercial building are a handful of small single-story commercial and storage/warehouse buildings. One of the commercial buildings is occupied. The remainder of the commercial buildings and the storage/warehouse buildings are vacant. Access to these buildings is provided via an unpaved road along Webster Street. A large paved area is located adjacent to these commercial and storage/warehouse buildings. This paved area was utilized for the storage of large containers/bins.

Under Scenario One, the Specific Plan area includes the approximate 21-acre flood control property. During the rain storms following the October 2003 wildfires in Southern California, City Creek had been subject to substantial damage and sedimentation. The San Bernardino County Flood Control District identified a serious threat of property damage and risks to public health and safety in the Specific Plan vicinity and began emergency clean up work in City Creek, immediately adjacent to the Specific Plan area. The material removed from the creek was stock piled and processed within flood control owned parcels located north of Greenspot Road, east of SR210, adjacent to City Creek. The approximate 21-acre flood control property included under Scenario One was a part of the stock pile area. All of the sediment stock pile was removed by 2006 and all that remains is compacted dirt devoid of any vegetation. The City has entered into an agreement with the County to buy the stock pile area. As a result, an agreement has been entered into between the City and Greenspot Marketplace LLC to negotiate purchase of the stockpile area by Greenspot Marketplace LLC.

1.5.3. Surrounding Land Uses

South of the Specific Plan area, across Greenspot Road, is vacant land, a commercial center with Lowes and Staples as anchor tenants, a mini-storage facility, and a Southern California Edison (SCE) substation. East of the site across Webster Street is a triangular shaped strip commercial center consisting of a carwash facility, gas station, a restaurant, and other commercial uses. Northeast of the site, across Boulder Avenue, are vacant land and the Highland Grove Elementary School and Beattie Middle School. North of the site, across Eucalyptus Avenue, are vacant land and two occupied single-family residential dwelling units. South of Eucalyptus Avenue there are eight occupied single-family residential dwelling units that are included in the Specific Plan area but are not owned by the developer. West and northwest of the site are the City Creek and SR210. Surrounding land uses are depicted on Exhibit 1-2, Aerial Photograph.

1.6. General Plan and Development Code Consistency

The Specific Plan serves as the planning tool for the systematic implementation of the City of Highland General Plan. The Specific Plan was developed based on important guiding principles set forth in the Highland General Plan and is in compliance with provisions of the General Plan. The current General Plan land use designations of the Specific Plan area are Planned Development (PD) and Open Space (OS) for Scenario One and PD for Scenario Two per the City's General Plan Land Use Element (Exhibit 1-3, General Plan Land Use Designations). Within the PD designated areas, all residential land uses are considered to be appropriate, as are support uses (e.g., open space and recreation, public facilities, commercial, and all employment-generated uses) that may be appropriate, subject to applicable General Plan policies and ordinances of the City of Highland. Pursuant to the General Plan, development within PD areas is processed through the use of a specific plan, a planned unit development, a conditional use permit, or a similar device. The preparation of a specific plan, therefore, is consistent with the General Plan and no amendment is required for the PD designated portion of the site. The portion of the Specific Plan area designated as OS requires a General Plan Amendment to change

the current designation from OS to PD. As such, a General Plan Amendment was adopted concurrently with the adoption of this Specific Plan.

As envisioned, the Specific Plan attains the City's General Plan objectives for the Golden Triangle Community Policy Area of which it is a part. The General Plan recognizes unique development opportunities for this policy area because of its access, visibility, size, and location. The General Plan's intent for this area is to "facilitate a master-planned, mixed-use type of development large enough to cater to residential, retail, and office uses within a well-coordinated group of individually designed projects." The Specific Plan area encompasses approximately 104-acres and 83-acres (Scenario One and Two, respectively) of this policy area and involves the development of a master planned community consisting of mixed uses as described in the General Plan.

It is important to note that the Specific Plan serves as a mechanism to implement the City's 2006-2014 Housing Element. The northern portion of the Specific Plan area (Planning Area 2) was identified as an opportunity site within the Housing Resources section of the Element and in 2011 the City adopted a Residential High Density Special (HDS) zoning overlay for that portion of the Specific Plan area. The HDS zoning overlay permits 20 – 30 residential units per acre by right. This Specific Plan is designed to comply with and help to implement the HDS zoning overlay. The Specific Plan proposes housing at minimum 20 units per acre, higher than any other development in the City, and facilitates potentially affordable housing by permitting mixed use and higher density residential uses by right-of-zone, where similar uses at lower densities elsewhere in the City require a conditional use permit to evaluate compatibility. Innovative housing products permitted by right in the Specific Plan include row houses, condominiums, live/work units, apartments, and townhomes. The adoption of the Specific Plan is crucial to ensure the City can accommodate its 2008-2014 RHNA allocation and to facilitate the development of a variety of housing types. Further compliance with the City of Highland General Plan is demonstrated in Appendix A of this Specific Plan. This Specific Plan establishes Zoning Designations to be implemented within the Specific Plan area.

The Specific Plan accomplishes the purposes of the Planned Development, Golden Triangle Policy Area set forth in Section 16.12.010 of the City of Highland Municipal Code. Section 16.12.010 of the City of Highland Municipal Code establishes the provisions for the Planned Development District. It is stated that purpose of the Planned Development District is:

- To establish regulations which implement the General Plan goals, objectives and policies which provides for superior development by allowing a greater degree of design and land use flexibility within the framework of a site specific development plan.
- To establish procedures which provide for large scaled, multi-phased residential, commercial or industrial mixed use developments. These provisions permit the clustering of units, the mixing of land use and building types and the formulation of specific development standards and design criteria which respond to the particular features or conditions affecting the site.

The PD and OS zoning designations for the Specific Plan area per the City's Zoning Map converts to a Specific Plan zone, which designates permitted land uses. For each Planning Area within the Specific Plan, potential land uses are classified as permitted, conditionally permitted, prohibited, temporary, or accessory uses. Development standards and design guidelines for each Planning Area are also detailed in the Specific Plan. Current and proposed Specific Plan zoning designations are shown in Table 1-1. The Specific Plan Zoning Designations are illustrated in Exhibits 2-1 and 2-2.

Table 1-1: Zoning Designations

Specific Plan Component	Zoning Designation	
	Prior to Adoption of Specific Plan	After Adoption of Specific Plan
Planning Area 1 - Highland Marketplace	Planned Development (PD) & Open Space (OS) – Scenario One Planned Development (PD) – Scenario Two	SPR-006-001
Planning Area 2 - Residential Villages	Planned Development (PD) & Open Space (OS) – Scenario One Planned Development (PD) – Scenario Two	SPR-006-001
Planning Area 3 - Village Center	Planned Development (PD) – Both scenarios	SPR-006-001

[This page intentionally left blank]

Exhibit 1-1: Regional / Context Map

Regional Context Map

Vicinity Map

[This page intentionally left blank]

Exhibit 1-2: Aerial Photograph / Specific Plan Area

[This page intentionally left blank]

Exhibit 1-3: Existing General Plan Land Use Designations

Source: City of Highland General Plan, Updated March 14, 2006

[This page intentionally left blank]

2. LAND USE PLAN

2.1. Introduction

The Specific Plan allows up to 769,600 gross square feet of retail, office, entertainment and restaurant development, 800 dwelling units and open space. The Specific Plan provides employment, shopping, dining, entertainment, office space, recreation and housing opportunities. The goal is to create an environment catering to the needs of residents with differing lifestyles. Pedestrian pathways, signage, and landscaping provide a unifying element for the Specific Plan and work in concert with the adjacent uses to create a new gathering place for the residents of Highland and surrounding communities.

2.2. Residential Dwelling Unit Limitation

The maximum number of units to be developed in the entire Specific Plan area shall not exceed 800 units. Dwelling units may be transferred between Planning Areas 2 and 3. For example, if 525 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 275 units. Similarly, if 300 units are developed in Planning Area 3, then the total number of unit developed in Planning Area 2 cannot exceed 500 units. Allowing flexibility for the number of residential units to be developed in the Planning Areas provides the opportunity to meet market demands. At the same time, the limit on the total number of units gives assurance to decision-makers and the community that the Specific Plan preserves open space, provides amenities, and promotes the village and mixed use design concepts for Planning Areas 2 and 3.

Residential, commercial, and mixed uses are accommodated in the Specific Plan area.

2.3. Summary of Land Uses

2.3.1. Planning Area 1 - Highland Marketplace

Neighborhood, community and sub-regional commercial uses are conveniently located adjacent to the SR210 freeway with direct access from Greenspot Road. This location provides high

The Village Paseo provides a connection between the three Planning Areas.

visibility and convenient access to and from SR210. Development of commercial uses provides retail goods and services for Specific Plan residents and regional consumers, and acts as a buffer between SR210 and residential uses located to the east.

- Planning Area 1 - Highland Marketplace allows a variety of retail, office, and service commercial uses including but not limited to major promotional retail tenants such as Target, complementary specialty retail goods and services, restaurants, hotels, entertainment uses, and professional office. Pedestrian oriented design is encouraged in Planning Area 1.

2.3.2. Planning Area 2 - Residential Villages

Planning Area 2 – Residential Villages provides for a mix of housing products with a maximum of 700 units to be developed.[1] The Planning Area may also include parks, recreation facilities, and water elements (fountains, ponds, and/or small lakes).

- Planning Area 2 - Residential Villages permits a minimum 20 and up to 30 dwelling units per gross acre and allows single-family detached and attached housing including townhomes, duplexes, and small to large multiple-family attached structures.

Planning Area 2 – Residential Villages may include features such as neighborhood parks, water elements, "pocket parks" and greenbelts with locations to be determined by the developer. Private neighborhood recreation centers may contain swimming pools, spas, tennis courts, community buildings, picnic areas, and tot lots. The private parks and amenities contained in

[1] Dwelling units may be transferred between Planning Areas 2 and 3; however the maximum number of units to be developed in the entire Specific Plan area shall not exceed 800 units. For example, if 525 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 275 units.

each individual recreation center are designed to meet the specific recreation and community facility needs of the neighborhood in which they are located.

2.3.3. Planning Area 3 - Village Center

The Specific Plan provides the opportunity for a mix of commercial, retail, office and residential uses within Planning Area 3 – Village Center:

- Planning Area 3 – Village Center permits a variety of retail, government, and commercial services, including but not limited to restaurants, offices, hotels, and entertainment uses. Residential uses (18 to 40 dwelling units per gross acre) can be provided in the form of live-work, residential above commercial or in free-standing buildings with a maximum of 300 units to be developed in the Planning Area. Innovative housing options, integration with commercial and office uses, and pedestrian oriented design are encouraged within Planning Area 3.

Residential components within Planning Area 3 may include private neighborhood recreation centers that may contain swimming pools, spas, tennis courts, community buildings, picnic areas, and tot lots.

Planning Areas 2 and 3 may include features such as "pocket parks."

2.3.4. Village Paseo

In order to provide local flood control to achieve storm water run-off quality standards, as well as to provide recreational amenities, the Specific Plan incorporates a centralized Village Paseo which bisects the Specific Plan area from east to west. The Village Paseo is located within

[2] This number may increase if dwelling units are transferred from Planning Area 2; however the maximum number of units to be developed in the entire Specific Plan area shall not exceed 800 units. For example, if 300 units are developed in Planning Area 3, then the total number of unit developed in Planning Area 2 cannot exceed 500 units.

Planning Area 2; it is designed for storm water treatment and retention as well as for picnicking, jogging, hiking, and bicycle riding for the public. The Village Paseo provides convenient access among neighborhoods and commercial areas.

2.4. Land Use Plans

Conceptual land use plans have been developed for two land use scenarios, depending on whether the approximate 21-acre SBCFCD property is acquired by the project applicant. The land use plan for each scenario is described below.

2.4.1. Conceptual Land Use Plan – Scenario One

The Specific Plan allows development of approximately 104-acres of the 165-acre Golden Triangle Community Policy Area in the City of Highland. In accordance with the Specific Plan, the site shall be developed with a mix of residential, commercial, entertainment, office and open space land uses. As shown in Exhibit 2-1, Conceptual Land Use Plan, Scenario 1, the Specific Plan has been delineated into three Planning Areas, based on unique land use, access, circulation, and/or location within the Specific Plan area. The Planning Areas may be developed in a single phase or in multiple phases. Scenario One allows up to 769,600 square feet area of commercial space and 800 dwelling units. Permitted land uses and related development densities are summarized in Table 2-1, Planning Areas and Land Uses, Scenario 1.

Table 2-1: Planning Areas and Land Uses, Scenario 1

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Non-Residential Gross Square Feet
1	Highland Marketplace	43.6	N/A	N/A	595,600 sf
2	Residential Villages Open Space / Parks	29.8	20 – 30 du/ac	500-700 du	N/A
3	Village Center	30.6	18 - 40 du/ac	100-300 du	174,000 sf
TOTAL		104 acres		Total shall not exceed 800 units	769,600 sf

Notes: du/ac = dwelling units per acre; sf = square feet

* Dwelling units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

The following provides a more detailed description of each Planning Area.

2.4.2. Planning Area 1 - Highland Marketplace

Planning Area 1 - Highland Marketplace consists of approximately 43.6-acres and is located along the southwestern boundary of the Specific Plan area, bordered by Greenspot Road to the south, the Village Paseo to the north and Planning Area 3 to the east. The Planning Area's size and configuration provide extensive exposure to travelers on SR210. Planning Area 1 permits uses such as major promotional retail tenants, complementary specialty retail goods and services, dining venues, and other freeway-oriented commercial uses. Up to 595,600 gross square feet of commercial uses is allowed.

Planning Area 1 will be anchored by a major commercial retail store such as Target. The major anchor store includes a building footprint of approximately 150,000 square feet. Up to an additional estimated 445,600 square feet of retail uses is allowed. Planning Area 1 will also contain several outparcel buildings for restaurants, drive-through restaurant facilities, a service station, a bank and retail shops. The outparcel buildings will range from about 1,800 square feet to 10,000 square feet. Building heights may not exceed sixty feet (60') to roofline. Outdoor vendors/carts/kiosks/temporary uses/activities and events such as a farmers market or festivals, are also envisioned throughout the Highland Marketplace. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 1.

Under Scenario One, approximately 17 acres of the 21-acre vacant, undeveloped land currently owned by SBCFCD in the southwestern portion of this planning area would be within the Specific Plan boundary, and would be included within the Planning Area 1 boundary. The remaining 4 acres of the SBFCD property would be within the Planning Area 2 boundary as described below. The Zoning designation for the planning area shall be changed to Specific Plan (SPR-006-001).

2.4.3. Planning Area 2 - Residential Villages

Planning Area 2 - Residential Villages consists of approximately 30-acres and is located in the northern portion of the Specific Plan area. This Planning Area is bordered by Eucalyptus Avenue to the north, Planning Area 1 to the south, Boulder Avenue to the east, and City Creek to the west. Planning Area 2 allows a variety of for-sale and for-lease residential products including single-family detached residences, single-family attached residences, small or large multiple-family attached structures, and appurtenant recreational uses including the Village Paseo (approximately 3.0 acres of open space, greenbelt, pocket parks and multi-use trail that is part of Planning Area 2). Building heights shall not exceed three (3) stories or forty feet (40'). The density within the Residential Villages shall be a minimum 20 and up to 30 dwelling units per gross acre. A maximum of 700 units may be developed in this Planning Area. However, the

maximum number of units to be developed in the entire Specific Plan area shall not exceed 800 units. For example, if 525 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 275 units. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 2.

Under Scenario One, existing single-family homes located off of Calhoun Street within this Planning Area will remain. These homes (south of Eucalyptus Avenue) and approximately 4-acres in the western portion of the Planning Area are within the Specific Plan boundary. The Zoning designation for these properties shall be changed to Specific Plan (SPR-006-001). Existing residential uses along the north side of Eucalyptus are within the Golden Triangle Policy Area and zoned PD. All future use of these properties will be subject to the City's PD Development Standards and procedures per Development Code Chapter 16, Section 16.12.010.

2.4.4. Planning Area 3 - Village Center

Planning Area 3 consists of approximately 31-acres and is located in the southeastern portion of the Specific Plan area. This Planning Area is bordered by Greenspot Road on the south, Boulder Avenue and Webster Street on the east, the Village Paseo on the north and Planning Area 1 on the west. Planning Area 3 is a mixed use area and may feature uses such as hotels, restaurants, retail, residential, and professional offices. Up to 174,000 gross square feet of commercial, retail, office and hotel uses may be developed within this Planning Area. Building heights shall not exceed sixty feet (60') to roofline. The density within the Village Center shall be 18 to 40 dwelling units per gross acre. A maximum of 300 units may be developed in this Planning Area. However, the maximum number of units to be developed in the entire Specific Plan Area shall not exceed 800 units. For example, if 300 units are developed in Planning Area 3, then the total number of units developed in Planning Area 2 cannot exceed 500 units. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 3.

2.5. Conceptual Land Use Plan - Scenario Two

A second land use scenario is provided based on the possibility that approximately 21-acres may not be included in the Specific Plan Area. In land use Scenario Two, the Specific Plan allows development of approximately 83-acres of the 165-acre Golden Triangle Community Policy Area of the City of Highland. The site shall be developed with a mix of residential, commercial, entertainment, office and open space land uses, as shown in Exhibit 2-2, Conceptual Land Use Plan, Scenario 2. Scenario Two allows up to 554,600 square feet of commercial space and 800 dwelling units. Proposed land uses and related development densities for the land use Scenario Two are summarized in Table 2-2, Planning Areas and Proposed Land Uses, Scenario 2.

Table 2-2: Planning Areas and Land Uses, Scenario 2

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Gross Square Feet
1	Highland Marketplace	27.5	N/A	N/A	380,600 sf
2	Residential Villages Open Space / Parks	24.9	20 - 30 du/ac	500-700 du	N/A
3	Village Center	30.6	18 - 40 du/ac	100-300 du	174,000 sf
TOTAL		83 acres		Total shall not exceed 800 units	554,600 sf

Notes: du/ac = dwelling units per acre; sf = square feet

* Dwelling units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan does not exceed 800.

The following provides a more detailed description of each Planning Area under land use Scenario Two.

2.5.1. Planning Area 1 - Highland Marketplace

Planning Area 1 - Highland Marketplace will remain the same as Scenario One with changes in acreage (approximately27.4-acres) and commercial area (approximately 380,600 sf).

2.5.2. Planning Area 2 – Residential Villages

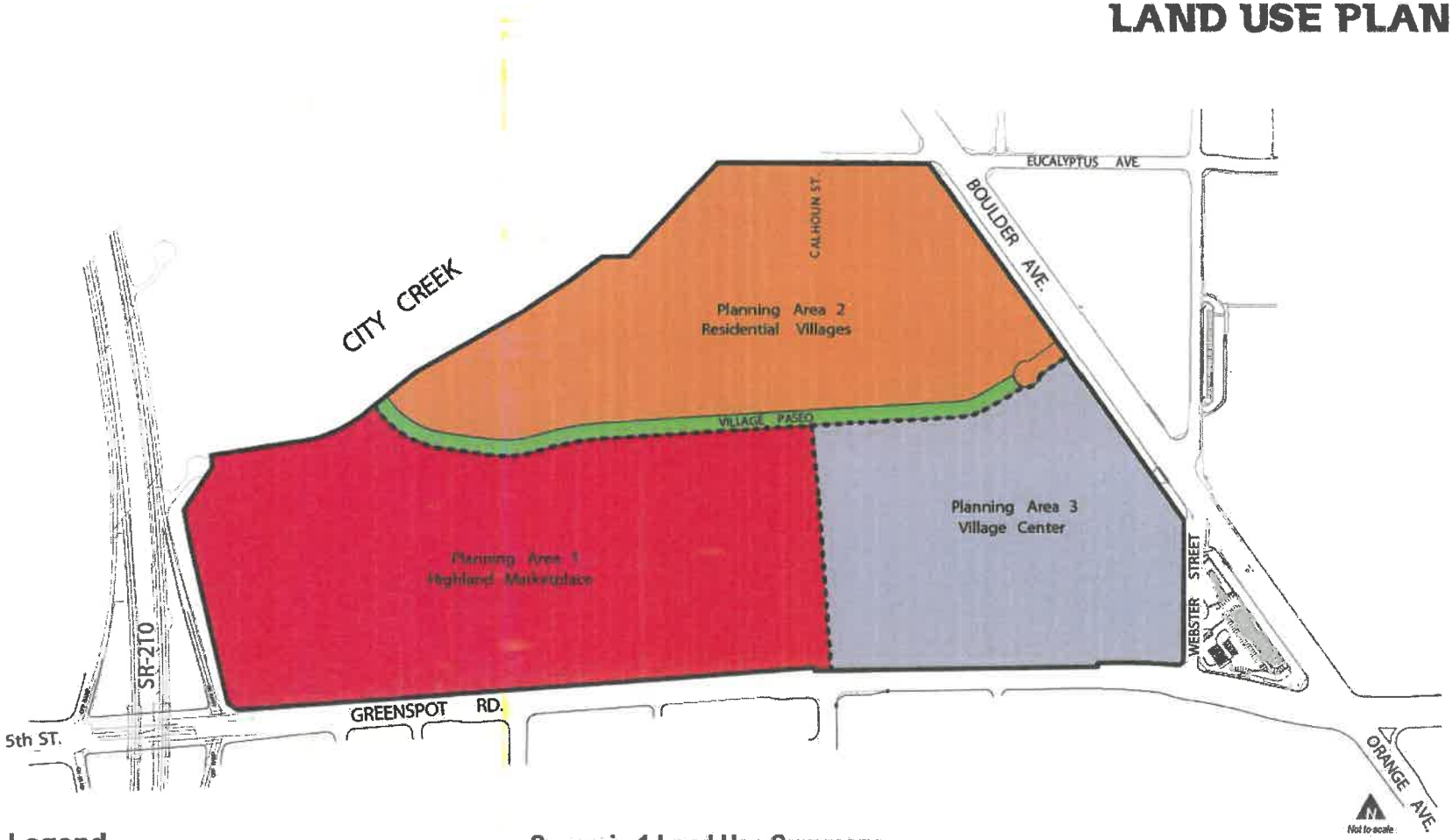
Planning Area 2 - Residential Villages will remain the same as Scenario One with changes in acreage (approximately 25-acres) and Village Paseo acreage (approximately 2.4 acres of open space, greenbelt, pocket parks and multi-use trail that is a part of Planning Area 2).

2.5.3. Planning Area 3 – Village Center

Planning Area 3 – Village Center will remain the same in both land use scenarios.

[This page intentionally left blank]

Exhibit 2-1: Conceptual Land Use Plan, Scenario 1



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

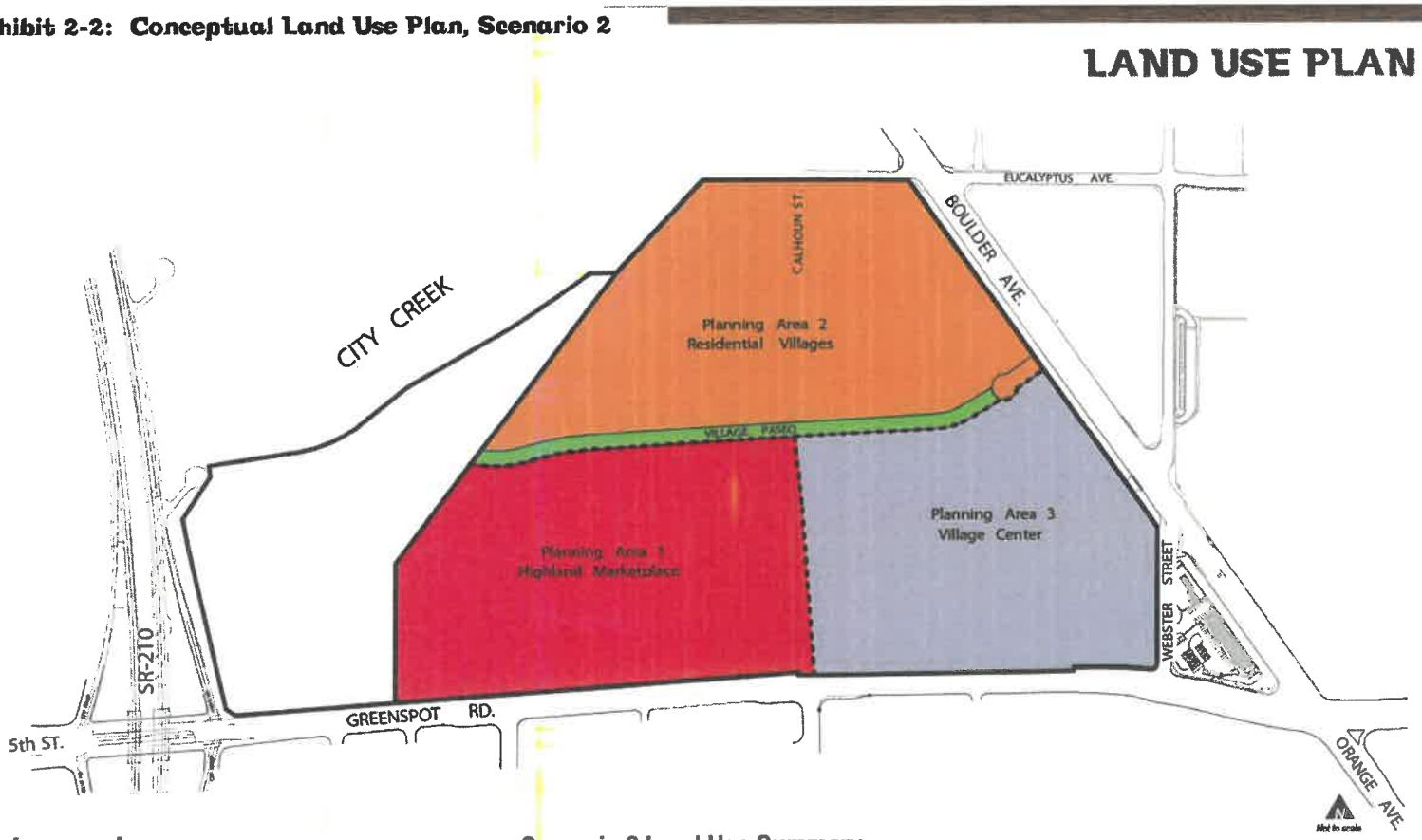
Scenario 1 Land Use Summary

Planning Area	Proposed Land Use	Approximate Acreage	Maximum Density	Number of Dwelling Units	Gross Square Feet
1	Commercial	43.6 ac	N/A	N/A	595,600 sf
2	High Density Residential Open Space/Parks	26.8 ac 3.0 ac	30 du/ac N/A	500-700 du N/A	N/A N/A
3	Mixed Use	30.6 ac	40 du/ac	100-300 du	174,000 sf
Total		**104 ac**		**800 du[1]**	**769,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

[This page intentionally left blank]

Exhibit 2-2: Conceptual Land Use Plan, Scenario 2



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

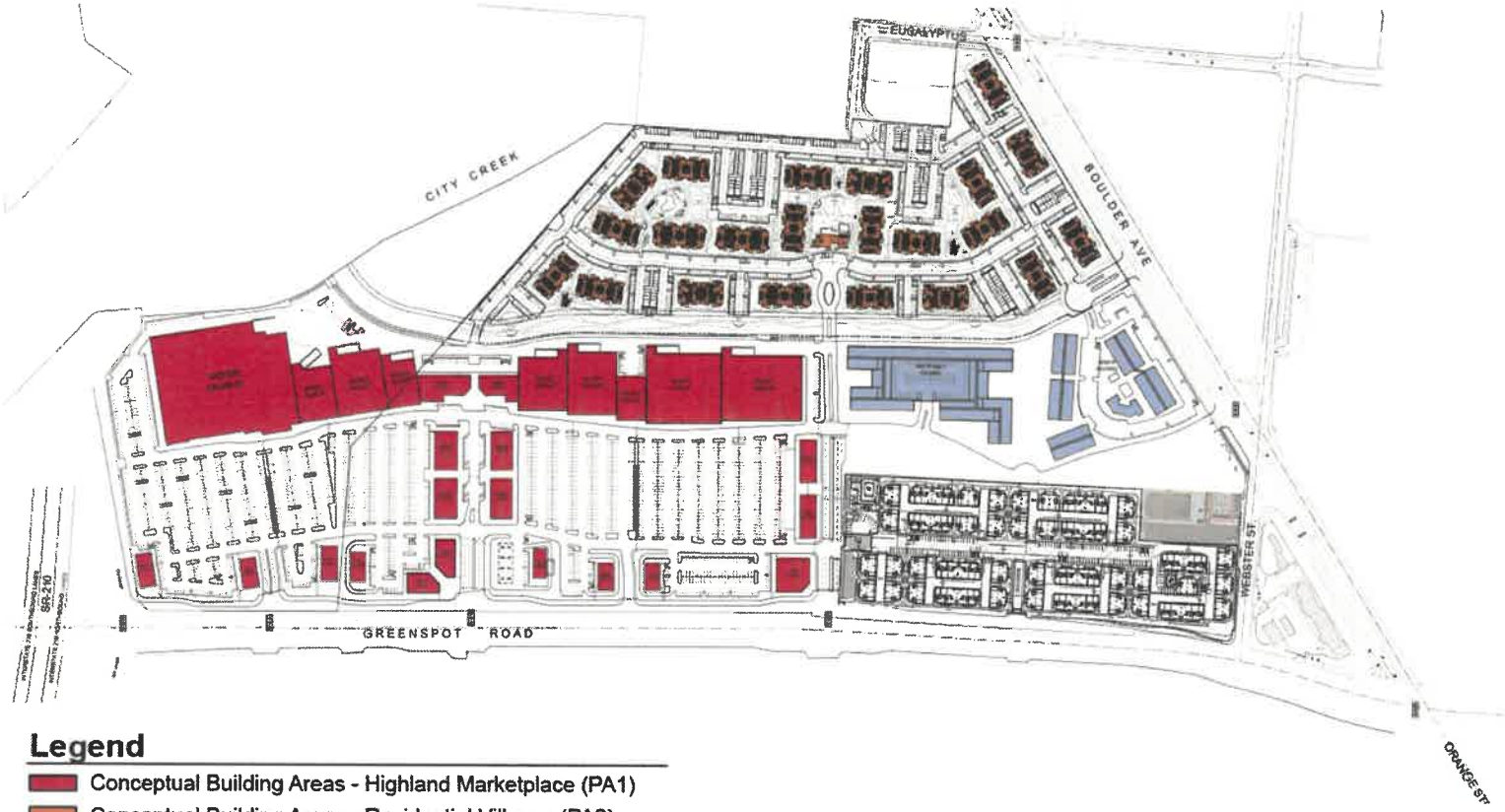
Scenario 2 Land Use Summary

Planning Area	Proposed Land Use	Approximate Acreage	Density Range	Number of Dwelling Units	Gross Square Feet
1	Commercial	27.4 ac	N/A	N/A	380,600 sf
2	High Density Residential Open Space/Parks	22.5 ac 2.4 ac	20-30 du/ac N/A	500-700 du N/A	N/A N/A
3	Mixed Use	30.6 ac	18-40 du/ac	100-300 du	174,000 sf
Total		**83 ac**		**800 du[1]**	**554,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

[This page intentionally left blank]

Exhibit 2-3: Conceptual Site



Legend

- Conceptual Building Areas - Highland Marketplace (PA1)
- Conceptual Building Areas - Residential Villages (PA2)
- Conceptual Building Areas - Village Center (PA3)
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

[This page intentionally left blank]

3. CIRCULATION PLAN

3.1. Introduction

The Circulation Plan complements the Land Use Plan by linking commercial, mixed-use and residential land uses to each other. The circulation system consists of roadways, trails and a Village Paseo designed to enhance connectivity, walkability and facilitate the movement of pedestrians, bicyclists and vehicles.

Please note that this Specific Plan includes exhibits that illustrate what is anticipated after roadway improvements are complete. However, the responsible party for roadway improvements will be determined upon adoption of a Development Agreement between the developer(s) and the City of Highland. Sequencing (phasing) and maintenance of roadways is discussed in Chapter 8, Implementation Plan, of this Specific Plan.

3.2. Vehicular Circulation & Access

Greenspot Road forms the southern boundary of the Specific Plan area, Eucalyptus Avenue serves as the northern boundary, and Boulder Avenue and Webster Street form the eastern boundary of the Specific Plan area. The Conceptual Circulation Plan for the Specific Plan area is shown in Exhibit 3-1.

Roadways within the Specific Plan area are described according to street type as defined in the Circulation Element of the City of Highland General Plan and the Greenspot Road Master Plan. Street types and street master plans are defined according to anticipated traffic volumes and lane widths and configurations. A cross-section illustrating each boundary street in the Specific Plan area is shown in Exhibit 3-2. Note that the cross-sections show the streets when fully improved.

Streets within the Specific Plan area not fully improved at the time this Specific Plan was prepared are described under "Base Year Condition." Street improvements required for new development in the Specific Plan area are described in "Future Year Improvements."

3.2.1. Base Year Conditions

- **Boulder Avenue – Public, Modified Primary Arterial**
  Designated a Public, Modified Primary Arterial in the City of Highland General Plan Circulation Element, Boulder Avenue is a public, north-south, four-lane, divided roadway forming the eastern boundary of the Specific Plan area.
- **Greenspot Road – Public, Primary Arterial**
  Defined as a Public, Primary Arterial in the City of Highland General Plan Circulation Element, Greenspot Road is a public, four-lane roadway oriented in an east-west direction.
- **Webster Street – Public, Collector**
  Defined as a Public, Collector in the City of Highland General Plan Circulation Element, Webster Avenue is a public, two-lane roadway oriented in a north-south direction.
- **Eucalyptus Avenue – Public, Local**
  Defined as a Public, Local in the City of Highland General Plan Circulation Element, Eucalyptus Avenue is a public, two-lane roadway oriented in an east-west direction.
- **Calhoun Street – Public, Local**
  Defined as a Public, Local in the City of Highland General Plan Circulation Element, Calhoun Street is a two-lane, partially paved roadway oriented in a north-south direction.

3.2.2. Future Year Improvements

As indicated earlier, the party responsible for future roadway improvements will be determined upon adoption of a Development Agreement between the City and the developer(s).

- **Boulder Avenue – Public, Modified Primary Arterial**
  The portion of Boulder Avenue along the Specific Plan frontage is a four-lane, divided roadway with a twenty-two foot (22') median. At full improvement, Boulder Avenue has a one hundred and sixty feet (160') right-of-way consisting of two roadway sections, each thirty-eight feet (38') wide with two (2) travel lanes and one (1) bike lane in each direction. There is a thirty-one foot (31') parkway on each side of the street. On the western edge of the Boulder Avenue, Southern California Edison has negotiated a thirty foot (30') easement of which sixteen feet (16') is within the right-of-way and fourteen feet (14') encroaches into the Specific Plan area. Exhibit 3-3, Street Sections, illustrates the fully improved cross-section for Boulder Avenue.

  In order to provide access to the Village Center (Planning Area 3) via Boulder Avenue, a major entry/exit will be provided. This will be in conjunction with the relocation of an existing traffic signal at Webster. To provide access to the residences in Planning Area 2, a right-in/out, left-in only access point will be constructed consistent with development of the Planning Area. At the intersection of Eucalyptus Avenue at Boulder Avenue, a traffic signal will be erected.

- **Greenspot Road – Public, Primary Arterial**
  At full improvement, Greenspot Road, a Primary Arterial, will be a six-lane, divided roadway with a twenty-six to thirty foot (26'-30') wide landscaped, raised median. At its ultimate width, the portion of Greenspot Road along the

Specific Plan frontage generally consists of a one hundred forty to one hundred forty-two foot (140'-142') wide right-of-way with an eighty-two to eighty-four foot (82'-84') wide roadway consisting of three (3) driving lanes and one (1) bike lane in each direction.[3] There is a twenty-five foot (25') parkway consisting of a fifteen (15') wide right-of-way (measured from curb face) and a ten (10') foot wide landscape easement including a sidewalk and landscaping on each side of the street. Exhibit 3-3, Street Sections, illustrates the fully improved cross-section for Greenspot Road. The width of the street may vary at locations to accommodate turn lanes.

A minimum of three (3) fully signalized vehicular entry/exit points from Greenspot Road will serve the Specific Plan area. Greenspot Road will also accommodate right-in/out, left-in only access points if justified in the Traffic Impact Analysis.

- **Webster Street – Public, Collector**
  Webster Street is fully improved as a Collector Street. A Collector is designated as a two-lane, undivided, roadway designed to carry traffic between residential neighborhoods and the larger street network. Webster Street consists of a sixty-six foot (66') right-of-way with a curb-to-curb pavement width of forty-four feet (44'). There is an eleven foot-five inch (11'-5") parkway including sidewalk and landscaping on the west side of the street and an eleven foot (11') parkway including sidewalk and landscaping on the east side of the street.

[3] The ultimate right-of-way width for Greenspot Road will exceed the average of 142' width at the turn pockets. These dimensions will be determined by the traffic report.

Webster Street (North) at Boulder Avenue will allow right-in/out only movement. Webster Street will also accommodate a right-in/out, left-in only access point at the intersection of Greenspot Road if justified in the Traffic Impact Analysis. Exhibit 3-2, Street Sections, illustrates the fully improved cross-sections for Webster Street.

- **Eucalyptus Avenue – Public, Collector**
  Eucalyptus Avenue provides access, via Calhoun Street, to the residential neighborhoods in Planning Area 2. At full improvement, Eucalyptus Avenue will be a Collector from the easterly Specific Plan boundary to the west side of Calhoun Street. The intent of the roadway is to provide access to new residential neighborhoods in Planning Areas 2 and possible future development to the north of the Specific Plan area. The portion of Eucalyptus Avenue along the Specific Plan frontage is a two-lane, undivided roadway. At full improvement, Eucalyptus Avenue has a sixty-six foot (66') right-of-way with a curb-to-curb pavement width of approximately forty-four feet (44'). There is an eleven foot (11') parkway including sidewalk and landscaping on each side of the street. Eucalyptus Avenue may be extended further west to the westerly Specific Plan boundary in the future. Exhibit 3-2, Street Sections, illustrates the fully improved cross-section for Eucalyptus Avenue.

- **Calhoun Street – Public, Collector**
  Calhoun Street provides access, via Eucalyptus Avenue, to the residential neighborhoods in Planning Area 2. At full improvement, Calhoun Street will be a Collector that has a sixty-six foot (66') right-of-way with a curb-to-curb pavement width of forty-four feet (44'). There is an eleven foot (11') parkway including sidewalk and landscaping on the east side of the street. Calhoun Street (South) in Exhibit 3-2 illustrates the fully improved cross-section for

Calhoun Street. Interim right-of-way widths for Calhoun Street may exist until all parcels in Planning Area 2 are acquired for build-out of the Specific Plan.

- Residential Streets – Private, Non-Classified
  All interior neighborhoods will have a minimum of two (2) points of access. The residential portions of the Specific Plan may be gated communities.

3.3. Non-Vehicular Circulation & Access

In addition to the vehicular circulation plan, a non-vehicular circulation system is incorporated into the Specific Plan. This non-vehicular circulation system consists of a combination of multi-purpose trails, paseos and sidewalks adjacent to roads and within residential neighborhoods and non-residential areas. All sidewalks along roadways will be constructed per City of Highland standards unless otherwise specified herein. Exhibit 3-4, Conceptual Trails Plan, shows the location of the trails within the Specific Plan area. The Village Paseo provides bicycle and pedestrian connections to the Planning Areas and is an important element of the "walkable" community concept.

3.4. Village Paseo/Multi-Purpose Trails

The Village Paseo is a unique element within the Specific Plan. It is approximately 0.5 mile long and approximately fifty-five feet (55') in width and is within Planning Area 2. It consists of a minimum ten foot (10') wide multi-purpose trail. This multi-purpose trail accommodates hikers, joggers, and bicyclists and provides a connection and access between the residential villages in Planning Area 2 and the Highland Marketplace and Village Center in Planning Areas 1 and 3. . A multi-purpose trail is also allowed along Boulder Avenue, which serves as the northeastern boundary of the Specific Plan.

The substantial landscape planting around the Village Paseo creates an attractive and desirable setting for this recreational opportunity, creating a linear greenbelt. The Village Paseo may

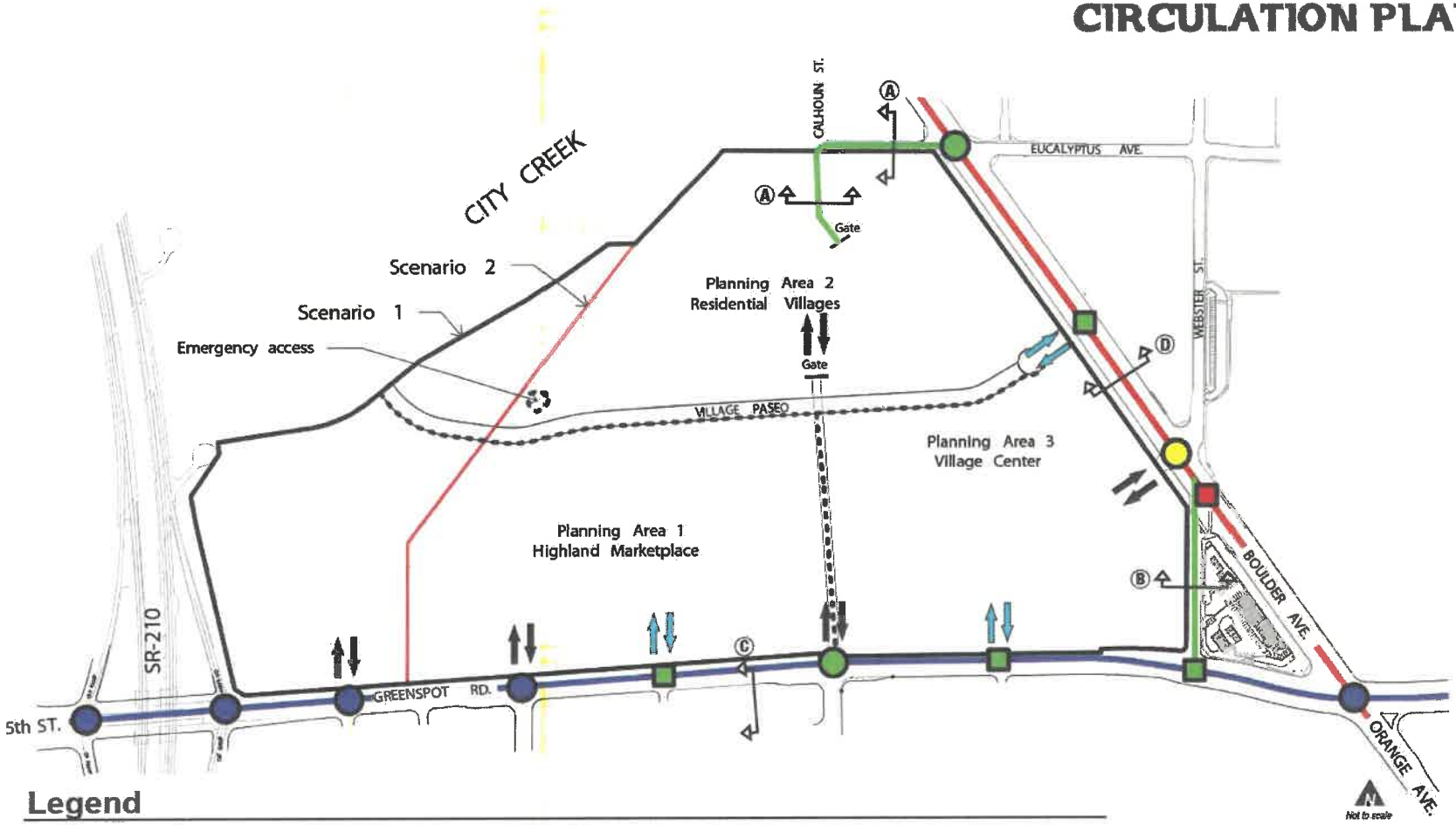
include rest areas with amenities such as benches, trash receptacles and trellis structures/arbors for shade.

3.4.1. Sidewalks

Minimum five foot (5') wide separated sidewalks are provided within the roadway rights-of-way (unless otherwise noted). Due to the proximity of the elementary and middle schools east of the project site, the developer shall provide a "Safe Route to School" crossing over Boulder Avenue. The precise design and technology of the crossing shall be determined in conjunction with the City Public Works department.

[This page intentionally left blank]

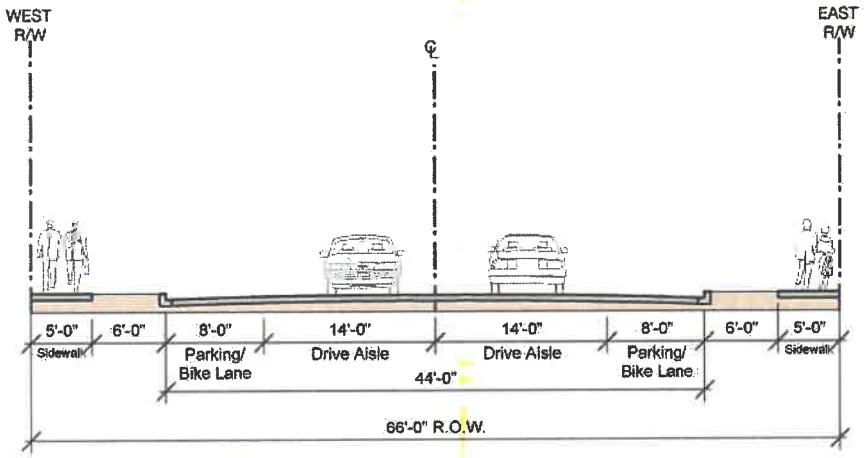
Exhibit 3-1: Conceptual Circulation Plan



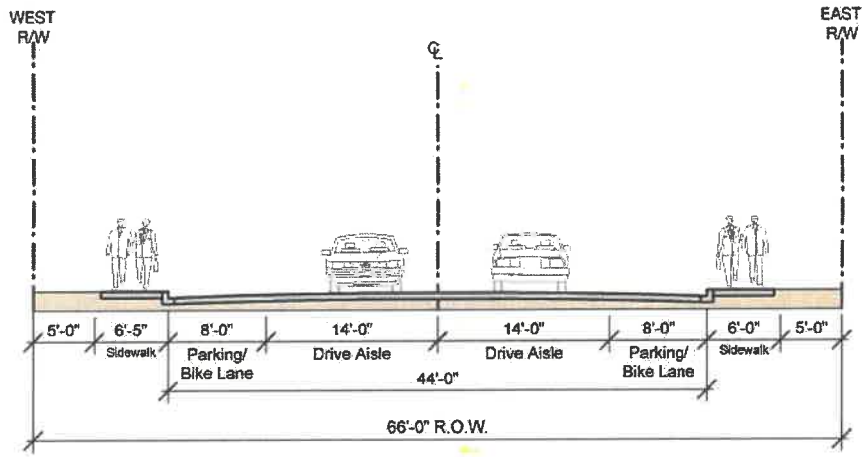
Note: This circulation plan is conceptual in nature; the party responsible for roadway improvements will be determined upon adoption of a Development Agreement between the City and the developer(s).

[This page intentionally left blank]

Exhibit 3-2: Conceptual Street Sections (Collector Streets)



A **Collector Street**
(Eucalyptus and Calhoun)
* Calhoun Street - Sidewalk on the east side only.

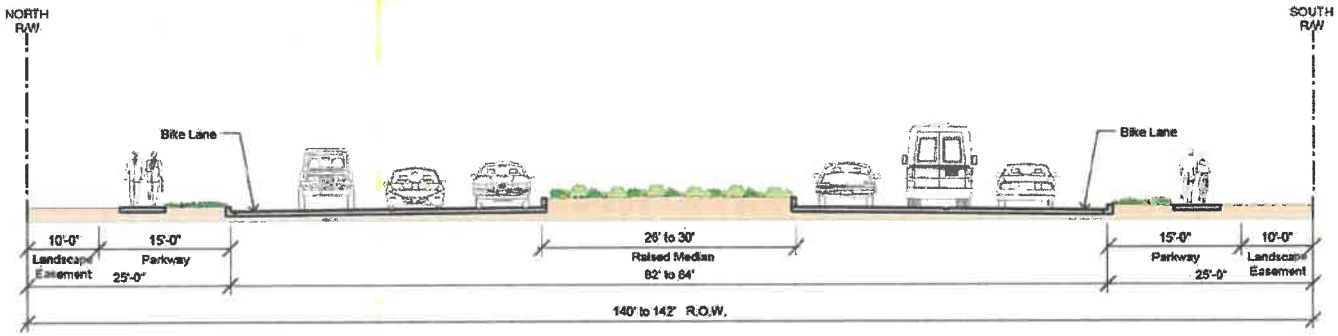


B **Collector Street**
(Webster Street)

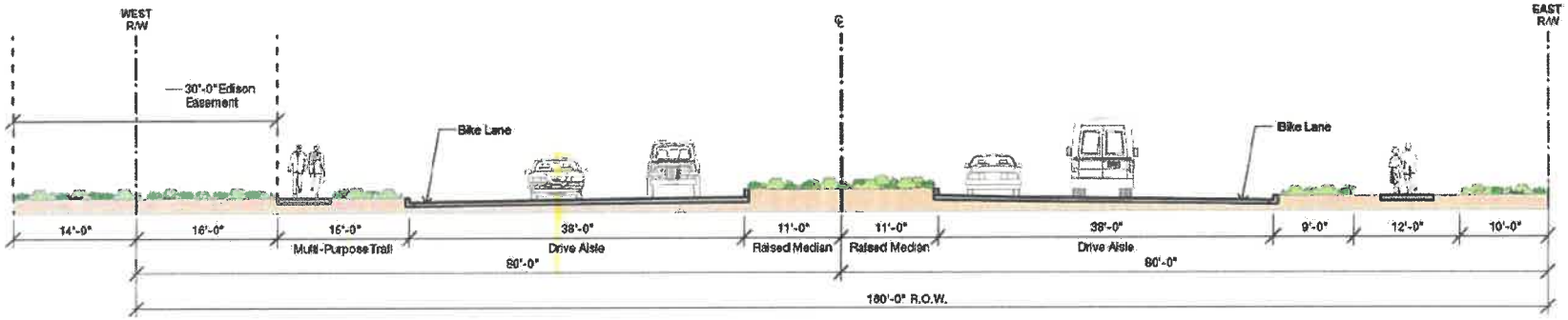
Note: These street sections are conceptual in nature; the party responsible for roadway improvements may be determined upon adoption of a Development Agreement between the City and the developer(s).

[This page intentionally left blank]

Exhibit 3-3: Conceptual Street Sections
(Primary Arterial ¢ Modified Primary Arterial)



C **Primary Arterial**
(Greenspot Road)

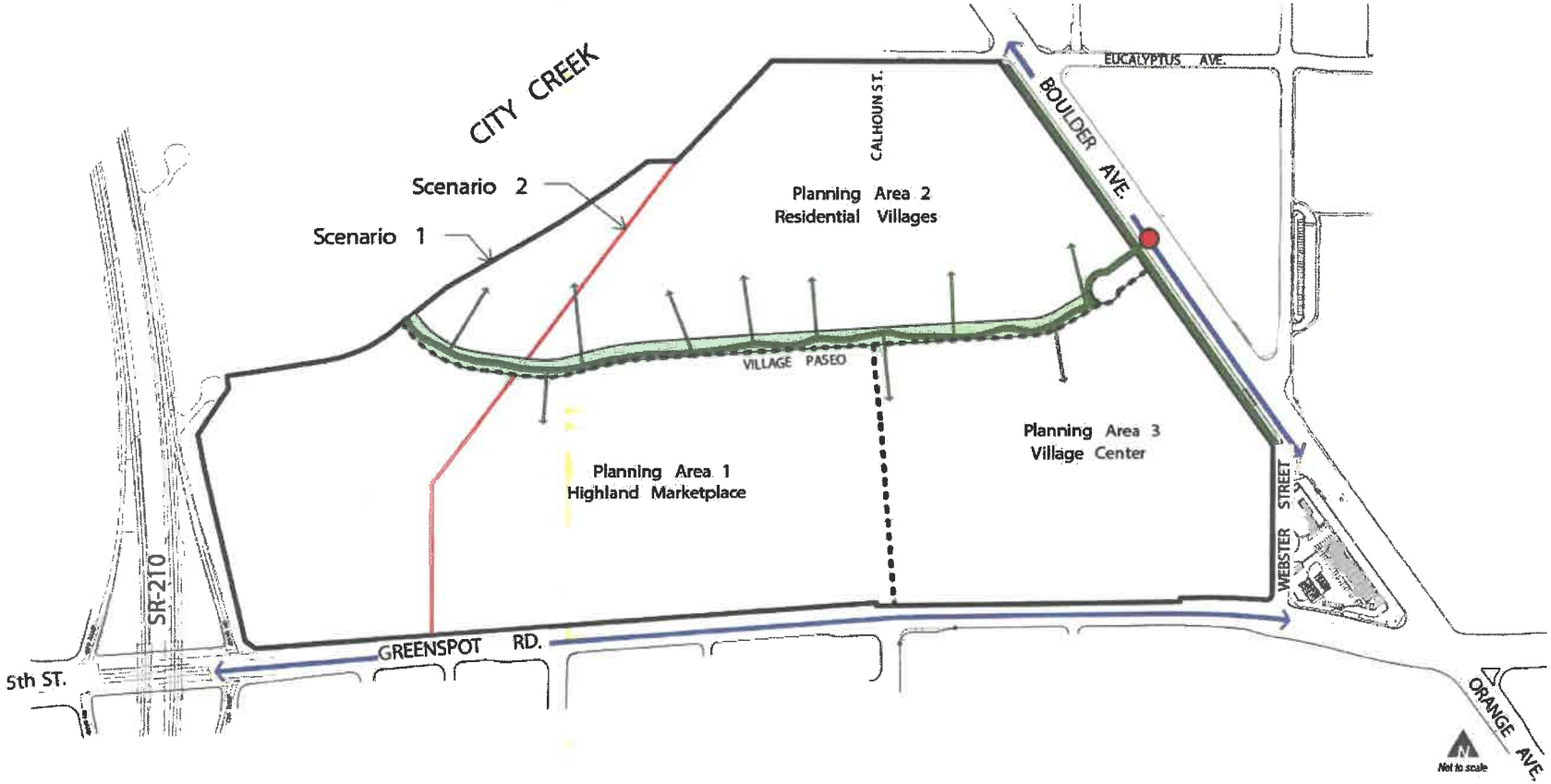


D **Modified Primary Arterial**
(Boulder Avenue)

Note: Construct a 5' tall wrought iton fence in the landscape median on Boulder Avenue between Webster Street and Eucalyptus Avenue or as approved by the City.

[This page intentionally left blank]

Exhibit 3-4: Conceptual Trails Plan



Legend

- Greenspot Specific Plan Village Paseo
- Highland General Plan Bike Lane (Class II)
- Greenspot Specific Plan Multi-Use Trail
- Trail/Bike Path Linkage
- Planning Area Boundary
- Specific Plan Area

[This page intentionally left blank]

4. INFRASTRUCTURE PLAN

The purpose of this section is to define the utilities and services that will be provided to the Specific Plan area. This section defines the major components of water, sewage, storm water drainage, solid waste disposal, energy and other essential facilities proposed to be located within or adjacent to the Specific Plan area. Sequencing (phasing) and maintenance of infrastructure is discussed in Chapter 8, Implementation Plan, of this Specific Plan.

4.1. Water

Potable water is provided to the Specific Plan area by the East Valley Water District (EVWD). The Specific Plan area is served by the Upper Pressure Zone of the EVWD's water system, which derives its supplies from the Bunker Hill Groundwater Basin and the Santa Ana River. New water lines are proposed within the Specific Plan area and will connect to existing water lines in Boulder Avenue and Greenspot Road. The locations of existing and conceptual water lines are shown in Exhibit 4-1. Water lines are sized to meet anticipated fire flow and projected domestic water demands. The conceptual water plan, as shown on Exhibit 4-1 includes twelve inch (12") water lines running through the Specific Plan area and connecting to existing water lines along Greenspot Road and Boulder Avenue.

4.2.Sewer

Sewer services for the Specific Plan area are provided by the East Valley Water District (EVWD) and San Bernardino City Waste Water Treatment facility. New sewer lines ranging in size from eight inches (8") to eighteen inches (18") are proposed within the Specific Plan area and will tie to an existing sewer line in Greenspot Road. Existing sewer lines and the conceptual sewer plan for the Specific Plan area are shown in Exhibit 4-1.

4.3.Solid Waste

The City of Highland contracts its solid waste collection service to the private sector through a comprehensive franchising agreement. The contract services will be extended to provide solid

waste collection and disposal services for the Specific Plan area. Solid waste and disposal shall comply with applicable State and local regulations.

4.4. Storm Water Drainage

The Specific Plan area will have storm drain facilities consisting of drainage pipes, infiltration facilities and vegetated swales. In addition to serving as a recreational amenity, the Village Paseo would be designed for stormwater treatment and retention purposes. The Village Paseo would include a bioswale that would be designed to accommodate stormwater flow generated by a portion of the site development. The bioswale would be an open, shallow-channel with vegetation covering the side slopes and bottom. In addition to water detention, the swale would treat runoff through filtering by the vegetation in the channel and/or infiltration into the underlying soils. The bioswale design would include on-site detention. Additionally, several underground infiltration basins would be constructed under parking lots in the southern half of the project site.

4.5. Utilities

4.5.1. Electricity

Southern California Edison (SCE) provides electricity to the Specific Plan area. SCE has a local office in the City of Redlands and operates a substation in Highland just south of Greenspot Road. SCE maintains above ground power lines within the limits of the Specific Plan area. Improvements associated with development of Specific Plan area include relocation and undergrounding the overhead power lines that, at the time the Specific Plan was prepared, traverse the center of the site in a north-south and east-west direction. Additionally, new electrical lines will be placed underground along portions of Boulder Avenue and Webster Street fronting the Specific Plan area. Exhibit 4-2 shows the proposed location of underground and overhead electrical lines before and after Specific Plan implementation. An easement for the power lines in the Specific Plan area is located adjacent to Boulder Avenue, along the Specific Plan area's eastern boundary.

4.5.2. Natural Gas

The Southern California Gas Company (TGC) provides natural gas to the Specific Plan area and indicated that sufficient capacity exists within existing infrastructure along Greenspot Road to accommodate the development of the Specific Plan area. Conceptual gas lines serving the Specific Plan area are shown in Exhibit 4-2.

4.5.3. Telecommunications Facilities

Telecommunication infrastructure is a vital part of the success and enjoyment of the Highland community. SBC plans include installation of fiber optic lines under Greenspot Road to provide new communication technology to the residents and modernize the way residents in the City communicate, work and live.

4.5.4. Telephone

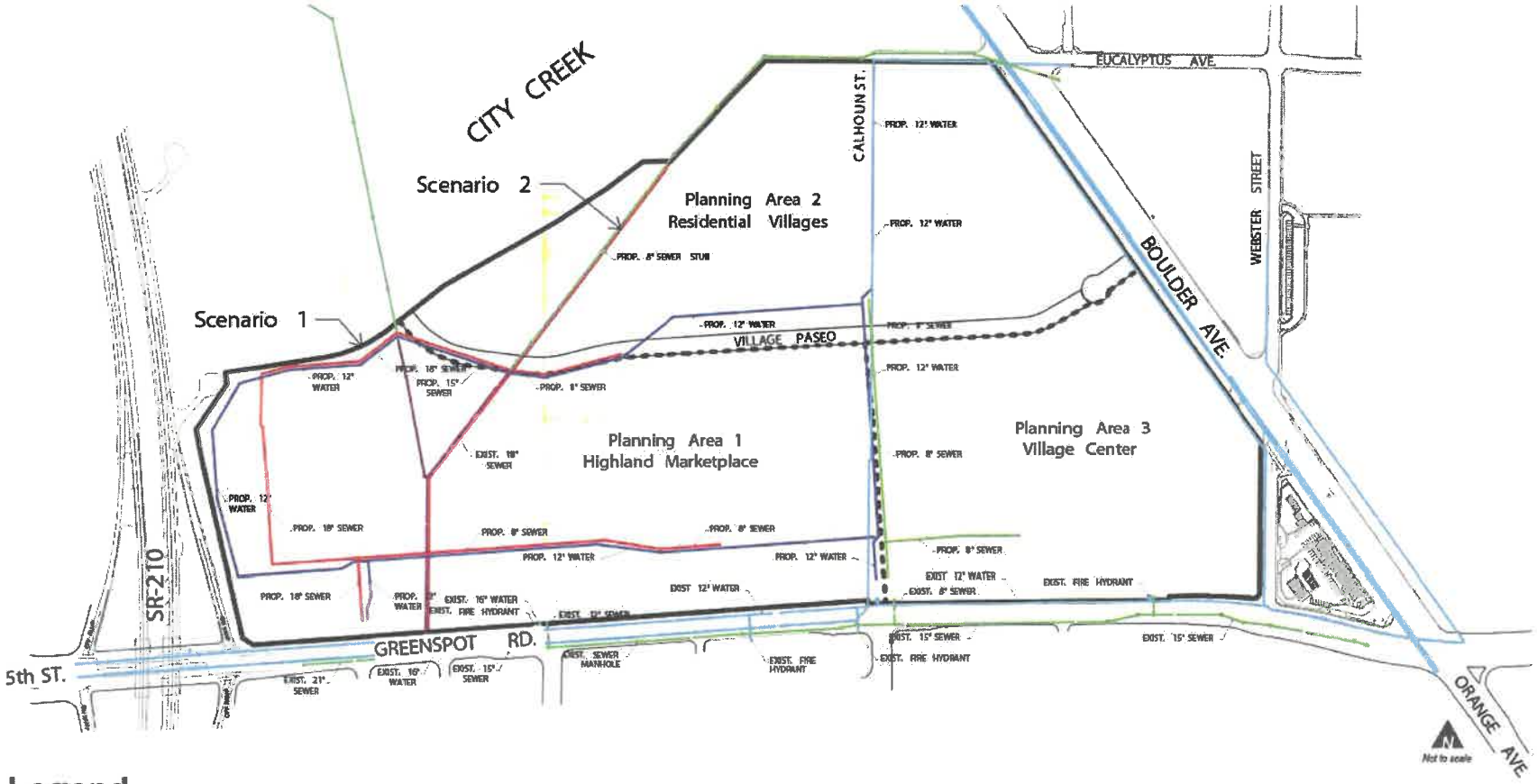
Telephone service is offered in the area by numerous telecommunications companies. AT&T services the Greenspot Village & Marketplace Specific Plan. Telephone infrastructure and service is provided and installed along with other utilities.

4.5.5. Cable

Cable service is offered in the area by numerous companies including Comcast Cablevision and Southland Cable Television. Wireless cable is available through Cross Country Wireless Cable Television.

[This page intentionally left blank]

Exhibit 4-1: Conceptual Infrastructure: Water and Sewer Plan



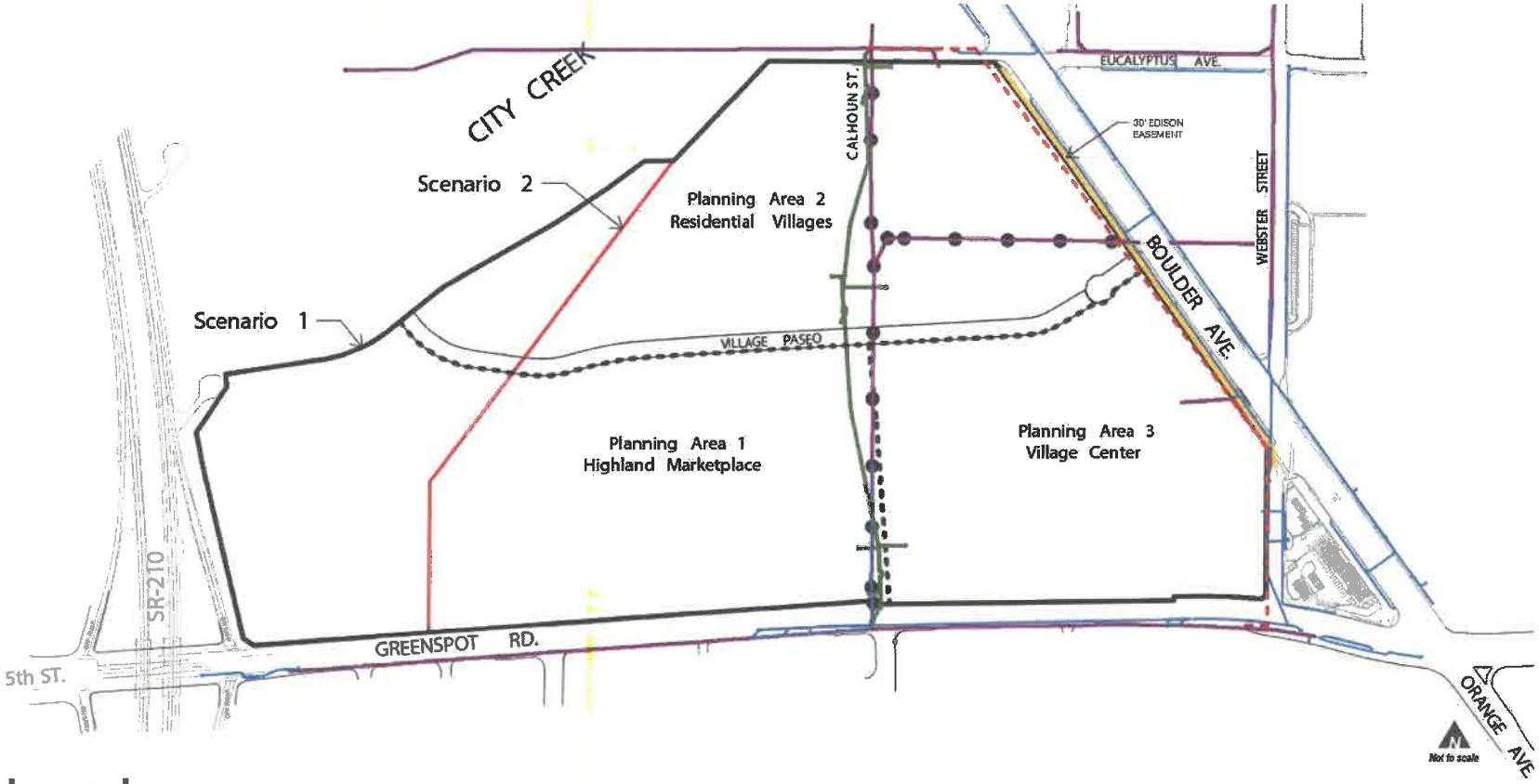
Legend

- Existing Sewer Lines to Remain
- Existing Sewer Lines to be Removed
- Proposed Sewer Lines
- Existing Water Lines
- Proposed Water Lines
- Planning Area Boundary
- Specific Plan Area

Source: Development Resource Consultants, Inc.

[This page intentionally left blank]

Exhibit 4-2: Conceptual Infrastructure: Gas and Electrical Plan



Legend

- Existing Overhead Electrical Lines
- Existing Underground Electrical Lines
- Proposed Underground Electrical Lines
- Proposed Gas/Electrical Lines
- Existing Power Poles
- Edison Easement (Proposed)
- Planning Area Boundary
- Specific Plan Area

Source: Development Resource Consultants, Inc.

[This page intentionally left blank]

4.6. Public Services

4.6.1. Police Protection

The San Bernardino County Sheriff's Department provides law enforcement and police protection services to the City of Highland that will be extended to the Specific Plan area. The Sheriff's Department has one patrol station in the City of Highland located at 26985 Base Line near City Hall, approximately 2.2 miles from the Specific Plan area.

4.6.2. Fire Protection & Paramedics

The City of Highland provides fire protection and emergency medical services to the Specific Plan area. Fire Station 1 is located at 26974 Base Line (east of Central Avenue) approximately 2.2 miles from the Specific Plan area and Fire Station 2 is located at 29507 Base Line (east of Weaver Street) approximately 2.6 miles from the Specific Plan area.

4.6.3. Public Transportation

Public transportation service is provided near the Specific Plan area by Omnitrans. Disabled residents may also use Omnitran's Access Services for transport throughout San Bernardino County.

4.6.4. Schools

The Redlands Unified School District (RUSD) serves the Specific Plan area. The Specific Plan area is assigned to Highland Grove Elementary School and Beattie Middle School which are adjacent to the Specific Plan area and Redlands East Valley High School which is nearby in Redlands. Development within the Specific Plan area is subject to the payment of school fees at the time of building permit issuance in accordance with fees authorized under applicable laws except as otherwise provided for in a separate agreement between the developer and the school district.

4.6.5. Library Services

At the time of Specific Plan preparation, the City of Highland had one public library, the Highland Branch of the San Bernardino County Library, located at 27167 Base Line. The Highland Branch Library serves residents in the City of Highland and in the neighboring City of San Bernardino. A new library and Environmental Learning Center located at 7863 Central Avenue has been built to replace the current Highland Branch Library and celebrated its Grand Opening on May 31, 2008.

5. USE AND DEVELOPMENT STANDARDS

5.1. Purpose

The Specific Plan Use and Development Standards define uses permitted within the Specific Plan area and regulate the sizes and locations of buildings that may house those uses. The Use and Development Standards also provide minimum requirements for other on-site physical improvements such as parking, landscaping, sidewalks and vehicular driveways. The Use and Development Standards identify the framework within which the Specific Plan Land Use Plan will be implemented.

5.1.1. Resolution of Issues

A. Whenever Specific Plan Use and Development Standards differ from or conflict with the regulations and standards contained in the City of Highland Land Use and Development Code or any other applicable City regulation, rule or policy, the Specific Plan Use and Development Standards shall prevail unless otherwise indicated herein. The Specific Plan Use and Development Standards apply only within the Specific Plan area.

B. Any issues that may arise with interpretation of Specific Plan Use and Development Standards consistent with the purpose of this Specific Plan may be resolved by the Community Development Director or his/her designee. An applicant may appeal a decision of the Community Development Director to the Planning Commission where the Community Development Director's decision would otherwise be final. Similarly, an applicant may appeal any decision of the Planning Commission to the City Council. Any decision by City Council is considered final. All appeals are pursuant to City of Highland Land Use and Development Code Section 16.08.210.

5.1.2. References

Any reference to Development Standards shall mean "The Greenspot Village & Marketplace Specific Plan Use and Development Standards." Any reference to Development Code shall mean the City of Highland Land Use and Development Code.

5.2. Land Uses

Exhibit 2-1 and Exhibit 2-2 show the location and extent of properties within each Planning Area category as defined in the Specific Plan. The three Planning Areas that compose the Specific Plan are as follows:

- Planning Area 1 - Highland Marketplace
- Planning Area 2 - Residential Villages
- Planning Area 3 - Village Center

5.3. Permitted Uses

Permitted Uses for each Planning Area are identified in this section. Following an application submittal, the Community Development Director shall make the determination as to whether the proposed use is permitted, conditionally permitted, prohibited, temporary or accessory to a permitted use on site in each of the three Zoning Districts.

- A Permitted Use (P) is one that can be established as the primary use of a building without need of a discretionary approval. If exterior modifications and/or new construction is anticipated, a permitted use shall require approval by the City of Highland Planning Commission prior to issuance of a building permit.
- A Conditionally Permitted Use (C) requires discretionary approval e.g. a Conditional Use Permit is issued after the Planning Commission reviews and determines that the nature of the proposed use, at the location proposed, is subject to conditions of use and

occupancy that may be set, and can be conducted without detriment to nearby properties and uses.

- A Prohibited use (*) refers to a use or activity that is not permitted in the Planning Area.
- A Temporary Use (T) refers to a use of limited duration that may be permitted as a primary or accessory use of a property. A temporary use shall require approval by the Community Development Director or his/her designee prior to issuance of a temporary use permit and/or special event permit.[4] A temporary use permit and/or special event permit application shall be submitted no later than one (1) week prior to the opening date of the temporary use and/or event.
- An Accessory Use (A) refers to a use customarily incidental and subordinate to the principal use of the land or building and located on the same lot with the principal use or building. If exterior modifications and/or new construction is anticipated, an accessory use shall require approval by the City of Highland Planning Commission prior to issuance of a building permit.

[4] City Council approval shall be required for issuance of a special event permit for any event anticipated to accommodate 2,500 or more persons at any given time.

Table 5-1: Permitted Uses

Land Use	Zoning District		
	Planning Area 1 - Highland Marketplace	Planning Area 2 - Residential Villages	Planning Area 3 - Village Center
Boarding/Lodging			
Hotel, Motels, Lodges	P	*	P
Eating/Drinking Establishments[5]			
Alcohol Sales (50% or less of total sales)	P	*	P
Alcohol Sales (greater than 50% of total sales)	C	*	C
Catering Services	P	*	P
Drinking Establishments	C	*	C
Fast-food/Drive through Restaurant	P	*	P
Take-out Restaurant	P	*	P
Eating Establishments	P	*	P
Outdoor Patio Seating/Dining	A	*	A
Educational			
Schools, Business and Professional, Vocational, Art, Sports and Traffic	P	*	P

[5] The sale of alcohol shall be subject to licensing by the State of California Department of Alcoholic Beverage Control (ABC).

Land Use	Zoning District		
	Planning Area 1 - Highland Marketplace	Planning Area 2 - Residential Villages	Planning Area 3 - Village Center
Entertainment Recreational			
Athletic Fields	*	*	*
Auditoriums, Conference Halls, Convention Centers, Theaters	P	*	P
Commercial Recreation	P	*	P
Multi-Purpose Recreational Trails	P	P	P
Private Community Association Facilities	*	A	A
Public Parks, Playgrounds and Associated Structures	P	A	A
Recreation Centers/Facilities	P	A	A
Theme Parks/Family Entertainment Centers	P	*	P
Financial			
Banks, Brokerage Offices, Credit Unions, Loan Agencies, Checks Cashing, Free Standing ATMs	P	*	P
Government			
Government Facilities	P	*	P
Media Services			
Audio-Visual and Video Production Services	P	*	P
Recording Studios and Recording Services	P	*	P

Land Use	Zoning District		
	Planning Area 1 - Highland Marketplace	Planning Area 2 - Residential Villages	Planning Area 3 - Village Center
Medical/Social Services			
Clinics	P	*	P
Laboratories, Medical and Dental	P	*	P
Optician Service and Optical Goods	P	*	P
Rehabilitation Centers, Outpatient	P	*	P
Offices			
Administrative, Business and Professional Offices	P	*	P
Open Space			
Fishing and Recreational Lake	*	P	*
Pocket Park	P	P	P
Public Park	*	P	P
Regional Park	*	*	*
Personal Services			
Dry Cleaning and Laundry Services	P	*	P
Hair/Nail Salons, Day Spas	P	*	P
Tailor Shops, Shoe Repair Shops	P	*	P
Tourist Information Centers	P	*	P

Land Use	Zoning District		
	Planning Area 1 - Highland Marketplace	Planning Area 2 - Residential Villages	Planning Area 3 - Village Center
Residential			
Assisted Living	*	*	P
Condominiums	*	P	P
Home Occupations	*	A	A
Live/Work [6]	*	P	P
Multiple-Family Dwellings	*	P	P
Residential Accessory Structures	*	P	P
Second Units	*	P	P
Senior Housing	*	P	P
Single-Family Dwellings	*	P	P
Townhome	*	P	P
Resource Conservation			
Interpretive Center	P	P	P
Retail Commercial			
Alcoholic Beverage Sales, Off-Premises	C	*	C
Convenience Stores	P	*	P
Drug Stores/Pharmacies	P	*	P

[6] Live/Work as permitted by the City's Home Occupation Standards

Land Use	Zoning District		
	Planning Area 1 - Highland Marketplace	Planning Area 2 - Residential Villages	Planning Area 3 - Village Center
Drive-through Retail for Banks and Drug Stores	P	*	P
General Retail and Specialized Retail	P	*	P
Grocery Stores/Markets	P	*	P
Home Improvement/Goods/ Supplies/Appliances	P	*	P
Liquor Stores	C	*	C
Newsstands	P	*	P
Service Commercial			
Animal Hospitals	P	*	C
Equipment Rental Services (Indoors Only)	C	*	C
General Commercial Services	P	*	P
Mail, Cargo, Packaging Services	P	*	P
Pet Grooming	P	*	P
Veterinary Office	P	*	P
Service Residential			
Child Care Centers	C	C	C
Family Day Care , Small	*	P	P
Family Day Care , Large	*	*	*
Vehicle/Vessel Related Uses			

Land Use	Zoning District		
	Planning Area 1 - Highland Marketplace	Planning Area 2 - Residential Villages	Planning Area 3 - Village Center
Car Washes (Accessory use to Vehicle Fueling Stations)	A	*	A
Vehicle Fueling Stations	C	*	C
Vehicle Fueling Stations with Alcohol Sales	C	*	C
Vehicle Service and Parts	P	*	*
Vehicle/Vessel Sales and Rentals	C	*	*
Park & Ride Facility	*	*	*
Other			
Farmers Markets and Sidewalk Sales	T	*	T
Outdoor Special Event Venues	T	*	T
Parking Lots and Parking Structures/Garages	P	A	P
Sexually Oriented Business (See Chapter 16.72 Development Code)	*	*	*
Flea Markets/Swap Meets	T	*	T
Telecommunication Facilities, Concealed or Co-located	P	*	P
Telecommunication Facilities, Disguised	C	*	C

5.3.1. Outdoor Temporary Uses, Activities and Events

The Highland Marketplace and Village Center (Planning Areas 1 and 3) allow and permit opportunities for a variety of temporary uses, some that are associated with the adjoining businesses and others that create activity to encourage pedestrian uses. Other locations within the Specific Plan area may also be appropriate for temporary uses. Temporary uses may include: civic ceremonies, farmers markets, festivals, carnivals with rides, promotional events, live performances, fairs, and seasonal events and activities, such as sporting exhibitions, competitions, and other similar activities found in regional indoor and outdoor malls. Temporary uses shall require approval by the Community Development Director or his/her designee, and a temporary use and/or special event permit application shall be submitted no later than one (1) week prior to the opening date of the temporary use and/or event.

5.3.2. Outdoor Vendors/Carts/Kiosk

Throughout the Highland Marketplace and Village Center (Planning Areas 1 and 3), to create an atmosphere that encourages pedestrian traffic and invites people to walk between uses, outdoor vendors are permitted as an accessory use. While the vendors' carts or kiosk may appear to be temporary in nature, they shall be designed to complement the architectural style of the other buildings in the site and be integrated into site design to provide for easy pedestrian access. Moving vendor carts require written approval by property management or similar entity to operate. The size and location of vendor carts shall be limited to ensure that each is oriented to the pedestrian and not the surrounding streets and to provide for adequate pedestrian circulation around the use.

5.3.3. Telecommunication Facilities

Typical uses include but are not limited to monopoles, antennas, and rooftop dishes. The following provisions shall apply:

- Communication equipment (i.e. monopoles, antennas, dishes) shall comply with the provisions of the Development Code Chapter 16.45 (Wireless Telecommunication Facilities).
- Stealth facilities and concealed antennas are required.
- Wiring shall be placed underground and obscured from view whenever possible.
- Wireless telecommunication facilities shall be located where the existing topography, vegetation, building or other structures provide the greatest amount of screening.
- Wireless telecommunication facilities shall be located in the following order of preference:
    1. On existing structures such as a signs, buildings, communication towers or utility facilities;
    2. On existing traffic signal, power, light or similar kinds of permanent poles;
    3. Co-located with other major wireless telecommunication facilities.

5.4. Development Plans

Attention to detail, design quality and consistency between Planning Areas are fundamental aspects of the Specific Plan. To ensure quality development consistent with the objectives of this Specific Plan, exterior tenant improvements and building shells constructed in the Specific Plan area shall be reviewed by both the Community Development Director and City of Highland Planning Commission, and conditioned accordingly to ensure Specific Plan consistency and EIR mitigation measures implementation. Interior tenant improvements shall be reviewed by the Community Development Director and a City of Highland building official.

If required, the Planning Commission shall review the application for consistency with the Specific Plan with the intent of ensuring that each project conveys the desired Specific Plan objectives, character and quality, and complies with the standards set forth in this Specific Plan. In no instance shall proposed tenant improvements or new building constructions exceed the total building area or exceed 800 residential units.

5.4.1. Building Shells

Development plans for building shells shall apply to any new building shell that is constructed within the Specific Plan area. The Specific Plan area consists of various building shells, some connected to other building shells and some freestanding. Development of the Specific Plan may require phased construction of building shells. A development plan shall be submitted to the City of Highland Planning Department for initial review by the Community Development Director. Following the Community Development Director's review, the development plan must be reviewed by the City of Highland Planning Commission to ensure that the proposed building shell shall be arranged, designed, constructed and maintained to be compatible with the character of the Specific Plan area. The following outlines the review procedure for building shells.

5.4.1.1. Building Shell Plan check, Permit Issuance, and Completion

A. Plan check

1. After adoption of this Specific Plan, the City shall accept plans for each building shell for plan check and proceed with such plan check in a timely manner, including rechecks, without regard to the status of plans or plan check submittals for any other building shell or tenant improvements on the project site. In no event may the City require that plans for all or some combination of building shells be submitted simultaneously as a condition of plan check submittal and plan check review. Concurrent with the plan check review process, the development plans will also be reviewed by the City of Highland

Planning Commission. Approval by Planning Commission is valid for ten (10) years from date of approval.

B. Permit Issuance

1. Upon approval by both City staff and the Planning Commission, a building permit and associated trade permits shall be issued after Development Impact and Fairshare Fees are paid in accordance with development plan conditions and/or adopted Development Agreement if applicable, without regard to the status of plans, plan check submittals, building permit applications, building construction, or building completion for any other building shell or tenant improvements.

C. Completion

1. The City's building official shall deem a building shell complete when improvements consistent with the respective approved building plans are completed and a City of Highland building inspector has provided a final sign-off on the respective inspection card.

5.4.2. Exterior Tenant Improvements

Exterior tenant improvements include exterior modifications to an existing building within the Specific Plan area. Development plans for exterior tenant improvements shall be submitted to the City of Highland Planning Department for initial review by the Community Development Director or his/her designee. If a change of use is proposed, then the Community Development Director shall determine whether the proposed use is permitted, conditionally permitted, prohibited, temporary or accessory to a permitted use on site in each of the three Planning Areas within the Specific Plan area. A conditionally permitted use will be subject to additional review by the Planning Commission. Any proposed exterior tenant improvement, which in its initial review indicates an increase in land use intensity, e.g., an increase in parking demand, may be

subject to additional review as determined by the Community Development Director. Following review by the Community Development Director, the development plan must be reviewed by the City of Highland Planning Commission to ensure the exterior improvements comply with the design requirements, provisions and intentions of this Specific Plan. The following outlines the review procedure for exterior tenant improvements.

5.4.2.1. Exterior Tenant Improvement City Staff Review, Permit Issuance, and Completion

A. Plan check

1. The City shall accept exterior tenant improvement plans and application for plan check. Plan check shall occur in a timely manner. In no event may the City require completion of a building shell, issuance of any Certificate of Occupancy, or similar milestone for the respective building as a condition of submittal of any exterior tenant improvement plans for plan check. Concurrent with the plan check review process, the application and development plans will also be reviewed by the City of Highland Planning Commission. Approval by the Planning Commission is valid for ten (10) years from date of approval.

B. Permit Issuance

1. Upon approval by both City staff and the Planning Commission, a building permit and associated trade permits shall be issued after Development Impact and Fairshare Fees are paid in accordance with development plan conditions and/or adopted Development Agreement if applicable, without regard to the status of plans, plan check submittals, building permit applications, building construction, or building completion for any other building shell or tenant improvements.

C. Construction

1. Exterior tenant improvement construction may commence upon issuance of a building permit for the respective exterior tenant improvements even if the respective building shell has not been deemed complete as defined herein.

2. The City of Highland building official shall deem tenant improvements for any store space complete when improvements consistent with the respective approved building plans for such tenant improvements are completed and a City of Highland building inspector has provided a final sign-off on the respective inspection card. Completion of the respective building shell shall not be a condition for determination that the exterior tenant improvements are complete.

5.4.3. Interior Tenant Improvements

Interior tenant improvements include interior modifications to an existing building within the Specific Plan area. Development plans for interior tenant improvements shall be submitted to the City of Highland Planning Department for initial review by the Community Development Director. If a change of use is proposed, then the Community Development Director shall determine whether the proposed use is permitted, conditionally permitted, prohibited, temporary or accessory to a permitted use on site in each of the three Planning Areas within the Specific Plan area. A conditionally permitted use will be subject to additional review by the Planning Commission. Any proposed interior tenant improvement, which in its initial review indicates an increase in land use intensity, may be subject to additional review as determined by the Community Development Director. Following review by the Community Development Director, the development plan may be approved by a City of Highland building official if the development plan complies with the requirements, provisions and intentions established in Development Code Section 16.08.140. The following outlines the review procedure for interior tenant improvements.

5.4.3.1. Interior Tenant Improvement Plan check, Permit Issuance, and Completion

A. Plan check

1. The City shall accept interior tenant improvement plans for plan check and shall proceed with such plan check in a timely manner, including rechecks, after adoption of this Specific Plan, without regard to the status of construction of any building shell or other tenant improvements. In no event may the City require completion of a building shell, issuance of any Certificate of Occupancy, or similar milestone for the respective building as a condition of submittal of any tenant improvement plans for plan check.

B. Permit Issuance

1. A building permit and associated trade permits shall be issued for interior tenant improvements upon approval of building plans by the City's plan checker, and after Tenant Improvement fees have been paid, without regard to the status of plans, plan check submittals, building permit applications, building construction, or building completion for any other building shell or tenant improvements. In no event may the City require completion of a building shell, issuance of any Certificate of Occupancy, or similar milestone for the respective building as a condition of permit issuance for tenant improvements.

C. Construction

1. Interior tenant improvement construction may commence upon issuance of a building permit for the respective interior tenant improvements even if the respective building shell has not been deemed complete as defined herein.

2. The City of Highland building official shall deem the interior tenant improvements for any store space complete when improvements consistent with

the respective approved building plans for such tenant improvements are completed and a City of Highland building inspector has provided a final sign-off on the respective inspection card. Completion of the respective building shell shall not be a condition for determination that tenant improvements are complete.

5.5. Commercial and Mixed Use Development Standards

Table 5-2 provides a summary of standards applicable to structures and related improvements to be developed within Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center. Exhibits 5-1 and 5-2 illustrate how the standards identified in Table 5-2 may be applied to commercial and mixed use building types.

Table 5-2: Commercial Development Standards

Development Standards[1]	Planning Area 1 - Highland Marketplace	Planning Area 3 – Village Center
Minimum Lot Size	5,000 sf	5,000 sf
Maximum Building Height	60' to roofline[2]	60' to roofline[2]
Maximum Floor Area Ratio	.75	2.0
Minimum Streetside Setbacks[3]:		
Boulder Avenue	10'	10'
Greenspot Road	10'	10'
Village Road	10'	10'
Webster Street	10'	10'
Other Streets and Drives	10'	10'
Minimum Interior Side Setback	0'	0'
Minimum Rear Setback	5'	5'

Abbreviations: sf = square feet

[1] See Section 5.6 for additional standards

[2] Maximum 75' for architectural projections including elevator towers, cupolas, clocks, roof vents, and other architectural projections and focal elements.

[3] Setback shall be measured from street right-of-way to building or parking lot.

Exhibit 5-1: Planning Area 1 – Highland Marketplace

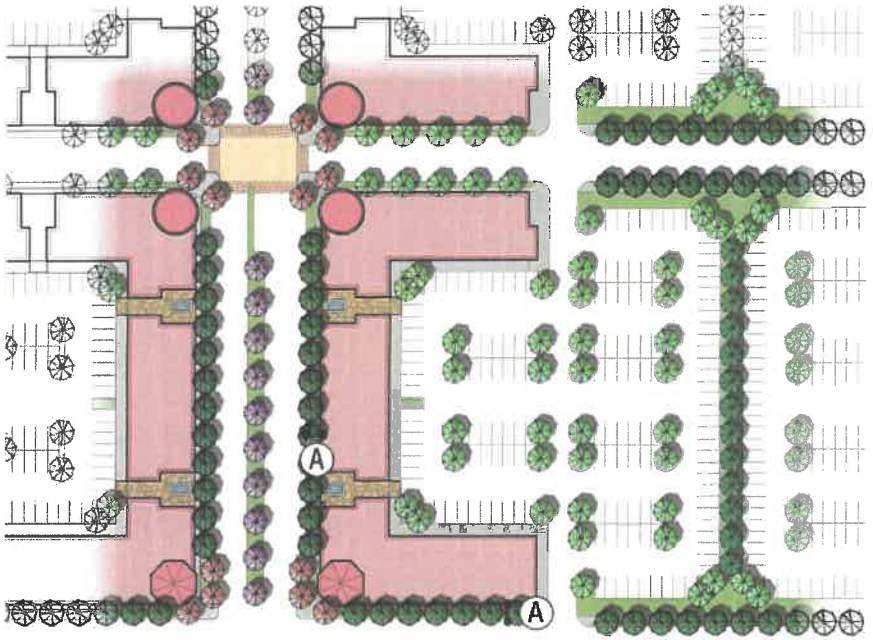
Standards[1]		
Minimum lot size 5,000 s.f.		
A	Building Set Back	
	Boulder Avenue	10' Min.
	Greenspot Road	10' Min.
	Webster Street	10' Min.
	Other Streets and Drives	10' Min.
Maximum Building Height		60' Max.[2]
Maximum Floor Area Ratio		0.75
Minimum Rear Setback		5' Min.

Notes:
1 See Section 5.6 for additional standards
2 Maximum 75' for architectural projections including elevator towers, cupolas, clocks, roof vents, and other architectural projections and focal elements

[This page intentionally left blank]

Standards[1]		
Minimum lot size 5,000 s.f.		
A	Building Set Back	
	Boulder Avenue	10' Min.
	Greenspot Road	10' Min.
	Webster Street	10' Min.
	Other Streets and Drives	10' Min.
Maximum Building Height		60' Max.[2]
Maximum Floor Area Ratio		2.0
Minimum Rear Setback		5' Min.

Notes:
1 See Section 5.6 for additional standards
2 Maximum 75' for architectural projections including elevator towers, cupolas, clocks, roof vents, and other architectural projections and focal elements



[This page intentionally left blank]

5.5.1. Required Parking

The Specific Plan integrates a variety of office and retail goods and services uses with varying parking requirements, peak hour demands and vehicle loading needs. Flexibility in meeting these varying requirements and demands is accommodated through inclusion of on-site parking areas as part of the common area shared by tenants and occupants of the Highland Marketplace (Planning Area 1) and Village Center (Planning Area 3). Access to and use of common area shared parking shall be maintained through real property agreements applicable to all uses in the Highland Marketplace and Village Center.

In recognition of these circumstances, the requirements of Section 16.52, "Parking Regulations" of the Highland Municipal Code are not applicable unless stated otherwise. Table 5-3 sets forth the specific number of spaces to be provided in Planning Areas 1 and 3.

Table 5-3: Commercial and Mixed Use Parking Requirements

Use	Required Number of Spaces
Retail/Commercial/Entertainment/Office/Restaurant Mix	Minimum 4.0 spaces/1,000 sf

Abbreviations: sf = square feet

A. Reduced Parking Standards – To encourage development that complies with the design elements of this Specific Plan, such as including pedestrian paseos, the required off-street parking requirements for new development in the commercial and mixed use zoning districts may be reduced in conjunction with site development review and approval. Previous parking studies conducted by the builder for other similar development projects may provide a substantial basis for reduced parking standards. The reduced parking standards may be approved by the Community Development Director or his or her designee.

B. Valet Parking – Valet parking shall be permissible within the Highland Marketplace (Planning Area 1) and Village Center (Planning Area 3). Such valet parking shall meet the requirements set forth in Development Code Section 16.52.050 F.

C. Minimum Parking Dimension Requirements – Please see Section 5.7.3.2 for the minimum dimensions for required off-street parking and loading spaces.

5.5.2. Walls and Fences

A. Adjacent to the street: Architectural walls are permitted along any street provided they do not exceed six feet (6') in height and are setback a minimum of just behind the ROW line. Walls may exceed six feet (6') in height for noise mitigation or screening of visual impacts such as loading zones.

B. Adjacent to an interior or rear lot line: Walls and fences are discouraged between properties in order to allow pedestrian access. Proposed locations shall be reviewed and approved by the Community Development Director and shall not exceed six feet (6') in height. Screen walls of greater height may be required when visual impacts such as loading zones must be mitigated.

C. The materials and construction of walls and fences shall otherwise comply with the requirement of the Development Code and the intent of the applicable Design Guidelines within this Specific Plan. Walls and fences shall not interfere with fire department operation. Emergency access gates shall be provided and are subject to fire department approval.

D. See Section 7.7 for additional standards.

5.6. Residential Standards

Tables 5-4 through 5-7 set forth the development standards for Planning Area 2 – Residential Villages. The residential uses within Planning Area 2 allow a broad range of residential product types including single-family detached, single-family attached and multiple-family attached dwellings. Residential development within the Residential Villages and the Village Center, used exclusively for residential use, shall comply with the development standards set forth in the following tables and in Sections 5.6 and 5.7. Mixed use development (residential over commercial and live/work) in Planning Area 3 shall comply with the standards set forth in Sections 5.4, 5.6 and 5.7 of this Specific Plan.

Conceptual plotting examples are provided in Exhibits 5.3 through 5.9 to illustrate minimum setbacks and one typical layout for each residential type. These exhibits illustrate how the standards identified in Tables 5-4 through 5-7 may be applied to different residential product types. They are not intended to be mandated layouts. Permitted product types include, but are not limited to, the following:

- Single-Family Detached
- Single-Family Attached (townhomes, duplexes)
- Multiple-Family Attached (condominiums, multiple-family dwellings)

Additional product types that comply with the setbacks and standards set forth for any of the above-listed product types shall be permitted.

The following standards shall apply for all residential units within the Specific Plan area:

- One-bedroom units shall be a minimum of 650 square feet
- Two-bedroom units shall be a minimum of 800 square feet
- Three-bedroom units shall be a minimum of 1,000 square feet
- Four-bedroom units shall be a minimum of 1,200 square feet

Table 5-4: Single-Family Detached

Development Standard	Single-Family Detached (Front/Street Loaded)
Maximum building height	3 stories[1]/ 40'
Minimum Setbacks:	
Front - to property line:	
Porch/Patio	5'
Living space (main structure)	10'
Garage	Setbacks greater than 20' or less than 3' are permitted. No setbacks between 3' and 20' are permitted.
Side - to property line:	
Porch on corner unit	3'
Living space/garage	3'
Living space/garage on corner lot	8'
Rear - to property line:	
Garage (deep recessed or corner lot)	5'
Living space	5' minimum - 10' average
Living space over garage	8'

[1] 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 sq. ft. per unit

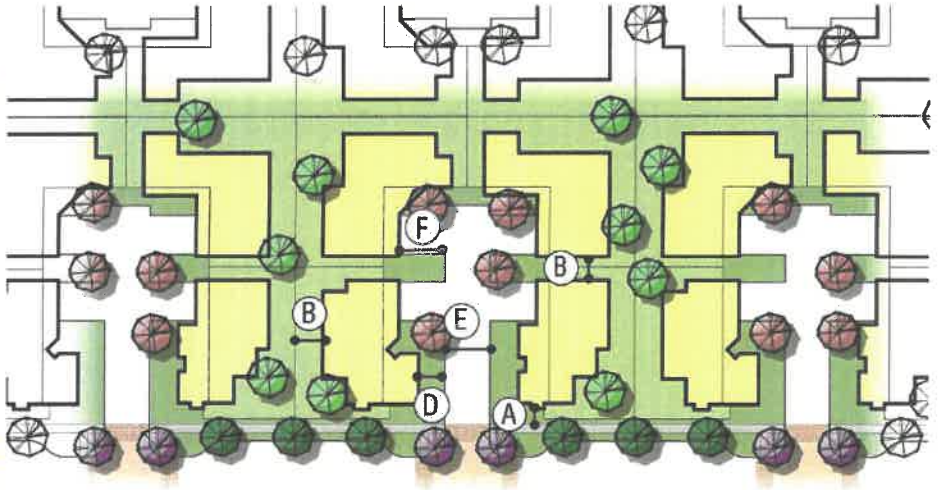
Exhibits 5-3 and 5-4 illustrate how the standards identified in Table 5-4 may be applied to different single-family detached product types.

Exhibit 5-3: Single-Family Detached Courtyard – 4-8 Pack

Character	
Typical Character	• Four single-family detached homes clustered around an interior courtyard
Garage Orientation	• Into interior courtyard
Alleys	• Yes
Front Door Orientation	• Street Facing for homes along street • Into interior courtyard or onto greenbelts, paseos, parks for interior homes

Standards			
A	Front Setback	Porch/Patio	5' Min.
		Living Space (Main Structure)	10' Min.
B	Interior Setback	Side to Side	8' Min.
		Opposing Porches/ garden wall/patio	6' Min.
C	Side Street Setback	8' Min.	
D	Alley Setback	3' Min.	
E	Alley Width	26' Min.	
F	Garage Setback	≤ 3' or ≥ 20'	
Building Height		3 Stories[1] / 40' Max.	

Notes:
1. 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 s.f. per unit



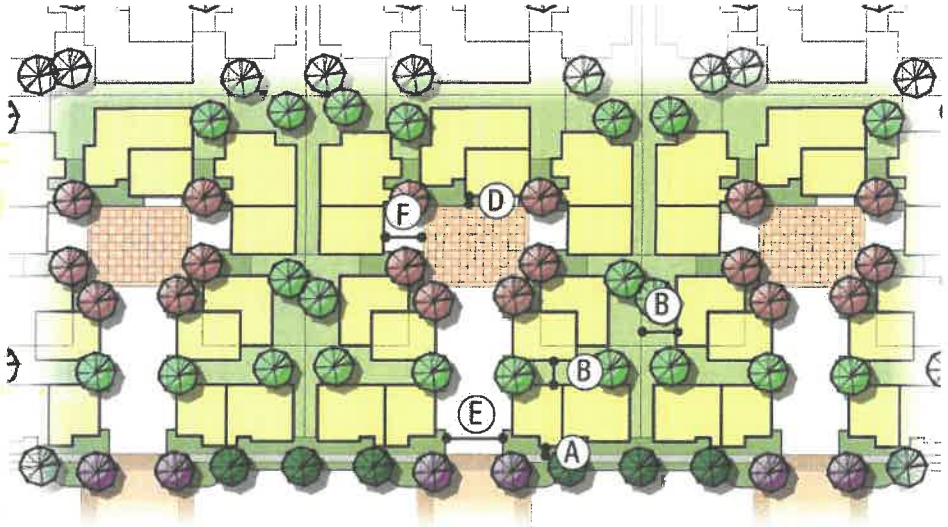
[This page intentionally left blank]

Exhibit 5-4: Single-Family Detached Courtyard

Character	
Typical Character	• Single-family detached homes clustered around an interior courtyard
Garage Orientation	• Into interior courtyard
Alleys	• Yes
Front Door Orientation	• Street Facing for homes along street • Into interior courtyard or onto greenbelts, paseos, parks for interior homes

Standards			
A	Front Setback	Porch/Patio	5' Min.
		Living Space (Main Structure)	10' Min.
B	Interior Setback	Side to Side	8' Min.
		Opposing Porches/ garden wall/patio	6' Min.
C	Side Street Setback	8' Min.	
D	Alley Setback	3' Min.	
E	Alley Width	26' Min.	
F	Garage Setback	≤ 3' or ≥ 20'	
Building Height		3 Stories[1] / 40' Max.	

Notes:
1. 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 s.f. per unit



[This page intentionally left blank]

Table 5-5: Single-Family Detached (Alley/Rear Loaded)

Development Standard	Single-Family Detached (Alley/Rear Loaded)
Maximum building height	3 stories[1] / 40'
Minimum Setbacks	
Front – to property line:	
Porch/Patio	5'
Living space	10'
Side – to property line:	
Porch at corner units	3'
Living space/garage	3'
Living space/garage at corner lot	8'
Rear – from alley:	
Garage face to garage face	30'
Garage face to alley	3'
Living space to living space	26'
Living space over garage – offset	2'

[1] 3rd story shall only be 35-50% of the total building floor area with a maximum of 500sq. ft. per unit

Exhibit 5-5 illustrates how the standards identified in Table 5-5 may be applied to a single-family detached product type with alley/rear loading.

