

**THE HIGHLANDS AT
ANAHEIM HILLS**

PUBLIC FACILITIES PLAN

**Section 7.0 of the
SPECIFIC PLAN**

**Approved by the Anaheim City Council
June, 1987**

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 <u>INTRODUCTION</u>	1
2.0 <u>PUBLIC FACILITIES PLAN</u>	1
2.1 CIRCULATION SYSTEM	1
2.2 WATER SUPPLY SYSTEM	13
2.3 SANITARY SEWER SYSTEM	16
2.4 STORM DRAIN SYSTEM	18
2.5 ELECTRICAL SYSTEM	21
2.6 OPEN SPACE AND PARKS	22
2.7 RIDING AND HIKING TRAILS	25
2.8 LIBRARIES, FIRE, POLICE, SCHOOLS AND STREET MAINTENANCE CENTER	27
2.9 PUBLIC FACILITIES REIMBURSEMENTS	33
3.0 MISCELLANEOUS CONDITIONS	33

1.0 INTRODUCTION

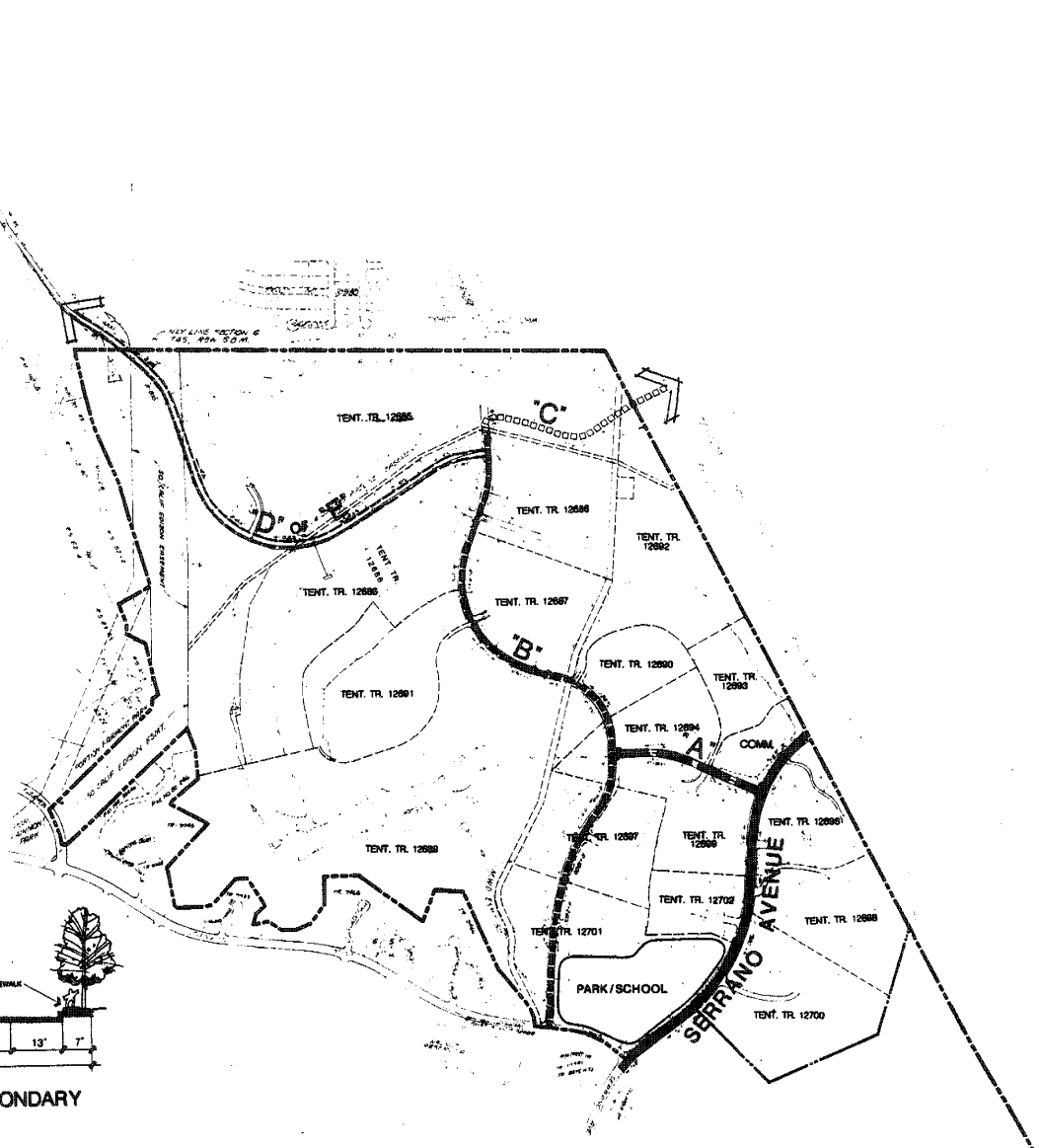
The provision of adequate infrastructure and public facilities is essential for the development of a master planned community. This Public Facilities Plan for the Highlands development outlines a program to ensure that necessary infrastructure and public services are provided consistent with development needs, and are efficient in design, implementation and installed in a timely manner. This plan identifies the proposed land uses and provision of related public facilities required to service the Highlands project; however, it should be recognized the conditions of approval as ultimately approved by City Council shall take precedent over the provisions outlines in this Public Facilities Plan.

