

STETSON CROSSING

HEMET, CALIFORNIA

Specific Plan

SP07-04

July 1, 2008

City of Hemet - Planning
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STETSON CROSSING SPECIFIC PLAN

(SP07-4)

June 2008

Prepared for

City of Hemet

445 E. Florida Avenue
Hemet, California 92543
Tel (951) 765-2375
Fax (951) 765-2359

Contact: Ron Running, Project Planner

Sponsored by

Stetson Crossing Partners, LLC

9401 Nall Avenue, Suite 202
Prairie Village, Kansas 66207
Tel (913) 648-8083
Fax (913) 648-1045

Contact: Mark Cooper

Prepared by

David Leonard Associates

1223 University Avenue, Suite 240
Riverside, California 92507
Tel (951) 782-9868 • Fax (951) 782-0723
Email: leonarddla@earthlink.net
Contact: David Leonard

Stetson Crossing Specific Plan

June 2008

In association with

Pierce/Cooley Architects, Inc.

17280 Red Hill Avenue
Irvine, California 92614
Tel (949) 399-0878 • Fax (949) 399-0889
Contacts: Glenn K. Pierce, AIA and Erin Morris

Conceptual Design and Planning Company

17288 Red Hill Avenue, Studio One
Irvine, California 92614
Tel (949) 399-0870 • Fax (949) 399-0882
Contacts: Matt Kohlenberger and Jennifer Frederick

Architectural Design and Signs

2950 Palisades Drive
Corona, California 92880
Tel (951) 278-0680 • Fax (951) 278-0681
Contact: Robin Bell

James W. Unland & Associates

CIVIL ENGINEERS
3550 East Florida Avenue, Suite G
Hemet, California 92544
Tel (951) 652-5575 • Fax (951) 925-6490
Contact: Jim Unland, Principal

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I. Introduction

A. Executive Summary

Stetson Crossing is located in the City of Hemet in western Riverside County, California. The commercial center consists of approximately 18.16 acres located at the northwest corner of Stetson Avenue and Sanderson Avenue in southwest Hemet. Stetson Crossing extends the similar upscale community shopping center development concept established by the Page Plaza Community Plaza, located across from the project on the south side of Stetson Avenue.

Stetson Crossing is designed as a retail shopping center having approximately 190,000 square feet, or 24% of building coverage, within the project site. The center is anchored by a major retail pad, to accommodate a large department store or similar use, and secondary pads for smaller major retail tenants. Additional pads for individual retail uses are oriented to Stetson Avenue, and additional pads oriented to Sanderson Avenue.

Major stores will be oriented toward Stetson Avenue to relieve access burdens along Sanderson Avenue though a 2-sided entry concept is encouraged for the large, end-cap major with a secondary entry oriented toward Sanderson Avenue. Freestanding businesses that do not restrict the view of the in-line major tenants will be located on pads adjacent to Sanderson and Stetson Avenues. Based on site coverage and square feet, this development becomes a community-scale center, versus a neighborhood center.

Permitted uses and development standards will be consistent with the overall General Commercial C-2 zoning for the City of Hemet. The Stetson Crossing permitted uses and development standards are further described in the Zoning Section V.

Parking is designed to relate to the scale of the building it serves. Parking fields are in scale with the intended uses. Employee parking and truck delivery areas are designed behind the Major building pads. The truck delivery area will have direct access from public streets and will serve all three major retail buildings. Retail parking is provided at 4 spaces per 1000 square feet and restaurant parking is provided at 10 spaces per 1000 square feet.

All parking areas will be landscaped with shade trees not only to make the center attractive, but also to reduce heat gain during warm weather. Landscaping and berming along Stetson Avenue and Sanderson Avenue will be used to screen vehicles lined up in drive through lanes and in the parking lot to maintain an

attractive streetscape. All other boundaries of the project area will also be landscaped.

As shown in Figure 1 access to the center is available from Stetson Avenue to the south, Sanderson Avenue to the east, and Tanya Avenue to the north. Section IV A. 4. (Ingress and Egress) describes each of the access locations and turning movements at the center. Primary access will be provided from Stetson Avenue, approximately 600 feet west of Sanderson Avenue. Primary entrances are located midway along the Stetson Avenue and Sanderson Avenue frontages. The Stetson Avenue entrances are located opposite from the existing entrances to Page Plaza on the south side of Stetson Avenue. Additional access points are planned along Sanderson Avenue, Stetson Avenue, and Tanya Avenue to serve individual commercial uses.

The architectural character of Stetson Crossing will carry on the enhanced quality of the Page Community Plaza design though the intent is not to replicate, but to be compatible with Page Plaza. Stetson Crossing will also carry on the significant landscape design elements used along streetscapes as well as the entire off-street parking area. Perimeter landscaping along the west and north property lines will further define the project boundaries and provide a soft-edge transition adjacent to industrial development. The Stetson Crossing architecture and landscaping program are further described in the Design Guidelines Section VI.

The site has approximately 1000 linear feet of frontage on Stetson Avenue and 1100 linear feet along Sanderson Avenue. The enhanced Stetson Avenue and Sanderson Avenue setbacks will accommodate pedestrian travel as an alternative to motorized vehicles in and around the center. The Sanderson Avenue frontage will have a landscaped setback. The Stetson Avenue frontage will involve the conversion of an open concrete flood channel into a buried box culvert beneath an attractive landscaped setback. Limited improvements, such as freestanding signs and parking, may be located within the setback as approved by the City of Hemet, the Eastern Municipal Water District (EMWD), and the Riverside County Flood Control District (RCFCD).

As shown in Figure 31, the project is intended to be developed in multiple phased Plan Areas. Plan Area A will include perimeter street improvements, reconstruction of the flood channel, landscaped setbacks, and the initial monument signs. Plan Area B will include the major anchor building, parking fields, and delivery areas behind the anchor pads. Plan Areas C and D include individual building pads and related parking along the perimeter of the project. Plan Area D will include the smaller anchor pads and complete the parking area. Development is expected to occur in multiple phases at any given time as approved by City staff.

B. Specific Plan Authority

The Stetson Crossing Specific Plan has been prepared pursuant to the provisions of California Government Code '65451, Article 8, which authorizes local government agencies to adopt specific plans of development for any area covered by a General Plan for the purpose of establishing comprehensive standards for implementation of the agency's General Plan. California Code '65450-65456 establishes the authority to adopt a specific plan, define the required contents of a specific plan, and mandate consistency with the agency's General Plan.

In this instance, the Stetson Crossing Specific Plan is intended to serve as the development guide for the project area in place of the City Zoning Ordinance.

C. Purpose and Goals

The purpose of the Stetson Crossing Specific Plan is to guide the phased development of the entire 18.16 acre project under upgraded development standards. The project will be constructed in a manner that is consistent with the Stetson Crossing Specific Plan zoning standards, infrastructure plan, design guidelines, and implementation program.

The Stetson Crossing Specific Plan will serve as a guide for the review of implementing development applications for subdivision and design review. The final design standards for the project will be subject to further review by City staff to determine compliance with the Stetson Crossing Specific Plan.

The Stetson Crossing Specific Plan will result in the development of additional high-quality commercial retail uses consistent with the commercial development the Page Community Plaza Specific Plan previously introduced into the area. The Goals of the Stetson Crossing Specific Plan area as follows:

1. Continue the development of a high-quality community commercial node at Stetson Avenue and Sanderson Avenue that will serve current residents, future residents, and visitors to the region.
2. Provide regional retail services for future visitors related to the recreational facilities at Diamond Valley Lake.
3. Provide service-related facilities to serve the community of Hemet.
4. Provide neighborhood convenience services to the surrounding residential neighborhoods.

5. Provide uses that generate employment for local residents.
6. Provide a revenue generation base to enhance the provision of public services in the community.
7. Provide a circulation system that integrates with existing improvements and provides safe and efficient access to the center.
8. Extend the expanded landscape along Sanderson Avenue and establish an expanded landscape setback along Stetson Avenue to enhance pedestrian circulation and aesthetics along these major vehicular corridors.
9. Establish an orderly development plan in harmony with existing development along Sanderson Avenue, Stetson Avenue, and in the vicinity.

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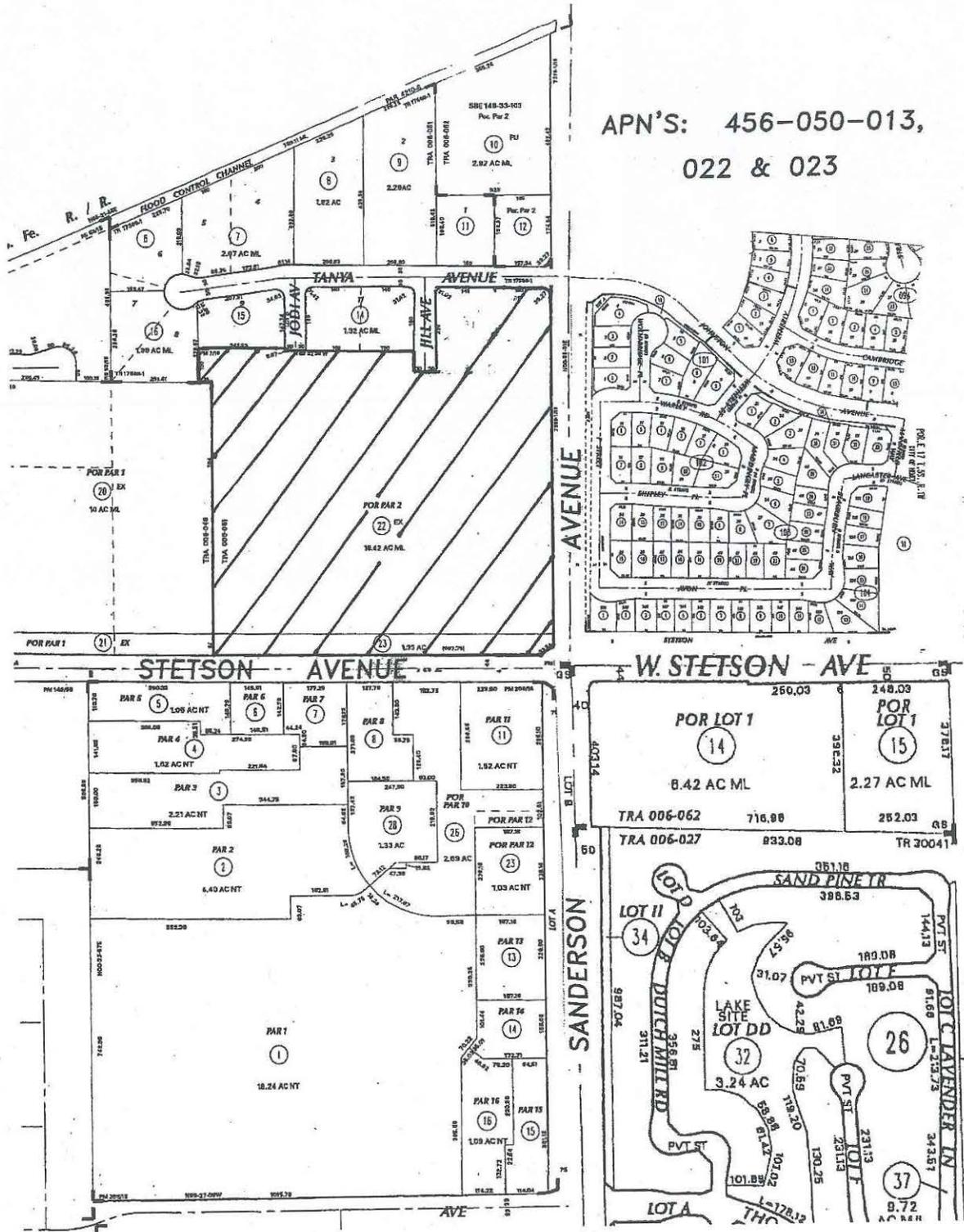


Figure 3
Assessor Map

D. Actions Required

The City of Hemet is the Lead Agency that will process and take a series of actions necessary to implement the Stetson Crossing Specific Plan. This document will be used in consideration of the following actions:

- Adoption of a General Plan Amendment (GPA 07-3) from I (Industrial) to SP (Stetson Crossing Specific Plan)
- Adoption of a Mitigated Negative Declaration
- Adoption of Specific Plan (SP 07-4) establishing Stetson Crossing, including:
 - Conceptual Site Plan Review and Approval
 - Conceptual Building Elevation Review and Approval
 - Conceptual Landscape Plan Approval
 - Conceptual Sign Plan Approval
 - Zoning Approval
 - Conceptual Phasing Plan Approval
- Approve Commercial Tentative Parcel Map 35948
- Infrastructure planning

In addition, the Stetson Crossing Specific Plan lies within the influence area of the Hemet-Ryan Airport and has been reviewed by the Riverside County Airport Land Use Commission. A determination of Airport Land Use Plan inconsistency with the Hemet-Ryan Airport Land Use Plan has been made and will require an override from the Hemet City Council.

No discretionary approvals are required for those uses identified in Section V.B. Allowed uses shall be subject to a conformance review by the City Planning Director, or his designee. Those uses identified in Section V.B. that require a conditional use permit shall be reviewed as discretionary actions by the City Planning Commission.

Future City of Hemet actions necessary for development of Stetson Crossing include:

1. Conditional Use Permits, as required under Section V. C.;
2. Final Parcel Map approval;
3. Permitting; and
4. Inspection.

II. Environment

A. Geopolitical

The Stetson Crossing Specific plan lies within the City of Hemet and is subject to the provisions of the Hemet General Plan. As shown in Figure 4, the existing (1992) General Plan designation for the property is Industrial. Although the Industrial designation allows limited commercial uses, it is not intended for retail commercial centers. Therefore a general plan amendment is being processed concurrently with the specific plan.

Surrounding General Plan designations are as follows:

North: Industrial (Hemet-Ryan Airport)

South: Commercial (Page Community Plaza Specific Plan)

East: Residential/Industrial

West: Industrial/Commercial

B. Relationship to the General Plan

1 INTRODUCTION

The Stetson Crossing Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

The Code authorizes cities to adopt Specific Plans by resolution as policy or by ordinance as regulation. The City of Hemet adopts and amends Specific Plans pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Public hearings by both the Planning Commission and the City Council are required, after which the Specific Plan may be adopted by the City Council.

The Stetson Crossing Specific Plan serves both a planning and regulatory function. It will be the primary device for implementing the goals and objectives of the City of Hemet General Plan for this property. Pursuant to California Government Code Section 65454, a Specific Plan shall be consistent with the local jurisdiction's General Plan, as amended in this case.

The City of Hemet's General Plan outlines a series of goals, policies and objectives for future development within the City. The Stetson Crossing Specific Plan is developed in conformance and is consistent with the policies of the City of Hemet General Plan. This Chapter describes how the Stetson Crossing Specific Plan compliments, reinforces, and promotes the General Plan goals, policies, and objectives. The General Plan's seven elements, Community Development, Economic Development, Public Services and Facilities, Transportation, Resource Management, Public Health and Safety, and Housing are discussed below.

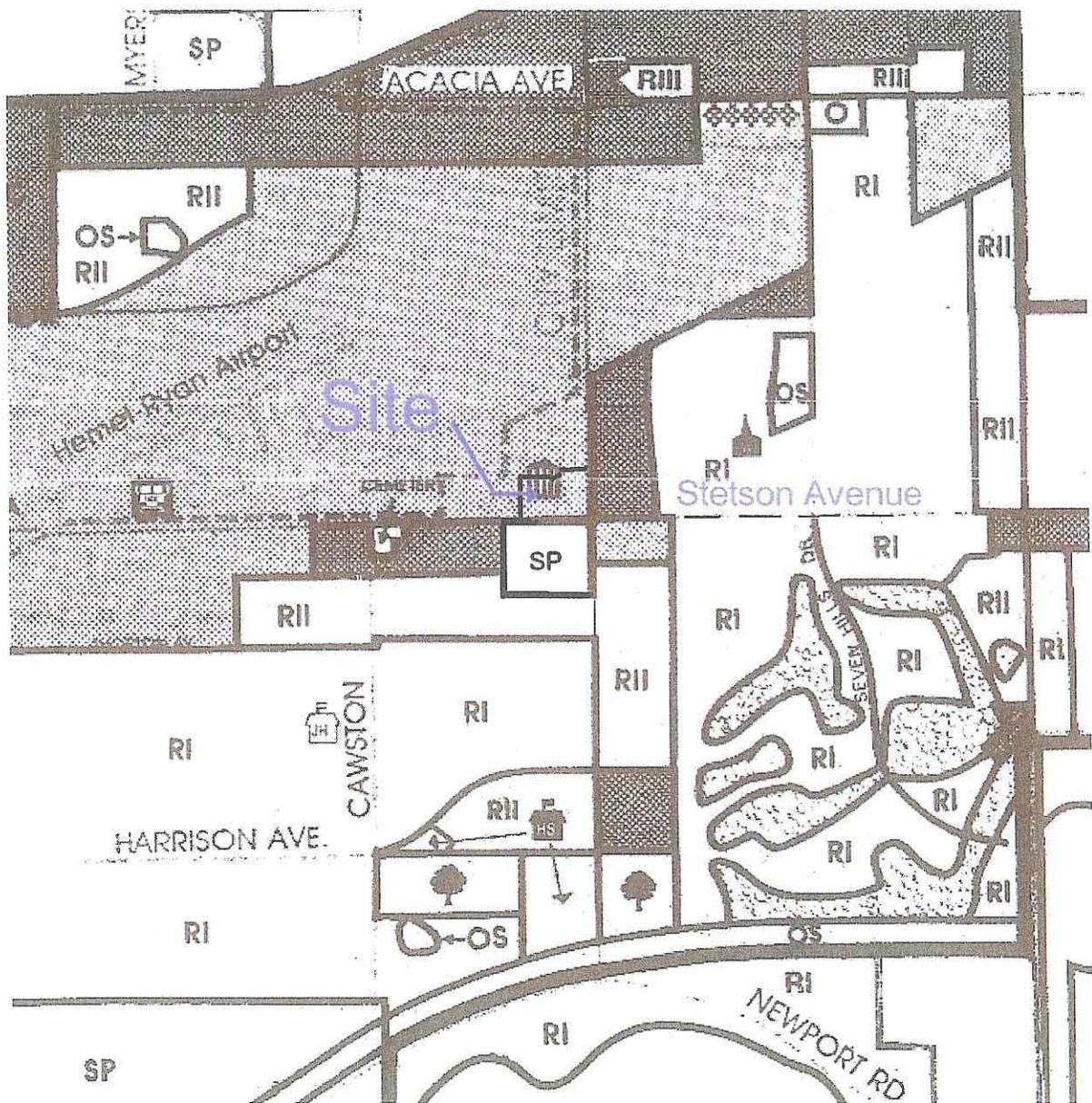


Figure 4
Existing General Plan

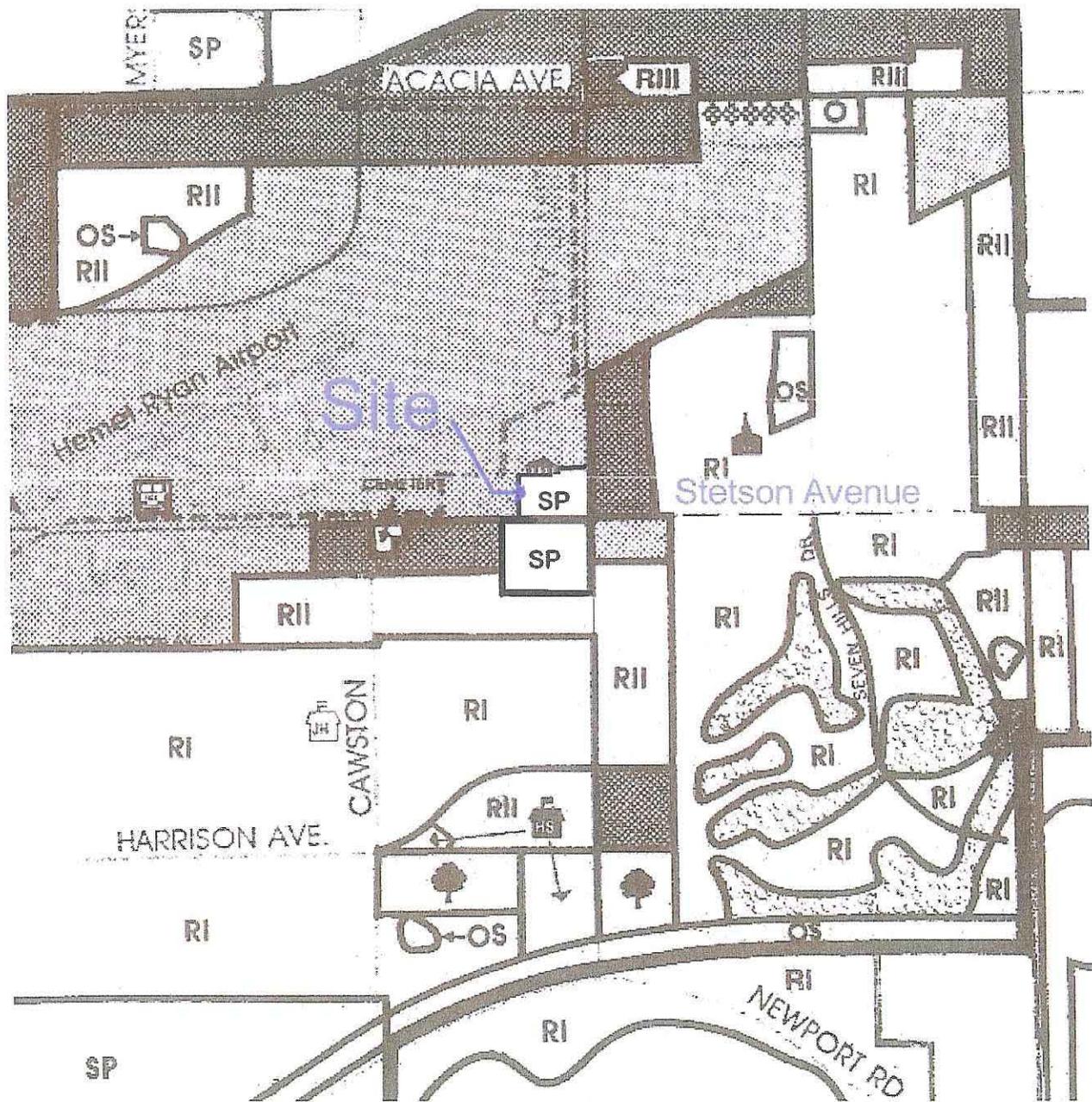


Figure 5
Proposed General Plan

2 COMMUNITY DEVELOPMENT

a. Community Structure

The 1992 Hemet General Plan identifies several commercial nodes where clusters of commercial uses would be emphasized. Such locations are intended to serve the basic needs of the surrounding residential neighborhoods, along with allowing opportunities to enhance the physical connection between residential and commercial uses.

The locational and developmental criteria used to define commercial nodes within the General Plan include:

- locate commercial nodes at major intersections to ensure a functional circulation system;
- establish regional commercial nodes at strategic locations that will offer the City an advantageous share of regional sales tax revenue;
- ensure the provision of convenient vehicular and pedestrian access to commercial centers wherever possible from adjacent high-density residential land uses; and
- establish commercial nodes on a minimum one mile interval basis to serve neighborhoods, reduce vehicle shopping trips from areas outside the influence of Florida Avenue and State Street commercial corridors, and to avoid creating such large numbers of nodes that their long-term viability could be jeopardized.

The Hemet General Plan Land Use map identifies two types of commercial development; neighborhood nodes, and regional nodes. Among the listed sites is the following:

Stetson Avenue at Sanderson Avenue

Consistency: The Stetson Crossing Specific plan complies with all of the locational and developmental criteria. The project site is located at the major intersection of Stetson Avenue and Sanderson Avenue. The site is strategically located to serve surrounding neighborhoods, as well as provide regional retail services for future visitors to area recreational facilities that will place the City in an advantageous position for regional sales tax revenue. The project is designed for safe and efficient circulation for vehicles and pedestrians with expanded landscaped parkways, and designated internal pedestrian walkways to encourage and enhance pedestrian travel within and around the project. The Stetson Crossing Specific Plan is an extension of the commercial node established by Page Plaza.

b. Neighborhood Planning Area

The Stetson Crossing Specific Plan is not located within a Neighborhood Planning Area, but the Southwest Hemet Planning Area lies adjacent to the site along the south. The Page Ranch, a 1,210-acre planned community featuring a mixture of residential and commercial uses also extends to the south of the project. Other major projects include Seven Hills Planned Community, a 239-acre golf resort community serving primarily senior residents; and Terra Linda, a 293-acre residential development. The Hemet City Corporate Yard lies west of the site.

Major determinants of Southwest Hemet's character include:

- Hemet-Ryan Airport and surrounding industrial lands;
- Salt Creek and the Domenigoni mountains to the south;
- Diamond Valley Lake;
- The Seven Hills Planned Community;
- Conversion of agriculture to urban uses;
- Southwest Park and West Valley High School; and
- Proposed medical office complex consisting of approximately 116,500 square feet southwest of the project site along Stetson Avenue.

The Southwest Hemet General Plan Land Use Summary targets one hundred fifteen acres (115 ac) of General Commercial. An anticipated buildout of 1,402,632 square feet represents seventy percent (70%) of the maximum buildout of 2,003,760 square feet (based on 40% coverage). Stetson Crossing, together with Page Plaza, assists in realizing the General Plan targeted commercial development for Southwest Hemet. The estimated 621,500 combined square-feet of Stetson Crossing and Page Plaza represents approximately thirty-one percent (31%) of the maximum General Commercial area.

The Community Development Element emphasizes the needs for the City of Hemet to maintain its status as a sub regional commercial center and calls for the following policies:

- The need for commercial nodes to be developed along with higher density housing and the use of pedestrian links between the two types of land uses to help reduce the number of vehicle trips generated by such land uses (City of Hemet General Plan 1992, II-A-9).

Consistency: The Stetson Crossing Specific Plan Area is north of Stetson Avenue west of Sanderson Avenue which is designated in the Northwest Planning Area as a part of a Regional-Oriented Commercial Node that is focused on Warren and Florida Avenues. This approximate 200-acre Regional Commercial Node is intended to facilitate a master planned regional commercial facility.

3 LAND USE AND ZONING

According to the current General Plan, (Figure 5), the Stetson Crossing Specific Plan Area land use is Industrial (I) and the current zoning designation is Industrial (I). The proposed General Plan designation is shown in Figure 6.

Designation	Existing General Plan	Proposed
Land Use	Industrial	Commercial
Zoning	Industrial (I)	Commercial (C-2)

The Specific Plan includes development regulations, design standards and implementation procedures to enable development of a high quality and distinctive commercial project. These features are covered in Chapter V, Zoning, and Chapter VI, Design Guidelines.

4 ECONOMIC DEVELOPMENT

The Economic Development Element identifies ways in which people and businesses contribute to the city's economy through consumption, production, investment, and job creation. The Goals of this Element include:

- The promotion of an economic base which provides primary services to the area's retirement population while broadening businesses and employment opportunities for the wider San Jacinto Valley (City of Hemet General Plan 1992, II-B-4).
- To ensure that major commercial and industrial developments contribute to a healthy local tax base (City of Hemet General Plan 1992, II-B-4).

Consistency: The Stetson Crossing Specific Plan supports these Goals by expanding the economic tax base and contributes to the job base in the service and retail sectors of the city by adding approximately 190,000 square feet of commercial retail improvements at the intersection of Stetson and Sanderson Avenues.