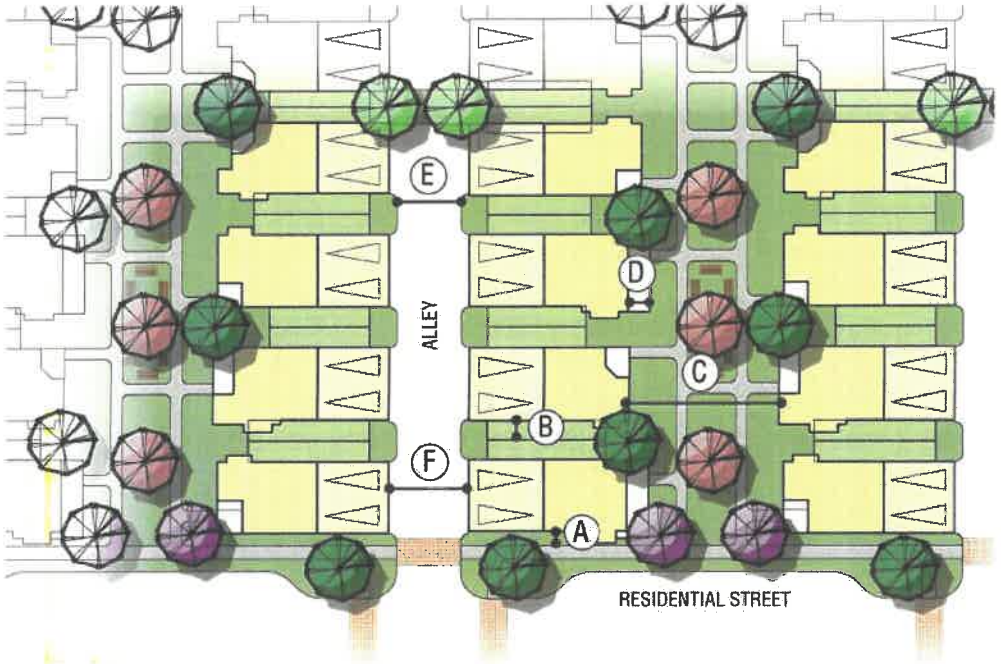
[This page intentionally left blank]

Exhibit 5-5: Single-Family Detached (Alley/Rear Loaded)

Character	
Typical Character	• Townhomes Clustered around central courtyards • Homes face into greenbelts, paseos, parks, or courtyards • Separated by pedestrian paseos
Garage Orientation	• Interior alley
Alleys	• Yes
Front Door Orientation	• Street Facing for homes along street • Onto greenbelts, paseos, parks or courtyards for interior homes

Standards		
A	Front Setback	10' Min.
B	Side Yard Setback	3' Min.
C	Courtyard	20' Min.
D	Porch Encroachment	5' Max.
E	Alley (curb to curb)	26' Min.
F	Alley (face to face)	30' Min.
Building Height		3 Stories[1]/40' Max.

Notes:
1. 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 s.f. per unit



[This page intentionally left blank]

Table 5-6: Single-Family Attached

Development Standard	Single-Family Attached
Maximum building height	3 stories[1] / 40'
Minimum Setbacks:	
Building Separation:	
Front to Front - central paseo/open space	20'
Front to Front - up to max 15% of entire building width	12'
Side to Side	8'
Opposing porches, garden walls, balconies	6'
Front Setbacks – to back of sidewalk:	
Porch/balcony/garden wall/patio	5'
Living space	10'
Side Setbacks – to back of sidewalk:	
Porch/balcony/garden wall/patio	5'
Living space	10'
Rear Building Setbacks – alley	
Garage face to garage face	30'
Garage face to alley	3'
Living space to living space	26'
Living space over garage – offset	2'
Minimum Private Storage Space (per unit)	100 cubic feet
No Private Open Space required	

[1] 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 sq. ft. per unit

Exhibits 5-6 through 5-8 illustrate how the standards identified in Table 5-6 may be applied to different single-family attached product types.

[This page intentionally left blank]

Exhibit 5-6: Single-Family Attached

Character	
Typical Character	• *Townhomes Clustered around central courtyards* • *Homes face into greenbelts, paseos, parks, or courtyards* • *Separated by pedestrian paseos*
Garage Orientation	• *Interior alley*
Alleys	• *Yes*
Front Door Orientation	• *Street Facing for homes along street* • *Onto greenbelts, paseos, parks or courtyards for interior homes*

Standards		
A	*Front Setback*	*10' Min.*
B	*Courtyard*	*20' Min.*
C	*Porch Encroachment*	*5' Max.*
D	*Building to Building*	*30' Min.*
E	*Alley (curb to curb)*	*26' Min.*
F	*Alley (face to face)*	*30' Min.*
Building Height		*3 Stories[1]/40' Max.*

Notes:
1. 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 s.f. per unit

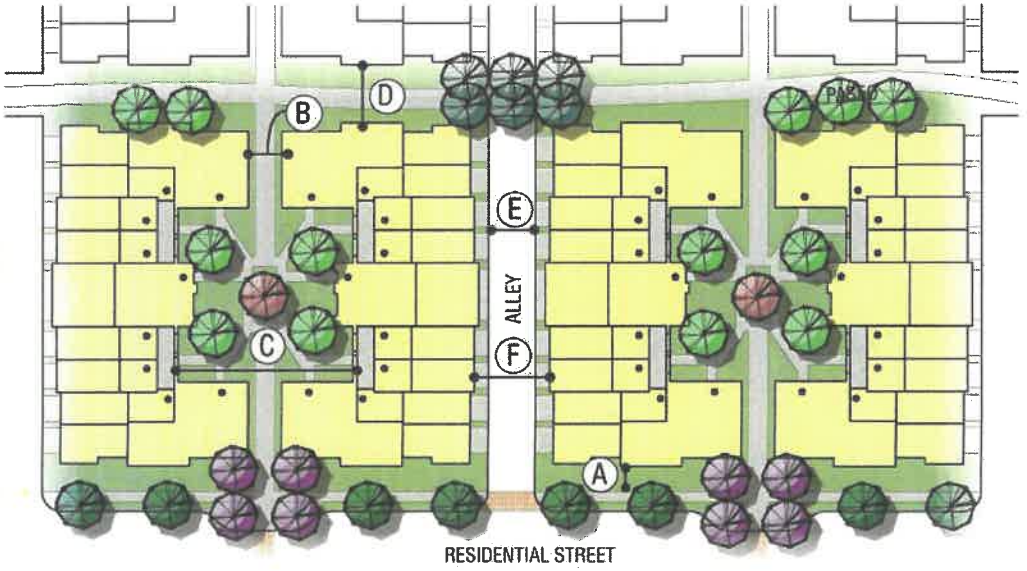
[This page intentionally left blank]

Exhibit 5-7: Single-Family Attached Greencourt

Character	
Typical Character	• Townhomes Clustered around central courtyards • Homes face into greenbelts, paseos, parks, or courtyards • Separated by pedestrian paseos
Garage Orientation	• Interior alley
Alleys	• Yes
Front Door Orientation	• Street Facing for homes along street • Onto greenbelts, paseos, parks or courtyards for interior homes

Standards		
A	Front Setback	10' Min.
B	Courtyard Entry	10' Min.
C	Courtyard	20' Max.
D	Building to Building	30' Min.
E	Alley (curb to curb)	26' Min.
F	Alley (face to face)	30' Min.
Building Height		3 Stories[1]/40' Max.

Notes:
1. 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 s.f. per unit



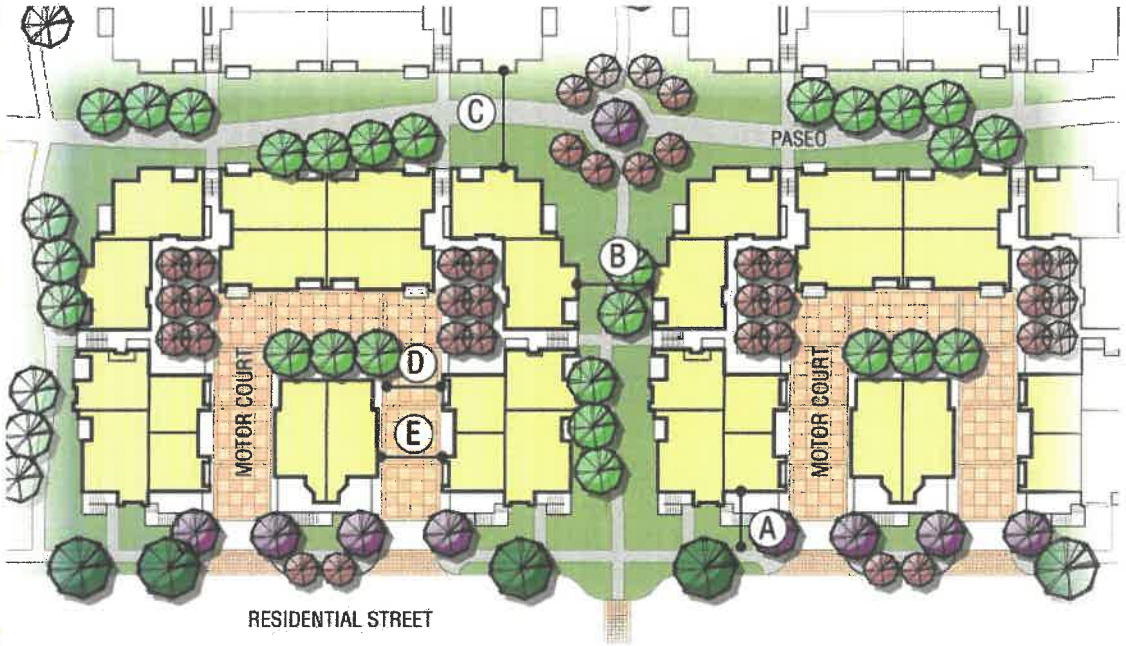
[This page intentionally left blank]

Exhibit 5-8: Single-Family Attached Motorcourt

Character	
Typical Character	• *Townhomes Clustered around central courtyards* • *Homes face into greenbelts, paseos, parks, or courtyards* • *Separated by pedestrian paseos*
Garage Orientation	• *Interior alley*
Alleys	• *Yes*
Front Door Orientation	• *Street Facing for homes along street* • *Onto greenbelts, paseos, parks or courtyards for interior homes*

Standards		
A	*Front Setback*	*10' Min.*
B	*Side (face to face)*	*30' Min.*
C	*Back (face to face)*	*20' Min.*
D	*Alley (curb to curb)*	*26' Min.*
E	*Alley (face to face)*	*30' Min.*
Building Height		*3 Stories[1]/40' Max.*

Notes:
1. 3rd story shall only be 35-50% of the total building floor area with a maximum of 500 s.f. per unit



[This page intentionally left blank]

Table 5-7: Multiple-Family Attached

Development Standard	Multiple-Family Attached
Density Range	≤ 20-40 du/ac
Maximum building height	3 stories / 40'
Building Separation	
Side to Side	15'-0"
Rear to Rear	15'-0"
Front to Rear	15'-0"
Front to Front	15'-0"
Interior Court Space	15'-0"
All Others	15'-0"
Minimum Front Yard Setback	75'
Minimum Side Yard Setback	20'
Maximum Setback Encroachment for Architectural Projections*	5'
Minimum Rear Yard Setback	Conditional
Minimum Private Storage Space (per unit)	81 cubic feet
Private Open Space Required	50 sf. minimum for ground and upper floors
Minimum Open Space Required**	40% Required setbacks measuring more than 15' included

*Architectural projections include but are not limited to balconies, stairs, awnings, cornices, eaves, roof overhangs, towers, and stoops.
**The Village Paseo may be utilized to meet open space requirements for residential uses.

Exhibit 5-9 illustrates examples of multiple-family attached dwelling product types.

[This page intentionally left blank]

Exhibit 5-9: Multiple-Family Attached

Standards	
Front Yard Setback	75' Min.
Side Yard Setback	20' Min.
Rear Yard Setback	Conditional
Private Storage Space (Per Unit)	81 Cubic feet min.
Building Height	3 Stories/40' Max.

[This page intentionally left blank]

5.6.1. Required Parking

Required parking for residential uses is identified in Table 5-8, Residential Parking Requirements. The required parking shall be the total of that for all uses on the site. The Community Development Director or his/her designee may allow a reduction in the total number of required parking stalls for any use, provided that the applicant provides a parking study which demonstrates that a reduction in parking is warranted and that adequate parking will be provided.

Table 5-8: Residential Parking Requirements

Residential Use	Required Number of Spaces/Stalls		
Accessory Dwelling Unit /Second Unit Housing	1 Covered		
Live/Work Units:			
Residential Unit	2 assigned stalls (tandem or non-tandem)		
Commercial Retail/Office	*See Table 5-3, Commercial and Mixed Use Parking Requirements **See Section 5.5.1. and 5.7.3 for additional parking standards		
Multiple-family Attached units:	Covered[1]	Uncovered	Guest
Studio	1	0	1 per 5 units
1 bedroom	1.0	0.4	
2 bedrooms	1.0	0.9	
3 bedrooms	1.0	1.1	
More than 3 bedrooms	2.0	1.0	
Single-family, detached and attached	1 assigned stall within a fully enclosed garage or parking structure, plus 0.3 stalls unassigned per dwelling unit *See section 5.7.3 for additional parking standards		
Single-family, detached	2 in fully enclosed garage		

[1] Minimum 25% of covered parking spaces may be provided in an enclosed garage.

5.6.2. Walls and Fences

A. Adjacent to the street: Architectural walls, garden walls or fences shall not exceed six feet (6') in height in any required front yard setback and must comply with the architectural design guidelines set forth in Chapter 6.

B. No wall or fence shall exceed six feet (6') in height in a required side or rear yards setback.

C. The materials and construction of wall and fences shall otherwise comply with the requirement of the Development Code and the intent of the applicable Design Guidelines within this Specific Plan. Wood fencing shall be prohibited. Walls and fences shall not interfere with fire department operation. Emergency access gates shall be provided and are subject to fire department approval.

D. See Section 7.7 for additional standards.

5.7. Additional Development Standards

5.7.1. Mechanical and Security Equipment

A. Air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be screened, shielded and/or sound buffered from adjacent properties by landscape or structures, such as screen walls. Screening should be architecturally compatible with main building.

B. Roof mounted equipment shall be screened by a parapet wall and shall not be visible from the public right-of-way.

C. Above ground utility boxes, telephone boxes, water lines, back flow preventers, cable boxes or similar structure within public view shall be screened by landscape or structures, such as screen walls. Screening should be architecturally compatible with main building. No above ground utility boxes in front setback will be allowed.

D. Commercial and residential development shall include the installation, maintenance and operation of security cameras pursuant to the applicable provisions of the Highland Municipal Code and applicable Conditions of Approval.

5.7.2. Trash Enclosures

A. Enclosures shall be required for refuse and recycling bins and shall be screened from view from public rights-of way.

B. Enclosures shall be in accordance with City standards and be architecturally compatible with the main building.

C. Enclosures are not permitted within any required street side setback.

D. Areas for trash enclosures shall be adequate in capacity, number, and distribution to serve the development project (Development Code section 16.40.400). Location of trash enclosure shall be shown on all site plans at the time of new project submittal.

E. One (1), three (3) cubic yard trash bin per every twenty-four (24) residential units, and one (1), three (3) cubic yard recycle bin per twenty-four (24) residential units.

5.7.3. Parking and Access Standards

5.7.3.1. Off-Street Parking Design Requirements

A. Applicability. The standards of this Section shall apply to all land uses, buildings, and structures and replaces Section 16.52, "Parking Regulations" of the Development Code, unless noted herein. These standards shall also apply to additions, enhancements, and modifications to existing structures which increase floor area. At the time a building or structure is added onto, enlarged, or modified, parking and loading spaces shall be provided for both the existing structure and uses and the modified or enlarged portions to conform to provisions of this Section. For any use not specified in this Section, the Community Development Director or his/her designee shall have the authority to determine the appropriate parking requirements

based upon similarities between parking generation characteristics of the proposed use with other similar uses identified in this Section.

B. General Provisions. The following general provisions shall apply to development and use of parking facilities:

1. Accessibility/Usability. All access, parking, and loading facilities shall be usable and shall be permanently maintained for access, parking, and loading for the permitted and intended use(s).
2. Lighting. All parking lots, parking structures, and loading areas shall be provided with adequate lighting to enhance security and safety. All commercial lighting shall be shielded and directed away from residential properties.
3. Landscaping for Parking Facilities.

- Within all parking areas, at least ten percent (10%) of any common parking area shall be landscaped.
- Landscaping shall be distributed throughout the entire parking lot. Not more than sixty percent (60%) shall be included as perimeter landscaping. A minimum of forty percent (40%) shall be distributed throughout the interior to the parking lot.
- All landscaped areas shall be designed so that plant materials are protected from vehicle damage, encroachment, or overhang.
- All landscaping shall be provided with permanent irrigation systems.
- Parking lot landscaping shall include shade trees located so as to provide for shade canopies.
- Tandem parking is allowed and may be counted toward the required parking for residential single-family attached or live-work residential housing types. However, for all other housing types, tandem parking may only be counted towards requirements for guest parking.
- Paving shall be required for all permanent parking, access, and loading facilities.

5.7.3.2. Minimum Dimensions for Required Off-Street Parking and Loading Spaces

A. Parking Spaces. The minimum individual parking space or stall size shall be nine feet (9') wide by nineteen feet (19') deep including the two foot (2') curb overhang, if applicable.

B. Up to twenty percent (20%) of required parking spaces may be compact spaces with a minimum dimension of eight feet (8') by sixteen (16') feet deep.

C. Tandem Spaces. Each tandem space shall be nine feet (9') wide by twenty-one feet (21') deep.

D. Loading Spaces. The minimum loading space size shall be thirty-five feet (35') long and ten feet (10') wide, with a minimum vertical clearance of fourteen feet (14').

E. Handicap spaces shall be of a size, number and location that comply with all State and Federal requirements. Two percent (2%) of ground floor units in addition to five percent (5%) of required guest parking is required for the total number of handicap accessible spaces on site.

5.7.3.3. Minimum Dimensions of Parking Bays and Aisles

The minimum dimensions for parking bays and aisles shall be subject to the requirement of Section 16.52.060.B, "Dimensions of Parking Bays and Aisles" of the Development Code. Deviations from Section 16.52.060 may be approved by the Community Development Director or his or her designee at the time of site plan review.

5.7.3.4. Gating of Roadways (Private Access Gates)

All proposed permanent vehicular access gates, except gates providing access to a single residential lot, shall be subject to the requirements contained in this Section. Temporary barriers erected for emergency response, repair or special event purposes are not subject to these

requirements. Driveways are considered to be roadways for the purpose of these gating requirements.

A. City Owned Roadways. Gating of City-owned roadways is prohibited.

B. Stacking Distance. Adequate stacking distance, turnaround areas, public safety elements and signage shall be included in the gate design and shall be approved by the City and all impacted agencies. All gates shall meet the Fire Department requirements and provide passage with unobstructed vertical clearance. A minimum stacking distance of two cars shall be provided.

C. Public Safety Access. Access shall be provided at all times for law enforcement agencies, the Fire Department, City inspection, utility and other health and safety related vehicles.

5.8. Sign Standards *(for more information see Section 6.5 of the Design Guidelines)*

The following sign standards have been established for the purpose of maintaining the quality and aesthetics of signs throughout the Specific Plan area for the mutual benefit of all tenants and residents, and to comply with the approved Comprehensive Sign Plan for the development. Sign standards are subject to final approval by the City of Highland as part of a Comprehensive Sign Plan submittal. If a conflict is found to exist between the sign standards in this Specific Plan and the final sign standards established in the Comprehensive Sign Plan approved by the City of Highland, the latter shall prevail. Please refer to Section 6.5, Signage and Environmental Graphics Program, for additional Specific Plan signage program standards.

5.8.1. Freeway Pylon Signs

Located along the freeway, the pylon signs shall not exceed ninety feet (90') in height and will be internally illuminated. One (1) of the freeway pylon signs may also include an electronic message board for on- and off-premise advertising that may be twenty-four feet tall by eighteen feet wide (24' x 18'). Any proposal for a freeway oriented electronic message board shall be reviewed by the Planning Commission for a recommendation to City Council for their review and approval

prior to submitting of building permits. The pylon signs may include the names of tenants, with each tenant cabinet being no more than eight feet (8') tall.

5.8.2. East Gateway Monument Sign

Located at the southeast corner of the Specific Plan along Greenspot Road, the monument sign shall not exceed thirty-eight feet (38') in height and will be internally illuminated. The monument sign may include an electronic message board for on- and off-premise advertising that may be nine feet tall by fourteen feet wide (9' x 14'). Any proposal for an electronic message board shall be reviewed by the Planning Commission for a recommendation to City Council for their review and approval prior to submitting of building permits. The monument sign may include the names of tenants, with each tenant cabinet being no more than four feet (4') tall. The East Gateway Monument Sign is not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road.

5.8.3. Multi-Tenant Monument Signs

Located along Greenspot Road, multi-tenant monument signs may be up to thirty feet (30') tall and will be internally illuminated. Multi-tenant monument signs are not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road.

5.8.4. Pad Monument Signs

The pad monument signs will be pedestrian scale, with a maximum height of ten feet (10'). Pad monument signs are not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road.

5.8.5. Tenant Identity Signs

Tenant identity signage can exhibit the logos, look and feel of the stores they represent; however signage shall also maintain consistency with the Comprehensive Sign Plan.

5.8.5.1. General Requirements

A. Tenant shall submit, for approval, prior to fabrication, four (4) copies of detailed drawings indicating the location, size, layout, design, color, illumination materials and method of attachment.
B. Tenant or Tenant's representative shall obtain all permits for signs and their installation.
C. All signs shall be constructed and installed at Tenant's sole expense.
D. Tenant shall be responsible for the fulfillment of all requirements and specifications, including those of the City of Highland.
E. All signs shall be reviewed for conformance with the standards established in the Comprehensive Sign Plan. Approval or disapproval of sign submittals based on aesthetics of design shall remain the sole right of Developer or Developer's authorized representative.
F. Tenant shall be responsible for the installation and maintenance of Tenant's sign. Should the Tenant's sign require maintenance or repair, the Developer shall give the Tenant thirty (30) days written notice to effect said maintenance or repair. Should the tenant fail to do the same, the Developer may undertake repairs and the Tenant shall reimburse the Developer within ten (10) days from receipt of the Developer's invoice.
G. Advertising devices such as attraction boards, posters, banners and flags shall not be permitted.

5.8.5.2. Specifications

A. General Specifications:
    1. No animated, flashing or audible signs shall be permitted.
    2. All signs, including temporary signs and their installation shall comply with all City of Highland's building and electrical codes.
    3. No exposed raceways, crossovers or conduit shall be permitted. All tenant signage shall consist of individual letters and logos installed onto the building's wall surface. Tenant signage shall not include any background color, material

and/or structure used to delineate tenant's signage. The Developer shall have the sole and separate discretion in varying any provision of these specifications.

4. All cabinets, conductors, transformers and other equipment shall be concealed.
5. Temporary signs and painted lettering shall not be permitted except as approved by the City of Highland.
6. Any damage to the sign band face or roof deck resulting from Tenant's sign installation shall be repaired at Tenant's sole cost.
7. Upon removal of any sign by Tenant, and damage to the sign band face shall be repaired by the Tenant or by the Developer at the Tenant's cost.
8. All signs or devices advertising an individual use, business or building shall be attached to the building at the location directed by the Developer.

5.9. Defensible Space Guidelines

In response to concerns of the Police Department and the Fire Department, this Specific Plan incorporates design elements to discourage criminal activity and facilitate the provisions of emergency services. The Specific Plan elements that address "Defensible Space" or "Crime Prevention through Environmental Design" include:

A. Landscape design that avoids dense plantings immediately adjacent to buildings that could inhibit the ability of the Fire Department to use emergency equipment and create hiding places.

B. Landscape design that focuses on creating usable spaces within outdoor areas to encourage outdoor activity.

C. Parking design that maximizes visibility and surveillability.

D. Directories located to ensure quick access and site orientation by emergency personnel.

E. Residential units oriented toward the street, paseos and/or open space areas for maximum visibility.

[This page intentionally left blank]

6. DESIGN GUIDELINES

6.1. Purpose and Intent

Previous chapters of the Specific Plan have addressed the Specific Plan's land use and infrastructure plans. The purpose of this chapter is to ensure that all individual development undertaken pursuant to this Specific Plan will conform to high standards of design excellence. The following guidelines establish a design framework that individual developers of commercial centers and residential neighborhoods will use as a guide for new construction. The guidelines encourage creativity in site planning and architectural design, and promote a cohesive community by integrating commercial areas and residential neighborhoods with open space uses.

This chapter identifies design guidelines for commercial and residential architecture, as well as for site planning, outdoor mechanical equipment, lighting and signage. They provide criteria for design that include written statements, sketches, photographic illustrations, and examples which will be used to evaluate every design proposal.

Design should clearly reflect the "place making" techniques described in this Chapter. Through careful planning, the Specific Plan area is destined to be an attractive and desirable place for its new residents to live, work and play, as well as a destination for Highland residents to shop, eat and be entertained.

6.2. Commercial ¢ Mixed-Use Design Guidelines

The purpose of the Commercial and Mixed Use Design Guidelines is to establish planning and design parameters that will allow both design controls and design flexibility for the future development of Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center. The following guidelines shall apply to the development of retail, entertainment, office, hotel, and other non-residential uses within Planning Areas 1 and 3. These guidelines provide design

criteria for site planning, theming, building mass and organization, architecture, circulation, screen walls and fences, retaining walls, service facilities, mechanical equipment, trash enclosures, outdoor storage, outdoor lighting, pedestrian areas, and special uses including drive-through facilities.

Architectural design and details are critical for all structures within public view.

6.2.1. Site Planning

Within the Specific Plan area, site design should first address the nature and function of the use and structure. Architectural design and details are critical for all structures within public view. Landscaping, including entry features, is to be provided to highlight positive visual features, and to provide a pleasant outdoor environment. Design within the Specific Plan area should meld function and form, not one to the exclusion of the other. Consequently, each development plan submittal will be reviewed for its overall design, with emphasis on individuality and allowance for unique functional needs.

To facilitate design integrity among the structures within the Specific Plan area, the following should be incorporated into the design of commercial and mixed use developments:

- Require comprehensive master planning of the proposed development to ensure integrated site-planning including logical connection to adjacent uses.
- Compatibility should be promoted through appropriate location and orientation of buildings.
  - Placement of buildings should consider the context of the commercial area, the location of nearby residential land uses, the location of major traffic generators, and circulation routes.
  - Buildings should be sited so that architectural focal points can be provided at strategic locations.
  - Building storefronts should face pedestrian walks, public parking or adjacent buildings.

- Physical and psychological security for patrons should be enhanced through appropriate design, such as locating buildings and windows to maximize "eyes" on entryways and pedestrian pathways, and parking lots; adequate lighting should be provided throughout; and design and enhancement of landscaping should not block views of entries and pedestrian pathways.

6.2.2. Design Theme

The general design theme for Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center is established through guidelines that promote an agrarian character that creates an overall "Sense of Place".

Planning Areas 1 and 3 contain a mixture of uses and an agrarian architectural style. These Planning Areas emphasizes the agrarian style that provides vitality and interest to the project with a simple and elegant design. Listed below are objectives that should be followed:

- A building should be designed for its particular site conditions, whether abutting the Village Paseo, or fronting Greenspot Road.
- Diversity can also be accomplished with a balanced mix of tenants. The size and quality of the tenants, the indoor and outdoor display concepts, and the quality of the building exteriors are all factors of design diversity.
- If visible from SR210, public streets, central parking lots, primary circulation routes or adjacent buildings, side and rear building elevations should be designed with attention to the agrarian style design theme.
- Creation of a unique "Sense of Place" and community should be encouraged.
- Details should enhance the design or character of a building.
  - Windows and openings should be consistent with the architectural style of the buildings and maintain similar proportions and rhythm with those on adjacent buildings.

- Structures should incorporate design details that create a warm and inviting appearance with functional elements such as courtyards, plazas, gateways, colonnades and portals. Courtyards and plazas will be designed near smaller scale commercial buildings, and not near large scale commercial buildings. These elements help to define and organize space into smaller elements.
- The design of outdoor patios (i.e. enclosures, landscaping, furnishings) should be compatible with the architectural style of the building.

6.2.3. Building Mass and Scale

The site is seen from SR210 along the west and south that is raised about twenty-five (25) feet above adjacent grade. Therefore, the buildings will be seen from different angles and heights. As a result, roof top equipment will not be able to be screened from view of SR210 due to the height of the State Route compared to the buildings in the Specific Plan area. The building forms should be treated in a three dimensional, sculptural way, with the possibility of a variety of roof forms. In addition, roofs need to be designed with mechanical equipment in mind. Equipment should be screened from street level with raised parapets, or other equivalent solutions.

- Pedestrian-scale should be provided on ground levels especially in multi-storied buildings.
- Pedestrian-scaled building details, such as windows, doors and entry features will also enhance the human scale to the project.

6.2.4. Articulation and Entrances

A. Articulation. Buildings should be articulated to provide architectural interest and reduce large massing elements. Articulation of horizontal and vertical surfaces, along with fenestration and openings, color, texture and the use of varied materials, should be used to reduce the appearance of undifferentiated massing. Large smooth, unarticulated surfaces should be avoided.

- Design buildings with three-dimensional quality; building facades should be based upon a pleasing set of proportions.
- Differentiate between the three traditional parts of a building: base, mid-section, and top through the use of wall articulation and/or contrasting materials and colors.

B. Building Entries. A building entry provides the opportunity to create a detailed point of arrival for pedestrian users.

- Building entries should be pronounced and easily recognizable, contribute to the building's design character, and provide climate protection.
- Provide highly visible building entrances, preferably oriented to the streets and outdoor spaces; entrances may be clearly expressed with, overhangs, special materials and/or detailing to enhance the architecture.
- Openings should be designed to maximize natural light into the building and to allow visibility of interiors from the outside.
- Require a high degree of street level transparency, especially along sidewalks, important outdoor spaces and heavily trafficked areas; the use of reflective, opaque, and darkly tinted glass should be restricted.

6.2.5. Materials and Colors

Materials and colors harmonious with the agrarian style should be used in order to create visual interest. Exterior materials and color scheme should be consistent with the agrarian style architecture in Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center. An example includes exposed concrete or stucco with stone or brick base in neutral colors such as beige, tan, and/or brown. Diversity and richness of architectural expression will be achieved with a variety of material choices that are seen in proximity to one another. Materials such as stone, wood, tile, concrete, metal and glass can be introduced in different facade treatments to ensure that a single material such as cement plaster is not dominating the palette.

Materials and colors harmonious with the agrarian style should be used to create visual interest.

Visual roof elements should be designed consistent with the general building character.

- Avoid large expanses of smooth surfaces such as concrete or glass. A mixture of smooth and textured blocks for exterior building walls is encouraged.
- Use materials that exhibit permanence and quality, and that unify a buildings appearance on all sides that face the public view and main parking fields; materials and colors should promote visual harmony and preserve the agrarian architectural style. Stone veneers, brick, tile, pre-cast architectural concrete, or stucco are preferred.
- To maintain the agrarian appearance and to create a historic interest, building materials should be consistent with the agrarian style for each block of storefronts. Materials may be used to highlight building entrances or distinguish the building base.
- Material and color change should occur at a change in the building plane, and reinforce the buildings massing concept.
- Colors on all facade elements should be coordinated, including awnings and trim.

6.2.6. Roof / Rooftop Equipment

Visual roof elements should be designed consistent with the general building character. Materials and colors should complement the architectural style.

- Locate and/or screen rooftop equipment so that it is not visible from streets and publicly accessible spaces; Methods of rooftop screening should be integral to the building's form.
- When roof decks and mechanical units are visible from adjacent developments, they should be as unobtrusive as possible and painted to match the finished roof material.

6.2.7. Climate Protection

Given the hot summer weather, buildings should contribute towards the creation of shaded walkways using trellises, awnings, canopies, loggias, colonnades and other similar devices. Street trees and landscaping should also provide shade during the hot summers.

- Shading devices should be designed as an integral part of building facades and should be integrated into the aesthetics of the architecture.
- A variety of materials with a sense of permanence should be used for shading devices, e.g. wood louvers. At the same time, less durable materials that exploit the qualities of light with their transparency, like matte finished fabrics used in awnings, may be used.
- Screening devices and other elements of building design need to buffer against occasional strong winds.

Canopies provide shade from the hot summer weather.

6.2.8. Green Building Techniques

Green Building is a benefit to the community and the region. It provides for resource efficiency and is an environmentally safe approach to building. Higher energy efficiency means less utility operation, and less utility operation means less air and water pollution. It also encourages conservation of water resources, preserving of the old growth forests, and recycling as much construction waste as possible. Green building techniques shall be utilized by the builder(s) and include:

- Design and build commercial buildings to exceed 2005 California Title 24 standards by a minimum of five percent (5%).
- Residential areas will meet Title 24 requirements and include green building and site planning techniques such as listed below in Residential Green Building Strategies.
- Reduce water consumption by utilizing innovative indoor plumbing designs.
- Reduce wood use by employing engineered wood systems where practicable.

- Building design should exploit the use of natural light with light shelves and similar devices to minimize the dependence on artificial light.
- Greenspot Village is an infill and mixed-use developments that will increase economic vitality and make the most of existing infrastructure.

Residential Green Building Strategies - will include exploring the following and implementing, where feasible and practical, for the Greenspot Village overall specific plan and consideration for the specific plan area location. The plan may also include third party verification through California Green Builder, Build It Green GreenPoint rated, National Association of Home Builders (NAHB) Guidelines, employ elements from the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) rating system, or other recognized green building strategy:

- Policies and designs that make it easier for people to drive less.
- Planning and design decisions that encourage neighborliness and outdoor activities.
- Durable and low-maintenance materials and design strategies that help keep homes affordable year after year.
- Cool site strategies that reduce the urban heat island effect.
- Passive solar heating, overhangs on south windows, deciduous trees on west and south sides.
- Upgraded insulation, structural insulated panels, and high performance low-energy windows.
- High efficiency heating and air conditioning equipment, and energy efficient Energy Star appliances.
- Solar water heating for space heating and domestic hot water, photovoltaics for on-site electricity generation.
- Reuse/recycling of construction and demolition waste.
- Recycled fly ash in concrete.

- Advanced framing techniques, engineered lumber, Forest Stewardship Council (FSC)-certified framing lumber.
- Recycled-content decking, ceramic tiles, carpet and other products.
- Flooring made from rapidly renewable resources such as cork, linoleum, bamboo.
- Low-water landscaping and high efficiency irrigation.
- Green roofs.
- High efficiency faucets and showerheads with below-standard flow rates.
- Water submeters to encourage conservation.
- Water-efficient dishwashers and washing machines.
- Noise and vibration controls.
- Kitchen and bathroom fans that exhaust to the outside to remove moisture from the home.
- Low- or no-VOC paints, coatings and adhesives.
- Pressed-wood products with reduced formaldehyde and flooring with low VOC emissions.
- Explore innovative and new technologies that enhance energy efficiency, conserve resources and reduce environmental impacts.

6.2.9. Lighting

Light should be considered as an integral part of building design. Proper lighting design will have a positive effect on the appearance of the building and the perception of users and promote a safe and enjoyable nighttime pedestrian environment.

Lighting that is visible on the inside and outside of a building contributes to the quality of mood and can provide a sense of being inhabited and safe. Lighting can enhance and enrich the character of the entire project.

Within the Specific Plan area there will be a need for several exterior lighting types:

- Area Lighting – for public and private parking lots, alley ways, parkways, pedestrian paseos and walkways. Such lighting should be set in a manner that assures maximum lighting benefit without allowing stray light to intrude into windows of nearby residents or to create glare problems for nearby automobile traffic.
- Ornamental Lighting – not intended to light large area or wall surfaces. Ornamental lighting plays an important role in bringing visual life to streets at night. Colors, finishes and design, or ornamental lighting should be compatible with the agrarian style design characteristics of the architecture.
- "Hidden Source" Lighting – for certain prominent architectural features, hidden source lighting can be used to create dramatic effects, illuminating towers or other unique architectural features. Such lighting can be concealed in soffits, behind kedges or parapets, or even set into landscape areas with the light directed at the element to be highlighted.
- In addition, the following "rules of thumb" should apply:
  - Lighting levels should be sufficient for the safety and security of vehicular and pedestrian traffic, but should not spill onto adjacent properties.
  - Lighting should be provided in all parking, vehicular, and pedestrian circulation, loading, and storage areas.
  - Lighting in parking lots should be located to assure adequate light levels and create an even level of illumination.
  - Exterior lighting should be architecturally integrated with the building style, materials, finishes and colors.
  - Building design should exploit the use of natural light with windows, skylights, light shelves and similar devices, minimizing dependence on artificial light.

6.2.10. Access and Parking Facilities

Parking lot design should include an efficient traffic movement pattern, adequate turning radii, convenient parking locations, a useful pedestrian circulation system and landscaping to enhance appearance.

- Textured or colored pavement materials may be used to draw attention to pedestrian circulation paths.

6.2.11. Pedestrian Areas and Linkages

Pedestrian areas should provide an environment that invites visitors, workers and residents to stores and creates an informal social area. Courtyards, patios, plazas, enhanced paving, water features, street furniture, and similar pedestrian amenities should be incorporated into pedestrian oriented building areas whenever possible.

- Sidewalks and pedestrian paths should provide convenient connections between storefronts, outdoor spaces, and parking, as well as to adjacent residential uses. It is especially important to provide clearly marked and direct pedestrian pathways that connect parking areas with sidewalks and storefronts.
- Use landscaping to reinforce pedestrian connections; for instance, attractive paving and planting design may identify and highlight these connections by establishing a visual separation between vehicular and pedestrian routes.
- Place street furniture and pedestrian amenities so that they do not interrupt connecting walkways and paths.
- Provide side walks with street trees, pedestrian-scaled light fixtures and street furniture.

Plazas may be located throughout the Specific Plan area. A plaza is defined as mostly hardscape, outdoor public space oriented toward the pedestrian and in which cars are excluded. Its main function is to allow for a place for sitting, strolling, eating and interacting with other people. General characteristics are as follows:

- Plazas should include amenities such as benches, outdoor eating areas, landscaping, accent lighting, public art, shade, trash receptacles, and water fountains.
- Design plazas with:
  - Ample seating space;
  - A central focal point such as public art, landscaping, or fountain;
  - Areas in both sun and shade;
  - Public space framed by surrounding buildings.

6.2.12. Service Facilities, Mechanical Equipment and Trash Enclosures

A. Service areas (i.e. areas for loading/unloading, unpacking of goods, auto service, etc.) should be simple, efficient, and functional.

- Support facilities for utilities, transformers, generators, mechanical equipment, loading areas, and trash enclosures should be adequately screened from view from main circulation routes, parking areas, and adjacent buildings. Screening should be of a material complementary to the structure and or landscaping and berming.
- Utility equipment such as electric meters, electrical panels and similar equipment should be located either in a utility room within the building or should be enclosed within an exterior cabinet or screened from view using architecturally compatible walls or landscaping. Utility equipment can be located outside of a utility room if the utility equipment faces a service drive aisle.
- Loading doors should not be located on a building facade directly facing a street. All loading doors within public view of a public street should be screened with walls, berms or landscaping or blend in with the architecture of the building.

B. Trash bins and compactors should be stored in an approved enclosure or service yard and placed between or within buildings wherever possible.

- Refuse bins should be provided in sufficient number, and placed in convenient location(s).
- Landscaping should be used to screen trash enclosures. Vines planted to obscure enclosure walls can also deter graffiti. The use of chain link fencing, barbed wire or razor wire is not permitted.
- Trash enclosures should be constructed with materials that are architecturally compatible with the main building.
- Trash areas should not be used for storage. The premises should be kept in a neat and orderly condition at all times, and all improvements should be maintained in a condition of good repair and appearance.
- Fire risers and roof access ladders shall be placed inside the building screened from public view.

6.2.13. Special Uses

6.2.13.1. Multiple Store Retailers ("Chain Retailers")

Design guidelines for Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center recognize the value of brand recognition for retailers with multiple stores locations. A retailer with multiple stores typically employs a retail format that is common among locations and may include standardized signs, architecture, design, interior and exterior colors, forms, shapes, materials, and the display of standardized logos to promote and enhance the company's image, products or services.

Multiple store retailers include those whose market areas may be the local area or regional, national, or international markets. Accordingly, each tenant that is part of a multiple location retail organization shall be permitted to construct and improve premises within the Specific Plan

Multiple store retailers shall be permitted to construct and improve premises that are consistent with that company's retail prototype format.

area that are consistent with that company's retail prototype format, including but not limited to: standardized signs, architecture, design, interior and exterior colors, forms, shapes, and materials, and the display of standardized logos, sign text, script, color, awnings and text thereon, lighting, and landscaping and shall be subject to review by the City of Highland Planning Commission.

Themed restaurants shall be permitted to construct and improve premises that are consistent with that company's restaurant prototype format.

6.2.13.2. Themed Restaurants

Design guidelines for Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center recognize the value of brand recognition for themed restaurants with multiple locations. A themed restaurant typically utilize a restaurant format that is common among locations and may include standardized signs, architecture, design, interior and exterior colors, forms, shapes, materials, and the display of standardized logos to promote and enhance the company's image and product.

Themed restaurants include those whose market areas may be the local area or regional, national, or international markets. Accordingly, each tenant that is part of a themed restaurant organization shall be permitted to construct and improve premises within the Specific Plan area that are consistent with that company's restaurant prototype format, including but not limited to: standardized signs, architecture, design, interior and exterior colors, forms, shapes, and materials, and the display of standardized logos, sign text, script, color, outdoor eating areas and patios, awnings and text thereon, lighting, and landscaping and shall be subject to review by the City of Highland Planning Commission.

6.2.13.3. Drive-Through Facilities

- The siting of drive-through facilities, including ingress and egress, should be integrated to function within the circulation patterns of the surrounding commercial center and should minimize conflicts.

- Drive-through lanes should be sited to minimize conflicts with walk-in patrons traveling from the parking lot to the building entrance.
- Drive-through uses should provide similar architectural elements as other buildings.
- Drive-through windows that face major circulation routes or primary views within a commercial center shall be adequately screened with landscaping.
- Landscaping should be designed and located to soften the visual impact of vehicle stacking areas for drive-through windows.
- Outdoor seating areas, play equipment, and perimeter fencing should have an attractive design that is compatible with the architecture of the main building.

6.2.13.4. Vehicle Fueling Stations

- On-site circulation and ingress/egress should be integrated to function with the circulation patterns of the surrounding commercial center.
- The design of on-site circulation patterns should take into account vehicular and pedestrian circulation for all on-sites uses, i.e. fuel pumps, convenience store, car wash, etc.
- Vehicle fueling station buildings should provide the same architectural quality and elements as other buildings in the commercial center and be compatible with surrounding buildings.
- Accessory structures, i.e. canopies, cashier booths, car wash tunnels, should feature architectural design and detail consistent with the main building and adjacent buildings
- Vehicle fueling stations that include car wash facilities in which customers exit their cars should provide an indoor or shaded waiting area.

6.2.13.5. Large Volume Buildings

- Reduce the apparent scale and uniformity of facades in order to make larger buildings seem more inviting.
- Long, undifferentiated surfaces, facades, or building frontages are strongly discouraged. At least three features that add visual interest, such as arcades, decorative cornices, display windows, windows articulated with trim, and entry awnings should be used on front facades.
- In situations where blank walls are necessary for structural reasons, these surfaces shal be enhanced with decorative materials, colors, trellis structures, murals or other detail elements that complement the building.
- Varying rooflines and forms should be used to create interest and reduce the apparent scale of large volume buildings.
- Roofline variations should be used to provide architectural style or character for large volume buildings that are limited in wall configuration due to functional constraints.
- Cornice treatments, parapet wall details, overhanging eaves, and similar methods should be used to enhance the architectural character of the roof.
- Color schemes should be neutral and help reduce apparent size and bulk of buildings.

6.3. Residential Design Guidelines

The goal of the following residential design guidelines is to create a community that is unique within the Inland Empire and reminiscent of Highland's heritage. Looking back on Highland's older established neighborhoods for inspiration, the intent of the Specific Plan is to recapture the charm and essence of these original home styles expressed in a simple manner adapted to modern functions.

These homes will demonstrate individuality, and a high quality of design and construction. Overall compatibility throughout neighborhoods and the community will be achieved through a community wide landscape program. Natural features, such as City Creek along the northwestern boundary of Planning Area 2 – Residential Villages, may create opportunities for view corridors that overlook City Creek. Planning Area 2 may provide future access to regional trails that run parallel to City Creek.

6.3.1. Design Principles

The following guiding principles for the residential design guidelines is to create a sense of community and a sense of place that is open, safe, walkable, well maintained, has excellent connectivity, well landscaped and promotes community gathering places such as parks, recreation areas and trails.

- Creating community identity/character.
- Create an "open" feel through the use of open space, building setbacks, building separation, landscape, site planning and minimizing groupings of garages.
- Apply sound environmental design techniques, creating a garden atmosphere.
- Avoid alleyways lined by garages without windows on the street.
- Create walkability through safe pedestrian pathways that are well lit and pleasantly landscaped.

Existing homes in Highland

- Assure easy connectivity throughout the community to retail areas, the Highland Marketplace and Village Center.
- Create tree-lined shaded narrow streets.
- Create a management and maintenance plan that will ensure long term sustainability of the community, maintaining structural and aesthetic integrity of the buildings and a healthy, clean and attractive landscape environment.
- Provide for community gathering places, i.e. pocket parks, recreation areas, tot lots, courtyards, etc.
- Create an aesthetically pleasing atmosphere through landscape and architectural design.

6.3.2. Safety

Safety, both perceived and real is an important goal of the Specific Plan. To achieve this, the following principles are encouraged:

- Maximize residents' ability to view public spaces.
- Encourage residents' use of community gathering spaces.
- Provide appropriate lighting for streets, paths, alleys, and parks.
- Encourage resident interaction and ability to watch out for each other.
- Maintain a safe environment by promoting clear visual connections to sidewalks, parking lots and parks while avoiding the use of solid fences, garage lined alleyways and other barriers.
- Locate open spaces and recreational areas so they are visible from nearby homes and streets.
- Avoid landscaping that might create blind spots or hiding places.
- Create a sense of community ownership.

6.3.3. Architectural Style and Plan Mix

An important goal in this community is to develop varied and interesting street scenes. In order to achieve this, the following architectural style and plan requirements should be met:

In all neighborhoods provide:

- Minimum of 3 plans
- Minimum of 2 elevations per plan
- Minimum of 2 different color schemes per plan
- Minimum of 2 different architectural styles per neighborhood.

Builders will select from the palette of architectural styles explained in the following section.

6.3.4. Architectural Style

The Specific Plan residential design guidelines are intended to promote visual compatibility and individuality for the neighborhood and home. The residential guidelines do not promote rigid adherence to architectural styles, but assist in the design and quality of the end product.

Achieving variety and diversity in neighborhood architecture is a key community objective. For concept and inspiration, the Specific Plan has turned to Southern California's past. The "early California" heritage is one that embraces a lineage of architectural styles throughout California from the 1900s through the 1940s. Each style has historical precedence in southern California, and is capable of contemporary interpretation. The intent is to encourage application of detail and materials authentic to the spirit and character of the style.

Each neighborhood should utilize the architectural styles selected from the list below.

- Spanish Colonial
- Monterey

- Craftsman Bungalow
- Folk Victorian
- Colonial Revival

Each residential style is presented on the following pages in the form of an image collage and a matrix description of its main components.

Spanish Colonial

Spanish Colonial style is distinguished by tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental ironwork. The architectural courtyards of the Spanish Colonial heritage include hanging pots, a flowering garden and shade trees as the foreground design elements.

Key features of this style were adapted to the southern California locale. The plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the contrast of materials and textures.

Table 6-1: Spanish Colonial Style Elements

Style Elements		
Form	- Three story massing with one story elements - Deep recessed arches - Boxed out elements on second floor - Varied plan forms	
Roof	- Low pitch roof - Predominantly gabled side to side roof with forward facing hip roof element - Unenclosed eave overhang with elaborate exposed rafter tails - Concrete "s" barrel tiles - Overhangs with tight rakes and 12" eaves	
Walls	- Smooth or sand stucco finish - Surface to reflect waviness or unevenness	
Windows	- 9 and 12 pane windows with colonial accent rim - Rectangular shape feature windows on front elevation- single or ganged curve top shape	

Color	- White and earth toned body with bright accent trim - Wood toned or dark brown trims	
Details	- Ornate black wrought iron accent details at walls, windows, light fixtures and gutters - Carved wood style entry door - Full length porch - Black wrought iron balconies - Decoratively shaped rafter tails are preferred over tight eves - Decorative tiles recessed in wall plane - Garage door patterns complementary to style - Old world - metal hardware	

Monterey

The Monterey style is a combination of the original Spanish Colonial adobe construction methods and the basic two-story New England colonial house. Prior to Monterey, all Spanish colonial houses were one story. This innovation combined with double-height roofed porches around the structure created a new style. This style introduced two-story residential construction and shingle roofs to California.

Table 6-2: Monterey Style Elements

Style Elements		
Form	- Three story horizontal massing, simple form - 2nd or 3rd story balcony across the front elevation	
Roof	- Main hip roof with balcony shed roof break at $3^{1/2}$ to $4^{1/2}$ slope - Shingle texture flat tile, barrel or "s" concrete roof tile - Extended eaves with shaped rafter tails	
Walls	- Smooth stucco walls with horizontal and vertical siding accents at gable ends	
Windows	- Vertical window shape with multiple panes often used in groupings - Gothic shaped feature window at first floor - Colonial window and trim - Curved top feature window - Small beveled or stained glass accent window at front elevations	

Color	- White and light earth toned bodies - Wood or dark brown trims, balconies	
Details	- Wood framed balcony and railing - 4" to 6" diameter round gable tile vents - Simple wood column detail - Shuttered windows - Eclectic accent details - Chimney top detailing	

Craftsman Bungalow

The Craftsman Bungalow style originated in California in the 1890s and is characterized by natural building materials and colors, broad overhangs with exposed rafter tails at the eaves, and porches supported by chunky square columns. In southern California, the Craftsman style evolved from bungalows that were the production home of the time.

Detailed Guidelines for Craftsman Bungalow Style Attached Products.

- Each individual dwelling should be clearly expressed as a single identifiable unit through the use of pronounced roof forms, changes in building mass, pronounced entryways and feature windows, such as bay or large divided picture windows.
- Each dwelling should have a front porch covered and partially enclosed by a decorative rail.
- Traditional elements such as trellises, decorative chimneys and dormer windows should be incorporated into the design.

Table 6-3: Craftsman Bungalow Style Elements

Style Elements		
Form	- Cross gabled or gable fronted three story box or rectangular like massing under main roof	
Roof	- Low pitched gabled roof - Unenclosed eave overhang with elaborate exposed rafter tails - Decorative ridge beams - Overhangs at 16" to 24" - Hip and gable roofs - Shingle texture flat roof tile	
Walls	- Horizontal siding - Plain wood shingle siding - Stone or Brick base - Stucco with stone base - Blended stucco with siding	
Windows	- Ribbon windows 3 or more ganged - Single hung window - Mullions in upper half	

Style Elements		
Color	- Earth tone colors (light or deep) - Playful, dark accent	
Details	- Black wrought iron or copper accents - Entry porches with heavy square columns or posts in stone or brick piers - Carved wood style entry door with geometric patterns - Arts and Crafts or Mission lighting fixtures - Classically styled columns	

Folk Victorian

The spread of Folk Victorian was made possible by railroads expanding into smaller towns and cities. Mass-produced wood features could be transported quickly and cheaply almost anywhere. Home builders often simply added trim and ornament to traditional folk houses. The symmetrical, casual look with a more decorated appearance is typical of the Folk Victorian.

Table 6-4: Folk Victorian Style Elements

Style Elements		
Form	- Three story square symmetrical shape with simple gabled, cross-gabled, hipped or pyramidal roof forms	
Roof	- Flat tiles or shingles - Standard roof pitch - Overhangs at 12" to 18" with applied cornice line brackets	
Walls	- Stucco is smooth to light sand finish - Stucco eave details - Lap siding applied as a full wrap or on the front, side and rear as enhancements	
Windows	- Simple window designs - Wood or stucco trim used on front elevation windows - Shutters may be used on front elevations	

Color	- Wide range of earth tones or tertiary colors such as olive - White detailing or contrasting trims	
Details	- Entry covered with front porch - Porches on the front elevation with flat, jigsaw cut trim along roof and at square posts - Italianate or Queen Anne inspired details - Simple detailed doors with wood surrounds and integrated sidelights. - Chimneys are stucco - Brackets or spindle work on porches	

Colonial Revival

The Colonial Revival style is distinguished by elaborate entry statements such as a porch or portico, articulation of the roof shape with element such as a formal dormer window. Second stories with overhangs, dormers, and gabled roofs are favored, which evolved into classic elements of this traditional American style. Later, wings or smaller continuous gable forms were added to each side of the house, becoming a lasting characteristic. Wood shutters and an enhanced entry element and/or trim are the finishing details for an otherwise simple and functional form.

Table 6-5: Colonial Revival Style Elements

Style Elements		
Form	- Simple rectangular massing of one, one-and-a-half, two, or three stories stacked wall planes	
Roof	- Medium pitch roofs with little or no overhang - Dominant gable or hip roof - Flat smooth concrete or composition tile - Cornice at gables - Gambrel roof - Boxed eaves	
Walls	- Smooth stucco finish or horizontal lap siding	
Windows	- Vertical multi-paned windows in groupings - White vinyl wrapped aluminum frames - Decorative round or half round windows	

Color	- Wide range of earth tones or off-whites - Playful / dark accents - White or contrasting trim and details	
Details	- Brick veneer accents on walls - Chimney detailed with brick veneers - Dormers - Shutters on front elevations - Entry door porches - Columns - Corbels	

6.3.5. Colors and Materials

The colors and materials used within the Specific Plan's residential neighborhoods should reflect a general theme of environmental harmony with the surrounding community, topography, and neighborhood character. The palette of architectural styles selected for the residential guidelines contributes to this goal, as each style has an historic lineage that shares this common sense approach to the use of materials and colors indigenous to the region. Color palettes that reflect traditional architectural themes are the basis for successful modern interpretations. New interpretations of these classic combinations of materials and inherent colors are encouraged as they relate to a general feeling of neighborhood unity.

A variety of natural materials and earth toned base colors provides the diversity for visual interest while unifying the buildings with their settings and creating a timeless appeal. The primary purpose of the architectural style palette selection is to avoid monotony, provide a variety of colorful schemes and promote visual diversity. To further this goal of diversity, the following criteria should be met:

- Each elevation should have a minimum of three colors (For example, one body color, one trim color, and one accent color).
- Individual color schemes must be appropriate to the architectural styles with a selection of accent materials, roof profiles and colors.

6.3.6. Building Orientation

The "living" portions of the house should be pulled forward on the lot so that animated architecture can visually dominate the street scene. House designs should place entries, windows, front porches, covered terraces, and living areas directly facing the street or paseo on most plan variations.

6.3.7. Massing and Plotting

Creating a street scene that functions well and has visual variety is a key community objective. To provide more interesting neighborhood street scenes, variable front yard setbacks are required and variable side yard setbacks are encouraged.

The following massing and plotting criteria are intended to develop variation in appearance and a sense of individuality for each home. Projects with nearly identical buildings and streets without variation in placement and form are discouraged.

A. Vary Massing
- Provide variable setbacks to different parts of the home to encourage vertical and horizontal massing breaks, in addition to alternative garage layouts and alternate plan configurations.

B. Site Design
- Reduce the scale and size of each neighborhood by creating "sub-neighborhoods": through the use of short street segments, short cul-de-sac streets, grade separations between housing clusters and other clustering concepts.
- Plot alterative plan types and/or elevations styles on contiguous lots.
- Refrain from strict compliance to minimum garage setbacks to avoid contributing to a repetitious street scene. Typically, plans should be reversed and plotted so that garages and entries are adjacent to each other to create an undulating setback. Occasionally, this pattern should be broken to avoid monotony.

C. Rear Articulation
- The rear elevation of all structures that back onto either roads or public open space should incorporate varied wall planes, roof forms and orientation, and window treatments.

- Articulate the rear elevation and roof plane to minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights.

6.3.8. Garage Treatments

- The home and front yard, rather than the garage, should be the primary emphasis on the front elevation. House designs should place entries, windows, front porches, and living areas directly adjacent to the street on most plan variations, while recessing garages.
- Minimize the impact of garages facing the street by varying garage door setback patterns and utilizing a deep recessed door, varying colors, splitting doors into two single doors and using alternative garage configurations such as corner lot garages and alley loaded garages.
- Minimize driveway widths as much as possible.

6.3.9. Design Elements

- The use of patio structures is encouraged. They should be integrated into the building form to add articulation to otherwise large unbroken wall masses.
- Exterior stairs that are designed for access to second story living areas should be designed to be incorporated into the architectural theme of the home.
- Exterior chimneys should match the style, detailing, color and materials of the home. False chimneys may be considered from concealing gas vents and should appear as consistent with other chimneys on the building.
- All gutters and downspouts should be painted. Color of exposed gutters and downspouts should complement the surfaces they are attached to.
- Dormer roof vents should be minimized. Ridge vents, gable end vents and soffit vents are preferred methods of providing the required ventilation.
- Space should be provided in an adjacent side yard or interior portion of garage to house at least two trash/recycling containers.

6.3.10. Attached Residential Concepts

6.3.10.1. Architectural Style

Individual developers should select multiple styles from those illustrated in the Architectural Styles section of this Specific Plan (Section 6.3.4) for each multi-family neighborhood. If a single style is selected each building type/plan should have at least 2 substantially different building elevations. Each elevation should have at least two (2) different color schemes that are consistent with each selected architectural style.

6.3.10.2. Building Orientation

- As many units as possible should be oriented to the street or paseo to help create an active streetscape. Dwelling units not facing the street should be orient around interior open space courtyard elements.
- The configuration of buildings, streets, parking, open space and landscaping must balance the needs of the pedestrian and the automobile. Parking should not dominate the experience along any required path.

6.3.10.3. Articulation of Building Forms and Elevations

- Elevations must be treated with adequate articulation, materials, and color in keeping with their individual architectural styles to enhance their appearance. Large blank expanses of wall are to be avoided.
- A variety of stacked massing arrangements in keeping with the selected architectural style should be used to vary individual buildings to enhance the pedestrian scale of those spaces.

The following suggests a number of ways to accomplish this:

- Articulate the buildings to vary both vertical and horizontal planes.
- Improve the articulation of the plan forms by offsetting upper floor and wall planes.
- Provide enhanced trim and details at primary focal points such as building entries, doors, porches or patios to emphasize their importance.
- Minimize large, blank masses through articulation of surfaces and wrapping of trim.
- Design unique window treatments including shutters, awnings, etc. to provide sources of shade, articulate wall surfaces and contribute to the architectural character of the building and the neighborhood.
- Use elements appropriate to the style and scale, such as false shuttered windows, decorative louvered vents and horizontal banding to further articulate and characterize the building elevation.

6.3.10.4. Entries

Entries should locate and frame the doorway and act as an interface between public and private spaces and further identifies individual unit entries. The entry design should emphasize these prime functions.

- Wherever possible, site plans should orient the front door and principal access toward the public street.
- Entrances should be clearly marked with architectural elements such as porches, arcades, ornamental lighting, landscaping and other elements.
- Entrances from public sidewalks should be prominent, visible from the street and connected by a walkway to the sidewalk.

6.3.10.5. Windows

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. Design emphasis should be of particular concern as windows play an important role in the exterior architectural character of multi-family buildings.

- Within the appropriate style requirements, group and coordinate windows with other design elements to create a composition and sense of order.
- Where possible and appropriate to style, use of multi-paned windows is encouraged.
- Windows should be recessed if appropriate to style.
- Design unique window treatment to include shutters to provide shade and wind protection, articulate wall surfaces and enhance the chosen architectural style.

6.3.10.6. Balconies

The inclusion of balconies is encouraged for both aesthetic and practical purposes. They are useful in breaking up large wall planes, offsetting floors, creating visual interest, and adding human scale to the building. They provide outdoor living areas and elevated open space.

- Balconies may be covered or open. They may be either recessed into the mass of the building or serve as a projecting element.
- Design balconies as an integral element of the building using details, eaves, supports, and railings in keeping with the architectural style and elements of the building.

6.3.10.7. Garages and Carports

Use the same style as the primary buildings as well as compatible materials. This will help to tie the garage or carport facilities into the overall project design while reducing their visual impact.

- Avoid stretches of garages lining the street creating an alleyway "tunnel effect."

- Garages must have a minimum of ten feet by twenty feet (10' x 20') clear interior dimension.
- The number of continuous carport parking spaces should not exceed ten (10).
- Provide landscaped breaks in the planes of garage or carports

6.3.10.8. Parking

In multi-family buildings adjacent to primary streets, the focus should be street front image and pedestrian access. While accommodating vehicular and parking needs, the intent is to de-emphasize the presence of the automobile.

Each project should incorporate interior-oriented parking solutions and use the following design techniques to enhance the architecture of the street scene:

- Where parking areas are visible from a public street, these areas should be screened from view with landscape or architectural solution.
- Distribute resident parking on site as close as possible to individual units.
- Group open/guest parking for convenience.

6.3.10.9. Community Recreation Facilities

Attached home neighborhoods may include common recreation facilities such as pools, spas, club houses, management offices, barbeques and other facilities for the community. These common recreational facilities should be key character elements for the neighborhood.

- All community amenities, such as street furnishing, benches, lighting standards, trash receptacles should be consistent with selected overall architectural character for the neighborhood.
- Color, massing, roof pitch and materials should be compatible with architectural style of buildings in the neighborhood.

Exhibit 6-1 provides examples of recreational amenities to be included in the Residential Villages.

CENTRAL RECREATION AREA - COURYARD #2

COURTYARD #1

COURTYARD #3

One hundred-one to two hundred (101-200) units shall provide three (3) of the following recreation amenities or equivalent:[7]

- Open lawn (min. 100')
- Tot lot
- Community multi-purpose room
- Barbeque facilities
- Court facilities
- Jogging trails
- Picnic Areas

[7] For each 100 units above the first 200 units, another set of recreational amenities shall be required.

6.4. Parking Structure Design Guidelines

Parking structures within the Specific Plan area should be designed and constructed to the same standards of quality as the uses they serve and should be integrated into the overall development, making them more convenient, accessible and safe. The following guidelines should apply to the development of parking structures:

6.4.1. Siting

- Pedestrian connections between parking structures and the uses they serve should be convenient and direct. Stairs and elevators should be tied directly to walks leading to plazas, courts or building entries.
- Vehicular access to parking structures should be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.

6.4.2. Architecture

Parking structures within the Specific Plan area should convey a simple image of order and quality.

- Horizontal and vertical articulation and architectural detail should be used to reduce the perception of massive scale.
- Design, detail, building materials, and colors should be compatible with adjacent buildings.
- Planted atriums may be provided to create an orientation point within large parking structures.
- Within the Planning Areas, service and retail, and residential uses along the ground level of the parking structure are encouraged to break up visual mass of the structure and enrich the pedestrian experience.

- Parking structures should also be screened by berming and/or landscaping for visual relief.

6.4.3. Pedestrian Access

- Designs should include multiple points of pedestrian access into parking structures such as elevated walkways, elevators, and stairways. These elements should be designed as an integral part of the structure.
- These elements should be placed on the outside of the structure to enhance personal safety through visibility.
- Glass elevators and open stairwells are encouraged to provide security.

6.5. Signage and Environmental Graphics Program

The signage and environmental graphics program for the Specific Plan is designed to be consistent with the agrarian architectural style. The elements in this program incorporate materials and history from the site and the City of Highland, as well as the surrounding region. The intent of these elements is to educate, inform, and occasionally, entertain visitors, as they are guided through the development.

Signs within the Specific Plan area provide for tenant identification and directions utilizing colors, materials, finishes and illumination so as to complement one another and be consistent with the upscale character of the Specific Plan area. The overall character of the signage and graphics for the Specific Plan reflects the unique agrarian architecture. The applicant will submit a Comprehensive Sign Plan, which will contain examples of the types of signs the Specific Plan may allow. The location of major signs within the Specific Plan area should be as generally shown on Exhibit 6-2, Conceptual Signage Location Plan.

6.5.1. Freeway Pylon Signs

Located along the freeway, the pylon signs shall not exceed ninety feet (90') in height and will be internally illuminated. Prior to Comprehensive Sign Plan approval, a flag test will determine maximum height. Additionally, a signed Federal Aviation Administration (FAA) Part 77 letter will be required before review. One (1) of the freeway pylon signs may also include an electronic message board for on- and off-premise advertising that may be twenty-four feet tall by eighteen feet wide (24' x 18'). Any proposal for a freeway oriented electronic message board shall be reviewed by the Planning Commission for a recommendation to City Council for their review and approval prior to submitting of building permits. The pylon signs may include the names of tenants, with each tenant cabinet being no more than eight feet (8') tall. The base of each sign will have a finish that is consistent with the architectural design of the buildings. Exhibit 6-3 illustrate examples of freeway pylon signs.

6.5.2. East Gateway Monument Sign

Located at the southeast corner of the Specific Plan along Greenspot Road, the monument sign shall not exceed thirty-eight feet (38') in height and will be internally illuminated. The monument sign may include an electronic message board for on- and off-premise advertising that may be nine feet tall by fourteen feet wide (9' x 14'). Any proposal for an electronic message board shall be reviewed by the Planning Commission for a recommendation to City Council for their review and approval prior to submitting of building permits. The monument sign may include the names of tenants, with each tenant cabinet being no more than four feet (4') tall. The East Gateway Monument Sign is not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road. The base of the sign will have a finish that is consistent with the architectural design of the buildings. Exhibit 6-4 illustrates an example of this monument sign.

6.5.3. Multi-Tenant Monument Signs

Located along Greenspot Road, multi-tenant monument signs may be up to thirty feet (30') tall and will be internally illuminated. Multi-tenant monument signs are not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road. The base of each sign will have a finish that is consistent with the architectural design of the buildings. Exhibit 6-5 illustrates an example of a multi-tenant monument sign.

6.5.4. Pad Monument Signs

Tenant identification will have a presence along Greenspot Road with the use of pad monument signs. The design of these monument signs will be of the same style, materials, and construction of the multi-tenant monument signs, but significantly smaller in stature. The pad monument signs will be pedestrian scale, with a maximum height of ten feet (10'). Pad monument signs are not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road. The base of each sign will have a finish that is consistent with the architectural design of the buildings. Major tenant names and/or logos will be prominently displayed, but in a manner not to visually overwhelm the overall design of the architecture and other sign types within the development. Monument signs that display gas prices for automobile service stations will be permitted within the Specific Plan. Exhibit 6-6 illustrates an example of a pad monument sign.

6.5.5. Vehicular Directional Signs

Located throughout the Specific Plan area, but primarily at major vehicular intersections on-site, these signs guide visitors in automobiles to various uses in the Specific Plan area such as to major tenants. They serve the dual function of directing the flow of traffic and identifying key locations. Exhibit 6-7 illustrates an example of a vehicular directional sign.

6.5.6. Pedestrian Directional Signs

This sign type is used to direct pedestrian traffic and slow-moving vehicles traveling on the site. For the motorist, this street sign type is used to guide drivers to specific parking areas: valet, passenger loading, etc. For pedestrians, this sign type is used to provide guidance on sidewalks to specific areas, an added guest comfort. Pedestrian blade signs can also direct guests to restrooms, security, elevators, information booths, etc. Located at key passage locations, the pedestrian directional signs may be wall and/or pole mounted. They also serve to reinforce the brand image. Exhibit 6-8 illustrates examples of Pedestrian Directional Signage.

6.5.7. Pedestrian Directory Signs

Pedestrian directories are placed in the Highland Marketplace (Planning Area 1) and Village Center (Planning Area 3) to provide orientation within the site and provide space for postings of upcoming events, advertisements, and promotions. Directories reflect the overall character of the design. They may be internally illuminated for easy night visibility. Exhibit 6-9 illustrates examples of Pedestrian Directory Signs.

6.5.8. Pageantry Signs

Site Pageantry consists of fabric or metal banners that are attached to light poles or building facades throughout the Specific Plan area. They are part of themed graphics for the Specific Plan area and may include the Specific Plan name and/or logo, holiday or special event greeting, and are not intended for display of tenant graphics. Site Pageantry shall also include large "lifestyle images" displayed on the building walls promoting uses in the retail shopping areas as well as off-premise items. Such images will be architecturally integrated into the building design. Site Pageantry may be concentrated along the main retail streets of the Specific Plan area and at major entrances. Exhibit 6-10 illustrates examples of Site Pageantry.

6.5.9. Regulatory Signs

This type of signage is in the form of traditional street signs but is created solely for this usage in the Specific Plan area. They may be freestanding or mounted on a light pole, or mounted on building walls adjacent to streets or sidewalks. Other regulatory signage includes but is not limited to stop signs, speed limits, parking lot signs, etc. Exhibit 6-11 illustrates examples of Regulatory Signage.

6.5.10. Interpretive/Exploratory Signs

This unique Specific Plan presents opportunities to create graphic elements that are more like public art than signage. This type of signage is intended to be used along the Village Paseo, which is located within Planning Area 2. These include bronze elements added to buildings, pavers, site markers, historic designation points, and other two- and three-dimensional graphic elements that enhance the identity and help to make this Specific Plan area a unique urban environment. This type of signage will further educate and inform the public, and can serve the nearby schools and residents.

Some of these types of signs may include:

- Informational placards that contain factual/historical/educational information pertaining to the history of the region – the Serrano/San Manuel Band of Indians, the Spaniards, the Mormon settlers, the railroad, native wildlife, orange groves, packing houses, lumber/brick yards, etc. This type of sign may be placed throughout the Specific Plan area, and along the trail. Signs may be internally/back illuminated so that they glow;
- Special plaques or bronze engravings/reliefs, that may be mounted to the walls of buildings;
- Bronze or tile medallions in the pavement with the orange slice motif;

- Cast concrete inset into the paving or in benches/seating areas, with tracks of native animals;
- Brass letters embedded into paving or walls, with sayings or quotes relating to the history of the area.

Exhibit 6-12 illustrates examples of Interpretive/Exploratory Signage.

6.5.11. Tenant Identity Signs

Tenant identity signage can exhibit the logos, look and feel of the stores they represent; however signage shall also maintain consistency with the Comprehensive Sign Plan. Sign formats for tenant signs may be applied in the following fashion depending on location and storefront design:

- Fascia signs;
- Blade signs;
- Lettering and graphics on valances or awnings;
- Signage applied to the glass show windows, storefronts and entrances;
- Tile mosaic signs;
- Wall-mounted plaques; and
- Signage applied to canopies.

Acceptable sign types include:

- Dimensional metal, acrylic, painted metal, flexface material or other material with a permanent appearance; indirectly lit;
- Reverse channel letters with halo illumination, with opaque face and sides and non-reflective background;
- Incised letters cut into or cast out of an opaque material and indirectly lit;
- Sculptured, iconographic elements contextual to the storefront design;
- Internally illuminated channel letters or logo;
- Painted wooden or metal signs in the appropriate historical style;

- Gilded wooden signs;
- Wooden signs with plant-on letters/logos; and
- Neon signs are permitted for eating establishments and other types of tenants after review by the Community Development Director or his/her designee.

In general, all tenant signage must be proportionate to the storefront and building design as well as the urban nature of the street. Each tenant is allowed primary building fascia signage for each elevation facing the common area with additional blade, show window, wall plaques, floor, awning, and canopy signs in accordance with the Comprehensive Sign Plan for the Specific Plan. Exhibit 6-13 illustrates examples of Tenant Identity Signage.

6.5.12. Gateway Signs

Gateway signs become civic landmarks. Located along Greenspot Road, Boulder Avenue, and major thoroughfares within the Specific Plan, the gateway signs are large, monumental, urban-scale signs oriented toward moving vehicles. Gateway signs are not required to be setback from the ROW and may have a maximum five feet (5') encroachment into the ROW along Greenspot Road and Boulder Avenue. Individual dimensional letters and logo identify the Specific Plan. The letters and logos may be no larger than forty-eight inches (48") tall, may be internally or externally illuminated and may be wall-mounted plaques, on masonry pylons, or "neighborhood markers". Exhibit 6-14 illustrates examples of gateway signs.

Option A1 and A2 - Brick with concrete cap

- Brick has been used as site markers for centuries. The sample shown is agrarian in styling. The brick monument may be between nine and twelve feet (9'-12') tall, approximately four feet (4') wide and four feet (4') deep;

Option B1 and B2 – Brick and stone with concrete cap

- The stone monument relates to the natural boulders of the site. Stones have been used as site markers for centuries. The sample shown is agrarian in styling. The monument consisting of a stone base and brick may be between nine and twelve feet (9'-12') tall, approximately five feet (5') wide and five feet (5') deep;
- Alternatively, this monument sign may have an artful mixture of stone and brick, with a cast bronze plaque.

Options C1 and C2 – Brick and stone with concrete cap

- The stone monument may be between nine and twelve feet (9'-12') tall, approximately five feet (5') wide and five feet (5') deep;
- Alternately, this monument sign may have an artful mixture of stone and brick with a cast bronze plaque.

6.5.12.1. District Identification Option

Gateway signs located along Greenspot Road, Boulder Avenue, and major thoroughfares within the Specific Plan are provided an option to integrate district identification to the gateway signs. Exhibit 6-14 illustrates examples of identification signage options.

Vertical Option

- Identification signage to be provided vertically and may include raised, cut out letters on a contrasting back panel.
- Lettering may be provided in front and back of the back panel.
- Back panel material may be metal, Plexiglas, or other solid material.
- Identification signage may be externally illuminated.

Vertical Inlay Option

- Identification signage to be provided as a vertical inlay on the monument and may include raised, cut out letters on a contrasting back panel.
- Back panel material may be metal, Plexiglas, or other solid material.
- Identification signage may be internally or externally illuminated.

Horizontal Option

- Identification signage to be provided horizontally and may include raised, cut out letters on a contrasting back panel.
- Lettering may be provided in front and back of the back panel.

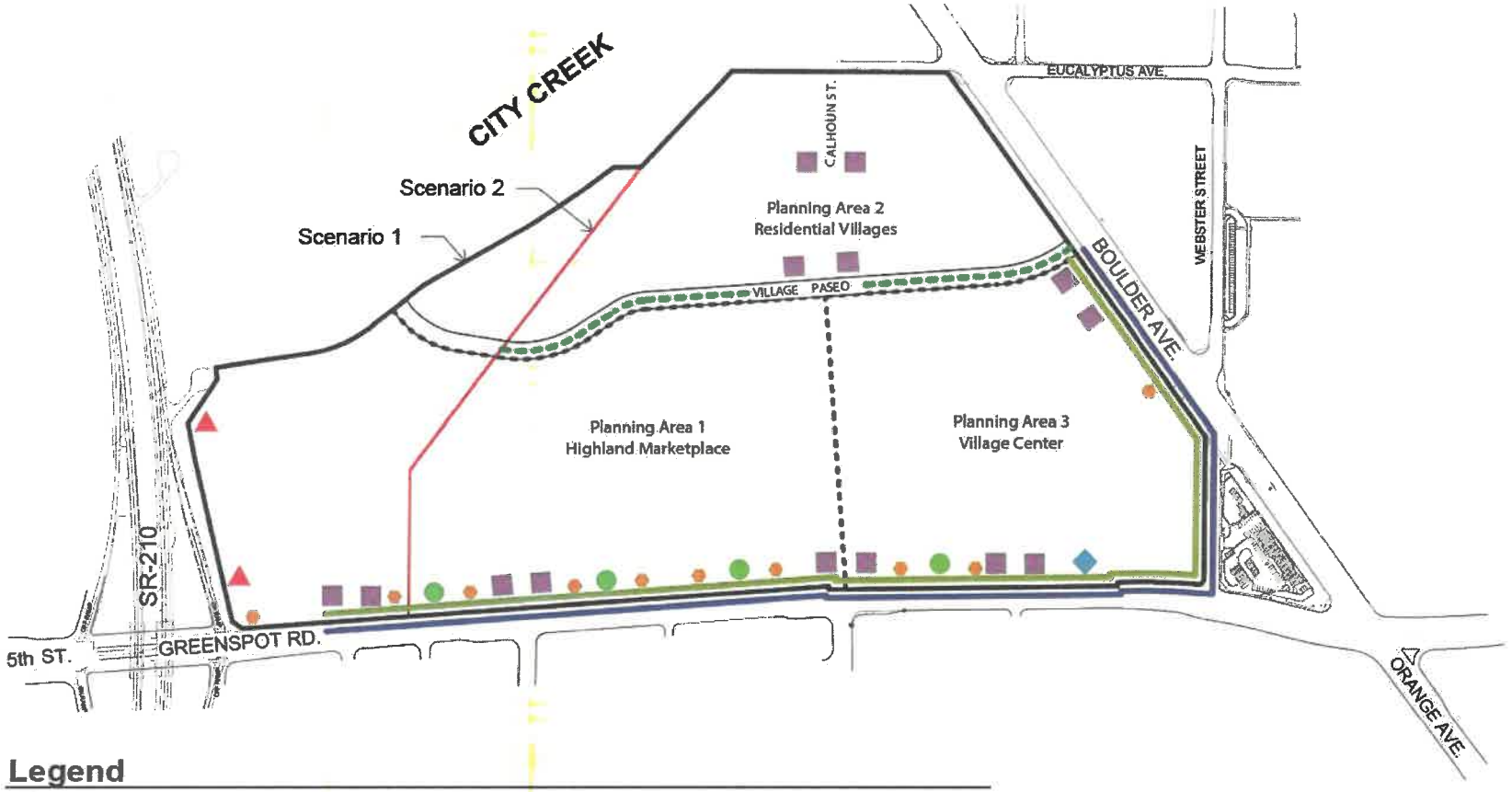
- Back panel material may be metal, Plexiglas, or other solid material.
- Raised letters and back panel to be placed on top of a steel "I" beam or other strong horizontal element.
- Identification signage may not extend more than ten feet (10') horizontally from its base.
- Identification signage may be externally illuminated.

6.5.13. Non-Approved Signage

- Animated components, flashing lights, rotating or flashing signs except for a reader board/pylon sign;
- Illuminated sign boxes;
- Signs which emit sound or odor;
- Signs with exposed raceways, conduit, junction boxes, or transformers; and
- Paper, cardboard, or Styrofoam signs.
- Kinetic signs with historic features may be acceptable upon review.

[This page intentionally left blank]

Exhibit 6-2: Conceptual Signage Location Plan



Legend

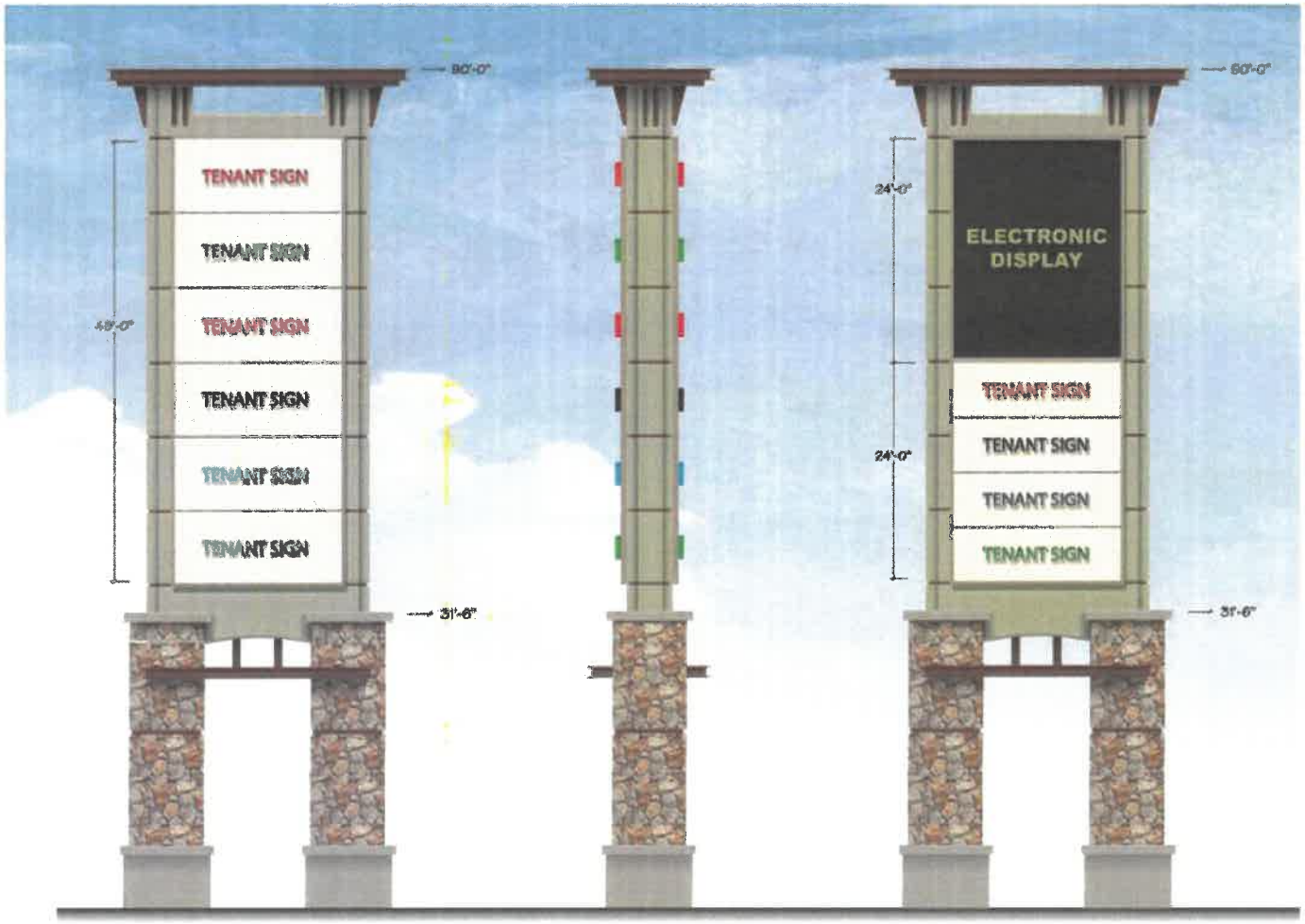
- 6.5.1 Freeway Pylon Signs
- 6.5.2 East Gateway Monument Sign
- 6.5.3 Multi-Tenant Monument Signs
- 6.5.4 Monument Pad Signs
- 6.5.8 Pageantry
- 6.5.10 Interpretive/Exploratory Signs
- 6.5.11 Tenant Identity Signs
- 6.5.12 Gateway Signs
- Planning Area Boundary
- Specific Plan Area

As needed signs or where needed

- 6.5.5 Vehicular Directional Signs
- 6.5.6 Pedestrian Directional Signs
- 6.5.7 Pedestrian Directory Signs
- 6.5.9 Regulatory Signs

[This page intentionally left blank]

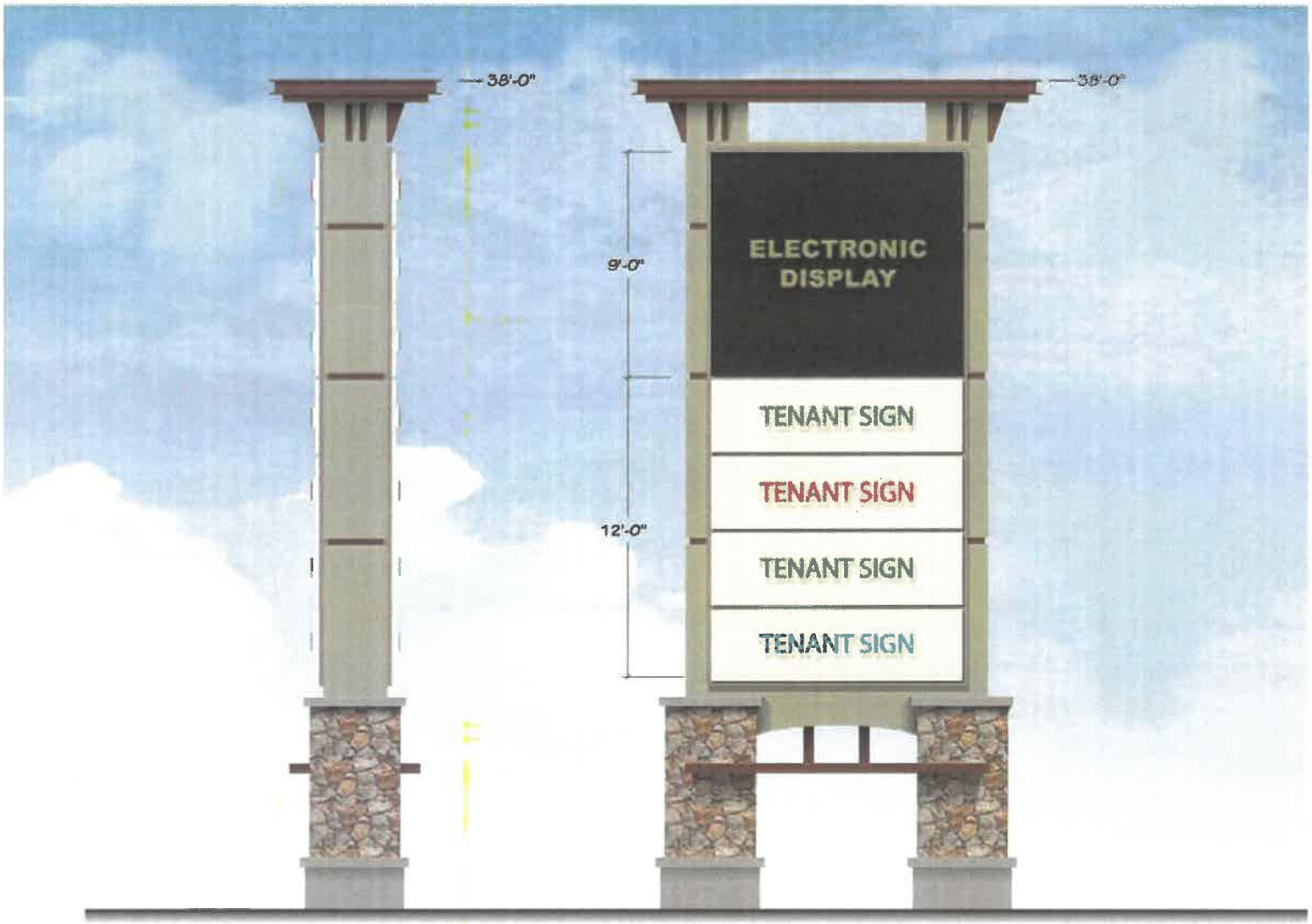
Exhibit 6-3: Freeway Pylon Sign



Note: - The City of Highland logo or name is to be placed in a visible location on the sign.
- Major tenant may combine panels.

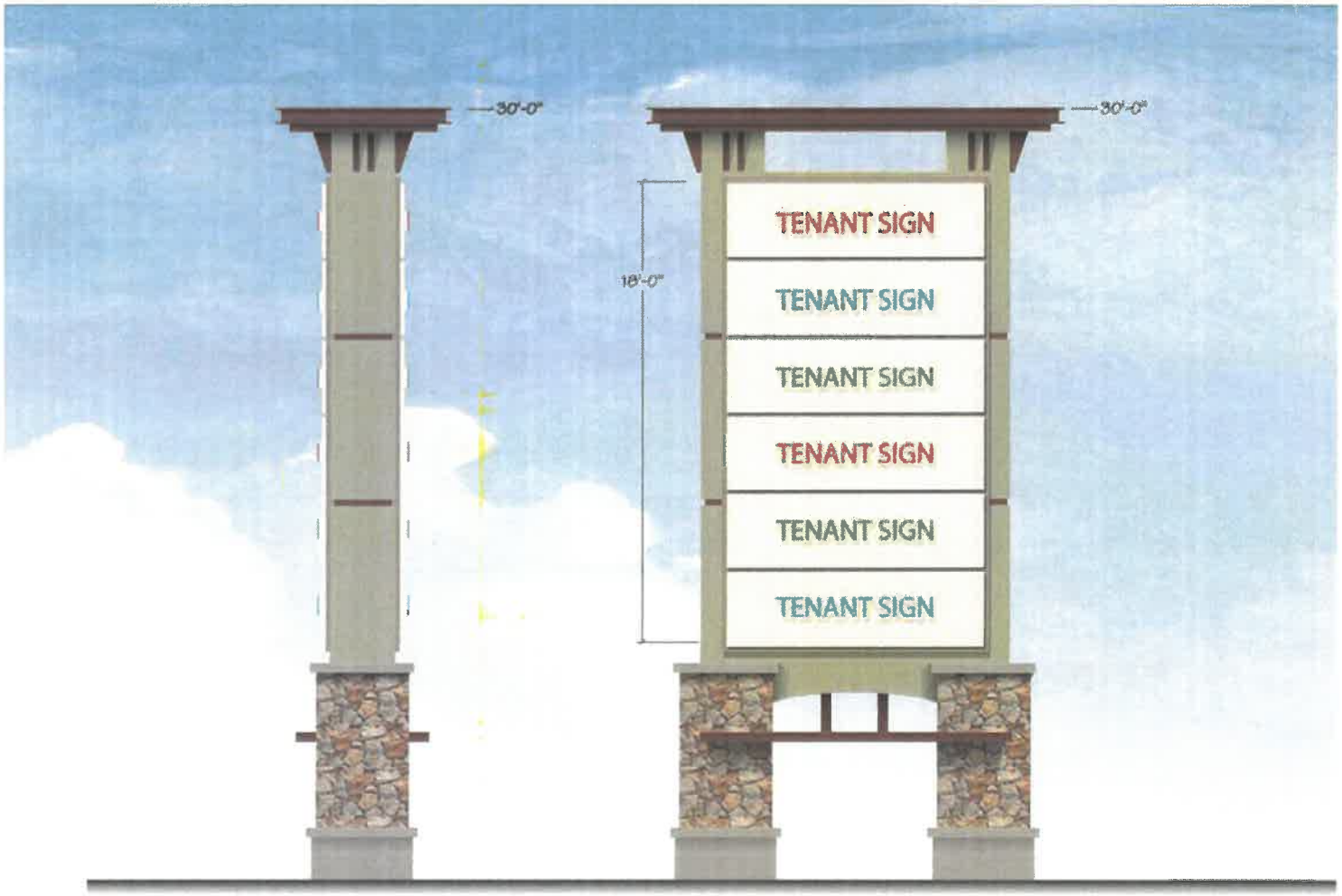
[This page intentionally left blank]

Exhibit 6-4: East Gateway Monument Sign



[This page intentionally left blank]

Exhibit 6-5: Multi-Tenant Monument Sign

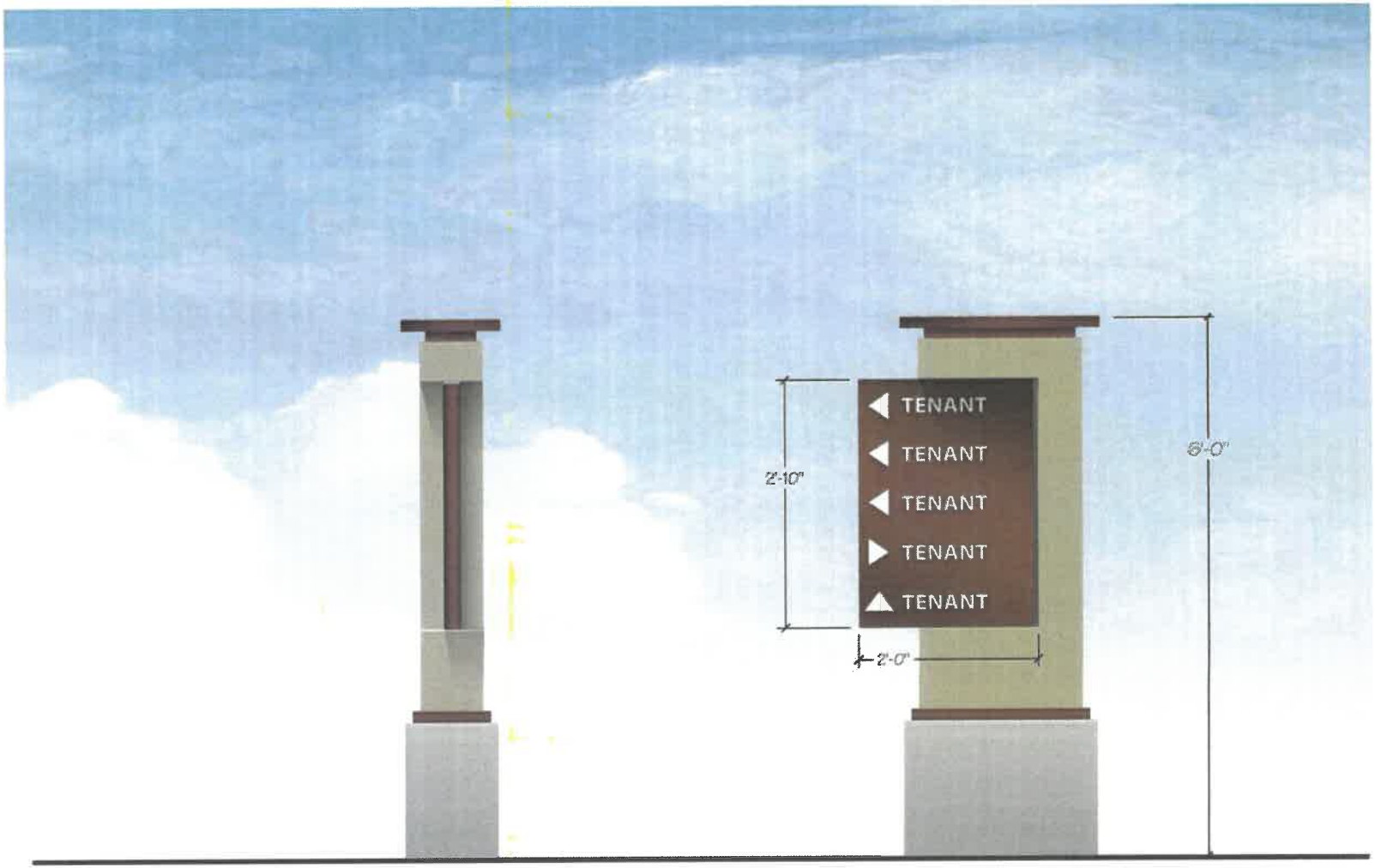


[This page intentionally left blank]

Exhibit 6-6: Pad Monument Sign

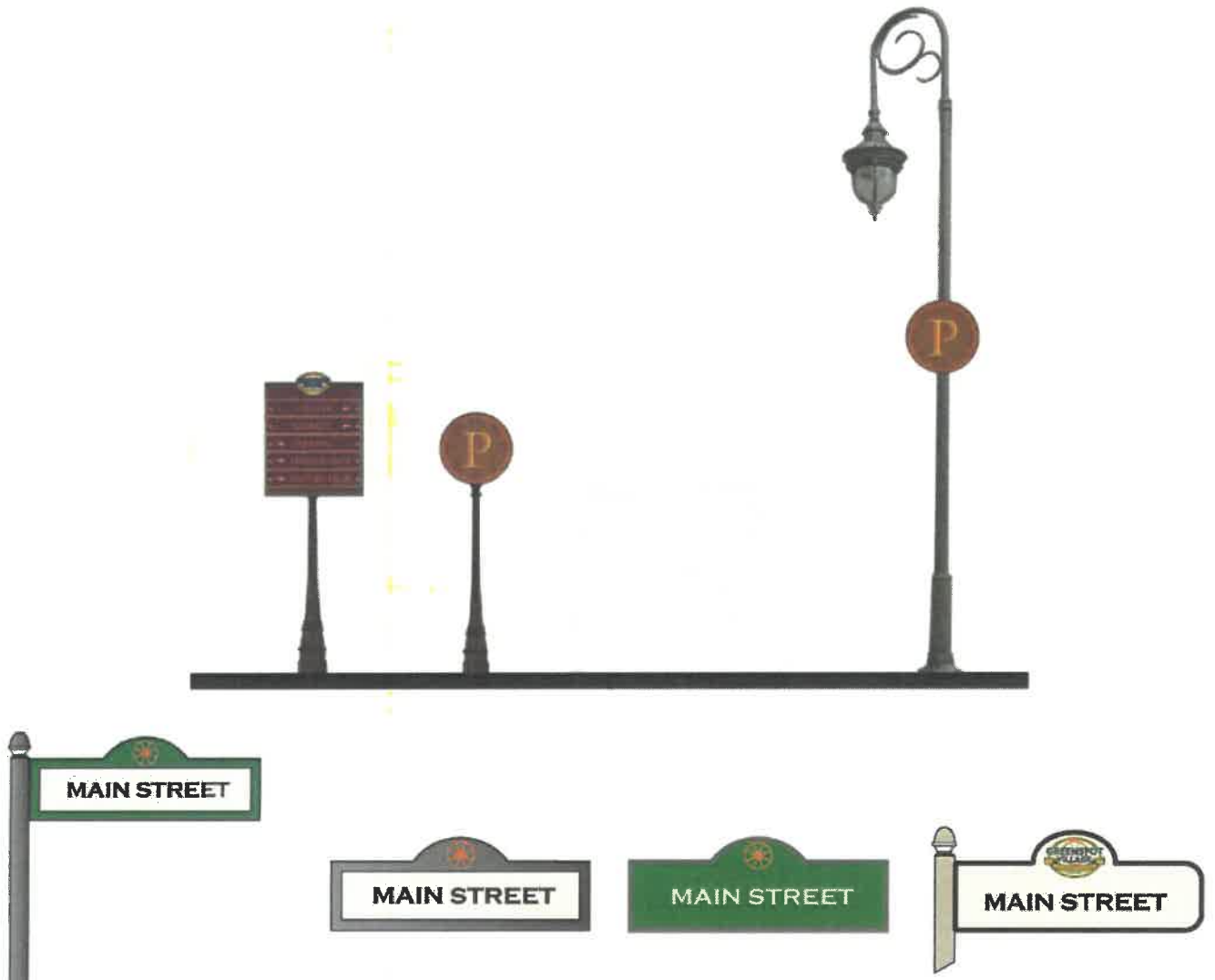
[This page intentionally left blank]

Exhibit 6-7: Vehicular Directional Sign



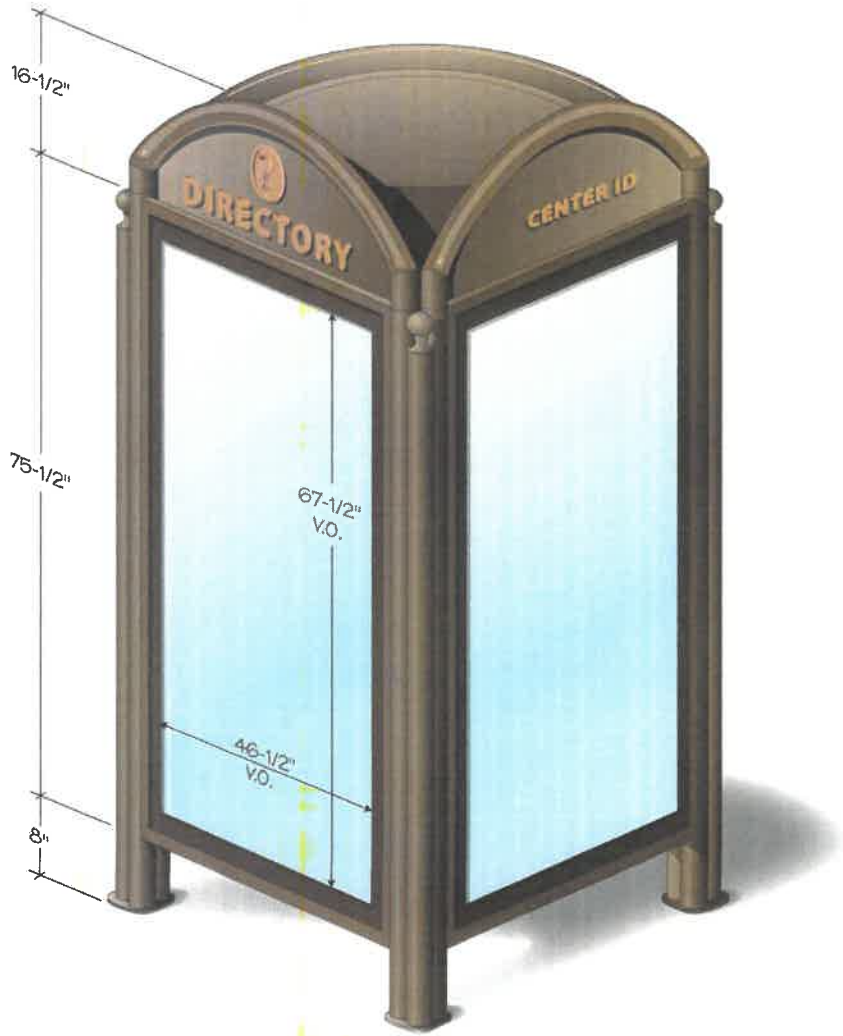
[This page intentionally left blank]

Exhibit 6-8: Pedestrian Directional Signs



[This page intentionally left blank]

Exhibit 6-9: Pedestrian Directory Signs



[This page intentionally left blank]

Exhibit 6-10: Pageantry Signs

[This page intentionally left blank]

Exhibit 6-11: Regulatory Signs

[This page intentionally left blank]

Exhibit 6-12: Interpretive/Exploratory Signs

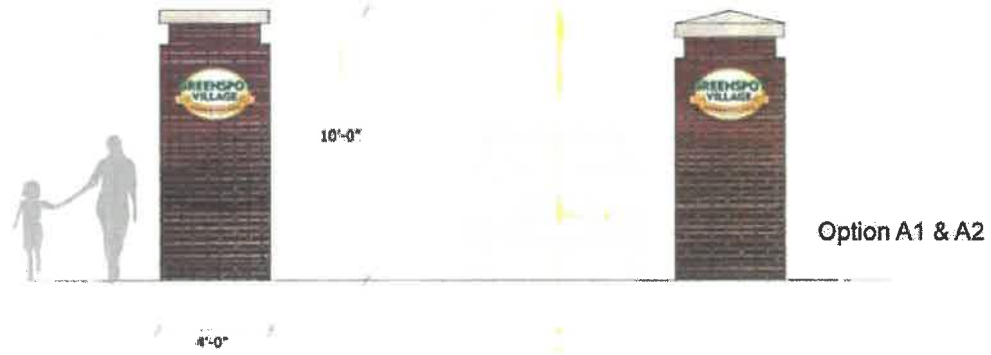
This type of sign is intended for use along the Village Paseo.

