III. PROJECT DESCRIPTION

PROJECT APPLICANT

Regent Ramona Creek, LLC
11990 San Vicente Boulevard, Suite 200
Los Angeles, CA 90049

PROJECT CHARACTERISTICS

The Ramona Creek Specific Plan (the "Project") is a long-range plan for development of a 208.87-acre property (the "Project site") featuring a multiple-use commercial and residential community concentrated around open space amenities. The Project also includes all related infrastructure to serve the development, including circulation elements, on-site and off-site drainage facilities including an open space recreation area, and utilities.

The primary land uses associated with the Project are divided into 10 Planning Areas (refer to Figure III-1). The Project's land use categories and the ultimate buildout potential of the Project are shown on Table III-1, and the Project buildout assumptions are shown on Table III-2. Major land use features of the Project are described in more detail, below. For purposes of analyzing the environmental impacts of maximum buildout, the assumptions described on Table III-2 were used. These assumptions encapsulate the maximum levels of development the various components of the Specific Plan could accommodate, so that the environmental analysis could conservatively analyze maximum levels of on- and off-site impacts and do not represent separate or static alternatives.

Parks/Open Space Land Uses

Planning Area 1: Ramona Creek Corridor

This approximately 22.8-acre recreational feature would extend generally through the central portion of the Project site and would serve as a drainage basin and corridor as well as provide approximately 2.0 miles of walking trails, picnic areas, seating areas, and exercise courses. Neighborhoods associated with the Project would be organized to face onto the basin/corridor. The corridor would feature trails and picnic/viewing areas, as well as serving as a route for drainage. Since the basin would be sunken, it would offer views and topographic variety. A vignette of the Ramona Creek Corridor showing conceptual vegetation and recreational amenities is shown on Figure III-2.

Planning Area	Land Use	Acres	Max SF	Du Range
Commercial Mixed Use District				
3	Commercial Mixed Use	43.0	535,788	
Village Residential District				
4	Village Residential (with Mixed Use Overlay)	19.8	224,247	238-594
5	Village Residential	14.5		174-435
Medium Density Residential District				
6	MDR	6.9		56-124
7	MDR	4.7		38-85
8	MDR	7.8		63-140
Low Medium Density Village Residential District				
9	LMDR	30.6		92-245
10	LMDR (with School Overlay)	12.0		36-96
Open Space District				
1	Ramona Creek Corridor	22.8		
2	Recreation Spine	12.3		
Other				
N/A	Street R.O.W.	34.47		
	Total	**208.87**	**Max. 760,035**	**Max. 1,077**

NORTH

Not To Scale

Source: The Planning Center, 2014.

CAJA Environmental Services, LLC

Figure III-1
Land Use Plan

Note: This exhibit is an artist's interpretation of the application of the Ramona Creek development standards and design parameters and is not to be taken as the final design or compulsory in nature. The final design shall be reviewed using these graphics as guidance; however, variations in road alignments, lot configurations, and the placement, location, style, materials, and colors are expected as permitted in the Specific Plan.

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Scale (Feet)

Source: The Planning Center, 2014.

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Figure III-2
Conceptual Open Space and Parks Plan

Table III-1
Land Use Categories

Land Use Category	Description of Category
Low Medium Density Residential (LMDR) 3.0 – 6.0 du/acre*	Accommodates a range of single-family, detached residential dwelling units at a density range between 3.0 to 6.0 dwelling units per acre. If the school is not developed, residential density is limited to 6.0 dwelling units per acre. **If the school is developed in Planning Area 10, a density of up to 8.0 dwelling units per acre is allowed in Planning Area 9.*
Medium Density Residential (MDR) 6.1 – 18.0 du/acre	Accommodates detached and attached residential dwelling units at a density range between 6.1 and 18.0 dwelling units per acre.
Village Residential (VR) 12.0 – 30.0 du/acre	Accommodates a range of attached dwelling units, including townhomes and stacked flats, at a density range between 12.0 and 30.0 dwelling units per acre.
Commercial Mixed-Use (CMU)	Accommodates a mixture of retail, restaurant, office, medical, entertainment, and big-box retail in a pedestrian-friendly environment. This land use category also could accommodate institutional uses, such as higher-learning campuses, satellite colleges, technical colleges, museums, day care centers, performing arts centers, and civic uses. The maximum gross FAR associated with the CMU land use category is 0.3.
Parks Open Space (P/OS)	Accommodates public and private recreational amenities, such as tot lots, sports courts and fields, picnic areas, exercise courses, dog play areas, community gardens, and other similar recreational facilities. Natural open space areas, detention basins, and drainage facilities also could be accommodated in this land use category.
MU Overlay	In combination with or instead of the underlying land use category, this overlay would allow live-work land uses fronting Myers Street (Planning Area 4) and directly north of the Commercial Mixed-Use District. In addition, this overlay would accommodate professional offices and institutional uses, such as higher-learning campuses, satellite colleges, technical colleges, and student housing. Development under this overlay would be permitted at a FAR of 0.26.
School Overlay	Instead of the underlying LMDR land use within Planning Area10, this overlay would allow development of an elementary (K-5th grade) school with access taken from Celeste Road or an internal road (direct access from Devonshire Avenue would not be permitted). If the school is developed in Planning Area 10, a density of up to 8.0 dwelling units per acre is allowed in Planning Area 9, and the dwelling units associated with the underlying LMDR zoning could be transferred to any other residentially zoned areas.
du = dwelling unit FAR = floor area ratio *Source: The Planning Center, 2013.*	

Table III-2
Buildout Assumptions for the EIR – Proposed Project

Planning Area	Land Use Category	Acres	Units/Students	Square Feet
Residential				
9	Single-Family Homes (LMDR)	30.6	254 DU	-
4, 5, 6, 7, 8	Condos/Townhomes (MDR, VR)	43.7	524 du	-
4	Student Housing (VR)[1]	10.0	176 du	-
	Residential Total	*84.3*	*954 du*	-
Non-Residential				
10	Elementary School[2]	12.0	750 students	-
3	Institutional[3]	43.0	-	166,000
3	General Office[1]		-	113,256
3	Shopping Center[4]		-	369,788
1, 2	Open Space	35.1	-	-
	Street Right-of-Way	34.47	-	-
	Non-Residential Total	*208.87*	*954 du/750 students*	*649,044*

du = dwelling unit *sf = square feet*

[1] Assumes development of the Mixed-Use Overlay.