5 PUBLIC SERVICE AND FACILITIES

The Public Service and Facilities Element emphasizes the following:

- The need for new developments to not adversely affect the services and facilities enjoyed by existing residents and for new developments to be able to generate sufficient revenue to pay for services needed (City of Hemet General Plan 1992, II-C-2).

In accordance with this Element, the Stetson Crossing Specific Plan allows for adequate backbone infrastructure to effectively serve the commercial development. The area is serviced by the following providers:

Utility	Provider
Gas	Southern California Gas Company
Electricity	Southern California Edison
Water Supply	Eastern Municipal Water District (EMWD)
Sewer	Eastern Municipal Water District (EMWD)
Cable TV	Time Warner
Refuse Collection	City of Hemet, Integrated Waste Management Division

a. Drainage Facilities

The Goal of the Drainage Section within the Public Services and Facilities Element calls for:

- The provision of adequate facilities to protect Hemet residents and businesses from flooding conditions (City of Hemet General Plan 1992, II-C-2).

Consistency: The Stetson Crossing Specific Plan provides adequate on site drainage by continuing existing drainage infrastructure practices. Filtration devices will be constructed on-site to treat surface flows before being discharged into the drainage facility along the north side of Stetson Avenue. The existing trapezoid channel will be converted to a box culvert. Additional flows draining to the north will be contained within public streets and discharged into the storm drain system. See Figure 14, Drainage Plan.

b. Water Storage and Distribution Facilities

The Goal of this section is to:

- Maintain a water system which is capable of meeting the daily and peak demands of Hemet residents and businesses, including provision of adequate fire flows (City of Hemet General Plan 1992, II -C-2).

Consistency: An existing 12-inch waterline is located along Sanderson Avenue. An eight inch water line exists in Tanya Avenue that increase to a 12-inch line going west along Industrial Avenue. Proposed water lines will be located on-site to serve commercial uses in conformance with EMWD requirements.

c. Police Services

The Goal of police services is to:

- Provide police services which minimize the risk of crime and provide a secure environment (City of Hemet General Plan 1992, II-C-2).

Consistency: The Specific Plan Area will be serviced by the City of Hemet Police Department's west end police station located at 3663 W. Florida Avenue. Fees for police services may be necessary for expanding police staff and support services. Development fees will be estimated during the tentative tract map process during which the fees will be collected.

d. Fire Services

The Goal of Fire Services is to:

Provide adequate fire prevention and emergency fire medical and hazardous material services for the protection of lives and property (City of Hemet General Plan 1992, II-C-2).

Consistency: Fire services will be provided by the City of Hemet Fire Department. Fire Station #4 is the nearest fire station, located at 1035 S. Cawston Avenue, at the corner of Stetson Avenue. This station is within a mile from the Stetson Crossing Specific Plan Area. Additional fees for fire services may be necessary for expanding fire services and support staff.

e. Sanitary Sewers

The Goal is to:

- Maintain a wastewater collection, treatment, and disposal system that is capable of meeting the daily and peak demands of Hemet residents and businesses (City of Hemet General Plan 1992, II-C-2).

Consistency: An existing 21-inch wastewater line is located along Stetson Avenue. An eight inch line exists along Tanya Avenue and Industrial Avenue. Proposed 8-inch lines will be located within the site. Sewer services will be installed by the Developer and monitored by the Eastern Municipal Water District. Development fees will be assessed to support wastewater expansion. Refer to Figure 13, Water / Sewer Plan.

6 TRANSPORTATION

The Transportation Element of the General Plan serves as a guide to the establishment of standards for the movement of people, goods, and services throughout the General Plan Study Area. This Element establishes the following goals:

- A transportation system that maximizes freedom and safety of movement, that is cost effective, considers all forms of transportation, and maintains the quality of the City's living environment (City of Hemet General Plan 1992, II-D-I).

Consistency: The Specific Plan Area, located on the northwest corner of Stetson Avenue and Sanderson Avenue, is consistent with the City's roadway classification and cross section standards proposed under the General Plan Update, and will assure continuity of the street pattern with future neighboring developments.

The Stetson Crossing Specific Plan provides pedestrian access through enhanced setbacks along Stetson Avenue and Sanderson Avenue, with designated pedestrian linkages between major pad sites and adjoining major streets.

Street right-of-way widths and street lane striping for Sanderson Avenue and Stetson Avenue have been established by the Circulation Element of the General Plan, and based on the recommendations of the project traffic study. See Figure 9 for the City Circulation Plan, Figure 10 for Internal Circulation Plan, Figure 11 for Ingress and Egress, and Figure 12 for Street Sections of public rights-of-way.

7. PUBLIC HEALTH AND SAFETY

The Public Health and Safety Element addresses the protection of Hemet's residents from the hazards associated with natural and man made environments.

a. Geology and Seismicity

The Geology and Seismicity Section within the Public Health and Safety Element aims to:

- Reduce the potential for loss of life and minimize physical injury and property damage from seismic groundbreaking and other geologic events (City of Hemet General Plan 1992, II-F3).

Consistency: This Section identifies the San Jacinto fault zone as a potential source of seismic activity. The fault zone traverses the northeastern portion of the City of Hemet; the Stetson Crossing Specific Plan Area is outside of the fault zone. In addition, the Stetson Crossing Specific Plan, in accordance with the Element, makes use of the most recent Uniform Building Code to minimize seismic damage to buildings and structures.

b. Flooding:

The Flooding Section goal is to:

- Minimize the potential for loss of life, physical injury, property damage, and social disruption, and facilitate rapid physical and economic recovery resulting from flooding (City of Hemet General Plan 1992, II-F-9).

Consistency: The General Plan identifies two main areas that are prone to flooding. The Stetson Crossing Specific Plan Area is outside of both flood zone areas and the majority of on-site surface runoff will be collected and conveyed to an adjoining flood control channel that extends along the north side of Stetson Avenue. This open trapezoid channel will be converted to a box culvert as part of the proposed project. See Figure 14, Drainage Plan.

c. Noise

The Goal of the Noise Section is to:

- Require adequate noise compatible land use relationships by implementing noise standards to be utilized for design purposes in new development and establishing a program to attenuate existing noise problems (City of Hemet General Plan 1992, II-F-13).

Consistency: The Stetson Crossing Specific Plan Area is currently vacant and not a source of noise. The site lies within close proximity to the Hemet-Ryan Airport where noise-sensitive uses are discouraged. Stetson Crossing Specific Plan does not contemplate any noise-sensitive uses, and is compatible with airport operations.

The Noise Element of the General Plan sets a noise standard for all new development. In the case of new commercial development, the Noise Element establishes a maximum exterior level of 70 dBA (City of Hemet General Plan 1992, II-F-20). The Stetson Crossing Specific Plan will comply with this standard by using building orientation and building construction insulation practices to assist with reducing interior noise levels into occupied spaces.

d. Hazardous Materials

The Goal of the Hazardous Materials Section is to:

- Protect lives and properties from the use, storage, and transportation of hazardous materials (City of Hemet General Plan 1992, II-F-20).

Consistency: The Stetson Crossing Specific Plan does not call for commercial uses that would produce hazardous waste materials, and would replace an Industrial designation that has the highest propensity to allow the use, storage, or transport of hazardous substances. The Stetson Crossing Specific Plan shall

also observe all city regulations regarding the handling of any hazardous waste and the storage of such materials. It is anticipated that only household type products will be sold in small and regulated quantities as approved by the City of Hemet business license practices.

e. Fire

The Goal of the Fire Section within the Public Health and Safety Element is:

- Protect lives, properties, and the natural environment from the potentially disastrous effects of wild land fires (City of Hemet General Plan 1992, II-F-26).

Consistency: The land surrounding the Stetson Crossing Specific Plan area has been developed, or currently under development thereby reducing the risk of wild land fires.

f. Crime Prevention and Law Enforcement

The Goal of the Crime Prevention and Law Enforcement Section is:

- Minimize the risk of crime and provide residents and businesses with a secure environment (City of Hemet General Plan 1992, II-F-30).

Consistency: Refer to Section 3.4.3, Police Services III Section 3.4, Public Services and Facilities Element of this document.

g. Emergency Services and Facilities

The Goal of the Emergency Services and Facilities is:

Maintain participative and cooperative programs with regional emergency agencies and private relief organizations (City of Hemet General Plan 1992, II-F-31).

Consistency: Refer to Section 3.4.4, Fire Services in Section 3.4, Public Services and Facilities Element of this document.

8. RESOURCE MANAGEMENT

The Resource Management Element provides goals, concepts, and strategies necessary to ensure that the City of Hemet is an active participant in the management of the San Jacinto Valley's natural resources. The intent of this Element is to balance resource conservation and Hemet's development, so as to maximize the achievement of environmental, economic, and social needs. The following text addresses the consistency of the Stetson Crossing Specific Plan with the Resource Management Element and how it complements and supports it by addressing each of the ten categories which include air quality, parks and

recreation, open space, biological resources, historic resources and cultural heritage, soil conservation, solid waste management, energy conservation, and mineral resources.

a. Air Quality

The Air Quality Goal is:

- Achieve air quality that is conducive to good health and enjoyment of the area's climate for all citizens, including the elderly, children, and those with respiratory problems (City of Hemet General Plan 1992, II - E-1).

Consistency: The Stetson Crossing Specific Plan supports the air quality goals put forth in this section by:

1. Complying with future mitigation measures identified from the project traffic impact analysis.
2. Providing pedestrian access, pathways, and amenities to promote non-vehicular travel.
3. Providing opportunity for bus service along Sanderson Avenue.

b. Parks and Recreation

The Parks and Recreation section of the Resource Management has as a goal to:

- Provide a system of park, recreation, and open space lands of sufficient size and in the appropriate locations to serve the needs of residents of all ages (City of Hemet General Plan 1992, II-E-II).

Consistency: Development impact fees will be contributed for park and recreations areas.

c. Open Space

Open space is not a designated element in the commercial site. However, enhanced parkways will provided along Sanderson Avenue and Stetson Avenue. Other open space areas include commercial plazas and sidewalk areas along the fronts of buildings. The project is also designed to encourage outdoor dining and other public gathering places.

d. Biological Resources

The Goal of the Biological Resources Section is:

- Manage rare, endangered, and candidate species and their habitats through appropriate and accepted preservation programs (City of Hemet General Plan 1992, II-E-24).

Consistency: There are no sensitive resources identified in the General Plan for the Stetson Crossing Specific Plan project area. A Biological Technical Report for the site was completed by Mikael Remich, Consulting Biologist in 2007. The study found no endangered species or sensitive habitats within this Specific Plan Area.

e. Water Resources

The Goal of the Water Resources Section is:

Ensure the availability of water to support future growth and change in Hemet through a combination of water conservation, water reuse, protection of groundwater quality, and import of additional water during periods when extra supplies are available to maximize groundwater recharge (City of Hemet General Plan 1992, II-E-29).

Consistency: The Stetson Crossing Specific Plan Area will be serviced by the Eastern Water Municipal District (EWMD). It has been determined by EMWD that Stetson crossing will not generate a significant impact on existing water resources. The Specific Plan calls for the use of drought-tolerant landscaping within the enhanced setbacks along Sanderson Avenue and Stetson Avenue. See Figure 22.

f. Historic Resources and Cultural Heritage

The Goal of the Historic Resources and Cultural Heritage Section is:

Create a community which appreciates its unique history and which promotes protection, preservation, and restoration of significant cultural, historical, and architectural features (City of Hemet General Plan 1992, II-E-39).

Consistency: A cultural resource study, prepared by Jennifer Senka, has determined that there are no historical or cultural sites within the Stetson Crossing Specific Plan Area. If resources are discovered during construction, the project will comply with adopted mitigation measures identified in related California Environmental Quality Act (CEQA) processes.

g Soil Conservation

The Goal of the Soil Conservation Section is to:

Protect the community from significant erosion problems resulting from natural and manmade activities (City of Hemet General Plan 1992, II-E-42).

Consistency: The Stetson Crossing Specific Plan site is very flat, therefore soil erosion is not anticipated from the development of the Specific Plan area.

h Solid Waste Management

The Goals of the Solid Waste Management Section is:

- Ensure an adequate system of solid waste collection and disposal that meets the existing and future needs of Hemet residents and businesses.
- The system should also help in the preservation of limited and increasingly valuable landfill space, natural resources, and protection of the environment (City of Hemet General Plan 1992, II-E-46).

Consistency: The Stetson Crossing Specific Plan will be served by the waste management company that services the City under a city contract. Discussions with the City of Hemet Integrated Waste Management Division stated that they can provide service.

i Energy Conservation

The Energy Conservation Section Goal is:

- The efficient use and conservation of energy resources (City of Hemet General Plan 1992, IIE-59).

Consistency: The Stetson Crossing Specific Plan will comply with the most recent building code criteria that encourages the use of energy efficient building materials in the construction of retail space.

j Mineral Resources

The Stetson Crossing Specific Plan area is outside the defined Mineral Resources Zone as designated by the General Plan (City of Hemet General Plan 1992, II-E-62).

9. HOUSING ELEMENT

The Stetson Crossing Specific Plan does not include any residential dwellings, nor does it cause the displacement of any residential units or population. The commercial center development will provide services for nearby residential neighborhoods as a supportive land use. The Proposed Land Use and Zoning designations support commercial development without a residential component.

C. Topography/Geology

The subject property is vacant. There are no significant topographic or geologic features. [See Aerial Photography Figure 6]

The site is flat with less than one percent (1%) slope downward to the west. The highest elevation is at the northeast intersection at 1525, and the lowest elevation is approximately 1520 along the western edge of the property. [See Topography Figure 7]

There are no known seismic hazards or erosion problems associated with this site.

D. Hydrology

There are no "blueline" streams on this property nor any "waters of the U.S." classified wetlands. The existing drainage pattern consists of sheet flows, with the majority of surface storm water run-off draining to the southwest corner of the property. The project is not within a 100-year floodplain.

The proposed development will:

1. Be consistent with water quality standards and National Pollution Discharge Elimination Systems (NPDES) water discharge requirements.
2. Have no adverse effect on groundwater supplies.
3. Comply with the City of Hemet Master Drainage Plan and will not substantially alter the existing storm water drainage pattern.
4. Comply with all Federal Emergency Management Agency (FEMA) requirements.

E. Biology

The project area presently consists of vacant industrial lands that have been routinely disked for weed control.

No rare, threatened or endangered species are associated with the project site according to the San Jacinto Valley Area of the Multi-Species Habitat Management Plan (MSHCP) for Riverside County.

F. Cultural Resources

No known sites of paleontological, archeological, or historical significance are known to be within the subject parcel.



View of site looking east along Stetson Avenue

Aerial Photography Figure 6

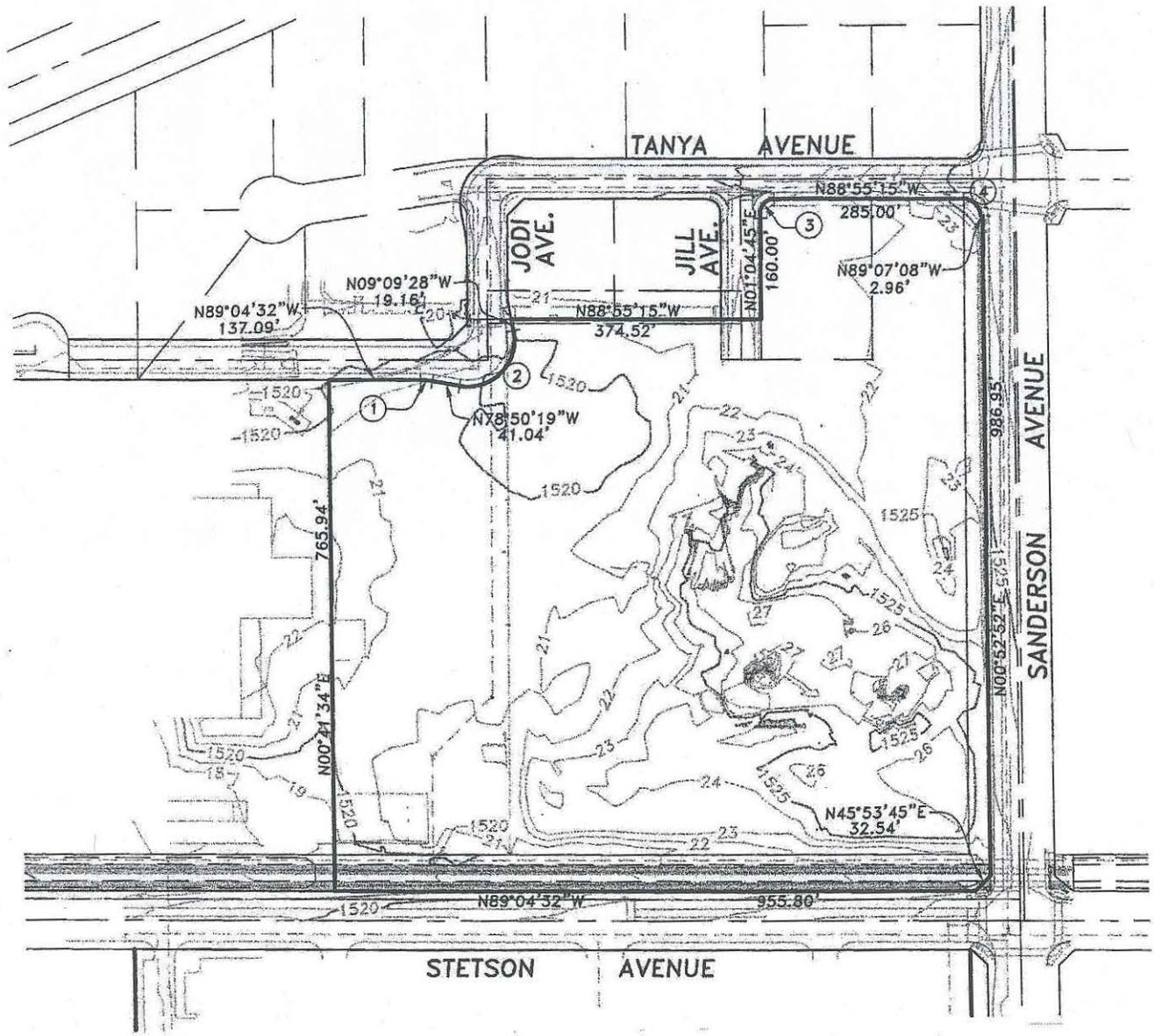


Figure 7
Topography

III. Land Use Plan

A. Existing Setting

The project site is vacant. Previous public dedications have occurred for the construction or widening of Sanderson Avenue, Stetson Avenue, and the flood channel along the southern boundary.

The surrounding land uses are:

- West: City of Hemet Corporate Yard.
- South: Page Community Plaza regional retail commercial center.
- East: Commercial and residential uses.
- North: Industrial / business park development

Significant uses in the vicinity of Stetson Crossing are:

- North: Hemet Ryan Airport Industrial Area (Florida Neighborhood Planning Area).
- South: West Valley High School and Diamond Valley Lake (Domenigoni/Diamond Valley Neighborhood Planning Area).
- East: Hemet Downtown Business District and East-side Diamond Valley Lake recreation development (Domenigoni/Diamond Valley Neighborhood Planning Area)
- West: Highway 79 Corridor and West-side Diamond Valley Lake recreation development (Domenigoni/Diamond Valley Neighborhood Planning Area)

B. Design Concept

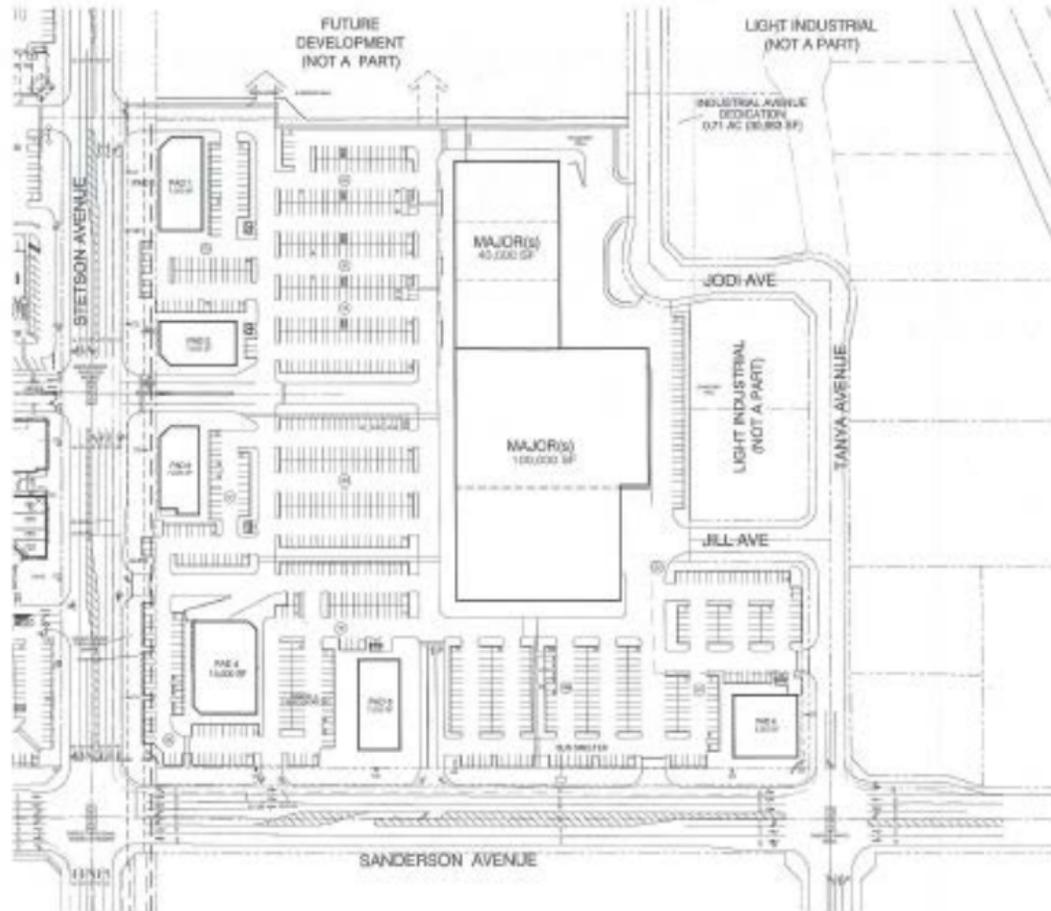
The design intent of Stetson Crossing is to offer the local community a variety of opportunities to work and shop locally. The center will include major anchor tenants, specialty shops, commercial activities, automotive uses, and restaurants.

Stetson Crossing typifies the scale and mass of similar community retail centers serving trade areas on a regional basis. A cohesive design concept based on a contemporary Southern Californian life style is emphasized in the Stetson Crossing Specific Plan. Pedestrian access is encouraged through the enhancement of meandering paths and parkways to continue the rhythm established for public usage to and from Sanderson Avenue. This concept is extended within an expanded setback along Stetson Avenue, where the open concrete flood channel presently exists. These pathways will extend into the center to encourage pedestrian access from adjacent housing and business communities. Parking ratios meet current city standards, allowing for peak demands and tenant requirements with parking areas designed in consideration of the user.

Stetson Crossing incorporates the following elements characterizing a well-planned shopping center:

- A unified architectural treatment, concept, and theme for the buildings, providing space for tenants that are selected and managed as a unit for the benefit of all tenants.
- A unified site, suited to the type of center called for by market conditions.
- An easily accessible location within the trade area with adequate entrances and exits for vehicular and pedestrian traffic as well as transit passengers.
- Sufficient on-site parking to meet demand generated by the retail uses. Parking should be arranged to enhance pedestrian traffic flow to the maximum advantage for retail shopping and to provide acceptable walking distances from parked cars to center entrances and to all individual stores.
- Service facilities (screened from customers) for the delivery of merchandise.
- Site improvements, such as landscaping, lighting, and signage that create a desirable, attractive, and safe shopping environment.
- A tenant mix and grouping that provide synergistic merchandising among stores and the widest possible range and depth of merchandise appropriate for the trade area.
- Comfortable surroundings for shopping and related activities that create a strong sense of identity and place.

Stetson Crossing will project a strong overall image and a clearly identifiable lifestyle orientation for customers and tenants alike.



SITE SUMMARY:

WELLS/FARLEY 7-080-0700

SITE AREA (AC) 17.46 AC (751,000 SF)
 BUILDING AREA 168,000 SF
 BUILDING COVERAGE 34.7%

PARKING REQUIRED:

SEE SPECIFICATIONS

THIS SITE PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THE DESIGNER ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE DESIGNER'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE PAVING OF THE PARKING AREAS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE PAVING OF THE PARKING AREAS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

FIGURE B
 SITE PLAN

IV. Infrastructure

A. Circulation

1. Vehicular Circulation

The vehicular circulation around the project will access the project via Sanderson Avenue and Stetson Avenue with secondary access off of Tanya Avenue.

2. Street Designations

The street rights-of-way and designations are as follows:

- Sanderson Avenue—146' R/W Enhanced Major
- Stetson Avenue—147' R/W Urban Arterial (with flood channel)
- Tanya Avenue—60' R/W Collector

3. Signalization

The present signalized intersection on Stetson Avenue will remain to provide full access for both Page Plaza and Stetson Crossing. Additional public access will be provided from one right-turn only access points along Stetson Avenue, one right-turn only access point along Sanderson Avenue, and a right-in, right-out left turn on Sanderson Avenue. Secondary full turn access will be provided along Tanya Avenue by way of Jill Avenue. A separate access for deliveries will be provided from Tanya Avenue at Jodi Avenue.

4. Ingress and Egress

The Stetson Crossing center will be served by nine points of access that individually function for separate purposes. The location and turning movements associated with each access, as shown in Figure 11, are described below.

Access 1 (Stetson Avenue)

Located just west of Pad 1 along the western project boundary, this access will primarily function as a secondary access for the shopping center and as access for future offsite development to the west. Turning movements will be right-in, right-out, and left-in only. Access across Stetson Avenue to Page Plaza will be prohibited.

Access 2 (Stetson Avenue)

Located at the center of the project between Pads 2 and 3, and aligned with the access into Page Plaza on the opposite side of Stetson Avenue, this will be the primary entrance to the shopping center. Full access will be controlled by a traffic signal. Two lanes of ingress and egress will be separated by a landscape planter to formalize the prominence of this entrance.

Access 3 (Stetson Avenue)

Located midway between Pads 3 and 4, on Stetson Avenue, this will be a secondary access allowing right-in and right-out only turning movements.

Access 4 (Sanderson Avenue)

Located midway between Pads 4 and 5, this will be a secondary access along right-in and right-out only turning movements.

Access 5 (Sanderson Avenue)

Located midway between Tanya Avenue and Stetson Avenue, this entrance will be the most prominent for the shopping center from Sanderson Avenue, with turning movements limited to right-in, right-out and left-in only.

Access 6 (Sanderson Avenue)

Located on Sanderson near Tanya Avenue, this access serves a dual purpose to serve Pad 6 at the intersection of Tanya Avenue and Sanderson Avenue, and for service vehicles for Major tenant buildings. Turning movements will be limited to right-in and right-out.

Access 7 (Tanya Avenue)

Located on Tanya Avenue near the intersection with Sanderson Avenue, this is primarily a customer access for Pad 6. This access will have full turning movements onto Tanya Avenue.

Access 8 (Jill Avenue / Industrial Avenue)

Jill Avenue is an existing dedicated street that terminates along the northern boundary of the project site. This access will have full turning movements onto at Jill Avenue and Tanya Avenue. Internal access will loop between access point 6 and access point 9. This access will also serve an existing industrial use located north of the project.