[This page intentionally left blank]

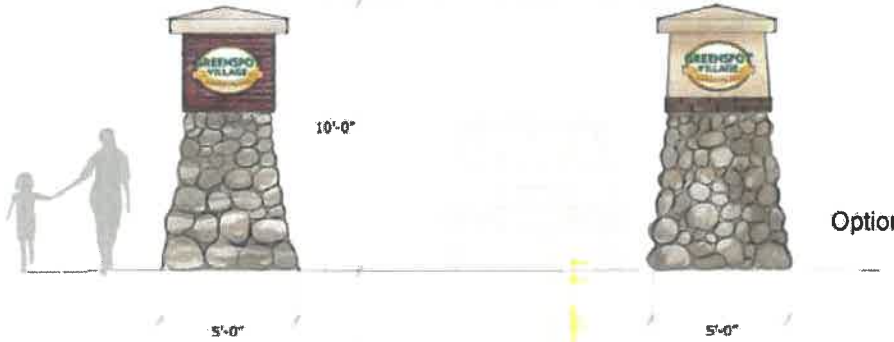
Exhibit 6-13: Tenant Identity Sign Examples

[This page intentionally left blank]

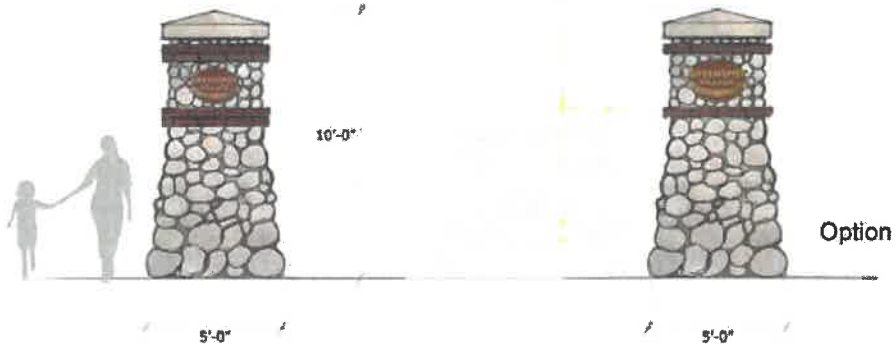
Exhibit 6-14: Gateway Sign Examples



Option A1 & A2

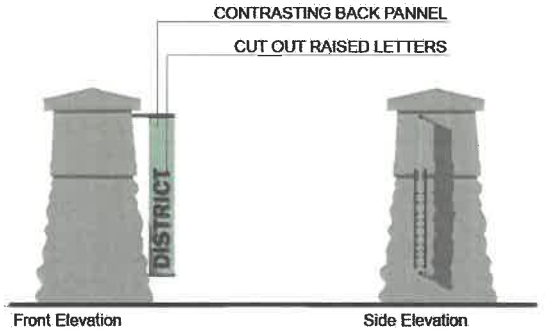


Option B1 & B2

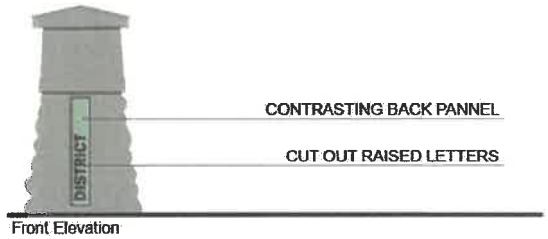


Option C1 & C2

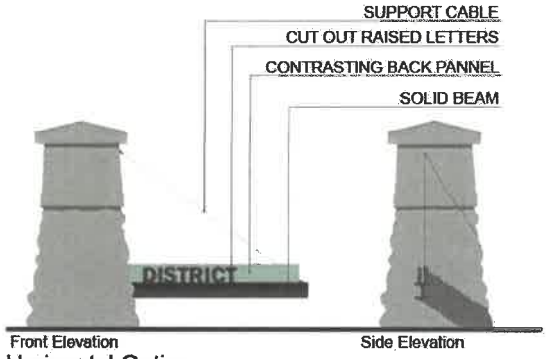
Optional District Identification



Vertical Option



Vertical In-lay Option



Horizontal Option

[This page intentionally left blank]

7. LANDSCAPE GUIDELINES

7.1. Overall Landscape Concept

The landscape character and theme for the Specific Plan is built upon the heritage of Highland, and harkens back to classic communities of Southern California. A common landscape theme will provide continuity between the varied uses within the community as well as extending compatibility with the surrounding area and the City of Highland. Elements such as traditional tree-lined streets, Village Paseo, and parking areas tie the development together and provide reference to Highland's historic past. These elements enable the Specific Plan to create a welcoming and comfortable outdoor space.[8]

7.1.1. Pedestrian Orientation

The Specific Plan is planned around major elements of the overall landscape theme that add life and richness to the outdoor experience and create an environment that make the past seem idyllic. These elements include safe passages, gathering places, comfortable environments, cooling groves of trees, seating, and strolling paths. All these elements are considered paramount in this Specific Plan. The landscape fabric in this urban environment, with its streets and thoroughfares, has been conceived primarily as a place for people along with consideration for vehicular access.

A community's streets can become one of its primary social and public spaces. Sidewalks will be a comfortable width with adequate separation from vehicular traffic. Well placed intuitive signage and visual cues will make crossing streets and parking areas safe and easy. In addition, well planned streets will serve as a parking reservoir for the community. Narrow travel lanes

[8] Please refer to the adopted Greenspot Road Landscape Plans for additional specific information.

will slow traffic and make crossing streets safer for pedestrians. Quality street furniture, sidewalk cafes, small courtyards, etc. will create memorable spaces for residents, guests, shoppers and workers. Parked cars will provide an additional buffer from traffic. Street trees, shrubs, and flowers will add color, shade, canopy, and create an atmosphere where people can meet, shop, eat, and pass the time in comfort.

7.1.2. Landscape Principles and Goals

During the development of the Master Landscape Concept for the Specific Plan, primary consideration was given to the following goals and objectives:

- Create "Green Areas" and enhance important civic spots which are easily accessible to the Village Paseo.
- Buffer the residential development from the retail by the Village Paseo.
- Create a pedestrian link between the residential and retail areas, which will provide easy access to many passive and active recreation opportunities.
- Establish a common theme along both sides of residential streets to create a comfortable neighborhood feel. Separate pedestrians from vehicular traffic with landscaped parkways and large full canopy trees for summer cooling and aesthetic appeal.
- Orient and design buildings which face the street with careful attention to set backs and landscape treatment to create a positive and seamless interaction between private use and public space.
- Ensure residential neighborhoods and retail districts are pedestrian friendly by employing the following principles:
    - Use traffic-calming strategies to slow speeds and make streets safer.

- Make sidewalks, walkways, and all pedestrian areas convenient, attractive, comfortable, and safe by maintaining critical sight lines.
- Provide shade trees for comfort and aesthetic appeal.
- Create separation between pedestrian and vehicular use areas.

- Provide alternative transportation modes through-out:
  - Incorporate walking, bicycling, and use of public transit.
  - Provide adequate wayfinding, bicycle storage, and convenient access to public transportation.
- Integrate, unify, and enhance existing neighborhoods within the Specific Plan area by providing similar design concepts at points of arrival and through development of a consistent street scene.
- Ensure that parking is adequate and convenient
  - Wrap structured parking with retail, residential space and/or softening landscape.
  - Create parking areas that are pedestrian friendly, safe, and aesthetically pleasing.

7.1.3. Application of Sustainable Design Practices

- To the extent consistent with other design considerations, landscape design shall minimize resource consumption. Materials and furnishings shall be selected to provide high quality over a long life span. They shall also use minimal energy in their

manufacture and/or transport to the site. Items that have a high recycled material content shall be encouraged. Use of items with non-renewable material content shall be minimized.

- Appropriate utilization of plants and consideration of passive solar orientation significantly decreases the energy needs of buildings. To the extent possible deciduous trees shall be sited to shade south and west facing elevations in summer to help reduce cooling requirements. In winter these trees will allow sun to penetrate and provide warmth, minimizing heating requirements.

7.2. Open Space Concept

The east/west orientation of the Village Paseo in the Specific Plan provides pedestrian passage through the community, as well as passive recreation in the form of shady spaces and peaceful settings. An interpretive trail with displays that describe native features and local history may also be implemented. Carefully designed open spaces may provide BBQ/picnic areas, gardens, overlooks, passive seating areas, exercise opportunities and a safe connection to the Village Paseo in addition to providing a connection between retail and residential developments. The Village Paseo will also serve as a functional drainage course designed to accommodate local storm water flows and as a bio-swale to cleanse the water prior to leaving the site.

7.3. Commercial Landscape Concept

The consistent use of landscaping throughout the Specific Plan provides a unifying look to the project and enhances the area's unique character. Landscape for the commercial areas in Planning Area 1 shall enhance the pedestrian environment and circulation patterns adding spatial organization in the parking areas. Parking lots and service areas shall be screened from view with landscaping, planting or screen walls. Building entries, plazas, and other pedestrian zones

shall be articulated and enhanced with more refined textures and colors in the hardscape and planting areas. Accent trees shall be used to identify project entries and key focal points.

The design for all entry monuments, signage, site furnishing and fixtures will work together to provide a unique signature for the overall community character of the Specific Plan.

Refer to Section 7.12 for Plant Palette.

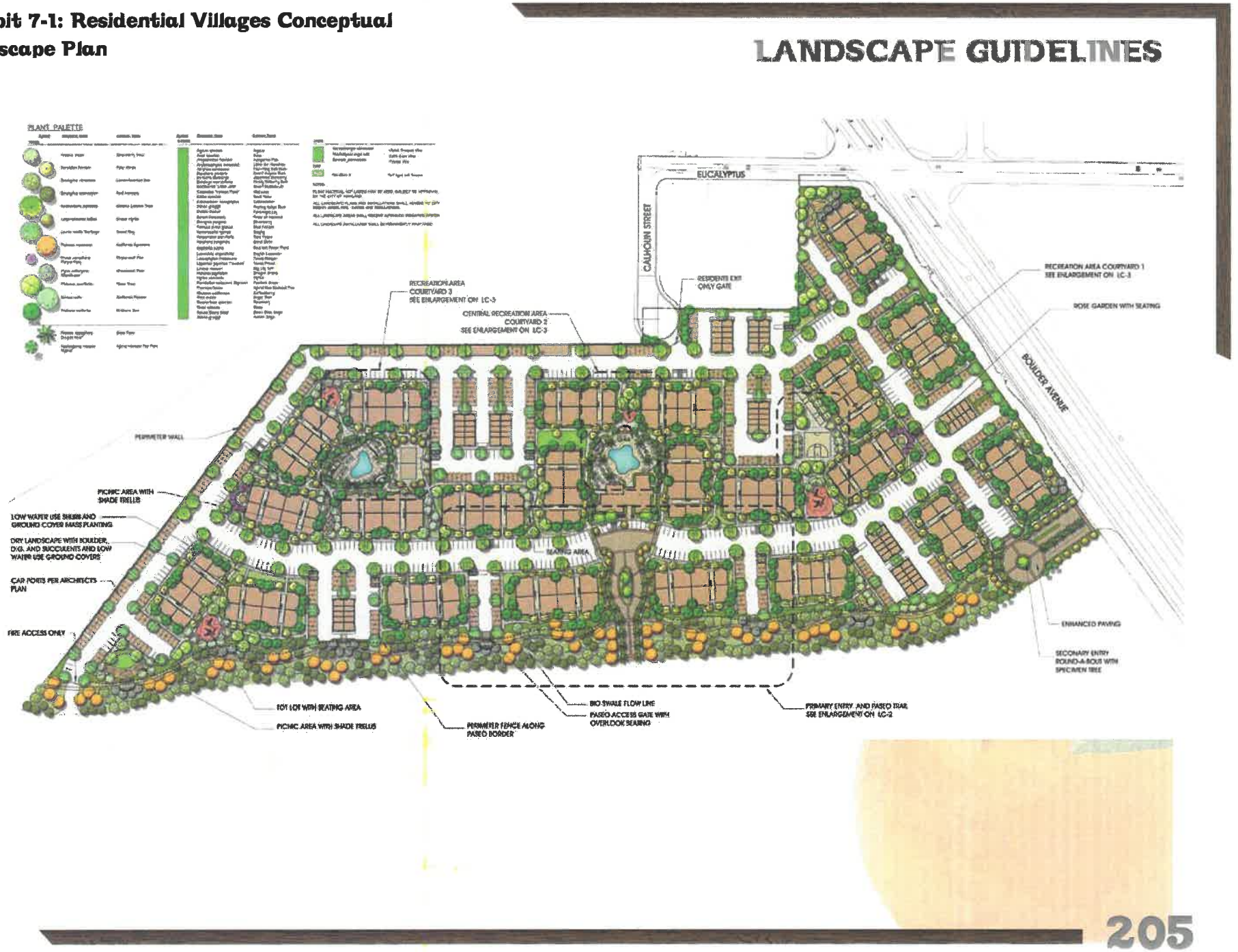
7.4. Residential Landscape Concept

The Specific Plan residential communities in Planning Areas 2 and 3 are defined by neighborhood entry landscape treatments and traditional streetscape planting. The street trees in each residential neighborhood shall consist of a dominant tree species to provide a sense of identity and continuity between neighborhoods.

The Village Paseo is contained within Planning Area 2 and includes direct links to all Planning Areas of the Specific Plan. Owner shall maintain all improvements within and related to the Village Paseo. Entries to the Village Paseo will occur at key locations, primarily at the end of a street. This amenity provides links to possible future regional trails in other neighborhoods within the Specific Plan area. Exhibit 7-1 presents a conceptual landscape plan for Planning Area 2, while Exhibits 7-2 and 7-3 present a more detailed view of the recreation areas and the Village Paseo entry point. Additionally, Exhibits 7-4 and 7-5 provide conceptual images of conceptual landscape amenities and plant life that may be included in the Planning Area.

[This page intentionally left blank]

Exhibit 7-1: Residential Villages Conceptual Landscape Plan



[This page intentionally left blank]

Exhibit 7-2: Conceptual Landscape Plan: Recreation Areas

RECREATION AREA - COURTYARD 3 (WEST)

CENTRAL RECREATION AREA - COURTYARD 2

RECREATION AREA - COURTYARD 1 (EAST)

[This page intentionally left blank]

Exhibit 7-3: Conceptual Landscape Plan: Paseo and Entry Point

[This page intentionally left blank]

Exhibit 7-4: Conceptual Landscape Amenities

MAIN ENTRY & STREETSCAPE

PLAY AREAS & PARKS

PASEO TRAILS & BIOSWALE

[This page intentionally left blank]

Exhibit 7-5: Conceptual Landscape Plan: Residential Villages Plant Palette

SHRUBS & GROUNDCOVER

TREES

[This page intentionally left blank]

7.5. Edge Treatments

Landscape edge treatments, whether they are between residential uses or adjacent to roadways or commercial uses in Planning Areas, will be employed to provide a transition between adjacent uses. These edge treatments will provide a buffer between adjacent uses and incorporate a system of pedestrian walkways.

The specific requirements for each Planning Area define the extent, type, and manner of edge treatments. For example, edge treatment between residential and commercial uses or public streets may emphasize landscaping which screens, reduces noise, or limits access for privacy, while treatments along Greenspot Road require the installation of landscaping which both enhances the appearance and view corridors into commercial Planning Areas while screening undesirable views.

Refer to Section 7.12 for Plant Palette.

7.6. Parking Lot Landscaping

The following standards shall be applied to parking lot landscaping in all commercial, and attached housing Planning Areas.

- Parking shall be screened from adjacent public plazas, streets and driveways with a combination of earth berms and landscape or with a three foot (3') high landscape hedge.
- Parking lots shall be softened and glare reduced by planting trees in planter diamonds at a rate of one (1) tree for every five (5) parking stalls.

- Parking areas shall be designed in a manner which links the building to the street sidewalk system. This can be accomplished by using design features such as walkways with enhanced paving, and/or landscape treatments.
- All parking areas shall be located behind required streetscape lines.
- All storage and refuse structures shall be screened from view by a six foot (6') high wall or landscaping.
- A minimum ten percent (10%) of the total parking area shall be landscaped.
- Planter areas shall have a minimum width of four feet (4'), bounded on the outside by a concrete curb or its equivalent having a minimum height of six inches (6").
- End parking spaces shall be provided with a minimum five foot (5') wide island. Within parking areas, and unless "diamond planters" are used, planters shall have a minimum length equal to the longest abutting parking stall and sufficient room to accommodate tree growth. Diamond planters shall have a minimum dimension of five feet by five feet (5' x 5') interior clear area.
- Commercial loading docks that are visible from the SR210 freeway, a public street, or the main parking area of the commercial center shall be screened from view using an eight foot (8') wall that is compatible with the architecture, materials, and color of the main building. The wall shall be visually softened through the use of landscaping.

7.7. Community Walls and Fences

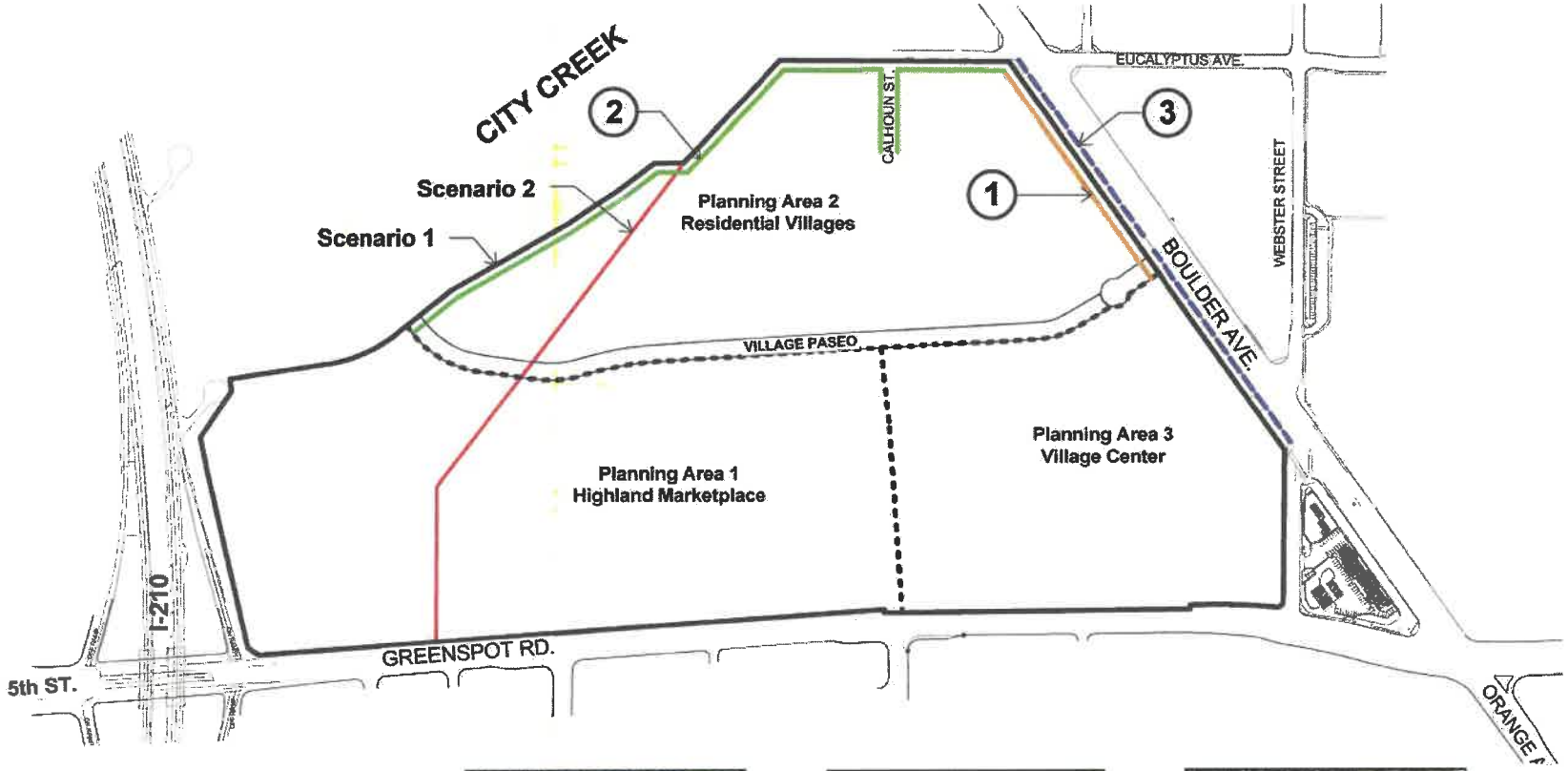
Walls and fences shall be designed as an integral component and extension of the building and the surrounding landscape. Periphery walls may be incorporated into adjacent structure and

extended into the landscape. Long walls shall be offset and/or broken occasionally with theme pilasters to avoid visual monotony. Walls along the perimeter of residential areas that border on the open space may be designed to allow views of the open space from private yards. (see Exhibit 7-6: Perimeter Fence and Wall Plan)

- Prohibited wall and fencing materials include barbed wire, wire, electronically charged fences, corrugated metal, chain link and grapestake.
- Front yard walls or fencing that are visible from the street shall be constructed of materials that are designed and colors selected to be compatible with the adjacent architecture.
- Walls and fences shall be designed to preserve open space views. Tubular steel or glass shall be used where views are present. The design and construction shall match the neighborhood style.
- Walls of consistent material and color shall be compatible with the adjacent architecture while tying in with the overall community character.
- Vinyl fencing may be used between residential lots.
- When a wall is used for privacy, it shall vary in alignment and height to provide diversity and interest.

[This page intentionally left blank]

Exhibit 7-6: Perimeter Fence and Wall Plan



Legend

- Perimeter Theme Wall
- Perimeter View Fence
- Split Rail Fence
- Planning Area Boundary
- Specific Plan Area

(1) Perimeter Theme Wall

(2) Perimeter View Fence

(3) Split Rail Fence

[This page intentionally left blank]

7.8. Paving

Paved areas throughout the Specific Plan shall be designed as an integral component of the surrounding architecture. Decorative paving material is encouraged in high visibility and high use areas, and at key vehicular entry drives. Decorative paving materials include colored and textured concrete or interlocking pavers.

7.9. Site Furniture

Site furniture, such as benches, waste receptacles, drinking fountains, tree grates, planters and architectural lighting shall be provided, as appropriate within the Planning Areas to provide scale and conveniences for the pedestrians. These features shall be located in key areas along pedestrian pathways or paseos. The design of street furniture shall reflect the style and characteristic of the building architecture.

Site furniture, such as benches, shall be located in key areas along pedestrian pathways or paseos.

7.10. Planting Design

The Specific Plan will respond to the need for sustainable design and implementation. In particular, these guidelines focus on selection of climate-appropriate plant materials that minimize water consumption and other inputs. This will contribute to the resource conservation efforts of the development, while still providing a verdant landscape that embraces the context of Highland and California history.

The plant palette is developed to ensure compatibility and continuity from parcel to parcel, and project to project. At the same time, it is sufficiently broad and flexible enough to permit individuality and design creativity. A more focused plant palette will ensure harmony between the private and public open spaces, and connections between them. All landscape areas within setbacks or any part of a builder parcel is subject to conformance with the selected plant palette.

7.10.1. Planting Design Goals

- Plantings shall be grouped into 'Hydrozones', where plants of similar water use requirements and microclimate growing conditions will flourish. High water use plants such as turf and annual color plantings shall be minimized in total use, but incorporated into key areas for accent and specific use. Ornamental turf areas will be minimized because of their high water and chemical requirements.
- Shrub plantings shall be spaced to fill in one hundred percent (100%) of planting areas within three (3) years after planting. Groundcovers shall be planted at an appropriate density to provide uniform visual coverage and prevent erosion in all growing seasons. All groundcover plantings shall be spaced to fill in eighty percent (80%) of planting areas within one (1) year after planting.
- Careful attention to 'blending' or transitioning of planting design between new development and existing neighboring landscapes is strongly encouraged.
- 'One-of-each-kind' shrub planting is strongly discouraged as a design style. Larger masses of foliage or blossoms of a single plant species are more consistent with growth patterns found in the natural landscapes.
- Natural forms of trees and shrubs are preferred to trimmed or sculpted forms. All plant materials shall be selected and sited to allow sufficient room for easy growth to their ultimate size without obstructing vehicular circulation, or pedestrian circulation. Plants shall be spaced to ensure that no more than one-third (1/3) of the plant's mature canopy (spread) will overlap into another plant's canopy.
- Project entry statements shall be designed with landscaping and architectural treatments that project a high quality image for the mixed-use development.
- Private common open space, which may be located within each Planning Area, shall be devoted to passive open space uses.
- Detailed landscaping programs for Planning Areas and roadways shall be prepared by a qualified Landscape Architect for review by the City of Highland

Planning Commission. The landscape improvement plans for each Planning Area shall be approved by the Planning Commission.

- Landscaping within commercial and mixed use Planning Areas shall encompass a minimum ten percent (10%) of the square footage of the Planning Area. Required parking lot landscaping and landscaping within required setbacks areas shall count toward this requirement.
- The landscape improvement plan for each Planning Area shall include, as a minimum the following:
  - Final grading plan of Planning Area drawn to scale
  - Irrigation plans of all landscaping areas within each Planning Area. All irrigation plans shall be drawn to scale and certified by a landscape architect.
  - A landscape plan of the Planning Area that specifies landscape planting to include locations, type, size, quantity and installation methods.
  - A hardscape plan with location and finishes.
  - Fence and wall treatments plans.
  - At the time of recordation of any tentative subdivision which contains private paseos or open space areas, the subdivision shall have those common areas conveyed to the master property owners association or appropriate public maintenance agency who shall then be responsible for upkeep and maintenance.

7.10.2. Visual Access

- Plants shall be selected and installed to maintain an open surveillance zone between three feet (3') and fifteen feet (15') above finish grade, as well as providing open view corridors into public spaces where site conditions permit.

- Consideration shall be given to adjacent properties both in placement and selection of plant materials. Adjacent owner's views shall not be blocked by the addition of new plantings or the growth of new plantings at maturity.
- Landscape shall not obstruct the sightlines of motorists or pedestrians, especially at pedestrian crosswalks.

7.10.3. Screening and Buffering

- In addition to architectural treatments, plant materials that are properly selected and maintained, soften or filter unattractive views. Parking or storage areas, refuse collection, equipment, utilities, or loading areas visible from the public street, alley, or pedestrian areas shall be screened with appropriate plant material. Landscape screening shall not substitute for good architectural design.
- Development shall include appropriate landscaping to maximize privacy between residences, while maintaining an open street scene that provides continuity within the neighborhood.
- Landscape shall include appropriate planting to screen or soften any undesirable light pollution or views from off-site.
- Landscape design shall take into consideration the future impact that new plantings may have in obscuring views from existing adjacent and distant dwellings.

7.11. Plant Material

- Plant materials shall be selected for their adaptability to site conditions such as water requirements, soils, sun, shade, wind, etc. and for resistance to insects and disease (see Plant Palette, section 7.12).
- Invasive plant material that is identified by the California Invasive Plant Council shall not be planted within the Specific Plan.

- Irrigation shall be required to establish new plants, however appropriate plant material shall be selected so that the majority of the site landscape will survive with minimal inputs of water fertilizers, pesticides, herbicides, and fossil fuels to power mowers, blowers, and other mechanical landscape maintenance tools.
- Where new construction adjoins existing developed areas, larger initial plant material may be needed to blend with more established landscape areas. In cases where the adjacent landscape is more than five (5) years old, larger and / or more closely spaced plant material shall be required.

7.11.1. Trees

- Trees planted within the setback area shall be 15 gallon box minimum and planted between street trees. Trees planted elsewhere within the Planning Area shall be 24" box minimum.
- Trees with invasive roots shall not be planted within or adjacent to the public right-of-way.

7.11.2. Shrubs

- Shrubs shall be five-gallon minimum size. One-gallon size plant materials will only be allowed as small closely spaced accent or border plantings.
- Shrub masses shall be planted a minimum of eighteen inches (18") on center or a maximum of thirty-six inches (36") on center, depending on species, with triangular spacing.
- The quantity of plants shall be based on spacing that enables adjacent plants to touch at the end of twelve (12) months of growth.
- Shrub massing areas shall include proportionate plantings as follows:
  - Fifteen-gallon: 10 to 30%
  - Five-gallon: 70 to 90%

- Singular larger shrub accents may be used where appropriate (min 15-gallon size).

7.11.3. Groundcover

- Groundcovers planted from one-gallon containers shall be planted between twelve inches (12") on center and twenty-four inches (24") on center using triangular spacing.
- Groundcover planted from flats shall be planted at eight inches (8") on center. Use half this on center spacing for the row adjacent to hardscape.
- The quantity of plants shall be based on a spacing that enables plants to touch at the end of twelve (12) months of growth.
- Annuals are not permitted within the setback planting area.

7.11.4. Turf

- All turf areas shall be sodded. Seeding and other alternative methods are not acceptable.

Coast Live Oak

7.12. Plant Palette

HERITAGE TREES

The following trees may be used as heritage, accent, or theme trees in locations such as view points or other areas of special interest for the project:

Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Quercus suber	Cork Oak
Schinus molle	California Pepper
Platanus racemosa	California Sycamore

GREENSPOT ROAD: The following plant palette and Exhibits 7-7, 7-8, and 7-9 reflect conceptual roadway landscapes in the City of Highland Greenspot Road Landscape Master Plan.

Palms:

Phoenix dactylifera	Date Palm
Washingtonia filifera	California Fan Palm
Washingtonia robusta	Mexican Fan Palm

Trees:

Koelreuteria bipinnata	Chinese Flame-Tree
Lagerstroemia indica Prunus cerasifera 'Krauter vesuvius'	Crape Myrtle Purple-leaf Plum
Pyrus calleryana 'Redspire'	Callery Pear
Podocarpus gracilior	Fern Pine
Quercus agrifolia	Coast Live Oak
Platanus racemosa	Chinese Pistache

Shrubs:

Abelia g. 'Edward Goucher'	Glossy Abelia
Callistemon v. 'Little John'	Dwarf Bottlebrush
Cistus purpureus	Orchid Rock Rose
Dietes Vegeta	Fortnight Lily
Feijoa sellowiana	Pineapple Guava
Lavandula angustifolia 'Hidcote'	Pink English Lavendar
Ligstrum japonica 'Texanum'	Texas Privet
Liriope m. 'Silvery Sunproof'	Variegated Big Lily Turf

California Fan Palm

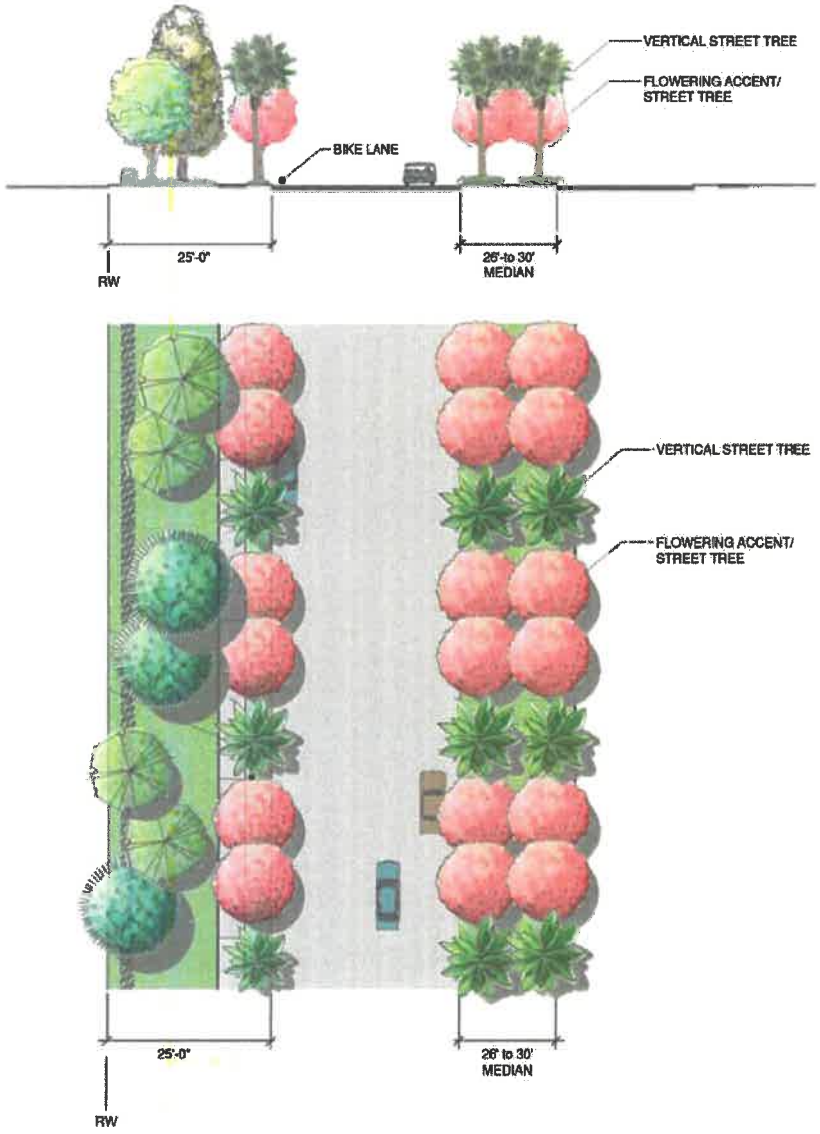
Crape Myrtle

Hemerocallis hybrids	Daylily
Phormium tenax	Hybrid New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Photania fraseri	Photinia
Rosmarinus o. 'Majorica Pink'	n.c.n. (upright Rosemary)
Rosa species	Groundcover Rose
Salvia gregii 'Flame'	Furman's Red Autumn Sage

Turf:

Marathon II	Turf type tall fescue

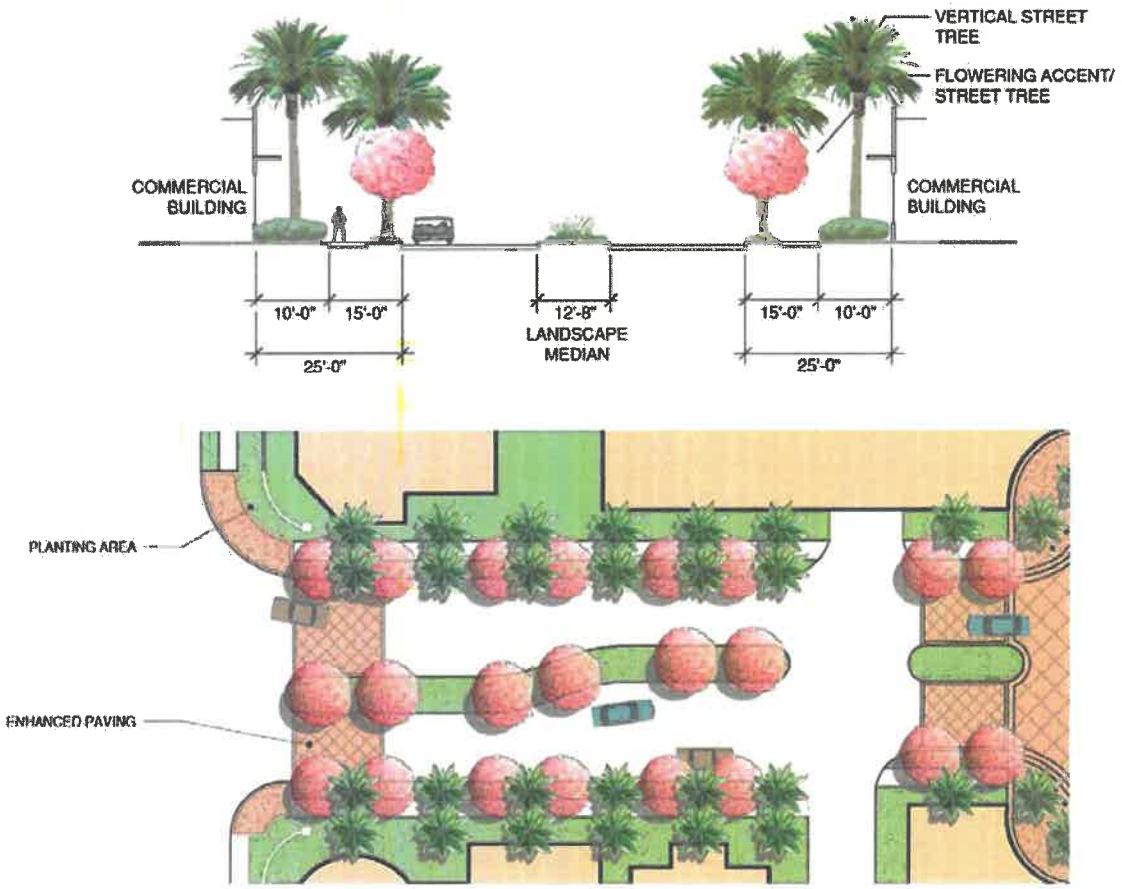
Exhibit 7-7: Conceptual Roadway Landscape Plan: Greenspot Road



Note: This illustration for placement of roadway landscaping is conceptual in nature.

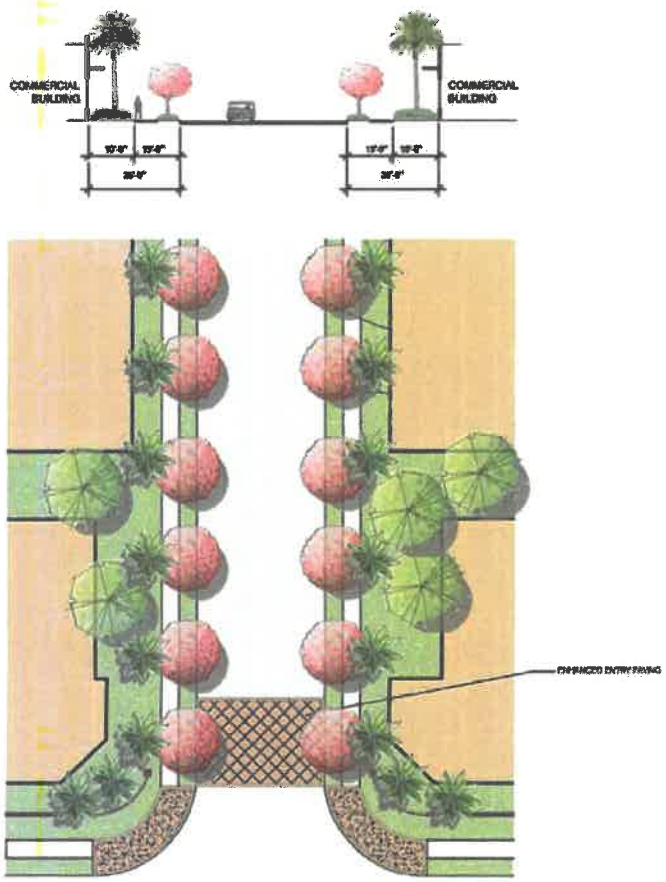
[This page intentionally left blank]

Exhibit 7-8: Conceptual Landscape Plan: Major Entry



Note: This illustration for a major entry is conceptual in nature.

[This page intentionally left blank]



Note: This illustration for a minor entry is conceptual in nature.

[This page intentionally left blank]

BOULDER AVENUE: The conceptual roadway landscape for Boulder Avenue is illustrated in Exhibit 7-10.

Street tree:

Lagerstroemia indica	Crape Myrtle

Backdrop tree:

Pyrus kawakamii	Evergreen Pear

WEBSTER STREET: The conceptual roadway landscape for Webster Street is illustrated in Exhibit 7-11.

Parkway Tree:

Lagerstroemia indica	Crape Myrtle

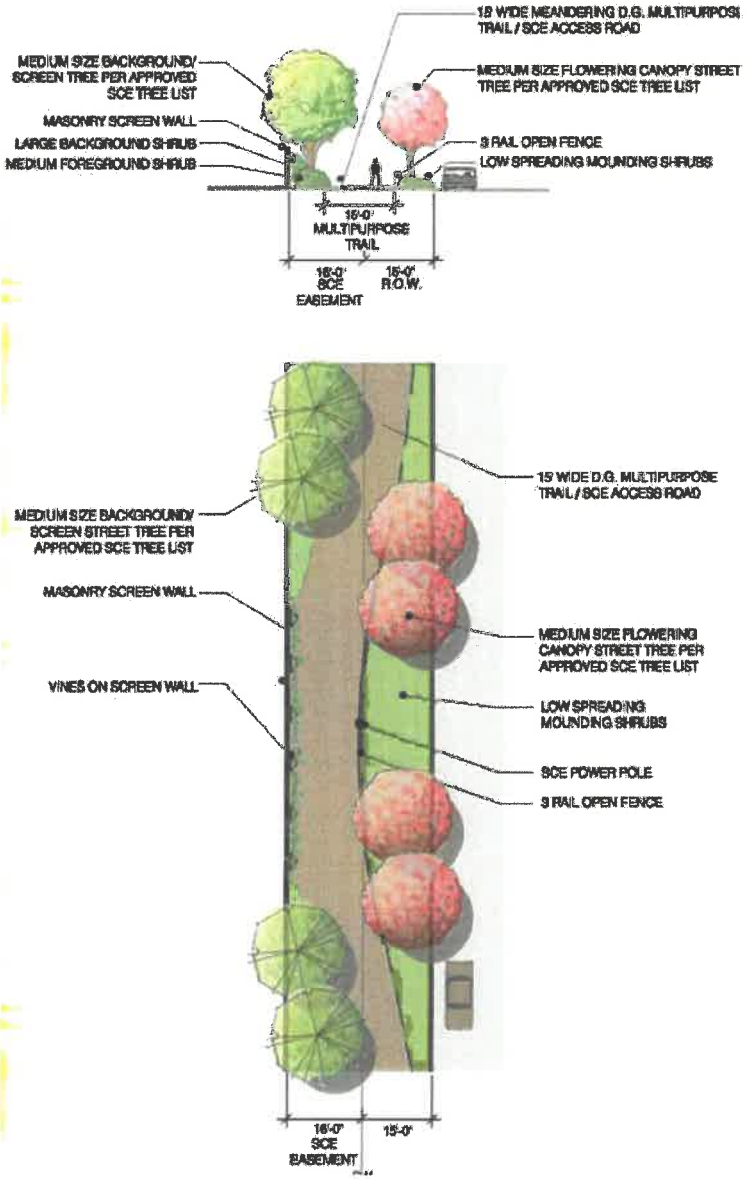
Backdrop tree:

Pinus eldarica	Afghan Pine
Tristania conferta	Brisbane Box

Evergreen Pear

[This page intentionally left blank]

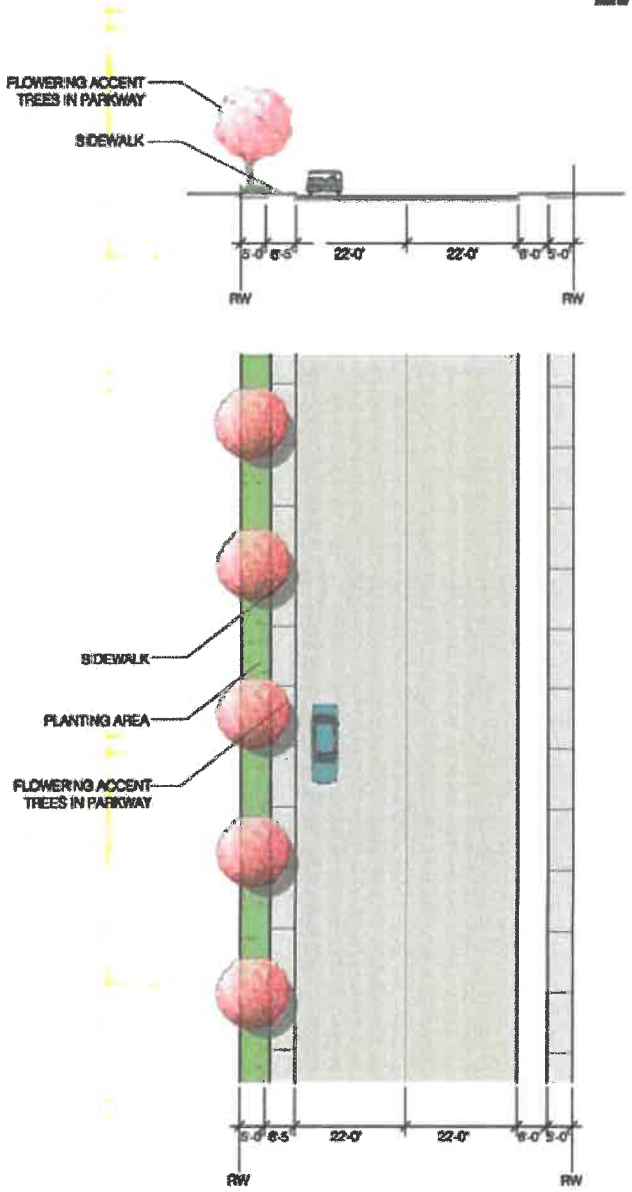
Exhibit 7-10: Conceptual Roadway Landscape Plan: Boulder Avenue



Note: This illustration for placement of roadway landscaping is conceptual in nature.

[This page intentionally left blank]

Exhibit 7-11: Conceptual Roadway Landscape Plan: Webster Street



Note: This illustration for placement of roadway landscaping is conceptual in nature.

[This page intentionally left blank]

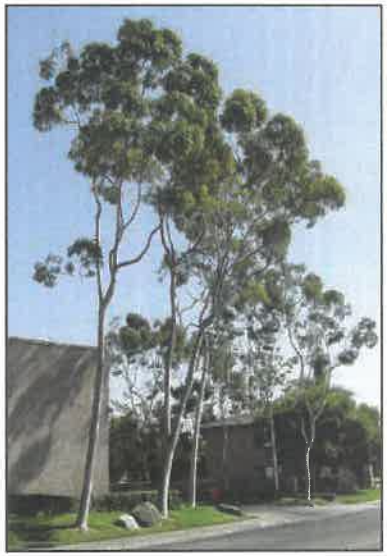
CALHOUN STREET: The conceptual roadway landscape for Calhoun Street (interim condition) is illustrated in Exhibits 7-12 and Calhoun Street at buildout is illustrated in Exhibit 7-13.

Street tree:

Lagerstroemia indica	Crape Myrtle
Pyrus kawakamii	Evergreen Pear

Backdrop tree:

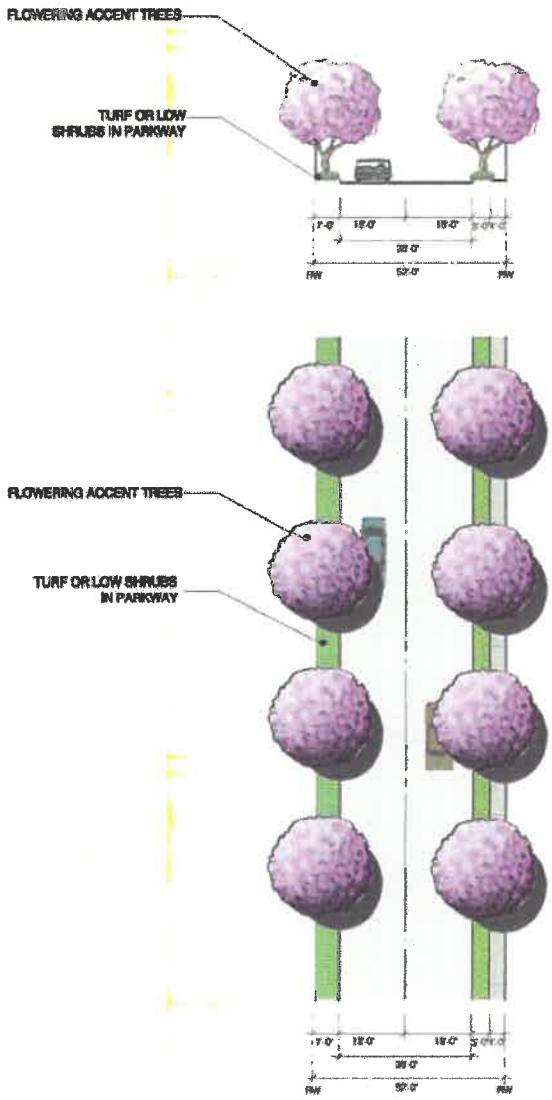
Eucalyptus citriodora	Lemon Scented Gum
Pinus canariensis	Canary Island Pine
Pinus eldarica	Afghan Pine
Fraxinus angustifolia 'Raywood'	Raywood Ash



Lemon Scented Gum

[This page intentionally left blank]

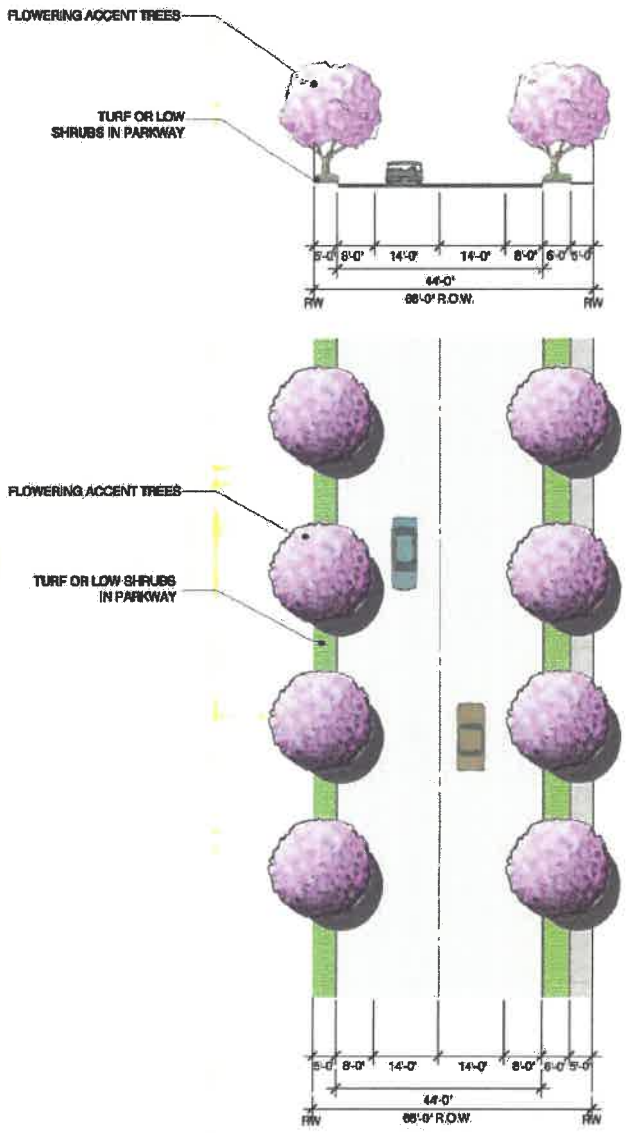
Exhibit 7-12: Conceptual Roadway Landscape Plan: Calhoun Street (Interim Condition)



Note: This illustration for placement of roadway landscaping is conceptual in nature.

[This page intentionally left blank]

Exhibit 7-13: Conceptual Roadway Landscape Plan: Calhoun Street



Note: This illustration for placement of roadway landscaping is conceptual in nature.

[This page intentionally left blank]

EUCALYPTUS AVENUE: The conceptual roadway landscape for Eucalyptus Avenue is illustrated in Exhibit 7-14.

Street tree *:

Koelreuteria bipinnata	Chinese Flame Tree
Zelkova serrata	Sawleaf Zelkova

MAIN STREET PROMENADE: The conceptual roadway landscape for the Promenade is illustrated in Exhibit 7-15.

Street tree *:

Platanus acerifolia 'Bloodgood'	London Plane Tree
Pyrus kawakamii	Evergreen Pear
Koelrueteria bipinnata	Chinese Flame Tree
Cinnamomum camphora	Camphor Tree

Specimen Accent:

Platanus racemosa	California Sycamore
Quercus species	Oak Tree

* One street tree shall be selected per street

Chinese Flame Tree

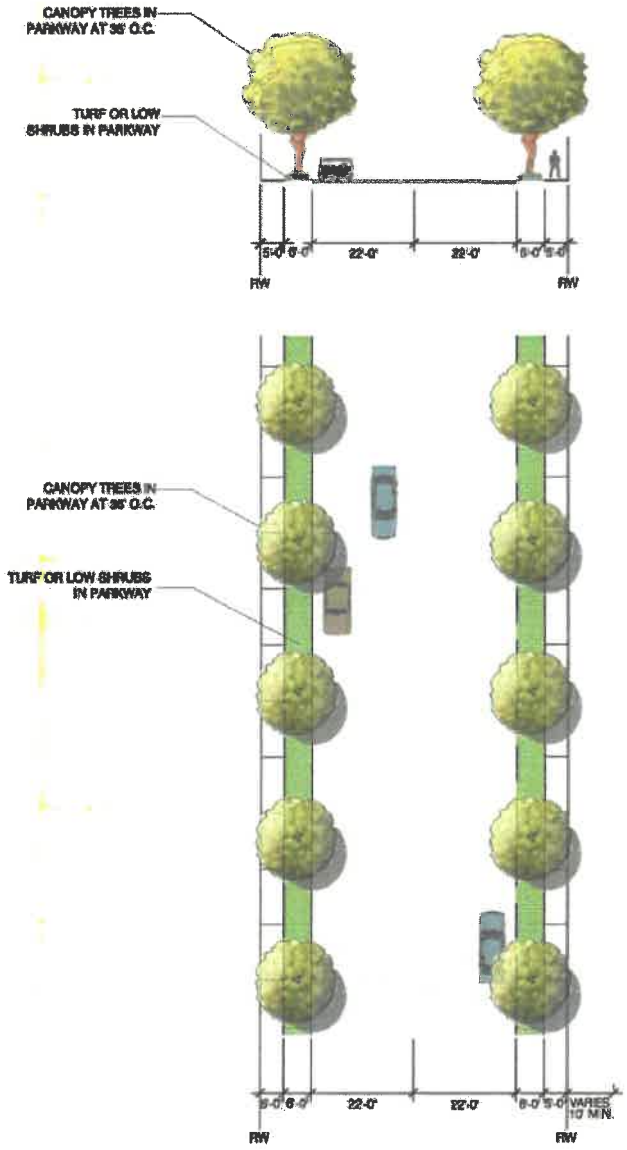
London Plane Tree

Magnolia

CITY CREEK EDGE

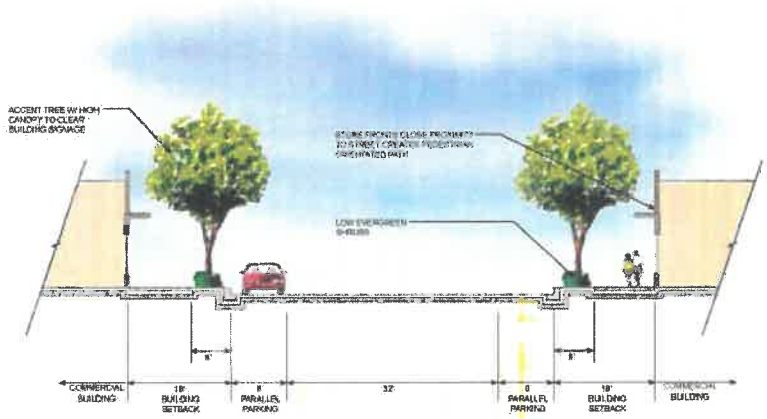
Eucalyptus citriodora	Lemon-Scented Gum
Magnolia grandiflora 'D.D. Blanchard'	Magnolia
Pinus pinea	Italian Stone Pine
Pinus eldarica	Afghan Pine
Platanus acerifolia	London Plane Tree
Quercus spp.	Oak Tree
Platanus racemosa	California Sycamore
Schinus molle	California Pepper

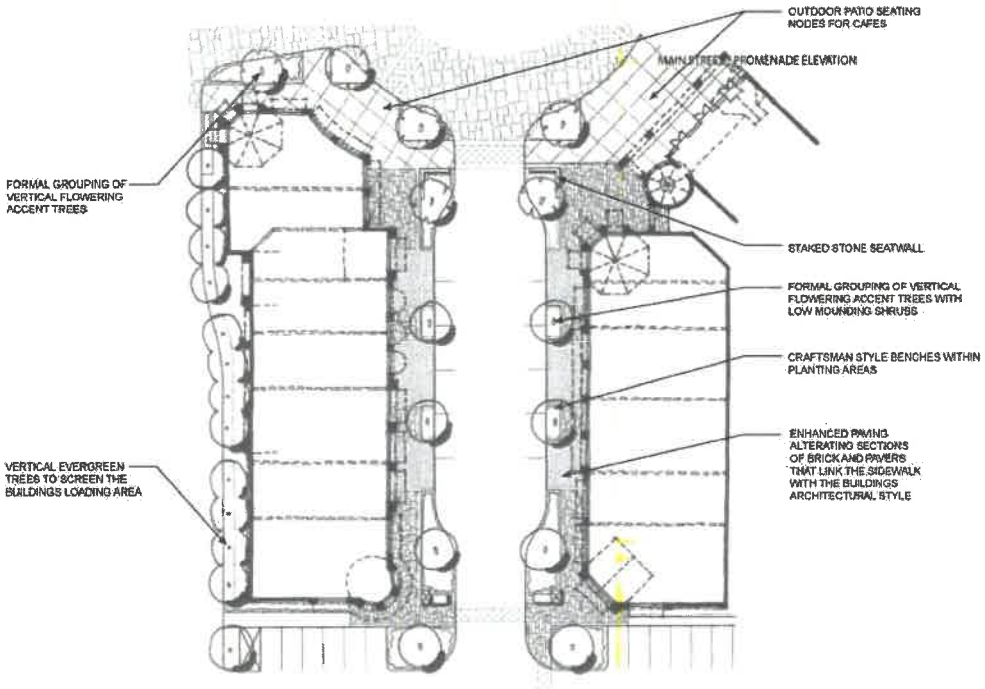
Exhibit 7-14: Conceptual Roadway Landscape Plan: Eucalyptus Street



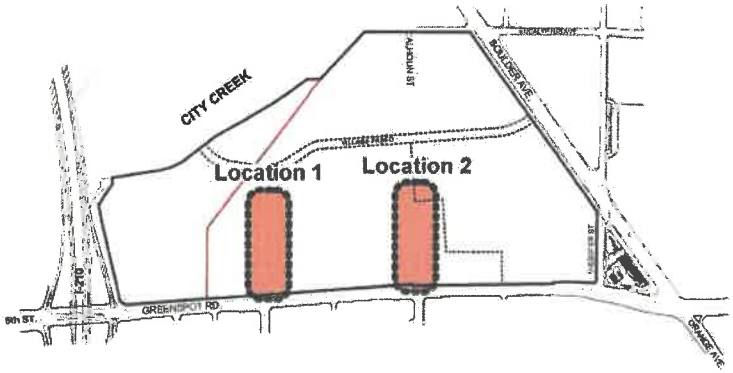
[This page intentionally left blank]

Exhibit 7-15: Conceptual Roadway Landscape Plan: Promenade





Potential Promenade Locations



Note: This illustration for placement of roadway landscaping is conceptual in nature.

[This page intentionally left blank]

SPECIFIC PLAN AREA:

Trees:

Parking Lot / Drive Aisle:

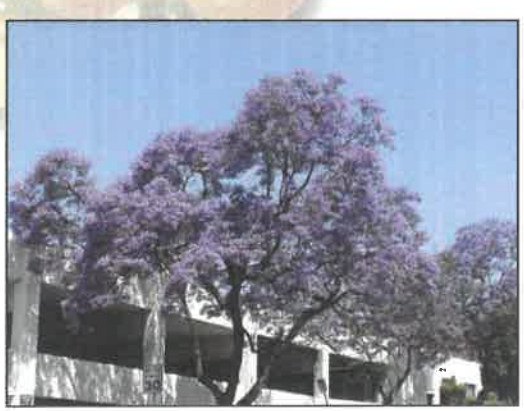
Koelreuteria bipinnata	Chinese Flame Tree
Lagerstroemia indica	Crape Myrtle
Pistacia chinensis	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Rhus lancea	African Sumac
Zelkova serrata	Sawleaf Zelkova

Plaza Accent:

Cercis occidentalis	Western Redbud
Olea europaea 'Wilsoni'	Fruitless Olive
Platanus acerifolia 'Bloodgood'	London Plane Tree
Schinus molle	California Pepper

Chinese Pistache

California Pepper Tree



Jacaranda

Tipu Tipu

Vertical Accent:

Cupressus sempervirens	Italian Cypress
Juniperus chinensis 'Spartan'	Juniper
Phoenix dactylifera	Date Palm
Pinus eldarica	Afghan Pine
Washingtonia robusta 'Hybrid'	Hybrid Mexican Fan Palm

Evergreen Accent:

Cedrus deodara	Deodar Cedar
Cupressus sempervirens	Italian Cypress
Magnolia grandiflora 'D.D. Blanchard'	Magnolia

Flowering Accent:

Cercis occidentalis	Western Redbud
Chitalpa tashkentensis	No Common Name
Jacaranda mimosifolia	Jacaranda
Lagerstroemia indica	Crape Myrtle
Magnolia grandiflora 'D.D. Blanchard'	Magnolia
Pyrus kawakamii	Evergreen Pear
Tipuana Tipu	Tipu Tipu

Perimeter Screen / Background:

Cedrus deodara	Deodar Cedar
Cinnamomum camphora	Camphor Tree
Fraxinus angustifolia 'Raywood'	Raywood Ash
Laurus nobilis 'Saratoga'	Grecian Laurel
Ligustrum lucidum	Glossy Privet
Pinus eldarica	Afghan Pine
Podocarpus Species	Conifer

Note: Flowering Accent Trees shall be planted so that the canopy, at maturity, shall not overhang or be adjacent to the public right-of-way.

Heritage Trees:

Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Quercus suber	Cork Oak
Schinus molle	California Pepper
Platanus racemosa	California Sycamore

Shrubs:

Accent:

Agave gemniflora	Twin-flowered Agave
Aloe arborescens	Tree Aloe
Anigozanthos manglesii	Kangaroo Paw
Arbutus unedo 'compacta'	Compact Strawberry Bush
Cordyline australis	No Common Name
Echium fastuosum	Pride of Madera
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis 'Dwarf Yellow'	Daylily
Lavandula angustifolia	English Lavender
Dietes bicolor	Fortnight Lily
Nandina domestica	Dwarf Bamboo
Pennisetum setaceum 'Cupreum'	Fountain Grass
Phormium tenax	New Zealand Flax
Ribes speciosum	Flowering Gooseberry
Rosmarinus o. 'Tuscan Blue'	Rosemary
Salvia clevelandii	Cleveland Sage
Westringia fruticosa 'Wynabbie Gem'	Coast Rosemary
Yucca spp.	Yucca

Daylily

Kangaroo Paw

New Zealand Flax

Fortnight Lily

Foreground Massing:

Anigozanthos manglesii	Kangaroo Paw
Buxus m. japonica	Japanese Boxwood
Cistus hybridus	White Rockrose
Dietes bicolor	Fortnight Lily
Hemerocallis 'Dwarf Yellow'	Daylily
Lavandula angustifolia	English Lavender
Myrtus communis 'compacta'	Dwarf Myrtle
Nandina domestica	Dwarf Bamboo
Pennisetum setaceum	Fountain Grass
Phormium tenax	New Zealand Flax
Pittosporum tobira 'Variegata'	Variegated Tobira
Rhaphiolepis indica	India Hawthorn
Rhamnus californica	Coffeeberry
Ribes speciosum	Flowering Gooseberry
Rosmarinus officialis 'Prostratus'	Prostrate Rosemary
Salvia greggii	Autumn Sage
Westringia fruticosa 'Wynabbie Gem'	Coast Rosemary
Xylosma congestum	Shiny Xylosma

Evergreen Grasses & Perennials for Foreground Massing:

Anigozanthus spp.	Kangaroo Paw
Carex tumulicola	Berkeley Sedge
Dietes 'Bicolor'	Fortnight Lily
Festuca glauca & cvrs	Blue Fescue
Helictotrichon sempervirens	Blue Oat Grass
Iris 'Pacific Coast Hybrids'	Hybrid iris
Kniphofia uvaria & cvrs	Red Hot Poker

Leymus arenarius & cvrs	Blue Lyme Grass
Libertia peregrinans	Orange Libertia
Liriope muscari & cvrs	Lily Turf
Nassella pulchra	Purple Needle Grass
Pennisetum setaceum 'Cupreum'	Fountain Grass
Phormium spp.	New Zealand Flax
Nephrolepis cordifolia	Sword Fern

Mid to Background Massing/ Screen:

Agave gemniflora	Twin-flowered Agave
Aloe arborescens	Tree Aloe
Arbutus unedo 'compacta'	Compact Strawberry Bush
Carpenteria californica & cvrs	Bush Anemone
Cercocarpus betuloides	Western Mtn. Mahogany
Cistus hybridus	White Rockrose
Cotoneaster lacteus	Parney Cotoneaster
Dodonea viscosa	Hop Seed Bush
Dodonea viscosa 'Purpurea'	Purple Hop Seed Bush
Elaeagnus pungens	Silverberry
Feijoa sellowiana	Pineapple Guava
Fremontodendron californicum	California Flannel Bush
Heteromeles arbutifolia	Toyon
Ilex vomitoria	Yaupan
Leucophyllum frutescens 'Green Cloud'	Texas Ranger
Ligustrum japonicum 'Texanum'	Wax Leaf Privet
Myrtus communis	Common Myrtle
Myrtus communis 'Compacta'	Dwarf Myrtle
Pennisetum setaceum	Fountain Grass

Wax Leaf Privet

Flowering Gooseberry

Coyote Brush

Ornamental Strawberry

Phormium tenax	New Zealand Flax
Prunus ilicifolia	Hollyleaf Cherry
Rhamnus californica	Coffeeberry
Rhaphiolepis indica	Indian Hawthorne
Rhammus californica	Coffeeberry
Rhus integrifolia	Lemonade Berry
Rhus ovata	Sugar Bush
Ribes speciosum	Flowering Gooseberry
Ribes viburnifolium	Evergreen Currant
Pittosporum tobira 'Variegata'	Variegated Tobira
Rosmarinus o. 'Tuscan Blue'	Rosemary
Salvia clevelandii	Cleveland Sage
Xylosma congestum	Xylosma
Yucca spp.	Yucca

Ground Covers:

Acacia redolens	No Common Name
Arctostaphyllos edmundsii	Carmel Sur Manzanita
Baccharis pilularis	Coyote Brush
Ceanothus 'Centennial'	Centennial Ceanothus
Dimondia margaretae	Silver Carpet
Fragaria chiloensis	Ornamental Strawberry
Hernaria glabra	Green Carpet
Isotoma fluviatilis	Blue Star Creeper
Lonicera japonica 'Halliana'	Japanese Honeysuckle
Ophiopogon japonicus & cvrs	Mondo Grass
Pratia angulata	No Common Name
Rose 'Flower Carpet Var. Noatraum'	Pink Rose
Rosmarinus o. 'Irene'	Trailing Rosemary

Vines & Espaliers:	
Bougainvillea glabra	Bougainvillea
Campsis grandiflora	Chinese Trumpet Creeper
Clytostoma callistegioides	Violet Trumpet Vine
Ficus pumila	Creeping Fig
Jasminum mesnyi	Primrose Jasmine
Jasminum polyanthum	Pink Jasmine
Parthenocissus tricuspidata & cvrs	Boston Ivy
Trachelospermum jasminoides	Star Jasmine
Vitis californica 'Rojer's Red'	California Wild Grape
Turf:	
Sod Turf	Marathon II Hybrid Dwarf
	Tall Fescue

Bougainvillea

7.13. General Landscape Provisions

- Mulch shall be used in all shrub areas as a means for water conservation and weed control only. Areas of mulch with no planting are prohibited.
- Gravel and/or stone mulch are generally not allowed. Decorative gravel will be reviewed on a case by case basis.
- Mulch shall be shredded bark or pebble bark (maximum size allowable is one inch).
- Root barriers shall be utilized to protect hardscape areas from damage due to root intrusion. Linear barrier of continuous panels (80 mil. thickness) shall be used whenever a tree is within ten feet (10') of hardscape.
- Soils Agronomy Report with recommendations for backfill and general soil preparation shall be provided to the landscape architect.
- Percolation tests shall be performed and subsurface drainage sumps provided for all trees if percolation rate is poor.

- Compliance with State of California "Water Efficient Landscape Ordinance" AB-325 is required.

7.14. Irrigation Systems

The plant palette for the Specific Plan has been developed to include drought tolerant plantings with low to medium water use requirements. Plants shall be grouped by hydrozone to allow for effective water application. The irrigation system shall be designed to meet the following:

- The system shall be designed for reclaimed water conversion at a future date. Design of the system shall conform to the regulations for the construction of reclaimed water irrigation systems within the City of Highland.
- Design, installation, and equipment shall conform to the highest industry standards. Rain delay devices to shut down system during rainy periods, as well as high flow detection equipment to eliminate water waste in case of a broken line shall be employed.
- Irrigation systems shall be controlled with automatic irrigation controllers and be installed to maximize ease of operation programming, flexibility, and maintenance.
- Irrigation systems shall be installed in a manner that minimizes opportunities for vandalism. All controllers, pumps and associated equipment shall be screened from view with planting and/or landscape walls.
- Landscape planting areas shall be adequately irrigated with separate valves provided to irrigate lawn independent from other plantings and shrubs according to hydrozones.
- Irrigation systems shall be programmed to operate between the hours of 9:00 pm and 6:00 am unless otherwise directed by the City of Highland Engineer.
- A sufficient number of sprinkler heads shall be used and carefully located to provide even water distribution and to avoid over spray on to sidewalks, roadways, buildings, etc.

8. IMPLEMENTATION PLAN

The purpose of this section is to define the implementation measure necessary to carry out the Specific Plan.

8.1. Phasing

Phasing of the Specific Plan meets the following objectives:

- The orderly build out of the mixed use project based upon market and economic conditions;
- The provision of adequate infrastructure and public facilities concurrent with development of each phase; and
- The protection of public health safety and welfare.

The Specific Plan area may be developed in a single or multiple phases to reflect changing market conditions. It is anticipated that commercial construction (Planning Area 1 – Highland Marketplace) will begin in 2014 and buildout of the Specific Plan area is anticipated in 2020 for Scenario 1 or 2018 for Scenario 2.

8.2. Financing and Fees

California Government Code Section 65451 sets forth the basic content of specific plans and one of the requirements is to include information relating to project financing and fees. Various techniques are available for financing the infrastructure and project components. Since certain elements of the infrastructure and project will be for use by the general public, public financing may be appropriate for these elements. All applicable development impact fees and all other related administration fees shall be collected in accordance with current City policy and procedure in affect at the time of permit issuance. Project financing techniques may include, but are not limited, to the following:

8.2.1. Development Agreement

In 1979, California enacted legislation authorizing local government to enter into binding agreements with respect to development project approvals. This legislation was mainly intended to alleviate longstanding problems of uncertainties in the multilevel government approval process for complex and long-term development projects. The intent was to assure a developer that once a project was started, it is permitted to be completed as approved, regardless of any intervening changes in local ordinances, regulations, or the makeup of the local governing body.

A development agreement addresses various aspects of planning and development, including provisions of park land, trails, open space, credits, infrastructure, public service financing, water facility development, subdivision mapping, vesting of rights, development by right, approval of subsequent applications and other matters. A development agreement for Greenspot Village and Marketplace Specific Plan will be adopted concurrently with the Specific Plan and will be attached as an appendix (Appendix C) under separate cover.

8.2.2. Special Assessment Districts

Special Assessment Districts, such as those created under the Improvement Act of 1911, or the Municipal Improvement Act of 1913, and funded pursuant to the Improvement Bond Act of 1915, provide a method for long term financing of public infrastructure and facilities. The assessment district includes the area where the real property owners will benefit from the provision of the planned facilities. A lien based upon a formula for allocating benefit among the properties within the assessment district is placed against each parcel of property within the district. The public entity establishing the benefit assessment district issues and sells the bonds to finance the upfront costs of constructing the improvements. The bonds are then repaid over their term from assessments levied against the properties in the district in addition to the property taxes due. The assessments are collected with the property taxes on an annual basis and used to redeem the bonds that have been recorded as a lien against each property in the district.

8.2.3. Mello-Roos Community Facilities District

Mello-Roos Community Facilities Districts are similar to assessment districts, but provide more flexibility to finance a wider range of infrastructure, through the issuance of tax-exempt bonds. The bonds are secured by a lien against the properties included in the district, with these properties being obligated to pay a special tax. The proceeds are then used to repay the bonds. The public entity is again the issuer of the bonds and must approve the costs included within the taxing district.

8.2.4. Community Services District

A Community Services District can be used within a specific area to finance services and facilities associated with such items as traffic and circulation, street lighting, law enforcement, fire protection, and facility maintenance. They offer the opportunity to ensure the payment obligation rests with the area utilizing the infrastructure improvements.

8.2.5. Landscaping and Lighting Districts

The Landscaping and Lighting Act of 1972 provides for the creation of assessment districts to finance the cost of installing and/or maintaining landscaping, lighting facilities, and ornamental structures. Like a benefit assessment district, properties within the district are assessed a share of the costs to the district on the basis of the benefit provided to the real property. The Street and Drainage Maintenance District Benefit Assessment Act of 1982 will be used for maintenance of street and drainage improvements.

8.2.6. Debt Financing

Statutory authority empowers public entities to issue a variety of securities/bonds to incur debt. The proceeds can be used for any public improvement for which the City would otherwise be authorized to spend City funds, where that expenditure is greater than the amount generally available from the annual tax levy. Examples include General Obligation Bonds, Revenue Bonds

and Tax Allocation Bonds, amongst others. Use of this option will generally be limited to those improvements with a citywide benefit, where the desire is to install the improvement in advance of the City having the available cash for payment

8.2.7. Utility Districts

Utility districts, such as those that supply potable water, electricity, sewer, solid waste disposal, and communication facilities, are empowered to create their own bonded indebtedness, based upon the ability to earn revenues from operations. In addition, bonds may be issued for the raising of money for capital improvement projects, within strict guidelines. Arrangements with existing utility districts may be made that utilize their funding methods, or the project developer may petition to create its own special district if feasible and appropriate (such as for the on-site sewer treatment plant). In this event, the availability of the bonding right of the created utility may be pursued.

In addition, many utility companies charge Development Impact fees, which are payable at the time of initial hook-up to the utility, and constitute a one time charge by the utility for the provision of services to the user. The utility then uses these funds to expand, enlarge, maintain or modernize its facilities and service lines. Establishment of such fees is expected once the scope of the infrastructure improvements is precisely known.

8.3. Project Maintenance

8.3.1. Roadways

Each of the roadways shown in Exhibit 3-1, Circulation Plan, shall be dedicated to the City of Highland for maintenance. Traffic signals installed as part of the Specific Plan shall also be dedicated to the City for maintenance.

Roadways within residential neighborhoods shall be approved as part of the tract maps for individual neighborhoods and dedicated to the City or may be maintained as private streets. Where private streets are approved, they will be maintained by a private homeowners association or other similar mechanism set up for that purpose. In addition, if private streets are approved, the neighborhoods may be gated, provided that maintenance of gated facilities is provided by a homeowners association or other mechanism set up for that purpose. These and other details will be included in the Development Agreement between the City of Highland and the applicant.

Onsite roadways and access within non-residential planning areas (Planning Area 1 – Highland Marketplace and Planning Area 3 – Village Center) may be dedicated and maintained by City or may remain private.

8.3.2. Open Space and Drainage Facilities

Maintenance of the Village Paseo and project trails may be by the City of Highland, a landscape/drainage maintenance district, or Homeowners Association or Property Owners' Association to be formed, covering the Specific Plan. In the absence of such a district, maintenance of the open space areas will be maintained by the City of Highland.

Maintenance of storm drains within public streets, including outlets into open space areas shall be the responsibility of the City of Highland.

8.3.3. Water Facilities

Maintenance of water facilities up to service meters for individual uses shall be the responsibility of the local purveyor, East Valley Water District (EVWD). Where such water lines are not located within a public street, appropriate easements to the appropriate purveyor shall be granted.

8.3.4. Sewer Facilities

Maintenance of sewer facilities up to service laterals for individual uses shall be the responsibility of the EVWD. Where such sewer lines are not located within a public street, appropriate easements to the EVWD shall be granted.

9. ADMINISTRATION

9.1. General Provisions

9.1.1. Applicability

The development standards contained herein provide specific standards for land use development within the Specific Plan area. The Specific Plan supersedes the otherwise applicable Development Code regulations. Whenever the provisions and development standards contained herein conflict with those contained in the Development Code the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the Development Code shall apply.

9.1.2. Administration

The Specific Plan serves as the implementation tool for the General Plan as well as the zoning for the project site. The Specific Plan addresses general provisions, permitted uses, development standards and design guidelines.

9.1.3. Interpretation

Development within the Specific Plan area is implemented through the approval of parcel and tentative and/or tract maps. The administrative process described below provides mechanisms for review and approval of development projects within the Specific Plan area consistent with the Specific Plan objectives.

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan is resolved by the Community Development Director or his/her designee in a manner consistent with the goals, policies, purposes and intent established in this Specific Plan.

9.1.4. Implementation

All development proposals within the Specific Plan area are subject to the implementation procedures established herein.

9.2. Specific Plan Revisions

Revisions to the Specific Plan may be requested by the applicant or by the City at any time pursuant to Section 65453(a) of the Government Code, or if applicable as outlined in accordance with an adopted Development Agreement. Revisions are processed pursuant to the provisions of the Government Code and the Development Code. In the event the proposed revisions require supplemental environmental analysis, pursuant to the California Environmental Quality Act (CEQA), the applicant is responsible for preparing the necessary CEQA documentation.

9.2.1. Minor Modifications

Changes to, or revisions of the land use plan, design guidelines, and development standards, subsequent to adoption of this Specific Plan and/or changes to development plans previously approved pursuant to the Site Plan Review process that generally conform to the goals, policies, purposes, and intents, established herein and are not detrimental to the public health, safety, convenience, or welfare may be determined by the Community Development Director as Minor Modifications consistent with the procedures set forth below.

In no case, shall minor modifications result in an increase in density, increase in height, reduction in setback, or change of use in a manner that is inconsistent with the intent of the Specific Plan.

The following constitute Minor Modifications to the Specific Plan. Minor Modifications are subject to review and approval by the City of Highland Community Development Director (CDD), Planning Commission (PC), and do not require amendments to the Specific Plan. The following are examples of minor modifications and the required level of review in parenthesis.

- (CDD) Change in utility and/or public service provider;
- (CDD) Minor changes to text or maps intended to clarify Specific Plan information, provided such changes do not add density or modify the development policies or standards of the Specific Plan;
- (CDD) Minor changes necessary to accommodate proposed tenant improvements provided that the total building area of the commercial components is not increased;
- (DRB) Changes to landscape materials, wall materials, entry design, streetscape design which are consistent with the conceptual design set forth in the design guidelines contained with the Specific Plan;
- (DRB) Changes to the design guidelines which are intended to be conceptual in nature only, and are intended to be flexible in implementation;
- (PC) Development of Planning Areas 2 and 3 at a higher residential unit cap, provided the total number of dwelling units within the Specific Plan area does not exceed the maximum 800 dwelling units, unless otherwise restricted in an adopted Development Agreement;
- Other modifications of a similar nature to those listed above as determined by the Community Development Director.

9.2.2. Major Modifications

Major modifications constitute increases in density, increases in height, reduction in setback, or changes of use in a manner that is inconsistent with the intent of the Specific Plan. Major modifications require a Specific Plan amendment.

9.2.3. Appeals

All appeals pertaining to this Specific Plan shall be made to the Planning Commission. Decisions of the Planning Commission are final unless appealed to the City Council. The applicant or any

other entity shall have the right to appeal by filing an application on forms provided by the City of Highland.

9.2.4. Land Divisions

Applications for, as well as processing and approval of proposed divisions of land within the Specific Plan shall comply with the provisions of the California Subdivision Map Act and the subdivision ordinance of the City of Highland.

9.2.5. Maps

Approval of maps may occur with or subsequent to the adoption of the Specific Plan creating parcels for development. This includes the approval of parcel map(s), lot line adjustments and/or other minor subdivision actions.

9.3. Permits

Review and approval for new construction or improvements to existing development is addressed in the Development Plans section of this Specific Plan (Section 5.4).

9.4. General Plan Consistency

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the general plan (See Appendix A). The Specific Plan has been prepared in conformance with the goals and policies of the City of Highland General Plan.

APPENDIX A: GENERAL PLAN CONSISTENCY

This section outlines the goals and policies that are consistent between the Specific Plan and the City of Highland General Plan Elements. While this section provides a general overview of compatibility with each element a more detailed analysis and discussion of issues can be found in the associated Environmental Impact Report. Approval of the Specific Plan is based on the findings that this project furthered the goals and policies of the updated General Plan of the City of Highland adopted in March 2006. These goals and policies are as follows:

Land Use Element

Goal 2.1 Create opportunities for a diverse population to interact, exchange ideas, and establish and realize common goals as a unified community.

Policies

- Actively plan and promote development of the Town Center, Golden Triangle, and other designated mixed-use areas.
- Ensure that the Town Center and Golden Triangle promote safe and convenient pedestrian environments for residents, employees and visitors through implementation of Land Use and Community Design Element policies and guidelines and Development Code standards.
- Retain and provide a hierarchy of community social gathering places, including the Town Center, park lands, a community center, and plaza areas within new commercial, office, and industrial complexes.
- Encourage future development to provide functional public spaces that foster social interaction.

Goal 2.2 Preserve and enhance the quality and character of Highland's existing residential neighborhoods

Policies

- Maintain the integrity of existing residential neighborhoods by preventing through traffic wherever possible, prohibiting encroachment by incompatible

uses, and providing appropriate buffers between residential and non-residential uses, as well as between single- and multiple-family areas.

- Ensure that all new development is designed in a manner that preserves the quality of life in existing neighborhoods.

Goal 2.3 Provide a variety of urban, suburban and rural housing opportunities, which are adequate to meet the City's share of regional housing needs.

Policies

- Provide a broad range of, and encourage innovation in, housing types that incorporate high quality design and construction.
- Maintain residential areas that provide for and protect rural lifestyles, and protect natural resources and hillsides in the rural areas of the City.
- Continue the innovative use of land resources and development of a variety of housing types and sizes within the City by using the Planned Development designation.
- Require the preparation of a specific plan, planned unit development, conditional use permit, or similar mechanism for residential development within areas designated as Planned Development.
- Require that Planned Development projects provide a greater level of community amenities and cohesiveness, achieve superior design and create a more desirable living environment than could be achieved through conventional subdivision design requirements.

Goal 2.4 Provide lands for retail and service commercial uses in sufficient quantity to meet the needs of Highland residents.

Policies

- Maximize sales tax generating uses through the strategic location of commercial areas, particularly at freeway interchanges, at major intersections, and within the Town Center and Golden Triangle (see also Town Center, Golden Triangle, and Victoria Avenue Corridor Community Policy Areas).

- Consistent with maintaining an image of the City of Highland as a quality residential community, reserve vacant lands at heavily traveled locations that are not appropriate for residential use for commercial, office, mixed-use or other nonresidential uses.
- Prevent future strip commercial development by encouraging lot consolidation within commercially designated areas and by limiting commercial designations to areas of sufficient size to accommodate larger scale, quality development.
- Establish minimum increments for the design of commercial development, permitting individual commercial lots to be developed while ensuring that the benefits of large scale, high quality developments are realized.
- Require that development within areas designated Planned Commercial be through use of a specific plan pursuant to Government Code Section 65450, a planned unit development, conditional use permit or similar mechanism.
- Ensure that uses and development intensities within Planned Commercial areas provide appropriate transitions to adjacent land uses and are consistent with the provisions of the Highland General Plan.

Goal 2.5 Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.

Goal 2.6 Maintain an organized pattern of land uses that minimize conflicts between adjacent land uses.

Policies

- Promote compatible development through adherence to Community Design Element policies and guidelines.
- Require new or expanded uses to provide mitigation or buffers including greenbelts or landscaping, between dissimilar uses or existing uses where potential adverse impacts could occur.

- Require landscape and/or open space buffers to maintain a natural edge for proposed private development directly adjacent to natural, public open space areas.

Goal 2.12 Create a signature, mixed-use master planned community that integrates commercial, office, and residential uses in a unique environmental setting.

Policies

- Require commercial designs within this area to relate to adjacent major roadways and the freeway.
- Concentrate office and big box retail uses along 5th Street (Greenspot Road).
- Provide adequate transitions and/or buffers between residential and non-residential uses within the area.
- Require residential development to provide adequate amenities such as common open space and recreation areas.
- Require commercial development to provide functional public spaces and/or plazas for shoppers and visitors.
- Land use intensity will be determined upon the adoption of a specific plan, planned unit development, conditional use permit, or similar mechanism.
- Ensure quality design through adherence to the Community Design Element policies and applicable Development Code standards.
- Orient uses along City Creek to take advantage of views of and connections to open space and recreational amenities.

Housing Element

Goal 1 A supple of housing suitable to meet the diverse needs of the present and future residents to support a healthy economic development in the City.

Objective 1.1

- Development of an adequate supply of housing to meet the existing and future housing in Highland.

Goal 8.2 Facilitate the development of housing suitable for the diverse needs of current and future Highland residents.

Policies

- Ensure new residential projects are adequately served by park and recreation, libraries, transportation, public safety, and other public services and facilities.
- Encourage the development of a range of housing types in targeted areas of the City, such as inventoried vacant residential sites, Planned Development districts, Mixed Use districts, Transit Oriented Development opportunities, and special Policy Areas identified in the Land Use Element
- Encourage the use of innovative site development and allow the use of construction materials and techniques that reduce the cost of housing and its impact on the environment.

Goal 8.4 Assist in the provision of adequate and affordable housing for all Highland residents.

Goal 8.5 Facilitate the development of a broad range of housing types to meet the special needs of Highland residents.

Circulation Element

Goal 3.4 Provide a safe circulation system

Policies

- Require new development to provide pedestrian paths and linkages through projects, locating linkages to avoid conflict with motorized traffic.
- Design access onto major arterial streets in an orderly and controlled manner.
- Encourage and improve pedestrian connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.

- When feasible, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches, and shelters.

Goal 3.7 Protect and encourage bicycle travel.

Policies

- Develop a system of continuous and convenient bicycle routes to places of employment, shopping centers, schools, and other high activity areas with potential for increases bicycle use.
- Assure that local bicycle routes will complement regional systems and be compatible with routes of neighboring municipalities
- Provide linkages between bicycle routes and other trails, such as the Santa Ana River Trail within the City as appropriate.

Goal 3.9 Ensure adequate parking is made available to City residents, visitors and businesses.

Policies

- Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys for access to the development and its parking.
- Develop strategies for shared parking opportunities in mixed-use and multiple-use development.
- Encourage the use of well-designed, aesthetically-enhanced parking structures as an alternative to large, expansive surface parking lots in retail and employment centers.

Conservation and Open Space Element

Goal 5.2 Achieve orderly transition from agricultural uses to low-density residential/equestrian uses.

Policies

- Preserve visual reminders of the City's agricultural heritage in park design, buffer zones, public use areas and landscape plans.

Goal 5.4 Continue to preserve and enhance the water quality and natural habitat of its waterways.

- Reevaluate the effect of engineered practices and specifications relative to storm channel design to avoid their appearance as "concrete ditches."

Goal 5.10 Maintain a high-quality system of parks that meets the needs of all segments of the community.

Policies

- Require that new specific plans and planned unit development (PUDs) incorporate sufficient park and recreation facilities along with natural open space areas, where appropriate to serve the needs of future residents.
- Connect newly developed parks, wherever practical, to the existing and future bicycle and recreational trail system.
- Develop recreational opportunities within the Greenspot area.

Goal 5.12 Develop and maintain trail and bikeway connections to recreational facilities, schools, existing transportation routes, natural features and regional trail systems.

Policies

- Provide trail connections between and/or along the major city and surrounding regional facilities, sites, and features indicated on the Multi-Use Trails Master Plan.
- Provide bicycle and pedestrian trails along major home-to-work, home-to-school, and other travel routes, where appropriate.

Public Health and Safety Element

Goal 6.7 Reduce risk to people and property by limiting the type and intensity of development within identified aircraft potential zones and ensure adequate public notification of aircraft activities to residents in overflight areas.

Policies

- Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the San Bernardino International Airport prior to approval and protect sensitive uses such as residences, schools, hospitals and libraries from overflight areas.
- Economic Development Element

Goal 9.1 Maintain a balance of land uses that generate consistent and sufficient revenue for public services now and in the future.

Policies

- Provide an appropriate mix of retail development in focused commercial centers along commercial corridors.
- Promote a mix of housing types and range of prices as necessary to provide a diverse labor force.

Goal 9.2 Consolidate and revitalize commercial development that provides attractive and convenient shopping, service and professional uses, and entertainment opportunities for its residents.

Community Design Element

Goal 10.2 Create attractive and visually unified major arterial corridors through specialized streetscape and landscape improvement plans.

Policies

- Incorporate unifying and consistent streetscapes elements-landscaped parkways and medians, regularly spaced trees, street lighting, and street furniture-for the City's major arterial corridors.

Goal 10.4 Encourage mixed use and multi-use development that is attractively designed, convenient, and contains that desired mix of retail, office and residential uses.

Policies

- Encourage design flexibility in mixed/multi-use development by allowing both a vertical and/or horizontal mix of uses.

- Locate mixed/multi-use development in areas of high visibility and accessibility.
- Segregate residential parking from commercial and office parking.
- Provide each residential use with its own private space (such as balconies, patios, terraces, or upper level private gardens and plazas) along with larger communal spaces such as lobbies, central gardens or courtyards and convenient connections to the street and retail uses.
- Where a vertical mix of uses occurs, site retail or office uses on the ground floor, with residential and/or office uses above. Also, encourage architectural detailing that differentiates each use.
- Locate commercial/retail uses near the sidewalk to provide high visibility from the street.
- Minimize the visual impact of surface parking by providing berms, landscape buffering, and/or locating parking lots to the rear or side of buildings or below buildings.
- In multi-use development, locate retail and commercial development close to street for higher visibility and residential uses behind for convenience and privacy.

Goal 10.5 Encourage the development of attractive, vibrant and convenient commercial centers through careful application of design policies and development standards.

Policies

- Design highly visible entrances to retail activity centers through accent landscaping and lighting, enhanced intersection features, monument signs, and other design amenities.
- Design commercial centers with a unifying design theme, but add visual interest through rich architectural detailing, varied massing and rooflines, and accent lighting and landscaping.
- Locate buildings and building frontages close to the street and street corners with parking behind or to the side of the buildings. Where this is not possible or

practical, ensure that street-facing parking is shielded through landscaping or berms.

- Provide ample landscaping for internal parking areas using landscaped bays and overstory shade trees.
- Clearly delineate pedestrian routes from parking areas to retail uses to allow easy and safe pedestrian movement.
- Encourage pedestrian-scale features such as shaded sitting areas, fountains, arcades, canopies and/or awnings, customized signage, and strategically located secondary entrances.
- Provide people-gathering places and amenities such as miniplazas, courtyards, benches, outdoor eating areas, specialized landscaping, accent lighting, public art, shade, trash receptacles, and water fountains.
- Link newly developed retail activity centers, where practical, to surrounding residential or office uses through clear and safe pedestrian and bicycle connections.
- Encourage internal access between adjacent properties in order to minimize curb cuts along major thoroughfares.
- Provide walls when necessary for security and/or privacy from adjoining residential uses. When walls are necessary, pedestrian breaks should be provided for access to commercial uses.
- Encourage creative wall design to avoid a blank appearance and utilize landscape buffers as an alternative to walls to facilitate pedestrian linkages to commercial areas.

Goal 10.6 Maintain and enhance single-family neighborhoods with attractive streetscape, compatible architecture and a high quality of life.

Policies

- Incorporate landscaped parkways, consistently spaced street trees, continuous sidewalks and pedestrian-scale streetlights, wherever possible.

- Require new and infill development to be of compatible scale, materials, and massing relative to existing development.
- Encourage a variety of architectural styles, massing, floor plans, façade treatments and elevations to create visual interest along the street.
- Encourage street facing architecture by placing entries and porches at the front of the residence and connecting them to the sidewalk by a pathway.
- Encourage a blend of compatible architectural styles that contain rich façade detailing, varied rooflines and quality materials incorporated on all four sides of the residence.
- Site garages back from the street and minimize street frontage devoted to driveways and vehicular access.
- Consider small lot developments with rear allies that position the garage and driveway to the back of the site to avoid garage dominated streetscapes.
- Maintain, improve and/or develop parkways with canopy street trees, providing shade, beauty and a unifying element to residential streets.
- Where desirable, encourage traffic-calming measures such as the actual or visual narrowing of streets through widened parkways, canopy trees, and neck down curbs at intersections.
- In areas of small lot development, incorporate design features that connect it with adjoining areas such as consistent setbacks, building height and pedestrian connections.
- Establish design and development standards for entire single-family developments from the start – remain consistent with enforcing requirements and standards

Goal 10.10 Guide the development of a variety of attractive, engaging and convenient public spaces, including plazas, pedestrian areas and recreational open space.

Policies

- Design plazas with:

- Ample seating space;
- A central focal point or amenity of interest such as public art or fountain;
- Proximity to and visibility to and from the street;
- Combinations of sun and shade;
- All age groups in mind; and
- Public space framed by surrounding buildings.

- Locate plazas in areas of high visibility such as near streets or along sidewalks or pedestrian paths.
- In areas of heavy pedestrian use, provide wide sidewalks that allow room for window shopping, pedestrian passage, outdoor dining and landscape buffers.
- Incorporate civic, regional or vernacular design elements such as historical markers and educational exhibits, where appropriate.
- Incorporate pedestrian scaled, distinctive lighting fixtures in community facilities and other public places with occasional or frequent evening use.
- Design recreational amenities and parks with all age groups in mind and incorporate architectural and landscape elements consistent with City or regional design themes.
- Incorporate small sitting areas and/or shaded courtyards close to shopping areas but buffered from parking and traffic impacts.
- Adopt standards for civic and mini-plazas containing seating, tree, and amenity requirements.

Goal 10.11 Promote attractive, appropriately scaled and well-coordinated signs.

Policies

- For commercial centers along arterial corridors, encourage monument signs that are clearly visible, identify key uses and reflect the design theme of the development.
- Within commercial centers, use complementary, yet distinctive, sign styles.

- Within commercial centers, encourage high quality signage, including wall signs, raised letter signs, projecting double-faced signs, and customized logos, which complement the architecture of the building or center of which it is a part.

Goal 10.13 Appropriately buffer the boundaries between differing land uses and provide transitions where necessary.

Policies

- Link newly developed commercial centers, where practical, to adjoining residential uses.
- Encourage transitions that define boundaries but that also preserve a sense of openness and connectivity. For example, perimeter subdivision walls can contain occasional breaks to provide access to open space and adjoining areas.
- Reconsider subdivision design to reduce or eliminate perimeter block walls to allow more houses and structure.

[This page intentionally left blank]

APPENDIX B: DEFINITIONS

The following definitions are not included in Chapter 16.06 of the Highland Municipal Code and shall apply to the Specific Plan.

DEFINITIONS – A

Administrative, Business and Professional Offices: An establishment which provides services such as property and business administration, employment agencies, travel agencies, legal services, consultant services, engineering services, architectural services, planning services, financial planning services, accounting services, and other similar services.

Alcohol Beverage Sales, Off-Premises: An establishment which, as an accessory use, sells alcohol for consumption off-premises.

Ambulance Services: An emergency medical and/or ambulance transportation establishment, that may include call centers and fleet yards.

Animal Keeping, Domestic Animal: The keeping of any animal normally domesticated in the United States, including but not limited to, dogs or cats.

Athletic Fields: An open space or field established for non-professional recreational activities such as youth sports and adult recreational leagues, along with ancillary minor facilities and uses. Auditoriums, Conference Halls, Convention Centers, Theatres: A room, hall, building(s), tent, or other enclosure, or portion thereof, enclosed on two (2) or more sides to accommodate meeting halls, convention centers, theatres, auditoriums, and arenas, where the capacity for public gathering or assembly does not exceed 1,500 people.

Auditoriums, Conference Halls, Convention Centers, Theatres, exceeding 1,500 capacity: A room, hall, building(s), tent, or other enclosure, or portion thereof, enclosed on two (2) or more

sides to accommodate meeting halls, convention centers, theatres, auditoriums, and arenas, where the capacity for public gatherings or assembly exceeds 1,500 people.

Audio-Visual and Video Production Services: An establishment primarily engaged in radio, television or recorded audio-visual materials.

DEFINITIONS – B

Banks, Brokerage Office, Credit Union, Loan Agencies: An establishment providing financial services to individuals, firms, or other entities. Includes banks, savings and loan institutions, loan and lending activities, and similar services. Not to include bail bonds offices.

Bed and Breakfast Inns: A dwelling unit which provides lodging and meals for temporary overnight occupants, and in which there are no more than five (5) guest rooms. The use must be managed and operated solely by the owner of the property. Meals are not restricted to breakfast only, but no cooking facilities are allowed in the guest rooms. A guest may not stay in the dwelling for more than 14 days in any calendar year.

Body Art: An establishment which engages in the practice of physical body adornment using, but not limited to, the following techniques: body piercing, tattooing, cosmetic tattooing, branding, and scarification. This definition does not include practices that are considered medical procedures by the State Board of Medical Examiners, nor include piercing of the non-cartilaginous earlobe with pre-sterilized single-use stud-and-clasp ear-piercing systems.

- **Body Piercing:** Perforation of the skin for the express intention of insertion of any object, including but not limited to, jewelry, however, the piercing of ears as defined under "Body Art" is excluded.
- **Branding:** The process whereby heat is intentionally applied to human flesh such that it burns the skin and forms a permanent scar. This includes, but is not limited to, hot metal, electric current, and chemicals.