[2] Assumes development of the School Overlay.

[3] Institutional land uses would be developed within the east side of the Mixed-Use Overlay.

[4] Shopping Center land uses would be developed within the west side of the Mixed-Use Overlay.

Note: If the school is not developed, a maximum of 1,077 dwelling units would be allowed.

Source: The Planning Center, 2013.

Planning Area 2: Community Green and Recreation Spine

Community Green. This approximately 2.0-acre open space area would be developed in the central portion of the Project site, serving as the "central park" of the community and accommodating community uses such as an amphitheater and community room (refer to Figure III-2). The Community Green could host outdoor concerts, plays, and events and would provide a direct link to the Florida Avenue Commercial Mixed-Use District (Planning Area 3, discussed below).

Recreation Spine. This approximately 12.3-acre recreational area (including the 2.0-acre Community Green) would cross the site from the northeast to the southwest and would include recreational amenities, such as open fields, sports courts, play equipment, picnic areas, and exercise opportunities. This area also would provide a link to the Florida Avenue Commercial Mixed-Use District. Since the Recreation Spine largely would be located on the MWD easement, any permanent structural improvements (such as restrooms and the amphitheater stage) that could be developed to accommodate the recreational amenities would be located outside of the easement area (refer to Figure III-2).

Commercial Mixed-Use Land Uses

Planning Area 3: Florida Avenue Commercial Mixed-Use District

The approximately 43.0-acre Commercial Mixed-Use District would be located along Florida Avenue and would accommodate a mixture of retail, service, entertainment, restaurant, professional office, medical, and big-box retail in a pedestrian-friendly environment. This district also could accommodate higher-learning campuses, satellite colleges, technical college, museums, day-care centers, performing arts centers, and civic uses.

The Commercial Mixed-Use District's location along Florida Avenue enables the site to act as a gateway into the western portion of the City. The Commercial Mixed-Use District would focus around a walkable entry spine and pedestrian plaza, ringed by restaurants and active commercial uses to encourage exploration and community interaction. The pedestrian plaza would be positioned to provide a direct visual and pedestrian connection with the residential community to the north via the Community Green and Recreation Spine. A wide separation, heavy landscaping, screening, and appropriately oriented loading bays would buffer the residents to the north from the commercial uses.

There are four conceptual options that illustrate various development scenarios for the Commercial Mixed-Use District (refer to Figures III-3 and III-4). These illustrations are not the final design and are provided to illustrate a range of options. The final design and site layout would be determined during final site development.

Residential Land Uses

Planning Areas 4 – 10: Residential Community

At full buildout, the Project would include approximately 954 residential units on approximately 96.3 acres. The residences would be located in several neighborhoods distinguished by open spaces and interconnected by pathways and common areas (Planning Areas 4-10) (refer to Figure III-1). The Project would accommodate a mixture of housing types intended to respond to the market spectrum, including first-time buyers, young singles and couples, families, empty nesters, active adults, and seniors.

Residential density would be arranged to respond to surrounding uses. Lower density residential uses would be positioned on the northern portion of the Project site near the Tres Cerritos Foothills, while higher density residential uses would be located near the Commercial Mixed-Use District on the southern end of the site.

1. Retail/Office - No Entertainment Alternative (Proposed Project)

2. Retail Alternative

Source: Nadel Architects
Note: These exhibits are an artist's interpretation of the application of Ramona Creek development standards and design parameters outlined in this Specific Plan and are not to be taken as the final design or compulsory in nature. Concepts for the Mixed-Use District are provided to illustrate a range of options. The final design and site layout will be determined during site development plan review and shall be reviewed using these graphics as guidance. Variations in design of open space amenities, road alignments, lot configurations, and the placement, location, style, materials, and colors are expected as permitted in the Specific Plan.

Source: The Planning Center, 2014.

CAJA Environmental Services, LLC

Figure III-3
Conceptual Mixed-Use District
Illustratives A

3. Entertainment, Retail & Office Alternative

4. Entertainment & Retail Alternative

Source: Nadel Architects
Note: These exhibits are an artist's interpretation of the application of Ramona Creek development standards and design parameters outlined in this Specific Plan and are not to be taken as the final design or compulsory in nature. Concepts for the Mixed-Use District are provided to illustrate a range of options. The final design and site layout will be determined during site development plan review and shall be reviewed using these graphics as guidance. Variations in design of open space amenities, road alignments, lot configurations, and the placement, location, style, materials, and colors are expected as permitted in the Specific Plan.

Source: The Planning Center, 2014.

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Figure III-4
Conceptual Mixed-Use District
Illustratives B

Land Use Overlays

School Overlay

The Hemet Unified School District (HUSD) has identified the potential need for an elementary school in the vicinity the Project site (refer to Figure III-1). If HUSD elects to pursue development of such school, a 12.0-acre parcel has been identified in the northeast corner of the Project site in Planning Area 10 for acquisition at fair-market value. If HUSD does not elect to acquire the parcel, this parcel would be developed as a residential neighborhood. Any school developed in this location would be required to provide access via Celeste Road or a local road, and direct access from Devonshire Avenue would be prohibited. If the School Overlay is employed, the following provisions shall apply:

- The residential dwelling units permitted in the underlying land use category within Planning Area 10 may be transferred to any other residentially designated area within the Project in accordance with the "Transfer of Units" provision of the Specific Plan (discussed below). (At a density of 6.0 dwelling units per acre, the 12-acre school site could accommodate 72 dwelling units, which would be eligible for transfer.)

- If the residential dwelling units are transferred to Planning Area 9, a density of up to 8.0 dwelling units per acre would be permitted within Planning Area 9.

Mixed-Use Overlay

In combination with or instead of the underlying land use category, this overlay would allow commercial land uses fronting Myers Street and A Street (Planning Area 4), directly north of the Commercial Mixed-Use District. In addition, this overlay would accommodate professional offices and institutional uses, such as higher-learning campuses, satellite colleges, technical colleges, and student housing. If the Mixed-Use Overlay is employed, the following provisions shall apply:

- Development of the Mixed-Use Overlay shall require approval of a site development plan review (per sections 90-1451 through 90-1457 of the City's Municipal Code).