Access 9 (Jodi Avenue)

Jodi Avenue is an existing dedicated street that terminates at Industrial Avenue. Industrial Avenue will extend along the northern project boundary behind the major tenant buildings. Two full access points will extend into the project for service vehicles behind the major tenant buildings, and loop back to access point 8 and access point 6. This access will serve an existing industrial use located north of the project.

5. Phasing

As shown in Figure 31, construction of on-site and adjacent streets will occur in two phases. Phase One will include all offsite improvements. Phase One will also include reconstruction of the flood channel and landscaped setbacks. Subsequent phases will include both secondary anchors and the remainder of the individual pads.

The development of standards for the vehicular and pedestrian circulation will be as follows:

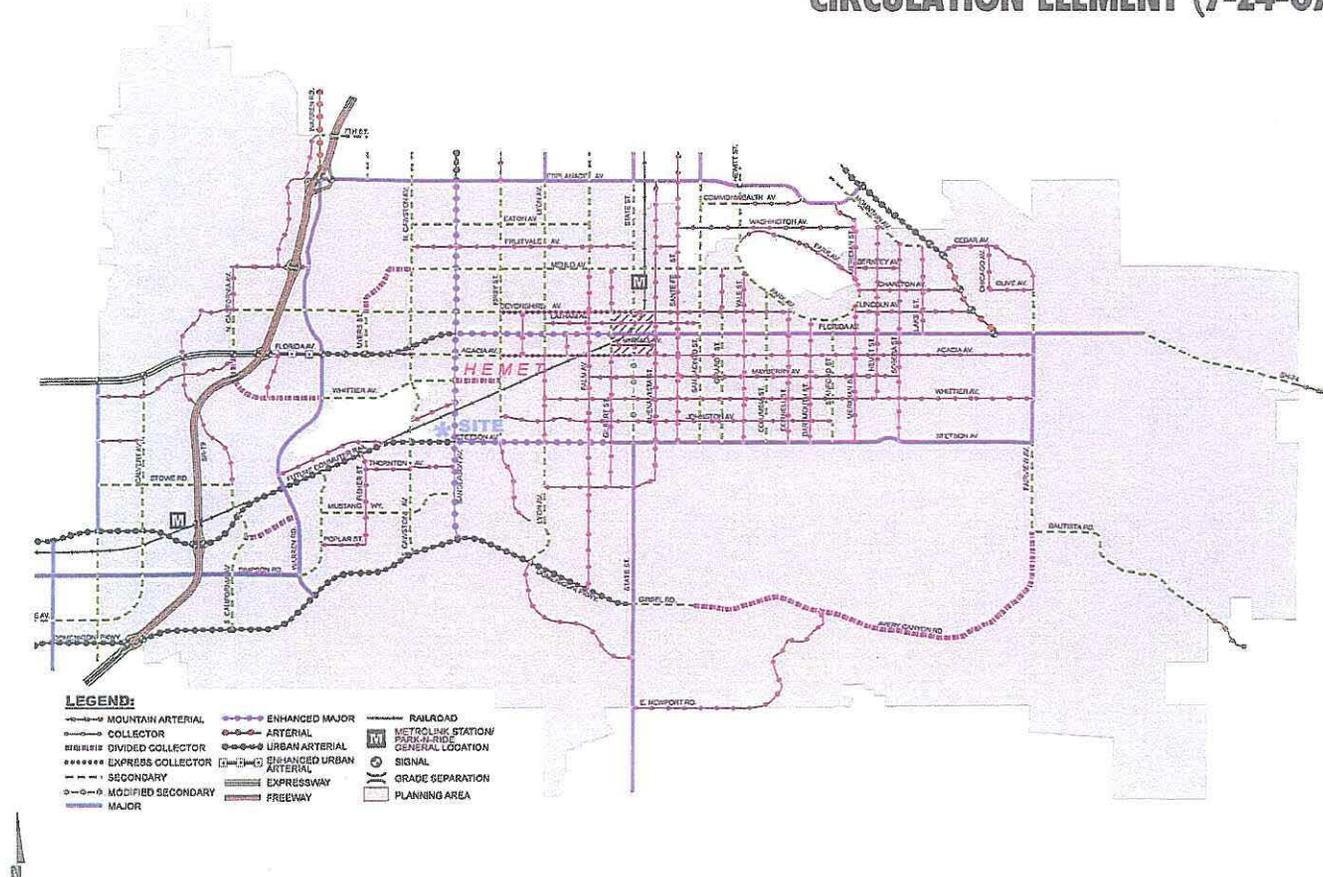
- a. Primary and secondary access points will be provided, as shown in Figure 11.
- b. Landscaping requirements for all of these vehicular access ways will be in accordance with the streetscape treatments as described by the Stetson Crossing Specific Plan Design Guidelines. Landscaping along Sanderson Avenue and Stetson Avenue will be provided within an extended landscape setback as illustrated in Figure 21.
- c. On-site vehicular access drives will be constructed as follows:
 - Two- and four-lane drives using 32 and 42-foot wide curb configurations.
 - Medians and major vehicular access points will be properly landscaped without restricting visual continuity and appropriate right-of-way at intersection points and will meet all of the requirements of the City of Hemet Public Works Department.

6. Pedestrian Circulation

All development within the Stetson Crossing Specific Plan shall incorporate pedestrian and bicycle facilities including appropriate walk ways and assembly areas. Such facilities should include bicycle racks and pedestrian walk ways, where appropriate.

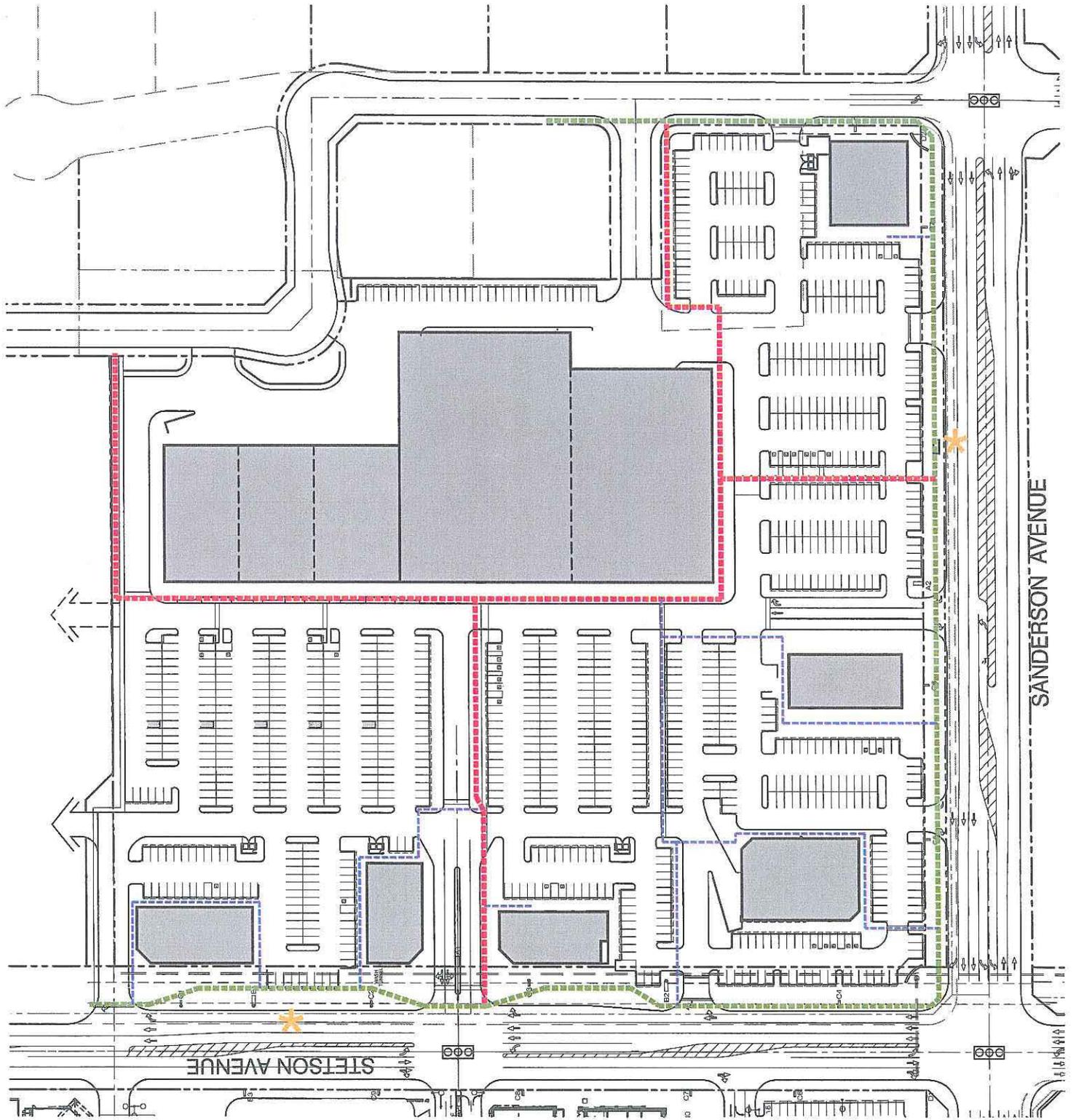
- a. Appropriate shade will be provided along the storefronts as well as in each appropriate courtyard and/or business grouping.
- b. Transit stop locations are to be provided for the bus system along Sanderson Avenue and Stetson Avenue as shown in Figure 10.
- c. Pedestrian walkways will connect all elements of the Master Plan, including the public transit stops.
- d. Loading areas are to be screened from public view.

EXHIBIT 3-D
**CITY OF HEMET PROPOSED GENERAL PLAN
 CIRCULATION ELEMENT (7-24-07)**



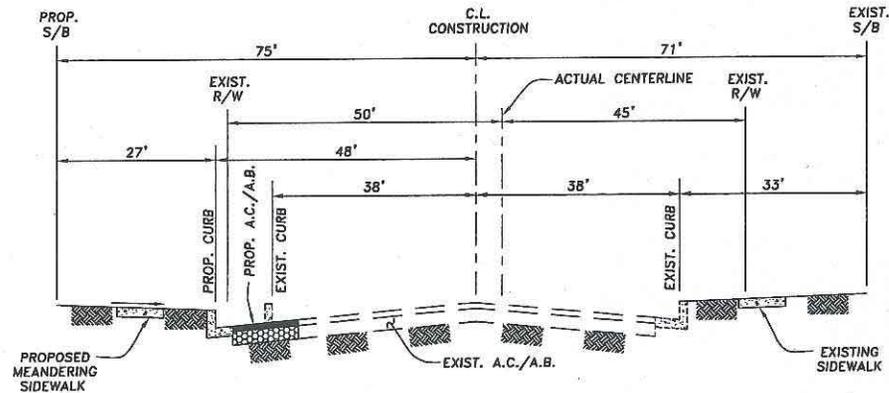
STETSON CROSSING TIA, Hemet, California - 05502: 75

Figure 9
 City Circulation Plan

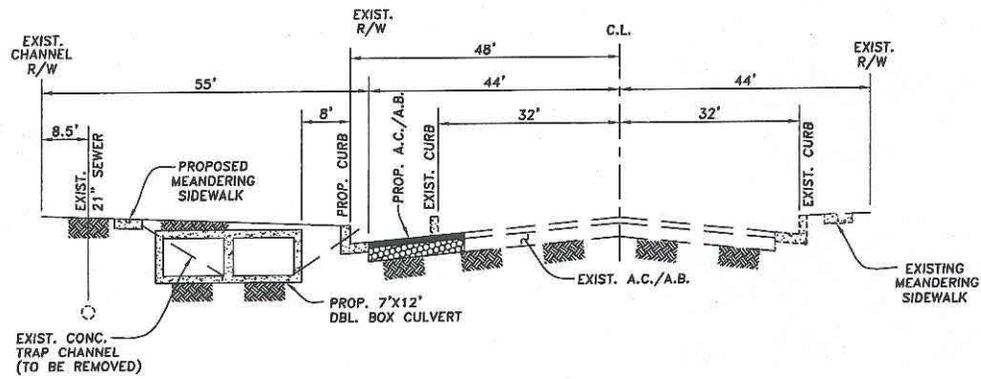


-  BUS STOP
-  EXTERNAL PEDESTRIAN SIDEWALKS
-  MAJOR INTERNAL PEDESTRIAN CONNECTORS
-  INTERNAL PEDESTRIAN WALKWAYS & LINKS

FIGURE 10
INTERNAL
CIRCULATION PLAN



SANDERSON AVENUE



STETSON AVENUE

FIGURE 12
STREET CROSS SECTIONS

B. Sewer and Water

Sewer and Water Service

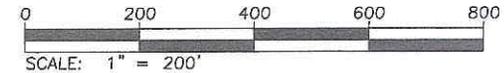
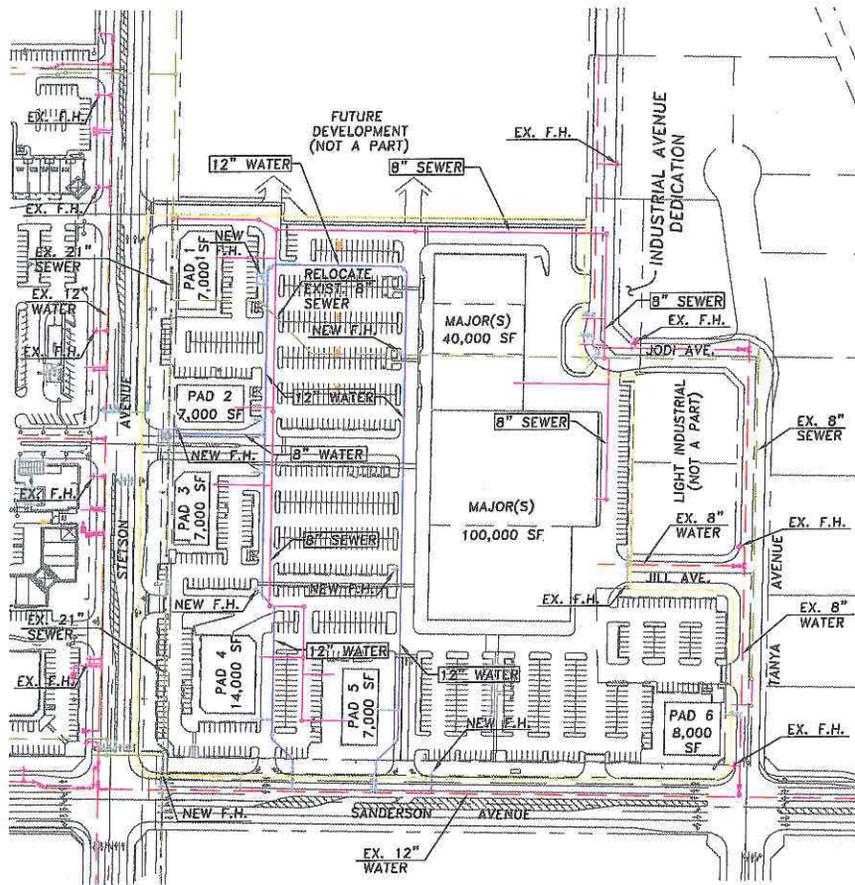
Sewer and Water services will be provided by Eastern Municipal Water District (EMWD). As shown in Figure 13, There is an eighteen inch (18") water line in Sanderson Avenue and a twelve inch (12") water line in Stetson Avenue. There is a twenty-one inch (21") sewer line in located on the north side of the open drainage channel on the north side of Stetson Avenue.

C. Drainage

As shown in Figure 14, existing ground contours indicate the property drains from east to west, tending slightly to the southwest. Stetson Crossing will comply with all requirements for the Santa Ana Regional Water Quality Control Board (SARWQCB), National Pollution Discharge Elimination System (NPDES), and Storm Water Pollutant Prevention Plan (SWPPP).

Drainage Plan Development Standards include, but are not limited to the following:

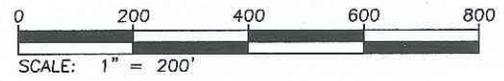
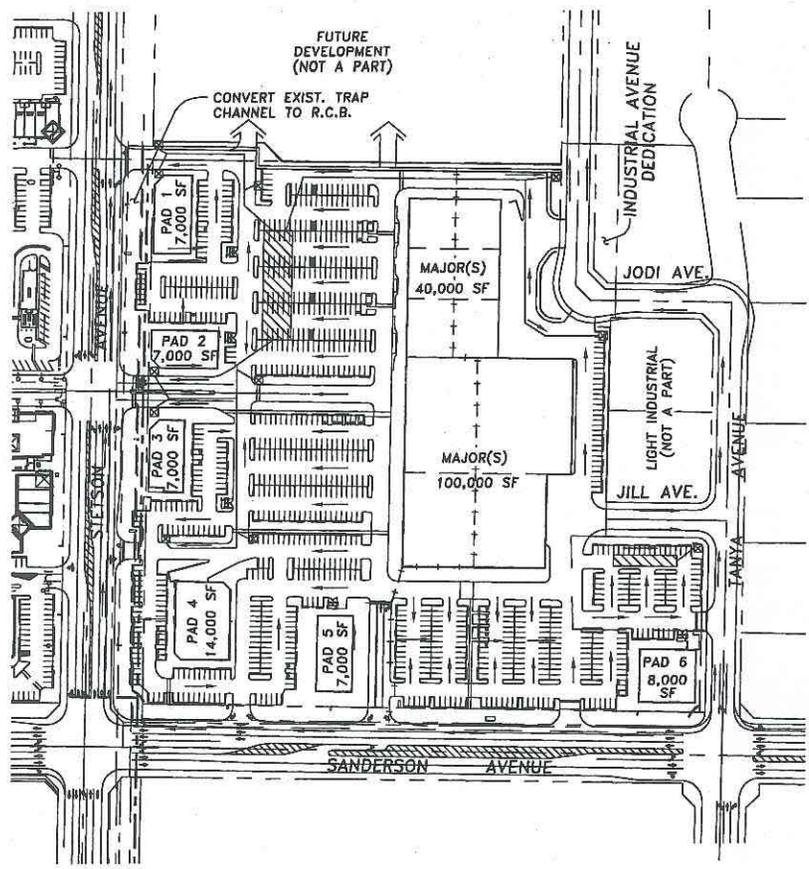
1. All work shall be in accordance with the City of Hemet and other jurisdictional requirements.
2. On site retention, if required, will be provided and maintained by the Developer.



LEGEND

- BOUNDARY
- EXISTING WATER
- EXISTING SEWER
- NEW 8" WATER
- NEW 12" WATER
- NEW 8" SEWER
- NEW SEWER MANHOLE
- EXISTING SEWER MANHOLE
- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT
- EXISTING WATER APPURTENANCES
- NEW WATER APPURTENANCES
- FIRE SPRINKLER LINE
- NEW WATER SERVICE

FIGURE 13
SEWER & WATER PLAN



LEGEND

- + - - - + DRAINAGE BOUNDARY
- DIRECTION OF FLOW
- ⊠ LOW FLOW CATCH BASIN
- LOW FLOW STORM DRAIN
- ▨ SUBSURFACE PERCOLATION FIELD

**FIGURE 14
DRAINAGE PLAN**

D. Grading

The existing grade will be modified to provide drainage in accordance with the storm sewer requirements previously outlined herein.

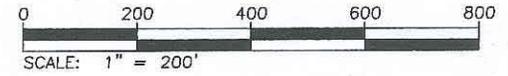
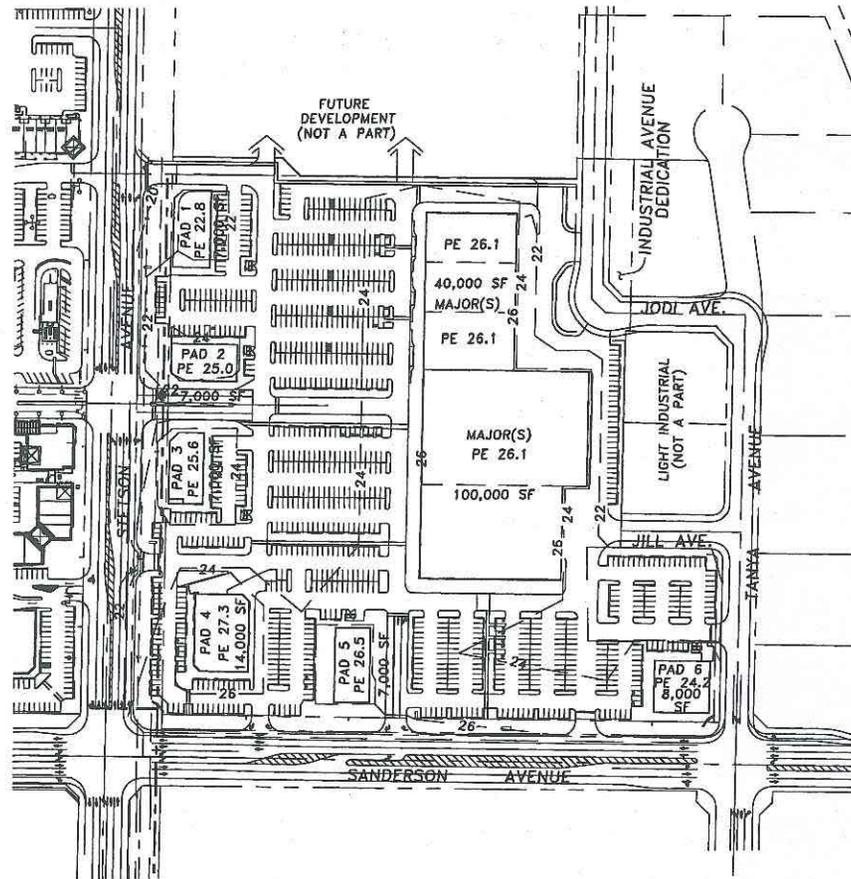
Additional fill will be provided so that the building pad sites will meet or exceed the 500-year flood plain requirements.

All grading shall be done in accordance with the mitigation requirements of the Stetson Crossing technical studies.

Earthen berms will be created along the streetscapes of Stetson and Sanderson to create more interesting visual variety.

Grading Plan standards for future development will include, but not be limited to the following:

1. All grading work and subsequent construction activities will be in accordance with the City of Hemet's grading policies and guidelines and shall be in accordance with the Stetson Crossing Design Guidelines.
2. Overall construction work will be in accordance with the Stetson Crossing technical studies.
3. Prior to construction of any land pad within the proposed development, a precise grading plan shall be submitted to the City for review and approval.
4. The appropriate soil erosion control elements will be constructed in all areas in accordance with the City of Hemet's requirements.
5. Any ditches or minor swales will be appropriately lined with natural erosion control materials and/or concrete, if required.
6. All manufactured slopes will be constructed with slopes no greater than two feet horizontal to one foot vertical (2:1), unless otherwise approved herein or by the City of Hemet.
7. All landscape berms will be constructed at a with slopes no greater than four feet horizontal to one foot vertical (4:1), unless otherwise approved herein by the City of Hemet.



LEGEND

- — — FINISHED GRADE
- 24 1524.0

FIGURE 15
CONCEPTUAL GRADING PLAN

E. Utilities

Verizon will provide phone service to the project site, Southern California Edison will provide electric service, and Southern California Gas will provide natural gas. Time Warner provides cable television to the area. With the appropriate improvements and extensions, all purveyors will be capable of providing suitable levels of service to the project site. All utilities will be installed underground.

F. Public Facilities & Services

1. Fire Protection

Fire protection services for an incorporated territory are provided by the City of Hemet Fire Department. The nearest station is Fire Station No. 4 located at 1035 S. Cawston, at the corner of Stetson Avenue.

2. Police Protection

Police protection and law enforcement services for the project site are provided by the City of Hemet Police Department at the City Civic Center on Latham Avenue.

3. Emergency Services

Paramedic and emergency medical services to the project site are provided by Hemet Valley Ambulance Service, with medical facilities and services available at Hemet Valley Medical Center, and paramedic service from Fire Station No. 4

4. Public Transit

Riverside Transit Agency provides bus service in the region. The system of bus service will be enhanced by the installation of a bus stop with patron amenities along Sanderson Avenue in accordance with the design standards of the Stetson Crossing Specific Plan. Pedestrian walkways will be provided to the link bus stop to major anchors, as shown in Figure 10.

5. Project Services and Facilities

Enhancements of such facilities on-site will be consistent with the above-mentioned facilities. These may include, but not be limited to:

- a. Areas of exterior assembly and dining; and
- b. Pedestrian resting areas

V. Zoning

A. Purpose and Objective

The purpose of the Stetson Crossing Specific Plan Zone is:

- To provide appropriate areas in the locations as shown on the general plan for the development of commercial districts having a wide range of offices, services, retail stores, recreation and transient accommodations.

The Stetson Crossing Specific Plan Zone is based on the provisions of the General Commercial (C-2) Zone of the Hemet Municipal Code and other applicable city regulations that govern the site design, development, and construction of the Stetson Crossing Specific Plan. Whenever the regulations contained in this text conflict with the Regulations of the Hemet Municipal Code or other applicable city regulations, the regulations of the Stetson Crossing Specific Plan shall take precedence.

B. Permitted Uses

The following uses are permitted in the Stetson Crossing Specific Plan:

- Accessory structures, such as utility equipment, structures, and uses or storage located on the same site as a permitted use.

Antennas for microwaves, cellular phones, satellite dishes and the like having a device less than 36 inches in diameter.

- Automotive services including auto detailing auto stereo or window tinting installation, auto parts store (with or without an air compressor, but no machining).
- Automobile rental
- Bakery
- Banks, savings and loan, credit unions
- Barber and/or beauty shop
- Counseling center
- Department store
- Drug store
- Flood control facilities including, but not limited to detention and retention basins, flood control channels
- Graphics production
- Grocery store including, bulk food outlets
- Library
- Medical and/or dental labs or offices
- Museum

- Newspaper printing
- Nurseries, greenhouses and gardening
- Professional Offices
- Parking lot
- Pharmacy
- Photographic studio
- Radio station
- Small Recycling facility – resource collection center
- Restaurant
- Retail service shops including but not limited to appliance repair and sales, stereo/TV/video repair and sales, catering, health spa, Laundromat, dry cleaners, locksmith, mail receiving service, pet grooming with no overnight stay, photographic processing, printing, lithography, engraving, copy, plumbing, electrical, shoe repair, tailor, equipment rental, costume rental, dry cleaning with or without an on-site plant.
- Retail and/or shops including but not limited to books, stationery, arts and crafts, hobby, coins and/or stamps, candy, confectionery, costumes, draperies, blinds, window coverings, gifts, hardware, home furnishing, heating/air conditioning, florist, meat, delicatessen, medical supply, music with or without instruction, outdoor display and sales of patio furniture, furniture, jewelry, dressmaking or millinery, dry good or notions, raceway for slot cars, thrift, swimming pool/spa supplies service and repair, shoes, pets, liquor, paint, fire arms, sporting goods, firewood, glass, nursery, clothing, ice cream, antique, stained and/or leaded glass
- Satellite dish antennas having a diameter of 36 inches or greater and which are screened from public view
- Tire sales, repair, balancing, alignment.

When the Planning Director determines, in accordance with Section 90-3(c) of the Hemet Municipal Code, that a use is similar in nature to a permitted use, it shall be deemed to be a permitted use.

Whenever a business is conducted, a city business license is required pursuant to Chapter 18 of the Hemet Municipal Code.