- **Scarification:** A form of body modification that involves cutting into the skin and "aggravating" the wound to produce scarring in a particular design or pattern.

Building: Any structure having a roof supported by columns or walls built for shelter or enclosure of persons, animals, or property of any kind.

Building Materials Sales Yards: An establishment selling building materials, including lumber, where most display and sales activities occur indoors. Outdoor storage of building materials may be permitted subject to appropriate screening.

DEFINITIONS – C

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Car Washes: An establishment that is an accessory use to a vehicle fueling station, which offers services related to the washing, waxing and/or polishing of motor vehicles. Such use may include interior cleaning of vehicles such as vacuuming.

Caretaker/Manager Dwelling Unit/Residence: A dwelling unit intended for use by a person or family whose primary function is to safeguard the property.

Catering Services: An establishment that prepares and delivers food for consumption off the premises, for example, for banquets or luncheons. A catering establishment may contain kitchen facilities and may also provide dining supplies such as place settings, tablecloths, and beverage dispensers.

Certificate of Occupancy: A document issued by the Building and Safety Department affirming that a building meets all applicable codes and regulations.

Check Cashing and Money Order Services: A primary establishment, other than a bank, credit union or other similar financial institution that cashes, sells and/or processes checks, money orders, electronic money transfers and other financial documents for a fee.

Child Care Centers. A day care facility, other than a family day care home, including infant centers, preschools, and extended day care facilities. Such a facility provides care to children in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis.

Clinics (Medical and Dental): A place used for the care, diagnosis and treatment of sick, ailing, infirm and injured persons and those who are in need of medical or surgical attention, but who are not provided with board or room, nor kept overnight on the premises. Includes holistic medical facilities and acupuncture.

Clubs and Organizations, Meeting Halls: A nonprofit association of persons who are bona-fide members, paying regular dues, and are organized for some common purpose, but not including a group organized solely or primarily to render a service customarily carried on as a commercial enterprise. Facilities typically include meeting halls for club/organization members.

Cluster Developments: Development in which the intensity of development allowed on a parcel of land is clustered within a limited area of the parcel so that at least 60% of the property can be preserved for open space purposes.

Colleges/Universities: A junior college, college, university or professional school granting associate arts degrees, certificates, undergraduate and graduate degrees and requiring for admission at least a high school diploma or equivalent general academic training. (SLO)

Colocated Telecommunications Facilities: See "Telecommunications Facilities."

Commercial Recreation: Any use or development, either public or private, providing amusement, pleasure or sport, diversion, exercise, or other resource affording relaxation and enjoyment which is operated primarily for financial gain. Typical uses may include health and fitness centers, batting cages, skating rinks, paintball, bowling alleys, pool halls, arcades, and miniature golf courses.

Commercial Vehicle: A commercial motor vehicle with a declared gross vehicle weight (GVW) or combined gross vehicle weight (CGW) of 10,001 lbs. or more, that includes semi-trailers, boat trailers, utility trailers, horse trailers, taxi cabs, limousines, and passenger shuttles.

Community Park: Land with public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Concealed Telecommunications Facilities: See "Telecommunications Facilities."

Convenience Stores: An establishment selling a limited range of food, beverage, drug goods, hardware, house goods, auto products, that often includes ready-to-consume food and beverage products for consumption off the premises.

Corner Lot: See "Lot, or Parcel."

Cottage Industries: A small-scale, home-based business primarily engaged in the onsite production of goods by hand manufacturing which involves only the use of hand tools, domestic mechanical equipment or a single kiln, and the incidental direct sale to consumers of only those goods produced onsite. Cottage industries are conducted primarily by the residents of the property manufacturing artistic, handicraft and other craft items. Also refer to "Cottage Food" regulations for food items prepared and sold within a residential neighborhood for further restrictions. These are separately regulated by the State, County and City of Highland.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

DEFINITIONS – D

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions of approval of a development.

Density Range: The number of permanent residential dwelling units per gross acre of land.

Dine-in Restaurant: See "Restaurant."

Disguised Telecommunications Facilities: See "Telecommunications Facilities."

Disposal Service Operations: An area for the storage and maintenance of vehicles and equipment used in the collection, transportation, and removal of garbage and rubbish, not including storage or dumping of garbage or rubbish.

Drinking Establishments: An establishment serving alcoholic beverages for onsite consumption, not as part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May include entertainment (e.g. live music and/or dancing) as an accessory use. May also include beer brewing as part of a microbrewery, and other beverage tasting facilities.

Drug Stores/ Pharmacies: An establishment where the primary business is the filling of medical prescriptions and the sale of drugs, medical devices and supplies and nonprescription medicines, but where non-medical products may also be sold.

Dry Cleaning and Laundry Services: An establishment that caters to the cleaning service needs of the general public, to include dry cleaners and laundromats. Large-scale and commercial dry cleaning and laundry service facilities are excluded.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one (1) kitchen, that constitutes an independent housekeeping unit, occupied or intended for occupancy by one (1) household on a long-term basis.

DEFINITIONS – E

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open space with less than full-fee purchase, whereby a public agency acquires only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land to in the future).

Eating Establishments: An establishment where food is prepared and served to the general public on the retail level. Some types of establishments included within the term "Eating Establishment" are restaurants, bakeries, delicatessens, dessert stores, doughnut shops, juice bars, pastry shops, tea houses, cafes, cafeterias, coffee houses, coffee shops, dinner houses, drive-in or drive-through restaurants, fast food service establishments, pancake and waffle houses, and sandwich shops.

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts.

Equipment Rental Services (Indoors Only): An establishment that offers tools, implements, or other articles to individuals or businesses on a temporary basis for a specified fee.

DEFINITIONS - F

Fast Food/Drive-through Restaurant: See "Restaurant."

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Feed and Grain Stores: An establishment that specializes in providing food and nutrients for agricultural purposes.

Fishing and Recreational Lakes: A confined body of standing fresh water containing more than 500,000 gallons of water and covering more than one (1) acre of surface area to provide recreational water activities, that may include fishing, boating, swimming and other similar activities. This does not include reservoirs, duck clubs, bodies of water contained within golf courses, and water storage used only for agricultural or domestic purposes.

Flea Market: A market, usually held outdoors, where used goods and antiques are sold.

Floor Area Ratio (FAR): A term utilized to measure the allowable building intensity of non-residential structures on a site, calculated by dividing the gross floor area by the total net acres of the site. For example, on a site with 40,000 square feet of net land area, a Floor Area Ratio (FAR) of 1.0 will allow a maximum of 40,000 square feet of gross floor area to be built, whereas a FAR of 1.5 allows 60,000 square feet of gross floor area, and a FAR of 0.5 allows 20,000 square feet of gross floor area. Compliance of non-residential projects covering multiple parcels with FAR building intensity restrictions may be calculated on an overall project basis rather than on individual parcels within the project; in such situations, the City of Highland may require reciprocal use agreements, parcel mergers, or specification of property owner rights and responsibilities through Covenants, Conditions, and Restrictions or other recorded documents.

Fortune Telling, Spiritualism, Palm Reading: An establishment engaged in the telling of fortunes and forecasting of futures by means of the occult, psychic power, faculty, force, clairvoyance, clairaudience, cartomancy, numerology, hypnosis. phrenology, spirits, tea leaves or other such reading, mediumship, seership, augury, astrology, palmistry, necromancy, mindreading, telepathy, or other craft, art, science, cards, talisman, charm, potion, magnetism,

magnetized article or substance, cunning or foresight. crystal gazing, mysteries or magic of any kind or nature, when such is performed in exchange for payment.

Fuel Modification Area: An area of land where native or ornamental vegetation has been modified in order to reduce the amount of combustible material that is in proximity to man-made structures through cutting, trimming and preening, and/or partially or totally replaced with drought tolerant, fire-retardant plants.

DEFINITIONS - G

General Commercial Services: An establishment providing general services to the public, including computer repair shops, tanning salons, carpet/rug/drapery cleaners, locksmith shops, plumbing shops, and similar services that are commercial in nature.

General Retail and Specialized Retail: An establishment, including a department store, variety store, discount store, or general store, etc., engaged in retail sales of new and used merchandise, including dry goods, apparel and accessories, small wares, sporting goods and equipment, bicycles and mopeds, musical instruments, arts and accessories, office supplies, books, stationery, jewelry, hobby materials, toys and games, cameras and photographic supplies, gifts, novelties and souvenirs, luggage and leather goods, fabrics and sewing supplies, florists and houseplant stores, artists supplies, tobacco shops, video rental, orthopedic supplies, party supply and rentals, religious goods, handcrafted items (stores for which may include space for crafting operations when such area is subordinate to retail sales), and other miscellaneous retail shopping goods.

Golf Courses and Associated Facilities: A public or private golf course and/or country club, and accessory facilities and uses including clubhouses with bar and restaurant, locker and shower facilities, driving ranges, pro-shops for onsite sales of golfing equipment, and golf cart storage and sales facilities.

Grade, Finished: The final elevation of the ground level after development.

Grocery Stores/Markets: An establishment primarily engaged in selling food for home preparation and consumption, and may include butcher shops with no slaughtering.

Gross Floor Area: The gross floor area of a single-story building consists of its square footage as measured from the interior face of external walls, but not including any space where the floor-to-ceiling height is less than six (6) feet and not including courtyard spaces without ceilings that are open and unobstructed to the sky. The gross floor area of a multi-story building consists of the sum off the horizontal areas of the several floors of a building measured from the interior face of exterior walls, but not including any space where the floor-to-ceiling height is less than six (6) feet, and not including any stairwells, shafts, or courtyard spaces. The floor area of a building, or portion thereof, not provided with surrounding exterior walls is the usable area under the horizontal projection of the roof or floor above. For the purposes of floor area calculation, a shaft is defined as "an interior space, enclosed by walls or construction, extending through one (1) or more stories or basements that connects openings in successive floors, or floors and roof, to accommodate elevators, dumbwaiters, mechanical equipment, or similar devices, or to transmit light or ventilation air."

Government Facilities: Any building, structure or other facility operated by a legally constituted Federal, State or local government authority providing services to the general population, including post offices, fire stations, police stations, courts, etc.

DEFINITIONS - H

Habitable Structure: A structure that is designed or used for living, sleeping, eating, or cooking.

Hair/Nail Salons, Day Spas: An establishment which provides health and beauty services and products, including hair cuts and styling, manicures, pedicures, body treatments, aromatherapy, massage (as an accessory service), and baths.

Hardscape: Hardscape refers to non-planted areas that are usually treated with a surfacing material such as concrete, asphaltic concrete, pavers, etc.

Hazardous Waste: Any solid, liquid, or gaseous substance which, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. The term includes, but is not limited to, hazardous substances and hazardous material. Hazardous waste is subject to special handling, shipping, storage, and disposal requirements.

Height, Building or Structure: The vertical distance from finished grade to the highest point of a building or structure.

Home Improvement/Goods/Supplies/Appliances: An establishment engaged in providing retail sale, rental, service or repair and installation of home improvement products including building materials, paint and wallpaper, carpeting and floor covering, mattresses, decorating supplies, heating, air conditioning, electrical, plumbing, and mechanical equipment, roofing, yard and garden supplies, home appliances, and similar home improvement products.

Home Occupation: A business activity conducted as a secondary and ancillary use in the resident's dwelling unit.

Homeowner's Association (HOA): An association of owners of a particular residential development conducted in a manner incidental to residential occupancy. HOAs collect fees levy

fines and assessments from homeowners, maintain the common areas of the development, and enforce the association's governing documents that may include detailed rules regarding construction and maintenance of individual homes and adopted Covenants, Conditions, and Restrictions (CC&Rs).

Hospitals and Hospices: A facility licensed by the State Department of Public Health for the provision of clinical, temporary or emergency services of a medical, obstetrical or surgical nature to human patients, including overnight care of patients, and/or the provision of palliative care for life-threatening and terminal illnesses.

Hotels, Motels, Lodges: A facility with guest rooms and/or suites, designed as temporary lodging, with or without meals, in which there are six (6) or more guest rooms, and in which no provision is made for cooking in any individual room or suite.

DEFINITIONS – I

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Interior Lot: See "Lot, or Parcel."

Interpretive Center: A public or private center designed to serve an educational and/or informational purpose relating to resource conservation.

DEFINITIONS – J

DEFINITIONS - K

Kitchen: Any room in a building or dwelling unit which is used for the cooking or preparation of food.

DEFINITIONS - L

Laboratories, Medical and Dental: Any facility engaging in medical or dental tests, research procedures, preparation of chemicals, x-rays, etc. Doctor's and dentists offices serving patients onsite are excluded.

Libraries, Museums: A public or quasi-public facility generally of a non-commercial nature, to include libraries, museums, cultural institutions, art exhibitions, planetariums, aquariums, botanical gardens, and arboretums.

Light Manufacturing: See "Manufacturing."

Linen Supply Services: An establishment engaged in the laundering and dry cleaning of linens for commercial, industrial, and other similar operations, but not intended for the general public.
LPG Station/Services: An establishment engaged in the sale of liquefied petroleum gasoline (LPG), which consists of gases such as propane and/or butane, used especially as fuel.

Loading Space: An off-street space or berth for the temporary parking of a commercial vehicle while loading or unloading cargo, products, merchandise or materials from vehicles.

Lot, or Parcel: A recorded lot or parcel of real property lawfully created as required by the Subdivision Map Act and Highland City Ordinances. Types of lots include the following:

- **Corner Lot:** A lot located at the intersection of two (2) or more streets, bounded on two (2) or more sides by street lines.
- **Flag Lot:** A lot having access from the building site to a public street by means of private right-of-way strip that is owned in fee or by means of an access easement.
- **Gore-shaped Lot:** A triangular or tapered shaped lot.
- **Interior Lot:** A lot abutting only one (1) street.

- **Substandard Lot:** A parcel of land that has less than the minimum area or minimum dimensions required by the zone in which the lot is located.
- **Through Lot:** A lot with frontage on two (2) generally parallel streets.

Lot Line, or Property Line: Any recorded boundary of a lot.

Liquor Store: An establishment selling an assortment of distilled, fermented, brewed or similarly prepared beverages that contain amounts of alcohol sufficient to cause the sale of the beverage to be regulated by the State of California, and where the sale of such beverages is the predominant product sold in such facility, whether such finding is determined by total annual retail sales or square footage of the facility dedicated to the storage and/or display of such merchandise.

Live/Work Development: A development that provides for a live/work environment with ground floor office/retail/commercial in the same building as a single-family attached or multi-family attached dwelling unit. The ground floor office/retail/commercial area may be used as a separate dwelling unit.

DEFINITIONS - M

Mail, Cargo, Packing Services: An establishment primarily engaged in private postal services including shipping and mailing, mailbox rental, courier, delivery, and messenger services, and the sale of office, mailing, and moving supplies.

Mail, Cargo, Packing Services with Distribution Center: An establishment primarily engaged in private postal delivery and processing services with bulk mail, air cargo, and freight distribution centers.

Major Event: A temporary indoor event designed to accommodate more than 2,000 people. Major Events held outdoors are considered "Outdoor Special Events Venues."

Mixed Use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Manufactured home: A structure, transportable in one (1) or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which is connected to all available permanent utilities, and is tied down to either a permanent foundation on a lot owned or leased by the homeowner, or is set on piers with wheels removed and skirted, in a manufactured home park. Same as a mobilehome.

Manufactured Home Parks: Any area or tract of land where two (2) or more mobilehome spaces are rented or leased or held out for rent or lease to accommodate mobilehomes.

Mobile Recycling Unit: A licensed vehicle used for the collection of recyclable materials. A mobile unit may also include trailers, bins, boxes, or other storage containers which are transported by vehicle.

Movers and Full-Service Storage: A facility which provides packing, loading, moving, delivery, and unpacking services. May also include short-term storage spaces.

Multiple-Family Attached Dwelling: A building containing two or more dwelling units and typically three stories in height. Examples of multiple-family attached dwellings include condominiums and multiple-family dwellings.

Multi-Purpose Recreational Trails: A trail intended to connect residential areas with regional parks, scenic corridors, schools, parks, the national forest, and other major open spaces, and designed and improved for non-motorized riding, hiking, and equestrian purposes.

DEFINITIONS – N

Neighborhood Park: Land intended to serve the recreation needs of people living or working within a one-half (1/2) mile radius of the park.

Newsstands: An establishment where newspapers and magazines are displayed and sold outdoors.

Nightclubs: Any discotheque, cocktail lounge, or similar establishment which provides live entertainment (music and/or dancing, comedy, etc.) as a primary use, in conjunction with alcoholic beverage sales.

Non-Habitable Structure: A structure that may not be utilized for living, sleeping, eating, or cooking.

Non-Residential: Any use which does not include a dwelling unit as the primary use, including, but not limited to, commercial, industrial, educational, institutional, public, recreational, and agricultural uses.

DEFINITIONS - O

Other Telecommunications Facilities: See "Telecommunications Facilities."

Open Space: Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of the preservation of natural resources, the managed production of resources, outdoor recreation, and/or public health and safety.

Open Space, Common: Land and facilities set aside for all residents and/or owners of a development project.

Optician Service and Optical Goods: An ophthalmologist, optometrist, or optician providing eye-care services as well as the production and adjustment of optical aids and related accessories. Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a City or County.

Outdoor Special Event Venues: An outdoor facility for spectator-oriented sports, and/or other public assembly facility for outdoor theater, concerts and events, weddings, which may include amphitheaters, arenas, drag strips, fairgrounds, field houses, motorcycle racing facilities, race tracks, stadiums and coliseums, and facilities for other sports that are considered commercial.

Outdoor Storage: The keeping, in an unenclosed area, of material, goods, merchandise, equipment, and motorized vehicles and vessels, and other similar items not defined as rubbish.

DEFINITIONS - P

Parking Lots and Parking Structures/Garages: An area or structure, closed or unenclosed, for the parking of motor vehicles plus those additional areas required to provide site ingress and egress to and from said area.

Park and Ride Facility: An area or structure, closed or unenclosed, at a terminal of a bus or rail line where commuters park their vehicle and ride public transportation for the remainder of their commute.

Parking, Shared: A public or private parking lot and/or parking structure/garage used jointly by two (2) or more uses.

Parking Space, Compact: A reduced parking space, 8.5 feet wide and 16 feet long when perpendicular to a driveway or aisle, compared with the traditional 9 feet wide by 18 feet long.

Pet Grooming: An establishment providing personal care of small domestic animals such as dogs, cats, parrots, canaries and other song and decorative birds, hamsters and similar animals, but specifically excluding dangerous animals or dangerous or poisonous or constricting reptiles.

Pocket park: A small neighborhood park of approximately one (1) acre or less.

Printing and Publishing: An establishment offering printing services by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other "quick printing" services, including establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; and establishments manufacturing business forms and binding devices.

Private Community Association Facilities: Includes private recreation facilities commonly associated with residential development projects, including, but not limited to, golf courses, tennis courts, swimming pools, community recreation buildings, mini-parks, tot lots, and community trails.

Produce Stand, Permanent: An open structure for the retail sale of agricultural products (except hay, feed, and grain sales), located on the site or in the area where the products being sold were grown.

Public Landfills: A publicly owned and/or operated area of land, or a portion of a waste management facility, at which solid waste is discharged in or on land for disposal and includes containment and ancillary features for precipitation and drainage control (i.e., compaction and

cover) and for monitoring. It does not include surface impoundment, waste pile, land treatment unit, injection well, or soil amendments.

Public and Quasi-public Facilities: An institutional, academic, governmental and/or community service use either owned publicly or operated by non-profit organizations.

Public Utility: A fixed-base structure or facility required for the provision of public utilities. May include any of the following facilities: electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds and disposal fields. Excludes telecommunications facilities.

Public Parks, Playgrounds and Associated Structures: Open space land whose primary purpose is recreation. Includes neighborhood, community, and regional parks.

DEFINITIONS – Q

DEFINITIONS – R

Recording Studios and Recording Services: An establishment providing for the practice and recording of music and/or speech, where improvements or special treatment to the interior space prevents transmission of sound outside that establishment.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: A type of recreation or activity that does not require the use of organized play areas.

Recreation Center/Facilities: A facility which provides recreational opportunities, such as gymnasiums, swimming pools, tennis courts, basketball courts, etc.

Recreational Equipment: Equipment used for sports, exercise, leisure, and recreation, which may include basketball hoops, slides, swings, jungle gyms, volleyball nets, grills, portable barbeques, firepits, and outdoor heaters.

Recreational Vehicle: A motor home, travel trailer, truck camper or camping trailer, with or without motive power, designed for human habitation for recreational, emergency or other occupancy.

Recreational Vehicle (RV), Trailer, Boat Storage: An area where spaces are rented out for the storage of recreational vehicles, trailers, and boats, that not include the storage of wrecked or abandoned vehicles/vessels.

Recyclable Materials: Any reusable material which is acceptable for reprocessing and redemption including, but not limited to, glass, metal, paper, and plastic, and other reusable items. Recyclable material does not include hazardous waste or other refuse.

Recycling Collection Facilities: A facility or machine which accepts recyclable material by donation, redemption, or purchase, and where the use of power-driven machinery is limited to that which is necessary for the temporary storage, efficient transfer, and securing of materials.

Recycling Processing Facilities: A facility which collects and processes acceptable recyclable materials by donation, redemption, or purchase. Processing means the preparation or transformation of recyclable materials for efficient shipment to an end user by, but not limited to, such means as baling, compacting, crushing, shredding, and sorting.

Refuse: Waste generated by residential and non-residential uses.

Regional Park: A park typically 150 to 500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rehabilitation Centers, Outpatient: A facility that provides short-term and outpatient treatment and rehabilitation services for persons recovering from illness or injury who do not require continued hospitalization.

Religious Institutions: A religious organization facility operated for worship or promotion of religious activities, including churches, synagogues, mosques, religious Sunday-type schools and monasteries, convents, or other religious residential retreats. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals and other potentially related operations (such as a recreational camp) are classified according to their respective activities.

Research and Development, including Testing Laboratories: An establishment which engages in scientific research, and/or the design, development and testing of computer software, and electrical, electronic, magnetic, optical and mechanical components in advance of product manufacturing, not associated with a manufacturing facility on the same site. Includes chemical and biotechnology research and development.

Residential Accessory Structures: Any structure that is customarily part of a residence, and clearly incidental and secondary to a residence, and that does not change the character of the residential use. Residential accessory structures include garages, carports, storage buildings, workshops, hobby shops, greenhouses, cabanas, art or music studios, children's playhouses or

playground equipment, patio covers, gazebos, arbors, pergolas, pavilions, fireplaces, firepits, barbeques, water features, and other similar structures.

Residential Model Home: A temporary sales office in a residential development used to illustrate the design of the units to potential home-buyers during market and sale of the units.

Restaurant: An establishment where food and drink are prepared, served, and consumed primarily within the principle building.

- **Dine-in Restaurant:** Includes restaurants with or without a bar or lounge area which provides food delivered to tables or dining counters, and only incidental carry-out service.
- **Fast-food/Drive-through Restaurant:** Includes delicatessens, drive-ins, etc. which provide quickly or previously prepared food to a service counter, whereby the patron carries the food out or to an indoor or outdoor seating area.
- **Take-out Restaurant:** Provides quickly or previously prepared food to a service counter, whereby the patron carries the food off-premises for consumption.

Right-of-Way: A strip of land occupied or intended to be occupied by either a street, sidewalk, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, and/or other special use.

Rooming Houses, including Boarding, Fraternity or Sorority Houses: A residential building where lodging and meals are provided for compensation for six (6) but not more than 15 persons, not including rest homes.

DEFINITIONS - S

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry

surface water) and septic tanks or leach fields (that hold refuse liquids and waste matter on-site). See "Septic System."

Scenic Highway: A highway designated by the State of California or County of San Bernardino in order to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to the highways.

Schools, Business and Professional, Vocational, Art, Sports and Traffic: A school offering specialized business, professional, and vocational courses. May also include music schools, language schools, driver education schools, ballet and other dance studios, and gymnastics and other sports academies.

Schools, Public/Private (K-12): A pre-school day-care center, elementary and/or secondary school serving grades Kindergarten through 12, including denominational and sectarian. Military academies for youth are also included.

Septic System: A system designed to decompose solid waste through the activities of a variety of bacteria, consisting of a buried concrete septic tank that holds the solid waste from a home's plumbing waste drains, and a leach field, that distributes the waste water to the ground where it disperses through the soil or evaporates.

Second Units: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Also referred to as granny flats, guest houses, pool houses, and casitas.

Seniors, Senior Citizens: Persons age 62 and older.

Sexually Oriented Business: An establishment that requires a sexually oriented business permit pursuant to City of Highland Development Code Chapter 16.72 (Sex Oriented Business Regulations).

Sidewalk: A right-of-way designed for the use by pedestrians and not intended for use by motor vehicles of any kind. A sidewalk may be located within or without a street right-of-way, at grade, or grade separated from vehicular traffic.

Sign: An onsite communication device using words or symbols, illuminated or non-illuminated, which is visible from any public place or located on private property and exposed to the public and which directs attention to a product, service, place, activity, person, institution, business or solicitation. A sign shall include framework, background material, structural support, and other attachments or related parts.

Single-Family Dwellings: A building or structure, including a manufactured home, mobilehome, and/or modular home containing one kitchen and used to house not more than one (1) family, including domestic employees.

Single-Family Dwellings, Attached: Single-family attached means a dwelling unit that is structurally connected with at least one other such dwelling unit and typically two or three stories in height. Each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common fire resistant walls. Examples of single-family attached dwellings include townhomes and duplexes.

Single-Family Dwellings, Detached: A dwelling unit occupied or intended for occupancy by only one (1) household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Social Services: A public or quasi-public establishment providing social services and rehabilitation services, adoption and pregnancy counseling services, counseling/psychological services, welfare offices, job counseling and training centers, or vocational rehabilitation agencies, learning and disability services, and/or emergency shelters. Includes organizations soliciting funds to be used directly for these and related services. Also includes establishments engaged in community improvement and neighborhood development.

Solar Systems, Passive and Active: A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling. Also includes a system that uses direct heat transfer from thermal mass to distribute collected heat.

Solid Waste Transfer Stations: A facility utilized to receive solid wastes, temporarily store, separate, convert, or otherwise process the materials in solid waste, or to transfer the solid waste directly from smaller to larger vehicles for transport, and those facilities utilized for transformation. Transfer and processing operations do not include such activities as the recycling of "separated for reuse material" within a solid waste facility if there is a defined physical barrier to separate recycling activities from the solid waste activities, recycling center activities, and those activities occurring at facilities handling compostable materials.

Special Occasion Facility: An outdoor facility, in conjunction with a dwelling unit or winery, which may include a structure or building, which is used on special occasions for public assembly for a specific period of time in return for compensation. Special occasions may include, but are not limited to, weddings, concerts, parties, spectator-oriented events, or other celebrations.

Stables, Riding Academies: A stable for horses which are let, hired, used or boarded on a commercial basis and for compensation and/or a school for instruction in horse riding, for hiring of horses for pleasure riding, or hosting of horse exhibitions.

Structure: Anything constructed or erected that requires location on the ground (excluding antennas, swimming pools, fences, and walls used as fences).

Substandard Lot: See "Lot, or Parcel."

DEFINITIONS - T

Tailor Shops, Shoe Repair Shops: An establishment which engages in the repair of clothing, linens, and shoes, but does not manufacture items.

Taxicab, Shuttles, and Limousine Services: An establishment providing rental transportation services offsite, which may include a call center, and the onsite maintenance and service for the vehicles operated.

Telecommunication Facilities: A public, commercial or private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving station and equipment, including cellular telephone and personal communications services (PCS) facilities, enhanced specialized mobile radio facilities, commercial earth stations for satellite-based communications, data network communications facilities, radio and television broadcast facilities, including ham radio facilities, telephone and telegraph microwave facilities, including antennas, microwave dishes or horns, structures or towers to support receiving and/or transmitting devices, accessory development and structures, and the land on which they are situated.

- **Concealed:** A telecommunications facility that is designed or located in such a way that the facility is not visible or readily recognizable as telecommunications equipment. Also referred to as stealth design.
- **Colocated:** A telecommunications facility site where a structure contains antennas for more than one (1) telecommunications service or service providers.

- **Disguised:** A telecommunications facility that is designed or located in such a way that the facility may be recognizable as telecommunications equipment, but is minimally visually intrusive.
- **Other:** A telecommunications facility that does not qualify as concealed, colocated, or disguised.

Temporary Event: An event held either indoors or outdoors for no longer than four (4) consecutive days, which may include music festivals, stage or theatrical shows, sports events, fairs, carnivals, rodeos, automobile shows, sales or races; off-road vehicle sales, shows or races; animal sales, shows or races; heavy equipment auctions and tent revival meetings.

Temporary Exterior Display: A display that is commonly associated with any significant event for the household, and erected on a temporary basis including, but not limited to, birthdays, weddings, or any other party decorations.

Temporary Uses: A use established for a specific period of time, with the intent to discontinue the use at the end of the designated time period.

Theme Parks/ Family Entertainment Centers: An outdoor facility, which may include structures and buildings, where there are various devices for entertainment, including rides, booths for the conduct of games or sale of items, and buildings for shows and entertainment.

Through Lot: See "Lot, or Parcel."

Tire Recapping: A business involved in the retreading, recapping or rebuilding of tires using previously processed rubber or synthetic products.

Tot Lot: An improved and equipped play area for small children usually up to elementary school age.

Tourist Information Centers: A building or portion thereof designed to provide information to visitors on events, public transport, tourist attractions, and other general information to the public.

Transit Stations: A passenger station and/or terminal for vehicular and rail mass transit systems. Also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, railway, subway, etc.

Truck Stops: An establishment primarily engaged in the sale of diesel fuel and gasoline to commercial trucks in transit. Such establishments may also include vehicle services incidental to fuel sales including mechanical repair, lubrication, oil change and tune-up, as well as accessory towing services and accessory trailer rental, but does not include the storage of wrecked or abandoned vehicles. May also include driver services such as a small convenience store, restaurant or coffee shop, showers and lockers.

DEFINITIONS - U

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Utilities: A water, gas, electricity, or sewer facility and accompanying office and maintenance yard.

Utility Corridors: A right-of-way or easement for utility lines on either publicly or privately owned property.

DEFINITIONS - V

Vehicle Fueling Stations: An establishment primarily engaged in the sale of gasoline, which may also provide automated car washes and the sale of automotive products incidental to gasoline sales. Does not include the retail sale of gasoline as a subordinate service to food and beverage retail sales when limited to not more than two (2) pumps.

Vehicle Fueling Stations with Alcohol Sales: A vehicle fueling station with ancillary wine and beer sales in conjunction with an onsite market.

Vehicle Service and Parts: An establishment engaged in repair, alteration, restoration, towing, painting, smogging, cleaning or finishing of automobiles, trucks, recreational vehicles, boats and other vehicles as a primary use, including the sale of vehicle parts and accessories. May also include rental of cars, trucks or trailers; leasing of cars and trucks. Does not include: automobile parking, repair shops subordinate to and maintained by a vehicle dealership, or automobile wrecking yards.

Vehicle/Vessel Sales and Rental: An establishment engaged in the display and sale and/or rental of new and used automobiles, trucks, recreational vehicles (RVs), boats, and other similar vehicles and vessels. Includes mobilehome display lots and vehicle repair shops subordinate to and maintained by a vehicle dealership.

Veterinary Office: An establishment providing for the medical treatment of common household pets with no provisions made for boarding, outside runs or kennels; except that overnight care incidental to medical treatment and short-term boarding is permitted.

DEFINITIONS - W

Wineries: An agricultural facility practicing viticulture, including the crushing, fermenting, and processing of grapes into wine.

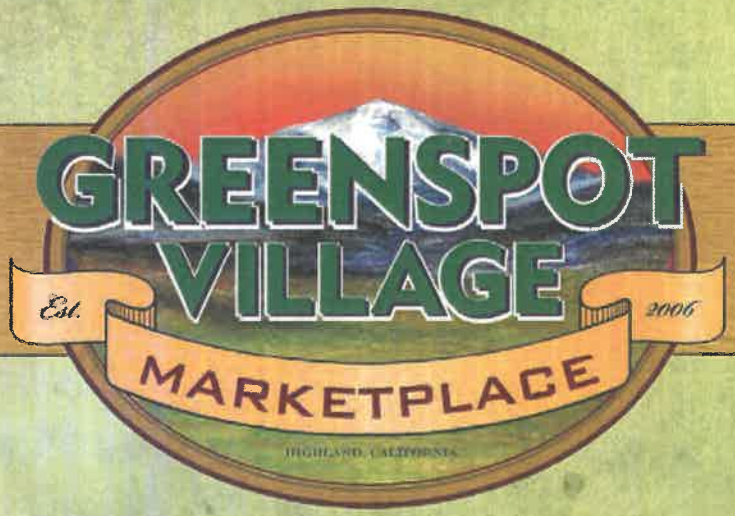
DEFINITIONS - X

DEFINITIONS - Y

DEFINITIONS - Z

Zero Lot Line Development: A single-family detached unit distinguished by the location of one (1) exterior wall on a side property line.

Zoning Classification: A specifically delineated area or district within which uniform regulations and requirements govern the use, placement, spacing, and size of land and buildings.


GREENSPOT
VILLAGE
Est.
2006
MARKETPLACE
HIGHLAND, CALIFORNIA

Attachment No. 2:

Resolution No. 2021-_____

RESOLUTION NO. 2021-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL: 1) ADOPT AN ORDINANCE TO AMEND THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (SPR NO. 06-01A); 2) APPROVE DESIGN REVIEW APPLICATION (DRA NO. 20-012) TO CONSTRUCT APPROXIMATELY 78,491 SQUARE FEET OF COMMERCIAL USES IN PLANNING AREA NO. 1 AND 200 RESIDENTIAL UNITS IN PLANNING AREA NO. 2; 3) APPROVE CONDITIONAL USE PERMIT NO. 20-006 TO ESTABLISH FIVE (5) ON-SALE AND THREE (3) OFF-SALE STATE OF CALIFORNIA ALCOHOL BEVERAGE CONTROL (ABC) LICENSES FOR THE COMMERCIAL COMPLEX; 4) APPROVE CONDITIONAL USE PERMIT (CUP NO. 20-007) TO ESTABLISH A GAS STATION WITH CONVENIENCE STORE AND CAR WASH; 5) APPROVE TENTATIVE PARCEL MAP (TPM NO. 20-002) INCREASING THE NUMBER OF PARCELS FROM FOUR TO EIGHT; 6) APPROVE ACCESSORY SIGN REVIEW APPLICATION (ASR NO. 20-013) TO ESTABLISHED A SIGN PROGRAM, EXCLUDING THE HEIGHT AND LOCATION OF THE FREEWAY SIGNS, AND 7) MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457 FOR A PROPERTY LOCATED ON THE NORTH SIDE OF GREENSPOT ROAD, EAST OF THE 210 FREEWAY (APN NOS. 1201-331-01, 1201-341-01, -08, and -09)

A. RECITALS

1. On December 22, 2020, the Applicant submitted a Specific Plan Revision (SPR No. 06-01A) application proposing an amendment to the Greenspot Village & Marketplace Specific Plan (SPR No. 06-001); Design Review Application (DRA No. 20-012) for the commercial and residential components; Conditional Use Permit Application (CUP No. 20-006) to establish eight (8) California Alcohol Beverage Control (ABC) licenses for the commercial complex; Conditional Use Permit (CUP No. 20-007) to establish a gas station with convenience store and car wash; Tentative Parcel Map (TPM No. 20-002), increasing the number of parcels from four (4) to eight (8); and Accessory Sign Review Application (ASR No. 20-013) to establish a Sign Program (collectively referred to as "Subject Applications").

2. The project site is located on approximately 19.81 acres at the northeast corner of Greenspot Road and 210 Freeway within the Greenspot Village and Marketplace Specific Plan. Assessor Parcel Numbers 1201-331-01, 1201-341-01, -08, and -09.

3. The Site has a Zoning Designation of Specific Plan SPR-006-001 (Greenspot Village & Marketplace) and a General Plan designation of Planned Development (PD).

4. On April 23, 2021, the City gave notice of a public hearing of the Subject Applications by advertising in the Highland Community News, a newspaper of general circulation within the City of Highland, and by mailing notices to property owners within 300-feet of the project site as well as interested parties.

5. On May 18, 2021, the Planning Commission of the City of Highland conducted a duly noticed public hearing on the Subject Applications at which time interested persons had an opportunity to provide comments in support of, or in opposition to, the Subject Applications.

6. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Highland as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated May 18, 2021, which is incorporated herein by this reference, does find and determine the following facts:

    a. All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the Municipal Code of the City of Highland.

3. Environmental Review: A Certified Environmental Impact Report (ENV No. 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (ENV No. 19-002) were prepared for the Greenspot Village & Marketplace Specific Plan which were certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively. The Specific Plan amendment was analyzed in compliance with CEQA. It is hereby determined that the project is exempt from further environmental review under Government Code Section 65457 which provides that:

    a. Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental

impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The proposed project is compatible with the approved Specific Plan and the proposal will not increase the level of impacts identify in the EIR because the propose development has is reducing the amount of square footage of retail that was originally approved by the EIR and the subsequent EIR, therefore, this project is not increasing the impact that was approved under the EIR and subsequent EIR. Furthermore, the proposed project is proposing to develop 200 residential units and the EIR and subsequent EIR of the Specific Plan allows for the development of 800 units for all Planning Areas. At this time, only 200 units have been entitled and 200 units are being the proposed as part of this project, therefore, the number of residential units is still within the threshold that was approved within the EIR and the subsequent EIR. As such, the scope of the project was previously analyzed and none of the events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger further environmental review.

4. Specific Plan Revision (SPR No. 06-01A): Consistent with Government Code sections 65454 and Highland Municipal Code, the Planning Commission makes the following findings:

   a. The proposed change of zone or revision is consistent with the goals, objectives, policies, and programs of the general plan, and is necessary and desirable to implement the provisions of the general plan.

      Response: The proposed change of zone or revision is consistent with the goals, objectives, policies, and programs of the general

plan, and is necessary and desirable to implement the provisions of the general plan. This zone change will allow for a commercial development to construct a retail center and a residential complex which will offer the privacy aspect of living in a Multi-Family and Attached Single-Family residential units while also offering the communal benefits of living in a Multi-Family complex. Decreasing the commercial area in Planning Area No. 1 and increasing the residential area in Planning Area No. 2, will allow the development of the proposed project to be constructed in the Greenspot Village & Marketplace Specific Plan. Additionally, the Specific Plan Amendment will remove the Village Paseo and replace with much needed residential homes and eliminate the requirement for private open space for multi-family studio units. This development will not create unfavorable conditions for the future development of Planning Area No. 2 and Planning Area No. 3.

b. The proposed change of zone or revision will not adversely affect public health, safety, and welfare or result in an illegal land use pattern.

Response: The proposed change of zone or revision will not adversely affect public health, safety, and welfare or result in an illegal land use pattern. Fire protection of people, property, and the natural environment are provided by the California Department of Forestry and Fire Protection (CalFire) through a cooperative agreement with the City of Highland. Impacts on Fire protection due to the adaptive reuse of the project are negligible as service connections are already provided. Law enforcement protection of the City's residents, visitors, businesses, and property from crime shall be provided to the City of Highland through its contract with the San Bernardino County Sheriff Department. Impacts on Police protection due to the adaptive reuse of the Project are negligible as service connections are already provided. While the project may overall result in an increase of visitors and residents to the City, the increase in traffic volumes as a result of the project will not reduce the surrounding streets to a less than acceptable Level of Service (LOS).

c. The proposed change of zone or revision is consistent with the purpose and intent of the remainder of this title not under consideration.

Response: The proposed change of zone or revision is consistent with the purpose and intent of the remainder of this title not under consideration. The proposed project would not have cumulatively considerable environmental impacts. Any potential significant impacts have been mitigated to a level of insignificance by the previous Environmental Impact Reports. The project would have no additional cumulatively considerable environmental impacts.

d. The potential environmental impacts of the proposed change of zone or revision are insignificant or there are overriding considerations which outweigh the potential impacts.

Response: The potential environmental impacts of the proposed revision are insignificant or the are established mitigation measures in the EIR and SEIR address potential impacts. Noise and biological studies were updated and determined that potential impacts on human beings were deemed to have a less than significant impact.

5. Design Review Application (DRA No. 20-012): Consistent with Highland Municipal Code section 16.08.090(G), the Planning Commission makes the following findings:

a. That the proposed project is consistent with the general plan or specific plan.

Response: The proposed project is consistent with the Specific Plan because the Specific Plan identified that Planning Area No. 1 and 2 would allow for development of approximately 174,000 square feet of commercial retail uses and approximately 500 to 700 residential units. The proposed project seeks to construct an 85,316 square foot commercial retail center and 200 residential units consistent with the Specific Plan.

b. That the proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located.

Response: The proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located because the objective of the project is to provide a vibrant commercial use and a high-quality planned residential community that compliments the surrounding commercial land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of the commercial tenants and residents. The project plans show the appropriate water quality, landscape and design features consistent with the development policies on the City.

c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: The proposed use is in compliance with city design and landscape standards and criteria because the development will be required to initiate the process to establish a Landscape Maintenance District (LMD) prior to occupancy for maintenance and upkeep of the landscaping in the median and right-of-way and frontage along Greenspot Road. The project's commercial residential developments shall be required to provide the costs to maintain the LMDs. The proposed outdoor landscape area with underground water quality infiltration system shall be maintained directly by the development. The project will meet the design guidelines/criteria of the Specific Plan by providing a Spanish Craftsman architectural style for the commercial and two architectural styles, Spanish Colonial and Monterey, for the residential development.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The proposed uses, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare because the proposed project is a commercial and residential development that is designed to offer various commercial retail uses that will support residential development. Also, the residential development will provide a Single-Family Attached and Multi-Family homes with the communal benefits of living in a Multi-Family complex including recreation, open space, parking, and landscaping. The proposed project will be constructed in compliance with building codes and conditioned so that it will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

6. Conditional Use Permit (CUP No. 20-006) ABC License: Consistent with Highland Municipal Code section 16.08.050(E), the Planning Commission makes the following findings:

a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland general plan, and with the applicable development policies and standards of the city.

Response: The project site is located within the Greenspot Village and Marketplace Specific Plan, Planning Area No. 1 which allows for the establishment of various uses such as restaurants, grocery stores and convenience markets that could benefit from a State of California Alcohol Beverage Control (ABC) license. The Applicant is proposing five (5) on-sale (Type 41 and 47) ABC licenses and three

(3) off-sale (Type 20 and 21) ABC licenses within the proposed mixed-use project which are allowed upon approval of a Conditional Use Permit. The proposed businesses that will have ABC licenses will comply with all of the applicable provisions/objectives of this Specific Plan by establishing a well-balanced and carefully planned collection of specialized and general retail uses that can take full advantage of the site's visibility and accessibility from State Route (SR210). The future commercial uses will be consistent with the goals, policies, and objectives of the Highland General Plan and the applicable development policies and standards of the city. The future businesses with an ABC license will be consistent with the General Plan, Land Use Element, Goal 2.1, Policy 4, which "Encourages future development to provide functional public spaces that foster social interaction" of people within central location." Furthermore, these businesses will be consistent with the General Plan, Land Use Element, Goal 2.4, Policy 1, to maximize sales-tax-generating uses through the strategic location of commercial areas, particularly at freeway interchanges, at major intersections, and within the Town Center and Golden Triangle. The businesses with ABC licenses will provide a public benefit to the City.

b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The establishment of various uses that would need an ABC license (for the sale and/or consumption of alcohol) in this portion of the city will not impair the integrity and/or character of the Specific Plan or its surroundings. The future uses will be appropriate in nature and in keeping with the development standards of Planning Area No. 1. For example, the establishment of restaurants, retail stores, convenience store on the project site with an ABC license will not negatively affect the surrounding businesses as it is a multi-tenant commercial center, and it is not uncommon for similar uses to be within close proximity from each other or for alcohol to be sold at restaurants, retail stores or convenience stores. Therefore, no significant impacts to the existing quality of the site or its surroundings would occur as a result of the project.

c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The project site is suitable for the type and intensity of use or development which is proposed and permitted in Planning Area No.1 within the Specific Plan. The Specific Plan would allow a restaurant, retail store, convenience store or other similar uses to have an ABC license which will provide a public benefit to the

surrounding community and visitors. Based on the public benefit to the community, the intensity of the use will not cause a negative impact to the community, since similar uses are already established within the area and have not been a negative impact. Additionally, the project will meet intent of General Plan Land Use Element, Goal No. 2.1, Policy No. 1, which requires the city to "Actively plan and promote the development of the Town Center, Golden Triangle and other designated mixed-use areas" for the benefit of the residents and visitors of the City. The subject application has been reviewed in compliance with the Highland Municipal Code, Specific Plan and appropriate conditions of approval have been applied to the project to meet the findings of a public convenience or necessity.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: The project site is already being served by water, sewer, public utilities, as well as served by the City of Highland Fire and Police Departments. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The Applicant is proposing to establish five (5) on-sale ABC licenses and three (3) off-sale licenses within the proposed mixed-use project which are conditionally permitted within the Specific Plan. The sale of alcohol is ancillary to a restaurant use, retail use or gas station and is allowed within the Greenspot Village and Marketplace Specific Plan. The associated Conditional Use Permit will establish the ABC licenses, subject to approval of the conditional use permit. The subject application has been reviewed in compliance with the Highland Municipal Code, Specific Plan and appropriate conditions of approval that have been applied to the project.

f. The proposed use would not result in a significant effect on the environment.

Response: The various uses will be contained within the proposed commercial buildings. The future uses will not result in a significant effect on the environment because the EIR and the supplemental EIR have anticipated the future uses for this shopping center and for some uses to sell alcohol beverages.

g. Business and Professions Code Section 23958 finding of "public convenience or necessity"

Response: The Applicant is proposing to establish five (5) on-sale ABC licenses and three (3) off-sale ABC licenses within the proposed mixed-use project which are conditionally permitted within the Specific Plan. Based on ABC standards, Census Tract 76.04 is considered overconcentrated with seven off-sale licenses and seven on-sale licenses which would typically be limited to three on-sale and three off-sale. According to the Business and Professions Code, a jurisdiction must make a finding of "public convenience or necessity" if there is an overconcentration of similar liquor licenses within the census tract associated with the project. The City Council hereby finds that a granting of "public convenience or necessity" is appropriate for this project because the additional licenses provide a one stop shopping experience and enhance the full dining experience for customers within the project site and provide economic opportunity for the on-site businesses..

7. Conditional Use Permit (CUP No. 20-007) Gas Station: Consistent with Highland Municipal Code section 16.08.050(E), the Planning Commission makes the following findings:

a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland general plan, and with the applicable development policies and standards of the city.

Response: The project is located within the Greenspot Village and Marketplace Specific Plan, Scenario No. 1, Planning Area No. 1 and is further located within the Golden Triangle Community Policy Area. The Specific Plan and the Golden Triangle was designated to "facilitate a master-planned, mixed-use type of development large enough to cater to residential, retail and office uses within a well-coordinated group of individually designed projects." Furthermore, the project will be consistent with the General Plan, Land Use Element, Goal 2.4, Policy 1, which will provide sales-tax-generating uses through the strategic location of commercial areas, particularly at freeway interchanges, at major intersections, and within the Town Center and Golden Triangle.

The plan for a gas station with convenience store, car wash and gas canopy with eight (8) fuel pumps fits well within the commercial retail expectation for development in this area. The single-story design with Spanish Colonial architectural is in keeping with the nearby commercial development as well as the planned future development. The project plans show appropriate water quality, landscape and design features consistent with the development policies on the City.

b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The project is located within the Greenspot Village and Marketplace Specific Plan, Scenario No. 1, Planning Area No. 1. The Applicant is proposing to comply with the Specific Plan as it relates to the development standards for commercial uses. Planning Area No. 1 will promote commercial uses including a gas station with convenience store with alcoholic beverages sales, carwash, and gas canopy with eight fuel pumps with the approval of a Conditional Use Permit. General Commercial uses are in keeping with the vision of the Specific Plan and the Golden Triangle and specifically along the north side of the Greenspot Road and the 210 freeway. The project's site plan, overall landscape plan, building elevations and conceptual grading plan meets the Specific Plan requirements for commercial uses. Therefore, the proposed use would not impair the integrity and character of the district/Planning Area No. 2 in which it is to be established or located.

c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The site is situated within a commercial corridor with most street, sidewalk, and utility improvements in place. There are similar retail and services uses within the vicinity on the southerly side of Greenspot Road. The site is fairly flat with good commercial visibility and adequately situated for the buildings and improvements proposed.

The types of uses proposed are permitted within Planning Area No. 1 of the Specific Plan. This corner location is an integral part of the City's future commercial development and gateway entry for traffic coming from the 210 freeway. This type of development was anticipated in the Specific Plan and has provided the necessary site amenities and design requirements by the City's policies and guidelines. Therefore, the site is suitable for the type of use and intensity for the development that is proposed.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: The existing water, public utilities and services for the proposed project are available to serve the proposed use and ensure public health and safety. Additionally, staff sent out project notices to the different public utility companies and they did not have any comments in regards to not being able to provide the adequate services for the project site.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The proposed commercial use will be in compliance with Specific Plan, Fire and Building codes. Each public safety and utility provider has been given an opportunity to comment and condition the project. The necessary permits will be required prior to and during construction. Therefore, the project will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

f. The proposed use would not result in a significant effect on the environment.

Response: The potential environmental impacts of the proposed gas station, car wash and convenience store uses were analyzed in the EIR, SEIR, and updated Biology and Noise studies. Mitigation measures have been established and the project will be built and operated in a compliance with the Specific Plan. Furthermore, the EIR and SEIR have reviewed the impacts to this type of development and has created mitigation measures to reduce the impacts to the site, however, certain impacts could not be mitigated, therefore, a Statement Overriding Consideration was adopted.

8. Tentative Parcel Map (TPM No. 20-002): Consistent with Government Code Section 66474 and Highland Municipal Code Section 16.68 (Land Divisions), the Planning Commission makes the following findings:

a. That the proposed map is consistent with applicable General and Specific Plans as specified in Section 65451.

Response: The proposed site is within the Greenspot Village and Marketplace Specific Plan. The Tentative Parcel Map 20382 as designed and conditioned is consistent with Planning Area No. 1 and Planning Area No. 2. Furthermore, the proposed project is consistent with the goals and policies of the General Plan and the Specific Plan.

b. That the design or improvement of the proposed subdivision is consistent with applicable General and Specific Plans.

Response: The proposed design and improvements shown on Tentative Parcel Map No. 20382 are consistent with the General Plan and the Specific Plan. Lawful Conditions of Approval have been applied to the map to ensure compliance with applicable General Plan, Specific Plan and Development Code provisions.

c. That the site is physically suitable for the type of development.

Response: The project site is a vacant parcel that facing Greenspot Road which is a major corridor for the City. Tentative Parcel Map No. 20382 will create eight (8) private parcels with associated street access easements and reciprocal access agreements. The Site is generally flat and physically suitable for development as proposed with Design Review Application No. 20-012, Conditional Use Permit No. 20-006, Conditional Use Permit No. 20-007, and Accessory Sign Review No. 20-013 for the development of a mixed-use project. Based on the location of the project, the site is physically suitable for the development of this project.

d. The site is physically suitable for the proposed density of development.

Response: Both lots will be of a suitable size to accommodate the respective commercial and residential development. This development meets the minimum width and depth requirements for the Greenspot Village and Marketplace Specific Plan. The proposed project will be meet the required density (20-30 du/ac) under Planning Area No. 2 of the Greenspot Village and Marketplace Specific Plan.

e. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Response: The Site lies in an urbanized area and has been vacant for many years. The configuration of the on-site circulation and access to the roadways limits the potential for traffic impacts on the local streets. Due to the nature of the mixed-used development operations noise impact will not impact the surrounding roadways and the adjacent uses include the residences to the north of the project site. The potential environmental impacts of the proposed gas station, car wash and convenience store uses were analyzed in the EIR, SEIR, updated Biology and Noise studies. Mitigation measures have been established and the project will be built and operated in a compliance with EIR and SEIR.

f. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

Response: The proposed Project has been reviewed and conditioned by the City's Engineering, Building and Safety, Planning Divisions and Fire Department so that the design of the subdivision or the types of improvements will not cause serious public health problems.

g. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Response: The design of the subdivision will not conflict with easements for access through, or use of, property within the proposed subdivision. All point of access to this property can be taken from Greenspot Road. The proposed design of the subdivision is conditioned so as not to conflict with any easements of record or judgement of court.

9. Accessory Sign Review Application (ASR No. 20-013): Consistent with Highland Municipal Code section 16.56.180(C), the Planning Commission makes the following findings:

a. The signs allowed by the comprehensive sign program will not adversely affect other nearby properties.

Response: Based on review of the surrounding development, the sign program will not adversely affect nearby properties such as Highland Crossings, Carino Plaza, Highland Crossroads, Glenrose Ranch and other commercial and residential developments. The signs proposed are reflective of the size, height, quantity, placement and materials of those located in the vicinity. The approval excludes the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission.

b. The comprehensive sign program is consistent with the general plan.

Response: The comprehensive sign program is consistent with the Highland General Plan, specifically Goal 10.11 to "Promote attractive, appropriately scaled and well-coordinated signs." The proposed signs use modern materials and compliment the on-site and surrounding developments by using individual channel letters on the building, polycarbonate faces, metal trim and rock veneer. The overall size of the signs and their copy area are in scale with the size of the site, and proportional to the freeway and street

frontages of Greenspot Road. The approval excludes the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission.

c. The comprehensive sign program achieves the purpose of this chapter.

Response: Section 16.56.180 "Comprehensive sign programs" of the chapter states that a project should integrate its signs with the overall design of the site and provide a unified architectural statement. Sign programs are meant to provide the means for a flexible application of sign regulations so long as they continue to reflect the purpose of the guidelines. The proposed program meets or significantly exceeds the standard in the code. The proposed sign program will provide vibrant and aesthetically pleasing signs that complements the design of the buildings.

d. The comprehensive sign program will not constitute the granting of a special privilege nor provide more visibility or exposure than is available to similarly situated properties

Response: The sign program will not constitute a granting of special privilege nor provide more visibility or exposure than is available to similarly situated properties. The sign program will provide signs that are appropriate to this type of mixed-use development. The sign program will allow signs that are consistent with the sign program that is established across the street at the Highland Crossings shopping center. The approval excludes the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission.

10. Based on the Findings and Conclusions set forth above, the Planning Commission recommends the City Council; 1) adopt the Proposed Ordinance (Attachment A) to amend the Greenspot Village & Marketplace Specific Plan (SPR No. 06-01A) and 2) approve Design Review Application (DRA No. 20-012) proposing to construct approximately 85,316 square feet of commercial retail center at the west side of the property in Planning Area No. 1 and construct 200-unit multi-family and townhouse residential complex and remove the 50 square foot requirement for private open space for studio units; 3) approve Conditional Use Permit (CUP No. 20-006) to establish multiple on-sale (Type 41 and Type 47) and off-sale State of California Alcohol Beverage Control (ABC) licenses (Type 20 and 21) for the commercial complex; 4) approve Conditional Use Permit (CUP No. 20-007) to establish a 7,025 square foot gas station with a eight (8) pump gas canopy and carwash (5,052 square foot); 5) approve Tentative Parcel Map (TPM No. 20-02) to increase the number of parcels from four parcels to eight (8) parcels for the development of a mixed-used project; and 6) approve Accessory Sign Review Application

(ASR No. 20-013) to established a sign program for the proposed mixed-used development at the northeast corner of Greenspot Road and 210 Freeway in Planning Area 1 and 2 in Scenario No. 1 of the Greenspot Village & Marketplace Specific Plan (APN Nos. 1201-331-01, 1201-341-01, -08, and -09), subject to the conditions of approval.

PASSED, APPROVED AND ADOPTED this 18st day of May, 2021.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

Attachment A:

Ordinance to Amend the

Greenspot Village & Marketplace Specific Plan (SPR No. 06-01A)

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (SPR 06-001) AND MAKING A DETERMINATION THAT THE ADOPTION OF THIS ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457.

APPLICANT: TREH PARTNERS XV, LLC

WHEREAS, on December 22, 2020, the Applicant submitted a Specific Plan Revision Application for the Greenspot Village & Marketplace Specific Plan, Scenario No. 1;

WHEREAS, the applicant is proposing to reduce the commercial area from 43.6 acres to 33.8 acres in Planning Area No. 1, increase the residential area in Planning Area No. 2 from 26.8 acres to 38.6 acres, and remove the Village Paseo within Scenario No. 1 of the Specific Plan;

WHEREAS, the approximate 19.81 acres in Scenario No. 1 of the Greenspot Village & Marketplace Specific Plan is located north of Greenspot Road and East of 210 Freeway is referred to as Planning Area No. 1 and 2;

WHEREAS, a re-evaluation of the Greenspot Village & Marketplace Specific Plan will be helpful for future developments, both residential and commercial in Planning Area No. 1 and No. 2;

WHEREAS, the Planning Commission did hold a duly noticed public hearing on May 18, 2021, at 6:00 P.M. to consider the environmental review and the proposed ordinance. At the conclusion of the public hearing, the Planning Commission adopted Resolution No. 2021-____ recommending to the City Council to introduce an ordinance to amend the Greenspot Village & Marketplace Specific Plan (SPR No. 06-001);

WHEREAS, the City Council did hold a public hearing over a public hearing meeting on June 8, 2021, at 6:00 P.M. with a second reading held on June 22, 2021, and notice of said public hearing(s) having been duly given, as required by law and in accordance with the provisions of the Highland Municipal Code, to hear and consider evidence for and against said Greenspot Village & Marketplace Specific Plan, and investigate the findings and recommendations in connection therewith; and amend said Specific Plan.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND does ordain as follows:

Section 1. Findings and Intent

The findings and recitals set forth herein above are true and correct.

Section 2. General Plan Consistency Finding

The Specific Plan amendment is consistent with the General Plan as the General Plan designation for this area is Planned Development. The proposed Specific Plan amendment to the overlaying Greenspot Village & Marketplace Specific Plan does not modify the planned total number of dwellings or planned uses within the Specific Plan.

Section 3. Specific Plan Revision

Based upon the aforementioned findings, the City Council hereby makes the following amendments to the Greenspot Village & Marketplace Specific Plan (SPR 06-001):

1. Reduce the commercial acres in Planning Area No. 1 from 43.6 acres to 33.8 acres and increase the residential acres in Planning Area No. 2 from 26.8 acres to 38.6 acres, and remove Village Paseo (trail) from the Specific Plan within Scenario No. 1 on pages 23, 29, 33, 43, 49, 55, 57, and 219.

2. The layout of Planning Area No. 1 and 2 on page 33 will be modified to resemble the layout of the proposed mixed-use development, attached hereto as 'Attachment A'.

Section 4. Specific Plan Revision Findings of Fact

a) The proposed change of zone or revision is consistent with the goals, objectives, policies, and programs of the general plan, and is necessary and desirable to implement the provisions of the general plan.

Response: The proposed change of zone or revision is consistent with the goals, objectives, policies, and programs of the general plan, and is necessary and desirable to implement the provisions of the general plan. This zone change will allow for a commercial development to construct a retail center and a residential complex which will offer the privacy aspect of living in a Multi-Family and Attached Single-Family residential units while also offering the communal benefits of living in a Multi-Family complex. Decreasing the commercial area in Planning Area No. 1 and increasing the residential area in Planning Area No. 2, will allow the development of the proposed project to be constructed in the Greenspot Village & Marketplace Specific Plan. Additionally, the Specific Plan Amendment will remove the Village Paseo and replace with much needed residential homes and eliminate the requirement for private open space for multi-family studio units. This development will not create unfavorable conditions for the future development of Planning Area No. 2 and Planning Area No. 3.

b) The proposed change of zone or revision will not adversely affect public health, safety, and welfare or result in an illegal land use pattern.

Response: The proposed change of zone or revision will not adversely affect public health, safety, and welfare or result in an illegal land use pattern. Fire protection of people, property, and the natural environment are provided by the California Department of Forestry and Fire Protection (CalFire) through a cooperative agreement with the City of Highland. Impacts on Fire protection due to the adaptive reuse of the project are negligible as service connections are already provided. Law enforcement protection of the City's residents, visitors, businesses, and property from crime shall be provided to the City of Highland through its contract with the San Bernardino County Sheriff Department. Impacts on Police protection due to the adaptive reuse of the Project are negligible as service connections are already provided. While the project may overall result in an increase of visitors and residents to the City, the increase in traffic volumes as a result of the project will not reduce the surrounding streets to a less than acceptable Level of Service (LOS).

c) The proposed change of zone or revision is consistent with the purpose and intent of the remainder of this title not under consideration.

Response: The proposed change of zone or revision is consistent with the purpose and intent of the remainder of this title not under consideration. The proposed project would not have cumulatively considerable environmental impacts. Any potential significant impacts have been mitigated to a level of insignificance by the previous Environmental Impact Reports. The project would have no additional cumulatively considerable environmental impacts.

d) The potential environmental impacts of the proposed change of zone or revision are insignificant or there are overriding considerations which outweigh the potential impacts.

Response: The potential environmental impacts of the proposed revision are insignificant or the are established mitigation measures in the EIR and SEIR address potential impacts. Noise and biological studies were updated and determined that potential impacts on human beings were deemed to have a less than significant impact.

Section 5. Environmental Review

On May 14, 2013, the City Council adopted Resolution No. 13-008, certifying the Environmental Impact Report for the Greenspot Village & Marketplace Specific Plan (ENV 09-003). The City Council more recently adopted Resolution No. 19-036 on June 25, 2019, certifying the Supplemental Environmental Impact Report for the Greenspot Village & Marketplace Specific Pan (ENV 19-002). The City Council adopted Findings of Fact, the Mitigation Monitoring Reporting Program, and Statement of Overriding Considerations at the same time that it adopt the EIR and Supplement EIR. Resolutions No. 13-008 and 19-035 are incorporated herein by this reference as though set forth in full.

The Specific Plan amendment was analyzed in compliance with CEQA. It is hereby determined that the project is exempt from further environmental review under Government Code Section 65457 which provides that:

a) Any commercial and residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The project seeks to amend the Specific Plan to decrease the commercial area, increase the residential area and remove the Village Paseo from the Specific Plan. This will allow for the construction of 85,316 square of commercial retail and construct 200

residential units within Planning Area No. 1 and 2. This type of development was previously analyzed in the certified EIR and Supplemental EIR. Therefore, this project will not be negative impact to the area. As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

Section 6. Publication and Posting

Within fifteen (15) days following the passage of this Ordinance, the City Clerk shall publish an/or post this Ordinance as required by state law and City resolution.

Section 7. Execution

The Mayor is hereby directed to attest to the adoption of this Ordinance by signing where indicated below and the City Clerk shall publish and/or post this ordinance according to applicable law.

PASSED, **APPROVED** and **ADOPTED** this 8th day of June, 2021

_____
Penny Lilburn, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

Attachment B:

Resolution No. 2021-____ for

Design Review Application (DRA No. 20-012)

RESOLUTION NO. 2021 – _____

A RESOLUTION OF THE CITY COUNCIL TO APPROVE DESIGN REVIEW APPLICATION (DRA NO. 20-013) PROPOSING THE CONSTRUCTION OF AN 85,316 SQUARE FOOT COMMERCIAL RETAIL CENTER AND A 200-UNIT SINGLE-FAMILY ATTACHED AND MULTI-FAMILY RESIDENTIAL COMPLEX WITH A 6,214 SQUARE-FOOT CLUBHOUSE AT THE NORTHEAST CORNER OF GREENSPOT ROAD AND 210 FREEWAY IN PLANNING AREA NO. 1 AND 2 OF SCENARIO NO. 1 WITHIN THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (APNS NO.: 1201-331-01, 1201-341-01, -08, and -09).

APPLICANT: TREH PARTNERS XV, LLC

A. RECITALS

1. On December 22, 2020, the Applicant submitted a Design Review Application (DRA No. 20-012) for the construction of an 85,316 square foot commercial retail center and 200-unit single-family and multifamily residential complex at the northeast corner of Greenspot Road and 210 freeway in Planning Area No. 1 and 2 of Scenario No. 1 within the Greenspot Village Specific Plan ("Subject Application").

2. The project site has a Zoning Designation of Highland Marketplace, per Planning Area No. 1 and a zoning of Residential Villages, per Planning Area No. 2 of the Greenspot Village & Marketplace Specific Plan Scenario No. 1.

3. On May 18, 2021, the Planning Commission of the City of Highland, conducted a duly notice public hearing on the Subject Application and recommended approval of Design Review Application (DRA No. 20-012) to the City Council.

4. On June 8, 2021, the City Council of the City of Highland, conducted a duly notice public hearing on the Subject Application.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Highland as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland City Council after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the

staff report to the City Council dated June 8, 2021, and which is incorporated herein by this reference, does find and determine the following facts:

a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Findings of Fact for DRA No. 20-012:

a. That the proposed project is consistent with the general plan or specific plan.

Response: The proposed project is consistent with the Specific Plan because the Specific Plan identified that Planning Area No. 1 and 2 would allow for development of approximately 174,000 square feet of commercial retail uses and approximately 500 to 700 residential units. The proposed project seeks to construct an 85,316 square foot commercial retail center and 200 residential units consistent with the Specific Plan.

b. That the proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located.

Response: The proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located because the objective of the project is to provide a vibrant commercial use and a high-quality planned residential community that compliments the surrounding commercial land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of the commercial tenants and residents. The project plans show the appropriate water quality, landscape and design features consistent with the development policies on the City.

c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: The proposed use is in compliance with city design and landscape standards and criteria because the development will be required to initiate the process to establish a Landscape Maintenance District (LMD) prior to occupancy for maintenance and upkeep of the landscaping in the median and right-of-way and frontage along Greenspot Road. The project's commercial residential developments shall be required to provide the costs to maintain the LMDs. The proposed outdoor landscape area with underground water quality infiltration system shall be maintained directly by the development. The project will meet the design guidelines/criteria of the Specific Plan by providing a Spanish Craftsman architectural style for the commercial and two architectural styles, Spanish Colonial and Monterey, for the residential development.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The proposed uses, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare because the proposed project is a commercial and residential development that is designed to offer various commercial retail uses that will support residential development. Also, the residential development will provide a Single-Family Attached and Multi-Family homes with the communal benefits of living in a Multi-Family complex including recreation, open space, parking, and landscaping. The proposed project will be constructed in compliance with building codes and conditioned so that it will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

5. Based on the Findings of Fact and Conclusions set forth above, the City Council approves Design Review Application (DRA No. 20-012) to allow the construction of an 85,316 square foot commercial retail center and construct 200-unit townhomes and multi-family residential complex, and clubhouse in Planning Area No. 1 and 2, Scenario No. 1 of the Greenspot Village Specific Plan.

PASSED, APPROVED AND ADOPTED this 8th day of June, 2021.

_____
Penny Lilburn, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 8, 2021
Applicant: TREH Partners XV, LLC.
File/Index: Design Review Application (DRA 20-012) – "Greenspot Crossing"
Proposal: Design Review Application (DRA) No. 20-012 for the construction of approximately 85,316 square feet of commercial uses (Greenspot Crossings) and 200 residential units with 6,214 square-foot clubhouse.
Location: The project site is located on four (4) vacant parcels of approximately 19.81-acres, north of Greenspot Road and east of 210 Freeway within the Greenspot Village & Marketplace Specific Plan. Assessor's Parcel Numbers: 1201-331-01, 1201-341-01, -08, and -09
Related Entitlements: Specific Plan Revision No. 06-01A, Conditional Use Permit No. 20-006 (ABC), Conditional Use Permit No. 20-007 (Gas Station), Tentative Parcel Map No. 20-002, & Accessory Sign Review No. 20-0013 (Sign Program)

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that include Building and Safety, Engineering, and the Fire Department conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

Design Review Application (DRA No. 20-012) is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any / all Conditions at any time shall result in initiating revocation of the subject permit.

Residential and Commercial (Conditions of Approval 1-46 apply to both Residential and Commercial component of the Entitlement)

1. This entitlement shall become null and void:

   a. Unless all conditions have been complied with and the substantial occupancy or use of the land or structures authorized by this design review application have occurred within thirty-six (36) months from the approval date, design review application shall expire and be null and void without further action by the City of Highland.

   b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months (in one-year increments).

An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community development department no less than 30 calendar days nor more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. The proposed entitlements permit the development of an 85,316 square foot commercial retail center and a gated 200-unit residential townhome/multi-family complex. Entitlements includes a site plan, architectural elevations, grading plans, and landscaping plans.

3. The Applicant shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective.

4. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

5. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, and Fire Marshall. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

6. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission and City Council, on file with the City of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein.

7. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

8. If the property will remain undeveloped for longer than 18 months after initial grading has been completed, the applicant shall submit an interim landscape plan, consisting of temporary measures for screening, hydro-seeding, and dust

control. Such plan shall include the timing of installation of necessary measures, and shall be approved by the Community Development Director.

9. The Applicant shall be responsible for making arrangements with the City's franchised waste collection and hauling services provider for any/all construction debris or solid waste generated as a result of this project.

10. Prior to issuance of Building Permits, the Applicant/Contractor/Occupant shall submit and obtain approval from the Public Services Division, a Construction Waste Diversion Plan, in accordance with Section 8.12.285 of the Highland Municipal Code.

11. Construction activities shall be restricted to weekdays and Saturdays between 7:00 a.m. and 7:00 p.m. only per the project's Mitigation Monitoring and Reporting Program. No construction, other than interior finish work shall be conducted any time on Sundays. Construction equipment shall be muffled in accordance with manufacturer's specifications.

12. The project site has been reviewed and approved for specific commercial and residential uses of a certain size. Any change of use of this project site, the occupancy, or tenant change in the building, or portion thereof, may require a revised plot plan be submitted to the City Planning Division for review and approval, which identifies location of use, letter of intent and parking requirements.

13. All permanent parking areas shall be paved and permanently maintained with asphalt or concrete and designated with clearly painted lines. A minimum of 342 parking spaces are required on-site for the commercial parcel and a minimum of 368 parking spaces are required for the residential parcel.

    a. All parking areas shall be provided with nighttime security lighting. Lighting shall be shielded and directed to reflect away from neighboring properties. Lighting shall not exceed 0.5 foot candles of illumination beyond the property boundary.

    b. Compact car parking spaces shall be not less than seven and one-half (7½) feet wide nor less than fifteen (15) feet long and shall be clearly marked and/or posted with signs stating "Compact Cars Only". Compact spaces shall not exceed 25% of the required parking.

    c. The handicapped parking spaces shall be properly signed and striped per the Americans with Disabilities Act.

    d. Loading Zones shall be properly striped and signed.

14. Lighting shall be directed downward in order to minimize glare nuisances to surrounding properties. Fixtures shall be decorative and compatible with the overall project design theme.

15. The Development Impact Fees shall be paid in accordance with City policy as maybe amended from time to time.

16. The Project shall comply with the City's Inclusionary Housing Ordinance (Ordinance No. 306).

17. Pursuant to the Specific Plan (Section 5.7.1.D) and the Highland Municipal Code (Section 16.16.040.E.3.l) Security system/camera plan shall be submitted to the city and reviewed by the city's Police Department for adequacy.

18. Pursuant to the Greenspot Village & Marketplace Specific Plan, Landscape Guidelines, in an area of long walls, the walls shall be offset and/or broken every 25 feet with theme pilaster to avoid visual monotony or as approved by the Planning Commission.

19. Drive aisles meeting both the City's Land Use and Development Code and Fire Department requirements shall be permanently maintained throughout the interior of the site.

    a. One-way drive aisles shall be a minimum 12 feet in width and two-way drive aisles shall be a minimum twenty-four feet (24').

20. All ground mounted, as well as wall mounted mechanical, electrical, or gas equipment shall be screened from public view by the use of landscaping and/or architectural treatments compatible with the adjoining building's architectural design.

21. All rooftop mounted mechanical equipment, with the exception of solar panels, shall be screened from Greenspot Road and the interior of the project site. This can be accomplished by architectural treatments of parapets equal in height to the tallest piece of roof-mounted equipment.

22. A photometric plan shall be provided to the Planning Division for review and approval prior to issuance of a grading plan in compliance with the following standards:

    a) Lighting shall comply with the Mitigate Monitor Reporting Program (MMRP) and meet the following HMC standards from Table 16.40.160.A for low activity commercial uses or other similar Standards, as approved by the Planning Commission:

        - Maintained Footcandles - 0.2 min.

- Uniformity Avg.: Min - 5.9 : 1
- Average Foot-candle – 1.1
- Building entrances - 5.0 avg.
- Illumination levels are defined as maintained horizontal footcandles on the task.
- Average illumination values should not exceed minimum values by more than the product of the minimum value and the specified ratio.
- In no case should illumination exceed 0.5 footcandles measured at the property line

b) Parking lot light standards shall be a maximum of twenty-five feet (25') in height measured from grade and not taller than the adjacent building.

c) All lighting fixtures shall be adjusted or designed to shine diagonally / downwards to avoid spillover and glare on the surrounding community with average of 0.5 footcandles to avoid spillover and glare impacts on the surrounding community and roadways.

d) Security lighting shall be installed to adequately illuminate the facility. All security lighting shall be shielded and directed away from surrounding residential uses, businesses, and public right-of-way, and not be of unusually high intensity.

e) Parking lot light standards shall be located at a distance from parking lot trees, so the trees do not interfere with the lighting pattern or the light fixture. Lighting standards shall be shown on the landscape plans and appropriately positions so as not to displace the intended location of trees in parking lot planters.

23. No floodlights or other up-lighting shall be permitted for the purpose of illuminating the building or large open areas unless approved by the Community Development Director.

24. The photometrics plan shall also be reviewed and approved by the Project's Biologist to ensure that the on-site lighting does not detrimentally effect the nearby endangered and sensitive biological populations or their surroundings. (Mitigation Measure No. 4-1)

25. The project shall also adhere to the Conditions of Approval for Tentative Parcel Map No. 20-002 (TPM No. 20382).

26. The project shall continue to adhere to the EIR, Supplemental EIR, and the Mitigating Monitor Reporting Program (MMRP).

Landscaping

27. The Applicant / Developer shall submit three (3) copies of a final landscape / irrigation plan along with appropriate fees, to the City Planning Division for plan check. Said landscape plan shall show the type, size, and location of landscaping materials and a date by which time the planting is expected to be completed. Said landscape plan shall be signed by a landscape architect and incorporate the following criteria:

    a. All landscaping and irrigation systems shall be permanently maintained.

    b. The plants selected and planting methods used shall be suitable for the soil and climatic conditions of the site.

    c. Landscape plans shall show any proposed walls or fences. All walls shall be designed and constructed to incorporate design features such as tree planter wells, variable setback, split-face block, columns, or other special features to provide visual and physical relief along the wall face.

    d. One hundred percent (100%) of all landscape areas or exposed soil shall be covered with either shrubs or groundcover as approved by the City Planner and City's Landscape Architect.

28. Conceptual Landscape Plan submitted for review by the City's Landscape Architect shall include the following:

    a. The type and location of all trees, shrubs and groundcover.

    b. All garden and retaining walls noted on the project plans. All walls and fences shall be designed and constructed to incorporate design features such as tree planter wells, variable setback, split-block face, columns, or other such decorative features to provide visual and physical relief along the face of the wall and fence.

    c. Landscape plans in substantial conformance with Chapter 16.40.390 of the Highland Municipal Code (HMC). A minimum of three (3) copies of the landscape plan shall be submitted to the Planning Division for plan check in conjunction with the construction plans, and landscaping shall be installed prior to final inspection. The landscape plans shall incorporate all requirements of HMC Chapter 16.40.390, including, but not limited to, the location of plants, plant species, spacing, and hydrozones and the Maximum Applied Annual Water Allowance (MAWA) calculations.

    d. Landscape and irrigation specifications shall adhere to the adopted Engineering/Public Works Standards as may be amended from time to time.

29. In addition to the hedgerow currently depicted along the northern property line Applicant shall provide screening trees, upright and/or columnar in habit, at 30' maximum on-center spacing, from a minimum container size of 15 gallon at installation. Tree dimensions at 10 years establishment shall be at least 30 feet tall by 15 feet wide shade canopy, and maintained in a manner where tree branches are trimmed clear of semi-trailer height (15 feet above parking lot finish surface, when measured at vertical prolongation of perimeter curb face). Modifications may be approved by the City's Landscape Architect and Community Development Director.

30. The watering and maintenance of all landscaped areas shall be the continuous responsibility of the property owner. All landscaped areas shall be maintained as approved on the final landscape plan and kept in good repair at all times.

31. Coordinate clear traffic sight lines for ingress / egress points with Engineering Department. To ensure all street trees, do not obstruct the view of vehicles entering and exiting the Project.

32. Shrubs and/or decorative screen walls located in front of parking stalls shall be planted / constructed approximately two feet (2') from the curb face to prevent possible damage from vehicle overhang.

33. Planting and irrigation plans shall conform to Section 16.40.390 "Water efficient landscape" requirements of the City of Highland Land Use and Development Code.

34. All trees in planter islands or within six feet (6') of curbs or hardscape, shall be planted with root barriers.

35. Headers between shrub beds and groundcover areas shall be a minimum six inch (6") wide molded concrete mow curb.

36. Required trees shall be a minimum 15-gallon size; except that 25 percent of the required trees shall be 24-inch box or larger.

37. The Applicant shall screen from adjacent public plazas, streets, and driveways with combination of earth berms and landscape or with a three (3) foot high landscape hedge along the frontage (Greenspot Road) of the property as reviewed and approved by the Planning Commission.

38. All landscaping and parking lot maintenance shall occur between 7:00 a.m. and 7:00 p.m. only.

39. In the commercial development, the Applicant shall provide curb-protected landscape planters with self-clinging vines and/or shrub hedges between trash

enclosure walls and adjacent parking spaces on each side of the enclosures, except where access aisles provide a 5' minimum buffer width between the parking space and the enclosure walls. Modifications may be approved by the Landscape Architect and Community Development Director. (There are still two plan locations where there is zero buffer provided between enclosures and the adjacent parking space.)

40. In the residential complex the fencing provided between Dog Park area and adjacent retail back-of-house shall be consistent in materials with the remainder of the secured residential perimeter, which is shown as either decorative block wall or tubular steel fencing. Tubular steel fencing, if used, shall be supplemented with additional mid-pickets (puppy pickets) to a minimum of 16" above finish grade to prevent unintended escape of smaller dog breeds.

41. All front, side and rear setback areas shall be landscaped subject to the approval of the City's Landscape Architect, except where walkways, drive-aisles and parking are necessary.

42. No more than eight (8) parking spaces shall be permitted in a single row which is not separated by a landscape island, or as adjusted by the Planning Commission.

    a. Landscape islands shall have a minimum interior dimension of five feet by sixteen feet (5' x 16') of interior area, exclusive of the curb and any twelve inch (12") wide "step out" or as approved by the Planning Commission.

43. All proposed retaining walls and screening walls shall be constructed of decorative concrete block (i.e., split face block or similar material as the buildings) and planted with clinging vines as approved by the City's Landscape Architect.

Agency Conditions

44. The property owner shall record an Avigation Easement as required by the San Bernardino International Airport Authority prior to issuance of a building permit.

Commercial Conditions (Conditions 47-67 apply to the commercial component of the entitlement Planning Area No. 1)

45. The frontage and perimeter landscaping, perimeter walls shall be constructed in advance of the first residential Certificate of Occupancy.

46. The courtyards, mural, and fountain shall be constructed prior to the certificate of occupancy of the adjacent buildings (Shop No. 1, Pad No. 4).

47. The courtyards/plaza shall be constructed prior to the certificate of occupancy of the adjacent building (Pad No. 5).

48. Install enhanced paving at the drive aisle of the Major Project Entry on Greenspot Road. The enhancement, as required by the Specific Plan, shall be colored, stamped concrete or other material as approved by the City Engineer/Public Works Director.

49. Sidewalk should not be adjacent to the street unless approved by the Community Development Director and Public Works Director. Sidewalks along Greenspot Road should be redesigned with a meandering parkway matching the south side of Greenspot Road consistent with approved street improvement plans.

50. A copy of the utility plan shall be submitted with or prior to the submittal of a grading plan to the Community Development Director and City Engineer for review and approval. The utility plan shall show the location of all proposed above ground electrical transformers, utility cabinets, back flow devices, detector check valves, etc. both on site and in the public right-of-way.

51. Prior to issuance of a certificate of occupancy by the City, all adjacent landscaping, irrigation or other improvements shown on the approved landscaping and irrigation plans, including any walls and fences, shall be installed.

52. In the event, the heating, venting and air conditioning (HVAC) are installed as ground mounted, the mechanical units shall incorporate sufficient structural or landscape screening with shrubs and bushes, to the satisfaction of the Community Development Director.

53. The proposed "wall murals" shall be approved by Planning Commission prior to the installation.

54. The Applicant / Developer shall install a bicycle rack on-site near the building. The bike racks shall be located in areas where they will not impede the flow of pedestrian traffic.

55. Exterior roof access ladders are prohibited. All roof access ladders shall be located inside the building.

56. All rooftop down drains shall be installed on the interior of the building. Roof drains shall not drain onto pedestrian walkways.

57. The operation of searchlights for advertising purposes or similar outdoor lighting is prohibited.

58. Outdoor trash receptacles shall be provided on-site. A trash receptacle shall be provided adjacent to each drive-through exit for any Drive-through Restaurant, or as otherwise approved by the Community Development Director.

59. Truck loading bays and doors shall be screened with a combination of screen walls, ornamental landscaping, and/or portions of the building such that loading doors and delivery trucks are not readily visible from pubic view as approved by the Landscape Architect and Community Development Director.

60. If applicable, parking lot planter "diamonds" shall have a minimum dimension of twenty-five (25) square feet of interior area. Where "diamond" type planters are used within the interior of the parking lot, one (1) "diamond" planter shall be provided between every three (3) parking stalls or as approved by the Planning Commission.

    a. If filtration/infiltration swales are used in lieu of diamonds as part of Water Quality Best Management Practices then the same number and spacing of trees shall be provided or as approved by the Planning Commission and the City's Landscape Architect.

61. Proposed Freeway Pylon Signs shall be reviewed in accordance with Greenspot Village and Marketplace Specific Plan Section No. 6.5.1.

    a. The Applicant/Developer shall comply with Federal Aviation Regulation, Part 77, and any other analysis required by law, regarding the location and height of proposed Freeway-oriented Signs. The Freeway-oriented sign shall be reviewed and approved through a separate entitlement. In accordance with San Bernardino International Airport Interagency Cooperative Agreement, said Federal Aviation Regulation, Part 77, findings received from FAA shall be forwarded to the San Bernardino International Airport by the City of Highland prior to final determination of allowable height.

62. All Major Anchor Stores and other uses requiring shopping carts shall provide a screened area along the front entrance of the building for the storage of shopping carts. Standardized shopping cart collection locations throughout the parking lot shall be provided and shown on the "Final" Grading Plans and "Final" Landscape Plans for City Planner and the City Landscape Architect approval.

    a. Abandoned shopping carts found off-site by City shall be retrieved within 24 hours of notice.

63. Parking of semi-trucks and/or trailers, except during on-site deliveries, shall be prohibited.

64. Overnight parking of non-tenant vehicles on-site shall be prohibited. The prohibition shall also include semi-trailers with or without the truck tractor who are not delivering to an on-site business.

65. The Applicant shall submit a separate Design Review Applicant for the architectural review of the buildings for Pad No. 1, Pad No. 2, Pad No. 3, and Pad No. 5, Major No. 1, and Major No. 2.

Residential Conditions (Conditions 68-76 apply to the residential component of the entitlement Planning Area 2)

66. The residential portion of the project shall be and always remain a Gated Community.

67. To avoid fragmentation of ownership and maintenance, the residential development shall remain under a single ownership.

68. The property shall be vetted through the City's Crime-Free, Multi-Family Housing Program (Ordinance No. 402).

69. All garages, walkways, and driveways shall be lighted during the hours of darkness as follows:

    a. Garages. At least one 60-watt (or equivalent 800 Lumens CFL or LED) light for each two spaces, located inside the garage;

    b. Walkways from Parking Areas to Dwelling Units. One 100-watt (or equivalent 1,600 Lumen CLF or LED) light per 35 linear feet of walkway;

    c. Driveways and Alleys. One 100-watt (or equivalent 1,600 Lumen CLF or LED) light per 50 linear feet of alley or driveway; and

    d. Fixtures for all lights shall be of the type that are protected from breakage.

70. Automatic garage door openers are required for each garage door. All garage doors shall be of a roll-up type design. The garage doors shall be constructed with wood or metal with wood like features/design and shall include trim pieces that give the garage door depth and texture complementing the architecture of the Buildings or as approved by the Planning Commission.

71. Security Devices. Each door providing ingress and egress to any dwelling unit shall be equipped with the following devices:

    a. A peephole allowing a person inside the unit to see, at a wide angle, persons outside of the unit at the door, without the person inside being seen.

b. A deadbolt lock attached to the construction studding. Attachment to the door jamb or trim shall not be sufficient to comply with the terms of this Condition.

72. Prior to issuance of a Certificate of Occupancy by the City, window treatments (i.e. window blinds, shutters, etc.) shall be installed on the interior of all windows in each unit.

73. Prior to occupancy of the first residential unit in Phase 1, the main vehicular/pedestrian access improvements between the main entry and Greenspot Road shall be installed, inclusive of landscaping and lighting and other facilities.

74. The Applicant shall create a valet trash pickup service agreement for the residential complex to the satisfaction of the Public Service Manager. If the valet trash pickup service agreement is not provided, the Applicant shall construct the adequate amount of trash enclosure per the Greenspot Village and Marketplace Specific Plan Section No. 5.7.2.

75. Should the Applicant fail to maintain a private Temporary Fire Service Contract (TFSC), then for the purposes of these Conditions, the Ladder Truck Service date shall be defined as the date of issuance of the building permit for the structure that is either:

a. The fourth (4th) structure in the Project that is either twenty-eight feet (28') in height or taller (ground to eaves) or three (3) stories in height or taller; or

b. The fourth (4th) structure in the Project that would require a consistent fire-flow of 3,500 gallons per minute or greater; or

c. The fourth (4th) structure in any combination of four such structures in the Project (collectively, the "Ladder Truck Service Date)".

The City will endeavor to maintain a TFSC in effect at the Applicant/Developer's expense from the Ladder Truck Service Date until the earlier of:

i. the first day of the first calendar quarter following the date the City's net property tax, sales and use tax and transient occupancy tax ("TOT") revenues from within the Specific Plan any other structure within the City, entitled after the effective date of this Project's approval, that triggers Conditions 75 a-c above ("Qualifying Property") to exceed five hundred fifty thousand dollars ($550,000.00); or

ii. the date a fully equipped City-owned and staffed ladder truck is put into service at the City station serving the Site.

Prior to the City's issuance of building permits, the Applicant/Developer shall deposit with the City a cash deposit in an amount equal to the City's Finance Director's estimate of the City's full costs for the TFSC for the first two (2) years of the TFSC. The City shall hold the deposited funds in a separate, interest bearing, account to be used only to fund the TFSC's costs. Interest shall be re-deposited in the account and used to partially pay future years' TFSC's costs. If TFSC's are in effect following the year that the Applicant/Developer's deposit is exhausted, City shall request, and the Applicant/Developer or the Applicant/Developer's successor in interest shall make, further deposits to cover each subsequent year's TFSC's costs. If the TFSC is terminated prior to the time the Applicant/Developer's TFSC's cost deposit is exhausted, City shall promptly refund to the Applicant/Developer any excess amounts including accrued interest, if any.

76. If the City is unable to secure and/or maintain in effect appropriate, fiscally sound Temporary Fire Services Contracts ("TFSC") with one or more adjacent local agencies to provide staffed ladder truck fire protection service prior to the Ladder Truck Service Date and thereafter OR if the Applicant/Developer fails to pay any TFSCs cost deposit when due, the Applicant/Developer shall pay to the City its proportional share of an annual Fire Fund Shortfall Payment ("FFSP") of $550,000 on or before the Ladder Truck Service Date, less the taxes and fees collected in Condition 75.c.i. The Applicant's proportional share shall be considered their percentage of all buildings within the City that trigger 75a, 75b or 75c at the time of the annual calculation. The Applicant/Developer shall make annual payments of the FFSP to the City each calendar year on the anniversary of the Ladder Truck Service Date as defined above. Notwithstanding the foregoing, the Applicant/Developer shall not be required to pay the TFSC on and after the Ladder Truck Service Date immediately following end of the City fiscal year in which the City receives five hundred fifty thousand dollars ($550,000) or more in net property tax, sales and use and transient occupancy tax revenue from development in within the Specific Plan or other Qualifying Property combined.

City of Highland

Engineering Department
Conditions of Approval
(SPR 006-001A – DRA 20-012) TREH Golden Triangle

A - Required Prior to Map Approval
B - Required Prior to Building Permit/Construction
C - Required Prior to Building Occupancy
D - Ongoing
E - Required Prior to Grading Permit
* - Non Standard Conditions

GRADING

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

B 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.

E 3. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

B 4. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, sand bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping.

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration basins and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration basins until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the grading engineer, to the City Engineer.

STREET IMPROVEMENT

C* 14. Construct, in accordance with the City's Greenspot Road Master Plan and Greenspot Village and Market Place Specific Plan, a 56-foot wide drive aisle at the Westerly Access, a 150' southbound left-turn lane, a 250' southbound through/ right-turn lane, and a 5-foot wide landscaped median, and a private lighting system. Align the project entrance with the existing entrance south of Greenspot Road. If modification to the existing traffic signal is required, submit a signal modification plan to the City Engineer for review and approval.

C 15. In accordance with the City's Greenspot Road Master Plan and Greenspot Village and Market Place Specific Plan, (1) construct and maintain the private street improvements northerly of Greenspot Road right of way to project boundary including, but not limited to, stamped concrete at the Westerly Access entry within City right of way, asphalt concrete pavement with a structural section designed for a 20 year life, concrete curb and gutter, and a private lighting system.

E 16. Submit engineering plans for street improvements, traffic signal modification at Westerly Access traffic signal and interconnect if required, and striping to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist.

C 17. Install traffic control signs and pavement markings, with locations and types approved by the City Engineer. Modify Greenspot Road striping to provide a second right turn lane to westbound SR 210 on-ramp, per City Standards.

B 18. Design and construct public improvements including sidewalk, driveway approaches and access ramps in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

B 19. Design and construct public improvements including temporary fire access gate 20-foot wide with Knox box lock at Access A, north of the intersection within City right of way.

C 20. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

DRAINAGE

E 21. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for residential development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

C* 22. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, pretreatment devices approved at time of C-WQMP approval, underground infiltration systems, and raised curb landscaped areas and parking lot islands. Runoff from the proposed entrance road shall be captured and conveyed to the proposed pretreatment system, and from there to the underground infiltration system. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 23. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 24. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."

C* 25. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system to the stubbed out existing Lateral S (48" HDPE) storm drain located on the north side of the signalized Westerly Access.

B	26	At each underground infiltration system proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed chamber system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.
C	27	Register the underground chambers with EPA as a Class V Injection Well.
E*	28.	As per the C-WQMP and final design of the F-WQMP, construct hydrodynamic separators such that all flows into proposed underground system are pretreated by a system rated by the Washington State TAPE/ GULD for removal of sediments, oil and grease, and trash.
E*	29.	Construct on-site grading to drain the entire site to the south and to the existing Lateral S (48" HDPE). If entire site does not drain to the south then demonstrate how drainage conveyance offsite will replicate predevelopment flow path, discharge quantity, and intensity. Demonstrate adequate drainage away from proposed buildings. Design the total peak discharge from Project and tributary areas from the remainder Planning Area 1 and 2 into Lateral S (48" HDPE) such that it does not exceed 50 cfs peak flow rate, which is the design flow rate used in the hydrology study of the existing storm drain in Greenspot Road constructed and stubbed out by the City at the existing signalized intersection ("Westerly Access").
E	30.	Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.
E	31.	Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Indicate the location of any existing utility facility which would affect construction on plans and profiles. Comply with the City design standards as shown the street and storm drain improvement checklist.
E*	32.	If a Letter of Map Revision (LOMR) to amend the Flood Insurance Rate Map (FIRM), to eliminate the need for the City Creek levee, and to protect the project (commercial and/ or residential) from potential flooding has not been issued by the Federal Emergency Management Agency (FEMA), then design and construct flood control and/ or flood protection measures required to remove the project from Special Flood Hazard Area Zone A on the FIRM in accordance with the FEMA requirements. Obtain a Conditional Letter of Map Revision from FEMA prior to issuance of a grading permit. The FIRM map and applicable revised insurance rates for these properties will not be adjusted until the LOMR is obtained from FEMA.

DEDICATION/ANNEXATION

C* 33. Apply to the City to annex the project into the City's Consolidated Landscape District (LMD) for potential City maintenance of parkway and frontage landscaping along Greenspot Road. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. The City acknowledges the "annexation" is in fact a requested easement for the area not an annexation, taking or a change on title of the fee interest. Landscaping along the Project frontages shall be maintained by the property owner. The owner will be given a sixty (60) day repair period by written notice of the City's determination that adequate maintenance of the landscaping is not being performed and will also be given a Cure period of an additional 30 days after the 60 day notice to make the necessary repairs. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner and the owner was not able to restore the landscaping before the end of the Cure period. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately-maintained system to the City-maintained system. The City understands the installed site improvements may need to be modified and or relocated in the future and agrees to allow developer to encroach into the 10-foot landscape easement area to make such modifications.

C* 34. Apply to the City to annex the Project into the City's Consolidated Landscape District (LMD) for maintenance of the median and streetscape along the Project's Greenspot Road frontage. Sign the ballots prepared by the City agreeing to the annexation and amount of assessment. Landscaping within the median shall be maintained by the City.

B* 35. Dedicate an irrevocable offer of dedication, which the City acknowledges is an easement only not a taking or change on title of the fee interest, document, (1) a 10-foot wide minimum landscape easement across the Greenspot Road frontage, in addition to the required street right-of-way, as approved by the City Engineer, (2) a temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B* 36. Acquire a private easement across Planning Area 1 and/ or 2 if needed for construction and maintenance of offsite drainage facilities.

E* 37. In accordance with the Greenspot Village and Marketplace Specific Plan, grant a reciprocal private easement in favor of the parcels within Planning Area 1 and 2, easterly adjoining properties, for drainage, utilities, and pedestrian and vehicular access, including emergency access from the southwest corner of Planning Area 2 and the west side of the remainder of Parcel 1.

A* 38. Record a reciprocal private easement for drainage, utilities, and pedestrian and vehicular access, parking purposes in favor of the parcels within TREH's ownership.

B 39. Record a Final Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 40. At the time of Final Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

A 41. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

B* 42 Record an easement by separate instrument for Public sewer improvements purposes in favor of the EVWD within TREH's ownership for the realigned trunk sewer line.

E* 43. In the event the developer, after a verifiable good faith effort, fails to acquire, if any, required off-site property interests, the developer shall, prior to approval of the Final Map, enter into an agreement with the City to complete the improvements pursuant to Government Code Section 66462 et seq. at such time as the City acquires the property interests required for the improvements. Such agreement shall provide for payment by developer of all costs incurred by the City to acquire the off-site property interests (drainage easements, drainage acceptance letters, and permission to grade and construct as applicable) required in connection with the subdivision. Security for a portion of these costs shall be in the form of a cash deposit in the amount estimated by the City based on an appraisal report obtained by the developer, at the developer's cost. The appraiser shall have been approved by the City prior to commencement of the appraisal.

FEES/PERMITS

C* 44. Pay Post 2030 fair share traffic mitigation fees for all locations inside or outside of the City of Highland impacted by development of the Specific Plan as identified in the traffic study prepared for the Specific Plan. The amount of mitigation fees required of the Specific Plan shall be based on (1) the percentage of project traffic as calculated in the traffic study, and (2) cost estimates of the improvements as initially calculated and periodically updated by the City. The amount of traffic mitigation fee applicable to each phase of development shall be calculated based on the area within that phase as a percentage of area within the entire Specific Plan, regardless of land use designation of said phase. Pay the traffic mitigation fee for the entire phase prior to occupancy of the first building located in that phase. Provide, for City review, updated tables in the traffic study showing the locations of the mitigation improvements and the project fair share percentage. Also include the Greenspot Road/Church Street intersection in the fair share calculation.

C* 45. In lieu of restriping the eastbound approach to provide a left-turn lane, and a shared left/through/right-turn lane on the eastbound freeway off ramp in accordance with Exhibit J of the traffic study (Interim Year Minimum Improvements) pay the equivalent dollar amount for the City's future use to construct the ultimate improvements at this location according to the City's Greenspot Road Master Plan. The equivalent dollar amount, as initially calculated and periodically updated by the City, shall be applicable to Project and shall be paid incrementally based on the percentage of area of development within the overall Specific Plan.

B* 46. Reimburse the City of Highland for the off-site improvements constructed as conditioned by Engineering Condition of Approval #57 of CUP 007-003/ Highland Crossings. Prior to issuance of the first building permit reimburse the City for the project share advanced by the City on behalf of the applicant for the existing traffic signal at the Westerly Access.

C* 47. Pay City processing fee for application of Development Impact Fee (DIF) credits for street, drainage, and median improvements pursuant to adopted City Council DIF Credit Policy.

D 48. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.

D 49. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way and obtain permit from Caltrans prior to any construction within or impacting Caltrans Access Control areas.

E 50. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

A 51. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

UTILITIES/ CONSTRUCTION

E 52. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.

B 53. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 54. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C 55. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 56. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 57. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 58. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 59. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 60. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

C 61. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 62. Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date:	January 14, 2021
Project:	Specific Plan Revision - Mixed Use Development North of Greenspot Rd. and East of the 210 Freeway in the Greenspot Village Marketplace Specific Plan.
Site Location:	North of Greenspot Rd. and East of the 210 Freeway
Project Numbers:	**SPR:** 06-01A, **DRA:** 20-012, **CUP:** 20-007, **CUP:** 20-006, **TPM:** 20-002, **ASR:** 20-013
APN:	1201-331-01 & 1201-341-08

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.

    (3) Architectural Plans
    (3) Structural Plans
    (2) Structural Calculations
    (3) Plot/Site Plans
    (3) Electrical Plans
    (3) Electrical Load Calculations
    (3) Plumbing Plans/Isometrics
    (3) Mechanical Plans
    (3) HVAC Duct Layout Plans
    (2) Roof and Floor Truss Plans
    (2) Title 24 Energy Calculations
    (2) Geology Report
    (2) Soils Report
    (3) Precise Grading Plans
    (3) Site Disabled Access Plan
    (3) Condition of Approval Packages (Include within Plan Sets)
    (3) Temporary Fence Plan
    (1) Approved Health Department Plans
    (2) Energy Commissioning Plan

2. All structures shall be designed in accordance with the current version of the California Building Codes, including the California Green Building Standards Code. Design all structures to comply with Seismic Design Category D, basic wind speed 96 MPH, at exposure "C", and Energy Climate Zone 10.

3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. Construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

5. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Policy 295.

6. It has come to the City's attention that premature failures have occurred in copper piping when used within the City of Highland, particularly east of City Creek. Property Owners, Contractors and Developers are advised to analyze soil and water compositions when considering the type of pipe material to be utilized. City staff makes no recommendations on which Plumbing Code approved products or methods to be utilize, this is the responsibility of the property owner or contractor. Alternate unapproved code materials may be submitted for City approval at the time of plan submittal via an alternate material and methods application.

7. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.

8. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.

9. Projects requiring County Health and/or San Bernardino Environmental Control, such as food services or interceptors, need to obtain those permits prior to building permit issuance.

10. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.

11. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the construction design plans. Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

12. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3 and on site per NPDS stormwater requirements.

13. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.

14. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a project unless the following item is in place and approved by Building and Safety and the Planning Division.

    a) Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.

15. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project.

16. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.

17. Prior to issuance of building permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
    (Redlands Unified School Districts)

18. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

19. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.

20. All construction projects shall comply with the NPDES Stormwater Best Management Program. Prior to building permit issuance submit copy of the Water Quality Management Program Report. (WQMP)

21. All deferred plan items are to be identified on the plans cover sheet.

22. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.

23. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route.