- All or part of Planning Area 4 may be developed with non-residential land uses.

- Up to 10 percent of the residential dwelling units permitted in the underlying land use category for Planning Area 4 (33 dwelling units) may be transferred to any other residentially zoned area within the Project in accordance with the "Transfer of Units" provision of the Specific Plan.

Transfer of Units

The ability to transfer residential dwelling units would provide the flexibility to respond to market demands and physical realities while ensuring that the vision and guiding objectives of Project are

maintained. Any unused residential dwelling units from an entitled/developed residentially designated planning area (Planning Areas 4 through 10) may be transferred to another residentially designated planning area per the provisions of this section, except as noted for the Mixed-Use Overlay (Planning Area 4). However, the transfer cannot exceed the maximum permitted density of any planning area except Planning Area 9, which can increase to 8.0 units per acre if a school is developed in Planning Area 10.

Mobility Plan

The Project would be designed with multimodal circulation system to provide internal and external connectivity. The mobility plan reflects the network of roadways and multiuse trails within the Project that would provide a range of options for vehicular, pedestrian, and bicycle mobility (refer to Figure III-5).

Vehicular Circulation

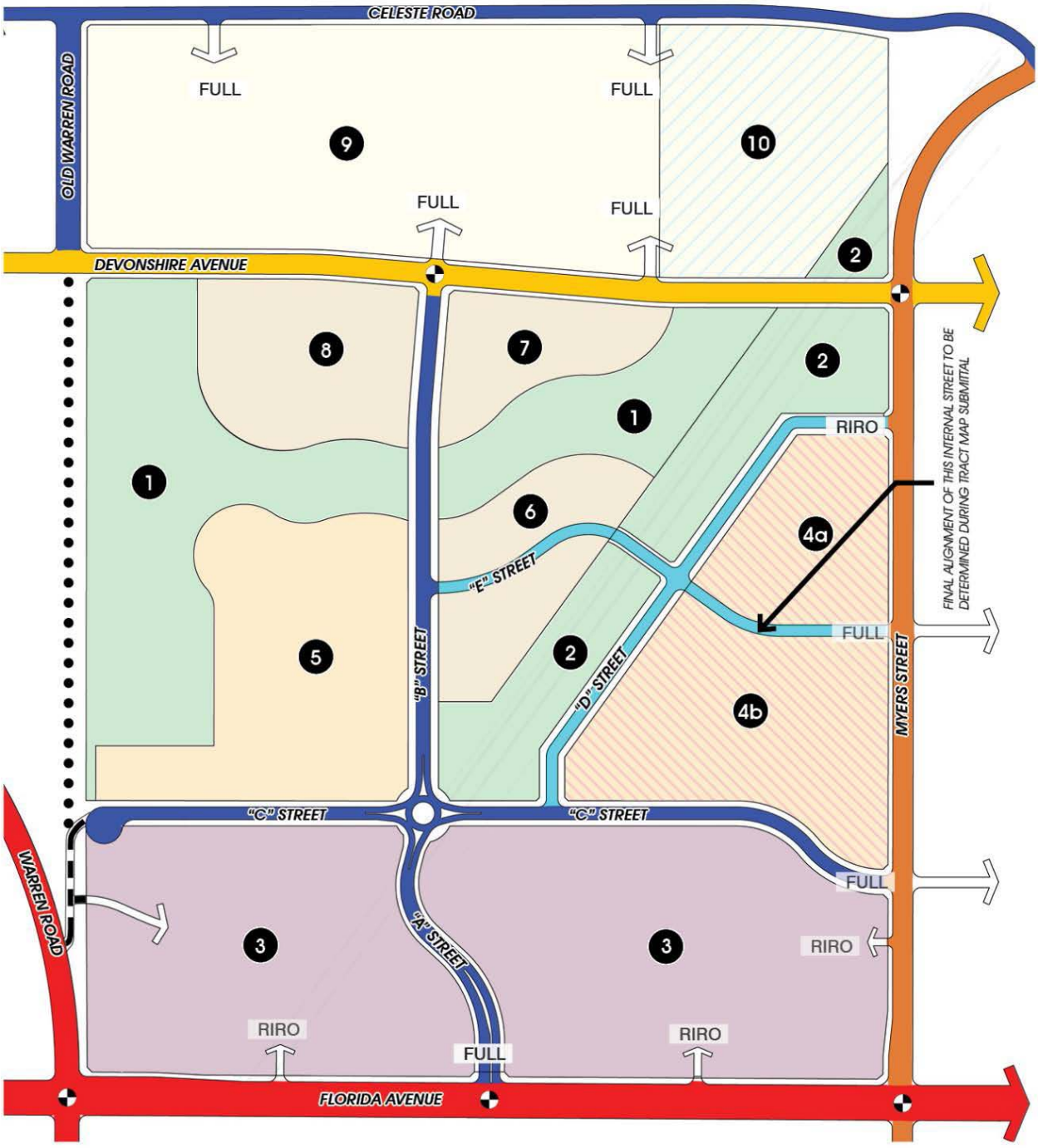
As shown on Figure III-5, the Project would include of a hierarchy of streets (including collector and local roads) that would provide a comprehensive and connected street network. All necessary public streets, both on and off site, would be improved by the developer. The typical street cross-sections are described below.

Arterial. Florida Avenue is an arterial, which is a six-lane road with limited/controlled access to minimize conflicts and accommodate higher speeds. Intersections are signalized and separated by at least one-quarter mile. Florida Avenue contains a landscaped median, which varies in width.

Divided Secondary. Myers Street would be a Divided Secondary street, a four-lane street with a center landscaped median. South of Devonshire, Myers Street includes bike lanes on each side and north of Devonshire.

Secondary. Devonshire Avenue and other secondary streets would be four-lane streets with a painted centerline and no median. Parking would not be accommodated, but bike lanes (or shared bike/[Neighborhood Electric Vehicles] [NEV] lanes on Devonshire Avenue) would be accommodated.

Collector. A collector would be a two-lane roadway with full shoulders and sidewalks on both sides. . Residences would not be permitted to have individual driveways onto the street, and parking or NEV/bike lanes could be accommodated on both sides. Celeste Road, Old Warren Road to Devonshire, “A” Street, “B” Street, and “C” Street are collector streets.