C. Conditionally Permitted Uses

The following uses are permitted with a Conditional Use Permit:

- Antennas for microwaves, cellular phones and the like having a device measuring 36 inches or greater.
- Bowling Alley
- Car wash with vehicles and related activities screened from public view.
- Car and truck rental
- Day care facility

- Gas station
- Hotel or motel
- Nightclub or dancehall with alcoholic beverage service
- Recording studio
- Urgent care facility
- Drive through facilities
- Permanent outdoor display of merchandise or outdoor seating for restaurants, incidental to a permitted or conditionally permitted use, when the outdoor display area or meeting area is: a) located adjacent to the building, b) in compliance with the latest adopted version of the American Disabilities Act, c) in compliance with The Uniform Fire Code, d) clearly defined as to the extent of the display area by a line painted on the paving, or by a railing, or other barrier e) not utilizing parking required pursuant to article XL. off-street parking and loading.
- Temporary special event display as allowed pursuant to the approval of an Administrative or Temporary Use Permit.

Whenever a business is conducted, a city business license is required pursuant to Chapter 18 of the Hemet Municipal Code.

D. Hemet Ryan Airport Considerations

Any Conditionally Permitted Use allowed within the Specific Plan, and subsequently applied for with the city of Hemet shall not be subject to further review by Riverside County Airport Land Use Commission (ALUC), with the following exception:

- Should any antenna, for microwaves, cellular phones and the like, be applied for which exceed thirty-five feet (35') in height, review by the ALUC shall be required prior to approval by the City of Hemet.
- Any institutional uses and critical facilities, within the project, may be more appropriately placed at a greater distance from the airport. Such uses would include telephone exchanges, electrical transformer relays, radio/TV studios, hotel/motel, clinics, and day care.

E. Development Standards

1. Coverage

Maximum lot coverage shall be forty percent (40%).

2. Net Lot Area

Minimum net lot area shall be six thousand five hundred square feet (6,500 sf).

3. Lot Width

Minimum lot width shall be subject to City approval as set forth in an implementing Commercial Parcel Map.

4. Lot Depth

Minimum lot depth shall be subject to City approval as set forth in an implementing Commercial Parcel Map.

5. Front Setback

Along Stetson Avenue, parking and drives may encroach into the storm drain parcel to a minimum setback of 20' from the Stetson Avenue right-of way. No setback is required for buildings abutting the storm drain parcel on Stetson Avenue. On Sanderson Avenue, structures will be allowed to abut the scenic highway setback.

6. Rear (Tanya Avenue) Setback

At Streets (Tanya Avenue & Industrial Avenue)-Minimum landscaped setback shall be ten feet (10').

At Adjoining Properties-Minimum landscaped setback shall be six feet (6').

7. Building and Structure Height

The maximum height for buildings and structures shall be fifty feet (50'). Height exceptions shall be per Section 90-895 of the Hemet Municipal Code. The highest pad site for any structure is at 1525 MSL. An FAA 7460 Non-Interference review shall be completed for any structures exceeding 1545 MSL (Twenty feet in height) and any conditions resulting from that review shall be met.

8. Parking

Parking shall be developed in accordance with the Hemet Municipal Code as defined by Article XL unless otherwise stipulated within the Stetson Crossing Specific Plan.

Exceptions shall be granted per the following:

- a. A shared parking analysis report shall be reviewed and approved by the Planning Director for parking reductions based upon the presence of two or more adjacent land uses which, due to substantially different operating hours or peak parking characteristics, will allow joint use of the same parking facilities.
- b. The shared parking analysis report indicates the presence of public transit facilities and/or pedestrian circulation opportunities that justify the requested reduction of parking spaces.
- c. The granting of a reduction in the number of parking spaces will still provide a sufficient number of off-street spaces for the use or uses in question.

9. Loading and Outdoor Storage

Loading and outdoor storage areas serving establishments shall be designed and oriented in accordance with the following standards:

- a. Loading areas shall not encroach into required front landscape setbacks.
- b. Loading areas shall be designed to provide for backing and maneuvering of trucks on-site.
- c. Screening of refuse containers, service areas, and loading areas may be achieved with decorative walls, dense landscaping, or other up-scale materials in order to not only achieve a complete screening of views from public areas such as streets, parking lots, and sidewalks, but to maintain the architectural integrity of the project. Refuse screen walls shall not exceed six feet (6') in height, or integrated with building architecture. Screening that requires heights greater than six feet shall be accomplished by landscaping or an alternate method approved by the Hemet Planning Director.
- d. Loading area screening shall be no less than eight feet (8') in height and shall incorporate the architecture into the design.
- e. Decorative masonry or concrete tilt-up walls should be used for screening purposes where necessary to provide noise attenuation between loud commercial/industrial activities and adjacent residences.

10. Signing

Signing shall be permitted per Section V. D. of the Stetson Crossing Specific Plan.

11. Lighting

The City shall review and approve all project lighting plans per the requirements of The County of Riverside Airport Land Use Commission and The City of Hemet General Plan and Zoning ordinance.

VI. Design Guidelines

A. Theme

1. Purpose and Objectives

The purpose of the Stetson Crossing Specific Plan Design Guidelines (Design Guidelines) is to establish an overall design quality and series of guidelines to serve as a base line for the improvements within the public and private sector areas. The design guidelines are intended to identify this project as a unique, upscale retail destination.

As a means of establishing the base line quality, the Design Guidelines will be implemented in a cooperative manner both with the City of Hemet and the Developer.

The Design Guidelines establish a mechanism by which the design quality of improvements can be maintained over the life of the development project. The City of Hemet Design Guidelines, as well as Planning and Zoning Requirements, serve as a minimum basis which will be enhanced by the Stetson Crossing Specific Plan Design Guidelines.

The purpose of the Design Guidelines indicates to prospective tenants the level of physical improvements for each land pad parcel. The Developer is responsible for establishing and maintaining this while each individual tenant will be responsible for their overall coordination and implementation with assistance from the City of Hemet

It is the intent of the Developer that all tenants meet or exceed these design guidelines in building layout, design, and signage.

The project design guidelines are developed to:

- a. Establish an overall "Contemporary Southern California" theme.
- b. Create common use areas with cross-easements and public use spaces throughout.
- c. Determine common architectural elements and material uses.

2. General Theme

The general theme established for Stetson Crossing is Contemporary Southern Californian architecture with enhanced pedestrian and landscape zones throughout the center. The architectural design draws its inspiration from the Spanish / Mediterranean architecture and natural materials incorporated in Southern California centers. Design features may include natural materials such as stone accents, limited tile roofs as access elements, trellises and enhanced sidewalks to compliment the varying architectural features created in this mixed-use environment. Pedestrian activity is encouraged through public plazas and landscaped walkways with links to the extended landscape parkways along Sanderson Avenue and Stetson Avenue.

Corporate expression is encouraged for individual businesses within the parameters established in the design criteria for the center. These regulations will further be maintained by the Stetson Crossing Design Review Committee (DRC) administered by the owner and as reviewed by the city for adherence to the design guidelines.

3. Opportunities and Features

Design opportunities and features include, but are not limited to the following:

- a. Major perimeter landscaping.
- b. Bus stops along Sanderson Avenue and Stetson Avenue, as approved by the Riverside Transit Agency.
- c. Architectural focal points, including movement sculpture or fountain at the intersection of Sanderson and Stetson.
- d. Gathering spaces and/or pedestrian nodes throughout the development.
- e. Interior and exterior courtyard plazas associated with outdoor dining.
- f. Small shops with covered façades and walkways.

4. Site Planning Criteria

General guidelines for site planning criteria include but are not limited to the following:

- a. Orient entries and front façades toward parking areas and/or plazas or courtyards that function as public gathering spaces for dining or relaxation.
- b. The architectural treatment of any façade facing a street should contain detailing and architectural character.
- c. Where uses permit and where feasible, buildings should be grouped together to create pedestrian plazas and courtyards.
- d. Provide solar orientation when siting pedestrian areas to create pleasant outdoor spaces.

- e. Less noise-sensitive uses should be encouraged near major roadways as buffers for noise-sensitive uses, such as outdoor dining or pedestrian courtyards.
- f. Whether free-standing or part of a building's first floor architecture, awnings, arcades (architectural features that cover a sidewalk), colonnades or patio covers over outdoor seating and pedestrian areas should be encouraged as weather protection and as a way of adding human scale to larger structures. Appropriate landscaping can be used to achieve the same shading effect.
- g. Site lighting systems will provide for low-profile, downward directed lighting at illumination levels adequate for security and public safety. Lighting will be designed to minimize sky glow. Carefully designed accent lighting will be provided for landscape areas and signs.

Site planning for specific uses shall be subject to the following:

- a. Car Service Windows - Any car service pick-up window shall have a canopy that is architecturally integrated into the primary structure and shall extend a minimum of ten (10) feet to provide adequate cover for vehicles.
- b. Tire Sales, Repair, and Related Uses - Any use involving tire sales and/or repair activities shall be conducted within enclosed services bays equipped with overhead doors to control noise.

5. Vehicular Design Elements

- a. Large surface parking lots shall be divided into smaller areas by the placement of landscaping, buildings, plazas, walkways or other design features.
- b. Minimize situations where pedestrians must cross parking aisles at right angles.
- c. Design parking areas to reduce the distance pedestrians must walk to reach a building or a pedestrian walkway system that links buildings or businesses.
- d. Appropriate sub-grouping of parking will permit direct access to some of the businesses.
- e. Adequate stacking room for vehicles waiting to exit the site shall be provided in relationship to the size of the parking lot and the peak hour characteristics of the land use.

6. Pedestrian Design Elements

Pedestrian design elements shall include:

- a. A change in materials, or colored or textured concrete shall be used at points where people will gather such as plazas, courtyards and corners.

- b. Pedestrian waiting and visual focal point activity areas will be provided throughout the center, providing pedestrian areas and access to transportation. Transit stop locations shall be placed along Sanderson Avenue and Stetson Avenue.
- c. Shade shall be provided along walkways by the use of landscaping or shade structures.
- d. Appropriate landscaping and exposure on each building should create a pleasant walking experience to and from each facility and its appropriate parking area.
- e. Benches, trash receptacles, bike racks, news stands, planters, orientation signs, light posts and other street furnishings shall be used throughout the commercial areas of the plan to create a pedestrian scale along sidewalks, walkways, and within plaza or courtyard areas among buildings.
- f. Decorative frames will carry a consistent theme throughout the project, providing design integrity of store fronts, free-standing buildings, and signs.

B. Architecture

1. Purpose and Intent

Building design guidelines shall encourage innovation and creativity in order to create a visually varied and stimulating environment. It is not intended to limit the design to one architectural style, but to create a unique mix of "Contemporary Southern Californian" theme elements.

The following general architectural design guidelines address the overall theme and base line requirements:

- a. Masonry, stucco, steel, and stone (faux or authentic) shall be the primary building materials.
- b. Pedestrian friendly spaces and scale shall be incorporated where appropriate.
- c. Building forms that vest and define visually interesting interior and exterior spaces shall be created where appropriate.
- d. symmetrical façades shall be encouraged.
- e. An environmentally harmonious color theme, to be established by Developer.
- f. Create roof types and colors compatible with adjacent structures.
- g. Windows and doors shall be recessed and decorative in native styles where appropriate.
- h. Gutters and downspouts shall be concealed or integrated into the building façade.
- i. Roof slopes and parapet walls shall conceal mechanical units.
- j. Loading and/or service areas shall be screened from the public view.

- k. Use of exterior wood shall be discouraged.
- l. Long, tall, straight wall façades should generally be discouraged along any façade facing a street or main gathering area. When used, simple wall planes should be limited and specifically designed to provide visual relief within the overall design of the building(s). Simple façades should be integrated with the landscape and lighting design to create a meaningful contribution to the building architecture.

2. Building Massing and Scale

The mass and roof forms or roof heights of buildings should be varied. Different heights may be used to communicate different uses or shops. Window treatments and stepped buildings also create added visual interest and relate directly to the pedestrian environment. An arcade provides another means of connecting varied masses and a more comfortable experience along pedestrian routes. Higher tower elements or similar features are encouraged at focal points, such as plazas, major entrances, or where walkways meet streets.

- a. Large flat wall planes should be avoided in high visibility areas.
- b. A range of roof forms and/or heights should be used to add visual interest to the community streetscape.
- c. A mix of one- and two-story components shall be used along with the use of focal vertical elements where possible.

3. Materials and Colors

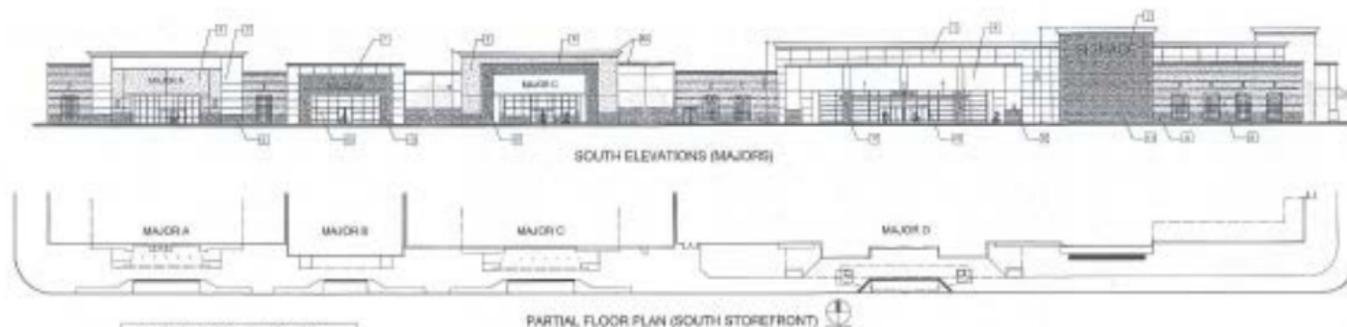
Building façades should not be monotonous or have a flat, shadowless appearance on any façade highly visible from a street or main gathering area. No wall should have a blank, for any extraordinary length without including one of the following: change in texture, change in plane, windows, lattice, trees, or equivalent element. Façades that are visible from adjacent streets or walkways should display even greater visual interest by using architectural elements that break up the massing of large buildings, such as windows, arcades, porticos, and other architectural features.

- a. The generous use of natural materials and textured or patterned masonry is encouraged to provide texture and scale to wall surfaces.
- b. Architectural detailing such as trellises, colonnades, windows and doors should be used to break up large expanses of stucco surfaces.
- c. All roofing materials shall be of a fire-retardant material.
- d. Subdued colors, not specifically limited to earth tones, shall be used. Use of bright, vibrant colors and primary colors is not recommended, except as limited accent or focal elements.

- e. Colors shall be coordinated throughout each plaza area.

4. Articulation of Architectural Elements

- a. Recessed doors and window openings should be used to add articulation to the wall surface.
- b. Projections, overhangs, and recesses should be utilized to provide shadows, articulation, and scale to the building elevation. Terracing or layering of building elevations is encouraged.
- c. Accessory structures related to a commercial use shall be designed in a style and of materials consistent with the style and materials of the primary commercial structure(s).
- d. Fences and walls may vary in height and materials. Where fully or semitransparent fencing is required, steel may be used.
- e. Every front building elevation should have shadow relief, overhangs and recesses; all may be used to produce effective shadow interest areas. Larger buildings require more shadow relief than smaller buildings.
- f. Patio structures, trellises, sun shades, gazebos and any other appurtenant improvements shall be consistent with the colors, materials and forms, and shall be integral to the architecture of the adjacent building.
- g. Skylights, if employed, shall be designed as an integral part of the roof. All glazing and frame materials shall be composed of materials which will not allow sunlight to be reflected toward an aircraft engaged in an initial straight climb or straight final approach at the Hemet Ryan Airport.
- h. All flashing, sheet metal, shall be colored to match adjacent materials and colors and concealed.

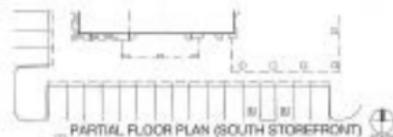


MATERIALS & FINISHES

- 1 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 2 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 3 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 4 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 5 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 6 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 7 EXTERIOR PLASTER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 8 BRICK TIE & CORNER
RUE SUELI & CAT. ACROTECH APPLICATOR
COLOR: TONIC-PRINCE (FAC) / TONIC-PRINCE
- 9 SQUARE LIGHT BRICK
COLOR: TONIC-PRINCE (FAC)
- 10 TERRAZZO
COLOR: TONIC-PRINCE (FAC)
- 11 MARBLE IN PLACE
COLOR: TONIC-PRINCE (FAC)
- 12 MARBLE IN PLACE
COLOR: TONIC-PRINCE (FAC)
- 13 ALUMINUM ROOFING
COLOR: TONIC-PRINCE (FAC)
- 14 CLONADO STONE TILES
COLOR: TONIC-PRINCE (FAC)



EAST ELEVATION (MAJORS)



SOUTH ELEVATION (FAC)



FIGURE 16
PARTIAL BUILDING
PLAN &
ELEVATIONS



PARTIAL FLOOR PLAN (SOUTH STOREFRONT)



SOUTH ELEVATIONS



EAST ELEVATION



NORTH ELEVATION

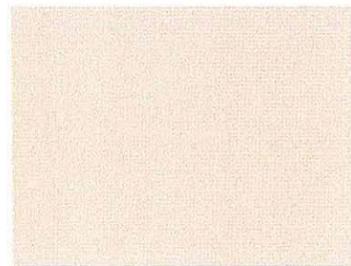


WEST ELEVATION

FIGURE 17
COLOR
ELEVATIONS



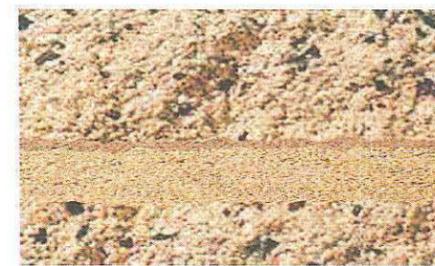
SOUTH ELEVATIONS (MAJORS)



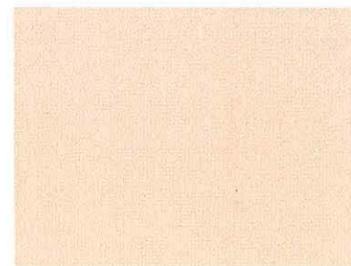
Exterior plaster: fine sand float
 Color to match:
 Frazee 7751W "Beach Grass"



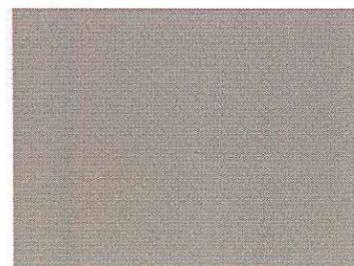
Exterior plaster: fine sand float
 Color to match:
 Frazee 8265A "Basque Brown"



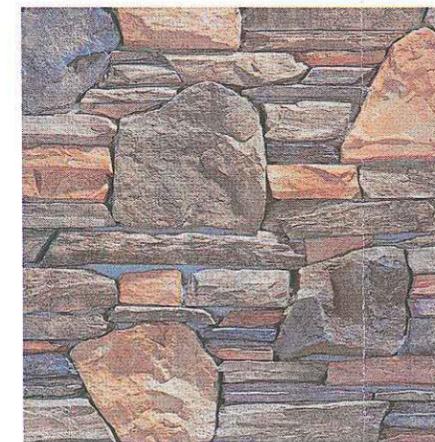
Split face Block
 with precision bands
 Angelus Color: Champagne



Exterior plaster: fine sand float
 Color to match:
 Frazee 7753W "Harvest Tan"



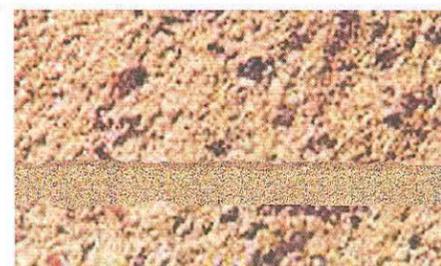
Exterior plaster: fine sand float
 Color to match:
 Frazee 8715D "Moose Point"



Stone Veneer- Eldorado Stone
 "Sawtooth" Rustic Ledge with 30% Rubble



Exterior plaster: fine sand float
 Color to match:
 Frazee 7774D "Desert Vista"



Split face Block
 with precision bands
 Angelus Color: Spice

FIGURE 18
 COLOR BOARD

C. Landscape Architecture

1. Purpose and Intent

The streetscapes along Sanderson and Stetson Avenues will include architecture and landscaping which will “invite” passersby to enter into this neighborhood/destination shopping area from the adjacent right-of-ways. The extended landscape setback along Sanderson to the south of the project is to be continued along Stetson Avenue with the meandering walkway and landscaping, providing for pedestrian convenience, safety, and access to public transportation. This design concept will be extended and expanded along Stetson Avenue where an open flood channel exists. These enhancements will be in accordance with City guidelines including a transit shelter and seating areas. Enhancing that walkway area will include additional landscaping, boulders, and landforms inviting people to have visual glimpses into the shopping center while maintaining visual and separation from the intersections and at all vehicular access points while providing some degree of visual screening in the other areas.

2. Buffers

The intent of the Stetson Crossing Specific Plan and Design Guidelines is to establish appropriate architectural and landscape standards throughout the project. All landscaping shall conform to City guidelines for specific areas of visibility and for corner cut-off areas.

The Sanderson Avenue extended setback will incorporate an 8' wide meandering sidewalk, site furniture, and pedestrian node as shown in Figure 21. Landscaping will include designated accent trees to maintain a consistent theme along Sanderson Avenue. Drought tolerant plant material will be utilized in an effort to minimize water use and maintenance. Groundcover areas will incorporate alternative materials such as decomposed granite, crushed rock, cobble, and boulders to complement the Southern California Contemporary theme of Stetson Crossing.

The Stetson Avenue parkway will incorporate a meandering sidewalk within the flood control channel setback area to provide an enhanced pedestrian experience and access to Stetson Crossing. The enhanced setback area will utilize drought tolerant landscape material and will incorporate materials such as river rock, decomposed granite, crushed rock, cobble, and boulders to help create the overall xeriscape concept.

Sustainable landscaping materials shall be encouraged throughout the center and may include not only deciduous trees, but also appropriate palm trees and drought-resistant vegetation with minimum maintenance and watering required. Colorful landscaped areas will highlight the project throughout.

3. Connecting Walkways

Where possible, connecting walkways should follow an alignment that connects building entries and should be at least eight feet (8') wide. Where connecting walkways pass through parking lots, they should be at least five feet (5') wide (excluding car overhangs) and should be accompanied by a minimum of five foot (5') landscape buffer with trees planted at least every thirty feet (30') on-center when possible. Enhanced walkways should consist of special pavers or other paving enhancements.

4. Plazas

If accompanied by a building entry, plazas may occur within front or corner setbacks, however if plaza areas include trellises and other structures, they may encroach into the setback subject to Planning Director approval. Outdoor seating, tables and umbrellas, landscaping, gazebos, or other "place-making" features are encouraged in plazas and should be consistent with the architectural style of the project. Shaded areas should be provided.

Internet (WIFI) service shall be encouraged in all public gathering places.

5. Parking Lot Landscaping

Parking spaces along the perimeter of the project site shall have a tree well, designed in accordance with the Hemet Municipal Code, located at every 10 parking spaces. Interior parking spaces shall utilize diamond-shaped tree planters with a minimum interior planting width of 5 feet at one (1) per every ten (10) parking spaces. Drive aisle end planters and tree wells will incorporate decomposed granite into the design to add to the overall xeriscape concept and decrease water use requirements.



Figure 20
Main Entry at Stetson Avenue

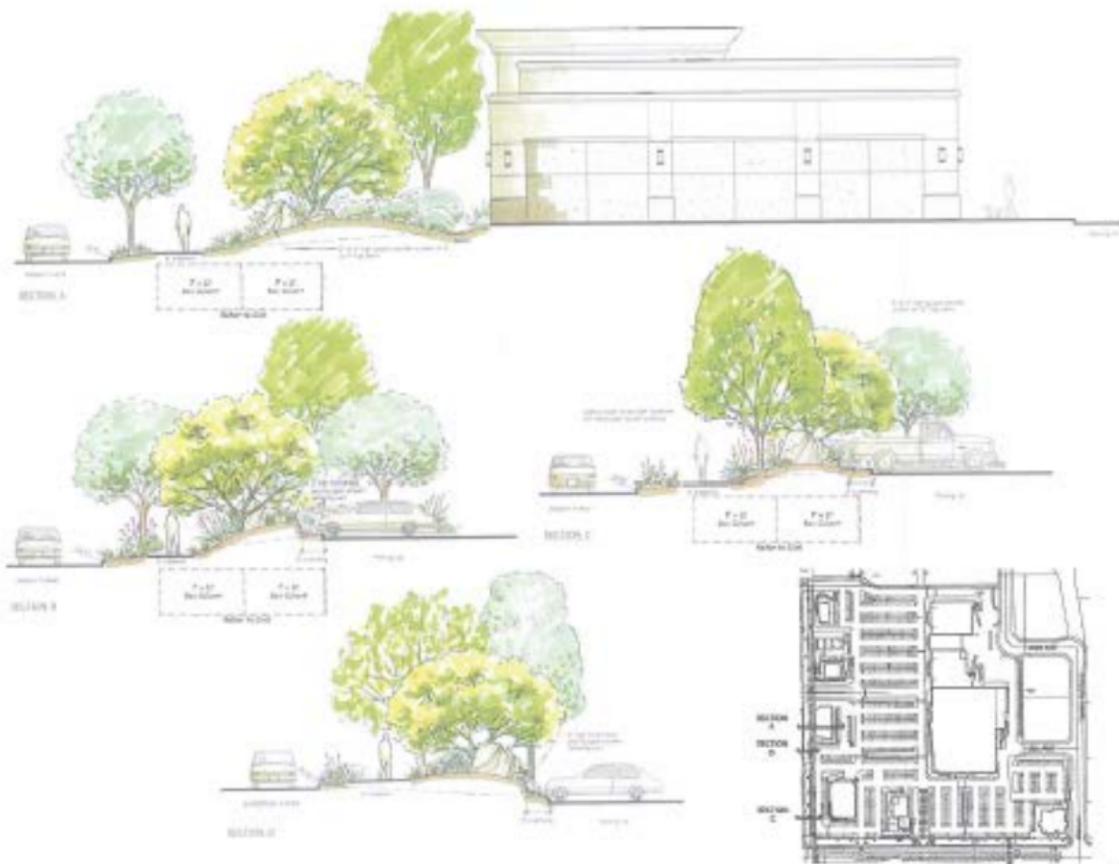


Figure 21
Perimeter Landscape Setback Cross-Section

Landscape Palette

Table 1

Botanical Name	Common Name
Deciduous Trees	
<i>Acacia farnesiana</i>	Sweet Acacia
<i>Cercidium floridum</i> 'Desert Museum'	Palo Verde
<i>Cercis occidentalis</i>	Western Redbud
<i>Chitalpa tashkentensis</i>	Chitalpa
<i>Gleditsia triacanthos</i> 'Shademaster'	Honey Locust
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Platanus racemosa</i>	California Sycamore
<i>Prunus</i> spp.	Purple Leaf Plum
<i>Sapium sebiferum</i>	Sapium sebiferum
	Chinese Tallow Tree
Evergreen Trees	
<i>Acacia baileyana</i> 'Purpurea'	Bailey Acacia
<i>Geijera parviflora</i>	Australian Willow
<i>Phoenix dactylifera</i>	Date Palm
<i>Podocarpus gracilior</i>	Fern Pine
<i>Pinus eldarica</i>	Mondell Pine
<i>Rhus lancea</i>	African Sumac
<i>Washingtonia robusta</i> hybrid	Mexican Fan Palm

Landscape Palette

Table 1
Continued

Botanical Name	Common Name
Shrubs	
Agave Americana	Century Plant
Agave medipicto 'Alba'	n.c.n.
Agave nova	n.c.n.
Anigozanthus flavidus	Kangaroo Paw
Arctostaphylos spp.	Manzanita
Artemisia 'Canyon Gray'	Dwarf California Sagebrush
Atriplex semibaccata	Creeping Saltbush
Callistemon 'Little John'	Bottlebrush
Ceanothus spp.	California Lilac
Cotoneaster spp.	n.c.n.
Dietes vegata	Fortnight Lily
Echium candicans	Pride of Madeira
Elaeagnus pungens	Silverberry
Festuca ovina 'Glauca'	Blue fescue
Grevillea Noell	n.c.n.
Hebe 'Patty's Purple'	Veronica
Hemerocallis spp.	Daylily (evergreen, dwarf)
Hesperaloe parviflora	Red Yucca
Kniphofia uvaria	Red Hot Poker
Lavandula stoechas	Spanish Lavendar
Liriope muscari 'Silvery Sunproof'	Lily Turf
Miscanthus sinensis 'Variegates'	Maiden Grass

Landscape Palette

Table 1 Continued

Botanical Name	Common Name
Shrubs Continued	
<i>Muelenbergia rigens</i>	Deer Grass
<i>Nessella tenuissima</i>	Mexican Feather Grass
<i>Pennisetum setaceum</i> 'Rubrum'	Purple Fountain Grass
<i>Raphiolepis</i> spp.	India Hawthorne
<i>Salvia leucantha</i>	Mexican Sage
<i>Phormium</i> 'Jack Spratt'	New Zealand Flax
Groundcovers	
<i>Acacia redolens</i> 'Desert Carpet'	Prostrate Acacia
<i>Armeria maritima</i>	Common Thrift
<i>Baccharis pilularis</i> 'Twin Peaks'	Coyote Bush
<i>Duchesnea indica</i>	Indian Mock Strawberry
<i>Echevaria derenbergii</i>	Hens and Chicks
<i>Myoporum parvifolium</i>	n.c.n.
<i>Rosa banksiae</i> 'Lutea'	Lady Bank's Rose
<i>Rosmarinus officinalis</i>	Rosemary
<i>Sedum</i> spp.	Stonecrop
<i>Tradescantia pallida</i> 'Purple Heart'	Purple Heart
<i>Vinca</i> spp.	Dwarf Periwinkle
Vines	
<i>Gelsemium sempervirens</i>	Carolina Jessamine
<i>Jasminum polyanthum</i>	Pink Jasmine
<i>Macfadyena unguis-cati</i>	Cat's Claw

D. Sign Program

1. Purpose and Intent

The criteria herein are established to provide standards for signs throughout the Stetson Crossing project. For the mutual benefit of all Tenants, these guidelines provide assurance that Tenant signs are harmonious with each other, integrate with the architecture of and conform to the Entitlements.