24. All dead and removed trees and foliage is to be properly removed from the site.

25. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

26. At the time of submittal for plan review, projects meeting the requirements under Section 5.410.2 and Section 5.410.2.3 of the California Green Building Standards Code shall submit a Commissioning Plan.

27. Prior to final inspection, provide Building & Safety with a flash disk of the final approved amended plans and documents.

Comments pertaining to the preliminary drawing plans:

- Note some of these comments can be addressed once plans are submitted for plan review. Comments that should be addressed prior to submitting for plan review are:
    - Conditions that change the layout of the units such as making units accessible and adaptable where the unit sizes may increase in size.
    - Conditions that reflect the overall parking area, which considers the number of accessible parking spaces.
    - Conditions that change the overall layout in order to comply with accessible path of travel to all facilities and making the facilities accessible. Facilitates shall include, but not limited to trash enclosure, pool area, BBQ areas, fire pits, and playground areas.

28. Accessibility for the recreational building and swimming pool shall comply with CBC Chapter 11B, while the townhome units shall comply with CBC Chapter 11A.

29. Multi-family units without elevators:
    - All dwelling units on the ground floor shall be adaptable. (see definition of adaptable, and requirements for adaptability) Clearly indicate on the plans. CBC sec. 1119A
    - All dwelling units on the ground floor shall be located on an accessible route (when site tests are not a factor). CBC sec. 1107A.12, 1107A.13

30. Site development and grading shall be designed to provide access to all buildings or portions of buildings required to be accessible or adaptable. Accessible building entrances and exterior ground floor exits shall be located on an accessible route. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings, signage, gates, lifts and walking surface material.

31. When installing paver stones along the accessible path of travel, over time the stones may shift and move where they are no longer in compliance with CBC

32. Provide and detail an accessible route to the play area. Play area ground surfaces shall comply with ASTM standards CBC sec. 11B-1008.2.6

33. All common areas, which includes fire pits, BBQ, courts, picnic, play areas shall be accessible. CBC sec. 1110A.1(2), sec. 1110A.3.

34. Provide the minimum number of disabled accessible parking spaces for each building as follows:
    - 2% of total number of Covered Dwelling Units
    - 5% of total number of visitor parking spaces provided. (Identify on the site plan the number of visitor parking spaces to be provided & accessible parking spaces for visitors).
    - Indicate van accessible parking. (ratio of 1 van accessible space for each 8 accessible parking spaces).
    - Accessible parking spaces shall be dispersed throughout the site and dispersed between open parking areas and covered parking areas. CBC Section 1109A.5

35. Bathrooms within accessible dwelling units shall be designed to comply with Option 1 or Option 2 per CBC sec. 1134A.2.
    - Specify which option is to be applied.
    - Provide dimensioned details in compliance with CBC sec. 1130A to demonstrate compliance.
    - Reference notes and details to the architectural floor plans. The bathroom on the ground floor accessible unit shall meet the following:
        - Adaptable bathrooms, provide a clear floor space of 48" parallel x 30" perpendicular at the side of the bathtub located from the foot/ control end of the bathtub. CBC sec. 1134A.5
        - A clear floor space of 30" x 48" shall be provided within the bathroom beyond the swing of the door. Sec. 1134A.4
        - Dimension the required 36" clear floor space in front of the water closet. Sec. 1134A.7(1)

- The minimum clear floor space (width) for a water closet is 36". Sec. 1134A.7, exception.
- Provide details for grab bar support backing at bathtub and water closet. CBC sec. 1134A.5, sec. 1134A.7.

36. Bathrooms and bathing facilities located on the ground floor shall be adaptable. Provide dimensioned details on the plans. Address the following:
    a. Reference notes and details to the architectural floor plans.
    b. Provide details for grab bar support backing at shower stalls, and water closets. CBC sec. 1134A.6(4) & sec. 1134A.7(2)
    c. A clear floor space of 30" x 48" shall be provided within the bathroom beyond the swing of the door. CBC sec. 1134A.4
    d. A clear floor space of 48" parallel x 30" perpendicular at the side of the shower stall. CBC sec. 1134A.6(3)
    e. Provide a 36" clear floor space in front of the water closet. CBC sec. 1134A.7(1)
    f. Provide a 48" clear floor space (width) for the water closet. CBC sec. 1134A.7(1)
    g. Dimension lavatory counter top (plan view), maneuvering space, knee and toe clearances. CBC sec. 1134A.8
    h. Provide shower stall floor type, & floor slope, threshold, controls, enclosure. CBC sec. 1134A.6

37. Adaptable bathrooms within dwelling units when using option #2, (one complying bathroom), all additional bathrooms shall comply with items 8 thru 12 per CBC sec. 1134A.2.
    a. Accessible route into and through the bathroom.
    b. Accessible route shall be 36" in width. sec. 1130A.2
    c. Landings at doors. sec. 1132A.5
    d. 18" strike edge clearance on swing side of doors. sec.1132A.5.2
    e. Switches and outlets. sec. 1142A
    f. Grab bar backing. sec. 1134A.5, thru 1134A.7.

38. Provide a range of 17" min. to 18" max. from the center line of the accessible water closet to the adjacent side wall or partition. Provide dimensions on plans and details. CBC sec. 1134A.7.

39. Provide a dimensioned, detailed bathroom(s) floor plan to demonstrate compliance with accessibility standards. Show/ dimension locations of all accessible plumbing fixtures such as: water closets, lavs, tub and shower compartment. Detail required fixture clearances, door clearances and minimum clear floor areas. (maneuvering space, sec. 1134A.4) CBC sec. 1134A

40. Provide notes, details, and dimensions for gates located on an accessible route as follows: CBC sec. 1126A
    a. Width and height
    b. Maneuvering clearance/ Landings
    c. Floor or Ground surfaces
    d. Type of lock and latch
    e. Opening force
    f. Smooth surface (kick plate) sec. 1126A.7

41. Provide notes, details, and dimensions for the accessible stairs on the plans. Address the following:

a. Rise and run of stairs.	CBC sec. 1009.4.2
b. Open risers not permitted	CBC sec. 1115A.2
c. Contrasting color strip on treads	CBC Sec. 1115A.5
d. Handrails 1115A.6.2.5	CBC Sec. 1115A.6.2.1, 1115A.6.2.3,
e. Guards	CBC sec. 1013

42. Kitchens shall be accessible. Provide details on the plans. Reference details to the floor plans. Kitchens shall comply with CBC sec. 1112 A

43. Ten percent of multi-story dwelling units shall be located on an accessible route and be adaptable. Identify the required adaptable units on the plans. CBC sec. 1102A.3.1

44. The primary entry to the dwelling unit shall be on an accessible route unless exempted by site impracticality tests per section 1119A.

45. At least one powder room or bathroom shall be located on the primary entry level served by an accessible route and shall comply with the provisions of sec. 1109A.

46. All rooms or spaces located on the primary entry level shall be served by an accessible route and shall comply with the provisions of chapter 11A.

47. Rooms or spaces located on the primary entry level and subject to chapter 11A may include but are not limited to kitchens, powder rooms, bathrooms, living rooms, bedrooms, or hallways.

48. When glazed openings are provided within rooms or spaces for operation by occupants (dwelling units) at least one glazed opening shall comply with 1138A.4. Provide notes / details on the plans. CBC sec. 1126A.8

49. The trash enclosures shall be accessible to persons with disabilities and located on an accessible route. Detail accessibility on the plans. CBC Sec. 1110A.1(2)

50. The trash enclosure door or gate shall be provided with a level area 60" in length in the direction of door or gate swing and a length of 48" in the opposite direction of door swing. CBC sec. 1126A.3.1

51. Private garages shall comply with CBC Section 1109A.2.1.

City of Highland, **FIRE PREVENTION DIVISION,** Conditions of Approval.

DATE : May 4, 2021

APPLICANT : TREH Development

APN : 1201-331-01 & 1301-341-08

SITE LOCATION: NEC of Greenspot Road and 210 Freeway

FILE / INDEX No.: SPR 06-01A DRA 20-012 CUP 20-006 20-007 TPM 20-002 ASR 20-013

A tiered level of mitigation options has been developed and listed below are the systems and/or modifications required for your project. Compliance of the following items are a condition of **FINAL OCCUPANCY APPROVAL**. These conditions are required as acceptable solutions to the adverse fire conditions impacting firefighting and emergency operations accompanying the site/area. They will either assist in detection and extinguishment of the fire and/or facilitate the anticipated emergency operations.

This project is protected by the City of Highland Fire Department / Cal-Fire / California Department of Forestry and Fire Protection. Prior to any construction occurring on any parcel, the applicant shall contact the city of highland fire marshal office for verification of current fire protection development requirements. All new construction shall comply with the currently adopted California Fire Code and all applicable statutes, appendices, codes, ordinances, standards and policies of the City of Highland Fire Department/ Fire Prevention Division / Cal-Fire / California Department of Forestry and Fire Protection.

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF40:** Where an automatic extinguishing system or standpipe system is in place, system shall be serviced and maintained in operating condition according to NFPA and California State Fire Marshal requirements. **T19; CFC; NFPA**

4. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

5. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

6. **HF53:** A one-hour, solid core, self-closing and latching door (minimum 1-3/8 inch) shall be installed between an attached garage and living space. **CBC**

7. **HF55:** Commercial exit requirements:
   A. Required exit doors shall be maintained in an operable condition at all times
   B. Required exit doors shall swing outward and away in the direction of exit travel.
   C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   D. Exit paths shall be illuminated when structure is occupied.
   E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

8. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

9. **HF47:** For each chimney, used in conjunction with any fireplace or heating appliance, in which solid or liquid fuel is used, an approved spark arrester shall be installed and visible from the ground. Spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, and minimum of 3/8" to ½" maximum openings. **CFC; CBC; CMC**

10. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

11. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

12. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

13. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

14. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

15. **HF9:** Residential driveways shall be paved (asphalt/concrete) and shall provide a minimum width of twelve (**12**) feet. Driveways of this standard shall serve no more than two single family dwellings and shall not exceed 10% in grade. **HMC**

16. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

17. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

18. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

19. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

20. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

21. **HF19:** **Manually** operated gates across fire department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated **"KNOX"** padlock or box containing key to open the private lock. For **automatic** gates, a "KNOX" emergency access switch, shall be installed, at location determined by fire department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "KNOX BOX" request form is available from the fire marshal or may be ordered directly from www.knoxbox.com (specify City of Highland, CA) **CFC – Appendix D Note: The city of Highland also requires an electronic "H" key system (Ord. #320) for multi-family, gated communities or secured storage facilities. HMC**

22. **HF24:** "NO PARKING – FIRE LANE" signs shall be posted at locations designated by fire marshal. Fire lane curbs shall be painted red, with white letters stating, "NO PARKING – FIRE LANE" on top, not face. **CFC - APPENDIX D**

23. **HF54:** commercial and industrial structures-occupancies and gated complexes shall have a "**KNOX BOX**" system installed on the exterior of the building(s) or complex. location of device to be determined by the fire department. The box shall contain keys necessary to gain access and may contain pre-plans and MSDS information as required by the fire department. New and existing multi-tenant commercial buildings shall provide a 'KNOX' box large enough to contain keys to access each individual tenant space. Installation location(s) to be determined by the fire marshal. The box shall contain clearly marked keys to each tenant space or other areas as determined by the fire marshal. **CFC**

24. **HF61:** Aerial fire apparatus access roads. **Where required**: buildings or facilities **exceeding 30-feet** in height above the lowest level of fire dept. Vehicle access shall be provided access roads capable of accommodating aerial apparatus. **Width:** aerial apparatus access roads shall provide a minimum unobstructed width of **26-feet** in the immediate vicinity of any building exceeding 30-feet in height. **Proximity to buildings:** aerial apparatus access roads shall be located a minimum of 15-feet to a maximum of 30-feet from the building, and shall be positioned parallel to one entire side of the structure, as approved by the fire code official. **CFC APPENDIX D**

WATER:

25. **HF25:** Minimum required fire flow, shall be determined by California Fire Code Appendix 'B'
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

26. **HF29:** Fire hydrant spacing shall be:

Single family residential:	500 FEET
Multi-family residential:	300 FEET
High density residential:	300 FEET
Commercial retail:	300 FEET

CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

27. **HF26:** Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

28. **HF27:** Applicant-developer shall provide a letter from the water company serving the project-development, verifying financial arrangements have been made and bonded for the required water improvements. **CFC**

29. **HF28:** Fire hydrants shall be installed, inspected and operational as per approved water system delivery plans **prior** to any framing, construction or delivery of combustible materials to project site. **CFC / CFC**

30. **HF30:** Private, on site fire hydrant(s) – yard hydrant(s)- capable of supplying required fire flow shall be installed at location(s) identified by the fire department. System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. hydrants with one 2 ½" outlet and one 4" outlet. **CFC / APPENDIX B AND C**

31. **HF38:** Approved fire hydrant(s) capable of supplying required fire flow, shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants or on-site fire hydrants, meeting the required fire flow, shall be provided. **CFC APPENDIX B AND C**

ADDRESSING – IDENTIFICATION:

32. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

33. **HF22:** Commercial-retail structures with rear access shall display address numbers on rear entry doorways, **4"** in height, 1/2" stroke, on contrasting background. **CFC**

34. **HF23:** **Directory map**. An illuminated directory map shall be installed at each driveway entrance where the total number of units exceeds fifteen, (15) **CFC / HMC. FIRE AND PLANNING DEPARTMENTS SHALL APPROVE SIGNAGE PLAN**.

35. **HF18:** Street name signs shall be installed prior to construction on any roadway or phase. Temporary signs may be used as approved by the fire marshal. **CFC**
Note: Permanent signage shall meet City standards as required by Planning.

36. **HF17:** The public and/or private roadways serving this project shall be identified with **city** approved names. **CFC**

37. **HF20:** **Residential** address numbers shall be placed on all new and existing structures in such a manner as to be plainly visible and legible from the access roadway or street. Single family dwellings shall have numbers of **4"** height, 3/4" stroke on contrasting background. Address numbers shall be low voltage, automatically electrically illuminated where structure setback exceeds one hundred (100) feet from the access roadway or street, additional non-illuminated numbers 4" in height, 3/4" stroke, on contrasting background shall be displayed at property access entrance. **CFC**

FIRE PROTECTION & ALARM SYSTEMS:

38. **HF35:** Automatic fire sprinklers shall be installed according to **NFPA 13R** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

39. **HF36:** Automatic fire sprinklers shall be installed according to **NFPA 13** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

40. **HF37:** Automatic fire sprinkler control devices (P.I.V & O.S.&Y.) Shall be visible from fire dept. access roadway, and identify system being controlled and address of structure.
Fire Dept. Connection (FDC) shall be located no closer than forty (40) feet and not to exceed one hundred fifty (150) from structure. Required fire hydrant shall have a maximum distance from FDC of thirty (30) feet. FDC shall identify address and system of structure being protected. **CFC**

41. **HF39:** An automatic fixed fire extinguishing system (**UL-300**) shall be installed in the hood and duct system of commercial cooking equipment. Three **(3)** sets of shop plans with material cut sheets and calculations shall be submitted to fire department for review and approval prior to installation. **CFC**

42. **HF41:** A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq.ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by fire department, may be required. Fire extinguishers shall be serviced bi-annually and shall have a current State Fire Marshall service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC**; **NFPA**

43. **HF42:** A 40BC (K-Type) fire extinguisher shall be installed within 30 feet of commercial food heat-processing equipment. Fire extinguishers shall be serviced annually and shall have a current SFM service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year.
CFC; T-19

44. **HF43:** An automatic fire detection and alarm system meeting the requirements of CFC 907, CBC and NFPA 72 shall be installed. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC; NFPA**

45. **HF44:** An automatic smoke removal system shall be installed. The system shall comply with CFC and CBC requirements. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC**

46. **HF45:** An automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC**

47. **HF46:** **SMOKE DETECTORS**, hard wired in series with battery back-up, shall be installed in all sleeping areas and in all hallways and areas/rooms leading to sleeping areas. Smoke detectors shall be installed at the top of all stairways. At least one smoke detector shall be installed on the first floor level. **CARBON MONOXIDE DETECTORS** shall be installed per manufacturer's instructions minimum one per floor where fuel fired appliances and/or an attached garage is present. Units also to be hard wired in series with corresponding smoke detectors **CFC; CBC**

48. **HF59:** Commercial and industrial buildings, in excess of 20,000 square feet, and with an interior area more than 150 feet from exterior exit, shall be equipped with a class i standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 GPM from an adjacent automatic fire sprinkler riser at 100-psi nozzle pressure for two hand lines flowing.

49. **HF60:** California Fire Code, **FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION**, shall apply to this project. it is the responsibility of the project manager to meet with the fire marshal to discuss requirements specific to this project.

50. **HF61**: **TENANT IMPROVEMENT**. Review the 'tenant improvement information' handout. If any of the items listed apply to this project, they must be included in the 'fire department notes' section on the plan.

51. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

52. **HF63**: Submit to fire marshal's office: **one copy** of building and/or structure plans for fire department review.

53. Adjacent southerly/easterly parcel to be required to connect to emergency access to allow fire department and emergency ingress / egress.

Craig Sanchez, Fire Marshal
City of Highland Fire Prevention
(909) 864-8732 x 248

Attachment C:

Resolution No. 2021-____ for

Conditional Use Permit (CUP No. 20-006)

RESOLUTION NO. 2021-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 20-006 TO PERMIT THE ESTABLISHMENT OF STATE OF CALIFORNIA ALCOHOL BEVERAGE CONTROL (ABC) LICENSES INCLUDING FIVE (5) ON-SALE ALCOHOL LICENSES AND THREE (3) OFF-SALE ALCOHOL LICENSES FOR A COMMERCIAL RETAIL CENTER, NORTH OF GREENSPOT ROAD AND EAST OF 210 FREEWAY AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457. ASSESSOR'S PARCEL NUMBERS: 1201-331-01, 1201-341-01, -08, AND -09

A. RECITALS

1. On December 22, 2020, the Applicant submitted a Conditional Use Permit Application (CUP No. 20-006) to establish a blanket CUP for the future businesses that may need a State of California Alcohol Beverage Control (ABC) license ("Subject Application").

2. The project site has a Zoning Designation of Highland Marketplace, per Planning Area No. 1 of the Greenspot Village & Marketplace Specific Plan Scenario No. 1.

3. On May 18, 2021, the Planning Commission of the City of Highland, conducted a duly noticed public hearing on the Subject Application and recommended approval of Conditional Use Permit (CUP No. 20-006) to the City Council.

4. On June 8, 2021, the City Council of the City of Highland, conducted a duly noticed public hearing on the Subject Application.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Highland as follows:

Section 1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

Section 2. Based upon substantial evidence presented to the City Council during the June 8, 2021, public hearing, including public testimony and written and oral staff reports, the City Council finds as follows:

a. All necessary Public Hearings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 3. Findings of Fact (Conditional Use Permit)

a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland general plan, and with the applicable development policies and standards of the city.

Response: The project site is located within the Greenspot Village and Marketplace Specific Plan, Planning Area No. 1 which allows for the establishment of various uses such as restaurants, grocery stores and convenience markets that could benefit from a State of California Alcohol Beverage Control (ABC) license. The Applicant is proposing five (5) on-sale (Type 41 and 47) ABC licenses and three (3) off-sale (Type 20 and 21) ABC licenses within the proposed mixed-use project which are allowed upon approval of a Conditional Use Permit. The proposed businesses that will have ABC licenses will comply with all of the applicable provisions/objectives of this Specific Plan by establishing a well-balanced and carefully planned collection of specialized and general retail uses that can take full advantage of the site's visibility and accessibility from State Route (SR210). The future commercial uses will be consistent with the goals, policies, and objectives of the Highland General Plan and the applicable development policies and standards of the city. The future businesses with an ABC license will be consistent with the General Plan, Land Use Element, Goal 2.1, Policy 4, which "Encourages future development to provide functional public spaces that foster social interaction" of people within central location." Furthermore, these businesses will be consistent with the General Plan, Land Use Element, Goal 2.4, Policy 1, to maximize sales-tax-generating uses through the strategic location of commercial areas, particularly at freeway interchanges, at major intersections, and within the Town Center and Golden Triangle. The businesses with ABC licenses will provide a public benefit to the City.

b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The establishment of various uses that would need an ABC license (for the sale and/or consumption of alcohol) in this portion of the city will not impair the integrity and/or character of the Specific Plan or its surroundings. The future uses will be appropriate in nature and in

keeping with the development standards of Planning Area No. 1. For example, the establishment of restaurants, retail stores, convenience store on the project site with an ABC license will not negatively affect the surrounding businesses as it is a multi-tenant commercial center, and it is not uncommon for similar uses to be within close proximity from each other or for alcohol to be sold at restaurants, retail stores or convenience stores. Therefore, no significant impacts to the existing quality of the site or its surroundings would occur as a result of the project.

c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The project site is suitable for the type and intensity of use or development which is proposed and permitted in Planning Area No.1 within the Specific Plan. The Specific Plan would allow a restaurant, retail store, convenience store or other similar uses to have an ABC license which will provide a public benefit to the surrounding community and visitors. Based on the public benefit to the community, the intensity of the use will not cause a negative impact to the community, since similar uses are already established within the area and have not been a negative impact. Additionally, the project will meet intent of General Plan Land Use Element, Goal No. 2.1, Policy No. 1, which requires the city to "Actively plan and promote the development of the Town Center, Golden Triangle and other designated mixed-use areas" for the benefit of the residents and visitors of the City. The subject application has been reviewed in compliance with the Highland Municipal Code, Specific Plan and appropriate conditions of approval have been applied to the project to meet the findings of a public convenience or necessity.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: The project site is already being served by water, sewer, public utilities, as well as served by the City of Highland Fire and Police Departments. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The Applicant is proposing to establish five (5) on-sale ABC licenses and three (3) off-sale licenses within the proposed mixed-use project which are conditionally permitted within the Specific Plan. The sale of alcohol is ancillary to a restaurant use, retail use or gas station

and is allowed within the Greenspot Village and Marketplace Specific Plan. The associated Conditional Use Permit will establish the ABC licenses, subject to approval of the conditional use permit. The subject application has been reviewed in compliance with the Highland Municipal Code, Specific Plan and appropriate conditions of approval that have been applied to the project.

f. The proposed use would not result in a significant effect on the environment.

Response: The various uses will be contained within the proposed commercial buildings. The future uses will not result in a significant effect on the environment because the EIR and the supplemental EIR have anticipated the future uses for this shopping center and for some uses to sell alcohol beverages.

g. Business and Professions Code Section 23958 finding of "public convenience or necessity":

Response: The Applicant is proposing to establish five (5) on-sale ABC licenses and three (3) off-sale ABC licenses within the proposed mixed-use project which are conditionally permitted within the Specific Plan. Based on ABC standards, Census Tract 76.04 is considered overconcentrated with seven off-sale licenses and seven on-sale licenses which would typically be limited to three on-sale and three off-sale. According to the Business and Professions Code, a jurisdiction must make a finding of "public convenience or necessity" if there is an overconcentration of similar liquor licenses within the census tract associated with the project. The City Council hereby finds that a granting of "public convenience or necessity" is appropriate for this project because the additional licenses provide a one stop shopping experience and enhance the full dining experience for customers within the project site and provide economic opportunity for the on-site businesses.

Section 4. Based on the findings of fact and conclusions set forth above, the City Council approves CUP No. 20-006 to permit a blanket CUP to establish five (5) on-sale (Type 41 and 47) ABC licenses and three (3) off-sale ABC licenses (Type 20 and 21) within the proposed mixed-use project, located at the northeast corner of Greenspot Road and the 210 freeway, Highland, CA 92346 (APNs: 1201-331-01, 1201-341-01, -08, and -09) subject to the conditions of approval attached.

PASSED, APPROVED AND ADOPTED this 8th day of June, 2021.

_____
Penny Lilburn, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 8, 2021
Applicant: TREH Partners, XV LLC.
Project No: Conditional Use Permit No. 20-006
Proposal: A proposal to establish five (5) on-sale State of California Alcohol Beverage Control (ABC) licenses and three (3) off-sale ABC licenses within the proposed mixed-use development project; License types include one (1) Type 20, two (2) Type 21, three (3) Type 41, and two (2) Type 47.
Location: Northeast corner of Greenspot Road and the 210 freeway within Planning Area No. 1 of the Greenspot Village & Marketplace Specific Plan. (APN: 1201-331-01, 1201-341-01, -08, and -09)
Related Entitlements: Specific Plan Revision No. 06-01A, Design Review Application No. 20-012, Conditional Use Permit No. 20-007 (Gas Station), and Tentative Parcel Map No. 20-002.

PLANNING CONDITIONS

These conditions of approval represent the Planning Divisions conditions of approval and are meant to be one part of overall conditions of approval that may include, Engineering, Building and Safety, Fire Department, and other agency conditions of approval.

The conditions below are continuing conditions. Failure of the applicant and/or operator to comply with any or all said conditions at any time shall result in the revocation of this permit granted to use the subject property.

1. This Conditional Use Permit approval shall become null and void:

   a. Unless all conditions have been complied with and the occupancy or use of the land or existing structures authorized by such conditional use permit approval has occurred within thirty-six (36) months from the approval date of said conditional use permit.

   b. Where circumstances beyond the control of the applicant cause delays which do not permit compliance within the time limitation established in this section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the Planning Division a minimum of thirty (30) calendar days prior to the expiration of the conditional use permit approval. Such application shall be filed together with the city's processing fee, as established by the City Council.

2. This approval is to establish five (5) on-sale ABC licenses and three (3) off-sale ABC licenses within the proposed mixed-use development. License types include one (1) Type 20, two (2) Type 21, three (3) Type 41, and two (2) Type 47. The licenses shall be available individually within Planning Area No. 1 of the Greenspot Village and Marketplace Specific Plan. The assignment of their location shall be determined by the property owner.

3. The applicant shall agree to defend, at his sole expense, any action brought against the city, its agents, officers, or employees, because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the city, its agents, officers, or employers, for any court costs and attorney's fees which the city, its agents, officers or employees may be required by a court to pay as a result of such action. The city may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the applicant of his obligations under this condition.

4. Any revisions, modifications to the ABC Licenses, as prepared by the State of California Department of Alcoholic and Beverage Control or any modifications to any conditions listed herein, must be submitted to the Planning Division; additional review and approval may be required by the Planning Commission.

5. All requirements of the Department of Alcohol and Beverage Control shall be complied with and such requirements shall become part of these conditions of approval by reference.

6. "Loitering is Prohibited" signs shall be posted on and around the subject premises. Size and location shall be approved by the property owner and the City of Highland Planning Division.

7. The hours of operation allowed for the sale of alcoholic beverages shall be determined by the California Department of Alcohol Beverage Control (ABC).

Attachment D:

Resolution No. 2021-____ for

Conditional Use Permit (CUP No. 20-007)

RESOLUTION NO. 2021 - ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT (CUP NO. 20-007), TO CONSTRUCT AN APPROXIMATELY 11,877 SQUARE FOOT GAS STATION, CONVENIENCE STORE, CAR WASH AND GAS CANOPY WITH EIGHT FUEL PUMPS WITHIN PLANNING AREA NO. 1 OF THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN, LOCATED AT THE NORTHEAST CORNER OF GREENSPOT ROAD AND 210 FREEWAY, AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457. (APNS NO.: 1201-331-01, 1201-341-01, -08, and -09).

APPLICANT: TREH PARTNERS XV, LLC

A. RECITALS

1. On December 22, 2020, the Applicant submitted a Conditional Use Permit (CUP No. 20-007) to construct an approximately 11,877 square foot gas station, convenience store, carwash, and gas canopy with eight fuel pumps located at the northeast corner of Greenspot Road and 210 freeway in Planning Area No. 1, Scenario No. 1 within the Greenspot Village Specific Plan ("Subject Application).

2. The project site has a Zoning Designation of Highland Marketplace, per Planning Area No. 1 and a zoning of Residential Villages, per Planning Area No. 2 of the Greenspot Village & Marketplace Specific Plan Scenario No. 1.

3. On May 18, 2021, the Planning Commission of the City of Highland, conducted a duly noticed public hearing on the Subject Application and recommended approval of Conditional Use Permit (CUP No. 20-007) to the City Council.

4. On June 8, 2021, the City Council of the City of Highland, conducted a duly noticed public hearing on the Subject Application

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Highland as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland ity Council after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the ity of ouncil dated June 8, 2021, which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Findings of Fact Conditional Use Permit (CUP No. 20-007):

   a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

      Response: The project is located within the Greenspot Village and Marketplace Specific Plan, Scenario No. 1, Planning Area No. 1 and is further located within the Golden Triangle Community Policy Area. The Specific Plan and the Golden Triangle was designated to "facilitate a master-planned, mixed-use type of development large enough to cater to residential, retail and office uses within a well-coordinated group of individually designed projects." Furthermore, the project will be consistent with the General Plan, Land Use Element, Goal 2.4, Policy 1, which will provide sales-tax-generating uses through the strategic location of commercial areas, particularly at freeway interchanges, at major intersections, and within the Town Center and Golden Triangle.

      The plan for a gas station with convenience store, car wash and gas canopy with eight (8) fuel pumps fits well within the commercial retail expectation for development in this area. The single-story design with Spanish Colonial architectural is in keeping with the nearby commercial development as well as the planned future development. The project plans show appropriate water quality, landscape and design features consistent with the development policies on the City.

   b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

      Response: The project is located within the Greenspot Village and Marketplace Specific Plan, Scenario No. 1, Planning Area No. 1. The

Applicant is proposing to comply with the Specific Plan as it relates to the development standards for commercial uses. Planning Area No. 1 will promote commercial uses including a gas station with convenience store with alcoholic beverages sales, carwash, and gas canopy with eight fuel pumps with the approval of a Conditional Use Permit. General Commercial uses are in keeping with the vision of the Specific Plan and the Golden Triangle and specifically along the north side of the Greenspot Road and the 210 freeway. The project's site plan, overall landscape plan, building elevations and conceptual grading plan meets the Specific Plan requirements for commercial uses. Therefore, the proposed use would not impair the integrity and character of the district/Planning Area No. 2 in which it is to be established or located.

c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The site is situated within a commercial corridor with most street, sidewalk, and utility improvements in place. There are similar retail and services uses within the vicinity on the southerly side of Greenspot Road. The site is fairly flat with good commercial visibility and adequately situated for the buildings and improvements proposed. The site is currently vacant and can support the type and intensity of use proposed.

The types of uses proposed are permitted within Planning Area No. 1 of the Specific Plan. This corner location is an integral part of the City's future commercial development and gateway entry for traffic coming from the 210 freeway. This type of development was anticipated in the Specific Plan and has provided the necessary site amenities and design requirements by the City's policies and guidelines. Therefore, the site is suitable for the type of use and intensity for the development that is proposed.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: The existing water, public utilities and services for the proposed project are available to serve the proposed use and ensure public health and safety. Additionally, staff sent out project notices to the different public utility companies and they did not have any comments in regards to not being able to provide the adequate services for the projet site.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The proposed commercial use, as conditioned, will be in compliance with Specific Plan, Fire and Building codes. Each public safety and utility provider has been given an opportunity to comment and condition

the project. The necessary permits will be required prior to and during construction. Therefore, the project will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

f. The proposed use would not result in a significant effect on the environment.

Response: The potential environmental impacts of the proposed gas station, car wash and convenience store uses were analyzed in the EIR, SEIR, and updated Biology and Noise studies. Mitigation measures have been established and the project will be built and operated in a compliance with the Specific Plan. Furthermore, the EIR and SEIR have reviewed the impacts to this type of development and has created mitigation measures to reduce the impacts to the site, however, certain impacts could not be mitigated, therefore, a Statement Overriding Consideration was adopted.

4. Based on the Findings of Fact set forth above, the City Council approves Conditional Use Permit (CUP No. 20-007) to construct an approximately 11,877 square foot gas station, gas canopy and car wash within the propose mixed-use development of Greenspot Village & Marketplace Specific Plan, Planning Area No. 1, subject to the conditions of approval attached as Exhibit 1.

PASSED, APPROVED, and ADOPTED this 8th day of June, 2021.

_____
Penny Lilburn, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 8, 2021
Applicant: TREH Partners XV, LLC.
File/Index: Conditional Use Permit (CUP No. 20-007)
Proposal: Construction of approximately 11,877 square foot gas station with convenience store, carwash, and gas canopy with eight (8) fuel pumps.
Location: The project site is located on four (4) vacant parcels of approximately 19.81-acres, north of Greenspot Road and east of 210 Freeway within the Greenspot Village & Marketplace Specific Plan. Assessor's Parcel Numbers: 1201-331-01, 1201-341-01, -08, and -09
Related Entitlements: Specific Plan Revision No. 06-01A, Design Review Application No. 20-012, Conditional Use Permit No. 20-006 (ABC), Tentative Parcel Map No. 20-002, and Accessory Sign Review No. 20-013.

PLANNING CONDITIONS OF APPROVAL

Note: These Conditions represent Planning Division Conditions only and are meant to be only one part of the Project's overall Conditions that include Engineering, Fire Department and Building and Safety Conditions of Approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

This Conditional Use Permit (CUP No. 20-007) are conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any/all Conditions at any time shall result in initiating revocation of the subject permit.

1. This entitlement shall become null and void:

    a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Conditional Use Permit has taken place within thirty-six (36) months after the approval of said Conditional Use Permit.

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance with the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of not to exceed an additional thirty-six (36) months (in one-year increments). Applications for such extension of time must be set forth, in writing, by reasons for this extension and shall be filed together with a fee as established by the City Council, with the Planning Department sixty (60) calendar days before the expiration of the Conditional Use Permit.

2. In compliance with City Ordinance, the Applicant shall agree to defend, at the Applicant's sole expense, any action brought against the City, its agents, officers, or employees, because if the issuance of such approval. The Applicant shall reimburse the City, its agents, officers, or employees for any court costs and attorney's fees, which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at his own expense in the defense of any such action, but such participation shall not relieve Applicant of his obligations under this Condition.

3. The subject Conditional Use Permit is for the construction and operation of a gas station with 5,200 square foot convenience store, 1,825 square foot carwash building, and eight (8) pump islands.

    a. The site plan, building elevations, conceptual plan, signs, and related design features are addressed in Design Review Application (DRA No. 20-012) and Accessory Sign Review (ASR No. 20-013). DRA No. 20-012 shall be approved prior to the issuance of building permits.
    b. The findings and mitigation measures associated with ENV No. 09-003 and ENV No. 19-002 shall applied to this site.

4. No storage of materials outside an enclosed building may be permitted unless expressly designed for such purpose and approved as a part of the site approvals.

5. The facility is permitted to operate 24 hours per day, every day.

6. Landscaping. The service station site shall be landscaped pursuant to the following standards:

    a. A minimum of 10 percent of the site shall be landscaped including a planting strip at least five feet wide along all interior parcel lines, non-driveway and street frontages. Planters shall be surrounded by masonry or concrete curbs and so arranged as to preclude motor vehicles from driving across the sidewalk at locations other than access driveways. Permanent opaque landscaping or berming shall be provided and maintained in the planters at a height of not less than three feet above the average adjacent grade.

7. The trash enclosure shall be screened on at least three sides from public view by a solid decorative wall not less than five feet (5) in height as well as a solid roof. Permanent opaque panel gates shall be installed on all openings to the trash area. Exterior finish materials shall match those of the approved building elevations.

    a. All trash shall be deposited in the trash area and the gates leading thereto shall be maintained in working order and shall remain closed except when in use.

b. Trash areas shall not be used for storage. The premises shall be kept in a neat and orderly condition at all times and all improvements shall be maintained in a condition of reasonable repair and appearance.

8. All lighting fixtures shall be adjusted or designed to shine horizontal / downwards to avoid spillover and glare on the surrounding community with average of 1.1 footcandles to avoid spillover and glare impacts on the surrounding community.

9. Security lighting shall be installed to adequately illuminate the Facility. All security lighting shall be shielded and directed away from surrounding residential uses, businesses, and public right-of-way, and not be of unusually high intensity.

10. No lighting shall blink, flash, or be of unusually high intensity or brightness.

11. Parking lot light standards and building mounted fixtures shall not extend above building eaves as approved by the Community Development Director.

12. Provide a public restroom which is accessible to the general public and physically disable during all hours the service station is open to the public.

13. Air and water shall be provided at a convenient location during hours when gasoline is dispensed.

14. A security plan shall be developed by the Applicant and approved by the Police Department prior to the issuance of a building permit.

15. Prior to issuance of Building Permits, the Applicant/Contractor/Occupant shall submit and obtain of a Construction Waste Diversion Plan, in accordance with City Ordinance No.269.

16. Revisions, modification, or deletions of associated Plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

Attachment E:

Resolution No. 2021-____ for

Tentative Parcel Map (TPM No. 20-002)

RESOLUTION NO. 2021-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING A TENTATIVE PARCEL MAP APPLICATION (TPM NO. 20-002) FOR TENTATIVE PARCEL MAP NO. 20382 TO INCREASE THE NUMBER OF PARCELS FROM FOUR TO EIGHT PARCELS WHICH INCLUDE SEVEN COMMERCIAL PARCELS AND ONE RESIDENTIAL PARCEL IN ASSOCIATION WITH SPECIFIC PLAN REVISION APPLICATION (SPR NO. 06-01A), LOCATED ON THE NORTHEAST CORNER OF GREENSPOT ROAD AND 210 FREEWAY WITHIN THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (APNs: 1201-331-01, 1201-341-01, -08, and -09)

APPLICANT: TREH PARTNERS XV, LLC

A. RECITALS

1. On December 22, 2020, the Applicant submitted a Tentative Parcel Map No. 20382 (TPM No. 20-002) to increase the number of parcels from four to eight parcels which includes seven commercial parcels and one residential parcel for the construction of an 85,316 square foot commercial retail center and 200-unit townhomes and multi-family residential complex at the northeast corner of Greenspot Road and 210 freeway in Planning Area No. 1 and 2 of Scenario No. 1 within the Greenspot Village Specific Plan.

2. The project site has a Zoning Designation of Highland Marketplace, per Planning Area No. 1 and a zoning of Residential Villages, per Planning Area No. 2 of the Greenspot Village & Marketplace Specific Plan Scenario No. 1.

3. On May 18, 2021, the Planning Commission of the City of Highland, conducted a duly noticed Public Hearing on the Subject Application and recommended approval of Tentative Parcel Map Application (TPM No. 20-002) to the City Council.

4. On June 8, 2021, the City Council of the City of Highland, conducted a duly noticed Public Hearing on the Subject Application.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Highland as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland City Council after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated June 8, 2021, and which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Tentative Parcel Map 20382 proposes to subdivide the approximately 19.8 acres into eight (8) parcels.

4. A duly noticed public hearing was held by the Planning Commission on May 18, 2021, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Tentative Parcel Map No. 20382 complies with the provisions of Chapter 16.68 Land Divisions of the Highland Municipal Code.

6. Tentative Parcel Map No. 20382 complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.

7. This 19.81 acre commercial and residential project was anticipated the Environmental Impact Report (ENV 09-003) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan Certified by the City of Highland City Council on June 11, 2013 & June 25, 2019 respectively. While this parcel had been designated by the California Resource Agency as Farmland of Statewide Importance, the two previous Environmental Impact Reports for the Specific Plan deemed that there were no feasible mitigation measures that would avoid or reduce the impact of converting these acres of farmland to a non-agricultural use. Additionally, the proposed project is within the development standards that were established as part of the Specific Plan. The project is reducing the square footage of commercial and is proposing 200 units of residential were 600 units are currently allowed. Therefore, the

proposed project will not have an impact on the EIR and the subsequent EIR that was previously approved. Regardless, the proposed project shall comply with the Mitigation Monitoring and Reporting Programs adopted concurrently with ENV 09-003 and ENV 19-002. A current project-specific Noise Study was done on the site to respectively provide details on sound levels and to check for the presence of the San Bernardino Kangaroo Rat. The Noise Study yielded results that showed adequate mitigation measures such as dual-pained windows would significantly reduce interior noise (Exhibit 10 – Noise Study). The previously approved Biological Resource Study yielded results that showed no presence of the San Bernardino Kangaroo Rat but the presence of the deer mouse and house mouse, neither of which are classified as endangered or threatened by the California Department of Fish and Wildlife.

8. Findings of Fact for Tentative Parcel Map No. 20-002 (TPM No. 20382):

a. That the proposed map is consistent with applicable General and Specific Plans as specified in Section 65451.

Response: The proposed site is within the Greenspot Village and Marketplace Specific Plan. The Tentative Parcel Map 20382 as designed and conditioned is consistent with Planning Area No. 1 and Planning Area No. 2. Furthermore, the proposed project is consistent with the goals and policies of the General Plan and the Specific Plan.

b. That the design or improvement of the proposed subdivision is consistent with applicable General and Specific Plans.

Response: The proposed design and improvements shown on Tentative Parcel Map No. 20382 are consistent with the General Plan and the Specific Plan. Lawful Conditions of Approval have been applied to the map to ensure compliance with applicable General Plan, Specific Plan and Development Code provisions.

c. That the site is physically suitable for the type of development.

Response: The project site is a vacant parcel that facing Greenspot Road which is a major corridor for the City. Tentative Parcel Map No. 20382 will create eight (8) private parcels with associated street access easements and reciprocal access agreements. The Site is generally flat and physically suitable for development as proposed with Design Review Application No. 20-012, Conditional Use Permit No. 20-006, Conditional Use Permit No. 20-007, and Accessory Sign Review No. 20-013 for the development of a mixed-use project. Based on the location

of the project, the site is physically suitable for the development of this project.

d. The site is physically suitable for the proposed density of development.

Response: Both lots will be of a suitable size to accommodate the respective commercial and residential development. This development meets the minimum width and depth requirements for the Greenspot Village and Marketplace Specific Plan. The proposed project will be meet the required density (20-30 du/ac) under Planning Area No. 2 of the Greenspot Village and Marketplace Specific Plan.

e. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Response: The Site lies in an urbanized area and has been vacant for many years. The configuration of the on-site circulation and access to the roadways limits the potential for traffic impacts on the local streets. Due to the nature of the mixed-used development operations noise impact will not impact the surrounding roadways and the adjacent uses include the residences to the north of the project site. The potential environmental impacts of the proposed gas station, car wash and convenience store uses were analyzed in the EIR, SEIR, updated Biology and Noise studies. Mitigation measures have been established and the project will be built and operated in a compliance with EIR and SEIR.

f. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

Response: The proposed project has been reviewed and conditioned by the City's Engineering, Building and Safety, Planning Divisions and Fire Department so that the design of the subdivision or the types of improvements will not cause serious public health problems.

g. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that

the public at large has acquired easements for access through or use of property within the proposed subdivision.

Response: The design of the subdivision will not conflict with easements for access through, or use of, property within the proposed subdivision. All point of access to this property can be taken from Greenspot Road. The proposed design of the subdivision is conditioned so as not to conflict with any easements of record or judgement of court.

Please note that Government Code section 66474.01 provides that "notwithstanding subdivision (e) of Section 66474, a local government may approve a tentative map, or a parcel map for which a tentative map was not required, if an environmental impact report was prepared with respect to the project and a finding was made pursuant to paragraph (3) of subdivision (a) of Section 21081 of the Public Resources Code that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report." So if these findings were made (which was somewhat alluded to in the draft resolution), the City could still approve the TPM.

2. If this project is in a high fire severity zone, the approving body would also need to make the findings set forth In Government Code section 66474.02.

3. Government Code section 66474.4 contains findings pertaining to the Williamson Act. This section provides that: "The legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it finds that either the resulting parcels following a subdivision of that land would be too small to sustain their agricultural use or the subdivision will result in residential development not incidental to the commercial agricultural use of the land, and if the legislative body finds that the land is subject to any of the following:

   (1) A contract entered into pursuant to the California Land Conservation Act of 1965 (Chapter 7 (commencing with Section 51200) of Part 1 of Division 1 of Title 5), including an easement entered into pursuant to Section 51256.
   (2) An open-space easement entered into pursuant to the Open-Space Easement Act of 1974 (Chapter 6.6 (commencing with Section 51070) of Part 1 of Division 1 of Title 5).
   (3) An agricultural conservation easement entered into pursuant to Chapter 4 (commencing with Section 10260) of Division 10.2 of the Public Resources Code.
   (4) A conservation easement entered into pursuant to Chapter 4 (commencing with Section 815) of Part 2 of Division 2 of the Civil Code."

So we should have the approving body make a finding that none of these apply.

4. Finally, Government Code section 66474.6 provides that the "the governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision." So a finding should be made that the discharge of waste would not violation any regional water quality control board requirements.

9. Based on the Findings and Conclusions set forth above, the City Council approves Tentative Parcel Map No. 20382 (TPM No. 20-002) to increase the number of parcels from four (4) lots, comprising 19.81 acres, into eight (8) parcels, in conjunction with Specific Plan Revision (SPR No. 06-01A) for the development of a commercial shopping center and a residential development subject to the Conditions of Approval attached hereto and incorporated by reference:

Exhibits: A – Tentative Parcel Map No. 20382

Attachments: 1 – Conditions of Approval

PASSED, APPROVED AND ADOPTED this 8th day of June, 2021.

_____
Penny Lilburn, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

Maricela E. Marroquin
City Attorney

Exhibit A – Tentative Parcel Map No. 20382

CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 20382

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED HIGHLAND IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 4;
THENCE EAST TO A POINT 1452 FEET WEST OF THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 4;
THENCE SOUTH TO THE NORTH LINE OF THE COUNTY ROAD (EAST THIRD STREET);
THENCE SOUTHWESTERLY ALONG SAID NORTH LINE OF THE COUNTY ROAD TO ITS INTERSECTION WITH THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 4; THENCE NORTH TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THOSE PORTIONS DESCRIBED IN DEEDS TO THE STATE OF CALIFORNIA RECORDED DECEMBER 28, 2006 AS INSTRUMENT NO. 2006-0892039, DECEMBER 28, 2006 AS INSTRUMENT NO. 2006-0892030, AND NOVEMBER 12, 2013, AS INSTRUMENT NO. 2013-0483535, ALL OF OFFICIAL RECORDS.

ALSO EXCEPTING THAT PORTION CONVEYED TO THE CITY OF HIGHLAND, A MUNICIPAL CORPORATION BY GRANT DEED RECORDED FEBRUARY 28, 2020 AS INSTRUMENT NO. 2020-0072920 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF THOSE PARCELS OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, SAID PARCELS CONVEYED TO THE SAN BERNARDINO FLOOD CONTROL DISTRICT BY DOCUMENT RECORDED MAY 6, 1942 IN BOOK 1530, PAGE 352 AND BY DOCUMENT RECORDED MAY 21, 1959 IN BOOK 4824, PAGE 494, BOTH OF OFFICIAL RECORDS OF SAN BERNARDINO COUNTY, SAID PORTION BEING ALL OF SAID PARCELS DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF GREENSPOT ROAD (FORMERLY 5TH STREET), HAVING A HALF WIDTH OF 50.00 FEET, WITH THE WESTERLY LINE OF THE EASTERLY 1452.00 FEET OF SAID SOUTHEAST QUARTER;

THENCE NORTH 00°24'36" EAST, 495.82 FEET ALONG SAID WESTERLY LINE TO THE MOST SOUTHERLY CORNER OF SAID PARCEL OF LAND DESCRIBED IN DOCUMENT RECORDED IN BOOK 4824, PAGE 494, OFFICIAL RECORDS;

THENCE NORTH 37°20'27" EAST, 19.53 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL;

THENCE LEAVING SAID SOUTHEASTERLY LINE, SOUTH 85°58'36" WEST, A DISTANCE OF 247.36 FEET;

THENCE NORTH 04°01'24" WEST, A DISTANCE OF 410.84 FEET TO A POINT IN A NON-TANGENT CURVE CONCAVE NORTHWESTERLY AND NORTHERLY AND HAVING A RADIUS OF 700.00 FEET, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 28°57'05" WEST;

THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 34°14'59", A DISTANCE OF 418.44 FEET TO THE EASTERLY BOUNDARY OF STATE HIGHWAY 30 AS DESCRIBED IN DOCUMENT RECORDED OCTOBER 15, 2008 AS INSTRUMENT NO. 08-0459712, OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FIVE COURSES;
SOUTH 00°58'23" EAST, 7.45 FEET;
SOUTH 33°42'13" WEST, 180.01 FEET;
SOUTH 11°17'47" EAST, 113.01 FEET;
SOUTH 12°58'37" EAST, 581.82 FEET;
SOUTH 54°32'11" EAST, 42.84 FEET TO THE INTERSECTION OF SAID EASTERLY LINE WITH THE NORTHERLY LINE OF SAID GREENSPOT ROAD;

THENCE ALONG SAID NORTHERLY LINE, N85°58'36" EAST, 576.23 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PARCEL DESCRIBED IN DEED TO STATE OF CALIFORNIA, RECORDED NOVEMBER 12, 2013 IN INSTRUMENT #2013-0483535, OFFICIAL RECORDS OF THE COUNTY OF SAN BERNARDINO.

PARCEL B:

THAT PORTION OF THE EAST 1452 FEET OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SOUTHEAST QUARTER;
THENCE SOUTH 0° 23' 47" WEST TO THE SOUTHWEST CORNER OF SAID NORTH HALF;
THENCE SOUTH 47° 30' 17" WEST A DISTANCE OF 466.60 FEET TO AN IRON PIPE MONUMENT;
THENCE SOUTH 72° 02' 47" WEST A DISTANCE OF 468.65 FEET TO A POINT ON THE WEST LINE OF AFORE SAID EAST 1452 FEET OF THE SOUTHEAST QUARTER OF SECTION 4;
THENCE NORTH 0° 24' 17" EAST A DISTANCE OF 775.85 FEET TO THE NORTHWEST CORNER OF AFORE-SAID EAST 1452 FEET OF THE SOUTHEAST QUARTER;
THENCE NORTH 89° 44' 12" EAST A DISTANCE OF 791.15 FEET TO THE POINT OF BEGINNING.

PARCEL C:

THAT PORTION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AS LIES WEST OF A STRAIGHT LINE BEGINNING AT A

POINT ON THE NORTH LINE OF SAID NORTH HALF, DISTANT 310 FEET EAST OF THE NORTHWEST CORNER THEREOF, AND RUNNING THENCE SOUTHWESTERLY TO THE SOUTHWEST CORNER OF SAID NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 4

PARCEL D:

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 4, IN THE CITY OF HIGHLAND, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 4;
THENCE SOUTH 0° 29' 16" EAST (RECORDED SOUTH 0° 33' 15 WEST; ALONG THE EAST LINE OF SAID SECTION 4,111.34 FEET TO THE INTERSECTION THEREOF WITH THE NORTHERLY LINE OF THE COUNTY ROAD (NOW EAST THIRD STREET A 100 FOOT STREET;
THENCE WESTERLY ALONG THE SAID NORTHERLY LINE OF TH SAID COUNTY ROAD 10.03 FEET;
THENCE NORTH 0° 29' 16" WEST (RECORDED NORTH 0° 33' 15 EAST) PARALLEL TO AND 10 FEET DISTANT WESTERLY FROM THE SAID EAST LINE OF SAID SECTION 4 A DISTANCE OF 455.14 FEET;
THENCE NORTH 89° 30' 44" WEST (RECORDED NORTH 89° 26' 45" WEST) 352.78 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 89° 30' 44" WEST 117.42 FEET TO A POINT ON THE WEST LINE OF THE EAST 1452.00 FEET OF THE SOUTHEAST QUARTER OF THE SAID SECTION 4;
THENCE NORTH 0° 30' 56" WEST (RECORDED 0° 24' 17" EAST) ALONG THE SAID WEST LINE 436.85 FEET TO THE SOUTHEAST CORNER OF THE LAND CONVEYED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BY DEED RECORDED OCTOBER 10, 1942, IN BOOK 1559 AT PAGE 137 OFFICIAL RECORDS OF SAID COUNTY;
THENCE NORTH 72° 37' 49" EAST 468.84 FEET (RECORDED NORTH 73° 02' 47" EAST 468.65 FEET ALONG THE SOUTH LINE OF SAID FLOOD CONTROL DISTRICTS PROPERTY;
THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 48° 50' 04" EAST 467.06 FEET (RECORDED NORTH 47° 30' 17" EAST 466.8 FEET;
THENCE SOUTH 36° 28' 45" WEST 1120.67 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL E:

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF THAT PROPERTY AS CONVEYED TO SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BY DEED RECORDED MAY 06, 1942, IN BOOK 1530 PAGE 352 OFTICIAL RECORDS OF SAID COUNTY, SAID POINT BEING ALSO THE MOST NORTHWESTERLY CORNER OF PROPERTY AS CONVEYED TO LOUIS ROZIMA AND HELEN B. ROZIMA, BY DEED RECORDED JUNE 25, 1952 IN BOOK 2974, PAGE 560, OFFICIAL RECORDS;
THENCE SOUTH 0° 30' 58" EAST (RECORDED SOUTH 0° 24' 17" WEST) ALONG THE WEST LINE OF SAID ROZIMA PROPERTY 158.12 FEET;
THENCE NORTH 36° 24' 55" EAST 195.23 FEET TO A POINT IN THE NORTH LINE OF SAID ROZIMA PROPERTY;
THENCE NORTH 89° 30' 44" WEST (RECORDED NORTH 89° 26' 45" WEST) 117.32 FEET TO THE POINT OF BEGINNING.
EXCEPT THAT PORTION CONVEYED TO THE CITY OF HIGHLAND, A MUNICIPAL CORPORATION BY GRANT DEED RECORDED FEBRUARY 28, 2020 AS INSTRUMENT NO. 2020-0072920 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF THOSE PARCELS OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, SAID PARCELS CONVEYED TO THE SAN BERNARDINO FLOOD CONTROL DISTRICT BY DOCUMENT RECORDED MAY 6, 1942 IN BOOK 1530 IN BOOK 352 AND BY DOCUMENT RECORDED MAY 21, 1959 IN BOOK 4824, PAGE 494, BOTH OF OFFICIAL RECORDS OF SAN BERNARDINO COUNTY, SAID PORTION BEING ALL OF SAID PARCELS DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF GREENSPOT ROAD (FORMERLY 5TH STREET), HAVING A HALF WIDTH OF 50.00 FEET, WITH THE WESTERLY LINE OF THE EASTERLY 1452.00 FEET OF SAID SOUTHEAST QUARTER;

THENCE NORTH 00°24'36" EAST, 495.82 FEET ALONG SAID WESTERLY LINE TO THE MOST SOUTHERLY CORNER OF SAID PARCEL OF LAND DESCRIBED IN DOCUMENT RECORDED IN BOOK 4824, PAGE 494, OFFICIAL RECORDS;

THENCE NORTH 37°20'27" EAST, 19.53 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL;

THENCE LEAVING SAID SOUTHEASTERLY LINE, SOUTH 85°58'36" WEST, A DISTANCE OF 247.36 FEET;

THENCE NORTH 04°01'24" WEST, A DISTANCE OF 410.84 FEET TO A POINT IN A NON-TANGENT CURVE CONCAVE NORTHWESTERLY AND NORTHERLY AND HAVING A RADIUS OF 700.00 FEET, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 28°57'05" WEST;

THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 34°14'59", A DISTANCE OF 418.44 FEET TO THE EASTERLY BOUNDARY OF STATE HIGHWAY 30 AS DESCRIBED IN DOCUMENT RECORDED OCTOBER 15, 2008 AS INSTRUMENT NO. 08-0459712, OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FIVE COURSES;
SOUTH 00°58'23" EAST, 7.45 FEET;
SOUTH 33°42'13" WEST, 180.01 FEET;
SOUTH 11°17'47" EAST, 113.01 FEET;
SOUTH 12°58'37" EAST, 581.82 FEET;
SOUTH 54°32'11" EAST, 42.84 FEET TO THE INTERSECTION OF SAID EASTERLY LINE WITH THE NORTHERLY LINE OF SAID GREENSPOT ROAD;

THENCE ALONG SAID NORTHERLY LINE, N85°58'36" EAST, 576.23 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PARCEL DESCRIBED IN DEED TO STATE OF CALIFORNIA, RECORDED NOVEMBER 12, 2013 IN INSTRUMENT #2013-0483535, OFFICIAL RECORDS OF THE COUNTY OF SAN BERNARDINO.

TOPOGRAPHY:

CONTOURS AND ELEVATIONS PROVIDED FROM PHOTOGRAMMETRIC METHODS IN CONFORMANCE WITH THE U.S. MAP ACCURACY STANDARD AND SUPPLIED BY INLAND AERIAL SURVEYS, INC., 7117 ARLINGTON AVE. SUITE A, RIVERSIDE, CALIFORNIA 92503, PHONE: (951) 687-4252 DATED: 2-17-20

ASSESORS PARCEL NUMBER (APN):

1201-331-01-0-000, 1201-341-01-0-000,
1201-341-08-0-000, 1201-341-09-0-000

PROJECT DESCRIPTION:

PROPOSED RESIDENTIAL & RETAIL
CENTER WITH LANDSCAPING AREAS,
PARKING STALLS AND ASSOCIATED
GARAGE SPACES

ZONING:

PD - PLANNED DEVELOPMENT,
OS - OPEN SPACE
D - TRAFFIC PATTERN ZONE - LOW RISK LEVEL

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF FIFTH STREET AS SHOWN OF RECORD OF SURVEY 04-335, FILED IN BOOK 123, PAGE 37 OR RECORD OF SURVEY, BEING NORTH 85°58'10".

ZONING:

EXISTING ZONING:
PD-PLANNED DEVELOPMENT
GREENSPOT VILLAGE & MARKET PLACE SPECIFIC PLAN

PROPOSED ZONING:
PD-PLANNED DEVELOPMENT
GREENSPOT VILLAGE & MARKET PLACE SPECIFIC PLAN

PROPERTY INFORMATION:

OWNER/APPLICANT(S):
TOM ROBINSON
TREH PARTNERS XV, LLC.
4 CORPORATE PLAZA, SUITE 210
NEWPORT BEACH, CA 92660
(949) 631-6620 OFFICE

ENGINEER:
DRC ENGINEERING, INC
160 S OLD SPRINGS ROAD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: RENE VARGA
(714) 685-6860 X337
(714) 685-6861
RVARGA@DRC-ENG.COM

FLOOD ZONE:

THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE "X" (SHADED) & FLOOD ZONE "A" ; BEING DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE WITH AVERAGE DEPTHS OD LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE AND PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD." ALSO DESCRIBED AS "NO BASE FLOOD ELEVATIONS DETERMINED" PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 06071C8670H, DATED AUGUST 28, 2008.

Line Table		
Line #	Length	Direction
L1	41.70'	N40°05'15.43"W
L2	7.45'	N85°58'17.37"W
L3	2.63'	S89°35'18.56"E

Curve Table			
Curve #	Length	Radius	Delta
C1	10.72'	189.99'	3.23°
C2	25.31'	35.00'	41.43°

PROJECT DESCRIPTION:

PROPOSED RESIDENTIAL & RETAIL
CENTER WITH LANDSCAPING AREAS,
PARKING STALLS AND ASSOCIATED
GARAGE SPACES

EASEMENT NOTES:

(A) PROPOSED SEWER EASEMENT TO EAST VALLEY WATER DISTRICT PER SEPARATE INSTRUMENT

UTILITIES:

WATER & SEWER: EAST VALLEY WATER DISTRICT, 31111 GREENSPOT RD, HIGHLAND, CA 92346, (909) 888-8986

GAS: SO CAL GAS COMPANY, 1136 N. MT. VERNON AVE., #305, SAN BERNARDINO, CA 92411, (800) 427-2200

TELEPHONE: FRONTIER COMMUNICATIONS, 9 S. 4TH ST, REDLANDS, CA 92373, (855) 289-7936

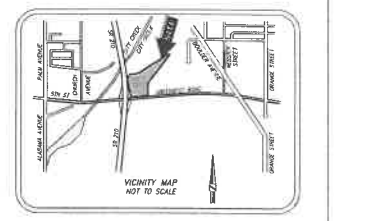
ELECTRIC: SOUTHERN CALIFORNIA EDISON, 298 KANSAS ST, REDLANDS, CA 92373, (951) 249-8301

CABLE TV: TIME WARNER CABLE, 7337 CENTRAL AVE, RIVERSIDE, CA 92504, (855) 287-6097

SCHOOL DISTRICT: REDLANDS UNIFIED SCHOOL DISTRICT, 20 W. LUGONIA AVE, REDLANDS, CA 92374, (909) 307-5300

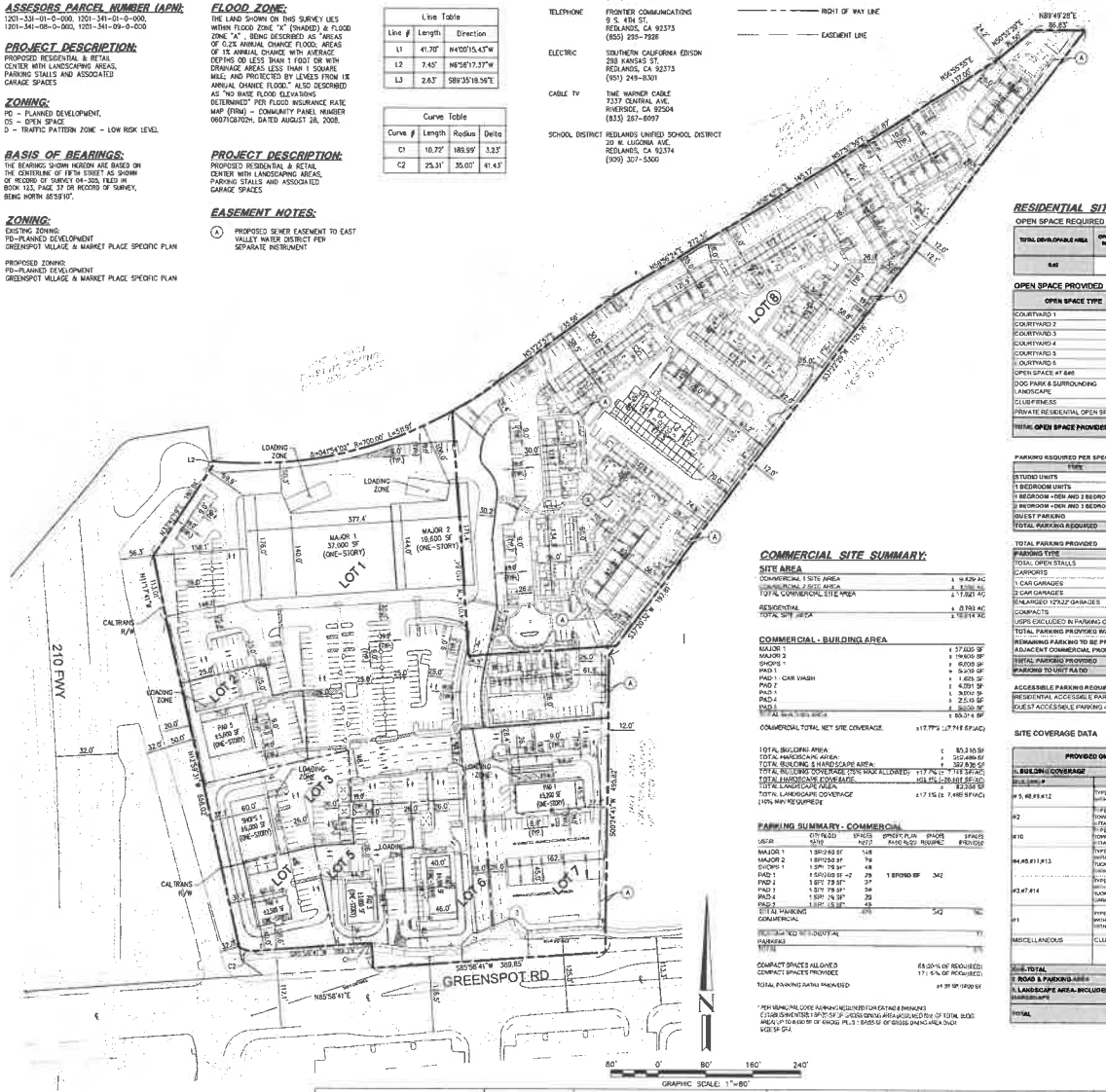
SYMBOL LEGEND:

EXISTING CONTOUR
GRADE BREAK/RIDGE LINE
PROPERTY LINE
RIGHT OF WAY LINE
EASEMENT LINE



GENERAL NOTES:

1. PARCEL OWNERS WILL RESERVE A RECIPROCAL EASEMENT FOR INGRESS, EGRESS AND PARKING OVER THE COMMON AREAS WITHIN THIS TENTATIVE PARCEL MAP.
2. METHOD OF SEWAGE DISPOSAL: GRAVITY SEWER. ALL ONSITE SEWER TO BE PRIVATELY MAINTAINED
3. THERE ARE NO EXISTING EASEMENTS ON THE PROPERTY
4. THERE ARE NO EXISTING TREES ON THE PROPERTY
5. ALL PARKING AND DRIVE AISLES PAVEMENT TO BE ASPHALT CONCRETE
6. DOMESTIC WATER AND FIRE TO BE PRIVATELY MAINTAINED



RESIDENTIAL SITE SUMMARY:

OPEN SPACE REQUIRED

TOTAL DEVELOPABLE AREA	OPEN SPACE REQUIRED	TOTAL
6.62	40%	2.65 ACRE 115,434 SQ.FT.

OPEN SPACE PROVIDED

OPEN SPACE TYPE	SQ.FT.	% OF TOTAL TYPE OF OPEN SPACE
COURTYARD 1	5,527	5%
COURTYARD 2	27,802	24%
COURTYARD 3	18,195	16%
COURTYARD 4	19,886	17%
COURTYARD 5	14,319	12%
COURTYARD 6	6,949	6%
OPEN SPACE AT 6x6	2,844	2%
DOG PARK & SURROUNDING LANDSCAPE	9,874	9%
CLUB/FITNESS	3,549	3%
PRIVATE RESIDENTIAL OPEN SPACE	7,422	6%
TOTAL OPEN SPACE PROVIDED	116,827	100%

LOT COVERAGE SUMMARY:

LOT	AREA (SF)	AREA (AC)	EX. ZONING	PROP. ZONING
1	288,504 SF	6.62	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
2	82,528.54	1.89	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
3	33,688.91	0.82	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
4	24,721.54	0.57	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
5	25,638.31	0.57	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
6	38,553.93	0.88	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
7	68,375.99	1.56	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
8	380,467.75	8.73	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT

COMMERCIAL SITE SUMMARY:

SITE AREA

COMMERCIAL 1 SITE AREA	=	14.429 AC
COMMERCIAL 2 SITE AREA	=	3.338 AC
TOTAL COMMERCIAL SITE AREA	=	17.767 AC
RESIDENTIAL	=	6.793 AC
TOTAL SITE AREA	=	24.560 AC

COMMERCIAL - BUILDING AREA

MAJOR 1	=	37,000 SF
MAJOR 2	=	19,600 SF
SHOPS 1	=	6,000 SF
PAD 1	=	5,000 SF
PAD 1 - CAR WASH	=	1,625 SF
PAD 2	=	4,791 SF
PAD 3	=	3,000 SF
PAD 4	=	2,510 SF
PAD 5	=	4,000 SF
TOTAL BUILDING AREA	=	85,526 SF
COMMERCIAL TOTAL NET SITE COVERAGE	=	17.77% (17,768 SF/AC)
TOTAL BUILDING AREA	=	85,526 SF
TOTAL HARDSCAPE AREA	=	352,496 SF
TOTAL BUILDING & HARDSCAPE AREA	=	438,022 SF
TOTAL BUILDING COVERAGE (NEW MAX ALLOWED: 40%)	=	17.7% (< 40% SF/AC)
TOTAL HARDSCAPE AREA	=	41.0% (< 45% SF/AC)
TOTAL LANDSCAPE AREA	=	82,538 SF
TOTAL LANDSCAPE COVERAGE (10% MIN REQUIRED)	=	17.1% (≥ 7,418 SF/AC)

PARKING SUMMARY - COMMERCIAL

USER	CITY REQ'D (SQ.FT. / 1000)	SPACES REQ'D	SPECIFIC PLAN PARKING REQ'D	SPACES PROVIDED
MAJOR 1	1 SP/250 SF	148		
MAJOR 2	1 SP/250 SF	78		
SHOPS-1	1 SP/ 175 SF	48		
PAD 1	1 SP/200 SF +2	29	1 SP/250 SF	342
PAD 2	1 SP/ 125 SF	37		
PAD 3	1 SP/ 75 SF	34		
PAD 4	1 SP/ 75 SF	28		
PAD 5	1 SP/ 125 SF	45		
TOTAL PARKING COMMERCIAL		670		542
REDUCED TO 0.9 OF TOTAL PARKING				
COMPACT SPACES ALLOWED				68 (30% OF REQUIRED)
COMPACT SPACES PROVIDED				17 (5% OF REQUIRED)
TOTAL PARKING RATIO PROVIDED				1 SP/ 161 SF

* PER MUNICIPAL CODE PARKING REQUIRED FOR CASTRO & PANARO ESTABLISHMENTS 1 SP/ 50 SF OF GROSS DINING AREA ASSUMED 70% OF TOTAL BLDG AREA (0.7 X 6,000 SF OF GROSS PAD 3 = 8,855 SF OF GROSS DINING AREA OVER 4,000 SF GFA

PARKING REQUIRED PER SPECIFIC PLAN

TYPE	TOTAL UNITS	REQUIREMENT	QTY.	STALL/DU
STUDIO UNITS	21	1.00 SPACES PER UNIT	21	
1 BEDROOM UNITS	42	1.40 SPACES PER UNIT	59	
1 BEDROOM +DEN AND 2 BEDROOM UNITS	77	1.90 SPACES PER UNIT	147	
2 BEDROOM +DEN AND 3 BEDROOM UNITS	60	2.10 SPACES PER UNIT	126	
GUEST PARKING	200	0.20 SPACES PER UNIT	40	
TOTAL PARKING REQUIRED			393	1.97

TOTAL PARKING PROVIDED

PARKING TYPE	QTY.	%
TOTAL OPEN STALLS	158	40%
CARPORTS	10	0%
1 CAR GARAGES	100	25%
2 CAR GARAGES	72	18%
ENLARGED 12'X22' GARAGES	5	
COMPACTS	11	3%
USPS EXCLUDED IN PARKING COUNT	1	0%
TOTAL PARKING PROVIDED WITHIN PROJECT SITE	380	97%
REMAINING PARKING TO BE PROVIDED WITHIN ADJACENT COMMERCIAL PROPERTY	13	3%
TOTAL PARKING PROVIDED	393	98%
PARKING TO UNIT RATIO	1.97	STALL/DU

ACCESSIBLE PARKING REQUIRED (INCLUDED IN PARKING COUNT)

RESIDENTIAL ACCESSIBLE PARKING =	2% OF COVERED DWELLING UNITS
GUEST ACCESSIBLE PARKING =	5% OF GUEST STALLS REQUIRED

SITE COVERAGE DATA

PROVIDED ON SITE		QUANTITY	BUILDING FOOTPRINT (SQ.FT.)	TOTAL COVERAGE (SQ.FT.)	ACRES	% OF COVERAGE
a. BUILDING COVERAGE						
BUILDING #	BUILDING TYPE					
#1-5, 6B, #9 & #12	TYPE A - 2 STORY TOWNHOMES WITH 2 CAR ATTACHED GARAGE	4	6,635	26,540	0.61	7%
#2	TYPE A, #1-7 - 2 STORY TOWNHOMES WITH 2 CAR ATTACHED GARAGES	1	7,813	7,813	0.18	2%
#10	TYPE B - 2 STORY TOWNHOMES WITH 2 CAR ATTACHED GARAGES	1	5,670	5,670	0.13	1%
#4, #5, #11, #13	TYPE C - 2 STORY BUILDINGS WITH STAIR ENCLOSURES AND TUCK UNDER SINGLE CAR GARAGES	4	9,809	39,236	0.89	10%
#3, #7, #14	TYPE C - 2 STORY BUILDINGS WITH STAIR ENCLOSURES AND TUCK UNDER SINGLE CAR GARAGES	3	7,201	21,603	0.49	6%
#1	TYPE D - 2 STORY BUILDING WITH STUDIO AND JUNIOR 1 BED WITH CORRIDOR	1	8,277	8,277	0.19	2%
MISCELLANEOUS	CLUB/LEASING/FITNESS	1	6,214	6,214	0.14	2%
SUB-TOTAL				115,353	2.63	33%
b. ROAD & PARKING AREA				147,653	3.38	38%
c. LANDSCAPE AREA - INCLUDES BOTH SOFTSCAPE & HARDSCAPE				120,250	2.76	31%
TOTAL				383,096	8.77	100%

"AS-BUILT"
THE RECEIPT OF AS-BUILT PLANS AND CITY'S ACCEPTANCE THEREOF DOES NOT ABSOLVE THE ENGINEER OF WORK OF ANY RESPONSIBILITY FOR THE PROJECT DESIGN.

ENGINEER OF WORK DATE
RCE EXP.

DIGALERT
DIAL BEFORE YOU DIG
TOLL FREE 1-800-227-2600

SEAL-DESIGN ENGINEER

DRC Engineering, Inc.
Civil Engineering • Land Surveying • Land Development
160 S. Old Springs Road, Suite 210
Anaheim Hills, California 92808
(714) 685-6860

SCALE: AS SHOWN
DATE: 4/7/21

THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM NO.: 6801
ELEV.: 1313.30' (CITY OF HIGHLAND BENCHMARK)
CHISELED BOX AT THE EAST END OF THE NORTHEAST CURB RETURN AT 5TH STREET AND CHURCH AVENUE.

DRAWN BY: JS
DESIGNED BY: MH
CHECKED BY: RV

SHT. NO.	DATE	INITIAL	ENGINEER OF WORK REVISION DESCRIPTION
	DATE	INITIAL	CITY APPROVAL

SHEET 1 | CITY OF HIGHLAND PLANNING DEPARTMENT | SHEETS 1

TENTATIVE PARCEL MAP 20382

DWN BY: CHKD BY: FIELD BY:
PROJECT NO. PA20-132R
DRAWING NO.

C:\Users\rvarga\Documents\Highland\Tentative Maps\PA20-132R\Tentative Map\PA20-132R TPM 20382.dwg, 4/7/2021 10:53:41 AM, rvarga, 1:1

Exhibit A – Tentative Parcel Map No. 20382

CITY OF HIGHLAND

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 8, 2021
Applicant: TREH Partners XV, LLC.
File/Index: Tentative Parcel Map No. 20-002 (TPM No. 20382).
Proposal: An Application for a Tentative Parcel Map No. 20382 (TPM No. 20-002) increasing the number of parcels from four (4) existing parcels to eight (8) parcels which includes seven commercial parcels and one residential parcel on 19.81 acres.
Location: Northeast corner of Greenspot Road and the 210 freeway within Planning Area No. 1 of the Greenspot Village & Marketplace Specific Plan. (APN: 1201-331-01, 1201-341-01, -08, and -09)
Related Entitlements: Specific Plan Revision No. 06-01A, Design Review Application No. 20-012, Conditional Use Permit No. 20-006 (ABC), Conditional Use Permit No. 20-007 (Gas Station), Tentative Parcel Map No. 20-002, and Accessory Sign Review No. 20-013.

PLANNING CONDITIONS OF APPROVAL

Note: These Conditions represent Planning Division Conditions only and are meant to be only one part of the Project's overall Conditions that may include Engineering Conditions of Approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

The Tentative Parcel Map Application has been conditionally approved, subject to compliance with the requirements as specified below. The conditions listed below are continuing conditions. Failure of the Applicant and/or developer to comply with any or all of said conditions at any time shall result in the revocation of the application.

1. This Tentative Parcel Map shall become null and void:

   a. Unless all conditions have been complied within thirty-six (36) months from the approval date of this tentative parcel map, this tentative parcel map shall expire and be null and void without further action by the City of Highland.

   b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months (in one-year increments). An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community development department no less than 30 calendar days nor

more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

NOTE: All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy.

2. The Applicant shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

3. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

4. Pursuant to the project site all future development shall comply with Greenspot Village & Marketplace Specific Plan, as may be amended from time to time.

5. The proposed Tentative Parcel Map permits the subdividing of the project property into eight (8) parcels which coincides with SPR No. 06-01A and DRA No. 20-012 for the construction of an 85,316 square foot of commercial retail center with associate parking spaces, landscaping, and off-site improvements along Greenspot Road within Planning Area No. 1 and construct 200 units that include Single-Family Attached and Multi-Family units within Planning Area No. 2.

6. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director and City Engineer. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

7. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

8. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment

with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

9. All development on this property will be subject to Development Impact Fees per City Council Policy.

10. A reciprocal access agreement shall be recorded on each parcel to permit shared cross property access for vehicle circulation to all points of ingress and egress onto Greenspot Road.

11. The Conditions of Approval for DRA No. 20-012 shall also apply, inclusive of Engineering Division Conditions.

Attachment F:

Resolution No. 2021-____ for

Accessory Sign Review Application (ASR No. 20-013)

RESOLUTION NO. 2021-____

A RESOLUTION OF THE CITY COUNCIL, APPROVING ACCESSORY SIGN REVIEW (ASR NO. 20-013), TO ESTABLISH A SIGN PROGRAM, EXCLUDING THE HEIGHT AND LOCATION OF THE FREEWAY SIGNS, FOR THE FUTURE DEVELOPMENT OF THE GREENSPOT CROSSINGS COMMERCIAL SHOPPING CENTER AND RESIDENTIAL DEVELOPMENT AT THE NORTHEAST CORNER OF GREENSPOT ROAD AND 210 FREEWAY IN PLANNING AREA NO. 1 AND 2 OF SCENARIO NO. 1 WITHIN THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (APNS NO.: 1201-331-01, 1201-341-01, -08, and -09).

APPLICANT: TREH PARTNERS XV, LLC

A. RECITALS

1. On December 22, 2020, the Applicant submitted an Accessory Sign Review (ASR No. 20-013) for the establishment of a sign program for the future development of the Greenspot Crossings commercial shopping center and residential development located at the northeast corner of Greenspot Road and 210 freeway in Planning Area No. 1 and 2 of Scenario No. 1 within the Greenspot Village Specific Plan.

2. The project site has a Zoning Designation of Highland Marketplace, per Planning Area No. 1 and a zoning of Residential Villages, per Planning Area No. 2 of the Greenspot Village & Marketplace Specific Plan Scenario No. 1.

3. On May 18, 2021, the Planning Commission of the City of Highland, conducted a Public Hearing on the Subject Application and recommended approval of Accessory Sign Review (ASR No. 20-013) to the City Council.

4. On June 8, 2021, the City Council of the City of Highland, conducted a Public Hearing on the Subject Application.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

Section 1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

Section 2. Based upon substantial evidence presented to the Planning Commission during the June 8, 2021, Public Meetings, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 3. Findings of Fact (Accessory Sign Review Application)

a. The Signs allowed by the comprehensive sign program will not adversely affect other nearby properties.

Response: Based on review of the surrounding development, the sign program will not adversely affect nearby properties such as Highland Crossings, Carino Plaza, Highland Crossroads, Glenrose Ranch and other commercial and residential developments. The signs proposed are reflective of the size, height, quantity, placement and materials of those located in the vicinity. The approval excludes the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission.

b. The comprehensive sign program is consistent with the General Plan and the Highland Municipal Code.

Response: The comprehensive sign program is consistent with the Highland General Plan, specifically Goal 10.11 to "Promote attractive, appropriately scaled and well-coordinated signs." The proposed signs use modern materials and compliment the on-site and surrounding developments by using individual channel letters on the building, polycarbonate faces, metal trim and rock veneer. The overall size of the signs and their copy area are in scale with the size of the site, and proportional to the freeway and street frontages of Greenspot Road. The approval excludes the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission.

c. The comprehensive sign program achieves the purpose of the City of Highland Land Use and Development Code, Chapter 16.56 (Sign Regulations).

Response: Section 16.56.180 "Comprehensive sign programs" of the chapter states that a project should integrate its signs with the overall design of the site and provide a unified architectural statement. Sign programs are meant to provide the means for a flexible application of sign regulations so long as they continue to reflect the purpose of the guidelines. The proposed program meets or significantly exceeds the standard in the code. The proposed sign program will provide vibrant and aesthetically pleasing signs that complements the design of the buildings.

d. It will not constitute the granting of a special privilege nor provide more visibility or exposure than is available to similarly situated properties.

Response: The sign program will not constitute a granting of special privilege nor provide more visibility or exposure than is available to similarly situated properties. The sign program will provide signs that are appropriate to this type of mixed-use development. The sign program will allow signs that are consistent with the sign program that is established across the street at the Highland Crossings shopping center. The approval excludes the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission.

Section 4. Based on the Findings and Conclusions set forth above, the City Council Approves Resolution No. 2021- ___ for Accessory Sign Review (ASR) No. 20-013 to establish a new Sign Program for the future commercial shopping center and residential development within the Greenspot Village & Marketplace Specific Plan, Planning Areas No. 1 and 2, excluding the height and location of the proposed Freeway Signs until the prerequisite Flag Test is completed and evaluated by the Planning Commission. The new proposal would allow various signs to be established, subject to the Conditions of Approval (Conditions of Approval and Sign Plan attached).

PASSED, APPROVED AND ADOPTED this 8th day of June, 2021.

_____
Penny Lilburn, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 8, 2021
Applicant: TREH Partners XV, LLC.
File/Index: Accessory Sign Review (ASR) No. 20-013
Proposal: A Sign Program for the future commercial shopping center (Greenspot Crossings) and residential development excluding the height and location of the proposed Freeway Signs.
Location: The project site is located on four (4) vacant parcels of approximately 19.81-acres, north of Greenspot Road and east of 210 Freeway located within the Greenspot Village & Marketplace Specific Plan. Assessor's Parcel Numbers: 1201-331-01, 1201-341-01, -08, and -09
Related Entitlements: Specific Plan Revision No. 06-01A, Design Review Application No. 20-012, Conditional Use Permit No. 20-006 (ABC), Conditional Use Permit No. 20-007 (Gas Station), and Tentative Parcel Map No. 20-002.

PLANNING CONDITIONS OF APPROVAL

Note: These Conditions represent Planning Division Conditions only and are meant to be only one part of the Project's overall Conditions that may include Engineering, Fire Department and Building and Safety Conditions of Approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

Accessory Sign Review Application (ASR) No. 20-013 is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any / all Conditions at any time shall result in initiating revocation of the subject permit.

1. This Accessory Sign Review Application shall become null and void:

    a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Sign Review has taken place within thirty-six (36) months after the approval of said Sign Review.

    b. Where circumstances beyond the control of the Applicant causes delays which do not permit compliance with the time limitation established in this Section, the reviewing authority may grant an Extension of Time for a period of time not to exceed an additional thirty-six (36) months (in one-year increments). Applications for such Extension of Time must be set forth, in writing; the reasons for this Extension shall be filed together with a fee, as established by the City Council, with the Planning Division thirty (30) calendar days before the expiration.

2. In compliance with City Ordinance, the Applicant shall agree to defend, at the Applicant's sole expense, any action brought against the City, its agents, officers, or employees,

because if the issuance of such approval. The Applicant shall reimburse the City, its agents, officers, or employees for any court costs and attorney's fees, which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at his own expense in the defense of any such action, but such participation shall not relieve Applicant of his obligations under this Condition.

3. This Sign Review Application is to allow the placement/installation of signs in accordance with the attached Sign Program (Exhibit No. 12).

    a. The location, size, design, and finish of these signs shall be consistent with plan presented and approved by the City Council and attached here to for reference.

4. The associated landscape shall be maintained in an esthetically pleasing fashion at all times.

5. Prior to building permit issuance for the Freeway Signs, a Flag Test or other suitable mechanism will be reviewed and approved by the Planning Commission for recommendation to the City Council.

6. Revisions, modifications, or deletions of this plan must be submitted to the Planning Division and/or approving authority for review and approval. Revisions may require additional review by the Planning Commission.

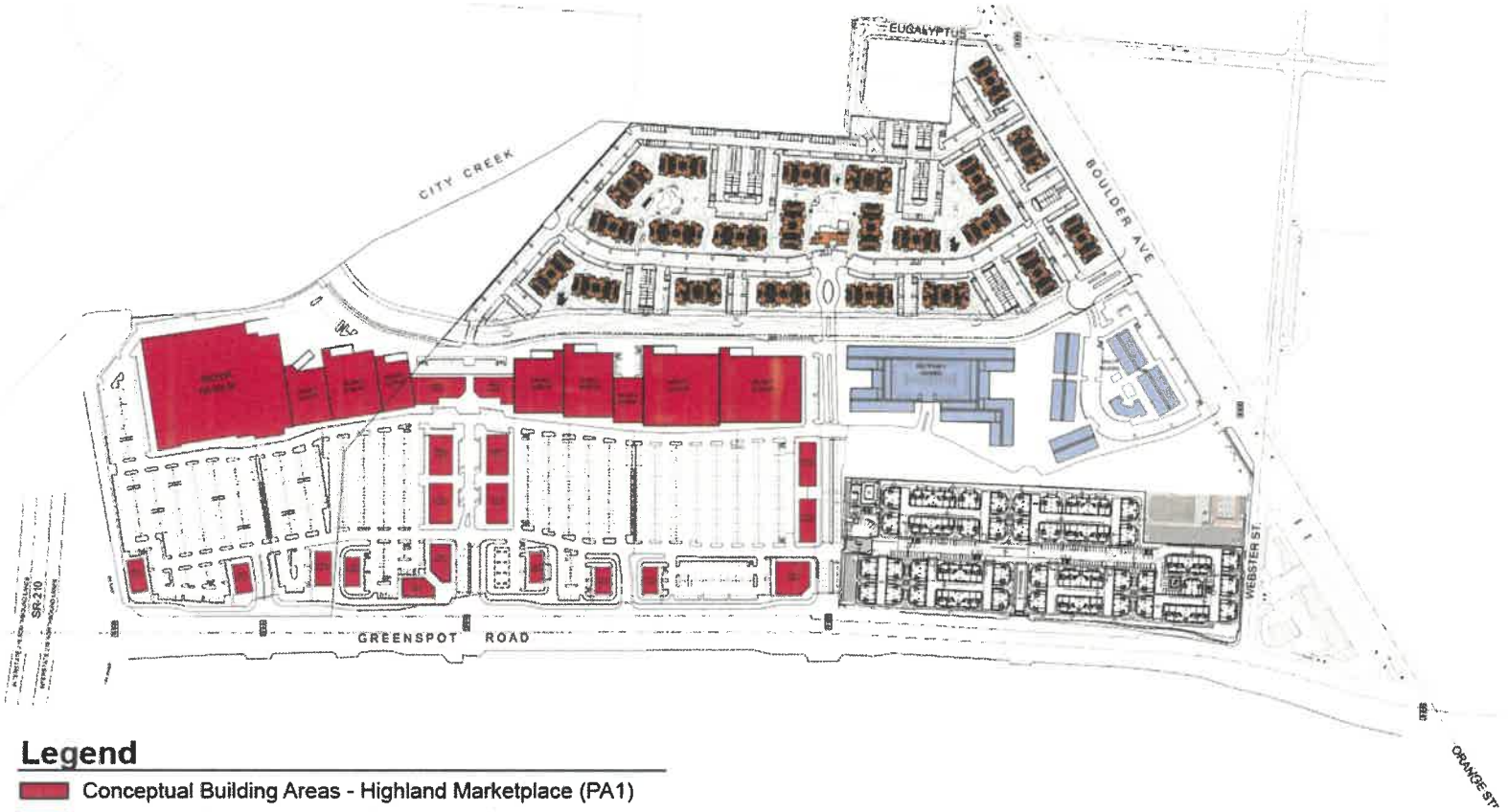
7. Obtain appropriate installation permits from Building and Safety Division for proposed signs prior to installation.

Attachment No. 3:

Existing Specific Plan Conceptual Site Plan

Exhibit 2-3: Conceptual Site

LAND USE PLAN



Legend

- Conceptual Building Areas - Highland Marketplace (PA1)
- Conceptual Building Areas - Residential Villages (PA2)
- Conceptual Building Areas - Village Center (PA3)
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

Attachment No. 4:

Proposed Amendments

Table 2-1: Planning Areas and Land Uses, Scenario 1

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Non-Residential Gross Square Feet
1	Highland Marketplace	~~43.6~~ 39.7	N/A	N/A	595,600 sf
2	Residential Villages Open Space / Parks	~~29.8~~ 33.7	20 – 30 du/ac	500-700 du	N/A
3	Village Center	30.6	18 - 40 du/ac	100-300 du	174,000 sf
TOTAL		104 acres		Total shall not exceed 800 units	769,600 sf

Notes: du/ac = dwelling units per acre; sf = square feet

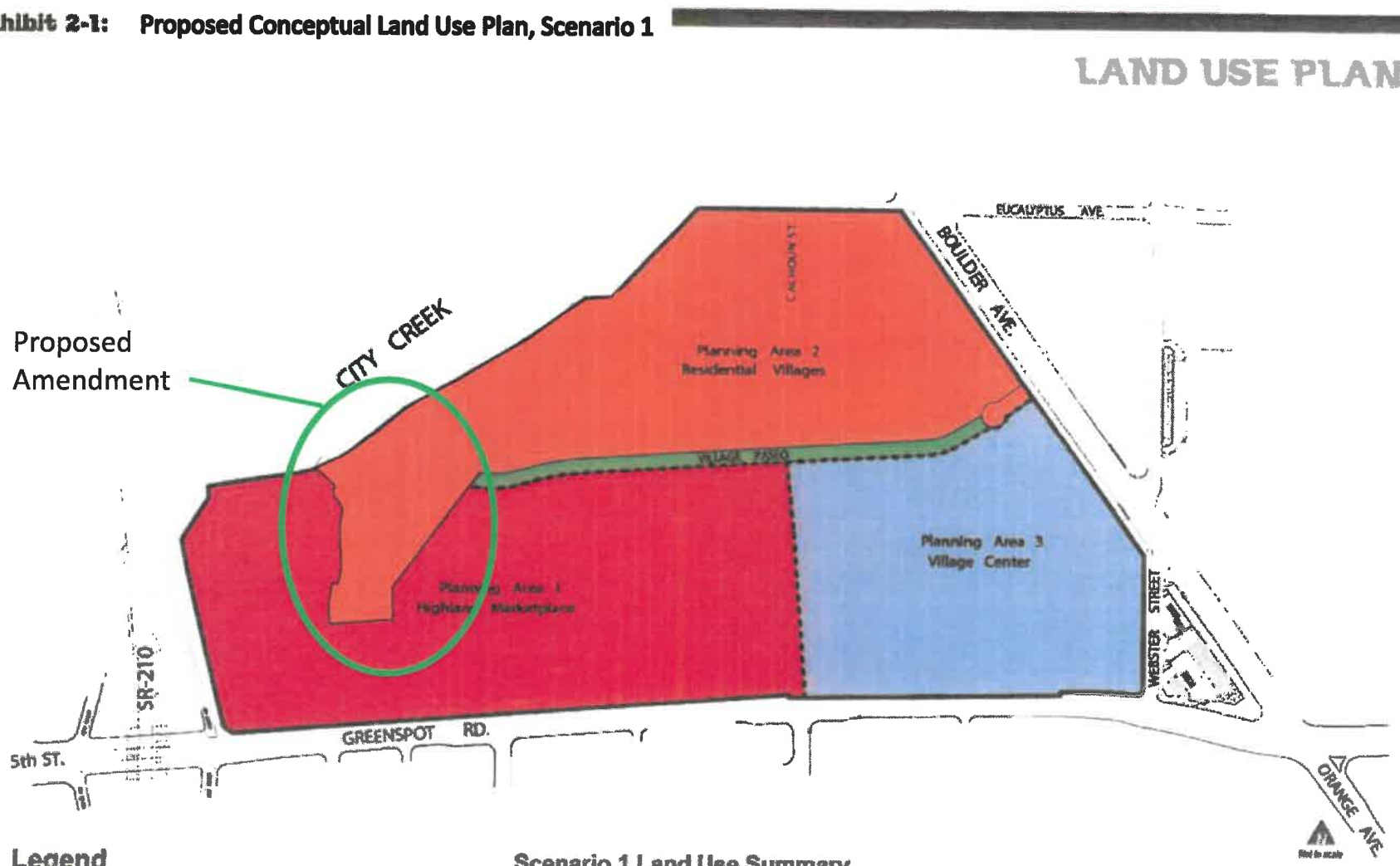
* Dwelling units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

The following provides a more detailed description of each Planning Area.

2.4.2. Planning Area 1 - Highland Marketplace

Planning Area 1 - Highland Marketplace consists of approximately ~~43.6~~ 39.7 acres and is located along the southwestern boundary of the Specific Plan area, bordered by Greenspot Road to the south, the Village Paseo to the north and Planning Area 3 to the east. The Planning Area's size and configuration provide extensive exposure to travelers on SR210. Planning Area 1 permits uses such as major promotional retail tenants, complementary specialty retail goods and services, dining venues, and other freeway-oriented commercial uses. Up to 595,600 gross square feet of commercial uses is allowed.

Exhibit 2-1: Proposed Conceptual Land Use Plan, Scenario 1



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

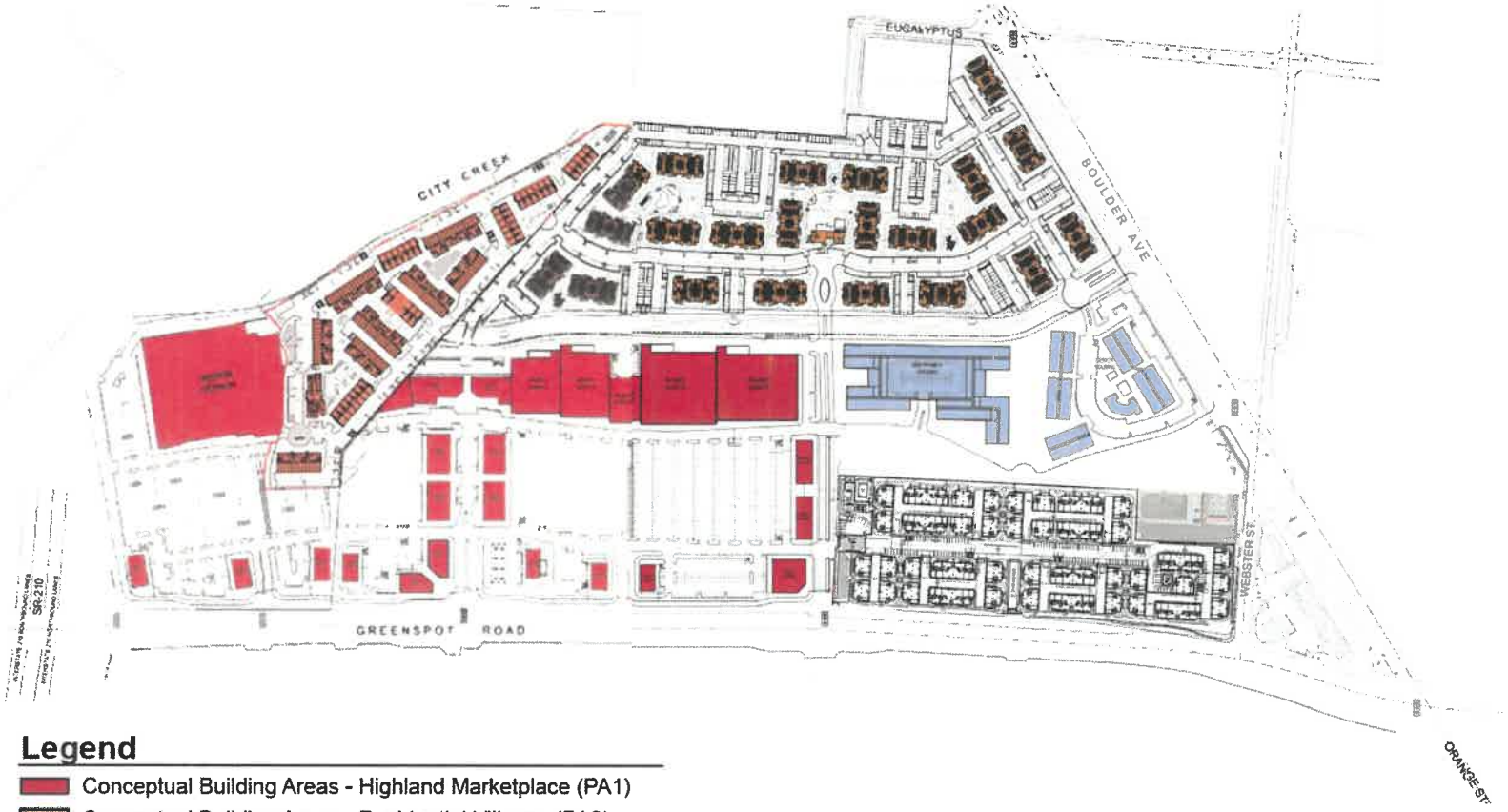
Source: Architects Orange

Scenario 1 Land Use Summary

Planning Area	Proposed Land Use	Approximate Acreage	Maximum Density	Number of Dwelling Units	Gross Square Feet
1	Commercial	~~43.6~~ 39.7 ac	N/A	N/A	595,600 sf
2	High Density Residential Open Space/Parks	~~26.8~~ 33.7 ac ~~3.0 ac~~	30 du/ac N/A	500-700 du N/A	N/A N/A
3	Mixed Use	30.6 ac	18-40 du/ac	100-300 du	174,000 sf
Total		**104 ac**		**800 du[1]**	**769,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

Exhibit 2-3: Conceptual Site



Legend

- Conceptual Building Areas - Highland Marketplace (PA1)
- Conceptual Building Areas - Residential Villages (PA2)
- Conceptual Building Areas - Village Center (PA3)
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

Calhoun Street. Interim right-of-way widths for Calhoun Street may exist until all parcels in Planning Area 2 are acquired for build-out of the Specific Plan.

- **Residential Streets – Private, Non-Classified**
  All interior neighborhoods will have a minimum of two (2) points of access. The residential portions of the Specific Plan may be gated communities.

3.3. Non-Vehicular Circulation & Access

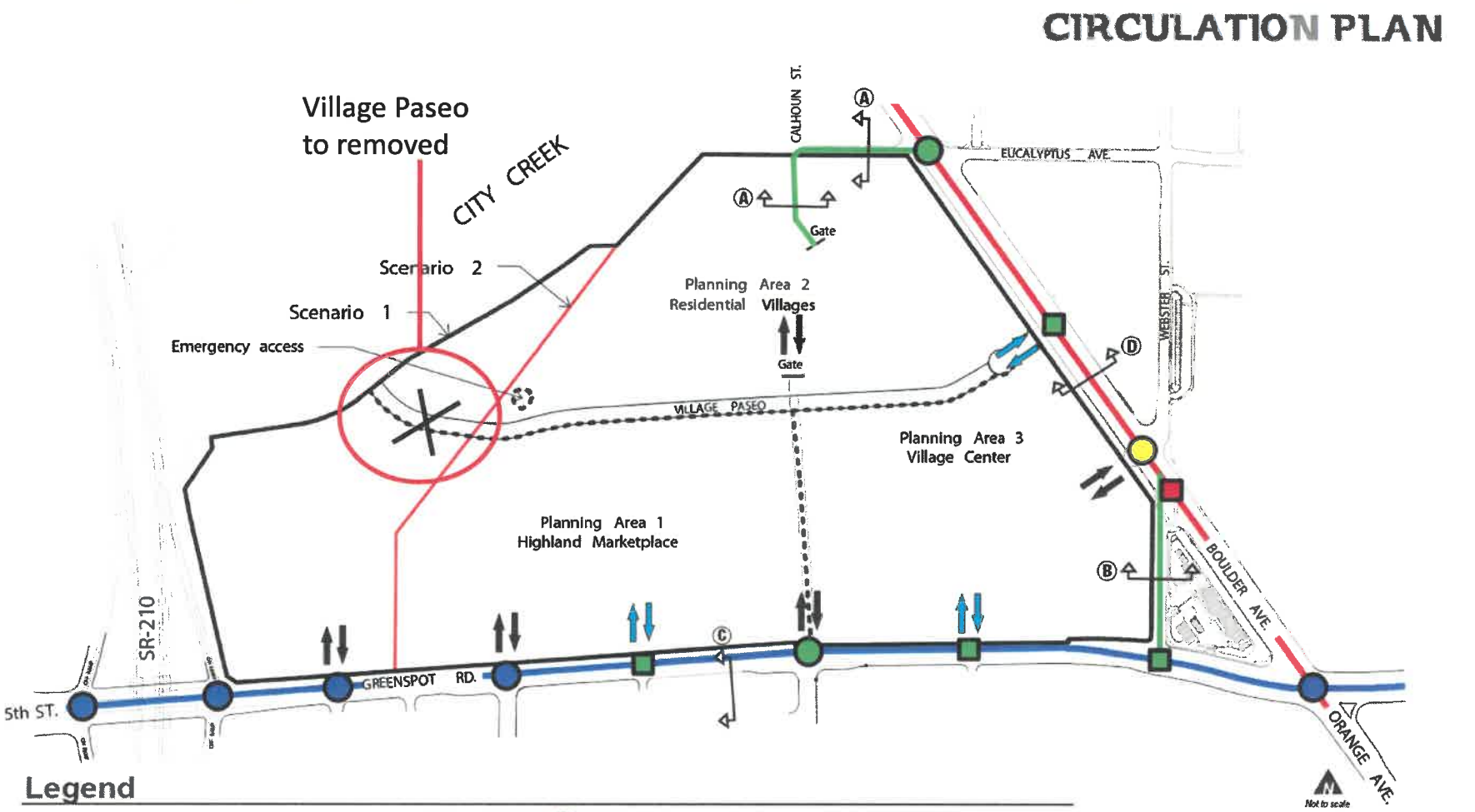
In addition to the vehicular circulation plan, a non-vehicular circulation system is incorporated into the Specific Plan. This non-vehicular circulation system consists of a combination of multi-purpose trails, paseos and sidewalks adjacent to roads and within residential neighborhoods and non-residential areas. All sidewalks along roadways will be constructed per City of Highland standards unless otherwise specified herein. Exhibit 3-4, Conceptual Trails Plan, shows the location of the trails within the Specific Plan area. The Village Paseo provides bicycle and pedestrian connections to the Planning Areas and is an important element of the "walkable" community concept.