LEGEND

- ARTERIAL
- COLLECTOR STREET
- EMERGENCY ACCESS*
- SECONDARY
- DIVIDED SECONDARY
- OLD WARREN ROAD R.O.W. (includes permeable pavement access road)
- LOCAL RESIDENTIAL
- PLANNING AREA
- POTENTIAL FUTURE TRAFFIC SIGNAL IF WARRANTED

FULL = FULL ACCESS

RIRO = RIGHT-IN/RIGHT-OUT ACCESS ONLY

NORTH

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Scale (Feet)

Source: The Planning Center, 2014.

CAJA Environmental Services, LLC

Figure III-5
Mobility Plan

Local Street. Local streets within the Project site would have a 62-foot right-of-way and a 40-foot curb-to-curb dimension with parallel parking allowed on both sides. Cul-de-sac streets serving fewer than 20 homes would have a 60-foot right-of-way with 36 feet curb-to-curb and parking on both sides. "D" Street, "E" Street, and all other interior non-collector public roadways are local streets.

Alley. Alleys are permitted. A 34-foot-wide alley (24-foot-widepaved area with a 5-foot apron on each side) would be required in alleys where parking is prohibited. Alleys are not depicted on the Mobility Plan and would be the function of individual projects approved during the Development Plan Review process.

Old Warren Road. The right-of-way for Old Warren Road south of Devonshire Avenue currently exists on the Project site. However, Old Warren Road would not be improved as part of the Project. The Master Developer would grade and improve half the right-of-way to provide a 20-foot-wide emergency access roadway, allowing for maintenance and emergency services from Devonshire Avenue south to New Warren Road. Adjacent property owners would have access rights in the right-of-way to develop a road in the future.

Pedestrian Network

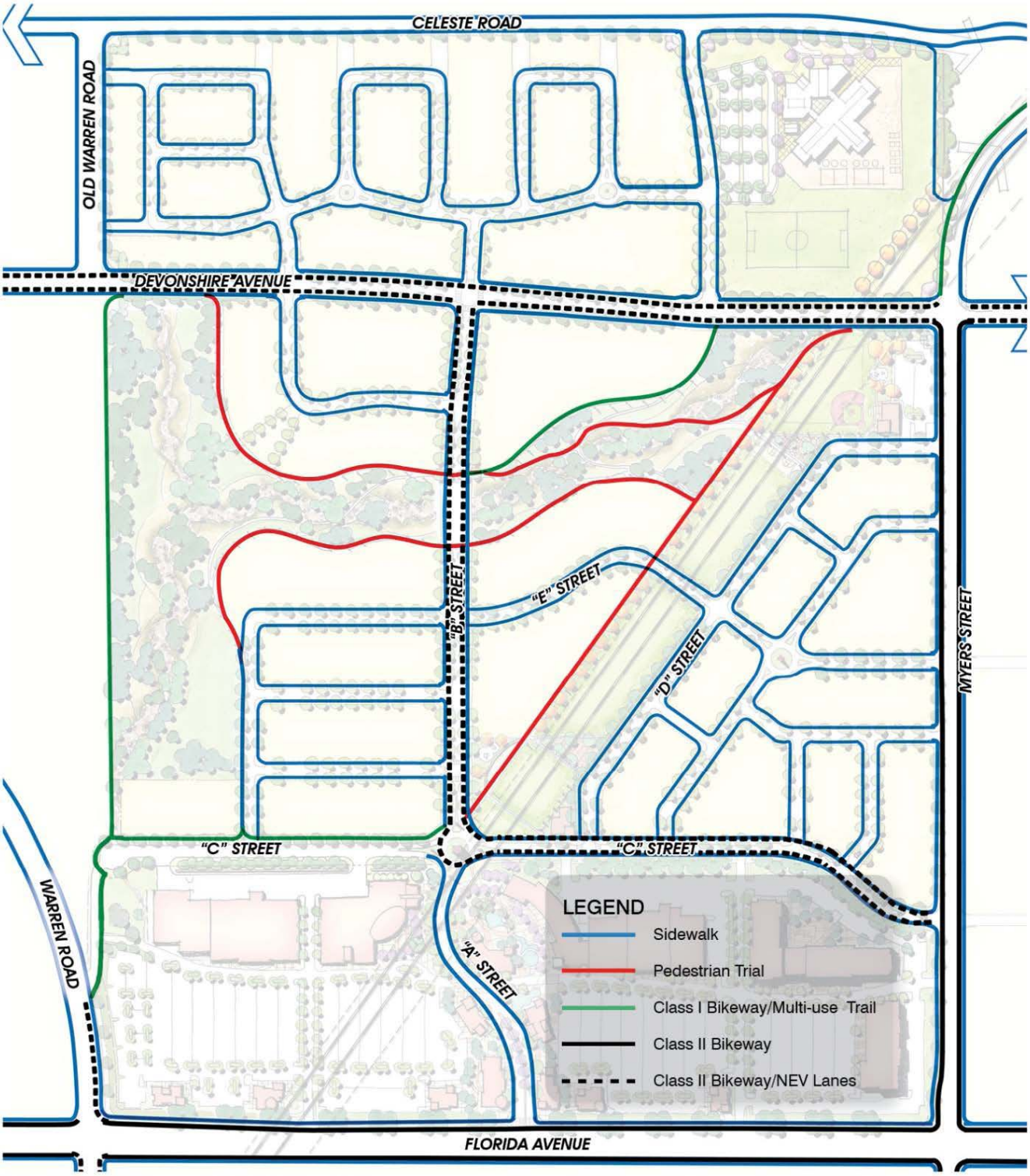
The Project includes an extensive system of trails, as shown on Figure III-6. The pedestrian and bicycle circulation system would connect important community features, such as the Recreation Spine, Commercial Mixed-Use District, Community Green, and the Ramona Creek Basin Corridor. Additionally, lanes for NEV are included along Devonshire Avenue, Warren Road, "B" Street, and "C" Street west of "A" Street. The interconnected system would allow residents to walk, bike, or drive an NEV between neighborhoods and amenities while helping to reduce automobile use within the community and promote healthy lifestyles.