Any special maintenance districts or other financial mechanisms referenced in this Public Facilities Plan necessary to implement provisions of the Specific Plan shall be acceptable to and approved by the City. All costs associated with establishing any financing mechanism shall be the financial responsibility of the owner/developer.

2.0 PUBLIC FACILITIES PLAN

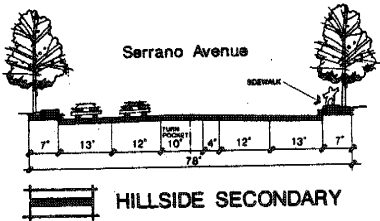
2.1 CIRCULATION SYSTEM

2.1.1 Identification. The Circulation Plan for the Highlands development includes the on-site street system (see Exhibit 1) as well as provisions for participation in certain off-site roadway improvements. This Plan has evolved as the result of extensive discussions and meetings with the owner/developer, private consultants, City Traffic Engineer, City Engineer, and adjacent property owners. The primary elements of the plan include:

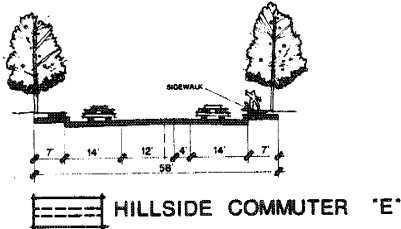
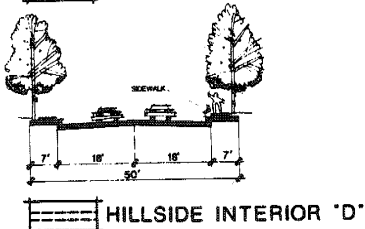
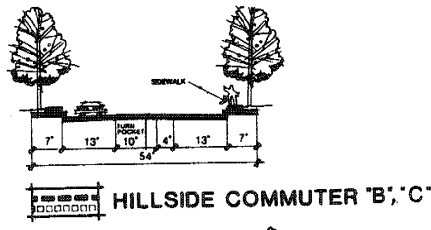
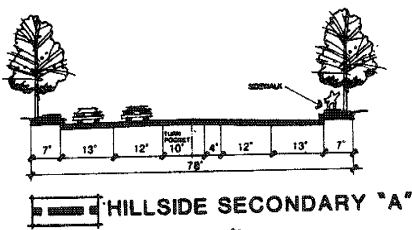


LEGEND

Arterial Roads



Local Roads



CIRCULATION

The Highlands at Anaheim Hills

Note: The local road designations (Secondary, Commuter, and Interior) reflect city street width standards, not City of Anaheim General Plan designated arterial roads.