3.4. Village Paseo/Multi-Purpose Trails

The Village Paseo is a unique element within the Specific Plan. It is approximately ~~0.5~~ 0.4 mile long and approximately fifty-five feet (55') in width and is within Planning Area 2. It consists of a minimum ten foot (10') wide multi-purpose trail. This multi-purpose trail accommodates hikers, joggers, and bicyclists and provides a connection and access between the residential villages in Planning Area 2 and the Highland Marketplace and Village Center in Planning Areas 1 and 3. . A multi-purpose trail is also allowed along Boulder Avenue, which serves as the northeastern boundary of the Specific Plan.

The substantial landscape planting around the Village Paseo creates an attractive and desirable setting for this recreational opportunity, creating a linear greenbelt. The Village Paseo may

Exhibit 3-1: Conceptual Circulation Plan



Note: This circulation plan is conceptual in nature; the party responsible for roadway improvements will be determined upon adoption of a Development Agreement between the City and the developer(s).

Exhibit 3-4: Conceptual Trails Plan

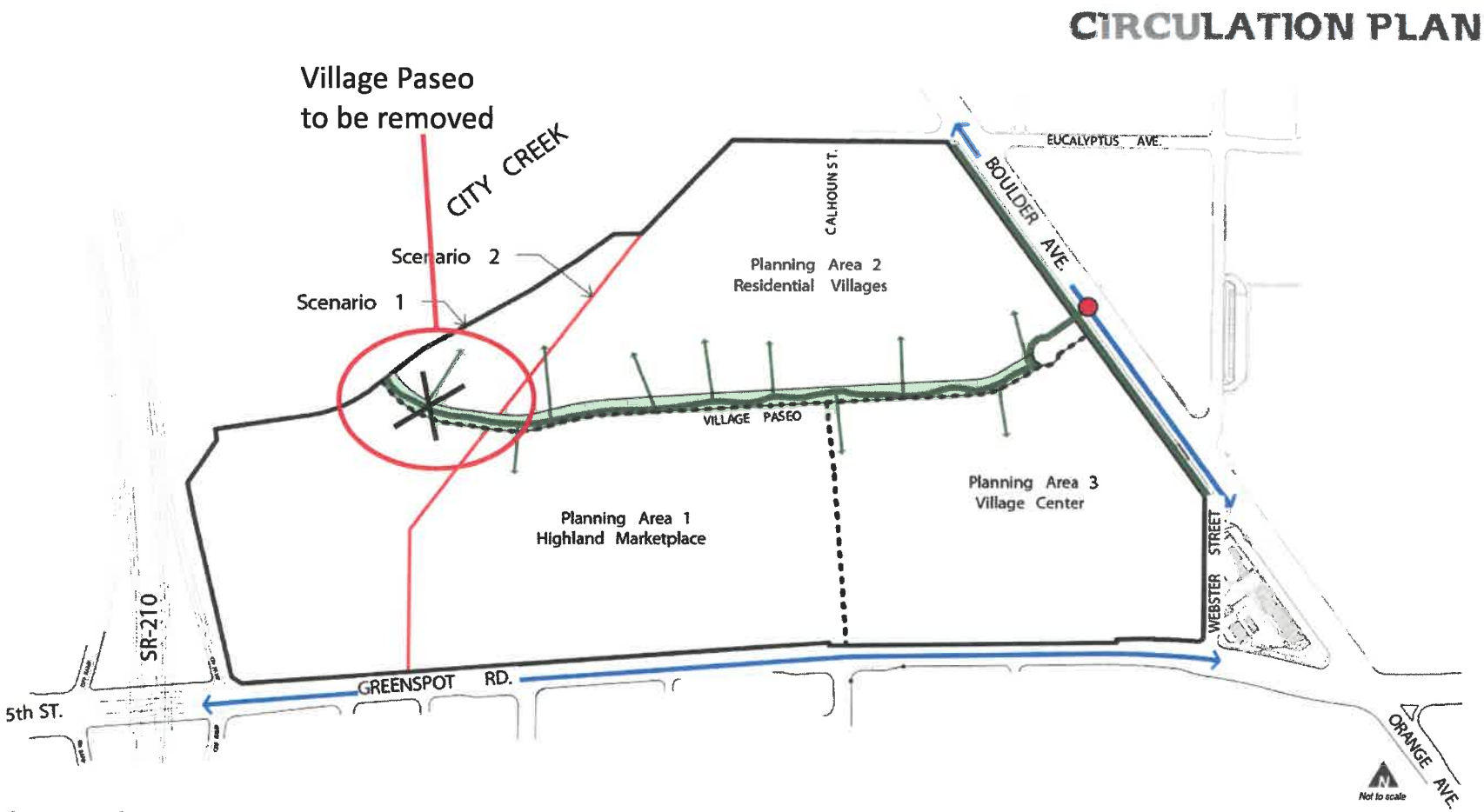
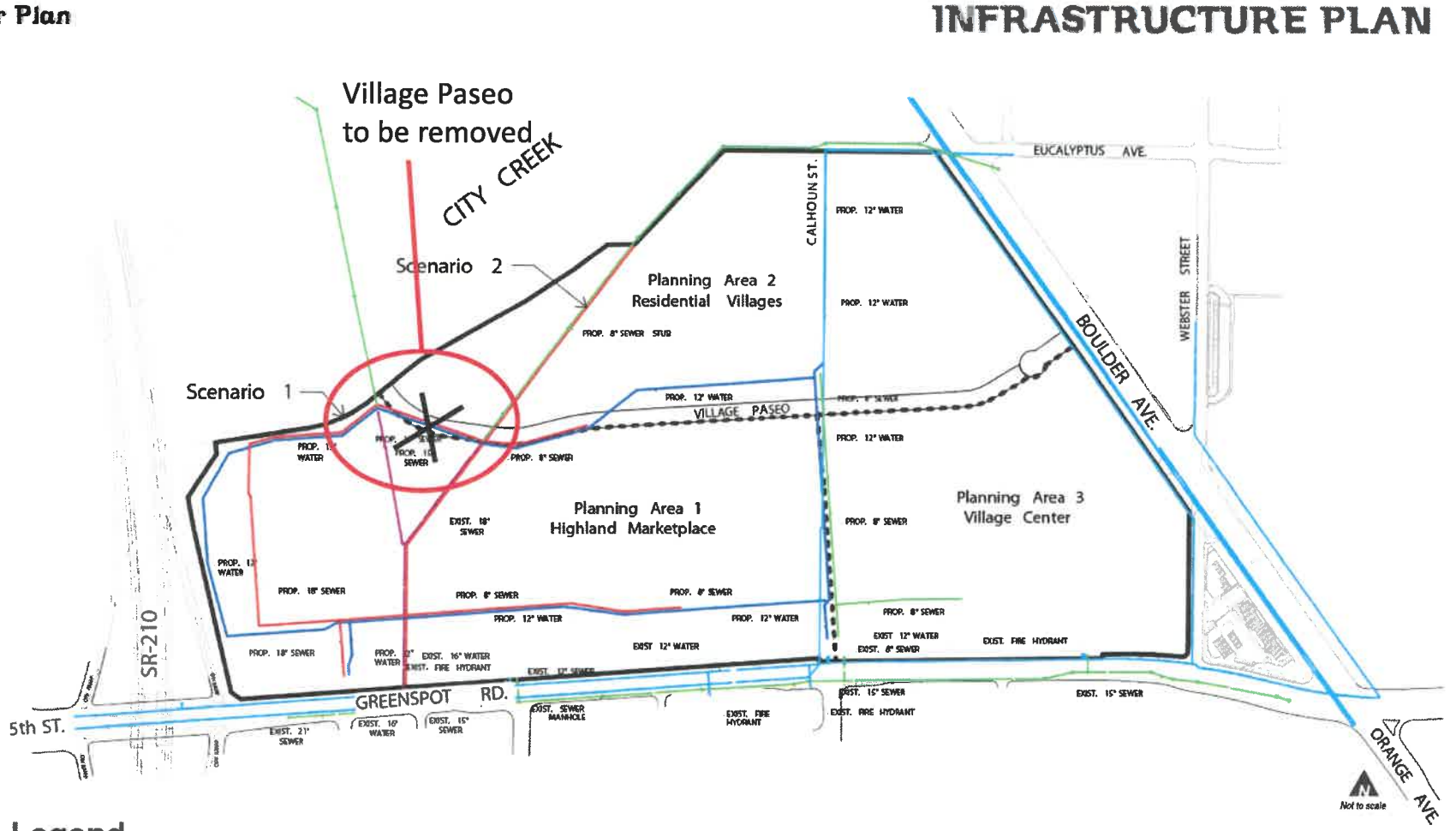


Exhibit 4-1: Conceptual Infrastructure: Water and Sewer Plan

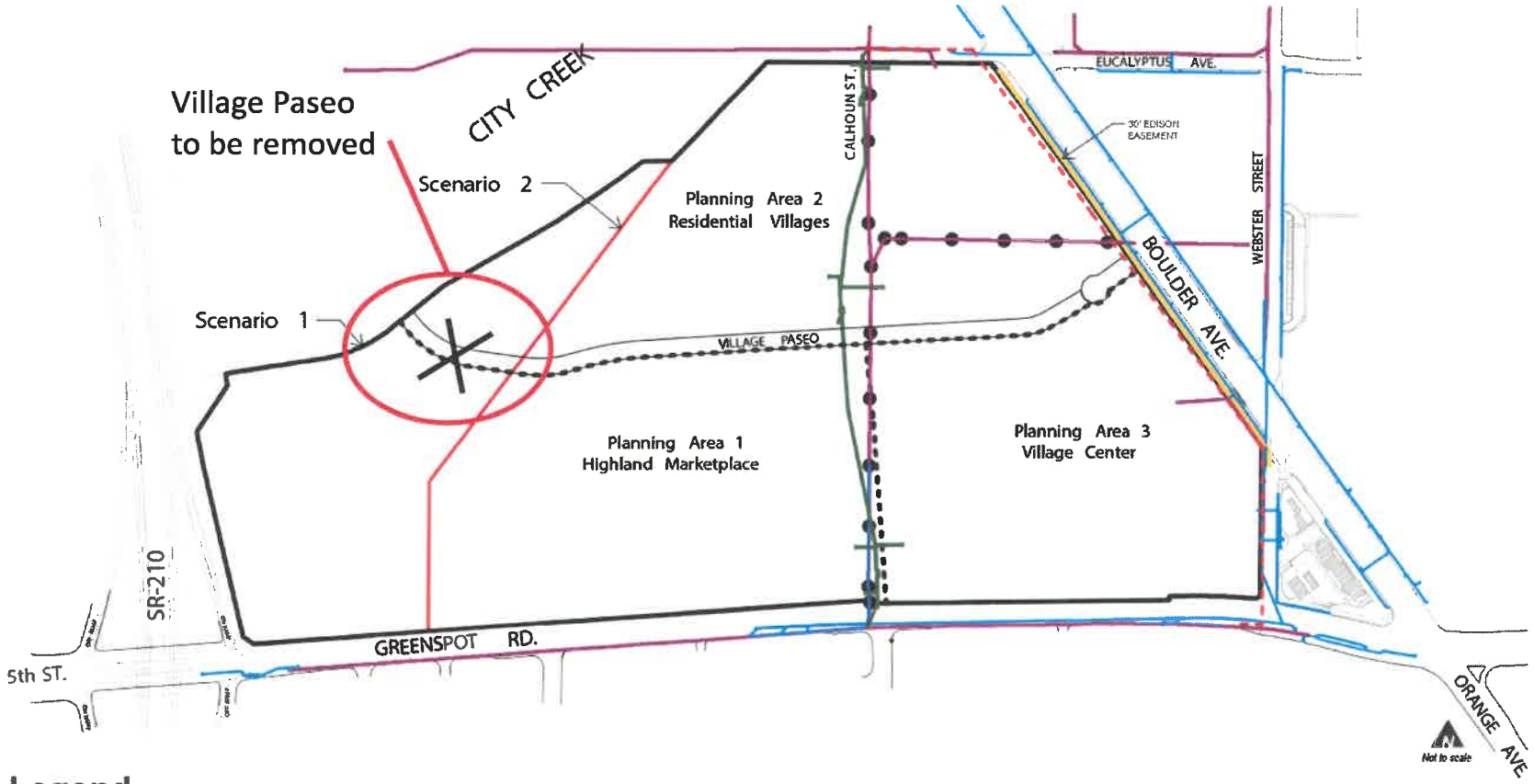


Legend

- Existing Sewer Lines to Remain
- Existing Sewer Lines to be Removed
- Proposed Sewer Lines
- Existing Water Lines
- Proposed Water Lines
- Planning Area Boundary
- Specific Plan Area

Source: Development Resource Consultants, Inc.

Exhibit 4-2: Conceptual Infrastructure: Gas and Electrical Plan



Legend

- Existing Overhead Electrical Lines
- Existing Underground Electrical Lines
- Proposed Underground Electrical Lines
- Proposed Gas/Electrical Lines
- Existing Power Poles
- Edison Easement (Proposed)
- Planning Area Boundary
- Specific Plan Area

Source: Development Resource Consultants, Inc.

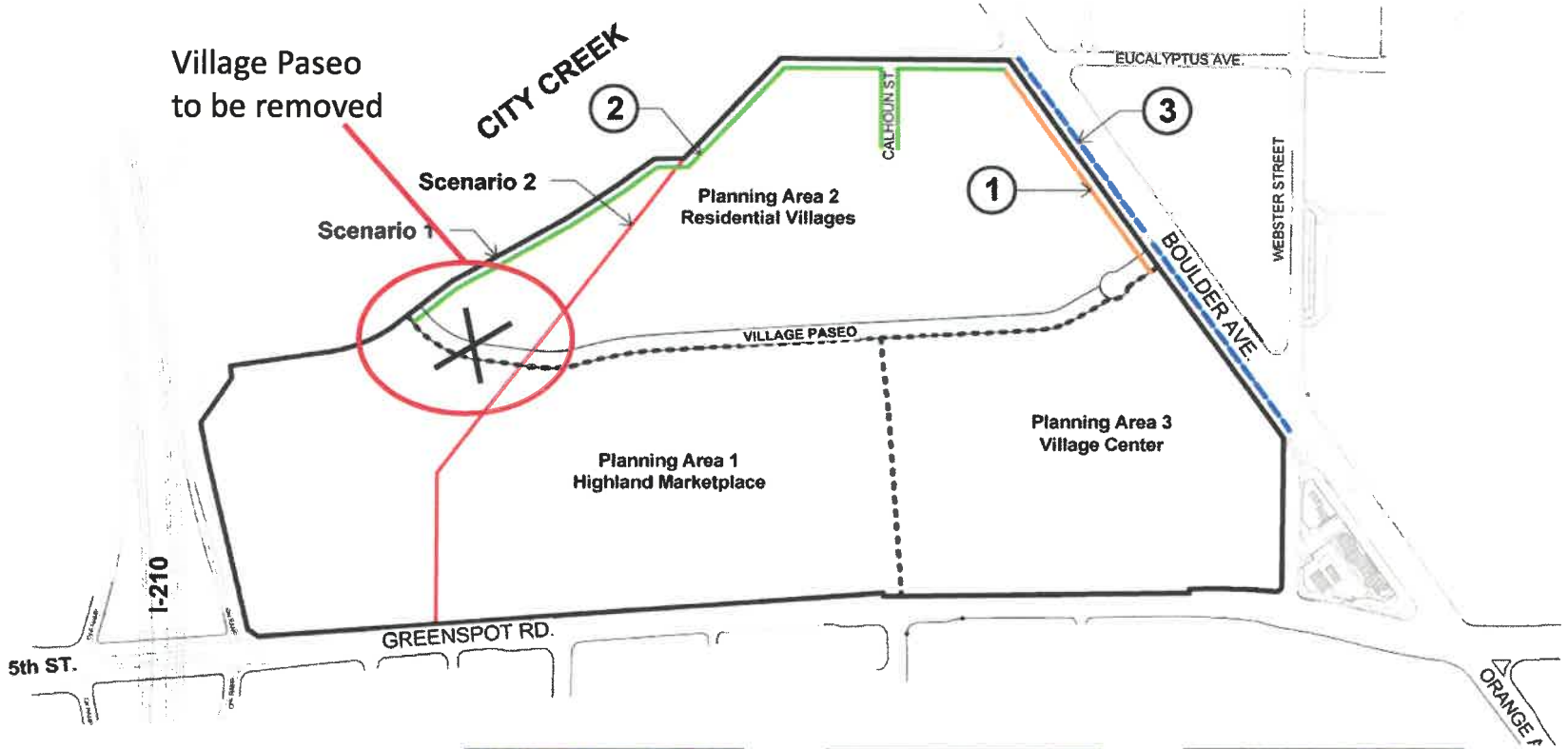
Table 5-7: Multiple-Family Attached

Development Standard	Multiple-Family Attached
Density Range	≤ 20-40 du/ac
Maximum building height	3 stories / 40'
Building Separation	
Side to Side	15'-0"
Rear to Rear	15'-0"
Front to Rear	15'-0"
Front to Front	15'-0"
Interior Court Space	15'-0"
All Others	15'-0"
Minimum Front Yard Setback	75'
Minimum Side Yard Setback	20'
Maximum Setback Encroachment for Architectural Projections*	5'
Minimum Rear Yard Setback	Conditional
Minimum Private Storage Space (per unit)	81 cubic feet
Private Open Space Required***	50 sf. minimum for ground and upper floors
Minimum Open Space Required**	40% Required setbacks measuring more than 15' included

*Architectural projections include but are not limited to balconies, stairs, awnings, cornices, eaves, roof overhangs, towers, and stoops.
**The Village Paseo may be utilized to meet open space requirements for residential uses.
***Not Required for Studio Units

Exhibit 5-9 illustrates examples of multiple-family attached dwelling product types.

Exhibit 7-6: Perimeter Fence and Wall Plan



Legend

- Perimeter Theme Wall
- Perimeter View Fence
- Split Rail Fence
- Planning Area Boundary
- Specific Plan Area

(1) Perimeter Theme Wall

(2) Perimeter View Fence

(3) Split Rail Fence

Attachment No. 5:

Public Comment Letters

Linda McKeough
P.O. Box 942
Highland, CA 92346

January 15, 2021

City of Highland
Attn: Salvador Quintanilla, Associate Planner
27215 Base Line
Highland, CA 92346

Re: Plan revision # 20-003(TREH Development)

These are the following concern of the proposal commercial and residential development located on the north side of Greenspot Road and East of the 210 Freeway.

1.Primary and secondary emergency exit for the proposed commercial and residential development for the emergency services i.e. Sheriff Department, EMTs, Fire Department, ect.

2.Regarding the ladder fire truck, for the proposed 3-story residential development, would the developer pay for the ladder fire truck, as well as additional staff that would man it.

3.What are the design(s) and height(s) for the proposed boundary wall(s) between the existing residential properties north and east of the proposed development.

4.Reassure that the noise level is no louder the 55 decibels during the day hours from 6AM to 9PM and at a 45 decibel level or lower after 9PM.

My family has resided at 7712 Calhoun Road since 1949.

Linda McKeough
APN 1201-341-02-000

Linda McKeough

City of Highland

27215 Base Line, Highland, CA. 92346
Phone: (909) 864-8732, x 259 Fax: (909) 862-3180
Contact: Salvador Quintanilla, Associate Planner, squintanilla@cityofhighland.org

PROJECT NOTICE

The proposal listed below has been filed with the City of Highland Planning Department. You are invited to comment because you may own property or have a regulatory interest in development in the area.

FILE/INDEX: Specific Plan Revision (SPR) No. 20-003, Design Review Application (DRA) No. 20-012, Conditional Use Permit (CUP) No. 20-007, Conditional Use Permit (CUP) No. 20-006 (ABC License), Tentative Parcel Map No. (TPM) No. 20-002 and Accessory Sign Review (ASR) No. 20-013 (Sign Program), TREH Development

APPLICANT: TREH Partners, LLC, Thomas Robinson

LOCATION: NEC of Greenspot Road and 210 Freeway, Highland, CA. (APNs: 1201-331-01 & 1201-341-08)

PROPOSAL: The Applicant is requesting to construct a Mixed-Use Development to construct a retail shopping center that includes restaurants (including sit down and drive-thrus), retail service, convenience store, gas station, and the construction of residential apartments on vacant parcels of approximately 19.81-acres. The project site is located north of Greenspot Road and east of 210 Freeway in the Greenspot Village Marketplace Specific Plan.

COMMENTS REGARDING SPECIFIC PLAN REVISION NO. 20-003 (TREH Development):

Your comments must be received by this office no later than **January 18, 2021**. Comments received after that date may not be considered in the decision. If you have no comment, no reply is necessary.

See two attached documents

Lynda Schubert
PRINTED NAME

01/14/2021
DATE

SIGNATURE

(Location Map on reverse.)

January 14, 2021

City of Highland
Salvador Quintanilla, Associate Planner
27215 Base Line
Highland, CA 92346

Re: Specific Plan Revision No. 20-003
APN: 1201-331-01 & 1201-341-08
Applicant: TREH Partners, LLC, Thomas Robinson

Our family has the following concerns about the development:

1. See attached diagram. The water from several properties flows to the property in question. In the past when the water flow was blocked, the water backed up into our property. 1201-331-01 & 1201-341-08 were originally part of the flood control and designed to continue the natural water flow that is now blocked by the water dyke. The development needs to allow for natural rain water flow so the properties above the east of them do not flood due to development.

2. The residential development is going to be 3 stories and the City of Highland does not have a fire truck for 3 stories. Who is going to pay for the truck and the maintenance of the extra equipment and man power? It would be terrible if people died due to lack of access to the third story in a fire.

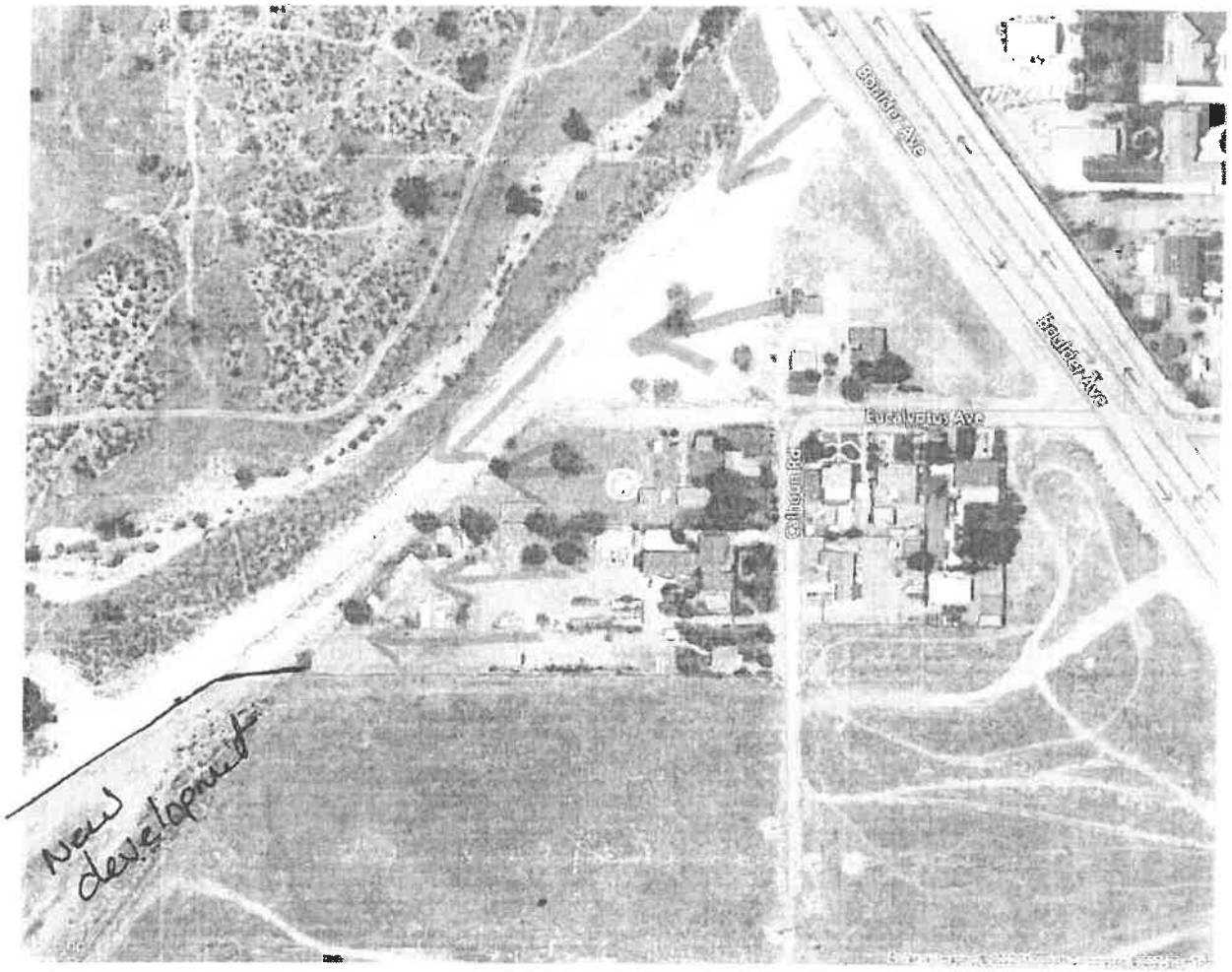
3. The commercial development is going to have a gas station. It would be very close to residential apartments and the water table is very high in the area. The stream near by is used for drinking water and to replenishing the natural under ground water table. It could an environment disaster if the gas tanks leaked or seeped.

Thank you in advance for addressing these issues,

The Schubert Family 909-208-5218 Cell

1201-341-04-0000 and 1201-341-03-0000
7740 Calhoun Road and 7750 Calhoun Road
Highland, CA 92346 Highland, CA 92346

AERIAL PHOTOS



7712 CALHOUN RD
HIGHLAND, CA 92346-3809

pink arrows show water flow

Data Deemed Reliable, But Not Guaranteed.
Copyright © 2004-2021 Lender Processing Services, Inc. All Rights Reserved. All other trademarks and copyrights are the property of their respective holders.
01/06/2021 14:47:41 PM Customer Service Rep: Melanie Murphy

Exhibit No. 1:

Commercial Conceptual Site Plan

UTILITY PROVIDERS

WATER
EAST VALLEY WATER DISTRICT
31111 GREENSPOT ROAD
HIGHLAND, CA 92346
t: 909.889.9501

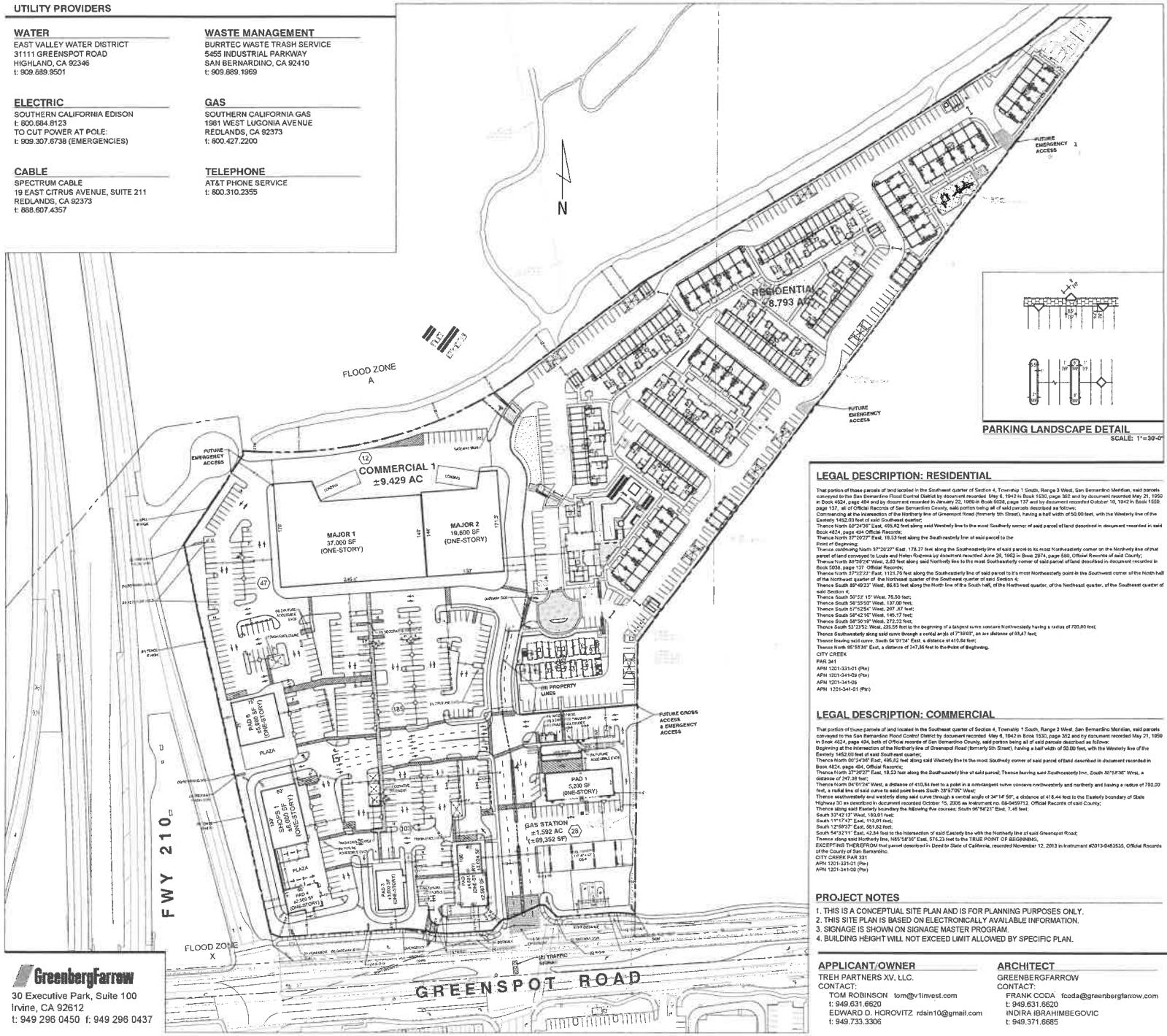
WASTE MANAGEMENT
BURRTEC WASTE TRASH SERVICE
5455 INDUSTRIAL PARKWAY
SAN BERNARDINO, CA 92410
t: 909.889.1969

ELECTRIC
SOUTHERN CALIFORNIA EDISON
t: 800.684.8123
TO CUT POWER AT POLE:
t: 909.307.6738 (EMERGENCIES)

GAS
SOUTHERN CALIFORNIA GAS
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92373
t: 800.427.2200

CABLE
SPECTRUM CABLE
19 EAST CITRUS AVENUE, SUITE 211
REDLANDS, CA 92373
t: 888.607.4357

TELEPHONE
AT&T PHONE SERVICE
t: 800.310.2355



PARKING LANDSCAPE DETAIL
SCALE: 1"=30'-0"

LOCATION MAP

LEGAL DESCRIPTION: RESIDENTIAL

That portion of those parcels of land located in the Southwest quarter of Section 4, Township 1 South, Range 3 West, San Bernardino Meridian, said parcels conveyed to the San Bernardino Flood Control District by document recorded May 6, 1942 in Book 1530, page 362 and by document recorded May 21, 1959 in Book 4624, page 494 and by document recorded in January 22, 1960 in Book 5038, page 137 and by document recorded October 10, 1942 in Book 1559 page 137, all of Official Records of San Bernardino County, said portion being all of said parcels described as follows:
Commencing at the intersection of the Northerly line of Greenspot Road (formerly 5th Street), having a half width of 50.00 feet, with the Westerly line of the Easterly 1452.00 feet of said Southeast quarter;
Thence North 00°24'06" East, 495.82 feet along said Westerly line to the most Southerly corner of said parcel of land described in document recorded in said Book 4624, page 494 Official Records;
Thence North 37°20'27" East, 16.53 feet along the Southeasterly line of said parcel to the
Point of Beginning;
Thence continuing North 37°20'27" East, 178.27 feet along the Southeasterly line of said parcel to its most Northeasterly corner on the Northerly line of that parcel of land conveyed to Louis and Helen Rudnick by document recorded June 26, 1962 in Book 2874, page 580, Official Records of said County;
Thence North 89°39'24" West, 2.83 feet along said Northerly line to the most Southeasterly corner of said parcel of land described in document recorded in Book 5038, page 137 Official Records;
Thence North 37°52'23" East, 1121.76 feet along the Southeasterly line of said parcel to it's most Northeasterly point in the Southwest corner of the North half of the Northeast quarter of the Northeast quarter of the Southeast quarter of said Section 4;
Thence South 89°49'23" West, 86.83 feet along the North line of the South half, of the Northwest quarter, of the Northeast quarter, of the Southeast quarter of said Section 4;
Thence South 50°52' 15" West, 76.50 feet;
Thence South 56°55'50" West, 137.00 feet;
Thence South 51°52'54" West, 207 .47 feet;
Thence South 58°42'16" West, 149.17 feet;
Thence South 58°56'19" West, 272.32 feet;
Thence South 53°23'52" West, 235.56 feet to the beginning of a tangent curve concave Northwesterly having a radius of 730.00 feet;
Thence Southwesterly along said curve through a central angle of 7°39'05", an arc distance of 93.47 feet;
Thence leaving said curve, South 64°01'24" East, a distance of 410.84 feet;
Thence North 85°58'36" East, a distance of 247.36 feet to the Point of Beginning.
CITY CREEK
PAR 341
APN 1201-331-01 (Ptn)
APN 1201-341-09 (Ptn)
APN 1201-341-09
APN 1201-341-01 (Ptn)

LEGAL DESCRIPTION: COMMERCIAL

That portion of those parcels of land located in the Southeast quarter of Section 4, Township 1 South, Range 3 West, San Bernardino Meridian, said parcels conveyed to the San Bernardino Flood Control District by document recorded May 6, 1942 in Book 1530, page 362 and by document recorded May 21, 1959 in Book 4624, page 494, both of Official records of San Bernardino County, said portion being all of said parcels described as follows:
Beginning at the intersection of the Northerly line of Greenspot Road (formerly 5th Street), having a half width of 50.00 feet, with the Westerly line of the Easterly 1452.00 feet of said Southeast quarter;
Thence North 00°24'06" East, 495.82 feet along said Westerly line to the most Southerly corner of said parcel of land described in document recorded in Book 4624, page 494, Official Records;
Thence North 37°20'27" East, 16.53 feet along the Southeasterly line of said parcel; Thence leaving said Southeasterly line, South 85°58'36" West, a distance of 247.36 feet;
Thence North 04°01'24" West, a distance of 410.84 feet to a point in a non-tangent curve concave northwesterly and northerly and having a radius of 730.00 feet, a radial line of said curve to said point bears South 28°57'05" West;
Thence southwesterly and westerly along said curve through a central angle of 34°14' 59", a distance of 418.44 feet to the Easterly boundary of State Highway 30 as described in document recorded October 15, 2008 as instrument no. 08-0459712, Official Records of said County;
Thence along said Easterly boundary the following five courses; South 06°56'23" East, 7.46 feet;
South 33°42'13" West, 183.01 feet;
South 11°17'47" East, 113.01 feet;
South 12°59'37" East, 561.62 feet;
South 54°37'11" East, 42.84 feet to the intersection of said Easterly line with the Northerly line of said Greenspot Road;
Thence along said Northerly line, N85°58'36" East, 576.23 feet to the TRUE POINT OF BEGINNING.
EXCEPTING THEREFROM that parcel described in Deed to State of California, recorded November 12, 2013 in instrument #2013-0463535, Official Records of the County of San Bernardino.
CITY CREEK PAR 331
APN 1201-331-01 (Ptn)
APN 1201-341-09 (Ptn)

PROJECT NOTES

1. THIS IS A CONCEPTUAL SITE PLAN AND IS FOR PLANNING PURPOSES ONLY.
2. THIS SITE PLAN IS BASED ON ELECTRONICALLY AVAILABLE INFORMATION.
3. SIGNAGE IS SHOWN ON SIGNAGE MASTER PROGRAM.
4. BUILDING HEIGHT WILL NOT EXCEED LIMIT ALLOWED BY SPECIFIC PLAN.

PROJECT SUMMARY

ZONING

JURISDICTION:	CITY OF HIGHLAND, CA
ZONING:	GREENSPOT VILLAGE & MARKETPLACE SPA06-001

SITE AREA

COMMERCIAL 1 SITE AREA	± 9.429 AC
COMMERCIAL 2 SITE AREA	± 1.592 AC
TOTAL COMMERCIAL SITE AREA	± 11.021 AC
RESIDENTIAL	± 8.793 AC
TOTAL SITE AREA	± 19.814 AC

COMMERCIAL - BUILDING AREA

MAJOR 1	± 37,000 SF
MAJOR 2	± 19,600 SF
SHOPS 1	± 6,000 SF
PAD 1	± 5,200 SF
PAD 1 - CAR WASH	± 1,825 SF
PAD 2	± 4,591 SF
PAD 3	± 3,000 SF
PAD 4	± 2,500 SF
PAD 5	± 5,600 SF
TOTAL BUILDING AREA	± 85,316 SF
COMMERCIAL TOTAL NET SITE COVERAGE:	±17.77% (±7,741 SF/AC)
TOTAL BUILDING AREA:	± 85,316 SF
TOTAL HARDSCAPE AREA:	± 312,489 SF
TOTAL BUILDING & HARDSCAPE AREA:	± 397,805 SF
TOTAL BUILDING COVERAGE (75% MAX ALLOWED):	±17.7% (± 7,741 SF/AC)
TOTAL HARDSCAPE COVERAGE:	±65.1% (±28,561 SF/AC)
TOTAL LANDSCAPE AREA:	± 82,284 SF
TOTAL LANDSCAPE COVERAGE (10% MIN REQUIRED):	±17.1% (± 7,466 SF/AC)

PARKING SUMMARY - COMMERCIAL

USER	CITY REQ'D RATIO	SPACES REQ'D	SPECIFIC PLAN RATIO REQ'D	SPACES REQUIRED	SPACES PROVIDED
MAJOR 1	1 SP/250 SF	148			
MAJOR 2	1 SP/250 SF	79			
SHOPS 1	1 SP/ 75 SF*	48			
PAD 1	1 SP/200 SF +2	28	1 SP/250 SF	342	
PAD 2	1 SP/ 75 SF*	37			
PAD 3	1 SP/ 75 SF*	24			
PAD 4	1 SP/ 75 SF*	20			
PAD 5	1 SP/ 75 SF*	45			
TOTAL PARKING COMMERCIAL		429		342	362
DESIGNATED RESIDENTIAL PARKING					13
TOTAL					375
COMPACT SPACES ALLOWED					68 (20 % OF REQUIRED)
COMPACT SPACES PROVIDED					17 (5 % OF REQUIRED)
TOTAL PARKING RATIO PROVIDED					±4.35 SP/1000 SF

* PER MUNICIPAL CODE PARKING REQUIRED FOR EATING & DRINKING ESTABLISHMENTSIS 1 SP/75 SF OF GROSS DINING AREA (ASSUMED 60% OF TOTAL BLDG AREA) UP TO 6,000 SF OF GROSS PLUS 1 SP/55 SF OF GROSS DINING AREA OVER 6,000 SF GFA.

SCALE: 1"=60'-0"

GreenbergFarrow
30 Executive Park, Suite 100
Irvine, CA 92612
t: 949 296 0450 f: 949 296 0437

APPLICANT/OWNER
TREH PARTNERS XV, LLC.
CONTACT:
TOM ROBINSON tom@v1invest.com
t: 949.631.6620
EDWARD D. HOROVITZ rdsin10@gmail.com
t: 949.733.3306

ARCHITECT
GREENBERGFARROW
CONTACT:
FRANK CODA fcoda@greenbergfarrow.com
t: 949.631.6620
INDIRA IBRAHIMBEGOVIC
t: 949.371.6685

TREH XV-48

NEQ GREENSPOT ROAD & FREEWAY 210
HIGHLAND, CA

20140381.0 03.30.2021

Exhibit No. 2:

Commercial Elevations

NORTH (PLAZA) ELEVATION

SOUTH (PLAZA) ELEVATION

FINISH SCHEDULE	
1	STONE VENEER - RUSTIC LEDGE
2	STUCCO - SW 7048 URBAN BRONZE
3	STUCCO - SW 7045 INTELLECTUAL GRAY
4	STUCCO - SW 7102 WHITE FLOUR
5	STUCCO - SW 9100 UMBER RUST
6	BRICK VENEER
7	CANOPY - DARK BRONZE
8	AWNING/TRELLIS - CAVIAR SW 6990
9	STOREFRONT - DARK BRONZE
10	ROOF TILES - CHARCOAL BLEND
11	EXTERIOR WALL SCONE
12	DRIVE THRU WINDOW - DARK BRONZE

EAST ELEVATION

PAD 4, PLAZA, AND SHOPS 1 EXTERIOR ELEVATIONS - SPANISH CRAFTSMAN STYLE

A-200

GreenbergFarrow
30 Executive Park, Suite 100
Irvine, CA 92612
t: 949 296 0450 f: 949 296 0437

TREH XV
NEQ GREENSPOT ROAD & FREEWAY 210
HIGHLAND, CA
20140381.0
2021-03-31

SOUTH ELEVATION

NORTH ELEVATION

FINISH SCHEDULE	
1	STONE VENEER - RUSTIC LEDGE
2	STUCCO - SW 7048 URBAN BRONZE
3	STUCCO - SW 7045 INTELLECTUAL GRAY
4	STUCCO - SW 7102 WHITE FLOUR
5	STUCCO - SW 9100 UMBER RUST
6	BRICK VENEER
7	CANOPY - DARK BRONZE
8	AWNING/TRELLIS - CAVIAR SW 6990
9	STOREFRONT - DARK BRONZE
10	ROOF TILES - CHARCOAL BLEND
11	EXTERIOR WALL SCONE
12	DRIVE THRU WINDOW - DARK BRONZE

WEST ELEVATION

PAD 4, PLAZA, AND SHOPS 1 EXTERIOR ELEVATIONS - SPANISH CRAFTSMAN STYLE

A-201

GreenbergFarrow
30 Executive Park, Suite 100
Irvine, CA 92612
t: 949 296 0450 f: 949 296 0437

TREH XV
NEQ GREENSPOT ROAD & FREEWAY 210
HIGHLAND, CA

20140381.0 **2021-03-31**

Exhibit No. 3:

Commercial Landscape Plans

CONCEPT PLANT SCHEDULE

	GREENSPOT RD. FLOWERING STREET TREE	
	Pyrus calleryana 'Redspire' / Redspire Callery Pear	24" Box, M
	EVERGREEN BACKGROUND/SCREEN TREE	
	Cedrus deodara / Deodar Cedar	24" Box, L
	Fraxinus angustifolia 'Raywood' / Narrow-leaved Ash	15 Gal., M
	Pinus eldarica / Afghan Pine	24" Box, M
	FLOWERING ENTRY ACCENT TREE	
	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle	36" Box, M
	PARKING LOT SHADE TREE	
	Gleditsia triacanthos inermis 'Shademaster' / Shademaster Locust	24" Box, L
	Gleditsia triacanthos inermis 'Trueshade' / Thornless Honey Locust	24" Box, L
	Rhus lancea / African Sumac	24" Box, L
	PARKING LOT DRIVE ISLE TREE	
	Pistacia chinensis 'Red Push' / Red Push Chinese Pistache	24" Box, M
	PLAZA ACCENT TREE	
	Olea europaea 'Wilsonii' / Wilson Olive	36" Box, L
	Platanus x acerifolia 'Bloodgood' / London Plane Tree	24" Box, L
	HERITAGE TREE	
	Platanus racemosa / California Sycamore Multi-Trunk	60" Box, M
	Quercus lobata / Valley Oak	60" Box, M
	GREENSPOT RD. PALM TREE	
	Washingtonia filifera / California Fan Palm	12 BTF, L
	PLAZA TREE	
	Cercis occidentalis / Western Redbud	24" Box, L
	VERTICAL ACCENT TREE	
	Juniperus chinensis 'Spartan' / Spartan Juniper	15 Gal., M
	BACKGROUND/SCREENING SHRUBS	
	Arbutus unedo 'Compacta' / Dwarf Strawberry Tree	15 Gal., L
	Cistus x hybridus / White Rockrose	5 Gal., L
	Cotoneaster lacteus / Red Clusterberry Cotoneaster	15 Gal., M
	Dodonaea viscosa 'Purpurea' / Purple Leafed Hopseed Bush	15 Gal., M
	Elaeagnus pungens / Thorny Elaeagnus	5 Gal., L
	Heteromeles arbutifolia / Toyon	15 Gal., L
	Leucophyllum frutescens 'Green Cloud' TM / Green Cloud Texas Ranger	5 Gal., L
	Ligustrum texanum / Texas Privet	5 Gal., M
	Myrtus communis 'Compacta' / Dwarf Myrtle	5 Gal., M
	Prunus ilicifolia / Holly Leaf Cherry	15 Gal., VL
	Rhus integrifolia / Lemonade Berry	15 Gal., L
	Westringia fruticosa 'Wynabbie Gem' / Wynabbie Gem Coast Rosemary	5 Gal., L
	Xylosma congestum / Shiny Xylosma	5 Gal., M
	VINES	
	Clytostoma callistegioides / Violet Trumpet Vine	1 Gal., M
	Jasminum mesnyi / Chinese Jasmine	1 Gal., M
	Vitis californica 'Roger's Red' / California Wild Grape	1 Gal., L
	SHRUBS AND GROUNDCOVERS	
	Arbutus unedo 'Compacta' / Dwarf Strawberry Tree	5 Gal., L
	Dietes bicolor / Fortnight Lily	5 Gal., M
	Echium fastuosum / Pride Of Madeira	5 Gal., L
	Iris x 'Night Crossing' / Pacific Coast Hybrid Purple Iris	1 Gal., M
	Lavandula angustifolia 'Hidcote Blue' / Hidcote Blue English Lavender	5 Gal., L
	Rhaphiolepis indica / Indian Hawthorn	5 Gal., M
	Rosa x 'Flower Carpet Red' / Rose	1 Gal., M
	Rosa x 'Flower Carpet White' / Rose	1 Gal., M
	Rosmarinus officinalis 'Tuscan Blue' / Tuscan Blue Rosemary	1 Gal., L
	Salvia clevelandii 'Winifred Gilman' / Cleveland Sage	5 Gal., L
	Salvia greggii 'Deep Red' / Autumn Sage	5 Gal., L
	Westringia fruticosa 'Wynabbie Gem' / Wynabbie Gem Coast Rosemary	5 Gal., L
	GREENSPOT RD. PARKWAY SHRUBS AND GROUNDCOVERS	
	Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 Gal., L
	Hemerocallis x 'Yellow' / Yellow Daylily	1 Gal., M
	Lavandula angustifolia 'Hidcote Pink' / Hidcote Pink English Lavender	5 Gal., L
	Rosa x 'Flower Carpet Red' / Rose	5 Gal., M
	Salvia greggii 'Furmans Red' / Furman's Red Salvia	1 Gal., L
	PARKWAY TURF	
	DOUGHT TOLERANT TURF BLOCK EMERGENCY ACCESS	
	GROUNDCOVERS	
	Baccharis pilularis 'Pigeon Point' / Pigeon Point Coyote Brush	1 Gal., L
	Carex tumulicola / Foothill Sedge	1 Gal., L
	Helictotrichon sempervirens / Blue Oat Grass	1 Gal., M
	Hemerocallis x 'Yellow' / Yellow Daylily	1 Gal., M
	Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	1 Gal., M

ALL PARKING LOT AREAS VISIBLE FROM ADJOINING PROPERTIES AND PUBLIC RIGHTS-OF-WAY (OFF SITE) SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING. SCREENING SHALL INCLUDE TREES, DENSE EVERGREEN SHRUBS, LOW WALLS, EARTH BERMS OR A COMBINATION THEREOF.

TREES WITHIN 6 FEET OF HARDSCAPE SHALL BE INSTALLED WITH APPROVED ROOT CONTROL BARRIER (16 FEET LENGTH TOTAL MIN. EACH TREE)

ALL GROUND-MOUNTED ELECTRICAL/MECHANICAL EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING

0 40 80 120 160 feet
1" = 40'

Wilson Davis Associates
Landscape Architecture
2825 Litchfield Dr.
Riverside, CA 92503
Ph.(951) 353-2436

HIGHLAND MARKETPLACE
NEC GREENSPOT RD. and 210 HWY

Vintagecha Real Estate Investments, LLC, TREN Partners, LLC
4 Corporate Plaza, Suite 210
Newport Beach, Ca 92660
(949) 833-8810

CONCEPTUAL LANDSCAPE

Drawn by: WDAI
Date: 02/16/21
Revisions:

20034

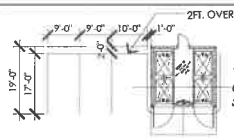
L1.0

Exhibit No. 4:

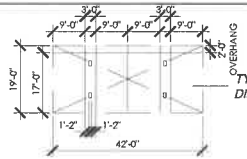
Residential Site Plan

SITE PLAN LEGEND

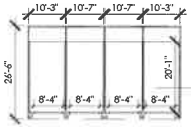
- BUILDING NUMBER
- BUILDING TYPE
- TRANSFORMER LOCATION
- 4 -BIN TRASH ENCLOSURE



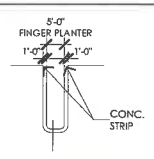
TYPICAL 90- DEGREE OPEN PARKING STALLS



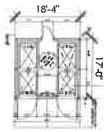
TYPICAL CARPORT DIMENSIONS

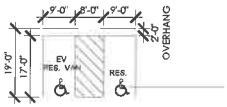


TYPICAL GARAGE DIMENSIONS

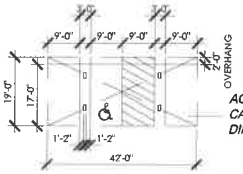


TYPICAL FINGER PLANTER DIMENSIONS

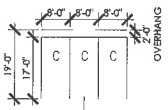




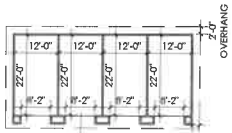
TYPICAL VAN ACCESSIBLE PARKING STALL



ACCESSIBLE CARPORT DIMENSIONS



TYPICAL COMPACT STALL DIMENSIONS



STANDALONE ENLARGED GARAGE

NORTH

1"=50'-0" 0 25' 50' 100' 150'

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

SITE PLAN ENLARGED
200 UNITS
DATE: 03-30-21
JOB NO.: 2020-272

A1.2

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

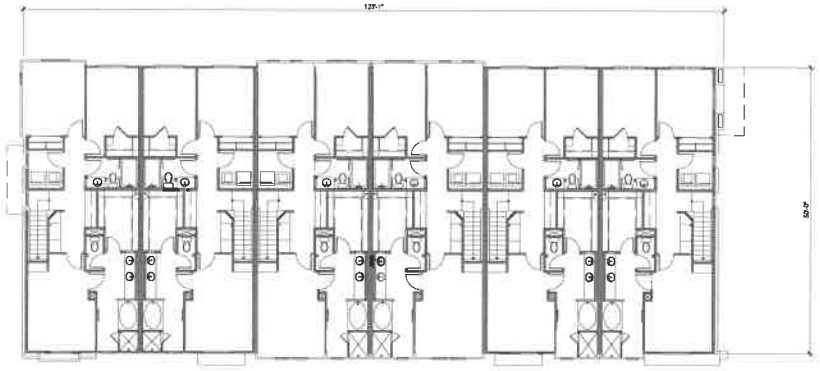
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

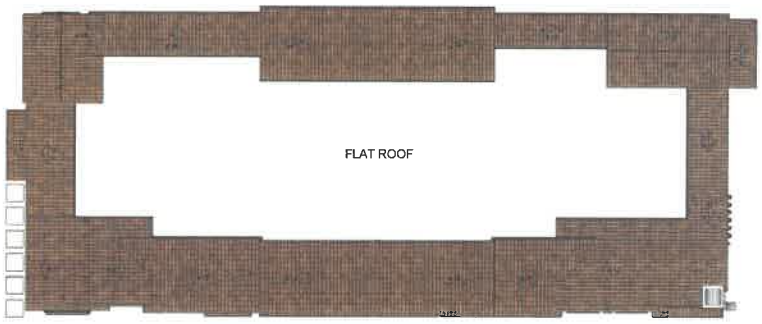
Thursday, April 15, 2021 2:30:58 PM
\\AO-S21\PROJECTS\RESIDENTIAL\2020\2020-272_TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SD\CHEW\AUTOCAD\2020-272_A1.2 SITE PLAN.DWG

Exhibit No. 5:

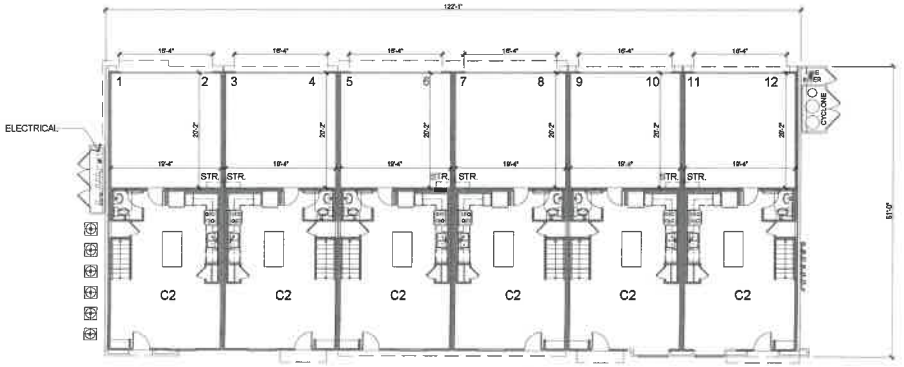
Residential Floor Plans



LEVEL 2



ROOF PLAN



LEVEL 1

1"=10'-0" 0 5' 10' 20' 30'

BUILDING TYPE A COMPOSITE PLAN

A2.0

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

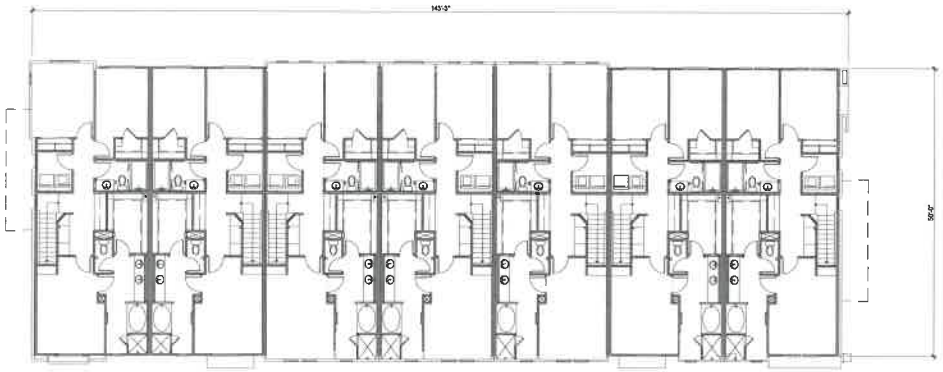
DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

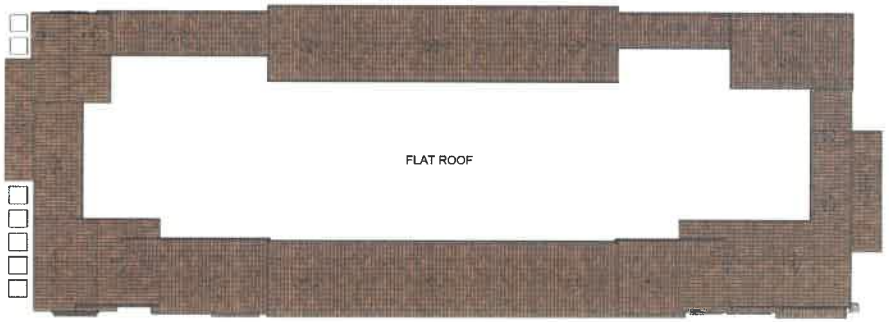
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

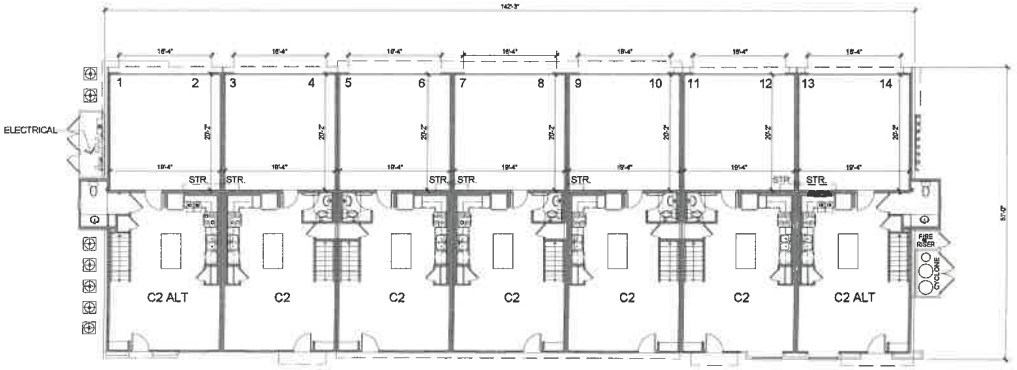
Tuesday, March 30, 2021 11:04:28 PM
\\AO-321FS\FS\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SD\REVIT\AO2020-272_A2.0 BUILDING A COMPOSITE PLANS.DWG



LEVEL 2



ROOF PLAN



LEVEL 1

1"=10'-0" 0 5' 10' 20' 30'

BUILDING TYPE A ALT 2 COMPOSITE PLAN

A2.2

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

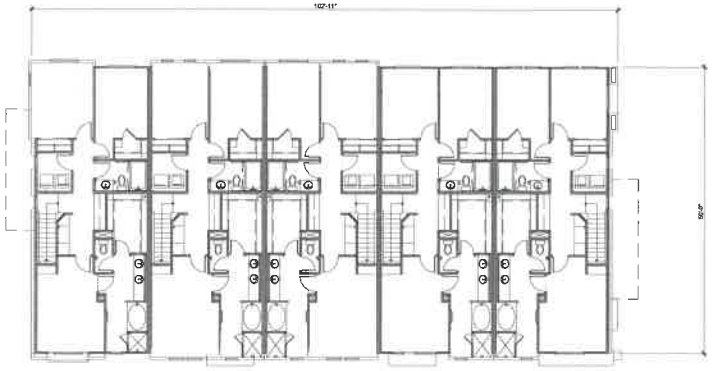
DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

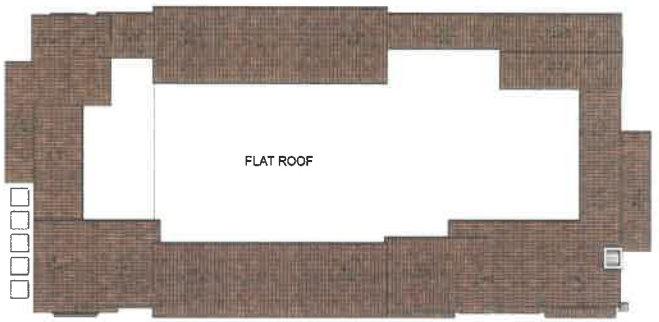
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture.
Design.
Relationships.

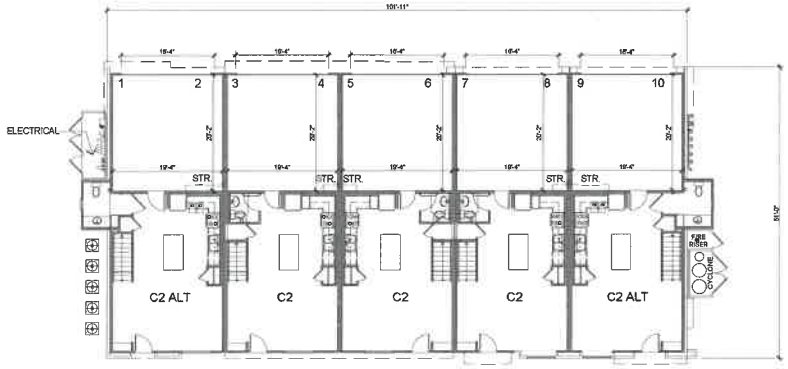
Tuesday, March 30, 2021 11:31:05 PM
W:\AO-23\FIP\RESIDENTIAL\2020\2020-272 - TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\ECHEW\AUTOCAD\03-272_A2.2 BUILDING A ALT 2 COMPOSITE PLANS.DWG



LEVEL 2



ROOF PLAN



LEVEL 1

1"=10'-0" 0 5' 10' 20' 30'

BUILDING TYPE A ALT 3 COMPOSITE PLAN

A2.4

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

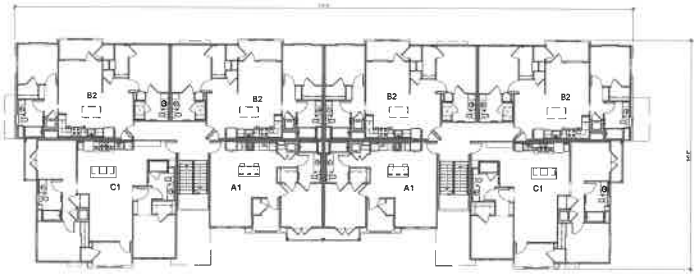
DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

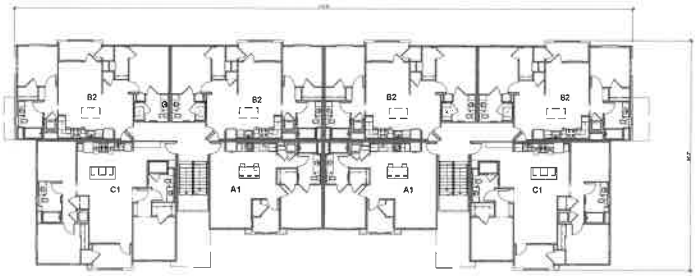
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

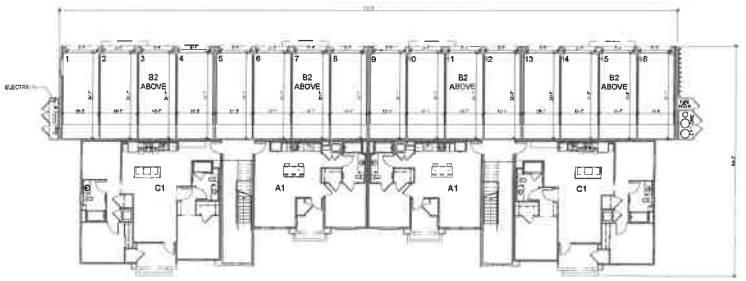
Tuesday, March 30, 2021 11:35:28 PM
W:\0-321\PS\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\0 DESIGN\SCHEM\AUTOCAD\2020-272_A2 4 BUILDING A ALT 3 COMPOSITE PLANS.DWG



LEVEL 3



LEVEL 2



LEVEL 1

ROOF PLAN

1/16"=1'-0" 0 8' 16' 32' 48'

BUILDING TYPE B COMPOSITE PLAN

A2.6

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

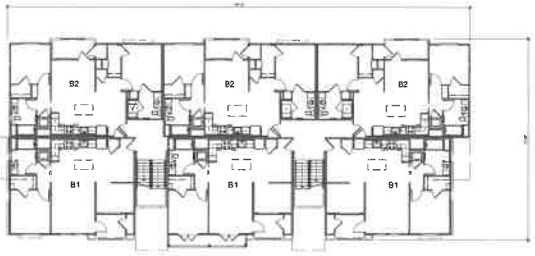
DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

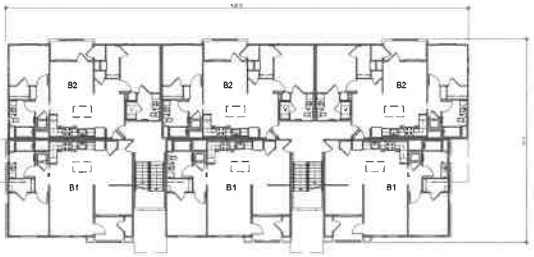
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

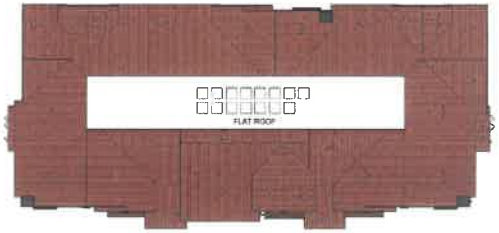
Tuesday, March 30, 2021 11:41:52 PM
\\AO-SQ1-FS\PROJECTFILES\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\2 DESIGN\SCHEMA\AUTOCAD\2020-272_A2.6 BUILDING B COMPOSITE PLANS.DWG



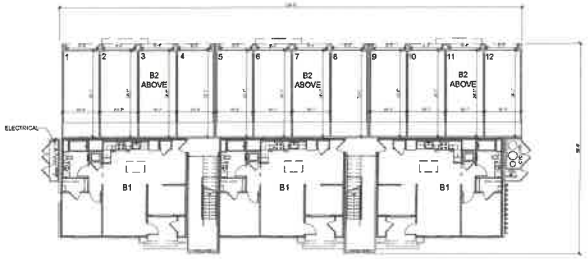
LEVEL 3



LEVEL 2



ROOF PLAN



LEVEL 1

1/16"=1'-0" 0 8' 16' 32' 48'

BUILDING TYPE C COMPOSITE PLAN

A2.9

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

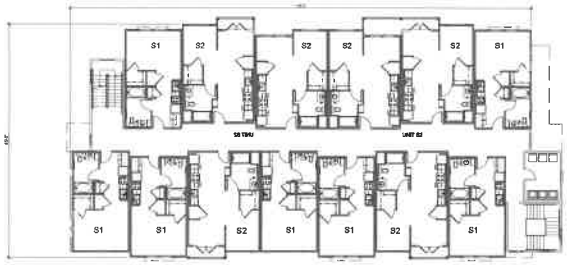
DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

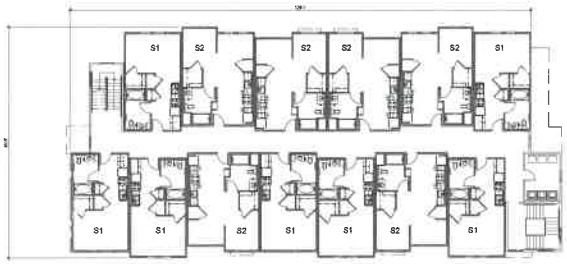
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

Tuesday, March 30, 2021 11:47:28 PM
W:\0-321PS\RESIDENTIAL\0520\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SCHEMATIC\CAD\2020-272_A2.9 BUILDING C COMPOSITE PLANS.DWG

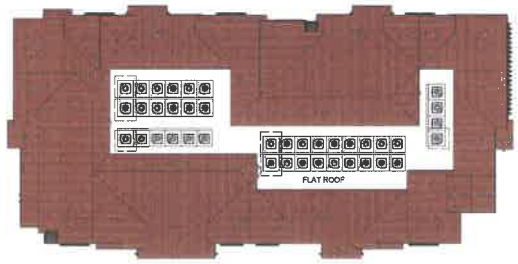


LEVEL 3



LEVEL 2

LEVEL 1



ROOF PLAN

1/16"=1'-0" 0 8' 16' 32' 48'

BUILDING TYPE D COMPOSITE PLAN

A2.12

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

Wednesday, April 14, 2021 6:00:24 PM
W:\AO-22\TREH\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\ISOMETRIC\MUTOCAD\2020-272_A2.12 BUILDING D COMPOSITE PLANS.DWG

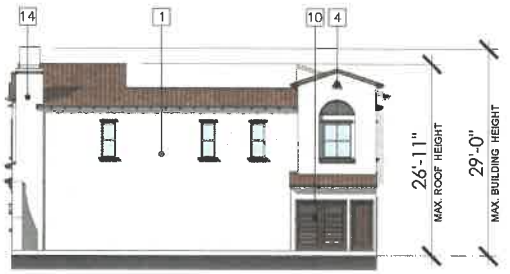
Exhibit No. 6:

Residential Elevations

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY

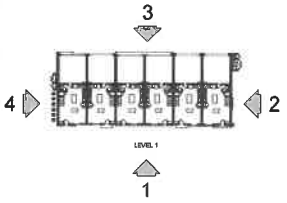
FRONT 1



RIGHT 2

REAR 3

LEFT 4



1/8"=1'-0" 0 4' 8' 16' 24'

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

BUILDING TYPE A ELEVATIONS
SPANISH COLONIAL ARCHITECTURAL STYLE

DATE: 03-30-21
JOB NO.: 2020-272

A2.1

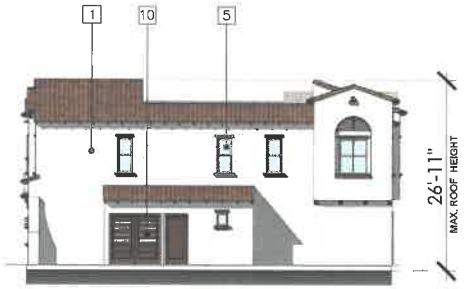
TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

Tuesday, March 30, 2021 11:17:29 PM
\\AO-321\TREH\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\ISCHEM\AUTOCAD\20-272_A2.1 BUILDING A ELEVATIONS.DWG

FRONT 1



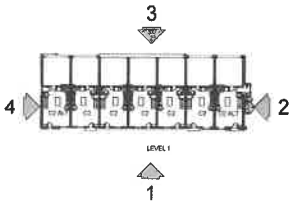
RIGHT 2

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE " S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY

REAR 3

LEFT 4



BUILDING TYPE A ALT 2 ELEVATIONS
SPANISH COLONIAL ARCHITECTURAL STYLE

DATE: 03-30-21
JOB NO.: 2020-272

A2.3

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

Tuesday, March 30, 2021 11:32:30 PM
\\AO-02\Projects\CIENTIA\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\06 CHD\EMMA\TOCAD\2020-272_A2.3 BUILDING A ALT 2 ELEVATIONS.DWG

FRONT 1

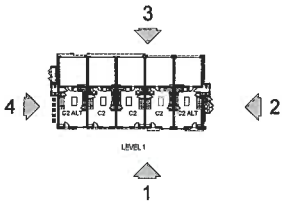
RIGHT 2

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE " S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY

REAR 3

LEFT 4



1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE A ALT 3 ELEVATIONS
SPANISH COLONIAL ARCHITECTURAL STYLE

A2.5

DATE: 03-30-21
JOB NO.: 2020-272

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

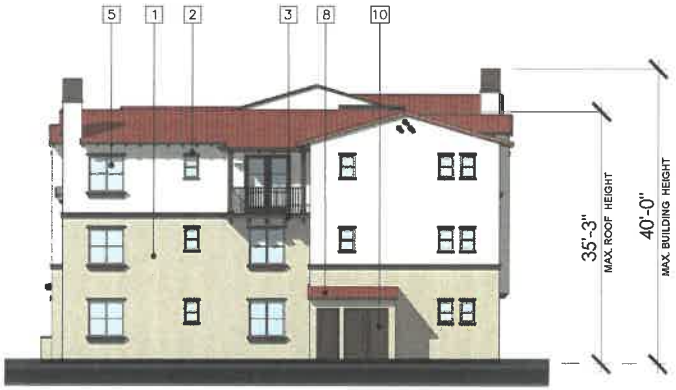
Architecture. Design. Relationships.

Tuesday, March 30, 2021 11:37:03 PM
\\AO-32\HYS\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SCHEMA\TOCAD\2020-272_A2.5 BUILDING A ALT 3 ELEVATIONS.DWG

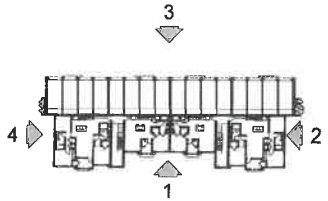
FRONT 1

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY



RIGHT 2



1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE B ELEVATIONS
MONTEREY ARCHITECTURAL STYLE

A2.7

DATE: 03-30-21
JOB NO.: 2020-272

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

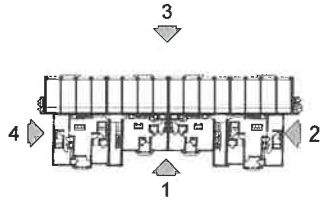
Tuesday, March 30, 2021 11:45:42 PM
I:\AO-2021\PROJECTS\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\00 DESIGN\SCHEMA\TOCAD\20-272_A2.7-A2.8 BUILDING B ELEVATIONS.DWG

REAR 3

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE " S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY

LEFT 4



1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE B ELEVATIONS
MONTEREY ARCHITECTURAL STYLE

DATE: 03-30-21
JOB NO.: 2020-272

A2.8

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

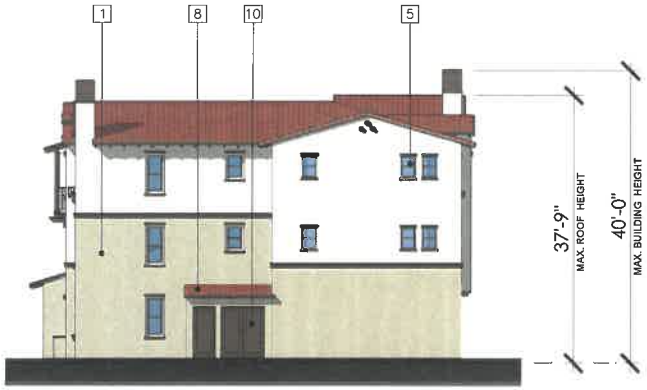
Architecture. Design. Relationships.

Tuesday, March 30, 2021 11:58:08 PM
W:\AO-SITES\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SCHEMA\UTCCA\2020-272_A3.7-A3.8 BUILDING B ELEVATIONS.DWG

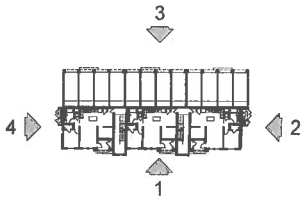
FRONT 1

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY



RIGHT 2



1/8"=1'-0"

Tuesday, March 30, 2021 11:45:32 PM
W:\AO-SITE\RESIDENTIAL\HIGHLAND\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\2 DESIGN\SCHEMA\TOCAD\20-372_A2.10-A2.11 BUILDING C ELEVATIONS.DWG

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

BUILDING TYPE C ELEVATIONS
MONTEREY ARCHITECTURAL STYLE

A2.10

DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

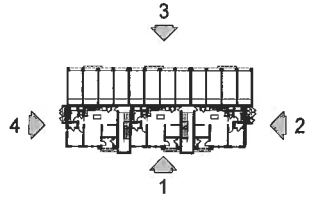
Architecture. Design. Relationships.

REAR 3

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY

LEFT 4



1/8"=1'-0" 0 4' 8' 16' 24'

Tuesday, March 30, 2021 11:45:57 PM
\\AO-301\PROJECTS\RESIDENTIAL\2020\2020-272_TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SCHEMATIC\TOCADD\2020-272_A2.10-A2.11 BUILDING C ELEVATIONS.DWG

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

BUILDING TYPE C ELEVATIONS
MONTEREY ARCHITECTURAL STYLE

A2.11

DATE: 03-30-21
JOB NO.: 2020-272

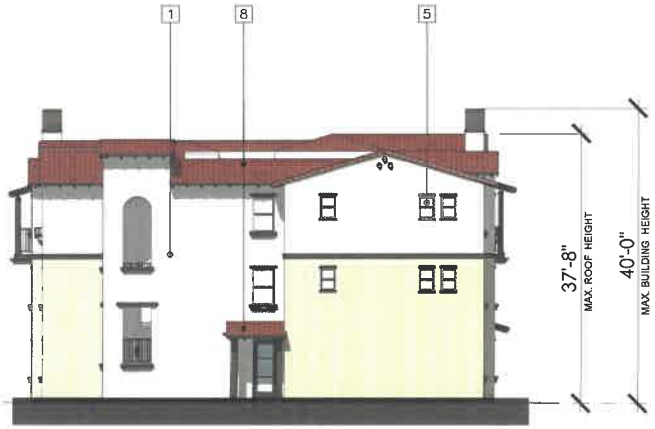
TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

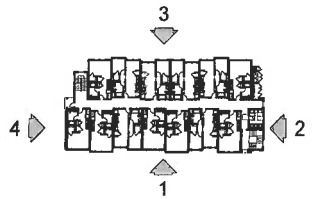
FRONT 1

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY



RIGHT 2



Wednesday, March 31, 2021 7:25:49 AM
W:\AO-SITES\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\09 DESIGN\SCHEMA\TOCAD\20-272_A2.13 A2.14 BUILDING D ELEVATIONS.DWG

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

BUILDING TYPE D ELEVATIONS
MONTEREY ARCHITECTURAL STYLE

A2.13

DATE: 03-30-21
JOB NO.: 2020-272

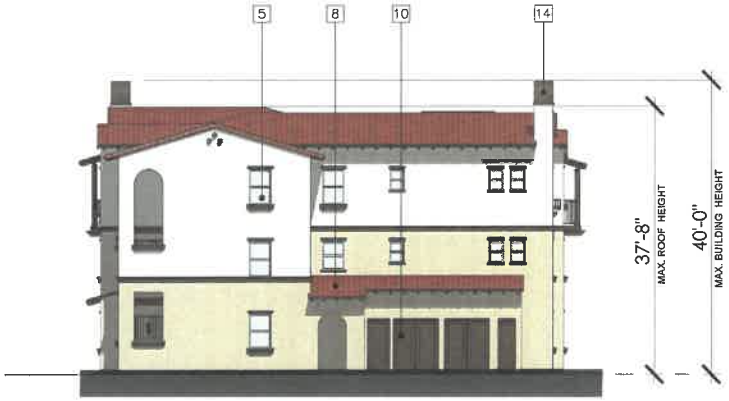
TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

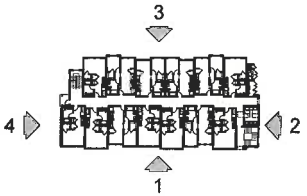
REAR 3

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY



LEFT 4



1/8"=1'-0" 0 4' 8' 16' 24'

Wednesday, March 31, 2021 7:26:13 AM
W:\AO-3\TIFS\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SCHEMA\UTOCAD\2020-272_A2 13-A2 14 BUILDING D ELEVATIONS.DWG

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

BUILDING TYPE D ELEVATIONS
MONTEREY ARCHITECTURAL STYLE

DATE: 03-30-21
JOB NO.: 2020-272

A2.14

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Exhibit No. 7:

Residential Landscape Plan

PLANT LEGEND

SYMBOLS	BOTANICAL NAME	COMMON NAME
TREES		
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria bipinnata	Chinese Flame
	Lagerstroemia hybrids 'Muskogee'	Crape Myrtle (Lavender)
	Strelitzia nicholai	Giant Bird-of-Paradise
	Olea europaea	Olive
	Citrus sinensis	Orange Tree
	Lagerstroemia hybride 'Natchez'	Crape Myrtle (White)
	Podocarpus gracilior	Fern Pine
	Tristania conferta	Brisbane Box
	Magnolia grandiflora 'D.D. Blanchard'	Southern Magnolia
PALMS		
	Phoenix dactylifera	Date Palm
	Washingtonia robusta	Mexican Fan Palm

SHRUBS	BOTANICAL NAME	COMMON NAME
	Agave 'Blue Flame'	Blue Flame Agave
	Agave attenuata	Foxtail Agave
	Agave desmettiana ' Variegata'	Variegated Dwarf Century Pla
	Alyogyne huegelii 'Monleto'	Purple Delight Lilac Hibiscus
	Anigozanthos hybrids 'Bush Gold'	Dwarf Kangaroo Paw (Yellow
	Arbutus unedo 'Elfin King'	Elfin King Strawberry King
	Buxus microphylla japonica	Japanese Boxwood
	Callistemon viminalis 'Little John'	Dwarf Bottlebrush
	Carex tumulicola	Foothill Sedge
	Dianella revoluta 'DR5000'	Little Rev Flax Lily
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily
	Dietes grandiflora	Fortnight Lily
	Elaeagnus pungens	Silverberry
	Grevillea 'Noelii'	N.C.N.
	Ilex crenata 'Sky Pencil'	Sky Pencil Ilex
	Ilex vomitoria 'Stokes'	Stokes Holly
	Lantana hybride 'New Gold'	New Gold Lantana
	Ligustrum japonicum 'Texanum'	Wax Leaf Privet
	Lomandra longifolia 'LM300'	Breeze Dwarf Mat Rush
	Monsea bicolor	Fortnight Lily
	Muhlenbergia capillaris 'Regal Mist'	Regal Mist Muhly
	Pennisetum 'Fairy Tails'	Fairy Tails Fountain Grass
	Phormium hybrid 'Gold Sword'	New Zealand Flax (Yellow)
	Pittosporum tobira	Tobira
	Podocarpus elongatus 'Monmal'	Icee Blue Yellow-Wood
	Prunus caroliniana 'Bright n' Tight'	Carolina Cherry
	Rhaphiolepis indica 'Clara'	Dwarf Indian Hawthorne
	Rosa 'Flower Carpet var. Noatraum'	Pink Carpet Rose
	Rosa f. 'Ice Berg'	White Slimb Rose
	Rosmarinus officinalis 'Huntington Carpet'	Huntington Rosemary Carpet
	Rosmarinus officinalis 'Tuscan Blue'	Tuscan Blue Rosemary
	Strelitzia reginae	Bird-of-Paradise
	Westringia 'Wynyabbie Gem'	Coast Rosemary
	Yucca filamentosa 'Golden Sword'	Golden Sword Yucca

GROUNDCOVER		
	Sod turf	Marathon II, Tall Fescue

1. ENCLOSED DOG PARK
2. GATED ENTRY
   - SLIDING GATE W/ STUCCO POCKET WALLS
   - ENHANCED PAVING
   - MATCHING PALM ACCENT TREES
3. ENTRY TOWER
   - 15' SQ. X 18' TALL STRUCTURE TO MATCH REC. BUILDING
   - PROJECT SIGNAGE
   - BOTTOM FLOOR AREA PROVIDES SHADE FOR DOG PARK
4. CENTRAL RECREATION AREA
   - RESORT STYLE POOL W/ 60 FT. SWIM LANES
   - ELEVATED SPA WALL W/ TILE MURAL BACKDROP WALL
   - KID ZONE W/ 15' SQ WADING POOL
   - FOCAL RAISED PLANTER W/ DECORATIVE SPANISH TILE AND LARGE ACCENT PALM
5. OUTDOOR ENTERTAINMENT AREA
   - OUTDOOR KITCHEN
   - TERRA COTTA PAVING
   - FIRE TABLE
6. SATELLITE BBQ/ DINING AREA (3 TOTAL)
   - PEDESTAL GAS BBQ
   - LOW STUCCO SEAT WALLS HELP DEFINE THE SPACE
   - ENHANCED PATH PAVING
7. SPANISH THEMED SHADE STRUCTURE
   - FIRE PLACE & SOLID SCREEN WALL
   - PICNIC TABLE UNDERNEATH
8. OPEN PLAY TURF AREA
9. TOT LOT W/ MULTI-AGE PLAY EQUIPMENT
10. SHADE CABANA W/ PEDESTAL BBQ
11. SPANISH COURTYARD
    - PARTIAL ENCLOSED GARDEN SPACE
    - (2) PEDESTAL BBQ
    - ENHANCED PAVING
    - THEMED TILE SEATS
12. ACTIVE PLAY AREA
    - HALF COURT BASKETBALL COURT
    - PICKET BALL COURT
    - FOB ACCESS GATING TO AREA
13. 6' SPLIT FACE PERIMETER WALL (TYP.)
14. EMERGENCY FIRE ACCESS WITH GATE & TURF BLOCK PAVING

0 40' 80'

L1

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

CONCEPTUAL LANDSCAPE PLAN

DATE: 03-30-21
JOB NO.: 20-022

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

SITESCAPES
Landscape Architecture & Planning
3160-112 Airport Loop Drive
Costa Mesa, CA 92626
Richard Peterson, License # 2282
(949) 644-9370 FAX (714) 210-3140

AO
Architecture
Design.
Relationships.

VIEW-C

VIEW-B

LEGEND

1. 15' SQ. WADING POOL
2. DECORATIVE TILE SEATWALL
3. KID ZONE W/ ARTIFICIAL TURF
4. OVERHEAD STRUCTURES
5. RESORT STYLE POOL W/ 60 FT. SWIM LANE
6. FOCAL RAISED PLANTER W/ DECORATIVE SPANISH TILE & LARGE ACCENT PALM
7. ELEVATED SPA W/ TILE MURAL BACKDROP WALL
8. TERRA COTTA PAVING
9. OUTDOOR KITCHEN
10. FIRE TABLE
11. GATED ENTRY
12. ENHANCED PAVING AT ENTRY DRIVEWAY

VIEW-D

VIEW-A

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

REC AREA - ENLARGEMENT

DATE: 03-30-21
JOB NO.: 20-022

L2

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

SITESCAPES
Landscape Architecture & Planning
3150-B2 Airport Loop Drive
Costa Mesa, CA 92626
(949) 644-3270 FAX (714) 210-5140

AO
Architecture.
Design.
Relationships.

Exhibit No. 8:

Tentative Parcel Map No. 20382

CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 20382

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED HIGHLAND IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 4;
THENCE EAST TO A POINT 1452 FEET WEST OF THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 4;
THENCE SOUTH TO THE NORTH LINE OF THE COUNTY ROAD (EAST THIRD STREET);
THENCE SOUTHWESTERLY ALONG SAID NORTH LINE OF THE COUNTY ROAD TO ITS INTERSECTION WITH THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 4; THENCE NORTH TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THOSE PORTIONS DESCRIBED IN DEEDS TO THE STATE OF CALIFORNIA RECORDED DECEMBER 28, 2006 AS INSTRUMENT NO. 2006-0820029, DECEMBER 28, 2006 AS INSTRUMENT NO. 2006-0892030, AND NOVEMBER 12, 2013, AS INSTRUMENT NO. 2013-0483535, ALL OF OFFICIAL RECORDS.

ALSO EXCEPTING THAT PORTION CONVEYED TO THE CITY OF HIGHLAND, A MUNICIPAL CORPORATION BY GRANT DEED RECORDED FEBRUARY 28, 2020 AS INSTRUMENT NO. 2020-0072920 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF THOSE PARCELS OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, SAID PARCELS CONVEYED TO THE SAN BERNARDINO FLOOD CONTROL DISTRICT BY DOCUMENT RECORDED MAY 6, 1942 IN BOOK 1530, PAGE 352 AND BY DOCUMENT RECORDED MAY 21, 1959 IN BOOK 4824, PAGE 494, BOTH OF OFFICIAL RECORDS OF SAN BERNARDINO COUNTY, SAID PORTION BEING ALL OF SAID PARCELS DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF GREENSPOT ROAD (FORMERLY 5TH STREET), HAVING A HALF WIDTH OF 50.00 FEET, WITH THE WESTERLY LINE OF THE EASTERLY 1452.00 FEET OF SAID SOUTHEAST QUARTER;

THENCE NORTH 00°24'36" EAST, 495.82 FEET ALONG SAID WESTERLY LINE TO THE MOST SOUTHERLY CORNER OF SAID PARCEL OF LAND DESCRIBED IN DOCUMENT RECORDED IN BOOK 4824, PAGE 494, OFFICIAL RECORDS;

THENCE NORTH 37°20'27" EAST, 19.53 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL;

THENCE LEAVING SAID SOUTHEASTERLY LINE, SOUTH 85°58'36" WEST, A DISTANCE OF 247.36 FEET;

THENCE NORTH 04°01'24" WEST, A DISTANCE OF 410.84 FEET TO A POINT IN A NON-TANGENT CURVE CONCAVE NORTHWESTERLY AND NORTHERLY AND HAVING A RADIUS OF 700.00 FEET, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 28°57'05" WEST;

THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 34° 14' 59", A DISTANCE OF 418.44 FEET TO THE EASTERLY BOUNDARY OF STATE HIGHWAY 30 AS DESCRIBED IN DOCUMENT RECORDED OCTOBER 15, 2008 AS INSTRUMENT NO. 08-0459712, OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FIVE COURSES;
SOUTH 06°56'23" EAST, 7.45 FEET;
SOUTH 33°43'13" WEST, 180.01 FEET;
SOUTH 11°17'47" EAST, 113.01 FEET;
SOUTH 12°59'37" EAST, 581.62 FEET;
SOUTH 54°32'11" EAST, 42.84 FEET TO THE INTERSECTION OF SAID EASTERLY LINE WITH THE NORTHERLY LINE OF SAID GREENSPOT ROAD;

THENCE ALONG SAID NORTHERLY LINE, N85°58'36" EAST, 576.23 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PARCEL DESCRIBED IN DEED TO STATE OF CALIFORNIA, RECORDED NOVEMBER 12, 2013 IN INSTRUMENT #2013-0483535, OFFICIAL RECORDS OF THE COUNTY OF SAN BERNARDINO.

PARCEL B:

THAT PORTION OF THE EAST 1452 FEET OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SOUTHEAST QUARTER;
THENCE SOUTH 0° 23' 47" WEST TO THE SOUTHWEST CORNER OF SAID NORTH HALF;
THENCE SOUTH 47° 59' 17" WEST A DISTANCE OF 466.80 FEET TO AN IRON PIPE MONUMENT;
THENCE SOUTH 73° 02' 47" WEST A DISTANCE OF 468.65 FEET TO A POINT ON THE WEST LINE OF AFORE SAID EAST 1452 FEET OF THE SOUTHEAST QUARTER OF SECTION 4;
THENCE NORTH 0° 24' 17" EAST A DISTANCE OF 775.85 FEET TO THE NORTHWEST CORNER OF AFORE-SAID EAST 1452 FEET OF THE SOUTHEAST QUARTER;
THENCE NORTH 89° 44' 12" EAST A DISTANCE OF 991.15 FEET TO THE POINT OF BEGINNING.

PARCEL C:

THAT PORTION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AS LIES WEST OF A STRAIGHT LINE BEGINNING AT A

POINT ON THE NORTH LINE OF SAID NORTH HALF, DISTANT 310 FEET EAST OF THE NORTHWEST CORNER THEREOF, AND RUNNING THENCE SOUTHWESTERLY OF THE SOUTHWEST CORNER OF SAID NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 4.

PARCEL D:

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 4, IN THE CITY OF HIGHLAND, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 4;
THENCE SOUTH 0° 25' 18" EAST (RECORDED SOUTH 0° 33' 15" WEST) ALONG THE EAST LINE OF SAID SECTION 4,1314.34 FEET TO THE INTERSECTION THEREOF WITH THE NORTHERLY LINE OF THE COUNTY ROAD (NOW EAST THIRD STREET A 100 FOOT STREET);
THENCE WESTERLY ALONG THE SAID NORTHERLY LINE OF SAI SAID COUNTY ROAD 10.03 FEET;
THENCE NORTH 0° 29' 16" WEST (RECORDED NORTH 0° 33' 15 EAST) PARALLEL TO AND 10 FEET DISTANT WESTERLY FROM THE SAID EAST LINE OF SAID SECTION 4 A DISTANCE OF 455.14 FEET;
THENCE NORTH 89° 30' 44" WEST (RECORDED NORTH 89° 26' 45" WEST) 352.78 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 89° 30' 44" WEST 117.42 FEET TO A POINT ON THE WEST LINE OF THE EAST 1452.00 FEET OF THE SOUTHEAST QUARTER OF THE SAID SECTION 4;
THENCE NORTH 0° 30' 56" EAST (RECORDED N 24° 17' EAST) ALONG THE SAID WEST LINE 436.85 FEET TO THE SOUTHEAST CORNER OF THE LAND CONVEYED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BY DEED RECORDED OCTOBER 10, 1942, IN BOOK 1559 AT PAGE 137 OFFICIAL RECORDS OF SAID COUNTY;
THENCE NORTH 72° 07' 48" EAST 468.84 FEET (RECORDED NORTH 73° 02' 47" EAST 468.65 FEET ALONG THE SOUTH LINE OF SAID FLOOD CONTROL DISTRICTS PROPERTY;
THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 48° 58' 04" EAST 467.00 FEET (RECORDED NORTH 47° 50' 13" EAST 466.8 FEET;
THENCE SOUTH 36° 29' 45" WEST 1120.07 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL E:

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF THAT PROPERTY AS CONVEYED TO SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BY DEED RECORDED MAY 6, 1942 IN BOOK 1530 PAGE 352 OFFICIAL RECORDS OF SAID COUNTY, SAID POINT BEING ALSO THE MOST NORTHWESTERLY CORNER OF PROPERTY AS CONVEYED TO LOUIS ROZEMA AND HELEN G. ROZEMA, BY DEED RECORDED JUNE 29, 1953 IN BOOK 2974, PAGE 580, OFFICIAL RECORDS;
THENCE SOUTH 0° 30' 56" EAST (RECORDED SOUTH 0° 24' 17" WEST) ALONG THE WEST LINE OF SAID ROZEMA PROPERTY 158.12 FEET;
THENCE NORTH 36° 24' 55" EAST 195.23 FEET TO A POINT IN THE NORTH LINE OF SAID ROZEMA PROPERTY;
THENCE NORTH 89° 30' 44" WEST (RECORDED NORTH 89° 26' 45" WEST) 117.33 FEET TO THE POINT OF BEGINNING.
EXCEPT THAT PORTION CONVEYED TO THE CITY OF HIGHLAND, A MUNICIPAL CORPORATION BY GRANT DEED RECORDED FEBRUARY 28, 2020 AS INSTRUMENT NO. 2020-0072920 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF THOSE PARCELS OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, SAID PARCELS CONVEYED TO THE SAN BERNARDINO FLOOD CONTROL DISTRICT BY DOCUMENT RECORDED MAY 6, 1942 IN BOOK 1530, PAGE 352 AND BY DOCUMENT RECORDED MAY 21, 1959 IN BOOK 4824, PAGE 494, BOTH OF OFFICIAL RECORDS OF SAN BERNARDINO COUNTY, SAID PORTION BEING ALL OF SAID PARCELS DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF GREENSPOT ROAD (FORMERLY 5TH STREET), HAVING A HALF WIDTH OF 50.00 FEET, WITH THE WESTERLY LINE OF THE EASTERLY 1452.00 FEET OF SAID SOUTHEAST QUARTER;

THENCE NORTH 00°24'36" EAST, 495.82 FEET ALONG SAID WESTERLY LINE TO THE MOST SOUTHERLY CORNER OF SAID PARCEL OF LAND DESCRIBED IN DOCUMENT RECORDED IN BOOK 4824, PAGE 494, OFFICIAL RECORDS;

THENCE NORTH 37°20'27" EAST, 19.53 FEET ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL;

THENCE LEAVING SAID SOUTHEASTERLY LINE, SOUTH 85°58'36" WEST, A DISTANCE OF 247.36 FEET;

THENCE NORTH 04°01'24" WEST, A DISTANCE OF 410.84 FEET TO A POINT IN A NON-TANGENT CURVE CONCAVE NORTHWESTERLY AND NORTHERLY AND HAVING A RADIUS OF 700.00 FEET, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 28°57'05" WEST;

THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 34°14'59", A DISTANCE OF 418.44 FEET TO THE EASTERLY BOUNDARY OF STATE HIGHWAY 30 AS DESCRIBED IN DOCUMENT RECORDED OCTOBER 15, 2008 AS INSTRUMENT NO. 08-0459712, OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FIVE COURSES;
SOUTH 06°56'23" EAST, 7.45 FEET;
SOUTH 33°43'13" WEST, 180.01 FEET;
SOUTH 11°17'47" EAST, 113.01 FEET;
SOUTH 12°59'37" EAST, 581.62 FEET;
SOUTH 54°32'11" EAST, 42.84 FEET TO THE INTERSECTION OF SAID EASTERLY LINE WITH THE NORTHERLY LINE OF SAID GREENSPOT ROAD;

THENCE ALONG SAID NORTHERLY LINE, N85°58'36" EAST, 576.23 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PARCEL DESCRIBED IN DEED TO STATE OF CALIFORNIA, RECORDED NOVEMBER 12, 2013 IN INSTRUMENT #2013-0483535, OFFICIAL RECORDS OF THE COUNTY OF SAN BERNARDINO.

TOPOGRAPHY:
CONTOURS AND ELEVATIONS PROVIDED FROM PHOTOGRAMMETRIC METHODS IN CONFORMANCE WITH THE U.S. MAP ACCURACY STANDARD AND SUPPLIED BY INLAND AERIAL SURVEYS, INC., 7117 ARLINGTON AVE., SUITE A, RIVERSIDE, CALIFORNIA 92503, PHONE: (951) 687-4252 DATED: 2-12-20

ASSESSORS PARCEL NUMBER (APN):
1201-331-01-0-000, 1201-341-01-0-000, 1201-341-08-0-000, 1201-341-09-0-000

PROJECT DESCRIPTION:
PROPOSED RESIDENTIAL & RETAIL CENTER WITH LANDSCAPING AREAS, PARKING STALLS AND ASSOCIATED GARAGE SPACES

ZONING:
PD - PLANNED DEVELOPMENT,
OS - OPEN SPACE
D - TRAFFIC PATTERN ZONE - LOW RISK LEVEL

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF FIFTH STREET AS SHOWN OF RECORD OF SURVEY 94-305, FILED IN BOOK 123, PAGE 37 OR RECORD OF SURVEY, BEING NORTH N85°59'10".

ZONING:
EXISTING ZONING:
PD-PLANNED DEVELOPMENT
GREENSPOT VILLAGE & MARKET PLACE SPECIFIC PLAN

PROPOSED ZONING:
PD-PLANNED DEVELOPMENT
GREENSPOT VILLAGE & MARKET PLACE SPECIFIC PLAN

PROPERTY INFORMATION:
OWNER/APPLICANT(S):
TOM ROBINSON
TREN PARTNERS XV, LLC.
4 CORPORATE PLAZA, SUITE 210
NEWPORT BEACH, CA 92660
(949) 631-6520 OFFICE

ENGINEER:
DRC ENGINEERING, INC
160 S OLD SPRINGS ROAD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: RENE VARGA
(714) 685-6860 X337
(714) 685-6861
RVARGA@DRC-ENG.COM

FLOOD ZONE:
THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE "X" (SHADED) & FLOOD ZONE "A", BEING DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE WITH AVERAGE DEPTHS OD LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD." ALSO DESCRIBED AS "NO BASE FLOOD ELEVATIONS DETERMINED" PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 06071C8702H, DATED AUGUST 28, 2008.