As shown on Figure III-6, the pedestrian circulation system would comprise public on- and off-street trails. Bicycle circulation associated with the Project is detailed on and is described as follows:

- Class 1 bikeway (bike path): A completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimized cross-flow by motorists. The multi-use trail system and Myers Street north of Devonshire Avenue, and "C" Street west of "A" Street would contain a Class 1 bicycle facility.

- Class 2 bikeway (bike lane): A striped lane for one-way bike travel on a street. Florida and Devonshire avenues, Myers Street (between Florida and Devonshire), Warren Road, "B" Street, and "C" Street east of "A" Street would contain Class 2 bikeways.

- Class 3 bikeway (bike route): A shared use with pedestrian or motor vehicle traffic. All local residential roads within Ramona Creek would provide for Class 3 facilities.



*Please refer to Figures 3-2A – 3-2F for details.

Note: The locations and alignments of the sidewalks, especially along the Local Residential Streets, depicted on this graphic are conceptual in nature and are not to be taken as compulsory. The final design and alignments will be designed using this graphic as guidance; however, variations are expected as permitted in this Specific Plan and will be determined during the grading and tentative tract map process. Please refer to Figures 3-2A – 3-2F for details.

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Scale (Feet)

Source: The Planning Center, 2014.

CAJA Environmental Services, LLC

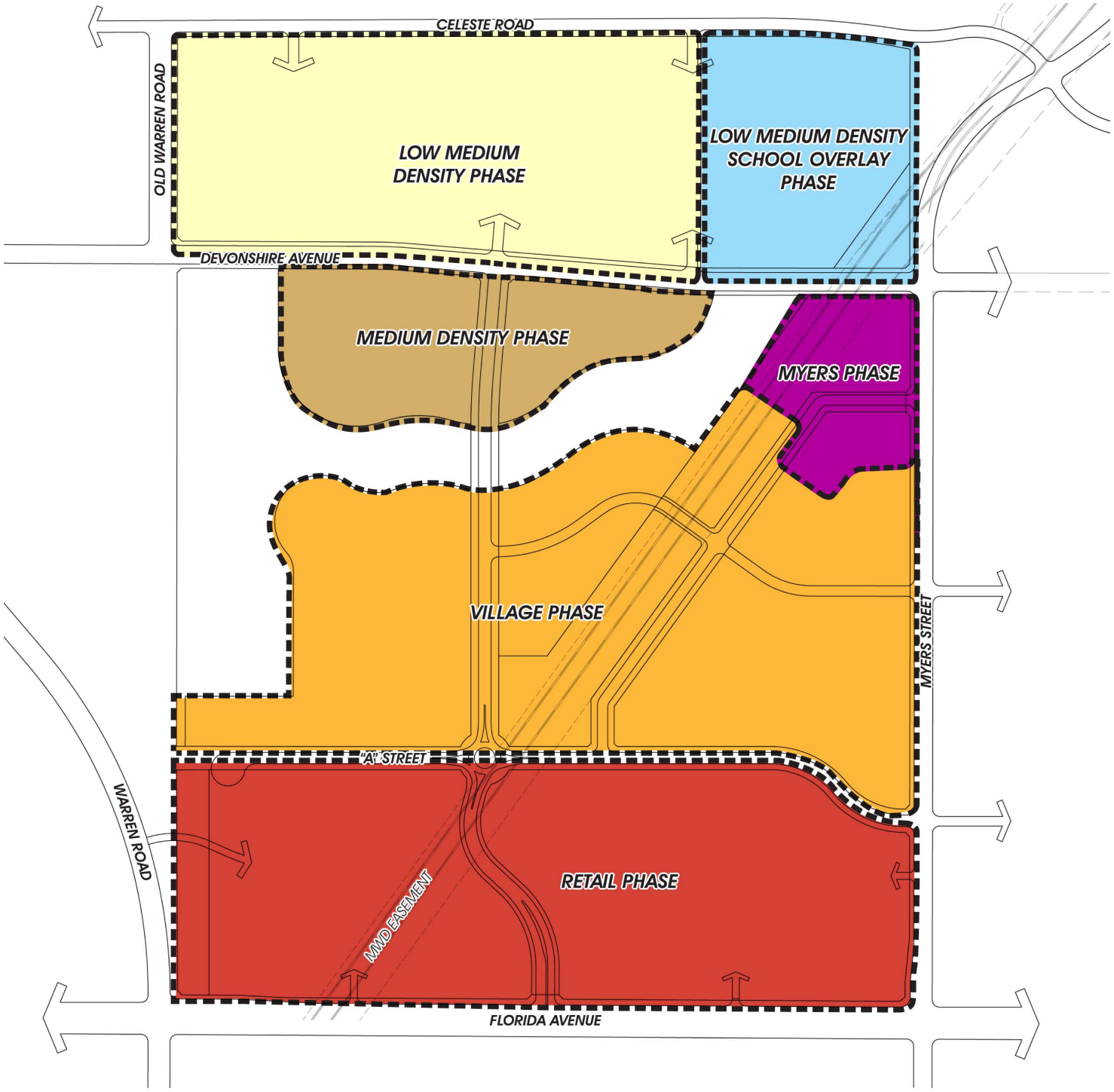
Figure III-6
Pedestrian and Bicycle Network

Phasing Plan and Project Grading

Project development phasing is conceptually shown on Figure III-7. The necessary circulation, drainage, sewer, and water infrastructure has been outlined for each phase, however there is no proposed order of development. Development is intended to occur with the market demand. Therefore, the phasing plan represents a projection of future planning and market factors and there is not a compulsory development sequence. Regardless of the timing, Project development including installation of the infrastructure improvements would be required before development could proceed in each phase, unless approved otherwise by the City Engineer.

Mass grading of the Project is to occur in Phase 1, with the exception of the small area within the Meyers Phase, as shown in Figure III-8. The excavation of the Ramona Creek Corridor, which would serve as the site's primary flood control drainage facility and an open space/recreational amenity, is also designed specifically to allow complete on-site balancing of cut and fill and, therefore, avoid the need to haul fill to the Project site. The development of the on-site drainage facility is intended to ensure the phasing plan can be developed in any order and adequately address regional drainage within the Ramona Creek Corridor.