CU
and Partners
CORBIN VAMPELLI & PARTNERS
ARCHITECTURE PLANNING
1700 S. GARDEN STREET, SUITE 200, ANAHEIM, CALIFORNIA 92805
EXHIBIT 1

- o The extension of Serrano Avenue from the existing terminus at Canyon Rim Road to the easterly boundary of the project in accordance with the City's General Plan Circulation Element;
- o An extensive public street system consisting of local streets serving the community and single-family residential areas;
- o A network of private roadways for the remaining areas not served by the public road system;
- o An off-site access road to Santa Ana Canyon Road via a route to the north, or through the Wallace Ranch to the east (via Weir Canyon Road) or by the widening of Fairmont Boulevard (from Canyon Rim Road to Santa Ana Canyon Road) to its ultimate circulation designation; and
- o Widening of Imperial Highway by one additional northbound lane from Santa Ana Canyon Road to Route 91 prior to the issuance of a building permit for the 401st residential unit.

In addition to the above, the owner/developer of the Highlands project will implement the following per the Specific Plan conditions of approval.

1. Prior to the approval of the first final tract or parcel map, the owner/developer shall submit a viable action plan subject to review and approval by the Planning Commission assuring the timely construction of improvements identified as follows:
 - (a) Extension of Serrano Avenue into the City of Orange to

provide regional access through the City of Orange into Anaheim.

(b) Extension of Imperial Highway to Loma to join existing Loma Street in the City of Orange.

2. Prior to approval of the first final tract or parcel map, the developer shall pay for and the City shall be responsible for conducting a study to determine a financial plan for circulation improvements listed below. Said study shall determine the cost of the improvements and assign those costs among the Highlands, Oak Hills and Wallace Ranches; any undeveloped parcels of land located within the study area from Imperial Highway to Weir Canyon Road and from the southerly City limits to Orangethorpe Avenue, and including all of the Wallace and Oak Hills Ranches; and, the City. The findings of the study, showing proportionate share of cost distribution, shall become binding upon the developments and shall be paid for at the time of issuance of building permits. Proportionate share will be determined based on impact on Santa Ana Canyon Road;

(a) Widen Santa Ana Canyon Road to its ultimate six-lane configuration between Imperial Highway and the Bauer Ranch improvements.

(b) Restripe the eastbound off-ramp from the 91 Freeway at Weir Canyon Road to provide one right-turn lane and one optional left-turn and right-turn lane.

3. The following conditions apply to the construction of the Serrano Avenue/Weir Canyon Road connection between Canyon Rim Road and the Bauer Ranch.

- (a) The owner/developer of the Highlands Project shall post security in an amount and form approved by the City prior to approval of the first final tract or parcel map on the Highlands Project to guarantee construction of Serrano Avenue from its existing terminus at Canyon Rim Road to the easterly boundary of the Highlands Project as well as for one-half of the construction of the Serrano Avenue/Weir Canyon Road connection within the Wallace Ranch prior to the occupancy of the 401st residential unit on the Highlands Project, or when grading commences on the Oak Hills Ranch, whichever comes first. The owner/developer of the Oak Hills Ranch shall post similar security in an amount and form approved by the City prior to approval of the first final tract or parcel map on the Highlands Project to guarantee the construction of Serrano Avenue within their property as well as for one-half of the construction of the Serrano Avenue/Weir Canyon Road connection within the Wallace Ranch within the same time frame as set forth above.
- (b) In the event the Oak Hills Ranch fails to post security as set forth in (a) above, the owner/developer of the Highlands project may post security in an amount and form approved by the City prior to approval of the first final tract or parcel map on the Highlands project to guarantee the construction of Serrano Avenue from its existing terminus at Canyon Rim Road to the easterly boundary of the Highlands project as well as for one-half of the construction of Serrano Avenue within the Oak Hills Ranch prior to the occupancy of the 401st residential unit on the Highlands Project or when grading commences on the Wallace Ranch, whichever comes first, provided that the owner/developer of the Wallace Ranch posts similar security in an amount and

form approved by the City prior to approval of the first final tract or parcel map on the Highlands project to guarantee the construction of Serrano Avenue/Weir Canyon Road within their property as well as for one-half of the construction of Serrano Avenue within the Oak Hills Ranch within the same time frame as set forth above.