Line Table		
Line #	Length	Direction
L1	41.70'	N47°00'15.43"W
L2	7.45'	N6°56'17.37"W
L3	2.63'	S89°35'18.50"E

Curve Table			
Curve #	Length	Radius	Delta
C1	10.72'	189.00'	3.23°
C2	25.31'	35.00'	41.43°

PROJECT DESCRIPTION:
PROPOSED RESIDENTIAL & RETAIL CENTER WITH LANDSCAPING AREAS, PARKING STALLS AND ASSOCIATED GARAGE SPACES

EASEMENT NOTES:
(A) PROPOSED SEWER EASEMENT TO EAST VALLEY WATER DISTRICT PER SEPARATE INSTRUMENT

UTILITIES:
WATER & SEWER: EAST VALLEY WATER DISTRICT, 31111 GREENSPOT RD. HIGHLAND, CA 92346, (909) 888-8936

GAS: SO CAL GAS COMPANY, 1136 N. MT. VERNON AVE., #305, SAN BERNARDINO, CA 92411, (800) 427-2200

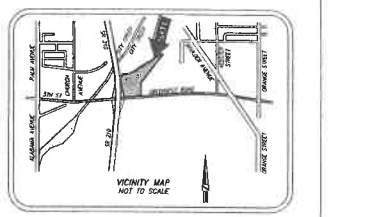
TELEPHONE: FRONTIER COMMUNICATIONS, 9 S. 4TH ST, REDLANDS, CA 92373, (855) 295-7926

ELECTRIC: SOUTHERN CALIFORNIA EDISON, 268 KANSAS ST, REDLANDS, CA 92373, (951) 249-5301

CABLE TV: TIME WARNER CABLE, 7337 CENTRAL AVE, RIVERSIDE, CA 92504, (833) 267-8097

SCHOOL DISTRICT: REDLANDS UNIFIED SCHOOL DISTRICT, 20 W. LUGONIA AVE, REDLANDS, CA 92374, (909) 307-5300

SYMBOL LEGEND:
EXISTING CONTOUR
GRADE BREAK/RIDGE LINE
PROPERTY LINE
RIGHT OF WAY LINE
EASEMENT LINE



GENERAL NOTES:
1. PARCEL OWNERS WILL RESERVE A RECIPROCAL EASEMENT FOR INGRESS, EGRESS AND PARKING OVER THE COMMON AREAS WITHIN THIS TENTATIVE PARCEL MAP.
2. METHOD OF SEWAGE DISPOSAL: GRAVITY SEWER, ALL ONSITE SEWER TO BE PRIVATELY MAINTAINED
3. THERE ARE NO EXISTING EASEMENTS ON THE PROPERTY
4. THERE ARE NO EXISTING TREES ON THE PROPERTY
5. ALL PARKING AND DRIVE AISLES PAVEMENT TO BE ASPHALT CONCRETE
6. DOMESTIC WATER AND FIRE TO BE PRIVATELY MAINTAINED

RESIDENTIAL SITE SUMMARY:

OPEN SPACE REQUIRED

TOTAL DWELLINGS AREA	OPEN SPACE REQUIRED	TOTAL
6.62	40%	2.65 ACRE
		115,434 SQ.FT.

OPEN SPACE PROVIDED

OPEN SPACE TYPE	SQ.FT.	TYPE OF OPEN SPACE
COURTYARD 1	5,527	5%
COURTYARD 2	27,827	24%
COURTYARD 3	18,195	16%
COURTYARD 4	19,686	17%
COURTYARD 5	14,359	12%
COURTYARD 6	8,349	6%
OPEN SPACE #7 849	2,844	2%
DOG PARK & SURROUNDING LANDSCAPE	9,874	9%
CLUB/FITNESS	3,349	3%
PRIVATE RESIDENTIAL OPEN SPACE	7,422	6%
TOTAL OPEN SPACE PROVIDED	118,827	100%

LOT COVERAGE SUMMARY:

LOT	AREA (SF)	AREA (AC)	EX. ZONING	PROP. ZONING
1	218,304.29	5.03	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
2	30,538.54	0.70	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
3	36,466.41	0.82	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
4	24,721.54	0.57	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
5	25,238.38	0.57	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
6	38,533.51	0.88	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
7	68,155.98	1.56	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT
8	287,687.25	6.73	PD - PLANNED DEVELOPMENT	PD - PLANNED DEVELOPMENT

COMMERCIAL SITE SUMMARY:

SITE AREA

DOMMERCIAL 1 SITE AREA	±	9.429 AC
COMMERCIAL 2 SITE AREA	±	3.592 AC
TOTAL COMMERCIAL SITE AREA	±	13.021 AC
RESIDENTIAL	±	8.793 AC
TOTAL SITE AREA	±	21.814 AC

COMMERCIAL - BUILDING AREA

MAJOR 1	±	37,000 SF
MAJOR 2	±	19,600 SF
SHOPS 1	±	6,000 SF
PAD 1	±	5,200 SF
PAD 1 - CAR WASH	±	1,400 SF
PAD 2	±	6,000 SF
PAD 3	±	3,000 SF
PAD 4	±	2,500 SF
PAD 5	±	2,500 SF
TOTAL BUILDING AREA	±	86,516 SF

COMMERCIAL TOTAL NET SITE COVERAGE: ±17.79% (±7,748 SF/AC)

TOTAL BUILDING AREA:	±	85,316 SF
TOTAL HARDSCAPE AREA:	±	312,489 SF
TOTAL BUILDING & HARDSCAPE AREA:	±	397,806 SF
TOTAL BUILDING COVERAGE (25% MAX ALLOWED):	±	17.7% (± 7,748 SF/AC)
TOTAL HARDSCAPE COVERAGE:	±	64.2% (± 28,003 SF/AC)
TOTAL LANDSCAPE AREA:	±	82,268 SF
TOTAL LANDSCAPE COVERAGE (15% MIN REQUIRED):	±	17.1% (± 7,480 SF/AC)

PARKING SUMMARY - COMMERCIAL

USER	4TH FLOOR (SQ.FT.)	SPACES PER 1,000 SQ.FT.	SPACES (S/C BASED ON)	SPACES REQUIRED	SPACES PROVIDED
MAJOR 1	1 SPACE/ 250 SF	4.00			
MAJOR 2	1 SPACE/ 250 SF	4.00			
SHOPS 1	1 SPACE/ 250 SF	4.00			
PAD 1	1 SPACE/ 250 SF	4.00			
PAD 2	1 SPACE/ 250 SF	4.00	1 SPACE/ 250 SF	342	
PAD 3	1 SPACE/ 250 SF	4.00			
PAD 4	1 SPACE/ 250 SF	4.00			
PAD 5	1 SPACE/ 250 SF	4.00			
PAD 1 - CAR WASH	1 SPACE/ 250 SF	4.00			
TOTAL BUILDING COMMERCIAL				342	342
DESIGNATED 10 ESSENTIAL PARKING				10	
TOTAL				352	

COMPACT SPACES ALLOWED: 68 (20 % OF REQUIRED)
COMPACT SPACES PROVIDED: 17 (5 % OF REQUIRED)
TOTAL PARKING RATIO PROVIDED: 99 SP/1000 SF

* PER MUNICIPAL CODE PARKING REQUIRED FOR DINING & DRINKING ESTABLISHMENTS: 1 SP/150 SF GROSS DINING AREA (GROSS DINING AREA = 70% OF TOTAL BLDG AREA) IF OVER 5K SF GROSS PLUS 1 SP/250 SF OF GROSS DINING AREA OVER 5,000 SF GFA

PARKING REQUIRED PER SPECIFIC PLAN

TYPE	TOTAL UNITS	REQUIREMENT	QTY.	# STALLS REQ
STUDIO UNITS	21	1.00 SPACES PER UNIT	21	
1 BEDROOM UNITS	42	1.40 SPACES PER UNIT	59	
2 BEDROOM +DEN AND 2 BEDROOM UNITS	77	1.90 SPACES PER UNIT	147	
3 BEDROOM +DEN AND 3 BEDROOM UNITS	59	2.10 SPACES PER UNIT	124	
GUEST PARKING	200	0.20 SPACES PER UNIT	40	
TOTAL PARKING REQUIRED			393	1.97

TOTAL PARKING PROVIDED

PARKING TYPE	QTY.	%
TOTAL OPEN STALLS	158	40%
CARPORTS	32	8%
1 CAR GARAGES	100	25%
2 CAR GARAGES	72	18%
ENLARGED 12'X22' GARAGES	0	
COMPACTS	12	3%
USPB EXCLUDED IN PARKING COUNT	1	0%
TOTAL PARKING PROVIDED WITHIN PROJECT SITE	380	95%
REMAINING PARKING TO BE PROVIDED WITHIN ADJACENT COMMERCIAL PROPERTY	13	3%
TOTAL PARKING PROVIDED	393	98%
PARKING TO UNIT RATIO	1.97	0 STALLS/DU

ACCESSIBLE PARKING REQUIRED (INCLUDED IN PARKING COUNT)

RESIDENTIAL ACCESSIBLE PARKING =	2% OF COVERED DWELLING UNITS
GUEST ACCESSIBLE PARKING =	5% OF GUEST STALLS REQUIRED

SITE COVERAGE DATA

PROVIDED ON SITE	QUANTITY	BUILDING FOOTPRINT (SQ.FT.)	COVERAGE (SQ.FT.)	ACRES	% OF COVERAGE
1. BUILDING COVERAGE					
BUILDINGS: BUILDING TYPE					
#5, #9, #9,#12	TYPE A - 2 STORY TOWNHOMES WITH 2 CAR ATTACHED GARAGE	4	6,835	26,540	0.61	7%
#2	TYPE A-ALT 1 - 2 STORY TOWNHOMES WITH 2 CAR ATTACHED GARAGES	1	7,813	7,813	0.18	2%
#10	TYPE A-ALT 2 - 2 STORY TOWNHOMES W/ 1 CAR ATTACHED GARAGES	1	5,670	5,670	0.13	1%
#1,#3,#11,#13	TYPE B - 3 STORY BUILDING WITH STAIR ENCLOSURES AND PARK UNDER SINGLE CAR GARAGES	4	9,800	39,236	0.89	10%
#3,#7,#14	TYPE C - 3 STORY BUILDING WITH STAIR ENCLOSURE AND PARK UNDER SINGLE CAR GARAGES	3	7,701	21,603	0.49	6%
#8	TYPE D - 3 STORY BUILDING WITH STAIRS AND LUNCH + BY-PASS CORRIDOR	1	8,277	8,277	0.19	2%
MISCELLANEOUS	CLUB HOUSE/GYM/FITNESS	1	8,214	8,214	0.14	2%
SUB-TOTAL				118,353	2.83	30%
2. ROAD & PARKING AREA				147,693	3.36	38%
3. LANDSCAPE AREA-INCLUDES BOTH HARDSCAPE & LANDSCAPE				120,250	2.76	31%
TOTAL				382,896	8.77	100%

"AS-BUILT"
THE RECEIPT OF AS-BUILT PLANS AND CITY'S ACCEPTANCE THEREOF DOES NOT ABSOLVE THE ENGINEER OF WORK OF ANY RESPONSIBILITY FOR THE PROJECT DESIGN.

ENGINEER OF WORK _____ DATE _____
RCE _____ EXP. _____

DIGALERT
DIAL BEFORE YOU DIG
TOLL FREE 1-800-227-2600

SEAL-DESIGN ENGINEER

160 S. Old Springs Road, Suite 210
Anaheim Hills, California 92808
(714) 685-6860

SCALE: AS SHOWN
DATE: 4/7/21
DRAWN BY: TS
DESIGNED BY: MH
CHECKED BY: RV

DATE	INITIAL	ENGINEER OF WORK	REVISION DESCRIPTION	SHT NO.	DATE	INITIAL	CITY APPROVAL

SHEET 1	CITY OF HIGHLAND PLANNING DEPARTMENT	SHEETS 1

TENTATIVE PARCEL MAP 20382

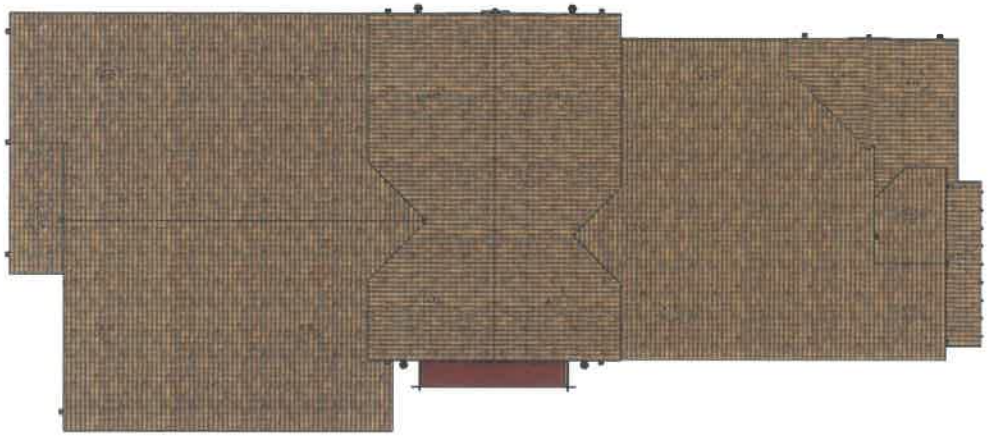
DWN BY: _____
CHKD BY: _____
FIELD BY: _____

PROJECT NO. PA20-1126

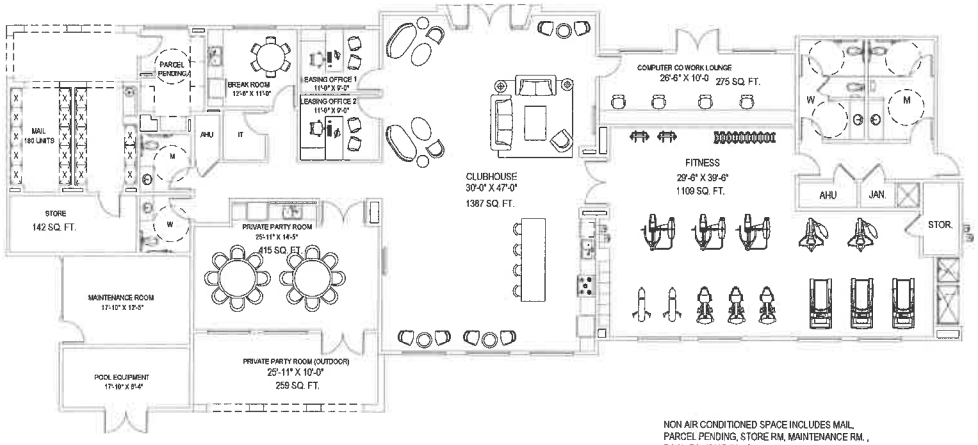
DRAWING NO.

Exhibit No. 9:

Clubhouse Floor Plan



ROOF PLAN



LEVEL 1

NON AIR CONDITIONED SPACE INCLUDES MAIL, PARCEL PENDING, STORE RM, MAINTENANCE RM. , POOL EQUIPMENT & PRIVATE PARTY OUTDOOR SPACE = 1,454 SQ.FT.

GROSS SQ.FT. UNDER ROOF AREA = 6,214 SQ.FT.

1/8"=1'-0" 0 4' 8' 16' 24'

CLUBHOUSE/FITNESS/LEASING FLOOR PLAN

A2.15

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

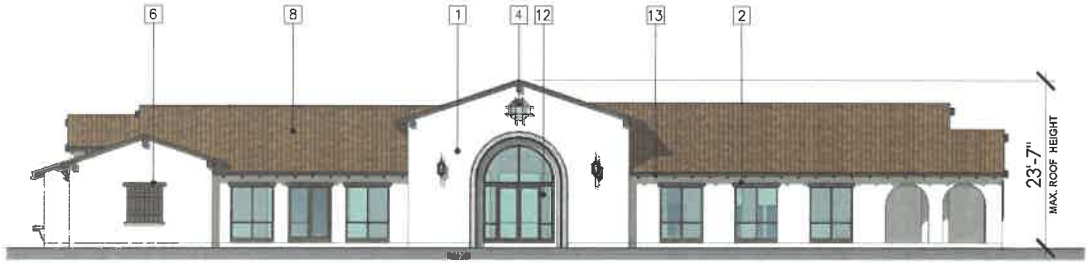
Wednesday, March 31, 2021 5:30:13 AM
\\AO-S21FS\RESIDENTIAL\2020\2020-272_TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\ENGINEERING\AUTOCAD\2020-272_A2.15 CLUBHOUSE PLAN.DWG

Exhibit No. 10:

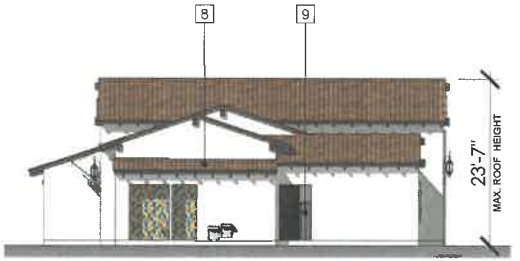
Clubhouse Elevations

MATERIAL / COLOR LEGEND

1	STUCCO
2	DECORATIVE TRIM
3	DECORATIVE CORBEL
4	DECORATIVE GABLE VENT
5	VINYL WINDOWS
6	DECORATIVE SHUTTERS
7	SECTIONAL GARAGE DOOR
8	CONCRETE "S" TILE ROOFING
9	METAL RAILING
10	UTILITY DOOR
11	DECORATIVE WOODEN POST
12	ALUMINUM STOREFRONT (AT THE CLUBHOUSE)
13	EXPOSED WOOD RAFTER TAILS
14	DECORATIVE CHIMNEY

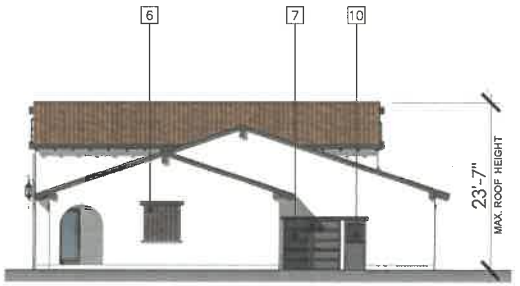


FRONT 1

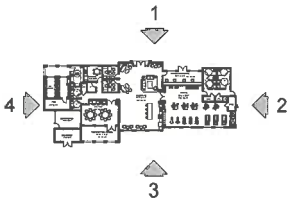


LEFT 2

REAR 3



RIGHT 4



CLUBHOUSE ELEVATIONS A2.16

TREH XV-3 RESIDENTIAL

HIGHLAND, CA

DATE: 03-30-21
JOB NO.: 2020-272

TREH PARTNERS XV, Inc.
4 CORPORATE PLAZA DRIVE SUITE 210 NEWPORT BEACH, CA. 92660
(949) 631-6620

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

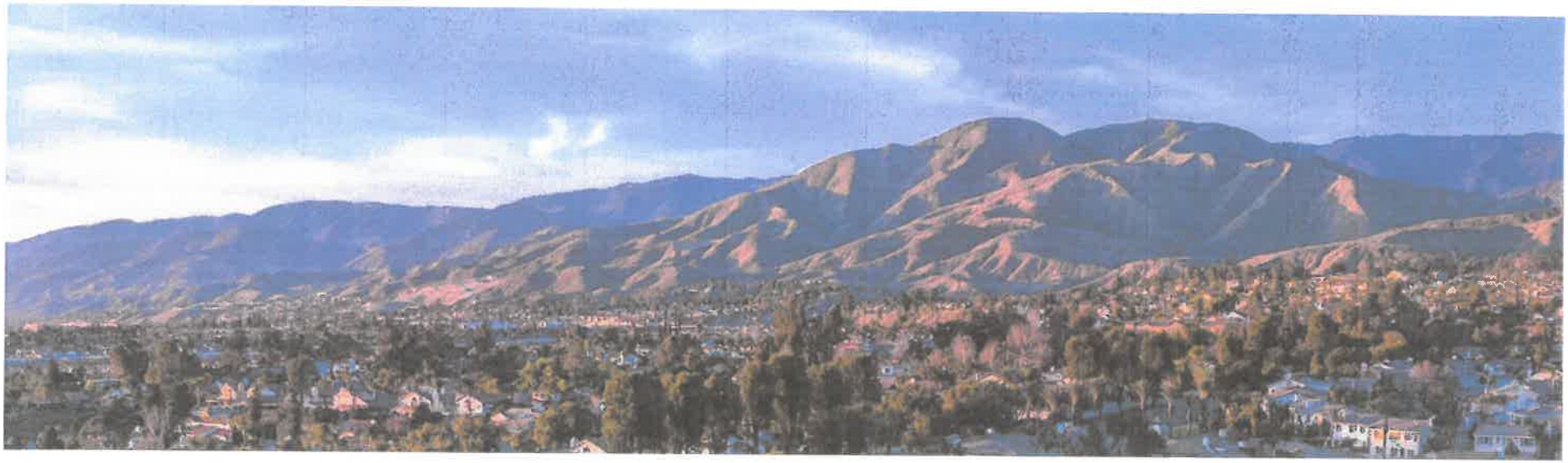
Wednesday, March 31, 2021 9:05:14 AM
\\AO-2019\RES\RESIDENTIAL\2020\2020-272 TREH XV-3 RESIDENTIAL HIGHLAND\03 DESIGN\SHEWAUTOCAD\2020-272_A2.16 CLUBHOUSE ELEVATION.DWG

Exhibit No. 11:

Greenspot Crossings Sign Program

GREENSPOT CROSSINGS

RECEIVED
APR 01 2021
CITY OF HIGHLAND



COMPREHENSIVE SIGN PROGRAM

March 8th, 2021

ADS

DEVELOPER / OWNER

TREH Partners XV, LLC
4 Corporate Plaza, #210
Newport Beach, CA 92660
949.631.6620 Contact: Tom Robinson

SIGN CONSULTANT

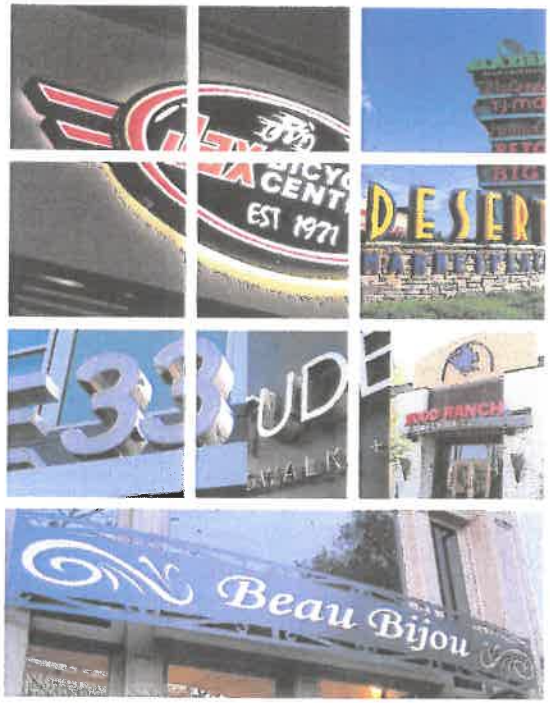
ADS
SIGNAGE + DIGITAL SOLUTIONS

1160 Railroad St.
Corona, California 92882
951.278.0680

GREENSPOT CROSSINGS

TABLE OF CONTENTS

Objective and Overview	Page 3
Tenant Wall Signs	4
Wall Sign Styles	4
Type Styles and Logos, Lighting, Colors	4
Blade Signs	5
Window Display Graphics	5
Rear Entry Signs, Building Address Numbers	5
Menu Boards and Drive-Thru Directionals	6
Prohibited Signs, Safety and Quality of Life Signs	6
Freeway-Oriented Pylon Signs, Approval Process	7
Fabrication, Installation, Maintenance	7
Site Plan	8
Freeway Pylon Signs	9
Freeway Pylon Signs - Photo Simulation	10
Multi-Tenant Monument & Gas Price Monument	11
Three Tenant Monument & Gateway Sign	12
Residence Gateway Site Plan	13



O B J E C T I V E

The objective of the following sign criteria is to provide standards and specifications that assure consistent quality, size, variety and placement for Tenant signs throughout this project. This criteria is also intended to stimulate creative invention and achieve the highest standard of excellence in environmental graphic communication. Such excellence is best achieved through open and frequent dialogue between Tenant, Landlord, and the project's graphic design consultant. Signage at Greenspot Crossings, Highland, California is an integral part of the center's image and appeal, and a catalyst for the rest of the Greenspot Village & Marketplace Specific Plan so signs must be thoughtfully designed, placed and proportioned to the individual architectural facade on which they are placed. Care in the design and installation of store signs will enhance customer's appreciation.

OVERVIEW

The overview of this criteria is to assist the Landlord/Tenant and City relationship.

The Landlord will be responsible to:
a. Provide base building design and construction information requested by Tenant's sign design consultant.
b. Review, comment and approve Tenant sign submission.

In return, the Tenant will be responsible for:
Design, fabrication, permitting and installation of signs, including any structural support and electrical service and any special installation requiring addition or modification to the shell building approved by the Developer.

TENANT WALL SIGNS

Each Tenant is allowed storefront ID signs above their storefront and on each elevation facing a street, parking lot, or freeway.
Tenant allowable sign area shall be one and one half (1.5) square feet per linear foot of tenant's store frontage, calculated separately per elevation.

The maximum width of any Tenant's primary wall sign may not exceed eighty (80%) percent of the Tenant's leased storefront or their maximum allowable sign area, whichever is less. Major 1 is allowed 250 square feet of sign area. Major 2 is allowed 150 square feet of sign area. All other tenants are allowed a maximum of 120 square feet.

Tenants may have one or two lines of copy. Note that there is no restriction on the height of any letters, as this will be determined by the overall sign area allowed for each individual sign. The spacing between the two lines of copy is not included in the sign area.

Sign locations identified on the site plan are representative and subject to change and all final sign locations are subject to approval by Landlord.

In no case may a sign extend beyond the roof parapet or be installed on or against any roof structures.

All signs shall be measured for area by drawing a shape (rectangular or other) around each element of the individual signs. For example, measure the area of letters and area of icon and/or logo separately. The sign height shall be the total height of all letter and graphics combined.

Example of tenant sign area calculation

WALL SIGN STYLES

Creative and imaginative signage is strongly encouraged and will be the standard for Landlord review/approval of all sign design submittals.

There are many acceptable sign treatments, however a **Mixed Media** * three-dimensional approach combining several different fabrication and lighting techniques is preferred. Tenants are strongly encouraged to consider the specific architectural style of their facade, the overall concept of the project, the scale of the proposed sign and the critical viewing angles and sight lines when designing appropriate graphics and signs for the storefront. Note that specific locations and surrounding architectural treatments can limit the maximum sign height and length, which may differ from the general guidelines proposed above. The Landlord reserves the right to approve or reject any proposed sign on the basis of the size and placement.

* **Mixed Media** signs are signs employing two or more illumination and fabrication methods.

For example: Halo lit reverse channel letters together with standard channel letters used with panels that have routed and or pushed through copy. Also, although simple rectangular cabinet signs are not allowed, mixed media signs may be composed of elements, one of which may be a panel or cabinet. However, the panel / cabinet sign should not exceed 50% of the total sign area. With the Landlord approval, complex shaped (i.e Polyhedron) sign cabinets which is part of a national logo, may be used alone if they incorporate dimensional elements such as push-through letters.

Acceptable sign styles include:

1. Creative use of Standard illuminated channel letters.
2. Front and halo-illuminated channel letters.
3. Halo illuminated letters, 3" deep minimum.
4. Mixed media / dimensional signs using images, icons, logos, etc.

TYPE STYLES & LOGOS

The use of logos and distinctive type styles is encouraged for all Tenant signs. Sign lettering may be combined with other graphics and or dimensional elements denoting the type of business. The Tenant may adopt established styles, logos and/or images that are in use on similar buildings operated by the Tenant in California, provided that these images are architecturally compatible and approved by the Landlord.
The typeface may be arranged in one (1) or two (2) lines of copy and may consist of upper and/or lower case letters.
The Tenant should identify trademark protected type and marks in their sign submission to assist the Landlord in the review process.

LIGHTING

Tenant signs should be creatively illuminated using a variety of lighting techniques. One or more of the following are allowed:

1. Light Emitting Diodes (LED's)
2. Fiber Optics
3. Cove Lighting (Indirect Illumination)
4. Incandescent light bulb
5. Goose Neck Lighting

If it is determined by Landlord at any time that the primary lighting of Tenant's wall sign or blade sign is too intense, the Landlord may require at Tenant's expense to install a dimmer switch.

COLORS

The following guidelines are for selecting colors of Tenant's signage. The project and the individual building facade will consist of a variety of colors and materials.
Signs may incorporate **regionally** and **nationally** recognized logo colors.
Sign colors should be selected to provide sufficient contrast against building background colors.
Sign colors should be compatible with and compliment building background colors.
Sign colors should provide variety, sophistication and excitement.
Neon accent colors should compliment related signage elements.
Bright colors such as " Hot Pink " will not be allowed.

PEDESTRIAN ORIENTED PROJECTING BLADE SIGNS

Each Tenant is permitted one (1) blade / under canopy sign per customer entrance. The blade sign program requires that each Tenant's graphic identity be transformed into a 3-dimensional double-faced sign.
The Landlord encourages the Tenant to propose blade / under canopy sign design, which enrich the pedestrian environment with a creative use of color and material combined with a strong store name identification.

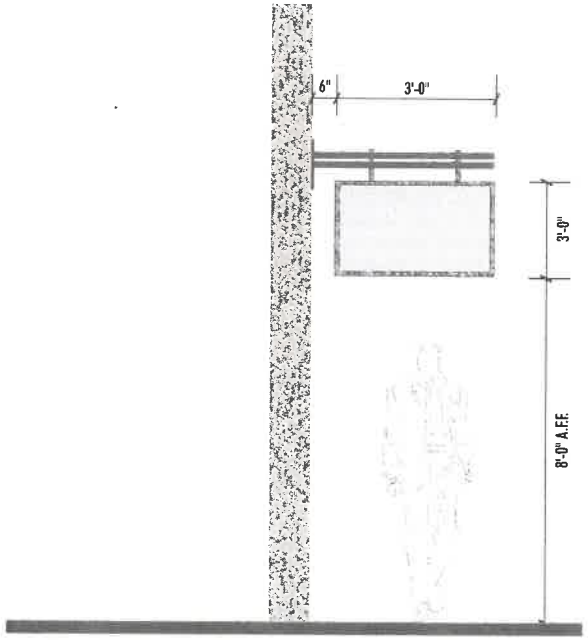
Blade / under canopy signs will be non-illuminated.

Blade / under canopy signs shall project no more than four feet (4'-0") from the building face, and shall be no more than three feet (3'-0") in height, with a maximum of ten (10) square feet of area for each face. Clearance from the underside of the blade sign to the finished common area paving shall be a minimum of eight (8'-0") feet.

The blade sign may not be the Tenant's primary store identification sign and will not be included in the calculation for the overall tenant wall sign area permitted.

The blade sign may use creative shapes and be 3-dimensional.

Landlord is not responsible for structural backing or the dedicated primary electrical power that may be required to support the blade sign. This must be coordinated with Tenant's Improvement Contractor prior to installation.



SCALE: 3/8" = 1' - 0"

WINDOW DISPLAY GRAPHICS

Each Tenant is allowed a limited amount of window signage on their storefront windows.
1. Two (2) square feet of company vinyl name and/or logo in each storefront window or nine (9) square feet of a company logo (illuminated or non-illuminated) in any one (1) window of a Tenant's storefront.
Note: Exposed neon is not permitted in windows.
2. 14" x 14" of company store hours, to be white vinyl non lit copy, applied second surface.
3. Alcohol & tobacco advertisements will not be permitted, unless specifically approved by Landlord and the City.
NOTE: All of the above requires approval from the Landlord and the content will be at the sole discretion of the Landlord.

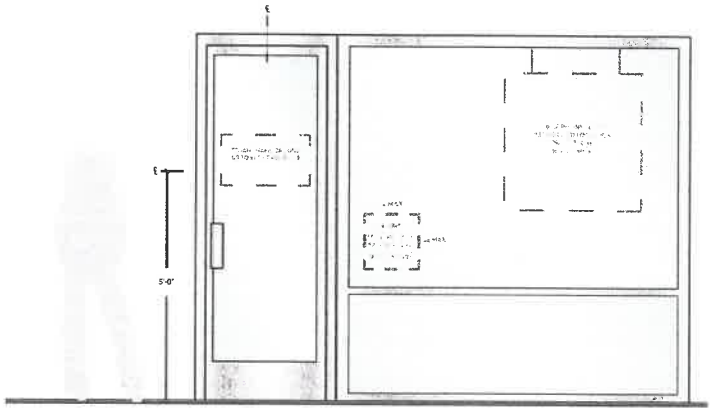
REAR ENTRY SIGNS

- 4" high vinyl numbers and 2" high vinyl tenant name on rear entry door.
- 2 square feet maximum sign area.
- Vinyl color to be contrasting to door color.

BUILDING ADDRESS NUMBERS

- Minimum 10" high by 1/2" thick painted acrylic address numbers per building to be pin-mounted into fascia.
- Address number color to be contrasting to the fascia.

Note: Stroke of letter to be no less than 1/2" in accordance to CBC Section 501.2.



MENU BOARDS & DRIVE-THRU DIRECTIONALS

Tenants featuring or having a drive-thru service, as approved by the City and the Landlord, shall be allowed signs necessary for the safe use and operation of the drive-thru. These signs shall be designed to easily and safely identify, navigate, and use the drive-thru, while maintaining a clean design which is in keeping with the Tenant's brand.

Directional signs identifying the drive-thru located along public roads are allowed.
These may be single or double-faced and internally illuminated. Signs shall not exceed 3'-6" in height, 3'-0" in width and 6 square feet in area.

Directional signs for tenants with drive-thru service within Greenspot Crossings shall not exceed 5'-0" in height, 3'-0" in width and 6 square feet in area.

Menu boards and preview boards are allowed per Landlord approval, and are allowed per the tenant's established standard menu board dimensions.
Boards shall not obstruct safe travel for vehicles.

Audio for menu boards and interactive display boards shall be able to be remotely programmed and kept to reasonable volume as approved by the Landlord, and in compliance with the City's Noise Ordinance.

Overhead signs, such as bang bars denoting maximum vehicle heights and entry signs shall be allowed, per the tenant's established standard dimensions.

Additional drive-thru equipment/structures subject to Landlord & City approval.

Drive-thru signs' square footage calculations shall not be counted towards the Tenant's allowable wall sign area.

THE FOLLOWING SIGNS AND ELEMENTS ARE PROHIBITED

1. A sign that consists of only an unadorned rectangular cabinet signs with translucent or opaque faces.
2. Temporary wall signs, Pennants, Sale /promotional Banners, Inflatable displays or Sandwich boards, unless with specific prior approval from Landlord and the City.
3. Window signs or signs blocking doors or fire escapes, unless approved by the Landlord.
4. Gold leaf treatments on windows, box signs and exposed neon window displays without Landlord's written approval.
   Note: Approval is at Landlord's discretion. Off the shelf signs are discouraged.
5. Exposed junction boxes, wires, plug in wires on window signs, transformers, lamps, tubing, conduits, raceways or neon crossovers of any type.
6. Signs using trim-cap retainers that do not match the color of the letter and logo returns (polished gold, silver or bronze trim caps are NOT permitted).
7. Pre-manufactured signs, such as franchise signs that have not been modified to meet these criteria.
8. Paper, cardboard, or Styrofoam signs, stickers, or decals hung around or behind storefronts. (Except those required by governmental agencies)
9. Exposed fasteners, unless decorative fasteners are essential to the sign design concept.
10. Simulated materials such as wood grained plastic laminates or wall coverings.
11. Flashing, oscillating, animated lights or other moving sign components.
12. Rooftop signs or signs projecting above roof lines or parapets.
13. Signs on mansard roofs or equipment screens.
14. Advertising or promotional signs on parked vehicles.
15. Sign company decals in full view (limit to one placement only).
16. Signs painted directly onto the building will not be permitted.
17. Portable and A-frame signs, unless with specific approval of Landlord and the City.
18. Wind-activated and balloon signs.
19. Outdoor advertising structures (billboards).
20. Noncompliant signs are to be removed immediately upon request.
21. Promotional and temporary signs and temporary new business banners will not be permitted without written Landlord approval and must be in accordance with City of Highland ordinances.
22. Exposed neon signs and accents.

SAFETY AND QUALITY OF LIFE SIGNAGE

To maintain safety and the quality of life with the Greenspot Village and the Residence at Greenspot, the following signs should be posted throughout the entire property. Sign locations, municipal code references/content, and size should be coordinated with the City of Highland Police Department and the City of Highland Code Enforcement Division.

1. No loitering.
2. No camping.
3. No soliciting.
4. No vending.

FREEWAY ORIENTED PYLON SIGNS A & B

1. Tenant Identification: All tenant identification and their location on the pylon would be at the sole discretion of the Landlord.
2. Digital Display: The intent of the digital display is to advertise tenants' business, and promote upcoming events and promotions for the Tenants at Greenspot Village and Marketplace.
3. The digital sign will be utilized by the City and various parties including Highland Crossings and Crossroads across the street to advertise special events.
3. Graphics will follow an artistic approach with colors and fonts that fit aesthetic and target demographic.
4. This display will have computer controlled messaging with a minimum of 8 seconds between content/graphics to comply with Caltrans regulations.
5. Display time to ON 24 hours as there will be the gas and various eating establishments that will be operating 24 hours.
6. Content shall be guided by all Federal Trade Communication's (FCC's) broadcast rules/laws pertaining to Obscenity, Indecency and Profanity rules/laws.
7. Content will be solely controlled by the declarant of the covenant conditions and restrictions of the CC&Rs.

Landlord/Owner may at its discretion lease, rent, sell, panels on any constructed pylons to offsite users along Greenspot Road.
For the avoidance of doubt Landlord/Owner shall not be required to lease, rent sell to any users which would not benefit Landlord/Owner contemplated project in its sole opinion, including but not limited to competing or potentially competing uses, or duplicate uses.
Landlord/Owner shall in its sole opinion locate and propose to the City of Highland the locations, if any, of the pylon sign(s) to best accommodate a successful overall project.

APPROVAL PROCESS

At least thirty (30) days prior to the Landlord's scheduled delivery of the premises, Tenant shall provide the following information to the Landlord for review.

Note: This information is separate from sign approval submission and store design and drawing submissions, and will be used to begin the sign design process.

Store Name;
Store Logo (in color with colors identified);
Store interior materials, colors and finishes.

Allowing reasonable time for Landlord's review and Tenant's revision of submission in advance of sign fabrication, Tenant shall submit for Landlord's approval, three (3) sets of complete and fully dimensioned shop drawings of the Tenant's sign to the Landlord's Tenant Development Director.

Shop drawings shall include at least the following: Tenant's entire building facade elevation, showing the proposed sign, in color drawing to scale of 1/4" - 1'-0" plus a site plan with the marked locations of the proposed sign(s).
Line of sight diagrams must be included in the final construction drawings for freestanding signs.

Storefront (partial building) elevation showing the location, size, color, construction and installation details of the Tenant's proposed sign. Typical "section-though" letter and/or sign panel showing the dimensioned projection of the letter or panel face and the illumination method.

Color and material samples together with a photograph (if possible) of a similar installation.

Within thirty (30) days of receipt of the sign submission, the Landlord will approve, as noted, or disapprove with comments the Tenant's sign design. Tenant must respond to the Landlord's comments and re-submit within fourteen calendar days, and repeat this process until all sign design, fabrication and installation issues are resolved to the Landlord's satisfaction.

Upon receipt of final sign approval, Tenant may submit the proposed sign to the governing agency for review for consistency with the Sign Program and the required fabrication and installation permits.
Tenants are required to provide one (1) set of the Landlord approved drawings to the City of Highland when submitting for building and electrical permits.

FABRICATION

The Tenant must insure that the sign fabricator and installer understand their responsibilities before they begin the sign fabrication.

The Tenant's sign contractor is responsible for the following:

1. Signs must be fabricated of durable appropriate weather resistant materials complimentary to the base building materials.
2. Dissimilar metals used in sign fabrication shall be separated with non-conductive gaskets to avoid electrolysis. Additionally stainless steel fasteners shall be used to attach dissimilar metals.
3. Threaded rods or anchor bolts shall be used to mount sign letters which are held off the background panel. Angle clips attached to letter sides will NOT be permitted.
4. Colors, materials, finishes shall exactly match those submitted to and approved by the Landlord.
5. Visible welds and seams shall be ground smooth and filled with auto body compound before painting.
6. No fasteners, rivets, screws or other attachment device shall be visible from any public vantage point.
7. Finished metal surfaces shall be free from canning and warping. All sign finishes shall be free of dust, orange peel, drips and runs and shall have a uniform surface conforming to the highest industry standards.

INSTALLATION

The Tenant's sign installer will provide the following:

1. Provide the Landlord with an original certificate of insurance naming the Landlord as an additional insured for liability coverage in an amount required by Landlord.

2. Obtain all required sign permits from the City of Highland, California and deliver copies to the Landlord before installing the sign(s).

3. Keep a Landlord approved set of sign drawings on site when installing the sign(s).

4. Warrant the sign(s) against latent defects in materials and workmanship for a minimum of one (1) year.

5. Notify Landlord of installation date (2) business days in advance, in order to allow Landlord to be present to approve actual install location. Landlord may choose not to attend and tenant is fully responsible for all corrections.

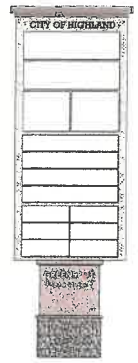
MAINTENANCE OF THE SIGN

The Tenant shall employ professional sign fabricators and installers approved by the Landlord who are well qualified in the techniques and procedures required to implement the sign design concept. The Tenant will abide by all provisions, guidelines and criteria contained within this "Greenspot Crossings" Comprehensive Sign Program.

Only those sign types provided for and specifically approved by the Landlord in Tenant's sign submission documents will be allowed. The Landlord may, at his discretion and at the Tenant's expense and after proper notice to Tenant, replace or remove any sign that is installed without Landlord's written consent, or that is not executed in conformance with the approved submission. Tenant shall furnish the Landlord with a copy of all sign fabrication and installation permits prior to installation.

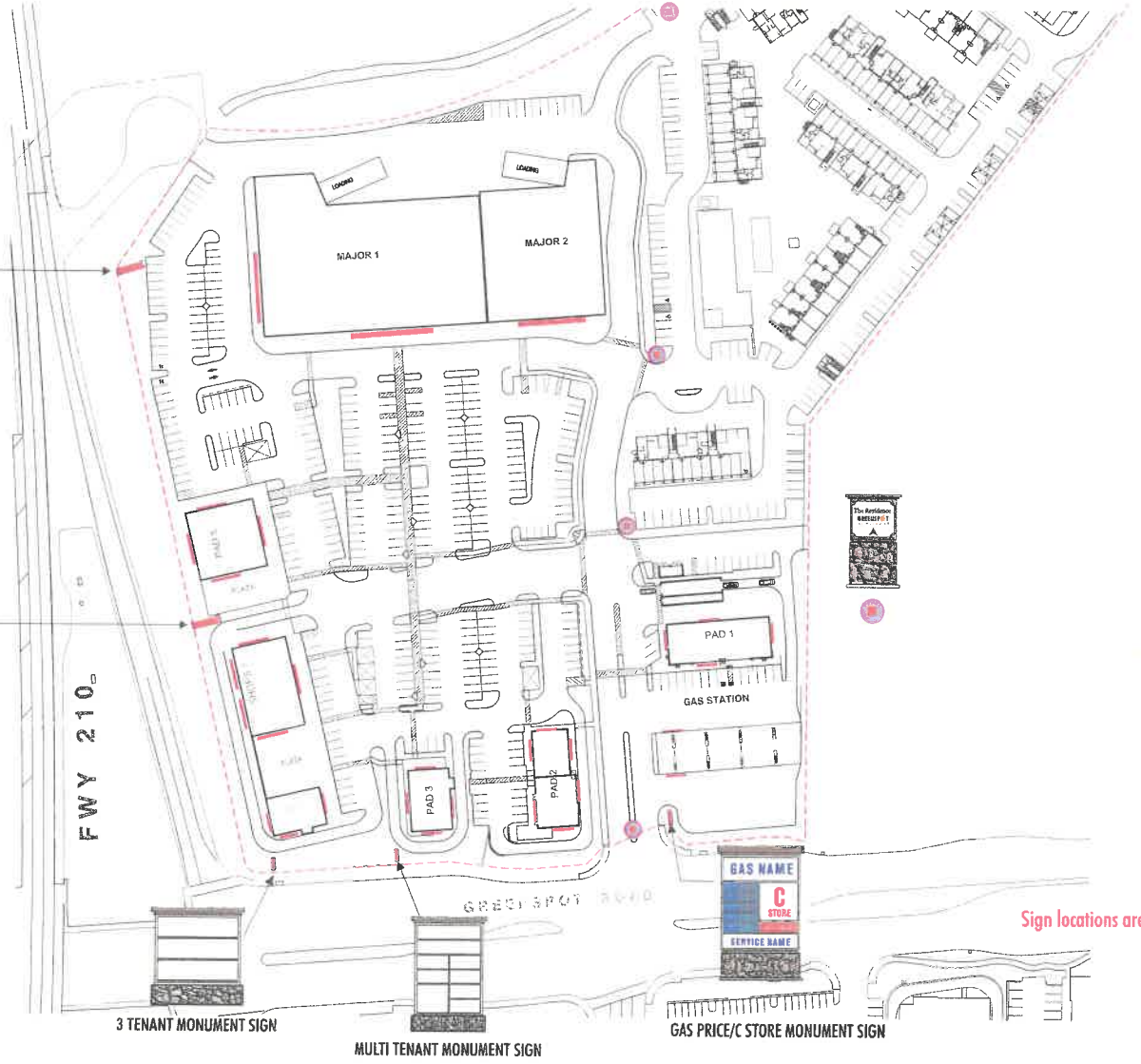
It will be the responsibility of the Tenant to satisfactorily repair and patch holes of their storefront sign area should the Tenant vacate these premises.

SITE PLAN (NOT TO SCALE)



FREEWAY PYLON - A

FREEWAY PYLON - B

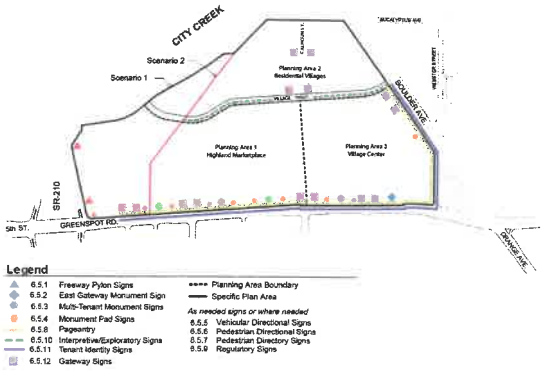


3 TENANT MONUMENT SIGN

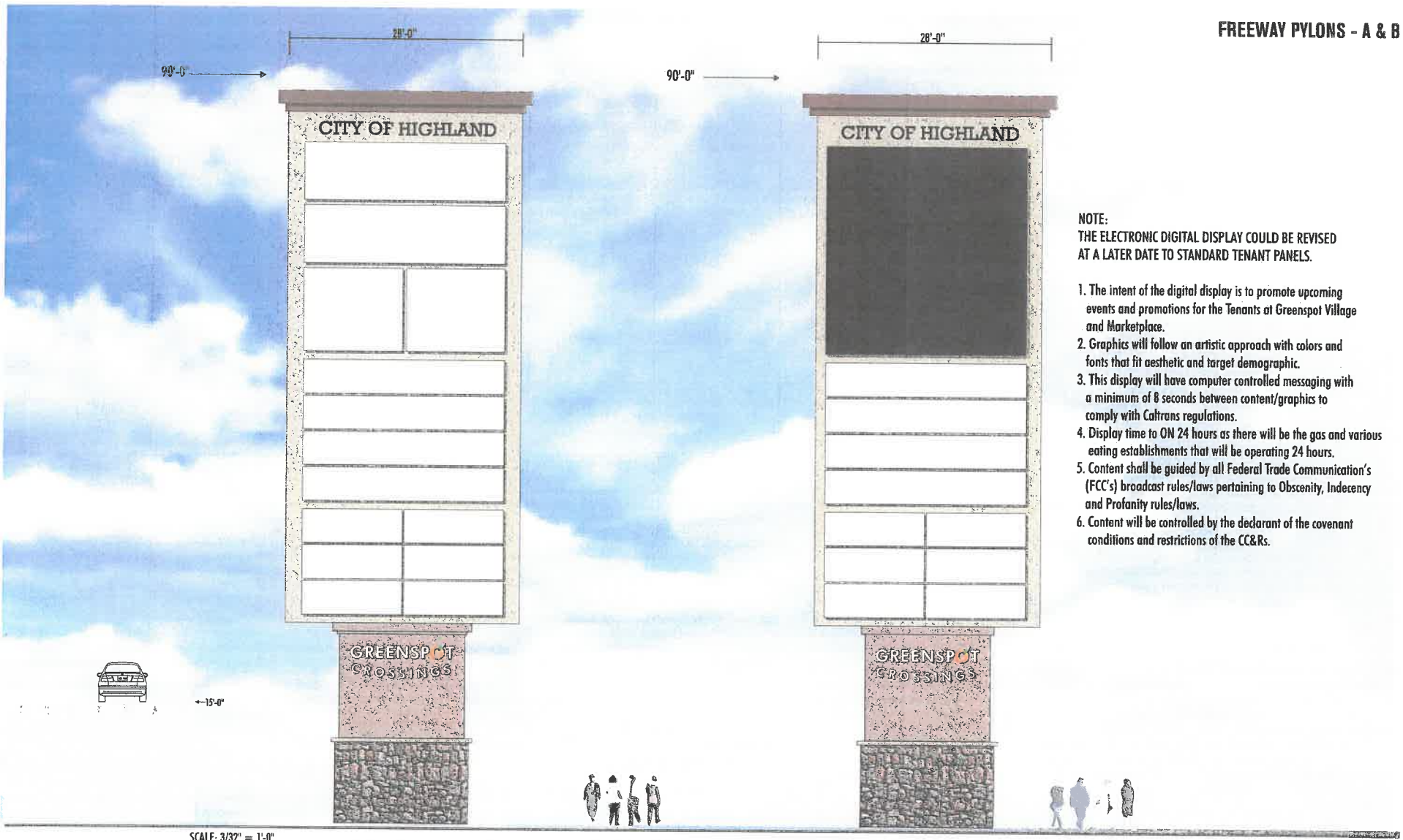
MULTI TENANT MONUMENT SIGN

GAS PRICE/C STORE MONUMENT SIGN

DESIGN GUIDELINES



Sign locations are representative and are subject to change.



NOTE:
THE ELECTRONIC DIGITAL DISPLAY COULD BE REVISED AT A LATER DATE TO STANDARD TENANT PANELS.

1. The intent of the digital display is to promote upcoming events and promotions for the Tenants at Greenspot Village and Marketplace.
2. Graphics will follow an artistic approach with colors and fonts that fit aesthetic and target demographic.
3. This display will have computer controlled messaging with a minimum of 8 seconds between content/graphics to comply with Caltrans regulations.
4. Display time to ON 24 hours as there will be the gas and various eating establishments that will be operating 24 hours.
5. Content shall be guided by all Federal Trade Communication's (FCC's) broadcast rules/laws pertaining to Obscenity, Indecency and Profanity rules/laws.
6. Content will be controlled by the declarant of the covenant conditions and restrictions of the CC&Rs.

SCALE: 3/32" = 1'-0"

FREEWAY PYLON - A (Option 2)
TENANT AREA - 1,200 S. F.

NOTE: LOCATIONS MAY ALTER

FREEWAY PYLON - B (Option 2)
TENANT AREA - 1,200 S. F.

GREENSPOT CROSSINGS

ADS COMPANIES

PHOTO SIMULATION OF FREEWAY PYLON SIGNS - TRAVELING NORTH
LOCATION TO BE DETERMINED BY FIELD SURVEY

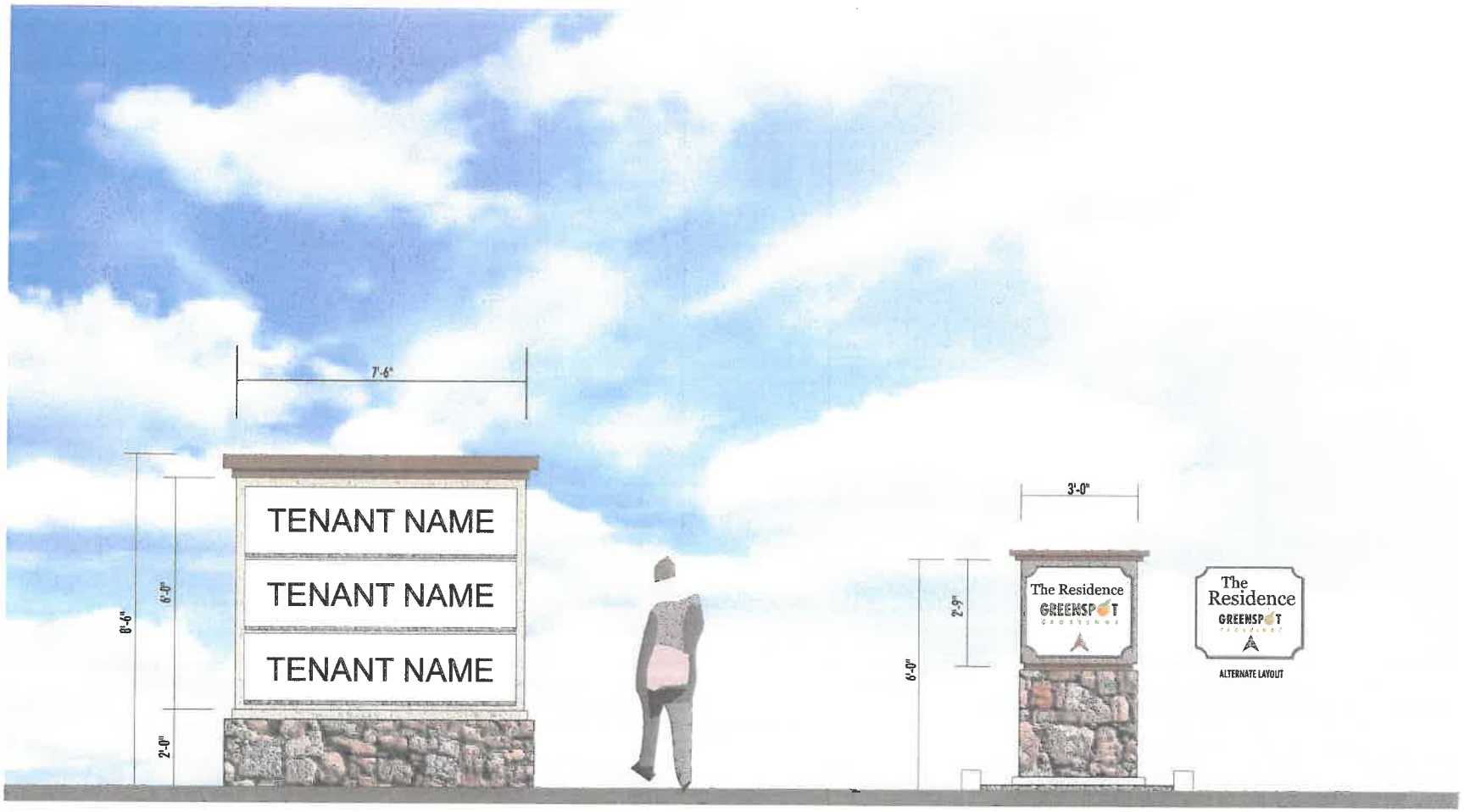
SCALE: 3/16" = 1'-0"

MULTI TENANT MONUMENT SIGN

TENANT AREA - 180 S. F.

GAS PRICE MONUMENT SIGN

TENANT AREA - 48 S. F.

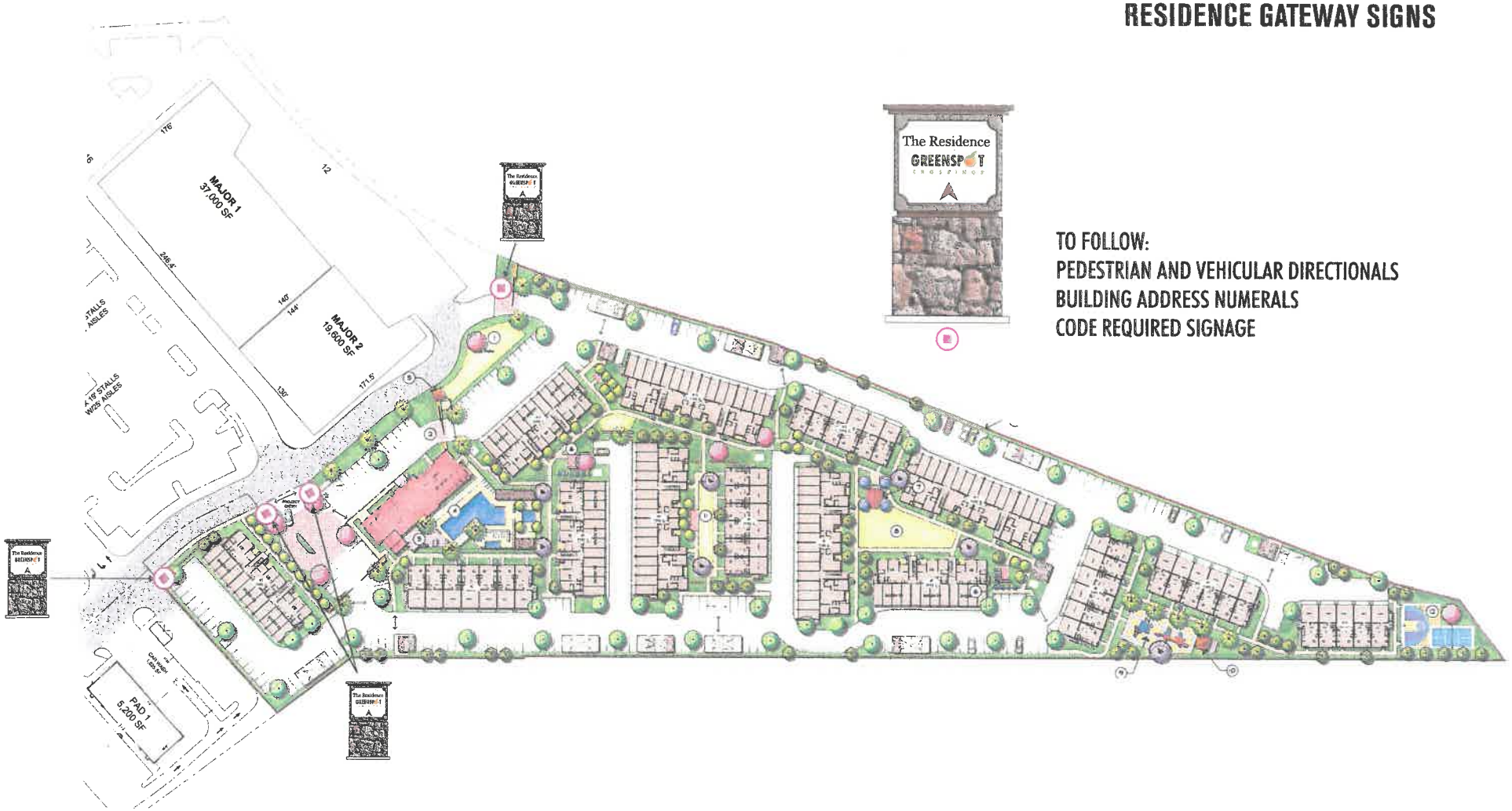


SCALE: 3/8" = 1'-0"

3 TENANT MONUMENT SIGN - A & B
TENANT AREA - 36 S. F.

RESIDENTIAL GATEWAY SIGN
AREA - 8 S. F.

RESIDENCE GATEWAY SIGNS



TO FOLLOW:
PEDESTRIAN AND VEHICULAR DIRECTIONALS
BUILDING ADDRESS NUMERALS
CODE REQUIRED SIGNAGE

Exhibit No. 12:

Noise Study

Highland Mixed Use (TREH XV-41) Project

Noise and Vibration Study

prepared for

TREH XV, LLC
4 Corporate Plaza, Suite 210
Newport, California 92660
Contact: Greg Lukosky

prepared by

Rincon Consultants, Inc.
1980 Orange Tree Lane, Suite 105
Redlands, California 92374

March 2021

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

1 Project Description and Impact Summary 1
1.1 Introduction 1
1.2 Project Summary 1
2 Background 6
2.1 Overview of Sound 6
2.2 Overview of Vibration 7
2.3 Sensitive Receivers 8
2.4 Project Noise Setting 8
2.5 Regulatory Setting 9
3 Methodology 13
3.1 Construction Noise 13
3.2 Groundborne Vibration 13
3.3 Operational Noise Sources 15
3.4 Traffic Noise 18
3.5 Significance Thresholds 19
4 Impact Analysis 21
4.1 Issue 1 21
4.2 Issue 2 27
4.3 Issue 3 27
5 Conclusion 28
6 References 29

Tables

Table 1 Summary of Impacts 1
Table 2 Project Site Vicinity Sound Level Monitoring Results 9
Table 3 Sound Level Monitoring Traffic Counts 9
Table 4 City of Highland Community Noise Exposure (CNEL) 11
Table 5 City of Highland Exterior Noise Standards 12
Table 6 Vibration Levels Measured during Construction Activities 14
Table 7 AASHTO Maximum Vibration Levels for Preventing Damage 14
Table 8 Human Response to Steady State Vibration 14
Table 9 Human Response to Transient Vibration 15
Table 10 HVAC Noise Levels 17

Table 11 Modeled Traffic Speeds and Volumes 18
Table 12 Construction Noise Criteria 19
Table 13 Traffic Noise Levels 25

Figures

Figure 1 Regional Location 3
Figure 2 Project Location 4
Figure 3 Site Plan 5
Figure 4 Noise Measurement Locations 10
Figure 5 Construction Noise Contours 22
Figure 6 Operational Noise Contours 23
Figure 7 Traffic Noise Contours 26

Appendices

Appendix A Noise Measurement Data
Appendix B Noise Modeling Results
Appendix C Sample Car Wash Blower Noise Specifications
Appendix D Sample HVAC Specifications

1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential noise and vibration impacts associated with the construction and operation of the proposed Highland Mixed Use (TREH XV-41) Project (project) located to the northeast of the intersection of Greenspot Road and State Route 210 ramps in the City of Highland, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to the TREH XV, LLC in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). Table 1 provides a summary of project impacts.

Table 1 Summary of Impacts

Issue	Proposed Project's Level of Significance	Applicable Recommendations
Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact (Construction) Less than significant impact (Operation)	None
Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact (Construction) Less than significant impact (Operation)	None
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Less than significant impact	None
Would the project conflict with land use compatibility guidelines for noise?	Consistent with applicable noise standards	None

1.2 Project Summary

Project Location

The project site is undeveloped and encompasses approximately 19.8 acres to the north of Greenspot Road, south of City Creek, and east of State Route 210 (SR-210) (Assessor Parcel Numbers 120-133-109, 120-134-108, 120-134-163) in the City of Highland, California. Figure 1 shows the regional location of the site, and Figure 2 shows the project site in the existing neighborhood context.

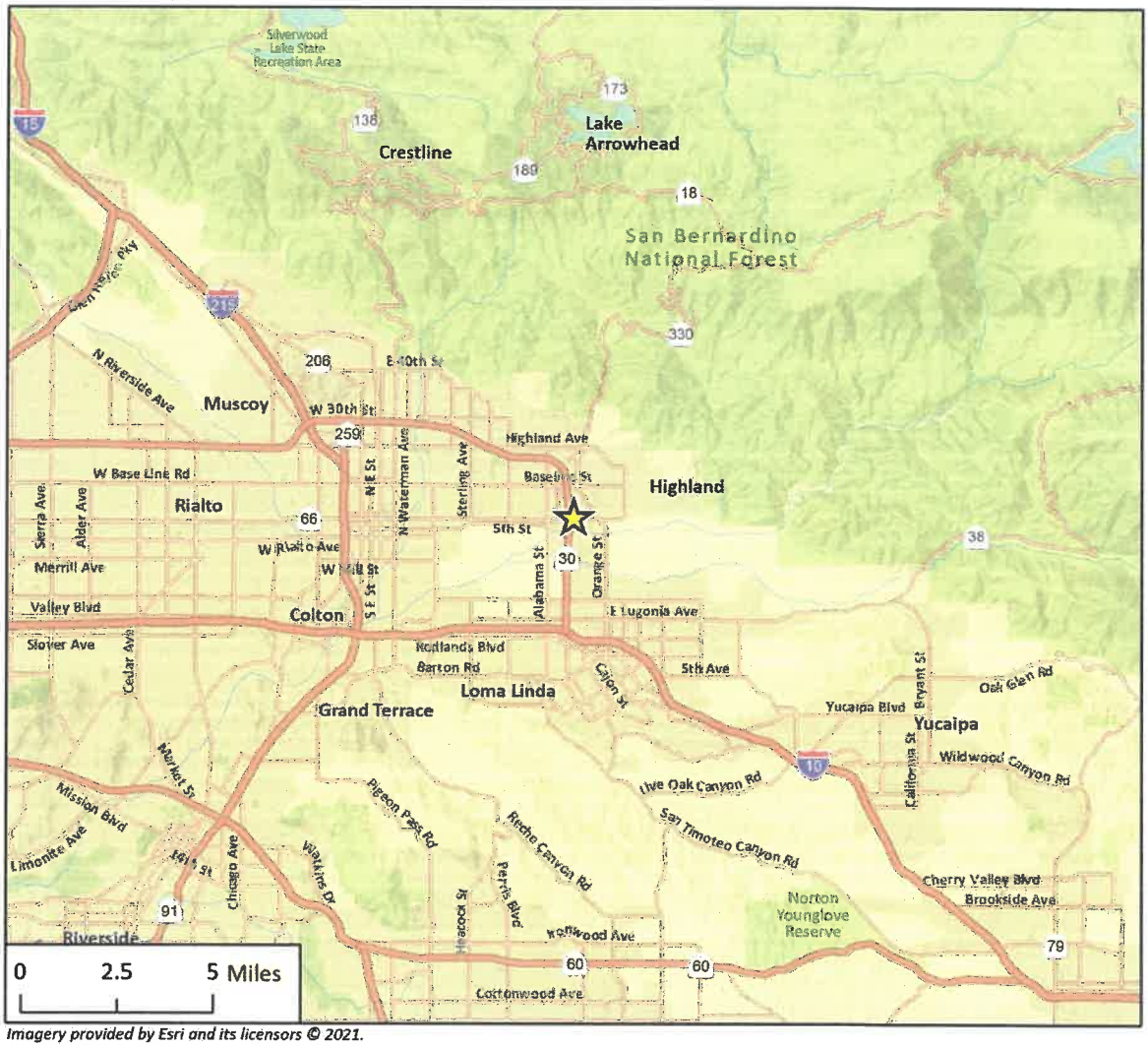
The project site is in the Greenspot Village Specific Plan (GVSP) area, which was adopted in December 2008. The majority of the project site is designated Planning Area 1 - Highland Marketplace Plan Area, which is intended to allow for a variety of regional-serving retail office, and service commercial uses. The northeastern portion of the site is designated Planning Area 2 - Residential Villages, which is intended to allow for a variety of for-sale and for-lease residential uses such as single-family and multifamily densities between 15 and 22 dwelling units per acre.

The site is generally separated from most existing adjacent uses by Caltrans' right-of-way for SR-210 to the west, open space for City Creek to the north, and public right-of-way for Greenspot Road to the south; parcels to the east are also undeveloped. Single-family residences are located to the north and northwest across City Creek (approximately 1,000 feet north or 600 feet northwest) from the project site boundary. Several single-family residences are also located approximately 600 feet northeast of the northeastern tip of the project site along Calhoun Road (7712-7750 Calhoun Road). South across Greenspot Road is the Highlands Crossing Shopping Mall, which includes several restaurants, a gas station, a Lowe's Home Improvement Store, and several other commercial uses.

Project Description

The project proposes the development of commercial uses on the southwestern 11.0 acres and multi-family residential uses in the northeastern 8.8 acres. Overall commercial building area would be 85,316 square feet. Commercial uses would include a 37,000 square-foot and 19,600 square foot "major" retail buildings; five smaller pads, each between 2,500 and 6,000 square feet for smaller retail uses (specific uses to be determined); and a 16-fuel pump gas station with 5,200 square foot convenience store and car wash. The residential component would include nine three-story apartment buildings containing 140 apartments (approximately 730 to 1,200 square feet each) and six two-story townhome rows with 36 townhomes (approximately 1,280 to 1,520 square feet each). Figure 3 shows the project site plan.

Figure 1 Regional Location

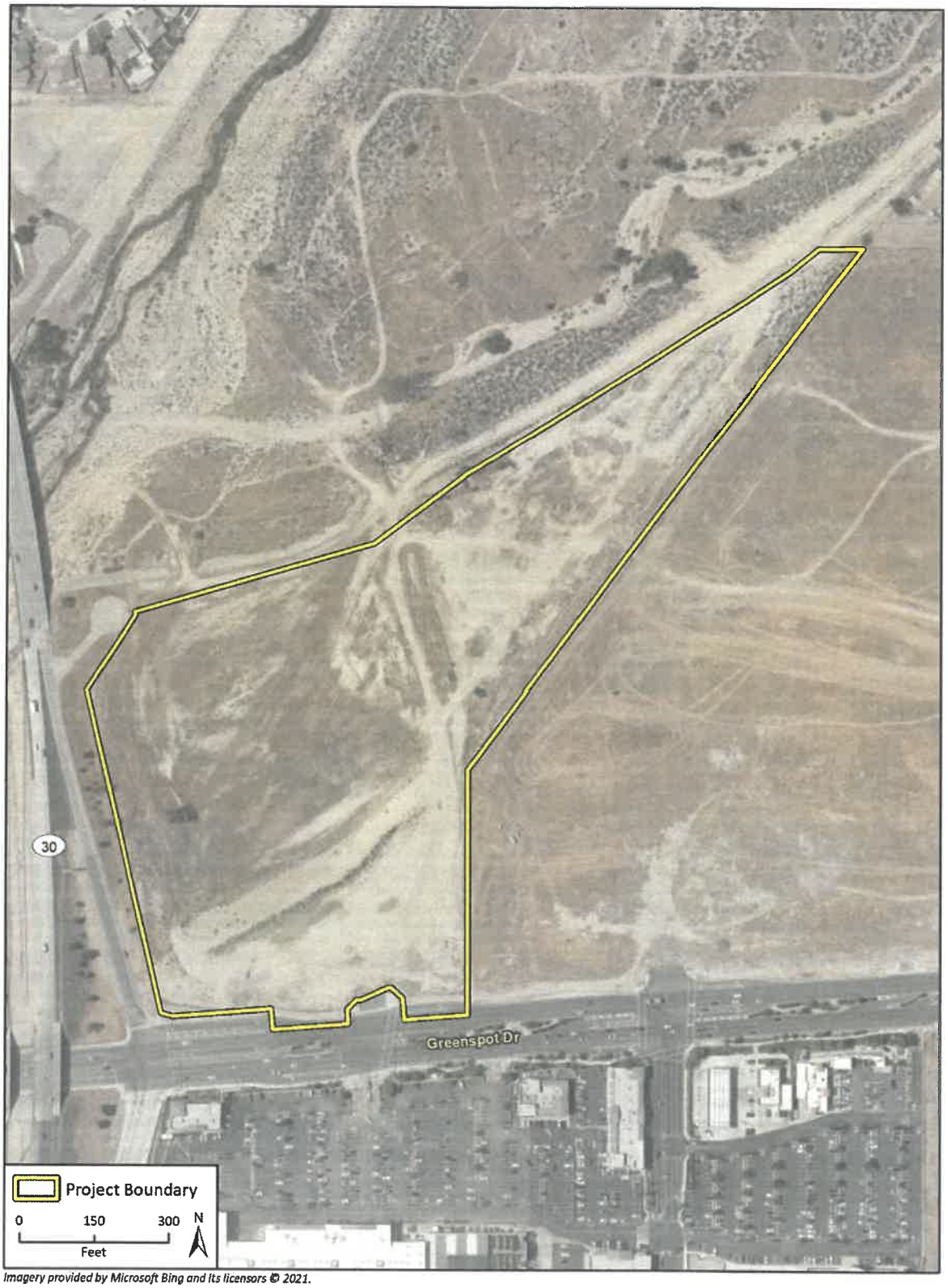


Imagery provided by Esri and its licensors © 2021.

Project Location

N

Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 3 Site Plan

Source: GreenbergFarrow, 2020.

2 Background

2.1 Overview of Sound

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

In technical terms, sound levels are described as either a "sound power level" or a "sound pressure level," which while commonly confused are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw}, is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an eardrum or microphone, the sound pressure level. Sound measurement instruments only measure sound pressure, and limits used in standards are generally sound pressure levels.

Human Perception of Sound

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (Crocker 2007).

Sound Propagation and Shielding

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and

the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013).

Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL; may also be symbolized as L_{den}).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. L_{eq} is defined as the single steady-state A-weighted level equivalent to the same amount of acoustic energy as that contained in the actual fluctuating levels over a time period; when no period is specified, a 1-hour period is assumed.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using DNL[1], which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. It is also measured using CNEL[1], which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the DNL/CNEL depends on the distribution of traffic during the day, evening, and night.

2.2 Overview of Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as

[1] As DNL and CNEL typically used to assess human exposure to noise A-weighted sound pressure level (dBA) is used nearly ubiquitously.

groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

2.3 Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Based on the City of Highland Noise Element, the following land uses are considered noise-sensitive uses of primary concern: residential dwellings, and institutional uses, such as schools, hospitals, convalescent homes, and churches.

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as schools, churches, and hospitals. Vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment).

As shown in Figure 2, the nearest sensitive receivers are the single-family residences immediately adjacent to the project site to the north, east, and west, as well as to the south across West Orange Grove Avenue.

2.4 Project Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic from Greenspot Road and SR-210. To characterize ambient sound levels at and near the project site four short term (15-minute) sound level measurements were conducted on March 4, 2021.

Noise Measurement (NM) 1 was conducted at the southern edge of the project site, approximately 100 feet north of Greenspot Road, to capture noise levels attributable to Greenspot Road. NM2 was conducted at the eastern edge of the project site, approximately 450 feet north of Greenspot Road, to capture ambient noise levels near the center of the project site. NM3 was conducted near the northeastern corner of the project site, approximately 1,150 feet north of Greenspot Road, to capture ambient noise levels near the northern portion of the project site. NM4 was conducted near the western edge of the project site, approximately 120 feet from SR-210, to capture ambient noise levels attributable to SR-210.

Table 2 summarizes the results of the short-term noise measurements, Table 3 shows the recorded traffic volumes, Figure 4shows the locations of noise measurements conducted on the project site, and Appendix A shows the noise measurement data.

Table 2 Project Site Vicinity Sound Level Monitoring Results

Measurement Location		Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
NM1	Southern property boundary, adjacent to Greenspot Road	10:16 – 10:31 p.m.	Approximately 100 feet to Greenspot Road	60.7	52.1	71.8
NM2	Eastern edge of the project site	10:42 – 10:57 a.m.	Approximately 450 feet to Greenspot Road	56.5	49.3	70.1
NM3	Northeastern corner of the project site	11:09 – 11:24 a.m.	Approximately 1,150 feet to Greenspot Road	47.2	42.2	60.6
NM4	Western property boundary, adjacent SR-210	11:31 – 11:46 a.m.	Approximately 120 feet to SR-210	63.8	52.6	75.3

Detailed sound level measurement data are included in Appendix A.

Table 3 Sound Level Monitoring Traffic Counts

Measurement	Roadway	Traffic	Autos	Medium Trucks	Heavy Trucks
NM1	Greenspot Road	15-minute count	315	4	9
		One-hour equivalent	1,260	16	36
Percent			**96.0%**	**1.2%**	**2.7%**
NM4	SR-210	15-minute count	86	4	10
		One-hour equivalent	344	16	40
Percent			**86.0%**	**4.0%**	**10.0%**

See Figure 4 for Noise Measurement Locations; see Appendix A for full measurement details.

2.5 Regulatory Setting

City of Highland General Plan Noise Element

The Noise Element of the Highland General Plan provides a description of existing noise levels and sources and incorporates comprehensive goals and policies. The City's noise and land use compatibility standards are shown in Table 4. As shown in the table, residential uses are compatible with ambient noise levels up to 60 CNEL and noise levels up to 70 CNEL require additional analysis and potential design and insulation to reduce noise levels to meet the interior noise standard of 45 CNEL for residential. Additionally, commercial businesses are compatible with noise levels up to 70 CNEL and noise levels between 75 and 80 CNEL require additional analysis and potential design and insulation to reduce noise levels to meet the interior noise standard of 55 CNEL for retail stores.

Additionally, Noise Element Policies require that construction activities adjacent to existing noise sensitive uses be limited to daylight hours between 7:00 a.m. and 6:00 p.m. and that construction on weekends or holidays is discouraged except where construction is proximate to schools.

Figure 4 Noise Measurement Locations

Imagery provided by Microsoft Bing and its licensors © 2021.

Table 4 City of Highland Community Noise Exposure (CNEL)

Land Use Category	Community Noise Exposure (DNL or CNEL) 55	60	65	70	75	80
Residential – Low Density Single-family, Duplex, Mobile Homes						
Residential – Multi-family						
Transient Lodging – Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditorium, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing Utilities, Agriculture						

	Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
	Normally Unacceptable – New construction or development should generally be discouraged. If new construction of development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable – New construction of development should generally not be undertaken.

Source: City of Highland Noise Element Table 7.3

Municipal Code Chapter 8.50, Noise Control, is intended to establish a series of regulations and standards to prevent loud, unnecessary, unnatural or unusual noises or vibrations that are detrimental to the public health, comfort, convenience, safety, general welfare and the peace and quiet of the city and its inhabitants. Currently, Municipal Code Chapter 8.50 does not identify exterior noise limits. As discussed in the Noise Element, the Municipal Code is intended to establish exterior noise standards categorized by various noise zones in the City. Table 5 summarizes the noise standards for these zones and differ between daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours.

Table 5 City of Highland Exterior Noise Standards

Type of Land Use	Time Interval	Exterior Noise Standard (dBA CNEL)
Residential[1]	10:00 p.m. – 7:00 a.m.	55
	7:00 a.m. – 10:00 p.m.	60
Agricultural/Equestrian	10:00 p.m. – 7:00 a.m.	60
	7:00 a.m. – 10:00 p.m.	65
Commercial	10:00 p.m. – 7:00 a.m.	65
	7:00 a.m. – 10:00 p.m.	70
Manufacturing or Industrial	Anytime	75
Open Space	Anytime	75

Source: General Plan Noise Element Table 7.2

3 Methodology

Noise level modeling for sources associated with construction and operation of the project and the traffic noise exposure for the proposed residences were developed with using SoundPLAN noise modeling software (SoundPLAN), Version 8.2. SoundPLAN incorporates noise propagation algorithms and reference sound levels published by various government agencies and the scientific community. Noise sources, receivers, structures, and barriers are input using three-dimensional coordinates. In all cases receivers were modeled at the average height of the human ear, which is five feet above ground elevation or floor elevation for multi-story buildings.

3.1 Construction Noise

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used for earthworks, loading, unloading, and placing materials and paving. Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving).

During construction, equipment goes through varying load cycles and is operated intermittently to allow for non-equipment tasks such as measurement. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2006). Reference noise levels for heavy-duty construction equipment were estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). A likely construction scenario includes simultaneous operation of a dozer and a front-end loader working during grading to excavate and move soil. At a distance of 50 feet, a dozer and a front-end loader would generate a noise level of 79.6 dBA L_{eq} (RCNM calculations are included in Appendix B). Due to the size of the project site, modeling conservatively assumes simultaneous operation of equipment on each the commercial and residential components of the project.

Construction equipment such as bulldozers, graders, and loaders and excavators would operate up to the project site boundary; however, over the course of a typical construction day, the equipment would move around the project site. Due to the nature of construction sites, construction noise was modeled as an area source distributed over the entire project site. Noise propagation was estimated in SoundPLAN using algorithms from ISO Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation."

3.2 Groundborne Vibration

The project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate groundborne vibration affecting

nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction in the project vicinity would be a large bulldozer. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020, FTA 2018). Table 6 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 6 Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 ft. (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, are based on information contained in Caltrans' *Transportation and Construction Vibration Guidance Manual* and the Federal Transit Administration and the FTA *Transit Noise and Vibration Impact Assessment Manual* (Caltrans 2013; FTA 2018). Maximum recommended vibration limits by the American Association of State Highway and Transportation Officials (AASHTO) are identified in Table 7.

Table 7 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

Based on AASHTO recommendations, limiting vibration levels to below 0.2 in/sec PPV at residential structures would prevent structural damage regardless of building construction type. These limits are applicable regardless of the frequency of the source. However, as shown in Table 8 and Table 9, potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source.

Table 8 Human Response to Steady State Vibration

PPV (in/sec)	Human Response
3.6 (at 2 Hz)–0.4 (at 20 Hz)	Very disturbing
0.7 (at 2 Hz)–0.17 (at 20 Hz)	Disturbing
0.10	Strongly perceptible
0.035	Distinctly perceptible
0.012	Slightly perceptible

Source: Caltrans 2020

Table 9 Human Response to Transient Vibration

PPV (in/sec)	Human Response
2.0	Severe
0.9	Strongly perceptible
0.24	Distinctly perceptible
0.035	Barely perceptible

Source: Caltrans 2020

As shown in Table 9, the vibration level threshold at which transient vibration sources (such as construction equipment) are considered to be distinctly perceptible is 0.24 in/sec PPV. This analysis uses the distinctly perceptible threshold for purposes of assessing vibration impacts.

Although groundborne vibration is sometimes noticeable in outdoor environments, groundborne vibration is almost never annoying to people who are outdoors; therefore, the vibration level threshold for human perception is assessed at occupied structures (FTA 2018). Therefore, all vibration impacts are assessed at the structure of an affected property.

3.3 Operational Noise Sources

On-site noise sources were modeled with SoundPLAN. Propagation of modeled stationary noise sources was based on ISO Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation." The assessment methodology assumes that all receivers would be downwind of stationary sources. This is a conservative assumption for total noise impacts since only some receivers would be downwind at any one time.

Parking Lot Activities

Parking lot activities that generate noise include vehicles traveling to and from parking spaces, and brief noise instances associated with parking such as opening and closing car doors, engines starting, and alarm activation noises. Noise from parking lot activities was assessed based on screening procedure from the Federal Transit Authority's (FTA) guidance manual (FTA 2006). Following the screening procedure, a parking facility warrants detailed analysis if it would be sited within 125 feet of a noise-sensitive receiver. This screening procedure is based on a theoretical 1,000-car parking lot and a 50 dB noise level threshold. The commercial component would have a 371-space parking lot.

Refuse Collection

The project is anticipated to include trash enclosures distributed throughout the parking lot of the commercial component of the project and around the periphery of the residential component of the project. Periodic refuse collection would take place at designated trash enclosure areas; refuse collection would be consistent with residential and commercial noise environments and would not exceed applicable noise level limits from the General Plan.

Drive-Throughs

The project is anticipated to include up to three drive-throughs, one associated with Pad 2, Pad 3, and Pad 4. Noise associated with project drive-throughs would include vehicles idling and speakers.

Based on reference noise levels from the FHWA Traffic Noise Model, an idling passenger vehicle generates approximately 50 dB(A) at 50 feet (Caltrans 2013).

The design of the drive-through speaker systems has not been completed at this stage. Although systems may generate noise levels of 5 to 10 dB greater than ambient noise levels at the intended receiver placing a food order, drive-through speaker systems are typically directional and have speakers located near to driver-side doors. Due to the directionality of drive-through speakers, they typically represent a limited contribution to ambient noise levels outside the drive-through.

Car Wash Equipment

The primary noise-generating component of the car wash is the blowers that dry cars at the terminus of the car wash tunnel. The design and manufacturer of the blower system has not been completed. Specific data for the blower systems is not available at this stage of project design. Noise measurements taken at a similar car wash installation recorded noise levels up to 101.8 dBA at the blower area (shown in Appendix C); this noise level measurement equates[2] to an overall sound power level of approximately 111.5 dBA. This sound power level was selected as a reasonable basis for analysis. This analysis also conservatively assumes the equipment would operate continuously for a full hour (100 percent for 60 minutes) during all hours that the car wash is operational.

Additional noise would be associated with vacuum stations on the north side of the car wash. Typical vacuum systems have the motor enclosed in the car wash equipment room and generate negligible noise levels at the vacuum station.

Loading Docks

The project includes loading docks in the rear of each of the two "major" retail buildings. In order to evaluate noise from truck delivery, the analysis utilizes measurements of reference noise level taken at an Albertson's Shopping Center in San Diego, California, in 2011 (Ldn Consulting 2011). The measurements include truck drive-by noise, truck loading/unloading, and truck engine noise. The exterior noise levels for a single truck drive-by noise and a single truck's engine idling noise were measured at 66.5 dB(A) L_{eq} at a distance of 25 feet from the loading dock. The on-site maneuvering associated with the delivery trucks consists of the truck entering the site, traveling toward and backing into the loading dock. A truck would take approximately 5 minutes to drive in the site and position itself into a bay, 30 to 45 minutes to be unloaded or loaded, and another 5 minutes to exit the bay secure doors, complete necessary paperwork, and drive out of the site. This equates to 40 to 55 minutes that it would take for one truck to complete a delivery or pickup, therefore each loading dock is only anticipated to accommodate only one truck per hour. During the loading/unloading of the truck, the engine can only idle for 5 minutes in compliance with state air quality requirements. It was assumed that each truck engine would be operating for up to 15 minutes of the total time required during the delivery process (5 minutes at arrival, 5 minutes of idling, and 5 minutes at departure). Accounting for the limited time of operation, average hourly noise levels would equate to 60.5 dB(A) L_{eq} at a distance of 25 feet for each loading dock.

Heating, Ventilation, and Air Conditioning Units

The residential component of the project would include dedicate HVAC units for each townhome and apartment. Additionally, HVAC units would be associated with the clubhouse and leasing

[2] Assuming an 8-foot drive-lane width, the configuration of the blower arch would equate to an average distance of four feet from the noise meter.

building, as well as with each of the commercial buildings. The AC condenser for townhomes would be on the ground-level pads at the end of each building row. The AC condensers associated with all other buildings are anticipated to be roof-mounted.

Specific planning data for the future HVAC systems are not available at this stage of project design; new development typically requires one ton of HVAC per 600 square feet of building space. This analysis conservatively assumes that each apartment (approximately 730 to 1,200 square feet each) would have a 2-ton condenser and that each townhome (approximately 1,280 to 1,520 square feet each) would have a 3-ton condenser. The clubhouse and leasing building, as well as with most of the commercial buildings were assumed to have one 10-ton condenser. The 37,000 square-foot and 19,600 square foot "major" retail buildings were assumed to have seven and four 10-ton condensers, respectively. Based on review of various manufacturer specifications, representative sound power levels for the 10-ton Trane T/YHC120E of 87 dB was selected for analysis. The manufacturer's noise data is provided below in Table 10 (see Appendix D for specification sheets)

Based on review of various manufacturer specifications, representative sound power levels for the 2-ton Carrier 38HRD024 of 69 dB and 3-ton Carrier 38HDR036 of 72 dB was selected for analysis. The manufacturer's noise data is provided below in Table 10 (see Appendix D for specification sheets). For a conservative scenario, the units were assumed conservatively to operate at 100 percent of an hour for 24 hours. All HVAC units were modeled as being three feet above ground elevation. Noise propagation was estimated in SoundPLAN using algorithms from ISO Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation."

Table 10 HVAC Noise Levels

Representative Unit	Noise Levels in dB[1] Measured at Octave Frequencies							Overall Noise Level (dBA)[1]
	125 Hz	250 Hz	500 Hz	1 KHz	2 KHz	4 KHz	8 KHz	
38HDR024	57.5	61.5	63.0	61.0	60.0	56.0	45.0	69
38HDR036	65.0	61.5	63.5	65.0	64.5	61.0	54.5	72
T/YHC120E	87.0	91.0	85.0	80.0	77.0	73.0	66.0	87

Hz = Hertz; KHz = kilohertz

See Appendix D for manufactures specifications.

Other Miscellaneous Noise Sources

Noise sources associated with the project would be primarily indoors. Due to attenuation from the building envelope, indoor sources are not anticipated to generate substantial exterior noise levels. Other outdoor noise sources associated with the residential component would be typical of any residential complex, such as vehicles arriving and leaving, children at play, and landscape maintenance machinery. Noise sources of this nature are consistent with the residential noise environments and would not exceed applicable noise level limits from the General Plan.

3.4 Traffic Noise

Noise levels affecting the proposed project site would be primarily influenced by traffic noise from SR-210. Additionally, noise modeling accounts for noise contributions from Greenspot Road and Boulder Avenue. Future noise levels affecting the compatibility of the project site were estimated in SoundPLAN using algorithms and reference traffic noise reference levels from the FHWA's Traffic Noise Model (TNM).

The traffic vehicle classification mix for SR-210, was based on Caltrans Truck Counts (Caltrans 2016). SR-210 was modeled with a vehicle classification mix of 91.8 percent automobiles, 1.8 percent medium trucks, and 4.9 percent heavy trucks, 1 percent buses, and 0.5 percent motorcycles.

Future traffic volumes on local roadways were obtained from the Mediterra at East Highlands Traffic Impact Analysis (Urban Crossroads 2014). As discussed in Section 2.4, Project Noise Setting, traffic counts for Greenspot Road during noise measurements included 1.2 percent medium trucks and 2.7 percent heavy trucks. Local roads were modeled with a vehicle classification mix of 94.6 percent automobiles, 1.2 percent medium trucks and 2.7 percent heavy trucks, 1 percent buses, and 0.5 percent motorcycles. Traffic parameters are summarized in Table 11.

Traffic distribution through the day was modeled assuming 75 percent of total daily vehicle traffic during daytime hours, 10 percent of daily vehicle traffic during evening hours, and 15 percent of daily vehicle traffic during nighttime hours. For determining noise-land use compatibility, exterior traffic noise levels at the residential exterior use areas (backyards) and residential building façades were calculated. Receivers generally placed on the ground floor 5 feet above ground level.

Table 11 Modeled Traffic Speeds and Volumes

Roadway	Segment	Speed (mph)	Modeled Volume[1,2]
SR-210[1]	North of Greenspot Road/Fifth Street	65	74,000
	South of Greenspot Road/Fifth Street	65	80,000
SR-210 Ramps[2]	Greenspot Road, Northbound Offramp	65	13,000
	Greenspot Road, Northbound Onramp	65	13,500
	Greenspot Road, Southbound Offramp	65	17,200
	Greenspot Road, Southbound Onramp	65	22,600
Greenspot Road[2]	SR-210 to Boulder Avenue	45	72,100
Boulder Avenue[2]	North of Greenspot Road	50	21,200

[1] Traffic volumes based on Caltrans' 2017 traffic counts annual average daily traffic.

[2] Traffic volumes from Traffic Impact Analysis for Mediterra at East Highlands; projected 2035 horizon year scenario with cumulative buildout of anticipated development.

Source: Caltrans 2017, Urban Crossroads 2014

3.5 Significance Thresholds

To determine whether a project would have a significant noise impact, Appendix G of the CEQA Guidelines requires consideration of whether a project would result in:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generation of excessive groundborne vibration or groundborne noise levels; or,
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels

Construction Noise

As discussed in Section 2.5, *Regulatory Setting*, Noise Element Policies require that construction activities adjacent to existing noise sensitive uses be limited to daylight hours between 7:00 a.m. and 6:00 p.m. and that construction on weekends or holidays is discouraged. The City does not establish construction noise level limits during these periods.

In the absence of applicable local noise level limits, this analysis references guidance from the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* to establish a quantified threshold against which to assess the impact of construction noise; FTA recommends that reasonable noise criteria may include those shown in Table 12.[3] As construction would be limited to between the hours of 7:00 a.m. and 6:00 p.m., the daytime noise criteria would apply. Construction noise would be significant if it exceeded daytime noise criteria.

Table 12 Construction Noise Criteria

Land Use	Daytime L_{eq} (8-hour)	Nighttime L_{eq} (8-hour)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: FTA 2018

Land Use Compatibility

Traffic noise exposure to a proposed development would be an impact of the environment on the proposed project. The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Nevertheless, the state of California and City of Highland have policies that address existing conditions (e.g., transportation noise) affecting a proposed project. As such, no level of traffic noise exposure would be considered an impact under CEQA. Nonetheless, an evaluation of traffic noise-land use compatibility relative to the City's noise and land use compatibility standards included in Section 2.5, *Regulatory Setting*.

[3] FTA. 2018. Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2021).

On-site Operational Noise

The project includes both commercial uses and residential uses. The site is generally separated from most existing adjacent uses by Caltrans' right-of-way for SR-210 to the west, open space for City Creek to the north, and public right-of-way for Greenspot to the south; parcels to the east are also undeveloped. Future development consistent with the GVSP may include regional-serving retail office, and service commercial uses to the east of the commercial portion of the project (Planning Area 1) and residential uses to the west of the residential portion of the project (Panning Area 2).

As discussed in Section 2.5, *Regulatory Setting*, Municipal Code Chapter 8.50, Noise Control, is intended to establish exterior noise standards shown in Table 5. As operational sources such as the car wash would generally be limited to daytime hours (between 7:00 a.m. to 10:00 p.m.), noise levels were assessed against daytime exterior noise standards. On-site operational noise would be significant if it exceeded these noise standards.

Off-site Traffic Noise

Off-site project noise (i.e., roadway noise) would result in a significant impact if the project would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would be a barely perceptible increase in traffic noise.

Construction Vibration

The Caltrans *Transportation and Construction Vibration Guidance Manual* (2020) is used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the Caltrans criteria described above, construction vibration impacts would be significant if vibration levels exceed 0.2 in./sec. PPV for residential structures, which are the limits where minor cosmetic, i.e. non-structural, damage may occur to these buildings. In addition, construction vibration impacts would cause human annoyance at nearby receivers if vibration levels exceed 0.24 in./sec. PPV, which is the limit where vibration becomes distinctly perceptible from barely perceptible. Groundborne noise and vibration would be significant if it exceeded these standards.

4 Impact Analysis

4.1 Issue 1

Issue:	Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **LESS THAN SIGNIFICANT**

Construction

Following the methodology discussed in Section 3.1, construction noise levels were modeled. Ground-floor noise contours are shown on Figure 5. Noise modeling data is included as Appendix B.

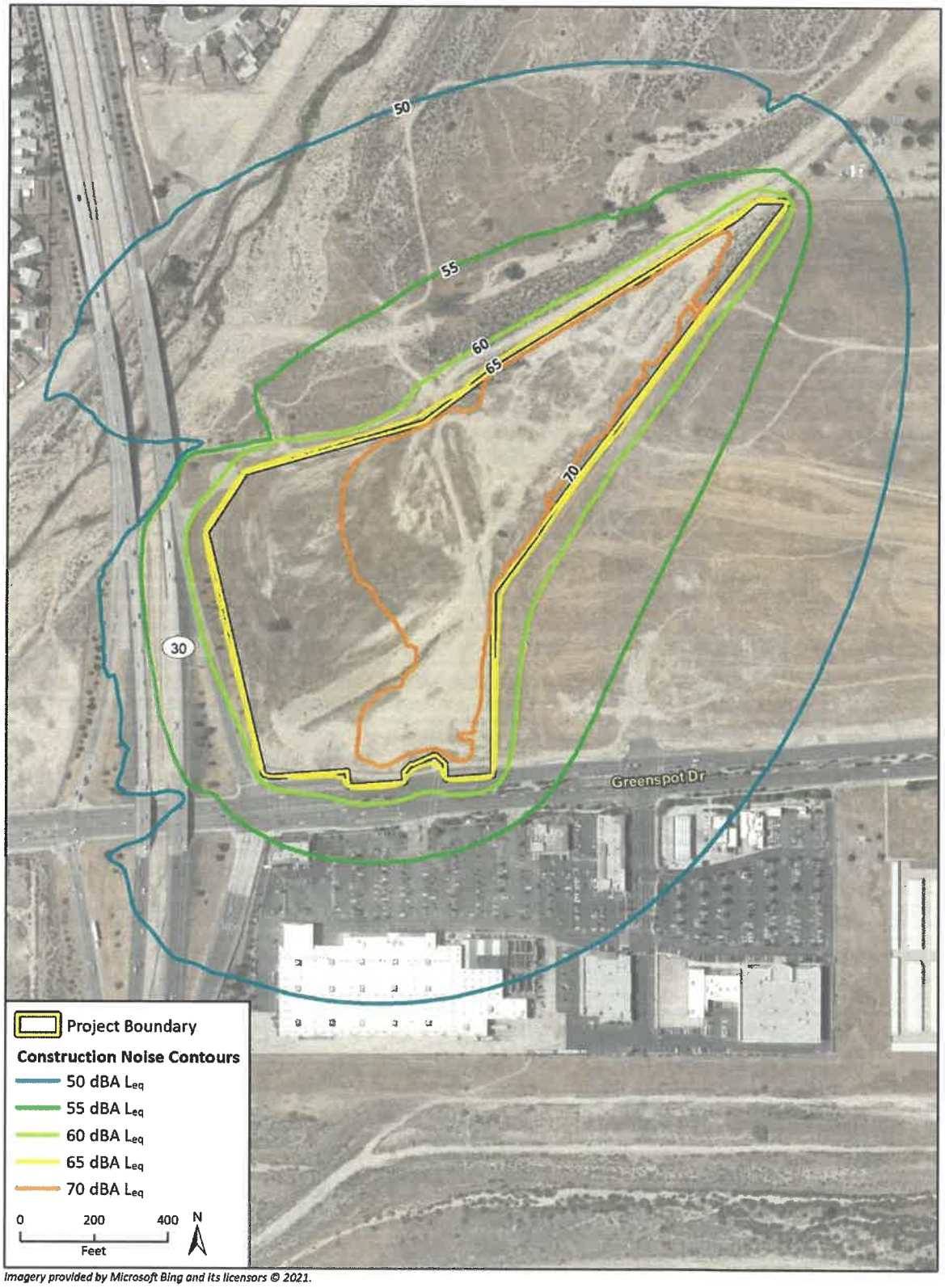
As discussed in Section 1.2, *Project Location*, the project site is generally separated from most existing adjacent uses by Caltrans' right-of-way for SR-210 to the west, open space for City Creek to the north, and public right-of-way for Greenspot Road to the south; parcels to the east are also undeveloped. Construction noise levels at commercial uses in the Highlands Crossing Shopping Mall would generally be 55 dBA L_{eq} or less. Noise levels at residential uses to the northwest (600 feet), north (1,000 feet), and northeast (600 feet) of the project site would be below 50 dBA L_{eq}. As shown, construction noise levels would not exceed construction noise criteria recommended by FTA of 80 dBA L_{eq} at a residence or 90 dBA L_{eq} at commercial). Therefore, construction noise impacts would be less than significant.

Operation

Following the methodology discussed in Section 3.3, HVAC noise levels were modeled and noise ground-floor contours were estimated. As shown, the most notable noise source associated with project operation would be the car wash blowers; other noise sources such as HVAC and loading docks would only elevate noise levels in relatively limited areas of the project site. Noise associated with car wash blowers would be directional due to the walls of the car wash tunnel. Noise would generally project outward toward the parking lot of the commercial component of the project site and some noise would also project from the entrance of the war wash toward the eastern project site boundary.