The Intent of this Sign Criteria is to provide the guidelines and standards necessary to achieve a visually coordinated, interesting and vibrant environment, while providing tenant identification. Tenant classifications are described as follows:

- Anchor Tenant
- Major Tenant
- Sub Major Tenants
- Inline/Single User Pad Tenants
- Service/Gas Station
- Office Tenants
- Drive-Thru Business Tenants

2. General Provisions

a. Conformity

All signs shall conform with this Sign Program and the regulations of Sec. 90-129 (Shopping Centers) of the Hemet Code approved by both the /Design Standards Committee (SC/DSC) and the City of Hemet.

Note: Any deviation from this Sign Program will have to be submitted in writing to the SC/DSC and perhaps the City Planning Director for further review and approval.

b. Submittals, Review, and Approval

Refer to Section 7.B herein.

c. Sign Area

The entire area of the sign is included within the outer dimensions of a sign (excluding ascenders and descenders). The area of multiple face signs shall be computed as including the maximum display surface which is visible from any ground position at one time. Spherical or cylindrical shaped elements shall be

considered as multi-faced signs. The supports or uprights shall not be included in determining the sign area. In the case of individual letters or other signs placed on a wall without a border, the area shall be computed by determining the area of letters and logos only (does not include blank spaces). Where architectural signage support structures are an integral part of the building design and approved as such, only the area designated as "Sign Area" shall be computed.

d. Typestyles & Logos

The use of logos and distinctive type styles is encouraged for all Tenants signs. Sign lettering should be combined with other graphic and or dimensional elements denoting the type of business. Tenant may adapt established styles, logos and/or images that are in use on similar buildings operated by the Tenant, provided that these images are architecturally compatible and approved by the SC/DSC. The typeface may be arranged in one (1) or more 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 SC/DSC in the review process.

e. Color

The following guidelines are for selecting colors of Tenants signing. The project and the individual building facade will consist of a variety of colors and materials. The SC/DSC encourages the Tenant to consider these colors when choosing his sign colors.

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 provide variety, sophistication and excitement. Interior of open channel letters should be painted dark when placed against light backgrounds. Neon colors should complement related sign elements.

f. Fabrication & Installation

The Tenant must insure that his sign fabricator and installer understand their responsibilities before they begin the sign fabrication.

The Tenant's sign contractor(s) are responsible for the following:

- (1) Signs must be fabricated of durable appropriate weather resistant materials complementary 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 SC/DSC.
- (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 devise 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.
- (8) Reverse channel letters shall be pinned two (2") inches from the wall. The letter return depth shall be a minimum of three (3") inches and letters shall have a clear Lexan backing.
- (9) Double neon tube shall be used where the width of the letter stroke exceed 2-1/2 inches.

The Tenant's sign installer will provide the following:

Obtain all required permits from the City of Hemet, and deliver copies to the SC/DSC before installing the sign/s.

Provide the SC/DSC with an original certificate of insurance naming the SC/DSC as an additional insured for liability coverage in the amount of One Million Dollars (\$1,000,000) prior to installation.

Keep a SC/DSC approved set of sign drawings on site when installing the sign. Warrant the sign against latent defects in materials and workmanship for a minimum of one (1) year.

g. Sign Maintenance

The Tenant shall maintain building sign(s) in good order and repair including replacement of damaged Plexiglas faces, letters, metal channels (including repair or placement due to rust) and/or burned-out lighting. The monument signs (pylon, multi-tenant, single tenant; Project identification) shall be maintained as set forth in the Declarations. The individual sign panels in each monument sign shall be the responsibility of the party identified thereon.

3. Building Signs

Creative and imaginative signage is strongly encouraged and will be the standard for SC/DSC's review/approval of all sign design submittals.

There are many acceptable sign treatments, however a three-dimensional approach combining several different fabrication and lighting techniques is preferred.

Tenants are strongly encouraged to consider the specific architectural style of their façade, 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 provided herein.

The SC/DSC and the City reserve the right to approve or reject any proposed sign on the basis of size and placement.

Acceptable sign styles include:

- a. Standard illuminated channel letters.
- b. Halo illuminated letters, 3" deep minimum.
- c. Front and halo illuminated channel letters.
- d. Mixed media, 3-dimensional signs using images, icons, logos, etc.
- e. Mixed media, 3-dimensional signs painted gold, silver or copper leaf.
- f. Sandblasted; textured, and/or burnished metal-leaf faced letters, pin mounted from facade.
- g. Signs mounted to hard canopies, eyebrows or other projecting architectural elements. Screens, grids, or mesh; etched, polished, patina or abraded materials.

Mixed Media signs are signs employing two or more illumination and fabrication methods. Although simple rectangular cabinet signs are generally not allowed, mixed media signs may be composed of several elements, one of which may be a cabinet. However, the cabinet sign should not exceed 50% of the total sign area. Acceptable sign examples are illustrated in Figure 23.

With SC/DSC approval, complex shaped (i.e. Polyhedron) sign cabinets may be used alone if they incorporate dimensional elements such as push-through letters or exposed neon.



Standard Channel Letters



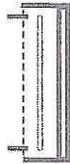
Routed Pushed Through Copy



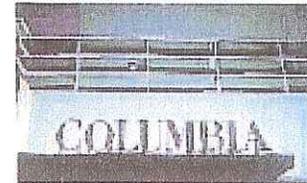
Halo Illumination



Metal Cut Out Panel with Halo Illumination



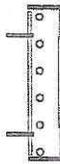
Front and Halo lit Channel Letters



Cove lighting effect for free standing letters



Halo letters on wire mesh background and exposed neon accents



A combination of routed and backed up copy out of a halo illuminated panel

Graphic Examples

Graphic Examples



Halo illuminated dimensional "M" logo w/perforated aluminum face and open-faced channel letters on decorative ledge



Figure 23 Acceptable Sign Style Examples

4. Specific Provisions

The type, quantity, size and location of building signs shall be determined by the available frontage and the size of the leasehold area. The following criteria apply by tenant type:

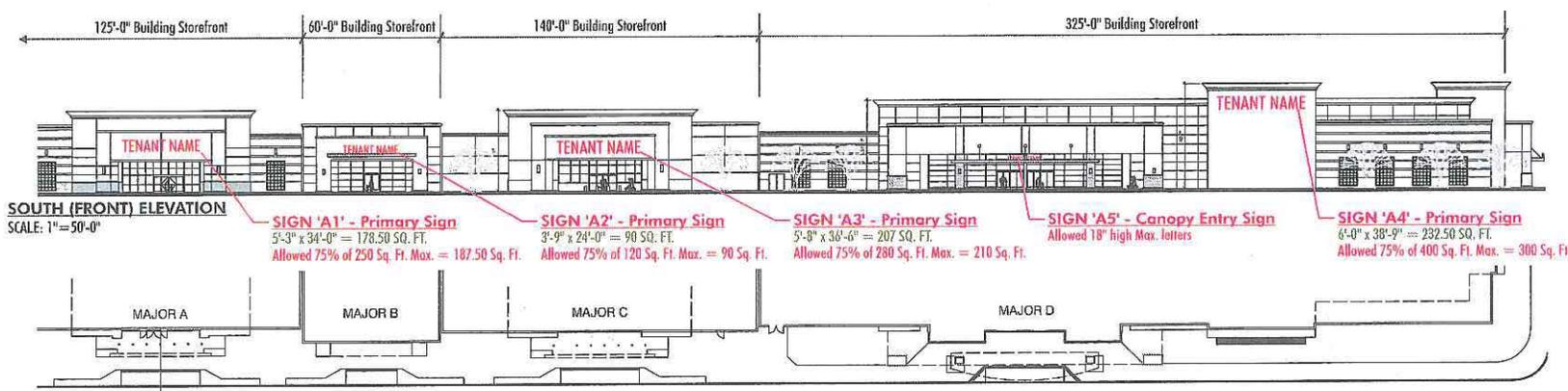
a. Anchor Tenant (50,000 sq. ft. and larger):

Signs for the Anchor Tenant shall be subject to review and approval of the SC/DSC.

- (1) Tenant(s) shall be allowed to install one (1) wall-mounted identification sign above their storefront as a Primary sign. If the Tenant's building faces multiple exposures such as a parking lot or street, then the Tenant may incorporate one (1) additional sign per elevation.
- (2) Primary sign(s) shall not exceed 75% of the building storefront, and consist of a color that is appropriate to the exterior elevations of the proposed space on their storefront.
- (3) Each Tenant shall be permitted two (2) square feet of sign area per each lineal foot of building frontage related to the business. Maximum sign area shall be no more than four (400) square feet and up to 75% of the maximum sign area can be allocated to the primary sign (per elevation).
- (4) Auxiliary sign(s) that identify services, as described in Section 6c, shall be permitted having a total maximum sign area not to exceed twenty-five percent (25%) of the storefront (per elevation).
- (5) Tenant(s) will be permitted to have a canopy entry sign as well as a building wall sign. Entry sign copy shall not exceed eighteen (18") in height and three (3") in depth and shall be non-illuminated. Entry signs shall be set back from building corners a distance no less than equal to the adjacent letter or logo height.

b. Major Tenants (20,000 to 49,999):

- (1) Tenant(s) shall be allowed to install one (1) wall-mounted identification sign above their storefront. If the Tenant's building faces multiple exposures such as a parking lot or street, then the Tenant may incorporate one (1) additional sign per elevation.
- (2) Each Tenant shall be permitted two (2) square feet of sign area per each lineal foot of building frontage related to the business. Maximum sign area shall be no more than two hundred eighty-five (285) square feet and up to 75% of the maximum sign area can be allocated to the primary sign (per



SOUTH (FRONT) ELEVATION - PARTIAL FLOOR PLAN
SCALE: 1"=50'-0"

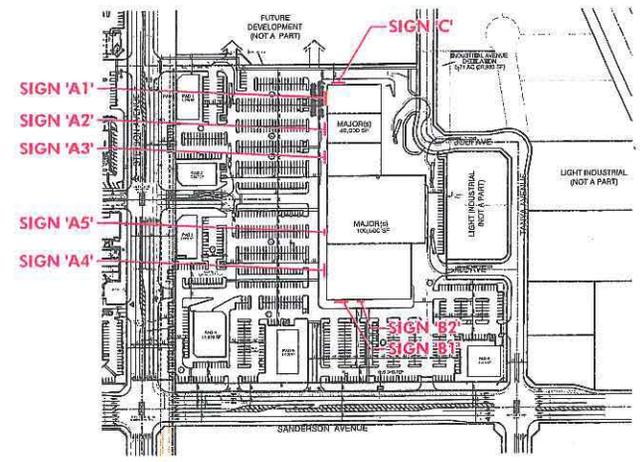
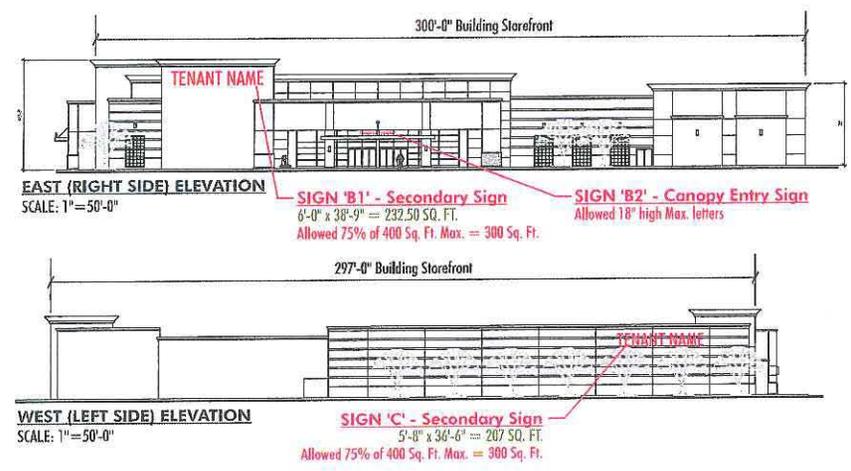
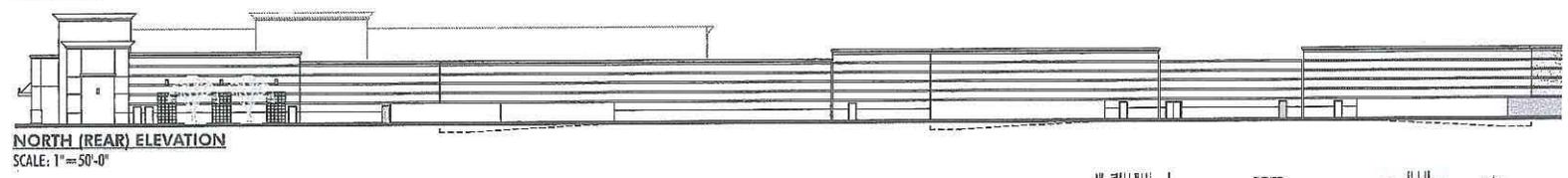


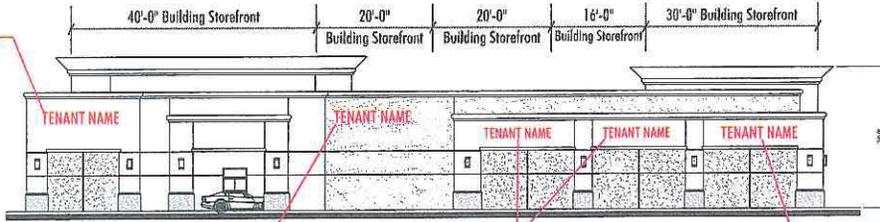
Figure 24A
Major Tenant Sign Exhibit

SIGN 'C' - Secondary Sign
 2'-0" x 13'-0" = 51.75 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 75 Sq. Ft. Max.



EAST (RIGHT SIDE) ELEVATION
 SCALE: 1" = 20'-0"

SIGN 'D' - Secondary Sign
 2'-0" x 13'-0" = 26 SQ. FT.

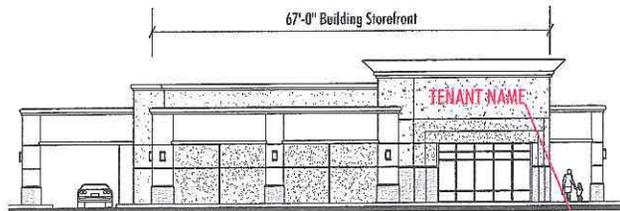


NORTH (REAR) ELEVATION
 SCALE: 1" = 20'-0"

SIGN 'E' - Secondary Sign
 2'-0" x 13'-0" = 26 SQ. FT.

SIGN 'F' & 'G' - Secondary Sign
 1'-9" x 11'-3" = 19.69 SQ. FT. each

SIGN 'H' - Secondary Sign
 2'-0" x 13'-0" = 26 SQ. FT.



WEST (LEFT SIDE) ELEVATION
 SCALE: 1" = 20'-0"

SIGN 'A1' - Primary Sign
 2'-6" x 16'-0" = 40 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 45 Sq. Ft. Max.



SOUTH (FRONT) ELEVATION
 SCALE: 1" = 20'-0"

SIGN 'A2' - Primary Sign
 1'-9" x 11'-3" = 19.69 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 24 Sq. Ft. Max.

SIGN 'A3' - Primary Sign
 1'-9" x 11'-3" = 19.69 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 30 Sq. Ft. Max.

SIGN 'A4' - Primary Sign
 2'-0" x 13'-0" = 26 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 30 Sq. Ft. Max.

SIGN 'A5' - Primary Sign
 3'-0" x 19'-3" = 57.75 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 60 Sq. Ft. Max.

SIGN 'B' - Secondary Sign
 2'-6" x 16'-0" = 40 SQ. FT.
 Allowed (1 1/2) sq. ft per each lineal foot
 = 100.50 Sq. Ft. Max.

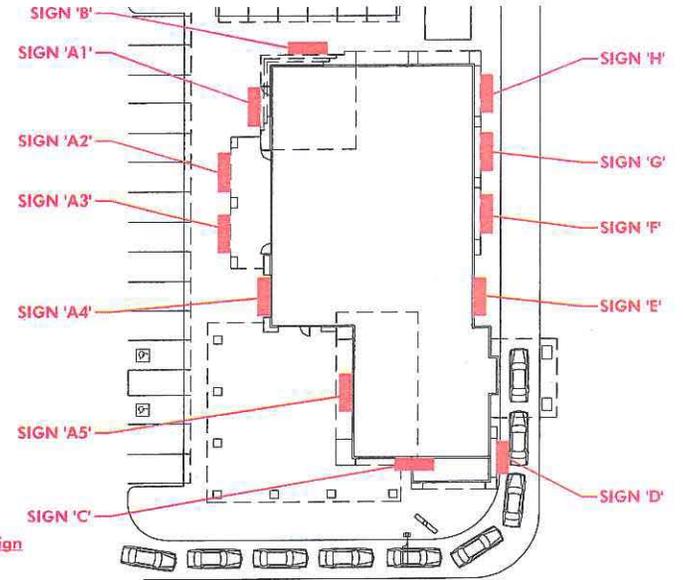


Figure 24B
 Inline Shop Tenant Sign Exhibit

elevation). The sign length shall not exceed 75% stretch out of the Tenant's leased frontage.

- (3) Sign(s) shall be of the size and color that is appropriate to the exterior elevations of the proposed space on their storefront.
- (4) Auxiliary sign(s) that identify services, as described in Section 6c, shall be permitted having a total maximum sign area not to exceed twenty-five percent (25%) of the storefront (per elevation).
- (5) The maximum letter and/or logo height and sign area shall be determined by the proportions within the building architecture, and not the portion of the facade onto which the sign is placed, as specified by the master sign program.
- (6) Tenant(s) will be permitted to have a canopy entry sign as well as a building wall sign. Entry sign copy shall not exceed eighteen (18") in height and three (3") in depth and shall be non-illuminated. Entry signs shall be set back from building corners a distance no less than equal to the adjacent letter or logo height.

c. Sub-Major Tenants (10,000 to 19,999):

- (1) Tenant(s) shall be allowed to install one (1) wall-mounted identification sign above their storefront. If the Tenant's building faces multiple exposures such as a parking lot or street, then the Tenant may incorporate one (1) additional sign per elevation.
- (2) Each Tenant shall be permitted one and a half (1½) square feet of sign area per each lineal foot of building frontage related to the business. Maximum sign area shall be no more than two hundred (200) square feet and up to 75% of the maximum sign area can be allocated to the primary sign (per elevation). The sign length shall not exceed 75% stretch out of the Tenant's leased frontage.
- (3) Tenant(s) will be permitted to have a canopy entry sign as well as a building wall sign. Entry sign copy shall not exceed eighteen (18") in height and three (3") in depth and shall be non-illuminated. Entry signs shall be set back from building corners a distance no less than equal to the adjacent letter or logo height.
- (4) Sign(s) shall be of a size and color that is appropriate to the exterior elevations of the proposed space on their storefront.

d. Inline Shops (less than 10,000)

- (1) Tenant(s) shall be allowed to install one (1) wall-mounted identification sign above their storefront. If the Tenant's building faces multiple exposures such as a parking lot or street, then the Tenant may incorporate one (1) additional sign per elevation to a maximum of three.
- (2) Each tenant shall be permitted one and a half (1½) square feet of sign area per each lineal foot of building frontage related to the business. Maximum sign area shall be no more than hundred (150) square feet square feet and shall not exceed 75% stretch out of the Tenant's leased frontage. (Note: The minimum sign area for any one elevation shall not be less than twenty square feet).
- (3) Signs may be located on either the building entry canopy, wall, or both. Signs shall be set back from building corners a distance no less than equal to the adjacent letter or logo height.
- (4) Sign(s) shall be of a size and color that is appropriate to the exterior elevations of the proposed space on their storefront.
- (5) The maximum letter and/or logo height and sign area shall be determined by the proportions within the building architecture, and not the portion of the facade onto which the sign is placed, as specified by the master sign program.
- (6) Single Tenant Pad Users will be allowed 75% of their elevation to a maximum of one hundred fifty (150) square feet per elevation (on a maximum of three elevations).

e. Gas Stations

- (1) Gas station signs shall generally conform to the guidelines for Shop/Pad Tenants; however, allowance will be made for the gas canopy but limited to have twenty-five (25) square feet of signage with a logo and brand name on each elevation.
- (2) Price information may be incorporated into the individual Tenant monument sign and shall identify supplier logo and pricing information only.
- (3) Advertising devices and advertising displays are prohibited. Only the facility name is permitted on buildings for facilities with gasoline signs.

- (4) Auxiliary sign(s) that identify services, as described in Section 6c, shall be permitted having a total maximum sign area not to exceed twenty-five percent (25%) of the storefront (per elevation).
- (5) Directional signs are permitted per the Drive-Thru Business criteria in Section 4.g.2.

f. Office Tenants

- (1) One square foot of sign area shall be permitted per lineal foot of leasehold frontage for each Tenant occupying more than 20% of the gross lease-able area of the building.
- (2) The maximum sign area per Tenant is one hundred fifty (150) square feet.
- (3) The maximum letter height is 30"; Minimum allowable letter height is 14".
- (4) Signs shall be separated by not less than 20% of the total building perimeter.

g. Drive-Thru Businesses

- (1) Drive-thru businesses shall generally conform to the guidelines for Shop/Pad Tenants.
- (2) Restaurants, financial services and other permitted drive-thru businesses may install additional signs which meet the following criteria:
 - (a) Ground-mounted directional signs, not to exceed four feet six inches (4' 6"), may be permitted where the placement does not interfere with the sight-lines of traffic. Directional signs shall not be included in the maximum building sign area calculations.
 - (b) Each sign shall identify the business and shall incorporate a directional arrow. Directional signs shall not exceed eight (8) square feet per sign face with a maximum height of four feet.
 - (c) A maximum of two (2) single-faced menu signs shall be permitted adjacent to the drive-thru lane and shall not exceed a maximum area of sixty (60) square feet each.
 - (d) Menu signs may be internally illuminated and shall be oriented towards drive-thru traffic. Signs shall not serve as an advertising device or be oriented off property or towards

common center property. A single speaker is permitted per site. Any speaker shall be directed towards the customer/driver with volume set at the minimum practical level.