The only exception is the Myers Phase. Under existing conditions, the upstream runoff within the Myers Phase is directed through the adjacent Tres Cerritos property located to the north and east of the Project site. The upstream run off is directed to Devonshire Avenue. Then, at the intersection of Devonshire Avenue and Myers Street, the upstream run off ponds and overtops Myers Street. As it ponds and overtops Myers Street, the flow width as it enters the Project site would be approximately 800 feet wide. As a result, the Myers Phase cannot be developed until the upstream flows are collected in a channel to the east of Myers Street and can be conveyed to the Ramona Creek Corridor basin. The Tres Cerritos East Specific Plan has proposed such an earthen channel as part of the Tres Cerritos project, which would extend from the intersection of Devonshire Avenue and Myers Street to the Seattle Basin, which is located south of the intersection of Menlo and Cawston Avenues. The proposed earthen channel, which has an approximate length of 4,600 feet, collects the off-site runoff and conveys the flows to the intersection of Devonshire Avenue and Myers Street. The Project includes a culvert system that would then convey the runoff collected by the earthen channel to the Ramona Creek Corridor basin, once it is constructed on the adjacent property. Developing the Myers Phase after the upstream flows are collected ensures that flows would mimic the existing condition and provide an area to direct the runoff temporarily until both the earthen channel is constructed on the adjacent property and the proposed Ramona Creek Corridor basin are developed to ensure no impact occur to upstream properties and the other phases within the Project.



Note:
1. See Figures 6-2B.1 through 6-2F.2 for improvements associated with the development of each phase.
2. The conceptual phasing plan is not chronological in nature and instead shows the physical areas likely to develop as a group based upon drainage and the availability of infrastructure.

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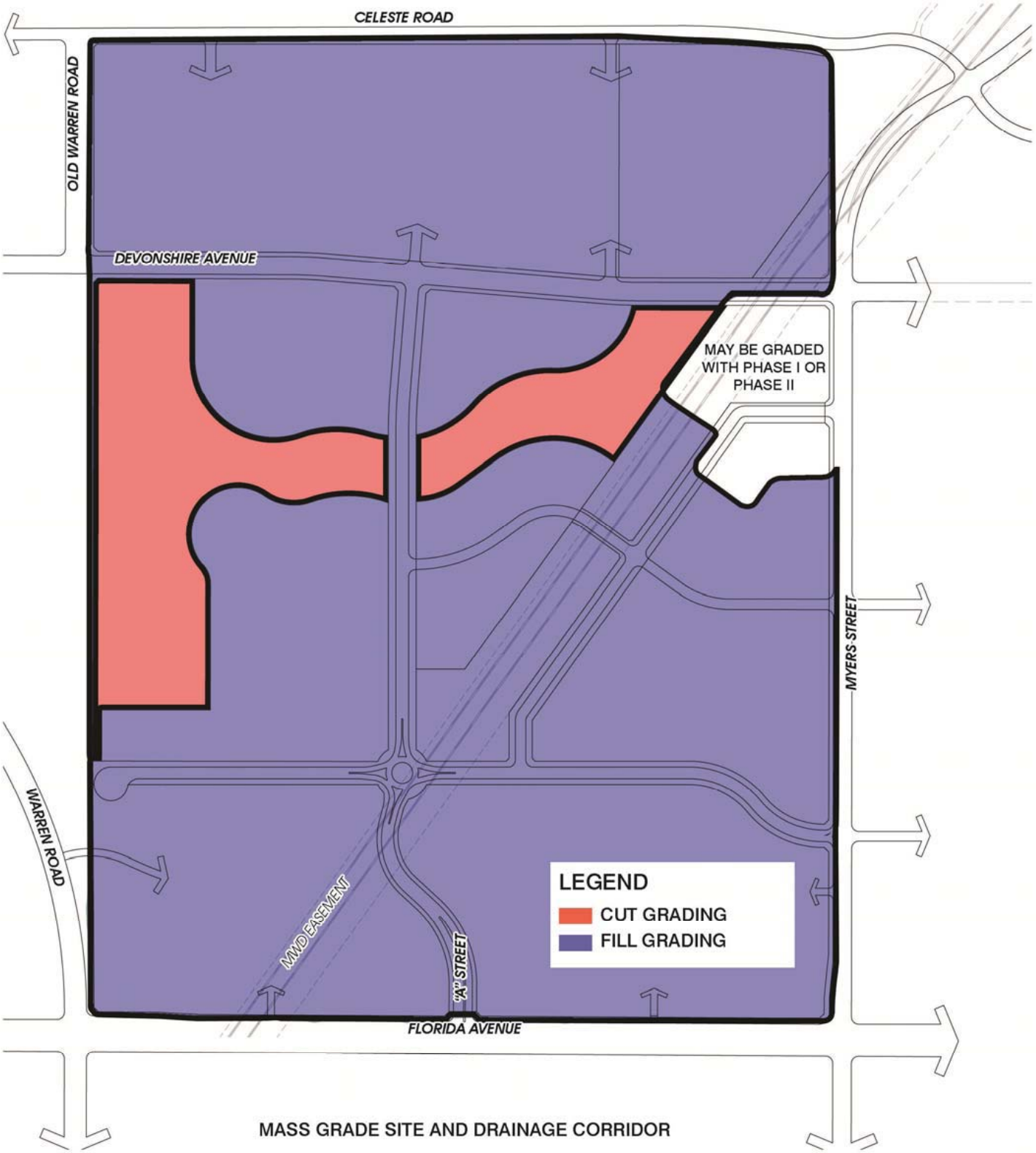
Scale (Feet)

Source: The Planning Center, 2013.

CAJA Environmental Services, LLC

Figure III-7
Conceptual Phasing Plan



Note: This phasing plan is conceptual in nature and shows the physical areas likely to develop as a group. The primary cut and fill areas have been delineated to emphasize the mass grading concept.

Source: The Planning Center, 2014.

Not To Scale

CAJA Environmental Services, LLC

Figure III-8
Phase 1 Grading Plan

Project Sustainability

Chapter 4 of the Specific Plan addresses the sustainable development and operational practices that are part of the Project and includes required (mandatory) and suggested (optional) elements. Sustainable development practices outlined below are based in part on those found in the 2010 California Green Building Code (CALGreen Code). The CALGreen Code, as codified in Part 11 of Title 24 of the California Code of Regulations and amended, has been adopted by the City as the City's green building code. Development under the Specific Plan would be reviewed for conformance with the provisions of listed below during the Development Plan Review process.