- (c) In the event that neither the owner/developer of the Oak Hills Ranch nor the owner/developer of the Wallace Ranch posts the security as provided in (a) and (b) above, the property owner/developer of the Highlands Project shall, prior to approval of the first final tract map or parcel map on the Highlands project, post a security in an amount and form approved by the City to guarantee the construction of Serrano Avenue from the existing terminus at Canyon Rim Road to the easterly boundary of the Highlands project and that prior issuance of the building permit for the 401st residential unit, the developer shall provide an off-site access road to Santa Ana Canyon Road via the proposed route to the north, or through Wallace Ranch (via Weir Canyon Road) or by the widening of Fairmont Boulevard (from Canyon Rim Road to Santa Ana Canyon Road) at its ultimate circulation designation.

To the extent permitted by law, the City Council shall establish reimbursement agreements or benefit districts to provide reimbursement to the Highlands project and either the Oak Hills Ranch or the Wallace Ranch for the costs of construction within the third ranch as provided in (a) and (b) above. Costs associated with the establishment of any such districts shall be at the expense of the Highlands Project owner/developer.

2.1.2 Alignment and Capacities. The on-site and off-site roads shall be designed and constructed in accordance with all applicable Circulation Element and Engineering Standards. The street system for each development area will be subject to the review and approval of the City Traffic Engineer at the time of tentative tract or parcel map submittal.

The Highlands street system, as shown on Exhibit 1 and described below is based on City standards, intended circulation functions and consideration of the following factors: sight distances, intersection turning movements, road grades, lane configurations, turn pockets and sidewalks.

Serrano Avenue will be constructed to Hillside Secondary Arterial standards (4 lanes, 78-foot right-of-way). The north-south trending roadway ("A" Street) which provides access to the neighborhood commercial center from Serrano Avenue will also be constructed to Hillside Secondary Arterial standards.

The principal spine road from Canyon Rim Road to Specific Plan Development Area 1 ("B" Street) will be constructed to Hillside Commuter standards (2 travel lanes, turn pockets at intersections, 54-foot right-of-way). This roadway will provide primary access to residential neighborhoods within the project. The off-site road extension to the east of Development Area 1 ("C" Street), if provided, would also be constructed to this standard.

An enhanced version of the Hillside Commuter standard would be implemented for the off-site road alternative extending from Development Area 1 north to Santa Ana Canyon Road ("E" Street). The roadway would be constructed with a 3-lane configuration to better accommodate the grades occurring in this portion of the site. This roadway would include 2 uphill lanes and 1 downhill lane within a 58-foot right-of-way and 64-foot wide graded area.

Intersection rights-of-way along this enhanced Hillside Commuter would be widened to 70 feet to accommodate turn pockets, sidewalks, sight distances and three through traffic lanes.

Public residential streets provided in all single-family residential areas will consist of 2 lanes and 50-foot rights-of-way per the City's Hillside Interior Street standards. Should the off-site road through the Wallace Ranch be provided, the street segment adjacent to Development Area 1 ("D" Street) would also be constructed to the Hillside Interior Street standards.

Private streets will serve all other residential areas of the site which are not accessed by the public street system. These streets will be designed in accordance with City standards. The private street system design will include provisions for accommodating the collection of refuse in accordance with City requirements. For any private community with access gates, the gates shall be installed in conformance to Standard 402B and their location shall be subject to the review and approval of the City Traffic Engineer prior to the approval of each tentative tract or parcel map.

The general alignment of the Highlands road system will be submitted for review and approval by the City prior to approval of the first final tract or parcel map. Prior to the approval of each final tract or parcel map, the engineering drawings for street improvements shall be submitted for review and approval by the City Engineer.

Additional conditions regarding alignment and capacities are provided below.

1. No residential front-ons along roadways identified as Roads A, B, C, and Serrano Avenue in the Highlands Specific Plan shall be included within the Highlands.