5. Monument Signs

a. Permitted Monument Signs

Monument Signs provide for the identification of Tenants from vehicular traffic along Stetson Avenue and Sanderson Avenue. Monument Sign types are classified as follows:

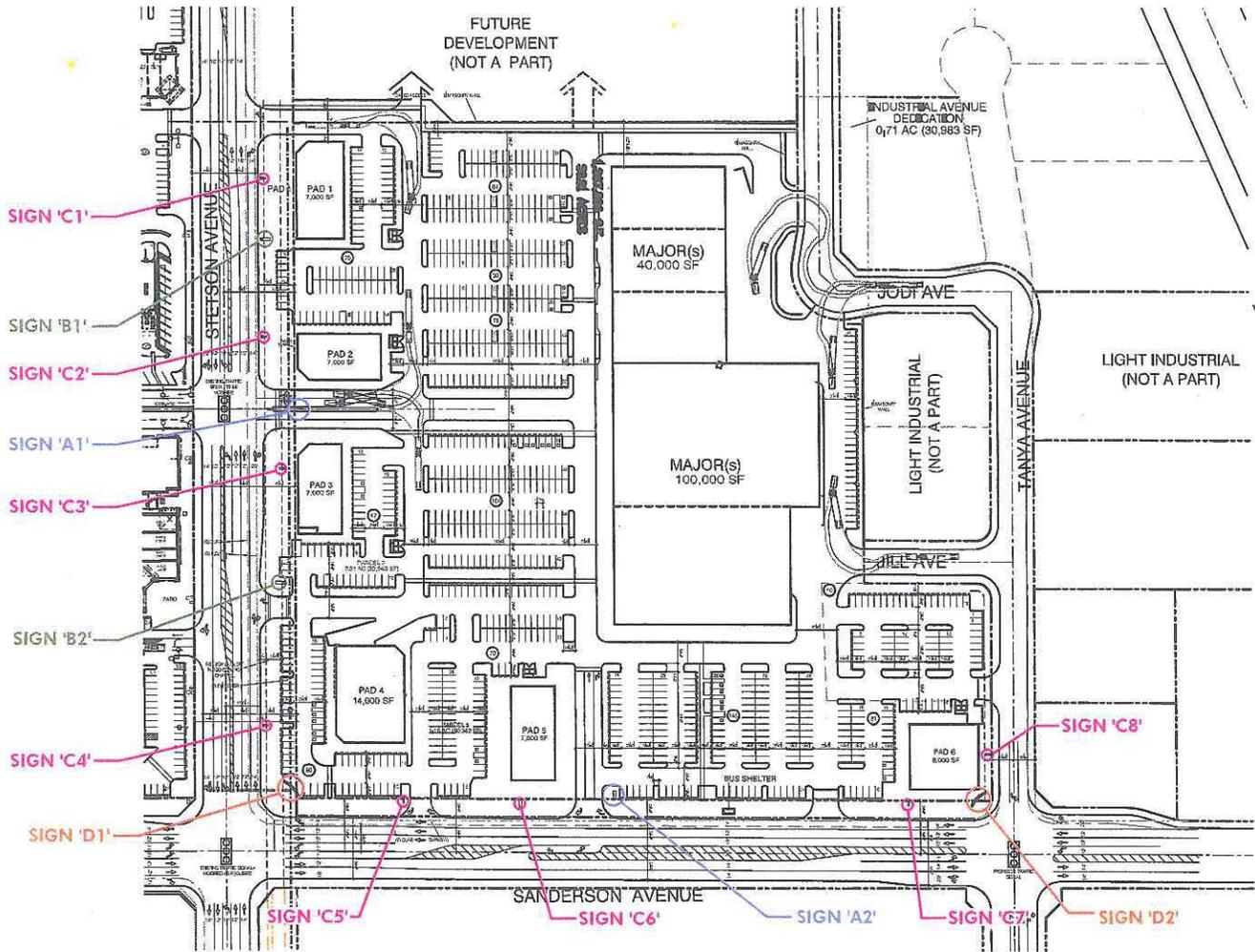
- | | |
|--------|--|
| Sign A | Pylon Monument Signs: Typically identify Anchor/Major Tenants along the Southern & Western Boundary of the Center. (QTY: 2, HT. 25') |
| Sign B | Multi-Tenant Pylon Signs: Typically identify Tenants not included in the 25' Pylon Monument Signs; and Tenants not utilizing a Single Tenant Monument Sign. (QTY: 3, HT. 10') |
| Sign C | Single Tenant Monument Signs: Typically identify single pad users/tenants in adjacent buildings having street frontage. (QTY: 7, HT. 4'-6") |
| Sign D | Corner Project identification Monument: Identifies Stetson Crossing (no individual tenant identification). (QTY: 2) |

Approximate Monument Sign locations within the Center are illustrated on the Site Plan Figure 25.

Acceptable Monument Signs are illustrated in Figures 26-28.

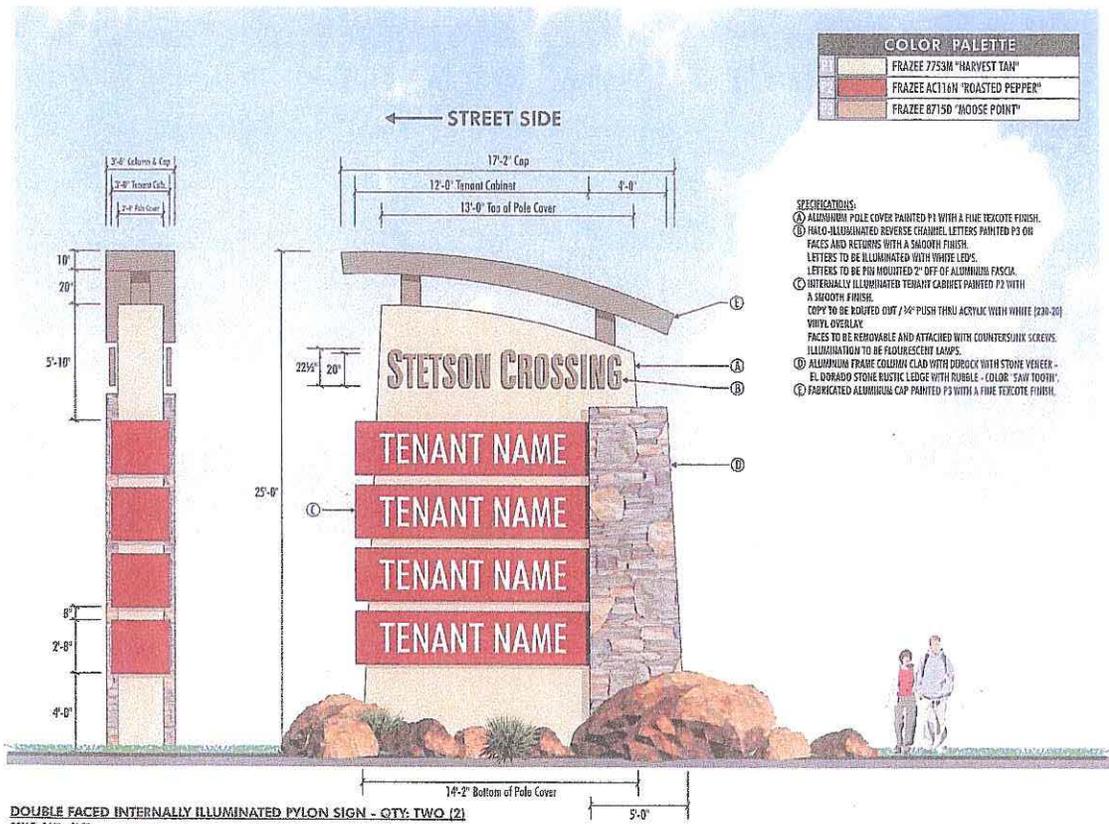
NOTE: Pending the Tenant mix, the following changes will take place:

1. Stetson Avenue, Sign C3 will replace Sign B2 or vice versa (a deduction of one of these signs)
2. Sanderson Avenue, Sign C5 will replace Sign B3 or vice versa (a deduction of one of these signs)



- = 25ft Pylon Sign (Sign A1-A2)
- = 10ft Pylon Sign (Sign B1-B2)
- = Single Tenant Monument Sign (Sign C1-C8)
- = Corner Project ID Monument Sign (Sign D1-D2)

Figure 25
 Monument Sign
 Location Plan

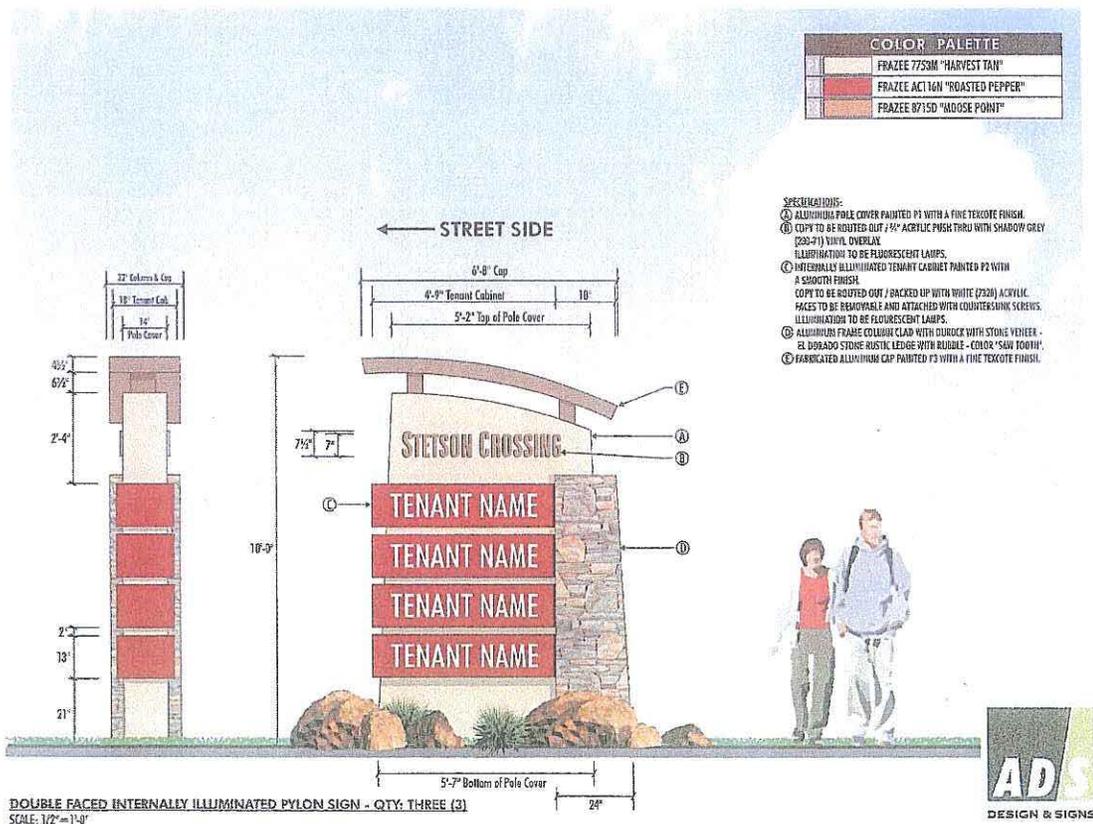


COLOR PALETTE	
1	FRAZEE 7753M "HARVEST TAN"
2	FRAZEE AC116N "ROASTED PEPPER"
3	FRAZEE 8715D "MOOSE POINT"

- SPECIFICATIONS:**
- ① ALUMINUM POLE COVER PAINTED P1 WITH A FINE TEKOCOTE FINISH.
 - ② PALED-ILLUMINATED REVERSE CHANNEL LETTERS PAINTED P3 ON FACES AND RETURNS WITH A SMOOTH FINISH. LETTERS TO BE ILLUMINATED WITH WHITE LEDS.
 - ③ INTERIALLY ILLUMINATED TENANT CABINET PAINTED P2 WITH A SMOOTH FINISH. COPY TO BE ROUTED OUT / 3/4" PUSH THRU ACRYLIC WITH WHITE (230-20) VINYL OVERLAY. FACES TO BE REMOVABLE AND ATTACHED WITH COUNTERSINK SCREWS. ILLUMINATION TO BE FLUORESCENT LAMPS.
 - ④ ALUMINUM FRAME COLUMN CLAD WITH DORADO WITH STONE VENEER - EL DORADO STONE RUSTIC LEDGE WITH RUBBLE - COLOR "SUN TOOTH".
 - ⑤ FABRICATED ALUMINUM CAP PAINTED P3 WITH A FINE TEKOCOTE FINISH.

DOUBLE FACED INTERNALLY ILLUMINATED PYLON SIGN - QTY: TWO (2)
SCALE: 1/4"=1'-0"

Sign Type A



COLOR PALETTE	
1	FRAZEE 7753M "HARVEST TAN"
2	FRAZEE AC116N "ROASTED PEPPER"
3	FRAZEE 8715D "MOOSE POINT"

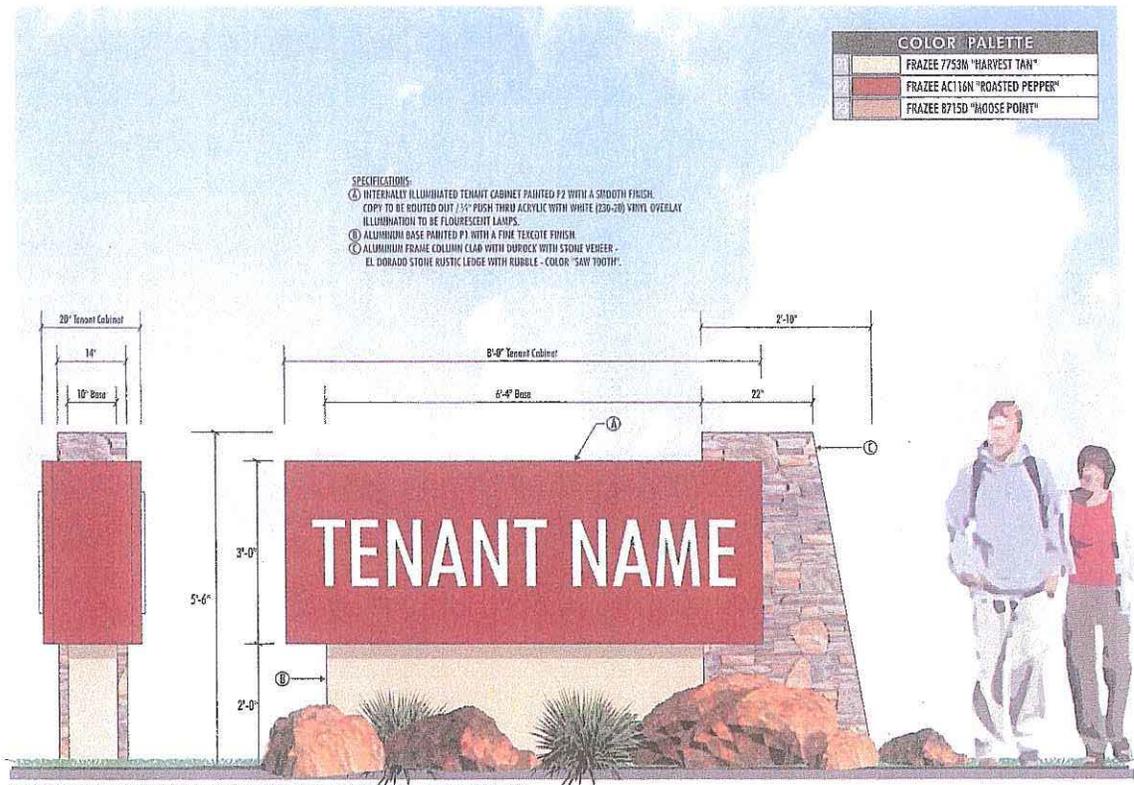
- SPECIFICATIONS:**
- ① ALUMINUM POLE COVER PAINTED P1 WITH A FINE TEKOCOTE FINISH.
 - ② COPY TO BE ROUTED OUT / 3/4" ACRYLIC PUSH THRU WITH SHADOW GREY (230-71) VINYL OVERLAY. ILLUMINATION TO BE FLUORESCENT LAMPS.
 - ③ INTERIALLY ILLUMINATED TENANT CABINET PAINTED P2 WITH A SMOOTH FINISH. COPY TO BE ROUTED OUT / BACKED UP WITH WHITE (230) ACRYLIC. FACES TO BE REMOVABLE AND ATTACHED WITH COUNTERSINK SCREWS. ILLUMINATION TO BE FLUORESCENT LAMPS.
 - ④ ALUMINUM FRAME COLUMN CLAD WITH DORADO WITH STONE VENEER - EL DORADO STONE RUSTIC LEDGE WITH RUBBLE - COLOR "SUN TOOTH".
 - ⑤ FABRICATED ALUMINUM CAP PAINTED P3 WITH A FINE TEKOCOTE FINISH.

DOUBLE FACED INTERNALLY ILLUMINATED PYLON SIGN - QTY: THREE (3)
SCALE: 1/2"=1'-0"

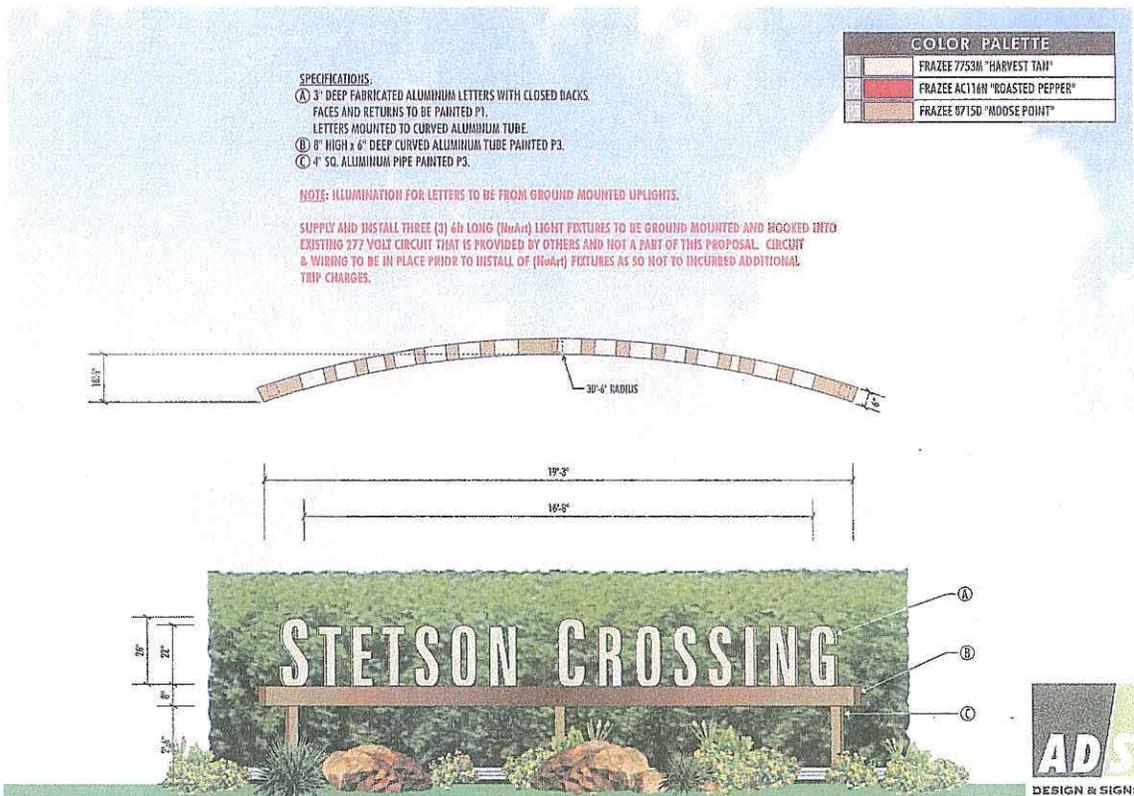
Sign Type B



Figure 26
Monument Sign Type A and B



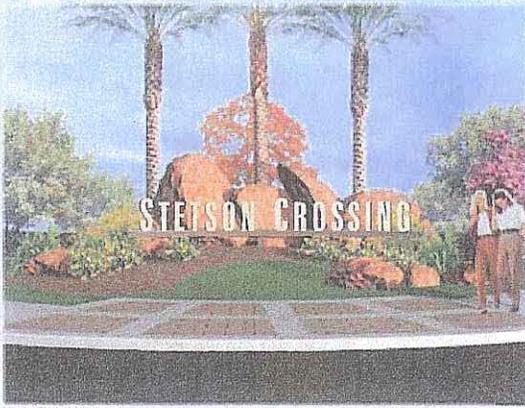
Sign Type C



Sign Type D2

Figure 27

Monument Sign Type C and D2

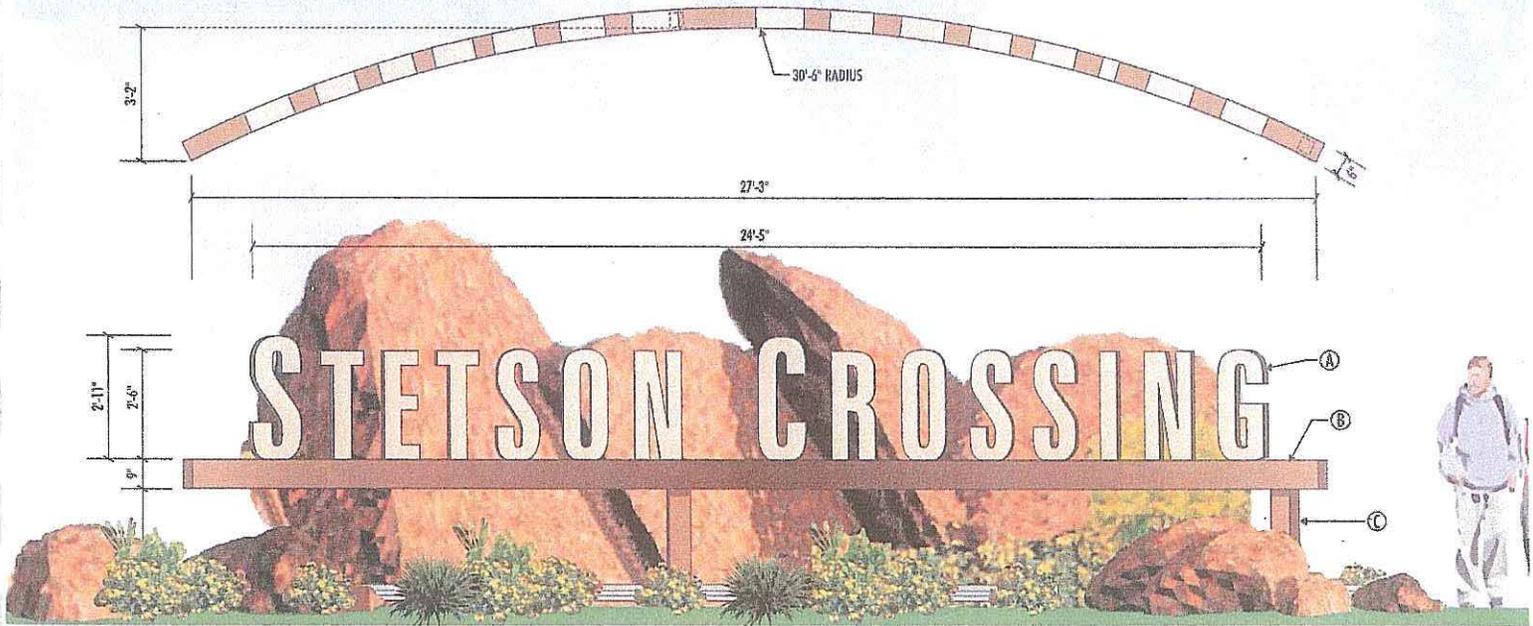


COLOR PALETTE	
P1	FRAZEE 7753M "HARVEST TAN"
P2	FRAZEE ACT16M "ROASTED PEPPER"
P3	FRAZEE 8715D "MOOSE POINT"

- SPECIFICATIONS:**
- Ⓐ 3" DEEP FABRICATED ALUMINUM LETTERS WITH CLOSED BACKS.
FACES AND RETURNS TO BE PAINTED P1.
LETTERS MOUNTED TO CURVED ALUMINUM TUBE.
 - Ⓑ 9" HIGH x 6" DEEP CURVED ALUMINUM TUBE PAINTED P3.
 - Ⓒ 4" SQ. ALUMINUM PIPE PAINTED P3.

NOTE: ILLUMINATION FOR LETTERS TO BE FROM GROUND MOUNTED UPLIGHTS.

SUPPLY AND INSTALL FOUR (4) 6ft LONG (NuArt) LIGHT FIXTURES TO BE GROUND MOUNTED AND HOOKED INTO EXISTING 277 VOLT CIRCUIT THAT IS PROVIDED BY OTHERS AND NOT A PART OF THIS PROPOSAL. CIRCUIT & WIRING TO BE IN PLACE PRIOR TO INSTALL OF (NuArt) FIXTURES AS SO NOT TO INCURRED ADDITIONAL TRIP CHARGES.



SINGLE FACED CORNER PROJECT ID MONUMENT SIGN - QTY: ONE (1)
SCALE: 3/8" = 1'-0"

Sign Type D1



Figure 28
Monument Sign Type D1

6. Miscellaneous Signs

a. Temporary Signs

Temporary signs may be permitted, subject to written approval by SC/DSC, pursuant to the following standards:

- (1) Leasing, for sale, construction and Project announcement signs may introduce logos on temporary signs. Temporary signs shall include the Stetson Crossing logo.
- (2) Temporary signs shall either be:
 1. Double-faced, located perpendicular to the street; or,
 2. Single-faced with uniform color reverse side, located parallel to the street or diagonal to an intersection.
- (3) Grand Opening, Seasonal, and Community Event Banners:
 1. Banners shall be consistent with the architectural design and landscape architecture of the Project. Banners shall be integrated into and reinforce the overall Project architecture, landscape and graphic design themes with no advertising or business identification.
 2. Community Event, Grand Opening and Tenant Seasonal Banners may be permitted subject to the approval of the City and the SC/DSC for a period of time not to exceed thirty (30) days. Banners shall be maintained, and torn, frayed, faded or otherwise damaged banners shall be promptly removed.

b. Door and Window Signs

- (1) Window and Door Sign Defined: A Window or Door Sign mounted within twelve inches (12") of windows or doors, that is oriented outward.
- (2) Signs required by code or ordinance may be attached to a door or window. Each Tenant shall be permitted to place reasonably-sized white vinyl lettering (Helvetica Medium font) to provide store name and hours information. All other window or door signs are prohibited. All window and door signs must have the approval of the SC/DSC. City approval shall be obtained if required.
- (3) Interior store banners are permitted as approved by the SC-DSC to announce specials and other information. No handwritten signs shall be permitted

c. Auxiliary Signs

Auxiliary signs (i.e., pharmacy, ATM, Lumber, etc.) which describe generic services or products, in addition to the primary business name, shall be permitted for businesses with greater than 10,000 square feet of building area. The signs shall be of a size and orientation to provide reasonable visibility from the adjacent primary parking area. Approved auxiliary signs must be included in the sign square footage limits by the SC/DSC and the Hemet Planning Department.

7. Prohibited Signs

a. Immoral or Unlawful Advertising

Exhibiting, posting, displaying, or causing to be exhibited, posted or displayed, upon any sign anything of obscene, indecent, or immoral nature or unlawful activity shall be prohibited.

b. Animated, Audible or Moving Signs or Foam Products

Signs incorporating any electrical message board, moving, swinging, rotating, noise making, flashing, blinking, scintillating, fluctuating or otherwise animated parts, or light used to attract attention for the purpose of promoting (either directly or indirectly) the sale of products or identifying a tenant are prohibited.

c. Outdoor Advertising Structure or Sign

Signs placed for the purpose of advertising products or services that are not produced, stored or sold on the property upon which the signs are located are prohibited. Outdoor advertising structures or advertising devices such as attraction boards, posters, banners, flags, balloons, and "sandwich" boards and "human" signs are prohibited except as authorized for periods and designs approved, in writing, by the SC/DSC. No signs shall be permitted within public rights-of-way.

d. Common Area Signs

No signs are permitted in any common area except as indicated herein and approved, in writing, by the SC/DSC.

e. Vehicle Signs

No vehicle, including trailers, shall be parked in the Center for the principal purpose of advertising or display. All vans and trucks owned and/or operated by the owners and/or tenants of the buildings shall be parked in the parking areas at the rear of the buildings (where possible) except during the course of deliveries.

Vehicle or other signs or devices on private property or in the public right-of-way when used as advertising devices, displays, or storage are prohibited.

f. Interior Signs

Unless otherwise approved as part of the tenant sign submittal package, interior signs visible from the exterior, designed or installed in an externally oriented manner are prohibited.

g. Roof Signs

Roof signs or roof-mounted signs are prohibited.

h. Miscellaneous Advertising Devices

- (1) Advertising devices promoting tenants other than those in Stetson Crossing are prohibited.
- (2) Painted window signs, "sandwich board" signs, including free-standing signs such as "Lotto" signs and flags (with the exception of the American flag or California State flag on a stanchion not exceeding twenty feet (20') in height and approved as part of the tenant sign submittal) are prohibited. Banners shall be permitted for grand openings subject to provisions under Temporary Signs, Section 6.a.3.b.

8. Sign Submittal Requirements

a. Preliminary Review

The applicant shall submit four sets of preliminary design drawings, folded to 8-1/2" x 11", to the SC/DSC for review. The SC/DSC will have ten (10) working days after receipt to review the drawings. The SC/DSC will return two sets to the applicant bearing one of the following stamps:

- (1) "*Approved as Submitted*"
Applicant may proceed to the next submittal phase.
- (2) "*Approved as Noted*"
Applicant shall make corrections noted and may proceed to the next submittal phase.
- (3) "*Revise as Noted and Resubmit*"
Applicant shall make corrections as noted and resubmit four sets of preliminary design drawings to the SC/DSC.