Several policies listed below require a measurement based on the aggregate of the entire Specific Plan. The master developer and/or builder shall be responsible for tracking compliance with these policies and submitting summary documentation along with applications for Site Development Plan Review, building permits, or landscape plans to the City, as appropriate.

Green Infrastructure

Green infrastructure integrates natural systems, and capitalizes on opportunities for creating multipurpose systems, using land and resources more efficiently. Implementing green infrastructure and related methods for watershed management improves water quality, conserves water, and controls runoff volumes as well as peak flows and durations. In addition to these direct benefits to the watershed, implementing such methods as reducing impervious surfaces also benefits the quality and availability of biological habitat, provides energy conservation by reducing the heat gain effect and can be aesthetically pleasing.

- **On and Offsite Drainage** would be handled as part of a regional solution that would benefit upstream property owners and the vernal pool conservation, and still allow development of the Project while the regional drainage system is improved (required).

- **Storm water** would flow from as much of the Project site as possible into the onsite drainage facility, and design grading plan to balance cut-and-fill volumes onsite (required).

- **Rainwater** would be collected onsite through the use of stormwater management practices such as the incorporation of infiltration basins and bio-swales (suggested).

- **Curb cuts** would be incorporated to allow storm water flows to drain to permeable pavement or landscaped areas (suggested).

- **Pervious paving** or open grip paving materials shall be incorporated where possible to reduce the negative effects of storm water runoff and facilitate groundwater recharge. Small-scale, environmentally friendly design features such as "Hollywood" or dual-track driveways shall be incorporated where possible for single-family homes (suggested).

- **Bio-swales** would be utilized, particularly featuring native or drought-tolerant grasses, to collect and filter water runoff (suggested).

Landscaping

Sustainable landscaping practices and techniques help promote water conservation and reduce water demand as well as help to control water and irrigation costs. Efficient irrigation techniques help reduce water demand, while sustainable landscape design can lead to the reduction of the heat-island effect (the absorption of solar heat in paved surfaces), improved environmental habitat, and reduced overall maintenance and replacement cost.

- **Hemet Municipal Code** - comply with Article XLVIII, Landscaping and Irrigation (required).

- **High efficiency irrigation systems** would be installed to reduce the amount of water devoted to landscaped areas, such as drip and bubbler irrigation and low-angle, low-flow nozzles on spray heads (required).

- **Automated irrigation controllers** would be properly programmed, including evapotranspiration-based systems, which are water efficient and weather based (required).

- **Plant material selection** shall be based on species that are drought tolerant, heat resistant, and hardy. Native plant material should also be closely examined and considered for most landscape areas. On the aggregate, plant selection within the Project site should strive to use up to 75 percent water-wise/drought-tolerant, native, or Mediterranean plant materials (required).

- **Large turf areas** shall be prohibited except within the Recreation Spine and Community Green. Water conserving native groundcovers or perennial grasses, shrubs, and trees shall be specified instead (required).

- **Trails** should be constructed of pervious materials such as decomposed granite or existing earth (suggested).

- **Hydrozones** - plants with similar water requirements shall be grouped together. A reference is available from the California Department of Water Resources (required).

- **Mulch** planting beds and apply compost and environmentally friendly fertilizers to promote healthy topsoil, maximize plant growth, and reduce plant replacement as well as the need for longer or more frequent irrigation run times (suggested).

- **Recycled water** would be used where available and approved by the Eastern Municipal Water District in residential front and back yards, private common areas, and in adjacent public street

parkways. Where recycled water is not used, turf is limited to 33 percent of the landscaped area of a conventional single-family development lot (required)

- **Irrigation systems** for parking lot landscaping would consist of systems that minimize runoff and evaporation and maximize water availability to plant roots (required).

- **Diamond-shaped tree planter islands** are suggested at a ratio of one for every eight parking spaces within double-loaded parking rows in all parking lots (suggested).

- **Planter islands** extending the full length of the parking isle shall be provided at the end of parking aisles (required).

- **Shade** shall be provided in parking lots by tree cover to reduce the amount of heat absorbed by paved parking areas where feasible (required).

Building-Level Sustainability

Sustainable building practices and techniques encourage safe and healthy living environments. Materials and actions that improve indoor air quality and the comfort of homes as well as reduce the impacts of light pollution are critical to community health and well being.

Building Materials

- **Architectural paints and coatings** shall comply with VOC limits identified in the CALGreen Code (required).

- **Prefinished building materials** that do not require additional painting or staining should be utilized when possible as discussed in Section A4.405, Material Sources, of the CALGreen Code (suggested).

- **Insulation** with at least 75 percent recycled content on the aggregate, such as cellulose, newspaper, or recycled cotton (suggested).

Indoor/Outdoor Air Quality

- **Flooring and insulation** products that are low emitters of volatile organic compounds (VOC) and formaldehyde (required).

- **Low- and zero-VOC paints**, finishes, adhesives, caulks, and other substances to improve indoor air quality and avoid harmful health effects of off-gassing (required).

- **Natural gas fireplaces** to minimize smoke and pollutants from wood burning fireplaces (e.g., CO, NO, and VOCs) (required).

- **Construction equipment** shall be properly maintained and serviced to minimize construction related exhaust emissions (required).

- **Smoking** shall be prohibited in nonresidential buildings and within 25 feet of nonresidential building entries, outdoor air intakes, and operable windows per Section 5.504, Pollution Control, of the CALGreen Code (required).

- **Outdoor illumination** in Ramona Creek shall comply with requirements of the California Energy Code per Section 5.106.8, Light Pollution Reduction, of the CALGreen Code (required).

Lighting

- **Outdoor illumination** in Ramona Creek shall comply with requirements of the California Energy Code per Section 5.106.8, Light Pollution Reduction, of the CALGreen Code (required).

- **Shielded fixtures** shall be installed to avoid overhead lighting of areas such as walkways (required).

- **Low-contrast lighting, low-voltage fixtures and energy-efficient bulbs**, such as compact fluorescent (CFL) and light emitting diode (LED) bulbs. Only energy efficient street lighting shall be used (required).

- **Automated occupancy sensors** in nonresidential buildings that automatically shut off lights when rooms are unoccupied (required).

- **Building lighting** shall consist of at least 90 percent Energy Star qualified hard-wired fixtures per Section A4.209, Lighting, of the CALGreen Code (required).