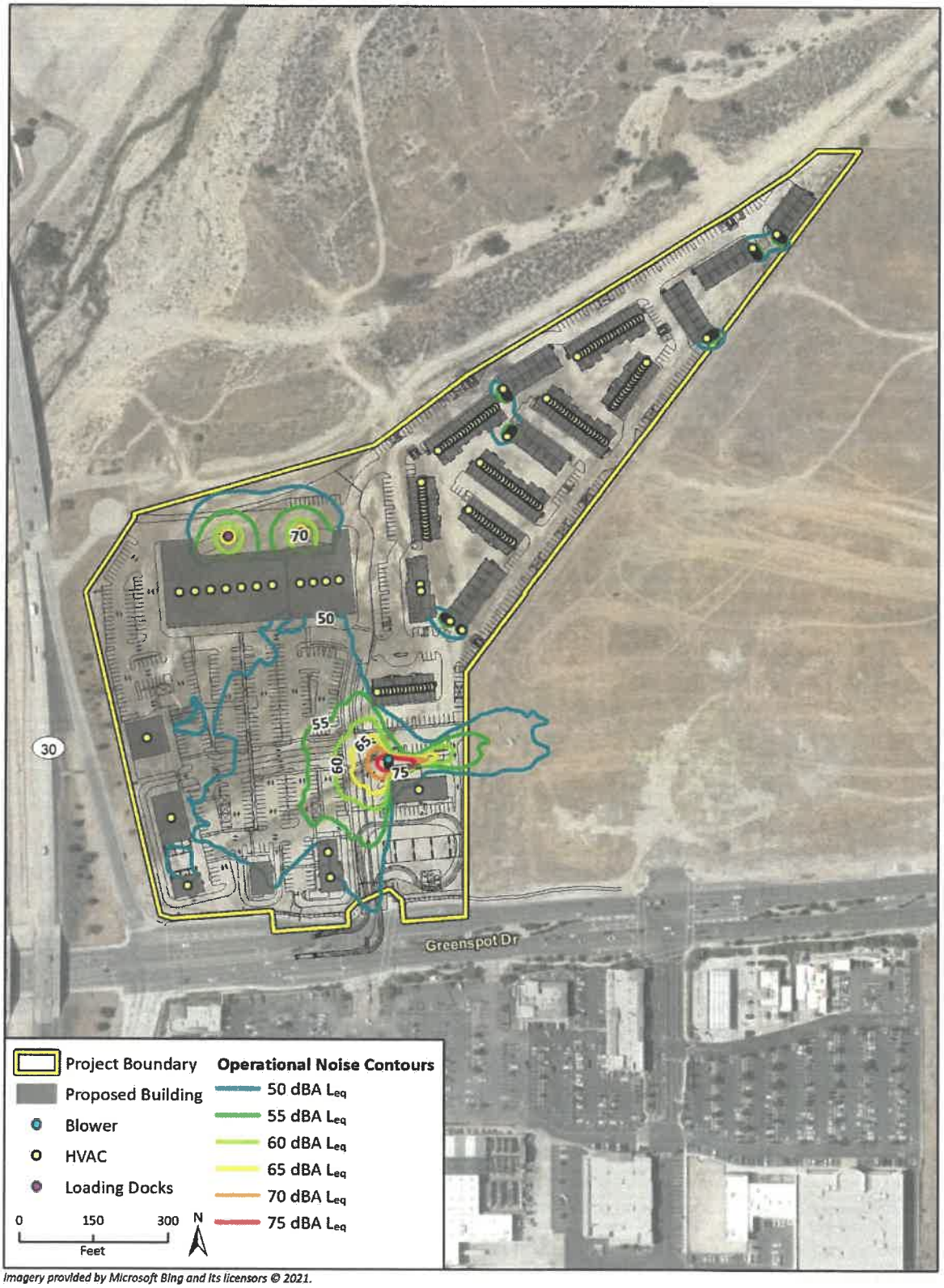
As shown in Figure 6, operational noise levels would attenuate to less than 60 dBA L_{eq} within the boundaries of the project site. Additionally, noise from the commercial component of the project would be less than 60 dBA L_{eq} at the proposed residences. Therefore, noise levels would not exceed the City's residential daytime exterior noise limits of 60 dBA L_{eq} at any adjacent use and operational noise impacts would be less than significant.

Figure 5 Construction Noise Contours



Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 6 Operational Noise Contours



Imagery provided by Microsoft Bing and its licensors © 2021.

Off-site Traffic Noise Increases

The project would generate new vehicle trips that would increase noise levels on nearby roadways. The trip generation of the project was estimated using the Institute of Transportation Engineers (ITE) trip generation rates, 9th edition (ITE 2012). Based on a ITE trip generation rates apartments typically generate 6.65 weekday trips per dwelling unit, townhomes typically generate 5.81 weekday trips per dwelling unit, shopping centers typically generate 42.70 weekday trips per thousand square feet of building space, and gas stations with convenience market and car wash typically generate 162.78 weekday trips per fuel position (ITE 2012). As such, the project would be anticipated to generate approximately 7,088 daily trips.

The project would be accessed via either Greenspot Road ingress points. As shown in Table 11 in Section 3.4, future volumes in Greenspot Road are anticipated to be approximately 72,100 average daily trips (ADT; Urban Crossroads 2014). As of 2014, existing volumes for Greenspot Road included approximately 24,200 ADT (Urban Crossroads 2014).

As discussed in Section 2.1, *Overview of Sound*, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease. As compared to the existing volumes in 2014, project-generated traffic would represent roughly a 30 percent increase and therefore would result in a 1.1 dBA increase in noise levels. As compared to future volumes for Greenspot Road, project-generated traffic would represent roughly a 10 percent contribution and therefore would result in a 0.4 dBA increase in noise levels. Therefore, the project's traffic noise increase would not exceed 3 dBA or more. Off-site traffic noise impacts would be less than significant.

Traffic Noise-Land Use Compatibility

Following the methodology discussed in Section 3.4, traffic noise levels were modeled at a series of receivers at and residential building façades and exterior use areas were calculated. Estimated noise levels are summarized in Table 13 and ground-floor noise contours are shown on Figure 7. Noise modeling data is included as Appendix B.

Table 13 Traffic Noise Levels

Receiver	Building	Modeled Noise Level (dBA) 1st Floor	2nd Floor	3rd Floor	Compatibility
Exterior Use Areas					
Plaza		64	-	-	Compatible
Clubhouse Pool		56-56	-	-	Compatible
Basketball Court		52	-	-	Compatible
Building Facades					
1	Building 1	62	**66**	**69**	**Conditionally Compatible**
2	Building 1	64	**67**	**70**	**Conditionally Compatible**
3	Building 1	64	**67**	**70**	**Conditionally Compatible**
4	Building 1	61	63	**66**	**Conditionally Compatible**
5	Building 2	61	64	-	Compatible
6	Building 14	60	63	65	Compatible
7	Building 14	60	63	65	Compatible
8	Building 13	60	64	65	Compatible
9	Building 13	56	62	64	Compatible
10	Building 12	58	61	-	Compatible
11	Building 12	57	60	-	Compatible
12	Building 3	54	57	60	Compatible
13	Building 4	53	57	59	Compatible

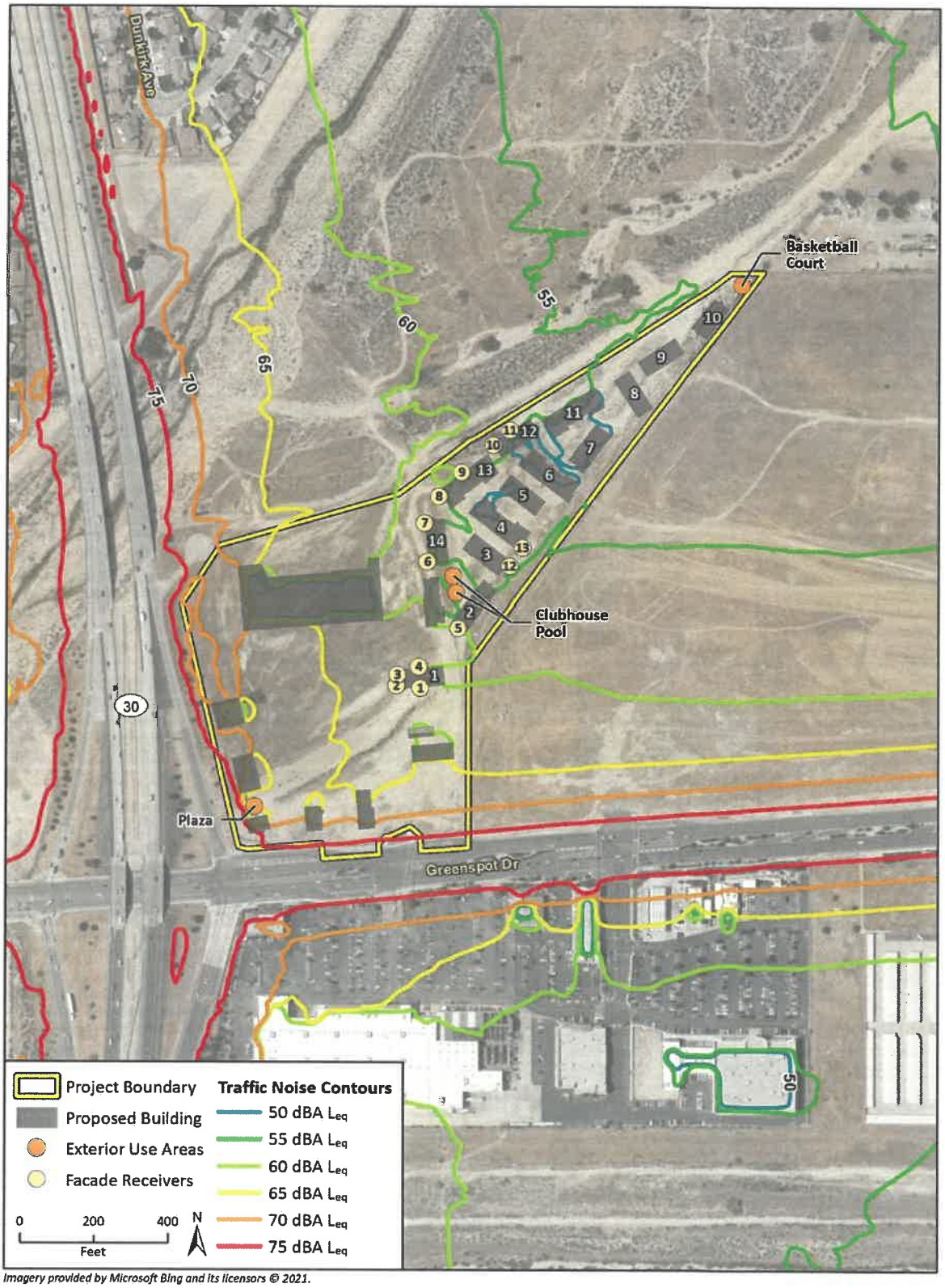
Bolded values are conditionally compatible. A dash indicates that the floor does not exist.

The commercial component of the site would generally be exposed to traffic noise levels between 60 and 70 CNEL, with the rear side of Shop 1 exposed to noise level up to 75 CNEL. The proposed commercial uses would not be noise sensitive. The modeled receiver at commercial exterior use area, the plaza between Shop 1 and Pad 4, would be exposed to traffic noise levels of 64 CNEL. These noise levels would not conflict with the City's compatibility standards and the commercial component of the project would be compatible with the ambient noise environment.

The residential component would generally be exposed to traffic noise levels between 50 and 65 CNEL; the southwestern-most apartment building (Building 1) would be exposed to noise levels up to 70 CNEL. As noise levels would exceed 65 CNEL, but would not exceed 70 CNEL, the project would be conditionally acceptable with the noise environment based on community noise exposure standards from the General Plan. Therefore, additional analysis to determine whether interior noise levels would not exceed 45 CNEL are discussed below.

The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011). To comply with the California Energy Code (Title 24 Part 6), buildings in California are constructed with double-glazed windows, which provide an exterior-to-interior noise level reduction of at least 25 dBA. Based on a noise exposure level of up to 70 CNEL and a noise attenuation of 25 dBA, the interior noise levels would be up to 45 CNEL. Therefore, as the project would be required to incorporate standard modern building construction features such as double-glazed windows, interior noise levels for the project would not exceed the City's interior noise standard of 45 CNEL. As such, the project would be compatible with the ambient noise environment.

Figure 7 Traffic Noise Contours



Imagery provided by Microsoft Bing and its licensors © 2021.

4.2 Issue 2

Issue:	Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels? **LESS THAN SIGNIFICANT**

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. The greatest source of vibration associated with project construction would be a large dozer, which may be used up to the project site boundary. Groundborne noise and vibration from common construction equipment such as large bulldozers, loaded trucks, and jackhammers would attenuate to less than 0.2 PPV at 12, 10, and 5 feet, respectively. As the project construction is not anticipated to include operation of equipment within these distances of a residential building of other vibration-sensitive building, groundborne noise and vibration impacts associated with project construction would be less than significant.

Operation of the project would not include any substantial vibration sources. Therefore, operational vibration impacts would be less than significant.

4.3 Issue 3

Issue:	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **NO IMPACT**

The airport nearest to the project site, San Bernardino Airport, is located approximately 1.1 miles to the west of the project site. The project would not be located within the existing or ultimate noise contours of the airport, as shown in Exhibit 4H of the San Bernardino International Airport Layout Plan and Narrative Report (San Bernardino International Airport Authority 2010). Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or residences of the project, and no impacts would occur.

5 Conclusion

The project would generate both temporary construction-related noise and long-term noise associated with operation.

The project site is generally separated from most existing adjacent uses by Caltrans' right-of-way for SR-210 to the west, open space for City Creek to the north, and public right-of-way for Greenspot Road to the south; parcels to the east are also undeveloped. Construction noise levels at commercial uses in the Highlands Crossing Shopping Mall would generally be 55 dBA L_{eq} of less. Noise levels at residential uses to the northwest (600 feet), north (1,000 feet), and northeast (600 feet) of the project site would be below 50 CNEL. Therefore, construction noise levels would not exceed construction noise criteria recommended by FTA of 80 dBA L_{eq} at a residence or 90 dBA L_{eq} at commercial). Construction noise impacts would be less than significant.

The most notable noise source associated with project operation would be the car wash blowers. Additional noise would be associated with other sources such as project HVAC and loading docks. Operational noise levels attenuate to less than 60 dBA L_{eq} within the boundaries of the project site. Additionally, noise from the commercial component of the project would be less than 60 dBA L_{eq} at the proposed residences. Therefore, noise levels would not exceed the City's residential daytime exterior noise limits of 60 dBA L_{eq} at any adjacent use and operational noise impacts would be less than significant. Therefore, operational noise impacts would be less than significant.

Project-generated traffic would generate an increase of up to approximately 1.1 dBA along Greenspot Road. This is below the threshold of 3 dBA and therefore would be less than barely perceptible. Off-site traffic noise increase would be less than significant.

The commercial component of the site would generally be exposed to traffic noise levels between 60 and 70 CNEL, with the rear side of Shop 1 exposed to traffic noise levels up to 75 CNEL. The proposed commercial uses would not be noise sensitive. The commercial exterior use area - the plaza between Shop 1 and Pad 4 – would be exposed to traffic noise levels of 64 CNEL. The commercial component of the project would be compatible with the ambient noise environment.

The residential component would generally be exposed to traffic noise levels between 50 and 65 CNEL; however, the southwestern-most apartment building (Building 1) would be exposed to noise levels up to 70 CNEL. As noise levels would exceed 65 CNEL, but would not exceed 70 CNEL, the project would be conditionally acceptable with the noise environment based on community noise exposure standards from the General Plan. Standard noise building construction with double-glazed windows would result in an exterior-to-interior noise level reduction of at least 25 dBA and would thereby achieve interior noise levels consistent with the City's interior noise standard of 45 CNEL. As such, the project would be compatible with the ambient noise environment. Therefore, the residential component of the project would be compatible with the ambient noise environment.

The project would generate groundborne vibration during construction, but vibration would not exceed the applicable thresholds at the residential structures adjacent to the site. Therefore, construction-related vibration impacts would be less than significant.

The project site is outside the noise contour for the nearest airport, San Bernardino International Airport. The project site would not be located within the existing or ultimate noise contours of the airport. Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or residences of the project, and no impacts would occur.

6 References

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. (CT-HWANP-RT-13-069.25.2) September. Available at: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

_____. 2016. *2016 Annual Average Daily Truck Traffic on the California State Highway System*. Available at: https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/f0017681-2016-aadt-truck-a11y.pdf

_____. 2017. *2017 Annual Average Daily Traffic Counts on the California State Highway System*. Available at: https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2017

_____. 2020. *Transportation and Construction Vibration Guidance Manual*. Available at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Federal Highway Administration (FHWA). 2006. *FHWA Highway Construction Noise Handbook*. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available at: https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/.

_____. 2011. Highway Traffic Noise Analysis and Abatement Policy and Guidance. (FHWA-HEP-10-025). December.

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Highland, City of. 2006. City of Highland General Plan. https://www.cityofhighland.org/191/General-Plan

Institute of Transportation Engineers (ITE). 2012. Trip Generation Manual, 9th Edition.

Lawrence E. Kinsler and R. Frey, Austin and B. Coppens, Alan and V. Sanders, James. Fundamentals *of Acoustics*, 4th Edition. ISBN 0-471-84789-5. Wiley-VCH, December 1999.

Ldn Consulting. 2011. Noise Study, 9th and Palm Commercial Development, Imperial Beach CA.

Malcolm J. Crocker (Editor). 2007. *Handbook of Noise and Vibration Control Book*, ISBN: 978-0-471-39599-7, Wiley-VCH, October.

San Bernardino International Authority. 2010. Airport Layout Plan Narrative Report. http://www.sbiaa.org/wp-content/uploads/2015/10/ALP-Narrative-Report-Complete.pdf

Urban Crossroads. 2014. Mediterra at East Highland Traffic Impact Analysis. https://www.cityofhighland.org/DocumentCenter/View/212/Mediterra-Initial-Study-Appendices-PDF

This page intentionally left blank.

Appendix A

Noise Measurement Data

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A", and response time should typically be set to "slow." For additional information, please review the *Noise Measurement Protocols* in the case or on Jive.

Project Name: Highland Mixed Use **Job Number:** 21-10960

Date: 3/4/2021 **Operator Name:** Destiny Timms

Measurement #1

Location: ST-1 **Begin time:** 10:20 AM **Finish time:** 10:35

Measurement No.: 008 **Wind (mph):** Calm **Direction:** SSE

Cloud Cover Class: Overcast (>80%) Light (20-80%) (Sunny (<20%))

Calibration (dB): Start: 94.2 End: 94.2

Primary Noise Sources: Greenspot 100 Ft **Distance:** 100 Ft

Secondary Noise Sources: I-210 500 Ft

Notes: Loud Truck First 5 MINS

Traffic Count: Passenger Cars: (315)

Medium Trucks (2 axles, 6 tires): 1111 (4) Heavy Trucks (3+ axles): 111111111 (9)

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): airbreak

L_{eq}:	60.7	SEL:	90.2	L_{max}:	71.8	L_{min}:	52.1	PK:	95.3
L(05):	64.5	L(10):	63.2	L(50):	59.2	L(90):	55.3	L(95):	54.4

Response: (Slow) Fast Peak Impulse

Measurement #2

Location: ST-2 **Begin time:** 10:47 **Finish time:** 11:02

Measurement No.: 009 **Wind (mph):** Calm **Direction:** SSE

Cloud Cover Class: Overcast (>80%) Light (20-80%) (Sunny (<20%))

Calibration (dB): Start: 94.2 End: 94.2

Primary Noise Sources: Greenspot **Distance:** 150 yd

Secondary Noise Sources: I-210

Notes: Airplane @ beginning of measurement

Traffic Count: Passenger Cars:

N/A Medium Trucks (2 axles, 6 tires): Heavy Trucks (3+ axles):

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): AIRPLANE

L_{eq}:	56.5	SEL:	86.0	L_{max}:	70.1	L_{min}:	49.3	PK:	97.0
L(05):	59.0	L(10):	57.3	L(50):	54.4	L(90):	51.7	L(95):	50.9

Response: (Slow) Fast Peak Impulse

Form Updated: 11/26/2019

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A", and response time should typically be set to "slow." For additional information, please review the *Noise Measurement Protocols* in the case or on Jive.

Project Name: Highland Mixed Use **Job Number:** 21-10960

Date: 3/4/2021 **Operator Name:** Destiny Timms

#3 Measurement #1

Location: ST-2 (NE) corner **Begin time:** 11:13 **Finish time:** 11:28

Measurement No.: 010 **Wind (mph):** Calm **Direction:** SSE

Cloud Cover Class: Overcast (>80%) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.2 End: 94.2

Primary Noise Sources: I-210 **Distance:** 580 yd

Secondary Noise Sources: N/A

Notes:

Traffic Count: Passenger Cars:

N/A Medium Trucks (2 axles, 6 tires): Heavy Trucks (3+ axles):

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): Ambulance 11:21

L_{eq}:	47.2	SEL:	76.7	L_{max}:	60.6	L_{min}:	42.2	PK:	85.5
L(05):	50.5	L(10):	48.0	L(50):	45.8	L(90):	44.3	L(95):	44.0

Response: (Slow) Fast Peak Impulse

#4 Measurement #2

Location: NM-4 **Begin time:** 11:35 **Finish time:** 11:50

Measurement No.: 011 **Wind (mph):** Calm **Direction:** SSE

Cloud Cover Class: Overcast (>80%) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.2 End:

Primary Noise Sources: I-210 **Distance:** 120 Ft

Secondary Noise Sources:

Notes:

Traffic Count: Passenger Cars: 86

I-210 Ramp Medium Trucks (2 axles, 6 tires): 11 Heavy Trucks (3+ axles): 10

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

L_{eq}:	63.8	SEL:	93.3	L_{max}:	75.3	L_{min}:	52.6	PK:	94.8
L(05):	67.2	L(10):	65.8	L(50):	62.6	L(90):	59.4	L(95):	57.8

Response: (Slow) Fast Peak Impulse

Calibration: START 94.2 → END 93.5

Form Updated: 11/26/2019

NM1

Freq Weight : A
Time Weight : SLOW
Level Range : 40-100
Max dB : 71.8 - 2021/03/04 10:27:39
Level Range : 40-100
SEL : 90.2
Leq : 60.7

No.s	Date Time	(dB)
1	2021/03/04 10:16:00	64.7
2	2021/03/04 10:16:03	62.8
3	2021/03/04 10:16:06	60.0
4	2021/03/04 10:16:09	59.2
5	2021/03/04 10:16:12	58.5
6	2021/03/04 10:16:15	57.3
7	2021/03/04 10:16:18	59.3
8	2021/03/04 10:16:21	59.9
9	2021/03/04 10:16:24	59.5
10	2021/03/04 10:16:27	58.0
11	2021/03/04 10:16:30	59.4
12	2021/03/04 10:16:33	60.2
13	2021/03/04 10:16:36	60.2
14	2021/03/04 10:16:39	58.6
15	2021/03/04 10:16:42	55.4
16	2021/03/04 10:16:45	55.0
17	2021/03/04 10:16:48	56.3
18	2021/03/04 10:16:51	55.9
19	2021/03/04 10:16:54	56.8
20	2021/03/04 10:16:57	57.3
21	2021/03/04 10:17:00	55.5
22	2021/03/04 10:17:03	52.4
23	2021/03/04 10:17:06	52.6
24	2021/03/04 10:17:09	53.3
25	2021/03/04 10:17:12	55.8
26	2021/03/04 10:17:15	56.7
27	2021/03/04 10:17:18	58.4
28	2021/03/04 10:17:21	58.9
29	2021/03/04 10:17:24	61.0
30	2021/03/04 10:17:27	60.3
31	2021/03/04 10:17:30	60.4
32	2021/03/04 10:17:33	59.5
33	2021/03/04 10:17:36	58.8
34	2021/03/04 10:17:39	57.7
35	2021/03/04 10:17:42	54.8
36	2021/03/04 10:17:45	53.8
37	2021/03/04 10:17:48	55.3
38	2021/03/04 10:17:51	55.5
39	2021/03/04 10:17:54	58.1
40	2021/03/04 10:17:57	59.8
41	2021/03/04 10:18:00	66.0
42	2021/03/04 10:18:03	65.9
43	2021/03/04 10:18:06	66.6
44	2021/03/04 10:18:09	61.6
45	2021/03/04 10:18:12	60.0
46	2021/03/04 10:18:15	61.3
47	2021/03/04 10:18:18	57.7
48	2021/03/04 10:18:21	58.5
49	2021/03/04 10:18:24	60.1
50	2021/03/04 10:18:27	64.0
51	2021/03/04 10:18:30	64.4
52	2021/03/04 10:18:33	63.4
53	2021/03/04 10:18:36	62.8
54	2021/03/04 10:18:39	59.7
55	2021/03/04 10:18:42	59.0
56	2021/03/04 10:18:45	57.9
57	2021/03/04 10:18:48	57.9
58	2021/03/04 10:18:51	55.5
59	2021/03/04 10:18:54	59.0
60	2021/03/04 10:18:57	63.4
61	2021/03/04 10:19:00	63.9
62	2021/03/04 10:19:03	62.1
63	2021/03/04 10:19:06	59.8
64	2021/03/04 10:19:09	57.8
65	2021/03/04 10:19:12	56.1
66	2021/03/04 10:19:15	54.5
67	2021/03/04 10:19:18	55.7
68	2021/03/04 10:19:21	60.2
69	2021/03/04 10:19:24	58.2
70	2021/03/04 10:19:27	60.5
71	2021/03/04 10:19:30	58.5
72	2021/03/04 10:19:33	58.1
73	2021/03/04 10:19:36	56.6
74	2021/03/04 10:19:39	55.5
75	2021/03/04 10:19:42	55.7
76	2021/03/04 10:19:45	55.3
77	2021/03/04 10:19:48	55.5
78	2021/03/04 10:19:51	56.9
79	2021/03/04 10:19:54	57.1
80	2021/03/04 10:19:57	54.0
81	2021/03/04 10:20:00	54.7
82	2021/03/04 10:20:03	56.9
83	2021/03/04 10:20:06	57.2
84	2021/03/04 10:20:09	55.1

85	2021/03/04	10:20:12	55.5
86	2021/03/04	10:20:15	58.2
87	2021/03/04	10:20:18	59.8
88	2021/03/04	10:20:21	59.9
89	2021/03/04	10:20:24	61.0
90	2021/03/04	10:20:27	58.7
91	2021/03/04	10:20:30	58.3
92	2021/03/04	10:20:33	57.9
93	2021/03/04	10:20:36	57.7
94	2021/03/04	10:20:39	58.5
95	2021/03/04	10:20:42	59.2
96	2021/03/04	10:20:45	59.4
97	2021/03/04	10:20:48	58.8
98	2021/03/04	10:20:51	60.0
99	2021/03/04	10:20:54	60.2
100	2021/03/04	10:20:57	60.3
101	2021/03/04	10:21:00	59.5
102	2021/03/04	10:21:03	57.9
103	2021/03/04	10:21:06	60.1
104	2021/03/04	10:21:09	63.0
105	2021/03/04	10:21:12	60.2
106	2021/03/04	10:21:15	58.8
107	2021/03/04	10:21:18	58.5
108	2021/03/04	10:21:21	59.3
109	2021/03/04	10:21:24	58.4
110	2021/03/04	10:21:27	56.8
111	2021/03/04	10:21:30	59.8
112	2021/03/04	10:21:33	65.9
113	2021/03/04	10:21:36	67.8
114	2021/03/04	10:21:39	70.8
115	2021/03/04	10:21:42	64.9
116	2021/03/04	10:21:45	61.4
117	2021/03/04	10:21:48	61.0
118	2021/03/04	10:21:51	64.0
119	2021/03/04	10:21:54	63.1
120	2021/03/04	10:21:57	61.2
121	2021/03/04	10:22:00	60.5
122	2021/03/04	10:22:03	60.0
123	2021/03/04	10:22:06	60.2
124	2021/03/04	10:22:09	59.0
125	2021/03/04	10:22:12	62.5
126	2021/03/04	10:22:15	61.0
127	2021/03/04	10:22:18	60.1
128	2021/03/04	10:22:21	60.6
129	2021/03/04	10:22:24	58.1
130	2021/03/04	10:22:27	58.2
131	2021/03/04	10:22:30	59.7
132	2021/03/04	10:22:33	62.8
133	2021/03/04	10:22:36	60.9
134	2021/03/04	10:22:39	63.3
135	2021/03/04	10:22:42	63.2
136	2021/03/04	10:22:45	62.2
137	2021/03/04	10:22:48	60.0
138	2021/03/04	10:22:51	59.4
139	2021/03/04	10:22:54	57.9
140	2021/03/04	10:22:57	58.3
141	2021/03/04	10:23:00	59.5
142	2021/03/04	10:23:03	59.3
143	2021/03/04	10:23:06	60.3
144	2021/03/04	10:23:09	60.3
145	2021/03/04	10:23:12	58.1
146	2021/03/04	10:23:15	58.9
147	2021/03/04	10:23:18	58.4
148	2021/03/04	10:23:21	59.2
149	2021/03/04	10:23:24	61.1
150	2021/03/04	10:23:27	62.4
151	2021/03/04	10:23:30	60.2
152	2021/03/04	10:23:33	60.5
153	2021/03/04	10:23:36	60.5
154	2021/03/04	10:23:39	61.9
155	2021/03/04	10:23:42	61.0
156	2021/03/04	10:23:45	60.7
157	2021/03/04	10:23:48	60.3
158	2021/03/04	10:23:51	57.2
159	2021/03/04	10:23:54	55.3
160	2021/03/04	10:23:57	55.3
161	2021/03/04	10:24:00	57.0
162	2021/03/04	10:24:03	57.1
163	2021/03/04	10:24:06	56.8
164	2021/03/04	10:24:09	57.9
165	2021/03/04	10:24:12	59.3
166	2021/03/04	10:24:15	59.5
167	2021/03/04	10:24:18	61.8
168	2021/03/04	10:24:21	61.2
169	2021/03/04	10:24:24	62.3
170	2021/03/04	10:24:27	61.7
171	2021/03/04	10:24:30	60.9
172	2021/03/04	10:24:33	60.2
173	2021/03/04	10:24:36	59.8
174	2021/03/04	10:24:39	56.8
175	2021/03/04	10:24:42	58.3
176	2021/03/04	10:24:45	58.0
177	2021/03/04	10:24:48	58.6
178	2021/03/04	10:24:51	58.5
179	2021/03/04	10:24:54	56.7
180	2021/03/04	10:24:57	56.9
181	2021/03/04	10:25:00	56.7
182	2021/03/04	10:25:03	54.2

183	2021/03/04 10:25:06	52.8
184	2021/03/04 10:25:09	54.2
185	2021/03/04 10:25:12	55.2
186	2021/03/04 10:25:15	54.9
187	2021/03/04 10:25:18	54.4
188	2021/03/04 10:25:21	54.6
189	2021/03/04 10:25:24	55.7
190	2021/03/04 10:25:27	57.7
191	2021/03/04 10:25:30	60.4
192	2021/03/04 10:25:33	59.5
193	2021/03/04 10:25:36	58.6
194	2021/03/04 10:25:39	62.0
195	2021/03/04 10:25:42	60.4
196	2021/03/04 10:25:45	57.5
197	2021/03/04 10:25:48	57.4
198	2021/03/04 10:25:51	58.9
199	2021/03/04 10:25:54	60.4
200	2021/03/04 10:25:57	63.8
201	2021/03/04 10:26:00	64.8
202	2021/03/04 10:26:03	60.7
203	2021/03/04 10:26:06	62.6
204	2021/03/04 10:26:09	63.1
205	2021/03/04 10:26:12	63.2
206	2021/03/04 10:26:15	62.3
207	2021/03/04 10:26:18	60.5
208	2021/03/04 10:26:21	60.7
209	2021/03/04 10:26:24	60.1
210	2021/03/04 10:26:27	58.0
211	2021/03/04 10:26:30	57.0
212	2021/03/04 10:26:33	57.2
213	2021/03/04 10:26:36	56.7
214	2021/03/04 10:26:39	55.7
215	2021/03/04 10:26:42	56.7
216	2021/03/04 10:26:45	58.5
217	2021/03/04 10:26:48	62.1
218	2021/03/04 10:26:51	61.4
219	2021/03/04 10:26:54	59.0
220	2021/03/04 10:26:57	58.9
221	2021/03/04 10:27:00	60.2
222	2021/03/04 10:27:03	59.1
223	2021/03/04 10:27:06	57.0
224	2021/03/04 10:27:09	55.5
225	2021/03/04 10:27:12	54.1
226	2021/03/04 10:27:15	52.8
227	2021/03/04 10:27:18	55.5
228	2021/03/04 10:27:21	57.6
229	2021/03/04 10:27:24	56.7
230	2021/03/04 10:27:27	57.9
231	2021/03/04 10:27:30	60.8
232	2021/03/04 10:27:33	63.1
233	2021/03/04 10:27:36	71.8
234	2021/03/04 10:27:39	68.1
235	2021/03/04 10:27:42	63.6
236	2021/03/04 10:27:45	60.8
237	2021/03/04 10:27:48	59.2
238	2021/03/04 10:27:51	57.4
239	2021/03/04 10:27:54	57.0
240	2021/03/04 10:27:57	59.2
241	2021/03/04 10:28:00	59.4
242	2021/03/04 10:28:03	63.9
243	2021/03/04 10:28:06	62.1
244	2021/03/04 10:28:09	59.8
245	2021/03/04 10:28:12	58.3
246	2021/03/04 10:28:15	59.7
247	2021/03/04 10:28:18	58.3
248	2021/03/04 10:28:21	61.3
249	2021/03/04 10:28:24	63.3
250	2021/03/04 10:28:27	65.9
251	2021/03/04 10:28:30	65.4
252	2021/03/04 10:28:33	62.9
253	2021/03/04 10:28:36	60.6
254	2021/03/04 10:28:39	58.9
255	2021/03/04 10:28:42	58.2
256	2021/03/04 10:28:45	57.7
257	2021/03/04 10:28:48	57.2
258	2021/03/04 10:28:51	58.0
259	2021/03/04 10:28:54	57.9
260	2021/03/04 10:28:57	59.6
261	2021/03/04 10:29:00	59.4
262	2021/03/04 10:29:03	59.0
263	2021/03/04 10:29:06	61.6
264	2021/03/04 10:29:09	59.1
265	2021/03/04 10:29:12	58.9
266	2021/03/04 10:29:15	59.0
267	2021/03/04 10:29:18	60.9
268	2021/03/04 10:29:21	62.1
269	2021/03/04 10:29:24	62.3
270	2021/03/04 10:29:27	62.7
271	2021/03/04 10:29:30	60.9
272	2021/03/04 10:29:33	59.3
273	2021/03/04 10:29:36	61.3
274	2021/03/04 10:29:39	63.9
275	2021/03/04 10:29:42	64.3
276	2021/03/04 10:29:45	63.9
277	2021/03/04 10:29:48	59.6
278	2021/03/04 10:29:51	58.5
279	2021/03/04 10:29:54	63.9
280	2021/03/04 10:29:57	68.3

281	2021/03/04	10:30:00	65.7
282	2021/03/04	10:30:03	58.4
283	2021/03/04	10:30:06	55.9
284	2021/03/04	10:30:09	54.7
285	2021/03/04	10:30:12	54.4
286	2021/03/04	10:30:15	63.5
287	2021/03/04	10:30:18	69.3
288	2021/03/04	10:30:21	64.1
289	2021/03/04	10:30:24	61.2
290	2021/03/04	10:30:27	59.6
291	2021/03/04	10:30:30	60.1
292	2021/03/04	10:30:33	60.3
293	2021/03/04	10:30:36	57.9
294	2021/03/04	10:30:39	60.2
295	2021/03/04	10:30:42	57.4
296	2021/03/04	10:30:45	56.1
297	2021/03/04	10:30:48	54.1
298	2021/03/04	10:30:51	53.9
299	2021/03/04	10:30:54	55.5
300	2021/03/04	10:30:57	54.8

NM2

Freq Weight : A
Time Weight : SLOW
Level Range : 40-100
Max dB : 70.1 - 2021/03/04 10:42:50
Level Range : 40-100
SEL : 86.0
Leq : 56.5

No.s	Date Time	(dB)
1	2021/03/04 10:42:43	63.9
2	2021/03/04 10:42:46	64.7
3	2021/03/04 10:42:49	68.9
4	2021/03/04 10:42:52	68.9
5	2021/03/04 10:42:55	68.2
6	2021/03/04 10:42:58	69.3
7	2021/03/04 10:43:01	66.0
8	2021/03/04 10:43:04	60.6
9	2021/03/04 10:43:07	57.3
10	2021/03/04 10:43:10	55.0
11	2021/03/04 10:43:13	52.8
12	2021/03/04 10:43:16	52.2
13	2021/03/04 10:43:19	52.3
14	2021/03/04 10:43:22	51.8
15	2021/03/04 10:43:25	52.0
16	2021/03/04 10:43:28	52.5
17	2021/03/04 10:43:31	53.4
18	2021/03/04 10:43:34	53.9
19	2021/03/04 10:43:37	53.6
20	2021/03/04 10:43:40	54.3
21	2021/03/04 10:43:43	53.3
22	2021/03/04 10:43:46	51.9
23	2021/03/04 10:43:49	51.1
24	2021/03/04 10:43:52	51.8
25	2021/03/04 10:43:55	49.6
26	2021/03/04 10:43:58	50.6
27	2021/03/04 10:44:01	50.4
28	2021/03/04 10:44:04	51.2
29	2021/03/04 10:44:07	51.5
30	2021/03/04 10:44:10	51.7
31	2021/03/04 10:44:13	52.2
32	2021/03/04 10:44:16	52.7
33	2021/03/04 10:44:19	54.9
34	2021/03/04 10:44:22	55.3
35	2021/03/04 10:44:25	52.9
36	2021/03/04 10:44:28	54.1
37	2021/03/04 10:44:31	53.6
38	2021/03/04 10:44:34	52.6
39	2021/03/04 10:44:37	52.8
40	2021/03/04 10:44:40	54.4
41	2021/03/04 10:44:43	55.0
42	2021/03/04 10:44:46	53.9
43	2021/03/04 10:44:49	54.6
44	2021/03/04 10:44:52	55.3
45	2021/03/04 10:44:55	54.2
46	2021/03/04 10:44:58	53.3
47	2021/03/04 10:45:01	53.0
48	2021/03/04 10:45:04	56.3
49	2021/03/04 10:45:07	57.7
50	2021/03/04 10:45:10	55.5
51	2021/03/04 10:45:13	53.4
52	2021/03/04 10:45:16	54.7
53	2021/03/04 10:45:19	57.6
54	2021/03/04 10:45:22	54.6
55	2021/03/04 10:45:25	52.9
56	2021/03/04 10:45:28	53.4
57	2021/03/04 10:45:31	54.8
58	2021/03/04 10:45:34	55.6
59	2021/03/04 10:45:37	55.2
60	2021/03/04 10:45:40	54.2
61	2021/03/04 10:45:43	54.3
62	2021/03/04 10:45:46	53.7
63	2021/03/04 10:45:49	53.2
64	2021/03/04 10:45:52	54.1
65	2021/03/04 10:45:55	56.1
66	2021/03/04 10:45:58	55.3
67	2021/03/04 10:46:01	55.5
68	2021/03/04 10:46:04	53.7
69	2021/03/04 10:46:07	53.9
70	2021/03/04 10:46:10	52.3
71	2021/03/04 10:46:13	52.3
72	2021/03/04 10:46:16	52.6
73	2021/03/04 10:46:19	54.3
74	2021/03/04 10:46:22	55.1
75	2021/03/04 10:46:25	53.7
76	2021/03/04 10:46:28	53.1
77	2021/03/04 10:46:31	53.1
78	2021/03/04 10:46:34	53.3
79	2021/03/04 10:46:37	54.8
80	2021/03/04 10:46:40	55.2
81	2021/03/04 10:46:43	54.1
82	2021/03/04 10:46:46	52.9
83	2021/03/04 10:46:49	52.8
84	2021/03/04 10:46:52	53.1

85	2021/03/04 10:46:55	53.1
86	2021/03/04 10:46:58	52.6
87	2021/03/04 10:47:01	52.1
88	2021/03/04 10:47:04	53.1
89	2021/03/04 10:47:07	53.9
90	2021/03/04 10:47:10	53.3
91	2021/03/04 10:47:13	52.4
92	2021/03/04 10:47:16	52.4
93	2021/03/04 10:47:19	53.5
94	2021/03/04 10:47:22	51.5
95	2021/03/04 10:47:25	55.5
96	2021/03/04 10:47:28	56.4
97	2021/03/04 10:47:31	56.7
98	2021/03/04 10:47:34	53.2
99	2021/03/04 10:47:37	50.5
100	2021/03/04 10:47:40	49.9
101	2021/03/04 10:47:43	49.7
102	2021/03/04 10:47:46	51.4
103	2021/03/04 10:47:49	50.7
104	2021/03/04 10:47:52	50.9
105	2021/03/04 10:47:55	51.1
106	2021/03/04 10:47:58	50.8
107	2021/03/04 10:48:01	51.0
108	2021/03/04 10:48:04	50.9
109	2021/03/04 10:48:07	51.1
110	2021/03/04 10:48:10	52.7
111	2021/03/04 10:48:13	54.0
112	2021/03/04 10:48:16	53.6
113	2021/03/04 10:48:19	53.1
114	2021/03/04 10:48:22	52.6
115	2021/03/04 10:48:25	51.2
116	2021/03/04 10:48:28	50.6
117	2021/03/04 10:48:31	51.2
118	2021/03/04 10:48:34	52.6
119	2021/03/04 10:48:37	52.6
120	2021/03/04 10:48:40	52.7
121	2021/03/04 10:48:43	52.8
122	2021/03/04 10:48:46	54.9
123	2021/03/04 10:48:49	55.6
124	2021/03/04 10:48:52	54.6
125	2021/03/04 10:48:55	54.8
126	2021/03/04 10:48:58	54.3
127	2021/03/04 10:49:01	54.6
128	2021/03/04 10:49:04	57.5
129	2021/03/04 10:49:07	54.5
130	2021/03/04 10:49:10	57.1
131	2021/03/04 10:49:13	58.2
132	2021/03/04 10:49:16	57.2
133	2021/03/04 10:49:19	56.7
134	2021/03/04 10:49:22	55.1
135	2021/03/04 10:49:25	53.7
136	2021/03/04 10:49:28	55.0
137	2021/03/04 10:49:31	55.2
138	2021/03/04 10:49:34	55.6
139	2021/03/04 10:49:37	55.7
140	2021/03/04 10:49:40	56.6
141	2021/03/04 10:49:43	55.7
142	2021/03/04 10:49:46	54.7
143	2021/03/04 10:49:49	55.1
144	2021/03/04 10:49:52	54.2
145	2021/03/04 10:49:55	53.6
146	2021/03/04 10:49:58	53.2
147	2021/03/04 10:50:01	52.6
148	2021/03/04 10:50:04	52.8
149	2021/03/04 10:50:07	52.6
150	2021/03/04 10:50:10	53.5
151	2021/03/04 10:50:13	53.2
152	2021/03/04 10:50:16	54.2
153	2021/03/04 10:50:19	54.8
154	2021/03/04 10:50:22	54.0
155	2021/03/04 10:50:25	52.5
156	2021/03/04 10:50:28	52.5
157	2021/03/04 10:50:31	52.4
158	2021/03/04 10:50:34	53.4
159	2021/03/04 10:50:37	53.0
160	2021/03/04 10:50:40	52.2
161	2021/03/04 10:50:43	52.8
162	2021/03/04 10:50:46	55.0
163	2021/03/04 10:50:49	55.5
164	2021/03/04 10:50:52	57.2
165	2021/03/04 10:50:55	56.1
166	2021/03/04 10:50:58	56.6
167	2021/03/04 10:51:01	56.0
168	2021/03/04 10:51:04	55.6
169	2021/03/04 10:51:07	55.1
170	2021/03/04 10:51:10	54.4
171	2021/03/04 10:51:13	53.3
172	2021/03/04 10:51:16	52.9
173	2021/03/04 10:51:19	53.8
174	2021/03/04 10:51:22	54.1
175	2021/03/04 10:51:25	55.3
176	2021/03/04 10:51:28	54.3
177	2021/03/04 10:51:31	53.5
178	2021/03/04 10:51:34	54.0
179	2021/03/04 10:51:37	53.6
180	2021/03/04 10:51:40	53.5
181	2021/03/04 10:51:43	52.8
182	2021/03/04 10:51:46	52.2

183	2021/03/04 10:51:49	52.1
184	2021/03/04 10:51:52	53.1
185	2021/03/04 10:51:55	53.4
186	2021/03/04 10:51:58	54.6
187	2021/03/04 10:52:01	55.9
188	2021/03/04 10:52:04	55.4
189	2021/03/04 10:52:07	55.3
190	2021/03/04 10:52:10	56.5
191	2021/03/04 10:52:13	55.8
192	2021/03/04 10:52:16	55.4
193	2021/03/04 10:52:19	55.3
194	2021/03/04 10:52:22	54.3
195	2021/03/04 10:52:25	56.3
196	2021/03/04 10:52:28	57.1
197	2021/03/04 10:52:31	55.0
198	2021/03/04 10:52:34	55.0
199	2021/03/04 10:52:37	53.9
200	2021/03/04 10:52:40	54.2
201	2021/03/04 10:52:43	60.0
202	2021/03/04 10:52:46	59.0
203	2021/03/04 10:52:49	57.6
204	2021/03/04 10:52:52	59.1
205	2021/03/04 10:52:55	58.7
206	2021/03/04 10:52:58	60.3
207	2021/03/04 10:53:01	56.0
208	2021/03/04 10:53:04	55.9
209	2021/03/04 10:53:07	55.4
210	2021/03/04 10:53:10	54.9
211	2021/03/04 10:53:13	56.3
212	2021/03/04 10:53:16	58.6
213	2021/03/04 10:53:19	56.8
214	2021/03/04 10:53:22	57.4
215	2021/03/04 10:53:25	56.5
216	2021/03/04 10:53:28	55.7
217	2021/03/04 10:53:31	55.1
218	2021/03/04 10:53:34	54.6
219	2021/03/04 10:53:37	54.9
220	2021/03/04 10:53:40	55.0
221	2021/03/04 10:53:43	55.6
222	2021/03/04 10:53:46	55.2
223	2021/03/04 10:53:49	54.5
224	2021/03/04 10:53:52	54.0
225	2021/03/04 10:53:55	53.6
226	2021/03/04 10:53:58	55.8
227	2021/03/04 10:54:01	56.5
228	2021/03/04 10:54:04	56.9
229	2021/03/04 10:54:07	56.7
230	2021/03/04 10:54:10	56.4
231	2021/03/04 10:54:13	55.9
232	2021/03/04 10:54:16	54.9
233	2021/03/04 10:54:19	53.8
234	2021/03/04 10:54:22	53.6
235	2021/03/04 10:54:25	53.3
236	2021/03/04 10:54:28	54.2
237	2021/03/04 10:54:31	53.7
238	2021/03/04 10:54:34	53.7
239	2021/03/04 10:54:37	54.3
240	2021/03/04 10:54:40	56.7
241	2021/03/04 10:54:43	56.2
242	2021/03/04 10:54:46	57.5
243	2021/03/04 10:54:49	57.1
244	2021/03/04 10:54:52	54.8
245	2021/03/04 10:54:55	55.9
246	2021/03/04 10:54:58	55.9
247	2021/03/04 10:55:01	55.6
248	2021/03/04 10:55:04	54.2
249	2021/03/04 10:55:07	58.5
250	2021/03/04 10:55:10	60.7
251	2021/03/04 10:55:13	57.3
252	2021/03/04 10:55:16	56.2
253	2021/03/04 10:55:19	55.3
254	2021/03/04 10:55:22	54.1
255	2021/03/04 10:55:25	53.6
256	2021/03/04 10:55:28	54.2
257	2021/03/04 10:55:31	55.9
258	2021/03/04 10:55:34	58.4
259	2021/03/04 10:55:37	58.1
260	2021/03/04 10:55:40	60.0
261	2021/03/04 10:55:43	61.7
262	2021/03/04 10:55:46	63.2
263	2021/03/04 10:55:49	63.7
264	2021/03/04 10:55:52	62.6
265	2021/03/04 10:55:55	60.1
266	2021/03/04 10:55:58	56.7
267	2021/03/04 10:56:01	56.4
268	2021/03/04 10:56:04	57.1
269	2021/03/04 10:56:07	56.3
270	2021/03/04 10:56:10	55.9
271	2021/03/04 10:56:13	55.2
272	2021/03/04 10:56:16	55.2
273	2021/03/04 10:56:19	55.7
274	2021/03/04 10:56:22	55.9
275	2021/03/04 10:56:25	55.7
276	2021/03/04 10:56:28	56.1
277	2021/03/04 10:56:31	56.2
278	2021/03/04 10:56:34	57.1
279	2021/03/04 10:56:37	57.1
280	2021/03/04 10:56:40	55.6

281	2021/03/04	10:56:43	54.8
282	2021/03/04	10:56:46	54.8
283	2021/03/04	10:56:49	54.1
284	2021/03/04	10:56:52	53.3
285	2021/03/04	10:56:55	54.2
286	2021/03/04	10:56:58	53.8
287	2021/03/04	10:57:01	51.8
288	2021/03/04	10:57:04	50.9
289	2021/03/04	10:57:07	52.2
290	2021/03/04	10:57:10	52.2
291	2021/03/04	10:57:13	52.3
292	2021/03/04	10:57:16	51.2
293	2021/03/04	10:57:19	50.9
294	2021/03/04	10:57:22	51.1
295	2021/03/04	10:57:25	51.9
296	2021/03/04	10:57:28	50.9
297	2021/03/04	10:57:31	51.9
298	2021/03/04	10:57:34	55.0
299	2021/03/04	10:57:37	58.0
300	2021/03/04	10:57:40	56.1

NM3

Freq Weight : A
Time Weight : SLOW
Level Range : 40-100
Max dB : 60.6 - 2021/03/04 11:09:18
Level Range : 40-100
SEL : 76.7
Leq : 47.2

No.s	Date Time	(dB)
1	2021/03/04 11:09:05	50.6
2	2021/03/04 11:09:08	55.4
3	2021/03/04 11:09:11	55.5
4	2021/03/04 11:09:14	50.8
5	2021/03/04 11:09:17	54.8
6	2021/03/04 11:09:20	53.0
7	2021/03/04 11:09:23	56.1
8	2021/03/04 11:09:26	49.1
9	2021/03/04 11:09:29	47.2
10	2021/03/04 11:09:32	44.5
11	2021/03/04 11:09:35	44.2
12	2021/03/04 11:09:38	44.2
13	2021/03/04 11:09:41	45.8
14	2021/03/04 11:09:44	45.1
15	2021/03/04 11:09:47	46.1
16	2021/03/04 11:09:50	46.5
17	2021/03/04 11:09:53	45.8
18	2021/03/04 11:09:56	44.0
19	2021/03/04 11:09:59	45.0
20	2021/03/04 11:10:02	45.6
21	2021/03/04 11:10:05	46.9
22	2021/03/04 11:10:08	46.9
23	2021/03/04 11:10:11	46.8
24	2021/03/04 11:10:14	47.4
25	2021/03/04 11:10:17	45.3
26	2021/03/04 11:10:20	45.5
27	2021/03/04 11:10:23	45.2
28	2021/03/04 11:10:26	44.9
29	2021/03/04 11:10:29	44.5
30	2021/03/04 11:10:32	45.4
31	2021/03/04 11:10:35	46.9
32	2021/03/04 11:10:38	46.8
33	2021/03/04 11:10:41	46.5
34	2021/03/04 11:10:44	46.8
35	2021/03/04 11:10:47	50.5
36	2021/03/04 11:10:50	49.6
37	2021/03/04 11:10:53	47.5
38	2021/03/04 11:10:56	46.8
39	2021/03/04 11:10:59	46.2
40	2021/03/04 11:11:02	46.3
41	2021/03/04 11:11:05	46.2
42	2021/03/04 11:11:08	45.7
43	2021/03/04 11:11:11	45.5
44	2021/03/04 11:11:14	46.0
45	2021/03/04 11:11:17	46.7
46	2021/03/04 11:11:20	45.4
47	2021/03/04 11:11:23	45.1
48	2021/03/04 11:11:26	45.4
49	2021/03/04 11:11:29	45.6
50	2021/03/04 11:11:32	45.5
51	2021/03/04 11:11:35	45.0
52	2021/03/04 11:11:38	45.6
53	2021/03/04 11:11:41	44.8
54	2021/03/04 11:11:44	45.0
55	2021/03/04 11:11:47	45.3
56	2021/03/04 11:11:50	44.8
57	2021/03/04 11:11:53	44.6
58	2021/03/04 11:11:56	44.2
59	2021/03/04 11:11:59	44.0
60	2021/03/04 11:12:02	45.9
61	2021/03/04 11:12:05	45.0
62	2021/03/04 11:12:08	44.9
63	2021/03/04 11:12:11	44.7
64	2021/03/04 11:12:14	46.6
65	2021/03/04 11:12:17	46.8
66	2021/03/04 11:12:20	45.8
67	2021/03/04 11:12:23	46.4
68	2021/03/04 11:12:26	46.1
69	2021/03/04 11:12:29	46.6
70	2021/03/04 11:12:32	45.2
71	2021/03/04 11:12:35	45.6
72	2021/03/04 11:12:38	45.6
73	2021/03/04 11:12:41	44.9
74	2021/03/04 11:12:44	44.3
75	2021/03/04 11:12:47	43.9
76	2021/03/04 11:12:50	44.6
77	2021/03/04 11:12:53	44.3
78	2021/03/04 11:12:56	45.9
79	2021/03/04 11:12:59	45.1
80	2021/03/04 11:13:02	45.0
81	2021/03/04 11:13:05	45.4
82	2021/03/04 11:13:08	44.3
83	2021/03/04 11:13:11	44.5
84	2021/03/04 11:13:14	44.3

85	2021/03/04	11:13:17	43.9
86	2021/03/04	11:13:20	43.8
87	2021/03/04	11:13:23	44.2
88	2021/03/04	11:13:26	43.8
89	2021/03/04	11:13:29	44.7
90	2021/03/04	11:13:32	44.7
91	2021/03/04	11:13:35	45.5
92	2021/03/04	11:13:38	46.6
93	2021/03/04	11:13:41	47.1
94	2021/03/04	11:13:44	46.7
95	2021/03/04	11:13:47	47.0
96	2021/03/04	11:13:50	46.9
97	2021/03/04	11:13:53	46.9
98	2021/03/04	11:13:56	46.8
99	2021/03/04	11:13:59	47.3
100	2021/03/04	11:14:02	46.6
101	2021/03/04	11:14:05	47.7
102	2021/03/04	11:14:08	47.8
103	2021/03/04	11:14:11	46.1
104	2021/03/04	11:14:14	47.0
105	2021/03/04	11:14:17	47.4
106	2021/03/04	11:14:20	45.9
107	2021/03/04	11:14:23	46.1
108	2021/03/04	11:14:26	45.3
109	2021/03/04	11:14:29	44.3
110	2021/03/04	11:14:32	45.0
111	2021/03/04	11:14:35	45.3
112	2021/03/04	11:14:38	45.8
113	2021/03/04	11:14:41	46.3
114	2021/03/04	11:14:44	45.4
115	2021/03/04	11:14:47	45.8
116	2021/03/04	11:14:50	45.6
117	2021/03/04	11:14:53	45.5
118	2021/03/04	11:14:56	45.5
119	2021/03/04	11:14:59	44.8
120	2021/03/04	11:15:02	44.6
121	2021/03/04	11:15:05	44.4
122	2021/03/04	11:15:08	44.8
123	2021/03/04	11:15:11	45.1
124	2021/03/04	11:15:14	45.7
125	2021/03/04	11:15:17	46.1
126	2021/03/04	11:15:20	46.9
127	2021/03/04	11:15:23	46.0
128	2021/03/04	11:15:26	46.1
129	2021/03/04	11:15:29	45.8
130	2021/03/04	11:15:32	45.5
131	2021/03/04	11:15:35	45.5
132	2021/03/04	11:15:38	45.2
133	2021/03/04	11:15:41	45.3
134	2021/03/04	11:15:44	45.1
135	2021/03/04	11:15:47	45.3
136	2021/03/04	11:15:50	45.2
137	2021/03/04	11:15:53	46.3
138	2021/03/04	11:15:56	46.3
139	2021/03/04	11:15:59	46.1
140	2021/03/04	11:16:02	45.5
141	2021/03/04	11:16:05	45.0
142	2021/03/04	11:16:08	44.2
143	2021/03/04	11:16:11	44.4
144	2021/03/04	11:16:14	44.4
145	2021/03/04	11:16:17	45.7
146	2021/03/04	11:16:20	47.8
147	2021/03/04	11:16:23	47.2
148	2021/03/04	11:16:26	44.6
149	2021/03/04	11:16:29	44.0
150	2021/03/04	11:16:32	44.8
151	2021/03/04	11:16:35	44.8
152	2021/03/04	11:16:38	44.5
153	2021/03/04	11:16:41	47.3
154	2021/03/04	11:16:44	47.8
155	2021/03/04	11:16:47	48.1
156	2021/03/04	11:16:50	47.6
157	2021/03/04	11:16:53	55.4
158	2021/03/04	11:16:56	52.4
159	2021/03/04	11:16:59	57.8
160	2021/03/04	11:17:02	56.7
161	2021/03/04	11:17:05	51.4
162	2021/03/04	11:17:08	50.4
163	2021/03/04	11:17:11	50.3
164	2021/03/04	11:17:14	51.2
165	2021/03/04	11:17:17	53.2
166	2021/03/04	11:17:20	51.3
167	2021/03/04	11:17:23	49.6
168	2021/03/04	11:17:26	47.4
169	2021/03/04	11:17:29	46.8
170	2021/03/04	11:17:32	48.5
171	2021/03/04	11:17:35	45.7
172	2021/03/04	11:17:38	45.7
173	2021/03/04	11:17:41	45.2
174	2021/03/04	11:17:44	44.8
175	2021/03/04	11:17:47	45.3
176	2021/03/04	11:17:50	46.9
177	2021/03/04	11:17:53	48.6
178	2021/03/04	11:17:56	49.5
179	2021/03/04	11:17:59	47.9
180	2021/03/04	11:18:02	46.6
181	2021/03/04	11:18:05	46.5
182	2021/03/04	11:18:08	46.9

183	2021/03/04	11:18:11	46.3
184	2021/03/04	11:18:14	46.4
185	2021/03/04	11:18:17	45.0
186	2021/03/04	11:18:20	45.9
187	2021/03/04	11:18:23	47.6
188	2021/03/04	11:18:26	45.6
189	2021/03/04	11:18:29	44.7
190	2021/03/04	11:18:32	45.1
191	2021/03/04	11:18:35	44.6
192	2021/03/04	11:18:38	44.1
193	2021/03/04	11:18:41	44.6
194	2021/03/04	11:18:44	45.7
195	2021/03/04	11:18:47	49.7
196	2021/03/04	11:18:50	43.7
197	2021/03/04	11:18:53	44.2
198	2021/03/04	11:18:56	44.8
199	2021/03/04	11:18:59	46.6
200	2021/03/04	11:19:02	45.4
201	2021/03/04	11:19:05	43.6
202	2021/03/04	11:19:08	46.5
203	2021/03/04	11:19:11	48.4
204	2021/03/04	11:19:14	46.2
205	2021/03/04	11:19:17	44.9
206	2021/03/04	11:19:20	44.2
207	2021/03/04	11:19:23	43.9
208	2021/03/04	11:19:26	43.2
209	2021/03/04	11:19:29	42.5
210	2021/03/04	11:19:32	43.6
211	2021/03/04	11:19:35	43.8
212	2021/03/04	11:19:38	43.2
213	2021/03/04	11:19:41	45.7
214	2021/03/04	11:19:44	46.2
215	2021/03/04	11:19:47	46.1
216	2021/03/04	11:19:50	47.1
217	2021/03/04	11:19:53	47.9
218	2021/03/04	11:19:56	47.5
219	2021/03/04	11:19:59	47.7
220	2021/03/04	11:20:02	46.6
221	2021/03/04	11:20:05	45.7
222	2021/03/04	11:20:08	45.9
223	2021/03/04	11:20:11	47.4
224	2021/03/04	11:20:14	47.3
225	2021/03/04	11:20:17	47.8
226	2021/03/04	11:20:20	46.6
227	2021/03/04	11:20:23	46.4
228	2021/03/04	11:20:26	45.9
229	2021/03/04	11:20:29	46.6
230	2021/03/04	11:20:32	46.9
231	2021/03/04	11:20:35	46.3
232	2021/03/04	11:20:38	46.5
233	2021/03/04	11:20:41	46.0
234	2021/03/04	11:20:44	45.9
235	2021/03/04	11:20:47	45.6
236	2021/03/04	11:20:50	46.8
237	2021/03/04	11:20:53	45.7
238	2021/03/04	11:20:56	46.5
239	2021/03/04	11:20:59	45.4
240	2021/03/04	11:21:02	44.5
241	2021/03/04	11:21:05	44.7
242	2021/03/04	11:21:08	46.0
243	2021/03/04	11:21:11	45.7
244	2021/03/04	11:21:14	44.9
245	2021/03/04	11:21:17	44.9
246	2021/03/04	11:21:20	45.1
247	2021/03/04	11:21:23	45.5
248	2021/03/04	11:21:26	46.9
249	2021/03/04	11:21:29	47.4
250	2021/03/04	11:21:32	46.3
251	2021/03/04	11:21:35	46.6
252	2021/03/04	11:21:38	46.2
253	2021/03/04	11:21:41	45.8
254	2021/03/04	11:21:44	46.4
255	2021/03/04	11:21:47	45.3
256	2021/03/04	11:21:50	45.4
257	2021/03/04	11:21:53	44.9
258	2021/03/04	11:21:56	45.4
259	2021/03/04	11:21:59	45.6
260	2021/03/04	11:22:02	47.2
261	2021/03/04	11:22:05	46.5
262	2021/03/04	11:22:08	46.1
263	2021/03/04	11:22:11	45.3
264	2021/03/04	11:22:14	45.4
265	2021/03/04	11:22:17	45.2
266	2021/03/04	11:22:20	45.8
267	2021/03/04	11:22:23	45.9
268	2021/03/04	11:22:26	45.5
269	2021/03/04	11:22:29	46.1
270	2021/03/04	11:22:32	46.2
271	2021/03/04	11:22:35	47.5
272	2021/03/04	11:22:38	46.4
273	2021/03/04	11:22:41	46.7
274	2021/03/04	11:22:44	48.3
275	2021/03/04	11:22:47	47.0
276	2021/03/04	11:22:50	47.1
277	2021/03/04	11:22:53	48.8
278	2021/03/04	11:22:56	48.1
279	2021/03/04	11:22:59	46.3
280	2021/03/04	11:23:02	47.9

281	2021/03/04	11:23:05	48.0
282	2021/03/04	11:23:08	46.7
283	2021/03/04	11:23:11	46.7
284	2021/03/04	11:23:14	47.7
285	2021/03/04	11:23:17	48.1
286	2021/03/04	11:23:20	46.7
287	2021/03/04	11:23:23	46.2
288	2021/03/04	11:23:26	45.4
289	2021/03/04	11:23:29	45.5
290	2021/03/04	11:23:32	45.6
291	2021/03/04	11:23:35	45.9
292	2021/03/04	11:23:38	45.3
293	2021/03/04	11:23:41	45.2
294	2021/03/04	11:23:44	44.5
295	2021/03/04	11:23:47	43.9
296	2021/03/04	11:23:50	43.7
297	2021/03/04	11:23:53	45.2
298	2021/03/04	11:23:56	45.7
299	2021/03/04	11:23:59	46.9
300	2021/03/04	11:24:02	48.2

NM4

Freq Weight : A
Time Weight : SLOW
Level Range : 40-100
Max dB : 75.3 - 2021/03/04 11:32:28
Level Range : 40-100
SEL : 93.3
Leq : 63.8

No.s	Date Time	(dB)
1	2021/03/04 11:30:54	59.9
2	2021/03/04 11:30:57	59.6
3	2021/03/04 11:31:00	61.3
4	2021/03/04 11:31:03	62.7
5	2021/03/04 11:31:06	65.0
6	2021/03/04 11:31:09	64.6
7	2021/03/04 11:31:12	62.8
8	2021/03/04 11:31:15	61.6
9	2021/03/04 11:31:18	62.0
10	2021/03/04 11:31:21	59.9
11	2021/03/04 11:31:24	57.8
12	2021/03/04 11:31:27	60.0
13	2021/03/04 11:31:30	60.1
14	2021/03/04 11:31:33	66.5
15	2021/03/04 11:31:36	64.9
16	2021/03/04 11:31:39	68.9
17	2021/03/04 11:31:42	67.7
18	2021/03/04 11:31:45	65.6
19	2021/03/04 11:31:48	64.8
20	2021/03/04 11:31:51	61.4
21	2021/03/04 11:31:54	63.4
22	2021/03/04 11:31:57	63.8
23	2021/03/04 11:32:00	62.1
24	2021/03/04 11:32:03	59.5
25	2021/03/04 11:32:06	60.8
26	2021/03/04 11:32:09	63.1
27	2021/03/04 11:32:12	62.4
28	2021/03/04 11:32:15	62.2
29	2021/03/04 11:32:18	66.4
30	2021/03/04 11:32:21	68.8
31	2021/03/04 11:32:24	71.8
32	2021/03/04 11:32:27	73.8
33	2021/03/04 11:32:30	70.5
34	2021/03/04 11:32:33	69.8
35	2021/03/04 11:32:36	63.9
36	2021/03/04 11:32:39	63.5
37	2021/03/04 11:32:42	62.0
38	2021/03/04 11:32:45	62.1
39	2021/03/04 11:32:48	62.5
40	2021/03/04 11:32:51	62.1
41	2021/03/04 11:32:54	62.0
42	2021/03/04 11:32:57	62.1
43	2021/03/04 11:33:00	62.8
44	2021/03/04 11:33:03	62.7
45	2021/03/04 11:33:06	61.3
46	2021/03/04 11:33:09	61.4
47	2021/03/04 11:33:12	62.3
48	2021/03/04 11:33:15	62.8
49	2021/03/04 11:33:18	62.5
50	2021/03/04 11:33:21	62.5
51	2021/03/04 11:33:24	63.2
52	2021/03/04 11:33:27	63.4
53	2021/03/04 11:33:30	64.8
54	2021/03/04 11:33:33	65.0
55	2021/03/04 11:33:36	66.1
56	2021/03/04 11:33:39	65.6
57	2021/03/04 11:33:42	64.5
58	2021/03/04 11:33:45	64.1
59	2021/03/04 11:33:48	63.7
60	2021/03/04 11:33:51	62.7
61	2021/03/04 11:33:54	62.9
62	2021/03/04 11:33:57	64.5
63	2021/03/04 11:34:00	63.8
64	2021/03/04 11:34:03	62.9
65	2021/03/04 11:34:06	62.3
66	2021/03/04 11:34:09	59.9
67	2021/03/04 11:34:12	59.6
68	2021/03/04 11:34:15	60.2
69	2021/03/04 11:34:18	61.7
70	2021/03/04 11:34:21	63.2
71	2021/03/04 11:34:24	64.2
72	2021/03/04 11:34:27	66.1
73	2021/03/04 11:34:30	64.4
74	2021/03/04 11:34:33	65.3
75	2021/03/04 11:34:36	63.6
76	2021/03/04 11:34:39	63.2
77	2021/03/04 11:34:42	66.6
78	2021/03/04 11:34:45	67.9
79	2021/03/04 11:34:48	65.2
80	2021/03/04 11:34:51	65.7
81	2021/03/04 11:34:54	65.1
82	2021/03/04 11:34:57	64.2
83	2021/03/04 11:35:00	64.7
84	2021/03/04 11:35:03	63.8

85	2021/03/04	11:35:06	65.5
86	2021/03/04	11:35:09	63.9
87	2021/03/04	11:35:12	63.0
88	2021/03/04	11:35:15	64.3
89	2021/03/04	11:35:18	65.4
90	2021/03/04	11:35:21	65.7
91	2021/03/04	11:35:24	64.9
92	2021/03/04	11:35:27	64.9
93	2021/03/04	11:35:30	62.6
94	2021/03/04	11:35:33	63.0
95	2021/03/04	11:35:36	62.6
96	2021/03/04	11:35:39	63.5
97	2021/03/04	11:35:42	66.6
98	2021/03/04	11:35:45	68.1
99	2021/03/04	11:35:48	68.5
100	2021/03/04	11:35:51	69.7
101	2021/03/04	11:35:54	67.3
102	2021/03/04	11:35:57	67.7
103	2021/03/04	11:36:00	68.2
104	2021/03/04	11:36:03	67.5
105	2021/03/04	11:36:06	64.8
106	2021/03/04	11:36:09	63.9
107	2021/03/04	11:36:12	62.7
108	2021/03/04	11:36:15	62.9
109	2021/03/04	11:36:18	61.4
110	2021/03/04	11:36:21	61.8
111	2021/03/04	11:36:24	60.7
112	2021/03/04	11:36:27	59.4
113	2021/03/04	11:36:30	59.6
114	2021/03/04	11:36:33	60.3
115	2021/03/04	11:36:36	61.1
116	2021/03/04	11:36:39	61.3
117	2021/03/04	11:36:42	60.1
118	2021/03/04	11:36:45	58.3
119	2021/03/04	11:36:48	61.7
120	2021/03/04	11:36:51	60.3
121	2021/03/04	11:36:54	59.0
122	2021/03/04	11:36:57	59.9
123	2021/03/04	11:37:00	59.5
124	2021/03/04	11:37:03	60.6
125	2021/03/04	11:37:06	61.2
126	2021/03/04	11:37:09	60.1
127	2021/03/04	11:37:12	59.8
128	2021/03/04	11:37:15	64.0
129	2021/03/04	11:37:18	62.7
130	2021/03/04	11:37:21	59.7
131	2021/03/04	11:37:24	61.1
132	2021/03/04	11:37:27	61.5
133	2021/03/04	11:37:30	60.3
134	2021/03/04	11:37:33	59.8
135	2021/03/04	11:37:36	59.4
136	2021/03/04	11:37:39	64.0
137	2021/03/04	11:37:42	64.2
138	2021/03/04	11:37:45	69.7
139	2021/03/04	11:37:48	67.6
140	2021/03/04	11:37:51	66.2
141	2021/03/04	11:37:54	65.2
142	2021/03/04	11:37:57	63.0
143	2021/03/04	11:38:00	62.7
144	2021/03/04	11:38:03	63.4
145	2021/03/04	11:38:06	65.1
146	2021/03/04	11:38:09	63.4
147	2021/03/04	11:38:12	62.3
148	2021/03/04	11:38:15	61.5
149	2021/03/04	11:38:18	62.3
150	2021/03/04	11:38:21	61.3
151	2021/03/04	11:38:24	60.0
152	2021/03/04	11:38:27	61.1
153	2021/03/04	11:38:30	63.7
154	2021/03/04	11:38:33	62.3
155	2021/03/04	11:38:36	61.0
156	2021/03/04	11:38:39	61.5
157	2021/03/04	11:38:42	60.5
158	2021/03/04	11:38:45	59.4
159	2021/03/04	11:38:48	59.7
160	2021/03/04	11:38:51	61.8
161	2021/03/04	11:38:54	62.0
162	2021/03/04	11:38:57	60.8
163	2021/03/04	11:39:00	61.6
164	2021/03/04	11:39:03	59.3
165	2021/03/04	11:39:06	56.5
166	2021/03/04	11:39:09	54.1
167	2021/03/04	11:39:12	57.9
168	2021/03/04	11:39:15	63.4
169	2021/03/04	11:39:18	62.3
170	2021/03/04	11:39:21	62.9
171	2021/03/04	11:39:24	59.9
172	2021/03/04	11:39:27	62.4
173	2021/03/04	11:39:30	63.5
174	2021/03/04	11:39:33	62.1
175	2021/03/04	11:39:36	60.6
176	2021/03/04	11:39:39	58.1
177	2021/03/04	11:39:42	54.9
178	2021/03/04	11:39:45	55.6
179	2021/03/04	11:39:48	56.8
180	2021/03/04	11:39:51	54.3
181	2021/03/04	11:39:54	52.6
182	2021/03/04	11:39:57	54.9

183	2021/03/04 11:40:00	56.4
184	2021/03/04 11:40:03	60.0
185	2021/03/04 11:40:06	62.0
186	2021/03/04 11:40:09	60.4
187	2021/03/04 11:40:12	57.2
188	2021/03/04 11:40:15	58.8
189	2021/03/04 11:40:18	61.4
190	2021/03/04 11:40:21	60.0
191	2021/03/04 11:40:24	60.6
192	2021/03/04 11:40:27	61.5
193	2021/03/04 11:40:30	61.3
194	2021/03/04 11:40:33	61.6
195	2021/03/04 11:40:36	61.8
196	2021/03/04 11:40:39	63.2
197	2021/03/04 11:40:42	62.5
198	2021/03/04 11:40:45	61.5
199	2021/03/04 11:40:48	61.5
200	2021/03/04 11:40:51	62.6
201	2021/03/04 11:40:54	64.1
202	2021/03/04 11:40:57	65.2
203	2021/03/04 11:41:00	65.2
204	2021/03/04 11:41:03	66.0
205	2021/03/04 11:41:06	65.5
206	2021/03/04 11:41:09	65.1
207	2021/03/04 11:41:12	66.2
208	2021/03/04 11:41:15	64.3
209	2021/03/04 11:41:18	63.0
210	2021/03/04 11:41:21	64.1
211	2021/03/04 11:41:24	64.4
212	2021/03/04 11:41:27	63.7
213	2021/03/04 11:41:30	62.0
214	2021/03/04 11:41:33	61.6
215	2021/03/04 11:41:36	61.1
216	2021/03/04 11:41:39	61.3
217	2021/03/04 11:41:42	62.7
218	2021/03/04 11:41:45	62.0
219	2021/03/04 11:41:48	62.4
220	2021/03/04 11:41:51	61.4
221	2021/03/04 11:41:54	63.8
222	2021/03/04 11:41:57	65.3
223	2021/03/04 11:42:00	63.0
224	2021/03/04 11:42:03	64.6
225	2021/03/04 11:42:06	65.5
226	2021/03/04 11:42:09	64.5
227	2021/03/04 11:42:12	63.1
228	2021/03/04 11:42:15	62.4
229	2021/03/04 11:42:18	63.3
230	2021/03/04 11:42:21	62.9
231	2021/03/04 11:42:24	62.8
232	2021/03/04 11:42:27	63.6
233	2021/03/04 11:42:30	65.3
234	2021/03/04 11:42:33	63.2
235	2021/03/04 11:42:36	60.8
236	2021/03/04 11:42:39	58.5
237	2021/03/04 11:42:42	59.7
238	2021/03/04 11:42:45	60.1
239	2021/03/04 11:42:48	61.4
240	2021/03/04 11:42:51	62.4
241	2021/03/04 11:42:54	61.0
242	2021/03/04 11:42:57	60.3
243	2021/03/04 11:43:00	61.2
244	2021/03/04 11:43:03	61.2
245	2021/03/04 11:43:06	62.2
246	2021/03/04 11:43:09	63.3
247	2021/03/04 11:43:12	64.2
248	2021/03/04 11:43:15	62.3
249	2021/03/04 11:43:18	60.3
250	2021/03/04 11:43:21	61.0
251	2021/03/04 11:43:24	63.0
252	2021/03/04 11:43:27	61.8
253	2021/03/04 11:43:30	61.5
254	2021/03/04 11:43:33	62.8
255	2021/03/04 11:43:36	64.5
256	2021/03/04 11:43:39	64.1
257	2021/03/04 11:43:42	62.8
258	2021/03/04 11:43:45	61.7
259	2021/03/04 11:43:48	62.4
260	2021/03/04 11:43:51	61.6
261	2021/03/04 11:43:54	62.8
262	2021/03/04 11:43:57	64.5
263	2021/03/04 11:44:00	65.9
264	2021/03/04 11:44:03	67.1
265	2021/03/04 11:44:06	67.7
266	2021/03/04 11:44:09	71.5
267	2021/03/04 11:44:12	66.2
268	2021/03/04 11:44:15	65.1
269	2021/03/04 11:44:18	65.3
270	2021/03/04 11:44:21	65.6
271	2021/03/04 11:44:24	64.5
272	2021/03/04 11:44:27	63.7
273	2021/03/04 11:44:30	63.0
274	2021/03/04 11:44:33	63.8
275	2021/03/04 11:44:36	63.0
276	2021/03/04 11:44:39	64.0
277	2021/03/04 11:44:42	64.1
278	2021/03/04 11:44:45	63.9
279	2021/03/04 11:44:48	65.8
280	2021/03/04 11:44:51	66.4

281	2021/03/04	11:44:54	65.4
282	2021/03/04	11:44:57	66.0
283	2021/03/04	11:45:00	65.6
284	2021/03/04	11:45:03	64.5
285	2021/03/04	11:45:06	63.7
286	2021/03/04	11:45:09	63.4
287	2021/03/04	11:45:12	62.0
288	2021/03/04	11:45:15	61.2
289	2021/03/04	11:45:18	61.5
290	2021/03/04	11:45:21	61.3
291	2021/03/04	11:45:24	60.0
292	2021/03/04	11:45:27	59.0
293	2021/03/04	11:45:30	57.2
294	2021/03/04	11:45:33	58.0
295	2021/03/04	11:45:36	60.9
296	2021/03/04	11:45:39	63.6
297	2021/03/04	11:45:42	63.7
298	2021/03/04	11:45:45	62.8
299	2021/03/04	11:45:48	61.0
300	2021/03/04	11:45:51	58.9

Appendix B

Noise Modeling Results

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 3/19/2021
Case Descr Highland Mixed Use

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor	Residential	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	50	0
Front End Loader	No	40		79.1	50	0

	Calculated (dBA)		Results	Noise Limits (dBA)			
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A
Total	81.7	79.6	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

SoundPlan Traffic Noise Exposure

Receiver	Fl	X m	Y m	Z m	Ldn dB(A)
Basketball	G	482,142.57	3,774,643.17	381.32	52.25
Clubhouse Pool-1	G	481,905.90	3,774,402.91	377.79	55.84
Clubhouse Pool-2	G	481,908.71	3,774,389.18	377.66	55.50
FAC-1	G	481,879.47	3,774,310.65	378.88	61.90
FAC-1	F2	481,879.47	3,774,310.65	381.98	66.44
FAC-1	F3	481,879.47	3,774,310.65	385.08	69.01
FAC-2	G	481,859.60	3,774,312.79	377.62	63.78
FAC-2	F2	481,859.60	3,774,312.79	380.72	67.25
FAC-2	F3	481,859.60	3,774,312.79	383.82	70.32
FAC-3	G	481,860.47	3,774,321.65	377.60	63.87
FAC-3	F2	481,860.47	3,774,321.65	380.70	67.18
FAC-3	F3	481,860.47	3,774,321.65	383.80	70.04
FAC-4	G	481,878.20	3,774,328.25	377.66	60.62
FAC-4	F2	481,878.20	3,774,328.25	380.76	63.48
FAC-4	F3	481,878.20	3,774,328.25	383.86	66.13
FAC-5	G	481,910.18	3,774,359.66	378.00	60.95
FAC-5	F2	481,910.18	3,774,359.66	381.10	63.92
FAC-6	G	481,885.13	3,774,414.77	377.59	59.50
FAC-6	F2	481,885.13	3,774,414.77	380.69	62.94
FAC-6	F3	481,885.13	3,774,414.77	383.79	65.25
FAC-7	G	481,882.36	3,774,446.39	377.61	59.63
FAC-7	F2	481,882.36	3,774,446.39	380.71	63.37
FAC-7	F3	481,882.36	3,774,446.39	383.81	65.48
FAC-8	G	481,894.22	3,774,468.45	377.57	59.88
FAC-8	F2	481,894.22	3,774,468.45	380.67	63.80
FAC-8	F3	481,894.22	3,774,468.45	383.77	65.28
FAC-9	G	481,912.90	3,774,488.34	377.86	56.41
FAC-9	F2	481,912.90	3,774,488.34	380.96	62.06
FAC-9	F3	481,912.90	3,774,488.34	384.06	63.87
FAC-10	G	481,938.92	3,774,510.41	377.36	57.71
FAC-10	F2	481,938.92	3,774,510.41	380.46	60.99
FAC-11	G	481,952.66	3,774,523.03	377.55	57.40
FAC-11	F2	481,952.66	3,774,523.03	380.65	60.19
FAC-12	G	481,952.89	3,774,411.10	377.93	54.01
FAC-12	F2	481,952.89	3,774,411.10	381.03	57.20
FAC-12	F3	481,952.89	3,774,411.10	384.13	59.93
FAC-13	G	481,963.45	3,774,426.10	377.97	52.94
FAC-13	F2	481,963.45	3,774,426.10	381.07	56.57
FAC-13	F3	481,963.45	3,774,426.10	384.17	59.28
Plaza	G	481,744.20	3,774,212.95	377.57	64.28

Appendix C

Sample Car Wash Blower Noise Specifications

MACNEIL

POWERLOCK

LOCK IN LOWER ELECTRICAL COSTS

The energy-saving air valve by MacNeil saves 30 percent in energy consumption for reduced noise and a healthier environment.

Reduce energy consumption by up to 30 percent
The PowerLock is a lightweight energy-saving air valve that allows dryers to operate continuously while preventing air flow between vehicles. This smart power-saving device minimizes peak load charges by reducing average energy levels recorded by your utility meter. The result: increased energy efficiency and a dramatic cut in kilowatt per hour charges.

Reduce noise and increase employee safety
The PowerLock reduces the sound generated by car wash dryers. The result: a car wash environment that's healthier for employees, and quieter for neighbors.

Eliminate debris with precise dryer control
When equipped with automatic sensing technology, the PowerLock can engage instantaneously to either delay or eliminate drying for pick-up beds or soft-top convertibles. The result: a safer, cleaner tunnel and increased customer satisfaction.

Scanned with CamScanner

THE POWERLOCK ADVANTAGE

- When PowerLock is engaged, dryer motor horsepower decreases by 50 percent
- Significantly reduces dryer sound levels
- Eliminates the danger of debris flying out of pick-up truck beds
- Programmable to shut down for soft-top convertibles

MacNeil Tech 21 Producer without PowerLock

MacNeil Tech 21 Producer with PowerLock extended

Features:

- Can be fitted to any MacNeil Tech 21 dryer or most other manufacturers equipment using the retrofit adaptor
- All-aluminum construction
- Stainless steel and UHMW glide surfaces
- Incorporates sound deadening materials

Technical Data

Pneumatics:

- Filtered air source required
- 1/4" (6.35mm) Cyl. air lines
- Air pressure required = 40 PSI (2.7 BAR)
- 0.5 CFM (0.01 CMM)

Control Voltage:

- 24 VAC control voltage signal
- 110 VAC available upon special request

Operation:

- Minimum 12" (305mm) clearance required at fan inlet

Affordable, Unbeatable Car Wash Equipment

For more than 30 years, MacNeil Wash Systems has provided superior car wash equipment to the tunnel car wash industry, automotive dealers, fleet and rental markets. Our turnkey systems, profit-boosting add-ons and cost-effective retrofits deliver a consistently superior clean with lower maintenance, higher throughput and greater revenue opportunity. Today, MacNeil equipment is more affordable than ever. Put us to the test.

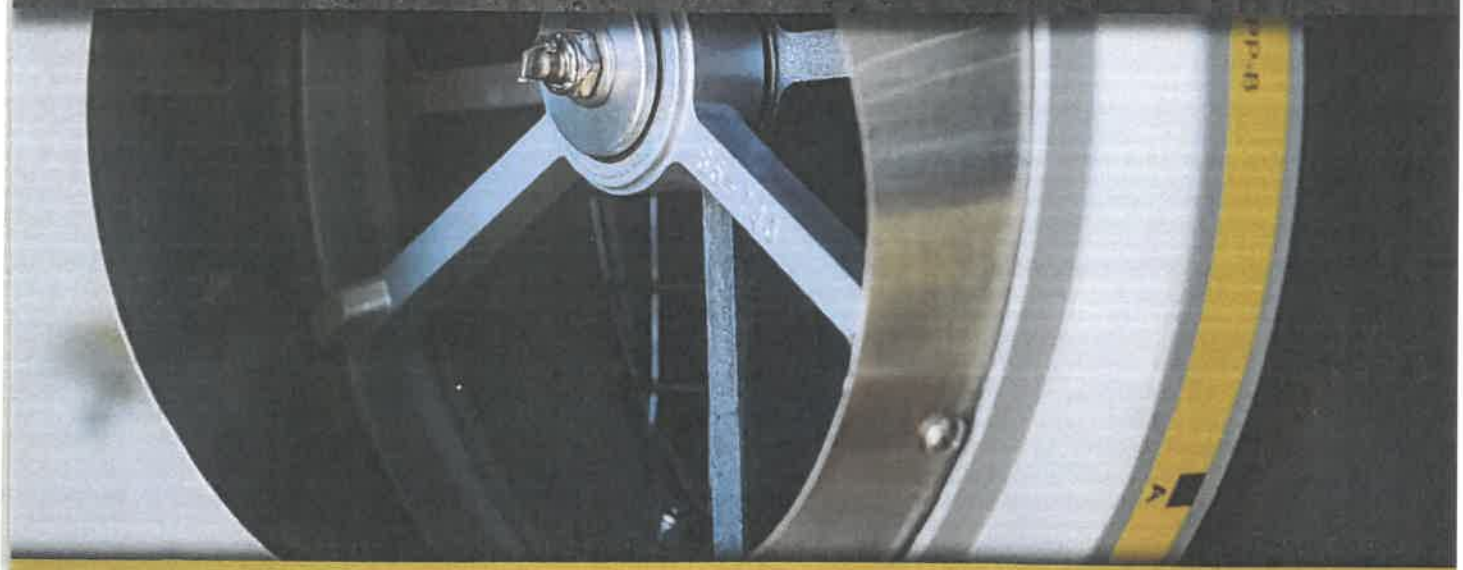
MacNeil reserves the right to revise designs, make corrections, add or delete features and change specifications at any time without notice or obligation. Information provided is for reference only and is not to be used for installation or construction purposes. Refer to MacNeil Wash Systems' equipment drawings for installation specifications

Scanned with CamScanner

MACNEIL

TECH 21

ADVANCED DRYER SYSTEM



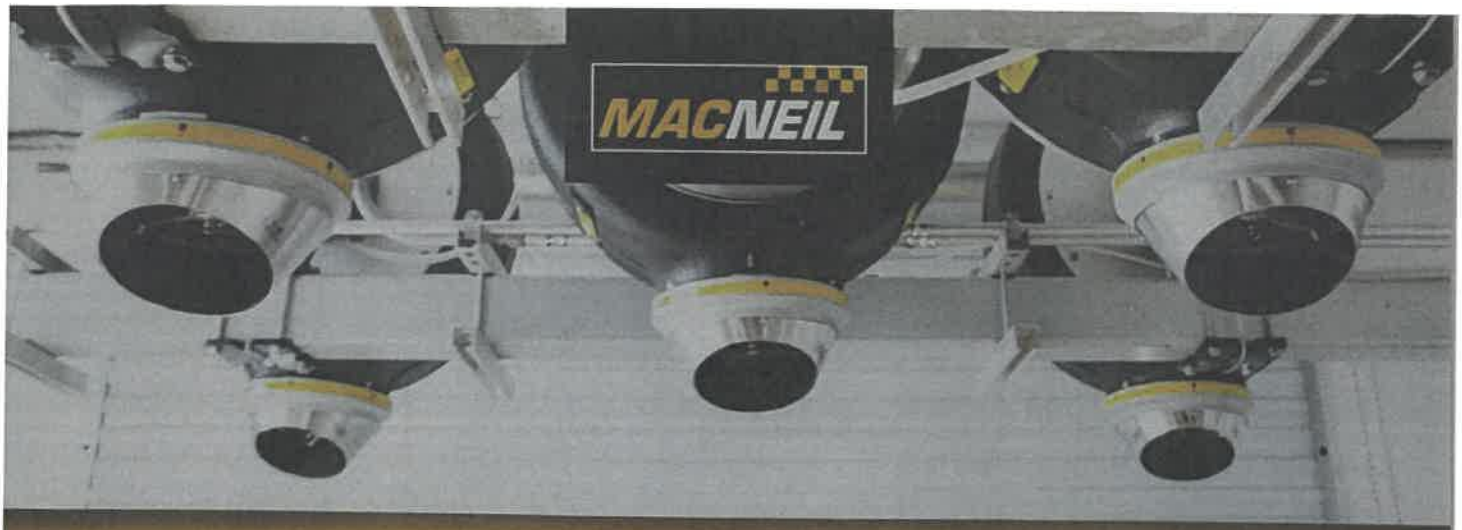
TOTAL DRYING CONTROL

With the new Tech 21 Advanced Dryer System, you now have the power over your drying system. Its optional SMART nozzle technology allows you to control the direction of airflow to produce the ultimate in drying results.

Flexibility to suit your needs

Available in 20, 30 or 40 HP package systems or as a Pro-Build system, customize the Tech 21 to suit your needs. Choose from stationary nozzles or optional SMART nozzles to dry hard-to-reach areas, from side mirrors to the back of vehicles.

Scanned with CamScanner



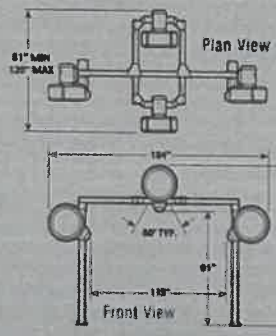
WHY CHOOSE TECH 21?

Features:

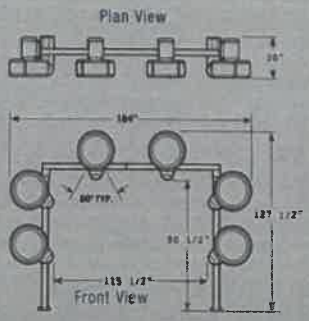
- Fiber optic nozzle synchronization
- Dries backs of vehicles & mirrors
- 155 MPH air speed
- Optional programmable SMART Nozzle
- No conflicting airflow
- Flexible design allows for customization
- Dynamically balanced welded steel fans produce high volume of airflow
- Stainless steel reinforced molded producer housings for greater safety and less noise
- Maintenance free 3M™ Pro-Coat Finish
- 3800 CFM (107.6 CMM) rating
- 1 year warranty on drive system

RD-600

Tech 21 RD-400



Pro-Build System



Types of Systems

Package Systems:

- Tech 21 RD-200 Side Booster System (20 HP)
- Tech 21 RD-300 3-Producer System (30 HP)
- Tech 21 RD-400 4-Producer System (40 HP)

Pro-Build System Components:

- Arch - aluminum, Pro-Coat, 3 piece construction
- 10 HP Fixed nozzle producer
- 10 HP SMART nozzle producer
- Vehicle detector kit
- Hand-held remote programmable controller for programming all SMART nozzles

Optional SMART Nozzle Features:

- Nozzle can rotate 360 degrees
- Oscillating and flipping features
- Time delay feature to increase dwell time on hard-to-dry areas

Technical Data

10 HP Producer Capacity

- 155 MPH air speed (250KM/H)
- 3400 CFM air flow (96 CMM)

15 HP Producer Capacity

- 170 MPH air speed (250KM/H)
- 4400 CFM air flow (125 CMM)

Affordable, Unbeatable Car Wash Equipment

For more than 30 years, MacNeil Wash Systems has provided superior car wash equipment to the tunnel car wash industry, automotive dealers, fleet and rental markets. Our turnkey systems, profit-boosting add-ons and cost-effective retrofits deliver a consistently superior clean with lower maintenance, higher throughput and greater revenue opportunity. Today, MacNeil equipment is more affordable than ever. Put us to the test.

MacNeil reserves the right to revise designs, make corrections, add or delete features and change specifications at any time without notice or obligation. Information provided is for reference only and is not to be used for installation or construction purposes. Refer to MacNeil Wash Systems' equipment drawings for installation specifications

MACNEIL

OUTLASTS AND OUTSHINES THE REST.

MacNeilWash.com 800.361.7797

8/2016

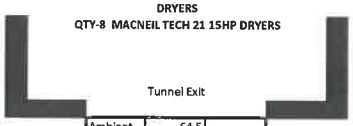
Scanned with CamScanner

All sound measurements below were taken with a VLIKE Model - VL6708 digital sound level meter.
Settings were as follows: 40 ~ 90 dB range, "A" weighting mode, FAST (High Speed) mode

Sound Data
4 Sons No. 509 Chevron Express Wash
1446 E. Chandler Blvd. Phoenix, AZ 85048

	30'	20'	10'
Ambiant	56	55.6	55.4
Dryers	76.2	78.4	82.6

DRYERS
QTY-8 MACNEIL TECH 21 15HP DRYERS



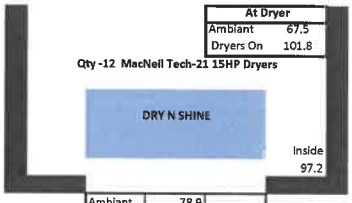
Ambiant	64.5	0'
Dryers	94.2	
Ambiant	59.2	10'
Dryers	90.5	
Ambiant	58.1	20'
Dryers	88.1	
Ambiant	55.5	30'
Dryers	86.4	

Sound Data
Scrub Bot Express Wash
3965 W. Ray Rd. Chandler Az. 85226

QTY-2 AUTOVAC 20HP PRODUCERS
Ambient 71
VACUUMS at PRODUCER

Door Closed	88	0'
Door Open	91.7	
Door Closed	77.8	10'
Door Open	86.7	
Door Closed	76.3	20'
Door Open	78.4	
Door Closed	76.3	30'
Door Open	75.6	

DRYERS
QTY-12 MACNEIL TECH 21 15HP DRYERS



Ambiant	78.9	0'
Dryers	93.1	
Ambiant	74.5	10'
Dryers	85.3	
Ambiant	70.8	20'
Dryers	79.1	
Ambiant	65.7	30'
Dryers	76	

VACUUMS
QTY - 2 AUTOVAC 20HP PRODUCERS

	Holstered	In Use	
Claw	75	97	0'
Crevis tool	76	106	
Claw	71	76.2	10'
Crevis tool	71	78.5	
Claw	71	72.3	20'
Crevis tool	71	72.3	
Claw	71	71.4	30'
Crevis tool	71	71.4	

Air Nozzle

Ambiant	75	0'
In Use	113	
Ambiant	71	10'
In Use	94.1	
Ambiant	71	20'
In Use	86	
Ambiant	71	30'
In Use	83	

Sound Data
4 Sons No. 201 Chevron Express Wash
2905 S. 99th Ave. Tolleson, AZ. 85353

Ambiant 62

QTY - 1 Vacutech 30HP Producer
VACUUMS at PRODUCER

Door Closed	76.7	0'
Door Open	85.2	
Door Closed	72.6	10
Door Open	79.2	
Door Closed	71.1	20
Door Open	75.6	
Door Closed	67	30
Door Open	73.5	

VACUUMS

	Holstered	In Use	
Claw	75	92	0'
Crevis tool	NA	NA	
Claw	68.5	74.3	10'
Crevis tool	NA	NA	
Claw	62.7	67.8	20'
Crevis tool	NA	NA	
Claw	62.4	63.6	30'
Crevis tool	NA	NA	

Air Nozzle

Ambiant	75	0'
In Use	108	
Ambiant	71	10'
In Use	92.6	
Ambiant	62.7	20'
In Use	85	
Ambiant	62.4	30'
In Use	83	

Appendix D

Sample HVAC Specifications

ELECTRICAL DATA

38HDR UNIT SIZE	V–PH–Hz	VOLTAGE RANGE*		COMPRESSOR		OUTDOOR FAN MOTOR			MIN CKT AMPS	FUSE/ HACR BKR AMPS
		Min	Max	RLA	LRA	FLA	NEC Hp	kW Out		
018	208/230–1–60	187	253	9.0	48.0	0.80	0.125	0.09	12.1	20
024	208/230–1–60	187	253	12.8	58.3	0.80	0.125	0.09	16.8	25
030	208/230–1–60	187	253	14.1	73.0	1.45	0.25	0.19	19.1	30
036	208/230–1–60	187	253	14.1	77.0	1.45	0.25	0.19	19.1	30
	208/230–3–60	187	253	9.0	71.0	1.45	0.25	0.19	12.7	20
	460–3–60	414	506	5.6	38.0	0.80	0.25	0.19	7.8	15
048	208/230–1–60	187	253	21.8	117.0	1.45	0.25	0.19	28.7	50
	208/230–3–60	187	253	13.7	83.1	1.45	0.25	0.19	18.6	30
	460–3–60	414	506	6.2	41.0	0.80	0.25	0.19	8.6	15
060	208/230–1–60	187	253	26.4	134.0	1.45	0.25	0.19	34.5	60
	208/230–3–60	187	253	16.0	110.0	1.45	0.25	0.19	21.5	35
	460–3–60	414	506	7.8	52.0	0.80	0.25	0.19	10.6	15

* Permissible limits of the voltage range at which the unit will operate satisfactorily

FLA – Full Load Amps

HACR – Heating, Air Conditininng, Refrigeration

LRA – Locked Rotor Amps

NEC – National Electrical Code

RLA – Rated Load Amps (compressor)

NOTE: Control circuit is 24–V on all units and requires external power source. Copper wire must be used from service disconnect to unit. All motors/compressors contain internal overload protection.

SOUND LEVEL

Unit Size	Standard Rating (dB)	Typical Octave Band Spectrum (dBA) (without tone adjustment)						
		125	250	500	1000	2000	4000	8000
018	68	52.0	57.5	60.5	63.5	60.5	57.5	46.5
024	69	57.5	61.5	63.0	61.0	60.0	56.0	45.0
030	72	56.5	63.0	65.0	66.0	64.0	62.5	57.0
036	72	65.0	61.5	63.5	65.0	64.5	61.0	54.5
048	72	58.5	61.0	64.0	67.5	66.0	64.0	57.0
060	72	63.0	61.5	64.0	66.5	66.0	64.5	55.5

CHARGING SUBCOOLING (TXV-TYPE EXPANSION DEVICE)

UNIT SIZE–VOLTAGE, SERIES	REQUIRED SUBCOOLING °F (°C)
018	12 (6.7)
024	12 (6.7)
030	12 (6.7)
036	12 (6.7)
048	12 (6.7)
060	12 (6.7)

TRANE

Product Catalog

Packaged Rooftop Air Conditioners
Precedent™ — Cooling and Gas/Electric
3 – 10 Tons — 60 Hz

March 2013

RT-PRC023-EN

Table 136. Direct drive plenum fan settings (rpm vs. voltage)[a],[b] (continued)

T/YHC092F, T/YHC102F, T/YSC120F, T/YHC120E	
Potentiometer Voltage	**Motor RPM**
4.00	929
4.25	995
4.50	1061
4.75	1126
5.00	1191
5.25	1253
5.50	1315
5.75	1374
6.00	1432
6.25	1487
6.50	1539
6.75	1588
7.00	1633
7.25	1675
7.50	1700

(a) See fan tables for unit rpm and cfm units.
(b) Factory setting is 5V.

Table 137. Outdoor sound power level - dB (ref. 10 - 12 W)

Tons	Unit Model Number	Octave Center Frequency								Overall dBA
		63	125	250	500	1000	2000	4000	8000	
3	T/YSC036E	79	85	79	79	77	71	67	58	81
4	T/YSC048E	82	84	83	80	76	72	66	58	82
5	T/YSC060E	85	82	81	81	77	72	67	61	82
6	T/YSC072F	91	95	90	87	84	79	75	68	89
7½	T/YSC090F	91	95	90	87	84	79	75	68	89
7½	T/YSC092F	92	96	92	89	85	80	76	69	91
8½	T/YSC102F	91	95	90	87	84	79	75	68	89
10	T/YSC120F	91	86	90	86	82	78	73	67	88
3	T/YHC036E	79	85	79	79	77	71	67	58	81
4	T/YHC048E	80	86	84	85	83	79	73	67	87
4	T/YHC048F	80	86	84	85	83	79	73	67	87
5	T/YHC060E	80	86	84	85	83	79	73	67	87
5	T/YHC060F	80	86	84	85	83	79	73	67	87
6	T/YHC072E,F	91	95	90	87	84	79	75	68	89
7½	T/YHC092F	91	86	90	86	82	78	73	67	88
8½	T/YHC102F	91	95	90	87	84	79	75	68	89
10	T/YHC120E	89	87	91	85	80	77	73	66	87

Note: Tests follow ARI270-95.