Upon approval by the SC/DSC, the applicant shall submit preliminary design drawings to the Hemet Planning Department for review. Verify submittal requirements with the City of Hemet. One set of the drawings returned to the applicant by the SC/DSC bearing an approval by the SC/DSC shall accompany the City submittal.

Submitted drawings shall be legibly drawn and contain adequate information to thoroughly describe the design intent of the Project. Required drawings for Preliminary Review shall include:

- (1) A Site Plan showing building outline and sign location(s).
- (2) Colored Building Elevations showing sign design, dimensions of sign area and dimensions to adjacent building corners and architectural elements.
- (3) Sign section showing illumination and mounting details.
- (4) Color/Materials Palette.

b. City Review

No discretionary approvals are required for those uses identified in Section V.B. Allowed uses shall be subject to a conformance review by the City Planning Director, or his designee. Those uses identified in Section V.B. that require a conditional use permit shall be reviewed as discretionary actions by the City Planning Commission.

c. Final Inspection

Upon installation of the sign, the applicant shall notify the City and the SC/DSC. A representative of the SC/DSC shall visit the premises and review the completed installation for conformance to the approved drawings.

Differences between working drawings submitted for permits and the approved drawings, which in the opinion of the SC/DSC are not in keeping with the quality of the center or are not in conformance with these guidelines, will be corrected to the satisfaction of the SC/DSC or removed.

d. Sustainable Design

Stetson Crossing incorporates the following provisions to maximize the efficient use of resources.

Water Resources

- Surface water will be collected and treated in subsurface infiltration systems to reduce or eliminate urban pollutants before being released into the storm drain system.
- A Water Quality Management Plan will be prepared to identify methods to maximize permeable areas within the site to aid in groundwater recharge.
- The project will use reclaimed water for landscape irrigation. If reclaimed water is not available in the vicinity of the site, the landscape irrigation system will be designed to allow connection to reclaimed water when it does become available.
- Turf has been minimized in favor of groundcover to reduce water usage.
- Drip and bubbler irrigation will be utilized.
- Smart controllers will be utilized to manage irrigation cycles, with rain shut off devices to interrupt irrigation cycles as needed.
- Xeriscape landscaping will be emphasized in the overall planting concept.
- Native and drought tolerant plant species will be utilized.
- Boulders and crushed rock will be used to minimize the use of groundcover and minimize the need for irrigation.
- A Storm Water Pollution Prevention Plan will be prepared to identify best management practices to eliminate impacts created by sediments and other construction-related pollutants on downstream properties and any sensitive water bodies.
- Site furnishings utilizing recycled materials will be considered.

Energy Efficiency

- Project architecture will incorporate extended roof overhangs to reduce heat gain.
- Separate and recycle construction debris.
- Shade windows based on building orientation.
- Maximize use of non-incandescent light bulbs
- Apply heat-resistant roof coatings to reduce heat gain.
- Use Low energy or dual glazed storefront systems.
- Use high efficiency heating and cooling systems.
- Use low consumption plumbing fixtures.
- The project will conform to the current Building Code regulations.
- Pedestrian amenities will be provided throughout the project to encourage walking and use of mass transit to reduce vehicle trips.

VII. Implementation

A. State Requirements

The Specific Plan is the ideal tool for the development of a master-planned, destination retail center. Unlike the General Plan and zoning, the Specific Plan includes detailed impact mitigation measures and a program of implementation measures.

Section 65451 of the Government code mandates that a specific plan contain:

- a. A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) 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.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - (4) A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- b. The specific plan shall include a statement of the relationship of the specific plan to the General Plan as provided in Section I.B.

An Initial Study has been prepared in accordance with the California Environmental Act to assess the potential environmental effects of the Stetson Crossing Specific Plan. The Initial Study is supported by environmental and technical studies to provide a detailed evaluation of the project's impacts.

B. Local Requirements

1. Overview

The Stetson Crossing Specific Plan serves as both a planning and regulatory document. Along with the Hemet General Plan, Hemet Municipal Code and Hemet Subdivision Ordinance, the Specific Plan will regulate the development of the property. Development standards and regulations not indicated in this

Specific Plan shall follow the latest adopted City of Hemet standards and regulations.

Specific site development and individual tenant buildings will be approved through the Site Development Review (SDR) process.

Uses requiring a Conditional Use Permit (CUP) will be submitted separately for Planning Commission approval.

All buildings will undergo review for conformance as part of the building plan check process.

2. Adjustments

While it is the intent to develop the Specific Plan as it is currently planned, there may be a need to adjust some of the development areas to accommodate a particular product type or market niche. Minor adjustments of up to ten percent (10%) may be approved by the Director of Planning as long as the maximum square footage allowable is not exceeded.

It is the intent of the Specific Plan to define the number and location of individual businesses along adjoining streets. Uses within these pads will be flexible to meet market demand. However, the types of uses must be consistent with the provisions of the Specific Plan Zone, as outlined in Section V.

Adjustments to the alignment, location and sizing of utilities and facilities serving the site may be approved without a Specific Plan Amendment as long as the adjustments are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities.

Adjustments are not considered to be amendments to the Specific Plan, however, any adjustment shall be documented, in writing, and become a part of the Specific Plan.

3. Amendments

Amendments to the Specific Plan shall require an application to be filed with the Planning Department. The amendment is an ordinance amendment and shall follow substantial requirements of the City of Hemet Planning Department. Consideration of approval shall require public hearings before the Hemet Planning Commission and the Hemet City Council.

The Stetson Crossing Specific Plan shall not be approved or amended unless the following findings are made by the Planning Commission and City Council:

- a. The Plan or amendment systematically implements and is consistent with the General Plan;

- b. The Plan or amendment provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications; and
- c. The Plan or amendment provides for the construction, improvement, or extension of transportation facilities, public utilities and public utilities and public services required by the long term needs of the project and/or other area residents, and complements the orderly development of the City beyond the project's boundaries.

4. Actions

The City of Hemet is the responsible agency for the review and approval of land use approvals for the issuance of building permits. No discretionary approvals are required for those allowed uses outlined in Section V.B. Allowed uses shall be subject to a conformance review by the City Planning Director or his designee. Those uses identified in Section V.B. as requiring a conditional use permit shall be reviewed as discretionary approvals by the City Planning Commission.

The City of Hemet is the responsible agency through the entitlement process for all of the right-of-way and public improvements. These include, but are not limited to the following:

- a. The public improvements along Sanderson and Stetson Avenue, including the intersections of Sanderson and Stetson and Sanderson and Tanya Avenue;
- b. The off-site storm water, water, and sewer requirements including any retention; and
- c. The facilities required to bring all public infrastructure improvements to the site.

All costs incurred by the City of Hemet will be outlined in a separate Development Agreement to be negotiated between the Developer and the City.

All said improvements are to be constructed and financed on an "incremental" basis as warranted by the adjacent private development.

City of Hemet actions involved in the Stetson Crossing Specific Plan include approval of:

- a. General Plan Amendment (GPA 07-003);
- b. Specific Plan (SP 07-4);
- c. Public Improvements;
- d. Infrastructure Plans;
- e. Commercial Tentative Parcel Map 35948; and
- f. Development Agreement

Future City of Hemet actions necessary for development of Stetson Crossing include:

- a. Site Design Review;
- b. Conditional Use Permits, as required under Section V.B;
- c. Final Parcel Map;
- d. Permitting; and
- e. Inspection.

C. Airport Land Use Requirements

An *Airport Compatibility Analysis* was prepared for the Stetson Crossing Specific Plan by Michael Brandiman Associates to evaluate the consistency of the project with adopted airport land use plans. Land use planning in vicinity of airports is transitioning from the 1992 Comprehensive Airport Land Use Plan (ALUP) to the 2002 California Airport Land Use Planning Handbook. The Riverside County Airport Land Use Commission (ALUC) is the agency responsible for reviewing land use decisions in proximity to airports. The ALUC uses the 1992 ALUP as the guide for their decisions. Under the ALUP, the Stetson Crossing Specific Plan site is located within Area II, which limits places of assembly to an average intensity of 50 people per acre. ALUC staff has calculated that the total occupancy of the project has an average intensity of 177 people per acre, and approximately 726 persons per single acre. Therefore, the Stetson Crossing Specific Plan has been determined by the ALUC to be inconsistent with the 1992 ALUP.

The *California Airport Land Use Planning Handbook* was established in 2002 in conformance with the State Aeronautics Act to establish statewide criteria for the conduct of airport land use compatibility planning. The Riverside County ALUC has not yet released an updated Hemet-Ryan Comprehensive ALUP based on the current Handbook requirements. The Handbook specifies six compatibility zones to address noise, overflight, safety, and airspace protections. The Stetson Crossing Specific plan site is located in Zone 6, which limits the average number of people per acre at 150, and a maximum of 450 people per single acre. The Stetson Crossing Specific Plan would also be inconsistent with the 2002 Handbook guidelines.

Research by Mead and Hunt provided different occupancy information, which was recently adopted for use in French Valley. Their analysis indicated an average of one person per 110 to 115 square feet for general retail, and an average of one person per 30 square feet for restaurants. Under this criteria, Stetson Crossing would have an average intensity of 116 persons per acre and 378 persons per single acre, (excluding restaurants).

The Hemet Ryan Comprehensive Land Use Plan (CLUP) has been adopted as a part of the City of Hemet General Plan. The Stetson Crossing Specific Plan as adopted, will be in compliance with the City of Hemet General Plan, and conditionally consistent with the CLUP. This section sets forth the Specific Plan's

consistency with the CLUP. Under this criteria, Stetson Crossing is consistent with the State intensity standard for Zone 6, even with allowance for some restaurant use.

The 1992 Comprehensive Airport Area Plan is shown in Figure 29, and the zones established by the *California Airport Land Use Planning Handbook* is shown in Figure 30. Regardless of the criteria used, the following conditions must be incorporated into project approvals to maintain safety:

Airport Land Use Compatibility conditions:

1. Prior to the development of the Project, recordation of the map, or sale of any entity exempt from the Subdivision Map Act, the Project proponents shall convey an aviation easement to the Hemet Ryan Airport.
2. Schools, amphitheaters, auditoriums, churches, radio stations, and stadiums are prohibited in this area.
3. All outdoor lighting shall be hooded or shielded to prevent spillage of lumens and reflections into the sky (downward facing).
4. Lighted signs for this Project shall be approved by the Hemet Planning Department prior to the development of the site.
5. The following uses shall be prohibited
 - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at the airport, other than FHA-approved navigational signal light or visual approach slope indicator.
 - Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at the airport.
 - Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which otherwise may affect safe air navigation within the area.
 - Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
6. The establishment of new land uses involving as a primary activity, the manufacture, storage, or distribution of explosives or flammable materials is prohibited in this area; however, said prohibition does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

7. Alternative uses to those set forth in the Stetson Crossing Specific Plan, and that are listed in the CLUP, shall be reviewed by the ALUC at the time they are proposed for construction.
8. An FAA 7460 review shall be completed for any structure exceeding 1545 MSL and any conditions required shall be met.

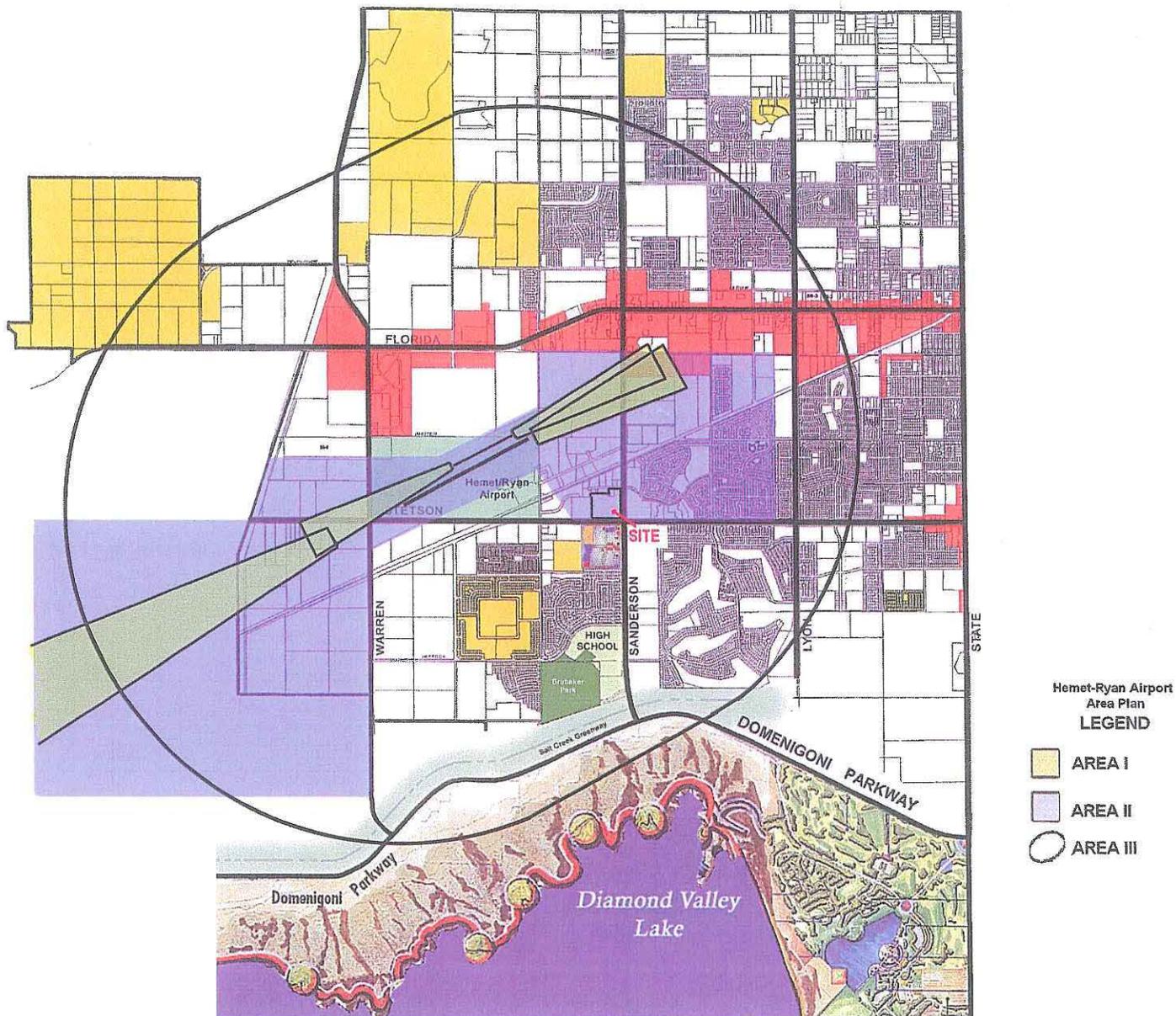


Figure 29
 1992 Airport Area Land Use Plan

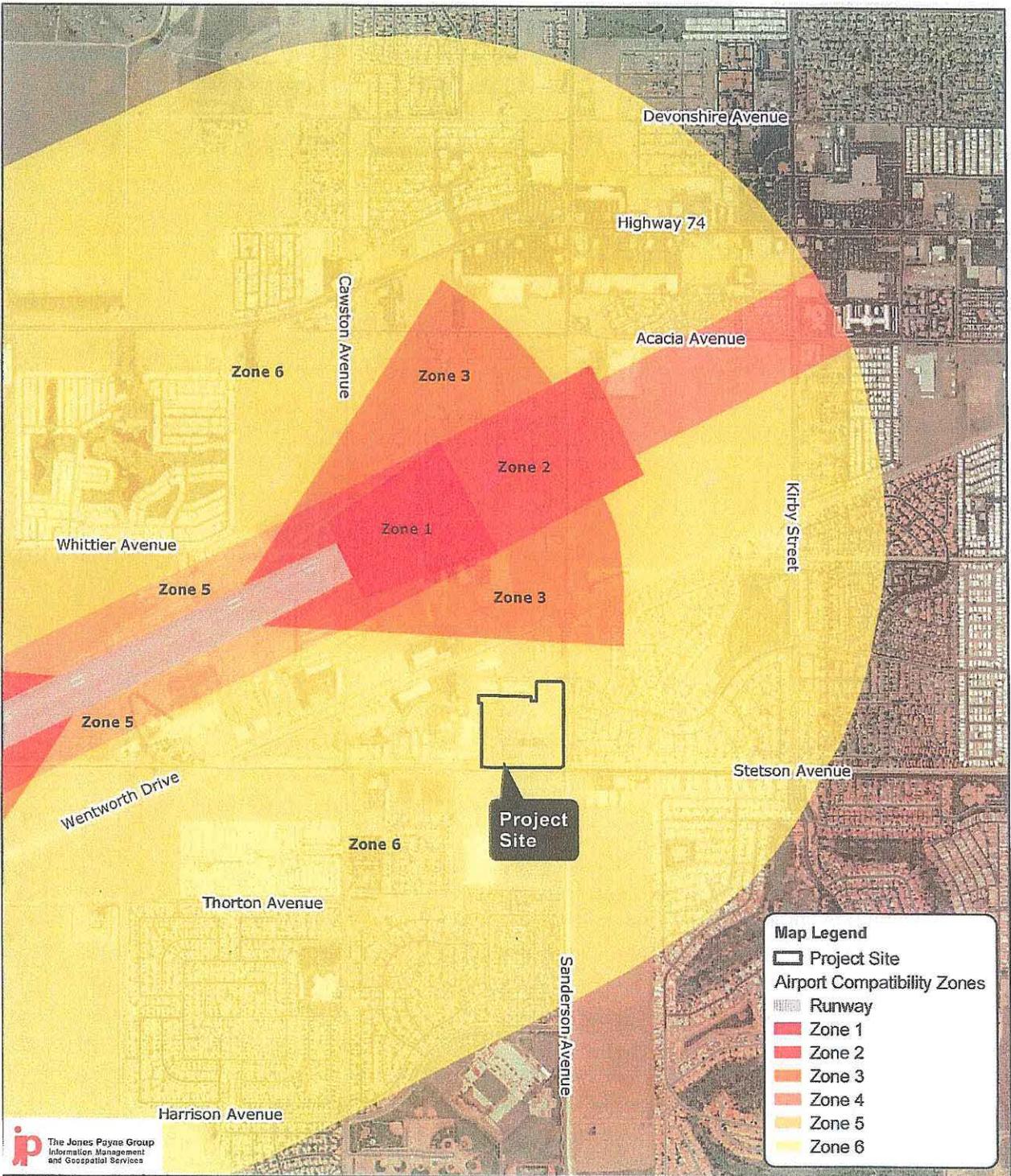


Figure 30
 2002 Caltrans Airport Land Use
 Planning Handbook

D. Phasing Plan

The primary intent of the phasing plan for any development is to ensure that complete and adequate public facilities and services are in place and available to the future residents and visitors of the community.

Unless otherwise indicated in this Specific Plan, or in the conditions of approval of a subdivision of the Specific Plan, the construction, installation, and/or extension of infrastructure and public facilities necessary to serve each phase of development shall be operational prior to the issuance of the first Certificate of Occupancy of Final of the building permit for that phase of development.

It should be noted that the ultimate pace and phasing of development is dependent on a number of internal and external factors. As the development of surrounding areas progresses, various adjustments and revisions to the anticipated phasing program may occur. Upon review by the City of Hemet confirming that the proposed revisions meet the intent of this Specific Plan and also adequately serve the needs of the community, said revisions shall be permitted without an amendment to the Specific Plan.

Development of the Stetson Crossing will occur in two phases as market demand increases in this fast-growing part of Hemet. These phases are to include, but are not to be limited to the following:

Phase One will include off-site street improvements, re-construction of the flood channel, landscaped setbacks, and monument signs, as shown in Plan Area A on Figure 31. Depending on market conditions, additional Phase One development will include development of one or more of the Plan Areas (B-E) shown on Figure 31.

All utility extensions can be done as part of Phase One with improvements first extended to the north part of the project, then subsequently extending south along Sanderson.

Improvements at the intersection of Sanderson and Stetson will be completed as warranted by the traffic study. Additional traffic signals serving the Project can be added only when warranted and/or by mutual agreement with the Developer.

All street construction includes adjacent landscaping and public amenities.

E. Financing Mechanisms

The timing of development in the project vicinity will have a direct impact on the responsibilities associated with the financing and construction of major community-wide infrastructure systems such as water service, sewer service and circulation improvements.

The master-planned infrastructure and improvements to public facilities necessary to serve the Stetson Crossing and vicinity may be financed in a number of ways, including but not limited to the following:

- Developer improvement with reimbursement agreement;
- Developer improvement with credits against fees;
- City of Hemet Capital Improvement Program (as budgeted);
- Public Financing (I.e. Assessment District, Community Facilities District);

Development Impact Fee Programs.

The costs associated with making improvements to internal infrastructure and facilities will be borne by the Developer/builder. Development of the Specific Plan cannot proceed in advance of the installation of the master-planned facilities required by this project.

F. Maintenance Plan

The intent of the Maintenance Plan is to establish responsibilities for the maintenance and management of various facilities and community improvements that add to the sense of place designed for the Stetson Crossing.

A Merchants Association may be established by the Developer to assume on-site maintenance responsibilities. The following matrix identifies the various areas of maintenance responsibilities associated with the Stetson Crossing.

Table 2
Maintenance Responsibilities

	City of Hemet	Merchants Association/ Developer	Eastern Municipal Water District	Riverside County Flood Control District
Flood Control				✓
Entry Monumentation		✓		
Commercial Landscaping		✓		
Private drives		✓		
Public streets	✓			
Sewer (on-site)		✓		
Sewer (off-site)	✓		✓	
Water (on-site)		✓		
Water (off-site)			✓	
Street R/W	✓			
Scenic Highway Landscape		✓		

1. Flood control facilities shall be improved and/or maintained by the City of Hemet per the Development Agreement.

VIII. Appendix

- Ordinance Adopting Specific Plan
- Resolution Approving Mitigated Negative Declaration
- Mitigation Measures and Monitoring Plan



CITY OF HEMET
Hemet, California

ORDINANCE NO. 1800

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA APPROVING THE STETSON CROSSING SPECIFIC PLAN NO. 07-004 FOR A 20.67+ ACRE SITE LOCATED ON THE NORTHWEST CORNER OF SANDERSON AVENUE AND STETSON AVENUE (APN'S: 456-050-013, 022 AND 023)

WHEREAS, an application for Specific Plan No. 07-004 has been duly filed by:

Applicant/Owner: Stetson Crossing Partners, LLC
Authorized Agent: Mark Cooper, Stetson Crossing Partners, LLC
Project Location: Northwest corner of Sanderson Avenue and Stetson Avenue
APN Information: 456-050-013, 022 and 023
Lot Area: 20.67+ acres; and,

WHEREAS, the City Council has the authority per Section 90-41.4(a) of the Hemet Municipal Code to review and approve Specific Plan No.07-004 for a change in zoning from M-2 (Heavy Manufacturing) to SP (Specific Plan) for the property located on the northwest corner of Sanderson Avenue and Stetson Avenue; and,

WHEREAS, in accordance with Government Code Section §65854 on July 11 , 2008, the City gave public notice in the Press Enterprise, and notices were mailed to property owners within 1,000 feet of the project site of the holding of a public hearing at which the project would be considered by the City Council; and,

WHEREAS, at a duly noticed public hearing on July 1, 2008, the Planning Commission considered, heard public comments on, and recommended to the City Council to approve the adoption of Specific Plan No. 07-004.

WHEREAS, at a duly noticed public hearing on July 22, 2008, the City Council considered and heard comments on Specific Plan No. 07-004.

City Council Ordinance No. 1800
SPECIFIC PLAN NO. 07-004 - STETSON CROSSING

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3. The proposed change of zone is compatible with adjacent zoning in that the proposed zone change is from M-2 (Heavy Manufacturing) to SP (Specific Plan). Adjacent zone classifications are M-2 to the north, M-1 (Light Manufacturing) to the west, Page Plaza Commercial Specific Plan (SP 00-1) to the south and PCD 79-91 to the east.

SECTION 3: Specific Plan No 07-004 is hereby adopted and the City of Hemet Official Zoning Map is hereby ordered amended accordingly. Specific Plan No. 07-004 is for that certain property depicted on Exhibit B and as more particularly described in the legal description in Exhibit A, both attached hereto and incorporated herein by this reference.

SECTION 4: If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

SECTION 5: The City Clerk is directed to cause this ordinance to be published within 15 days of its passage in a newspaper of general circulation published and circulated within the City of Hemet.

INTRODUCED at the regular meeting of July 22, 2008.

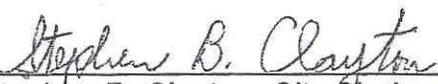
APPROVED AND ADOPTED at the regular meeting of August 12, 2008.



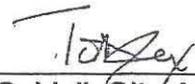
Marc Searl, Mayor

ATTEST:

APPROVED AS TO FORM:



Stephen B. Clayton, City Clerk



Eric S. Vail, City Attorney
THOMAS D. JEX, Assistant

City Council Ordinance No. 1800
SPECIFIC PLAN NO. 07-004 - STETSON CROSSING

1 State of California)
2 County of Riverside)
3 City of Hemet)
4

5 I, Sarah McComas, Deputy City Clerk of the City of Hemet, do hereby certify that the
6 foregoing Ordinance was introduced and first read on the 22nd day of July 2008, and had its
7 second reading at the regular meeting of the Hemet City Council on the 12th day of August,
8 2008, and was passed by the following vote:
9

10 **AYES:** Council Members Lowe, McBride and VanArsdale, Vice Mayor Christie and
11 Mayor Searl

12 **NOES:**

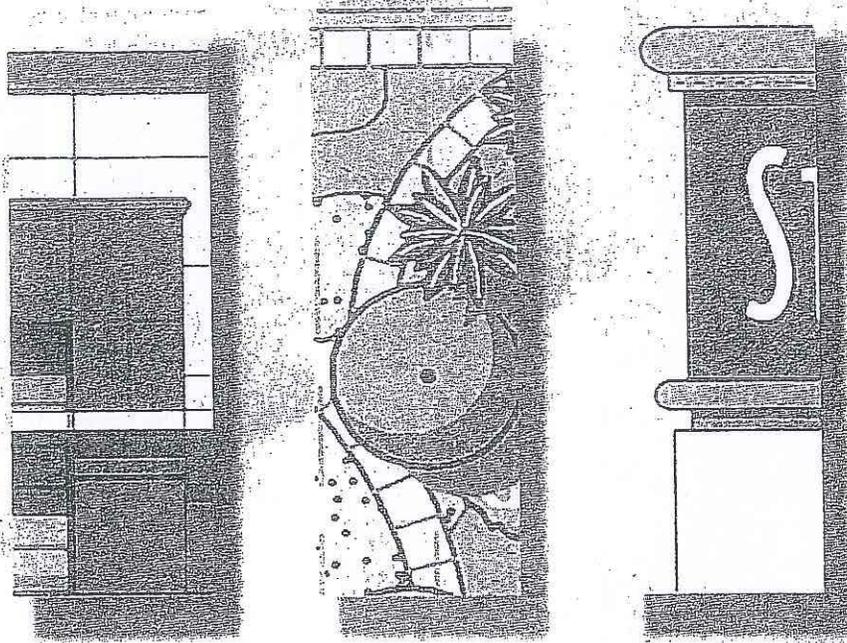
13 **ABSTAIN:**

14 **ABSENT:**
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Sarah McComas, Deputy City Clerk

City Council Ordinance No. 1800
SPECIFIC PLAN NO. 07-004 - STETSON CROSSING



STETSON CROSSING

HEMET, CALIFORNIA

Specific Plan

SP07-04

July 1, 2008

City of Hemet - Planning
RECEIVED

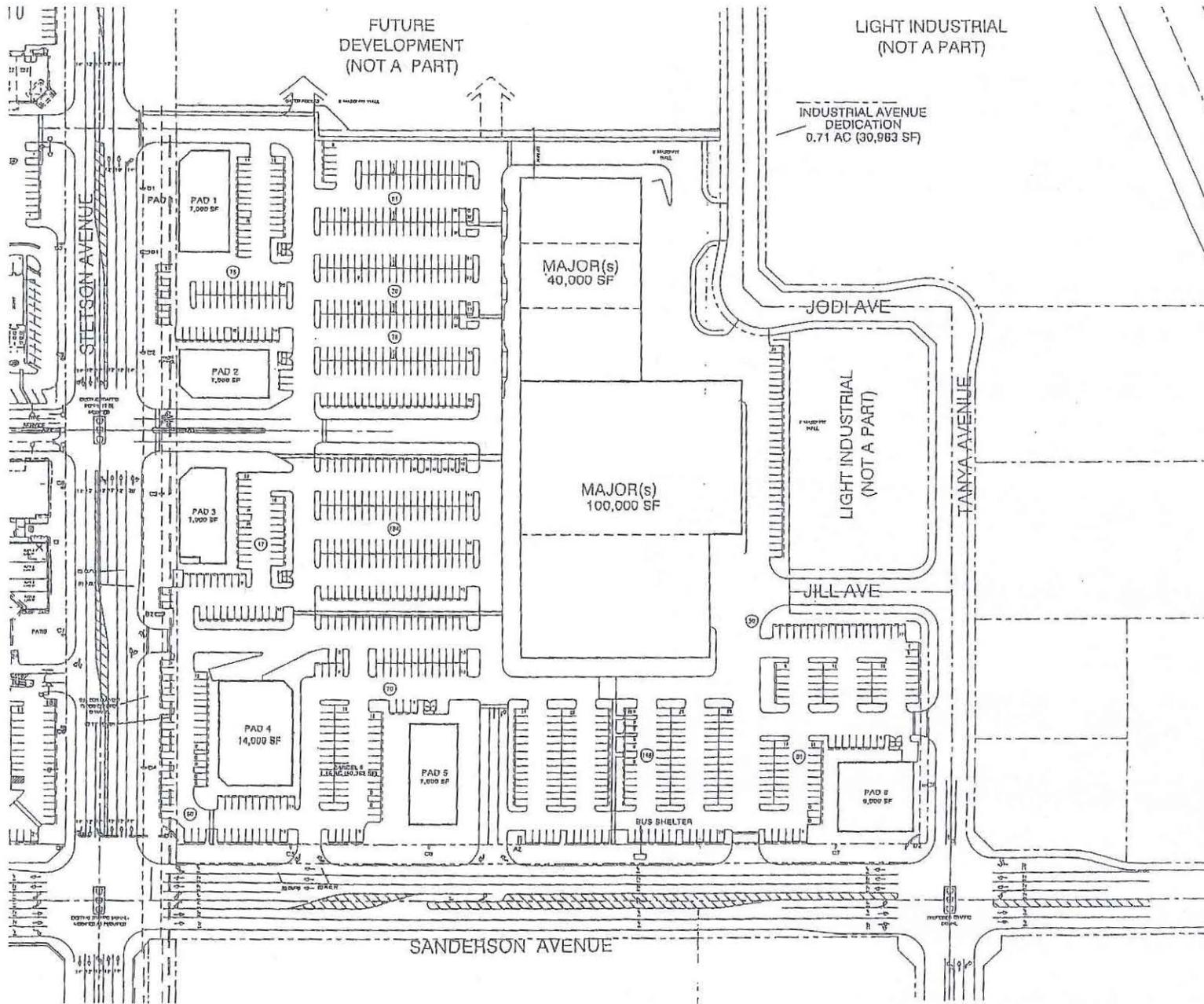
JUN 19 2008

PROJECT NO. (S)

SP07-004



FULL DOCUMENT AVAILABLE UPON REQUEST



SITE SUMMARY
(EXCLUDING PARCEL 2- GAS) C-

SITE AREA (NET): 17.41
BUILDING AREA:
BLDG. COVERAGE:

PARKING REQUIRED:
PER CITY ORDINANCE BASED ON USE

THIS PLAN AND THE INFORMATION CONTAINED THEREIN ARE FOR THE USE OF THE CLIENT AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAN OR FOR ANY CONSEQUENCES ARISING FROM THE USE OF THIS PLAN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT SHOWN HEREON.

ALL DIMENSIONS AND LOCATIONS ARE TO BE VERIFIED BY THE CLIENT OR THE CONTRACTOR. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAN OR FOR ANY CONSEQUENCES ARISING FROM THE USE OF THIS PLAN.

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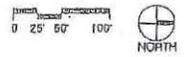


Exhibit C

CITY OF HEMET

RECOMMENDATIONS

PROJECT NO.: Specific Plan No. 07-004 **DATE:** July 22, 2008
APPLICANT: Mark Cooper, Stetson Crossing Partners, LLC
APN: 456-050-013, 022 & 023
DESCRIPTION: Stetson Crossing Specific Plan

* * * * *

General Conditions:

1. Within 30 calendar days of adoption of the Specific Plan Ordinance, the applicant shall provide twenty-five (25) copies of the final adopted Specific Plan document to the Planning Department.
2. Applicant shall provide copy of the final Specific Plan text in Microsoft Word and Adobe PDF word processing format.

Text Revisions:

(Required revisions to the Specific Plan document. All revisions to be performed prior to second reading of the ordinance.)

3. Applicant shall revise the text to indicate that all project freestanding signage shall comply with applicable City signage ordinances effective at the time of building permit.

END

City of Hemet - Planning Department
SPECIFIC PLAN 07-004 STETSON CROSSING



CITY OF HEMET
Hemet, California

RESOLUTION NO. 4242

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM PREPARED FOR THE STETSON CROSSING GENERAL PLAN AMENDMENT (GPA) NO. 07-03 AND SPECIFIC PLAN (SP) NO. 07-04 AND TENTATIVE PARCEL MAP NO. 35948 (APN'S: 456-050-013, 022, AND 023)

WHEREAS, an application for General Plan Amendment No. 07-003 to change the General Plan land use designation from I (Industrial) to C (Commercial), and for Specific Plan No. 07-004 for the construction of 189,000 square-feet of mixed retail, service and restaurant uses and Tentative Parcel Map No. 35948 has been duly filed by:

Applicant / Owner: Stetson Crossing Partners, LLC
Authorized Agent: Mark Cooper – Stetson Crossing, LLC
Project Location: Northwest corner of Sanderson Avenue and Stetson Avenue
APN Number: 456-050-013, 022 and 023
Lot Area: 20.67± acres; and,

WHEREAS, the proposed General Plan Amendment No. 07-003, Specific Plan No. 07-004, and Tentative Parcel Map No. 35948 are considered "projects" as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. ("CEQA"); and,

WHEREAS, the City of Hemet, California, has reviewed the General Plan Amendment No. 07-003, Specific Plan No. 07-004 and Tentative Parcel Map No. 35948 in accordance with the authority granted by the California Government Code §65353, §65355 and §65090, and Hemet Municipal Code §90-41; and,

WHEREAS, after completion of an Initial Study, the Planning Director determined that there was substantial evidence that the General Plan Amendment No. 07-003, Specific Plan No. 07-004, and Tentative Parcel Map No. 35948 may have significant effects on the environment, but that revisions to the project or the incorporation of mitigation measures would avoid or lessen the effects below the threshold of significance. Therefore staff has proposed a Mitigated Negative Declaration ("MND") and Mitigation Monitoring Program for this project; and,

1 WHEREAS, the proposed Mitigated Negative Declaration consists of the
2 following documents: Initial Study, Determination Page, Technical Appendices,
3 Comments and Responses; and,

4 WHEREAS, the City has consulted with, and requested comments from,
5 members of the public and the agencies and persons referenced in CEQA Guidelines
6 §15083 and §15086; and,

7 WHEREAS, on June 18, 2008, using a method permitted under CEQA
8 Guidelines Section 15072(b), the City provided notice of its intent to adopt the proposed
9 Mitigated Negative Declaration to the public, responsible agencies, trustee agencies,
10 and the Riverside County Clerk; and,

11 WHEREAS, the City made the proposed Mitigated Negative Declaration
12 available for public review beginning on May 16, 2008 and closing on June 15, 2008, a
13 period of not less than 30 days. During the public review period, the City received three
14 written comments concerning the proposed Mitigated Negative Declaration; and,

15 WHEREAS, the Hemet Planning Commission conducted a duly noticed public
16 hearing on July 1, 2008, at which it received public testimony concerning the project and
17 the proposed Mitigated Negative Declaration and considered the Project, the proposed
18 Mitigated Negative Declaration and proposed Mitigation Monitoring Program; and,

19 WHEREAS, the Hemet City Council conducted a duly noticed public hearing on
20 July 22, 2008, at which it received public testimony concerning the project and the
21 proposed Mitigated Negative Declaration and considered the Project, the proposed
22 Mitigated negative Declaration and proposed Mitigation Monitoring Program.

23 **NOW THEREFORE**, the City Council of the City of Hemet, does hereby resolve,
24 determine and order as follows:

25 **SECTION 1. FINDINGS.**

26 The City Council, in light of the whole record before it, including but not limited to the
27 City's local CEQA Guidelines and Thresholds of Significance, the proposed Mitigated
28 Negative Declaration and all documents incorporated by reference therein, any
comments received and responses provided, the Mitigation Monitoring Program, and
other substantial evidence (within the meaning of Public Resources Code §21080(e)
and §21082.2) within the record and/or provided at the public hearing, hereby finds and
determines as follows:

1. **Review Period of MND:** That the City has provided the public review period for
the Mitigated Negative Declaration for the duration required under CEQA
Guidelines Sections 15073 and 15105.
2. **Compliance with Law:** That the Mitigated Negative Declaration and Mitigation
Monitoring program were prepared, processed, and noticed in accordance with
the California Environmental Quality Act (Public Resources Code Section 21000
et seq.), and the CEQA Guidelines (14 California Code of Regulations Section
1500 et seq.), and the local CEQA Guidelines and Thresholds of Significance
adopted by the City of Hemet.

- 1 3. **Independent Judgment:** That the Mitigated Negative Declaration reflects the
2 Independent judgment and analysis of the City.
- 3 4. **Mitigation Monitoring Program:** That the Mitigation Monitoring Program is
4 designed to ensure compliance during project implementation in that changes to
5 the project and/or mitigation measures have been incorporated into the project
6 and are fully enforceable through permit conditions, agreements or other
7 measures as required by Public Resources Code Section 21081.6.
- 8 5. **No Significant Effect:** That revisions made to the project plans agreed to by the
9 applicant and mitigation measures imposed as conditions of approval on the
10 project, avoid or mitigate any potential significant effects on the environment
11 identified in the Initial Study to a point below the threshold of significance.
12 Furthermore, after taking into consideration the revisions to the project and the
13 mitigation measures imposed, the City Council finds that there is no substantial
14 evidence, in light of the whole record, from which it could be fairly argued that the
15 project may have a significant effect on the environment. Therefore the City
16 Council concludes that the project will not have a significant effect on the
17 environment.

12 **SECTION 2. CITY COUNCIL ACTION.**

13 Based on the foregoing findings, and on substantial evidence in the whole of the record,
14 the City Council hereby takes the following actions:

- 15 1. **Adopt MND:** The City Council adopts the Final MND [EA No. 08-047 (SCH NO.
16 2008051073)] for General Plan Amendment No. 07-003, Specific Plan No. 07-
17 004 and Tentative Parcel Map No. 35948.
- 18 2. **Adopt MMP:** The City Council approves and adopts the Mitigation Monitoring
19 Program for the Final MND.
- 20 3. **Notice of Determination:** The City Council, in compliance with Public
21 Resources Code §21152 and CEQA Guidelines §15094, directs the Planning
22 Director to prepare a Notice of Determination concerning certification of the Final
23 MND, and within five (5) days of project approval, file the Notice with the
24 Riverside County Clerk for posting.
- 25 4. **Location:** The City Council directs that the Final MND [EA No. 08-047 (SCH NO.
26 2008051073)] and all documents incorporated therein and forming the record of
27 decision therefore, be filed with the Hemet Planning Department at the Hemet
28 City Hall, 445 E. Florida Avenue, Hemet, California, 92543 and be made
available for public review upon request.

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PASSED, APPROVED, AND ADOPTED this 22nd day of July, 2008.



Marc Searl, Mayor

ATTEST:


Stephen Clayton, City Clerk

APPROVED AS TO FORM:


Eric S. Vail, City Attorney

1 State of California)
2 County of Riverside)
3 City of Hemet)

4 I, Sarah McComas, Deputy City Clerk of the City of Hemet, do hereby certify that the
5 foregoing Resolution is the actual Resolution adopted by the City Council of the City of
6 Hemet and was passed at a regular meeting of the City Council on the 22nd day of July,
7 2008 by the following vote:

8 **AYES:** Council Members Lowe, McBride, VanArsdale, Vice Mayor Christie
9 and Mayor Searl

10 **NOES:**
11 **ABSTAIN:**
12 **ABSENT:**

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Sarah McComas, Deputy City Clerk

STETSON CROSSING SP 07-004

CLARIFICATION

For the purposes of clarification and implementation of the Conditions of Approval and Mitigation Measures for the Stetson Crossing Specific Plan (SP 07-004) the following is understood:

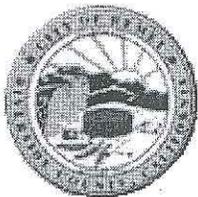
1. Stetson Avenue shall be considered a Secondary Highway (88' r.o.w.)
2. Sanderson Avenue shall be considered a Major Highway (100' r.o.w.)

**Mitigation Monitoring and Report Program
Stetsons Crossing - General Plan Amendment 07-3, Specific
Plan Adoption SPA 07-4, and Commercial Tentative Parcel
Map 35948 Approval**

Prepared for:

City of Hemet
445 E. Florida Avenue
Hemet, CA 992543-4209
909.798.7555

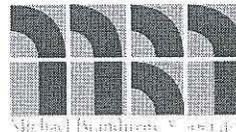
Contact: Carole Kendrick, Planner



Prepared by:

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408
909.884.2255

Contact: Kent Norton, Director-Environmental Services



#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
AIR QUALITY							
AQ-1	<p>The Project shall provide a Fugitive Dust Control Plan that would describe the application of standard best management practices to control dust during grading and construction. The plan shall be consistent with the SCAQMD requirements and include:</p> <ul style="list-style-type: none"> • Application of water on disturbed soils a minimum of two times per day; • Replanting disturbed areas as soon as practical; • Restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); • Installing wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip; • Sweeping off site streets if silt is carried over to adjacent public thoroughfares; • Suspend grading operations when instantaneous wind gust speeds exceed 25 mph; • Ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114; • Cessation of grading operations during first- and second-stage smog alerts; and • Other measures, as deemed appropriate to the site, to control fugitive dust 	The Fugitive Dust Control Plan shall be submitted to the City of Hemet and SCAQMD for approval.	Approved prior to the start of grading or construction	City of Hemet – City Engineer			
AQ-2	During Project construction, construction equipment will be properly maintained at an offsite location;	Direct observations; Data sheets with	Ongoing throughout	City of Hemet – City			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	maintenance shall include proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Additionally, the developer shall require all contractors not to idle construction equipment onsite for more than 5 minutes in any 1 hour.	compliance report; Review data sheets during site visits	construction activities	Engineer			
AQ-3	The Project proponent will provide a traffic control plan that will describe in detail safe detours around the Project construction site and provide temporary traffic control (i.e., flag person) during demolition debris transport and other construction related truck hauling activities.	Review of traffic control plans	During demolition debris transport and other construction related truck hauling activities	City of Hemet – City Engineer			
AQ-4	Onsite electrical hook ups shall be provided for electric construction tools, including saws, drills, and compressors, to eliminate the need for diesel powered electric generators.	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet – Building Official			
AQ-5	During construction of Phase 2, architectural coatings for the buildings constructed during Phase 2 shall be distributed evenly over a minimum of 5 months.	Direct observations, site inspections	During construction of Phase 2, distributed evenly over a minimum of 5 months	City of Hemet – Building Official			
AQ-6	If the Project is required to comply with 2005 Title 15 energy efficiency requirements, the Project shall exceed those requirements by 20 percent. If the Project is required to comply with post-2005 Title 15 energy efficiency requirements, then it shall do so with no exceedance necessary.	Review of development plans	Prior to start of construction	City of Hemet – Building Official			
AQ-7	To encourage alternate forms of transportation, which	Review of	Prior to start of	City of Hemet			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	<p>reduces vehicle trips, the following shall be implemented:</p> <ul style="list-style-type: none"> • Riverside Transit Agency information shall be provided in all major stores. This shall include information on the routes that pass by the Project. • A Transportation Management Association (TMA) shall be established. The TMA will encourage and coordinate carpooling. The TMA will advertise its services to the building occupants. The TMA shall provide documentation to encourage alternate and/or compressed work schedules. • There shall be preferential parking for carpoolers and vanpools. • There shall be secure bicycle parking on the Project site, a minimum of 1 space per 20 vehicle parking spaces. • To encourage pedestrian access to the site, pedestrian friendly design features, such as sufficient lighting, walkways free of obstructions, clearly marked pedestrian paths, and other pedestrian amenities shall be incorporated into the Project design. 	Transportation Management Association (TMA) plans	construction	- Planning Director			
AQ-8	<p>The loading docks at the Project site shall be posted with signs which state:</p> <ol style="list-style-type: none"> 1. Truck drivers shall turn off engines when not in use; 2. Diesel delivery trucks servicing the Project shall not idle for more than 5 minutes; and 3. Telephone numbers of the building facilities manager and the California Air Resources Board (CARB) to report truck idling violations. 	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet - Planning Director			
AQ-9	If a future tenant at the project site is a dry cleaner, the	Review of	Prior to start of	City of Hemet			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	dry cleaner shall either a) prohibit perchloroethylene and/or b) be located a minimum of 300 feet from sensitive receptors (i.e., schools, residences).	development plans	construction	- Planning Director			
BIOLOGICAL RESOURCES							
BIO-1	Per Objective 6 of the MSHCP Burrowing Owl Species Account, in order to avoid direct mortality of any owls that may be using habitat within the impact area, pre construction surveys shall be conducted. These surveys shall be conducted no more than 30 days in advance of initial site disturbance. If the construction occurs during the breeding season and owls are found occupying habitat within the disturbance area, disturbance of nests will not occur until the end of the breeding season. If construction occurs outside of the breeding season and owls are found occupying habitat within the disturbance area, passive relocation (via one-way doors and collapse of burrows) shall occur. If owls are not occupying habitat within the disturbance area during the pre-construction surveys, the proposed disturbance activities may proceed. This survey should follow protocol recommended by the Environmental Programs Department of Riverside County (2006).	Pre construction survey within 30 days of any ground disturbing activities if needed	Prior to construction activities	City of Hemet - Planning Director			
HAZARDS AND HAZARDOUS MATERIALS							
HAZ-1	Prior to issuance of any permit, for this project, the City Council must approve the project by a 4/5ths vote for approval of the project because it is consistent with the Airport Land Use Handbook but inconsistent with the 1992 Hemet-Ryan Airport Plan.	Review of City Council 4/5ths vote for approval of the project	Prior to issuance of any permit	City of Hemet - Planning Director			
HAZ-2	The following shall be prohibited from the project site: <ul style="list-style-type: none"> Hazardous material facilities, hazardous uses (e.g., aboveground storage tanks), and outdoor stadiums; 	Direct observation of prohibited uses on the project site	Prior to issuance of building permits	City of Hemet - Building Official and			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	<ul style="list-style-type: none"> Any use which would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator; Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport; Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area shall be prohibited; and Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. 			Planning Director			
HAZ-3	Refuse containers at the project site shall be covered to prohibit attracting any wildlife to the project site.	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet – Planning Director			
HAZ-4	The landowner shall record Avigation Easements covering the entire parcels proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.) The Avigation Easement shall be filed with the Riverside County Clerk.	Direct observation of submitted Avigation Easements.	Prior to issuance of building permits	City of Hemet – Planning Director, City Engineer			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
HAZ-5	A "Notice of Airport in Vicinity" shall be distributed to all owners and leasers at the project site. The Notice should also be distributed within the disclosure section of the purchase agreement or lease agreement.	Direct observations of distribution of Notice of Airport in Vicinity.	After completion of proposed Specific Plan	City of Hemet – Planning Director			
HAZ-6	Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. All lighting plans should be reviewed and approved by the airport manager prior to approval.	Review of approval by the airport manager	Prior to approval of proposed Specific Plan	City of Hemet – Planning Director			
HAZ-7	The project applicant shall complete the Federal Aviation Administration Form 7460, Notice of Proposed Construction or Alteration, and provide documentation to the City of Hemet that the form was submitted to document the projects relationship to the height protection zone for the airport. Refer to http://forms.faa.gov/forms/faa7460-1.pdf for more information.	Direct observations of submitted Form 7460	Prior to approval of proposed Specific Plan	City of Hemet – Planning Director			
CULTURAL RESOURCES							
PR-1	<p>Monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor. Based upon the results of this review, areas of concern include any and all previously undisturbed subsurface sediments of Pleistocene older alluvium with a lithology conducive to the preservation of fossil resources. These sediments may be present at a depth of approximately 5 feet from the modern ground surface. Therefore, the monitoring program should commence during developmental activities occurring at or below 5 feet from the modern ground surface.</p> <p>Paleontologic monitors should be equipped to salvage fossils, as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to</p>	Review of monitoring program	Prior to construction	City of Hemet – City Engineer			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.						
PR-2	If fossils are found on the project site, the following measures shall be implemented. Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts to the resources.	Review of monitoring program	Prior to construction	City of Hemet – City Engineer			
PR-3	Identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented.	Review of monitoring program	Prior to construction	City of Hemet – City Engineer and Planning Director			
PR-4	Preparation of a report of findings with an appended, itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the	Review of report of findings	Prior to construction	City of Hemet – Planning Director			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	program to mitigate impacts to paleontologic resources.						
NOISE							
NOI-1	At the time the grading permit application is submitted, the project applicant shall submit a construction noise mitigation plan to the City of Hemet for review and approval. The plan shall depict the location of construction equipment and describe how noise would be mitigated through methods such as, but not limited to, locating stationary noise-generating equipment (such as pumps and generators), as far as possible from nearby noise-sensitive receptors. Where practicable, noise-generating equipment shall be shielded from nearby noise-sensitive receptors by noise-attenuating buffers such as structures or haul trucks trailers. Onsite noise sources such as heavy equipment located less than 200 feet from noise-sensitive receptors shall be equipped with noise-reducing engine housings. Portable acoustic barriers able to attenuate at least 6 dB shall be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas shall be located as far from noise-sensitive receptors as possible. The noise attenuation measures identified in the plan shall be incorporated into the project.	Review of construction noise mitigation plan	At the time the grading permit application is submitted	City of Hemet – Building Official			
NOI-2	Construction activities shall adhere to the following noise requirements: <ul style="list-style-type: none"> • All construction equipment shall utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. • Hours of construction shall comply with those established in Section 30-32 of Division 1 of the City of Hemet Code of Ordinances. Those hours are 	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet – Building Official and City Engineer			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	weekdays from 6 a.m. through 6 p.m. during the months of June through September and from 7 a.m. through 6 p.m. during the months of October to May. Construction is permitted on Saturdays from 7:00 a.m. to 6:00 p.m. Construction is prohibited on Sundays.						
TRANSPORTATION AND CIRCULATION							
T-1	<p>Construction of the following off-site improvements shall occur in conjunction with project development activity or as needed for project access purposes:</p> <ul style="list-style-type: none"> • Construct Stetson Avenue at its ultimate half-section width as an Urban Arterial from the westerly project boundary to Sanderson Avenue. • Construct Sanderson Avenue at its ultimate half-section width as an Enhanced Major roadway from Tanya Avenue to Stetson Avenue. • Restrict access to right-in/right-out/left-in movements only by installing a channelized median and appropriate signage along Sanderson Avenue at its proposed intersection with Driveway #1. Construct a minimum 150-foot eastbound left-turn pocket at this location. • Construct a minimum 150-foot eastbound left-turn pocket at the intersection of Page Plaza and Stetson Avenue. • Construct a minimum 100-foot westbound right-turn pocket at the intersection of Page Plaza and Stetson Avenue. • Restrict access to right-in/right-out movements only by installing a channelized median and appropriate signage along Stetson Avenue at its proposed intersection with Driveway #2 and #3. • Restrict access to right-in/right-out/left-in movements only by installing a channelized median 	Direct observations during construction of on-site improvements	Occur in conjunction with adjacent project development activity or as needed for project access purposes	City of Hemet – City Engineer			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	<p>and appropriate signage along Sanderson Avenue at its proposed intersection with Driveway #4. Construct a minimum 125-foot northbound left-turn pocket at this location.</p> <ul style="list-style-type: none"> • Stop sign control shall be provided at the intersections of the project access points that intersect with the public roadways and do not meet traffic signal warrants. • Sight distance at each project access shall be reviewed with respect to Caltrans standards and the City of Hemet sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. • On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site 						
T-2	<p>The project shall make a fare share contribution to the following off-site improvements through the Transportation Uniform Mitigation Fee (TUMF) program and or the City of Hemet Development Impact Fee (DIF):</p> <p>Warren Road (NS) at Stetson Avenue (EW):</p> <ul style="list-style-type: none"> • Construct a traffic signal • Construct a northbound left turn lane • Construct a southbound left turn lane • Construct an eastbound left turn lane <p>Sanderson Avenue (NS) at Thornton Avenue (EW):</p> <ul style="list-style-type: none"> • Construct a traffic signal • Construct an eastbound left turn lane • Construct a westbound left turn lane 	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet – City Engineer			
T-3	The project shall participate in the funding of regional off-site improvements which are needed to serve	Review of TUMF improvements plan	Prior to the issuance of any	City of Hemet – City			

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification Record		
					Date	Comments	Initials
	cumulative future conditions through payment of appropriate fees (Transportation Uniform Mitigation Fee [TUMF] and City of Hemet fees). Improvements along Sanderson Avenue and Stetson Avenue are included in the TUMF program for Western Riverside County.		permit	Engineer			
CLIMATE CHANGE							
CC-1	To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction.	Review of Waste Management Plan	Prior to construction	City of Hemet – Building Official			
CC-2	To increase energy efficiency, the Project shall do the following interior improvements: <ul style="list-style-type: none"> • Install efficient lighting and lighting control systems. • Natural daylight shall be used as an integral part of lighting systems. • The hours of outdoor lighting shall be limited as long as doing so would not pose a safety risk to customers. • Install energy efficient heating and cooling systems. • Install energy efficient appliances and equipment. 	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet – Building Official			
CC-3	To reduce water use, the Project shall ensure that the proposed car wash utilizes the best available technology to reduce water use. The Project shall also post signs in the public restrooms that encourage water conservation.	Direct observations, site inspections	Ongoing throughout construction activities	City of Hemet – Building Official			