Building Envelope

- **Radiant barriers** shall be installed to reduce summer heat gain and winter heat loss, while preventing solar heat from being absorbed through the roof (required).

- **Building articulation and form** should be expressive of environmental conditions such as solar orientation, views, noise, prevailing winds, and local climate. (suggested).

- **Floor plans** employing features such as courtyards, plazas, and patios are encouraged to provide shading and air circulation (suggested).

- **Natural ventilation techniques**, such as operable windows, to take advantage of airflow for cooling residential interiors, thus reducing the amount of energy used for cooling (required).

- **Cool roofs**, painted with a highly reflective coating, or light-colored material shall be considered, as well as green roofs (vegetated roof areas containing plants in engineered soil) to reduce heat absorption and decrease storm water run-off (suggested).

- **Water and energy saving fixtures and appliances**, such as showerheads, toilets, washing machines, clothes dryers, refrigerators, and dishwashers shall be certified as Energy Star compliant (required).

- **Recirculating hot water systems**, or tankless water heaters should be considered instead of storing hot water in tanks, to reduce standby energy use (suggested).

- **Insulation value** of R30 or higher in ceilings (required).

- **Programmable thermostats** in all units (required).

Resource Conservation

Actions that increase water and energy efficiency and conserve resources offer tremendous cost savings to builders, future tenants and owners. Through techniques such as strategic maximization of shading and insulation and incorporation of high-performance heating, ventilation, and air conditioning (HVAC) systems, a substantial reduction in energy use can be achieved. The use of high-performance appliances and irrigation systems that minimize water and energy use can substantially impact the amount of resources flowing into and out of the community. Providing access to multi-modal methods of transportation reduces emissions and expending natural resources.

Water

- **Water Efficiency and Conservation** – comply with Sections 4 and 5 of the CALGreen Code, which outlines indoor water use requirements for residential (Section 4.3) and nonresidential development (Section 5.3). The Project would comply with the 20 percent reduction in indoor water usage mandated by the CALGreen Code and the 30 percent reduction in outdoor water usage required by the City's water efficient landscape ordinance (required).

- **Energy Star compliant appliances** and fixtures shall be incorporated including the following:

    - Sensor operated faucets shall be installed in nonresidential buildings (required);

    - Dual flush or other toilets using less than 1.6 GPF (required);

- Waterless urinals in nonresidential buildings (required);
- Low flow faucets and showerheads using 2.5 GPM or less (required);
- Reducing valves, and insulated hot water lines (required).

- **Water-saving landscaping techniques**, such as drip irrigation systems and drought-tolerant plant species shall be considered. For a more detailed list of water-saving techniques and practices, see the Landscaping section of this chapter (required).

- **Reclaimed water** shall be used for irrigation of landscaping for the Mixed-Use District, Recreation Spine, Ramona Creek Corridor, and roadway medians/landscaping if available and approved by EMWD. A separate water gray water transmission system shall be installed to facilitate the use of reclaimed water (required).

Energy

- **Energy-efficient windows**, such as models with spectrally selective low-e glass with wood, vinyl, or fiberglass frames shall be installed on all structures (required).

- **Building materials** taking advantage of heat storage or thermal mass to reduce energy needed for heating and cooling interiors shall be incorporated. Materials such as concrete, masonry, and wallboard store heat absorbed during the day and slowly release it throughout the evening, thereby moderating indoor temperatures over a 24-hour period (required).

- **Participation in energy efficiency rebate programs** offered by utility providers and government agencies shall be encouraged (required).

- **Natural gas consumption** shall be reduced through implementation of conservation practices including use of an automatic flue gas damper when using a gas heating system, use of electrically lighted pilot lights for all gas systems, and insulation of all gas-heated hot water tanks (required).

- **Energy-saving devices** shall be incorporated where feasible. These devices may include:
  - The use of individual meters versus multiple meters (suggested).
  - The installation of lighting switches and multi-switch provisions for control by occupants and building personnel (suggested).

- The use of time-controlled interior and exterior public lighting limited to that necessary for the safety of persons and property (suggested).
- High efficiency lighting in 50 percent of the aggregated project (suggested).
- Energy Star-rated appliances (required).

Heating, Ventilation and Air Conditioning (HVAC)

- **Indoor Air Quality and Exhaust** - comply with provisions of Section 4.506, and Section 4.507, Environmental Comfort, of the CALGreen Code (required).
- **HVAC systems** shall be designed according to the standards provided by the Air Conditioning Contractors of America (ACCA) handbooks or other comparable high-performance HVAC standards (required).
- **Sealed-combustion/sealed-duct furnaces** and water heaters shall be installed for increased efficiency and indoor air quality (required).
- **Ceiling fans** shall be Energy Star qualified to circulate air, improve comfort, and reduce the demand on heating and cooling systems (required).
- **Duct openings and mechanical equipment** associated with heating and cooling shall be covered during construction to reduce the amount of dust or debris that may collect in the system as per the CALGreen Code (required).

Mobility

- **Bicycle parking facilities** in nonresidential development shall comply with Section 5.106 of the CALGreen Code. Bicycle racks shall be provided at the Commercial Mixed Use District and at key points within the open space and park system (required).
- **Preferred parking for high-occupancy vehicles/carpool/vanpool** shall be provided within nonresidential uses. Ten percent of total designated parking spaces should be designated for use by low-emitting, fuel-efficient, and carpool/vanpool vehicles as required by Section 5.106.5.1 of the CALGreen Code (required).
- **Transportation System Management Plans** shall be required to be consistent with SCAQMD Regulation XV air pollution reduction programs to reduce trip making where feasible. Features of these plans may include, but are not limited to:

- Consideration of transit use incentives by employers to encourage public transit use by employees (suggested).
- Consideration of employee carpooling is required for all new development and businesses (suggested).
- Consideration of utilizing staggered work hours (suggested).
- Consideration for providing convenient bus shelters and bus turnouts along Florida Avenue to encourage ridership and improve traffic flow (required).

- **Pedestrian and combination biking/pedestrian trails** shown in the Specific Plan shall be provided to encourage walking and biking for short destination trips (required).
- **Coordination of the Master Developer with the Riverside Transit Agency** to determine if it is necessary to establish new bus routes and stops to service Ramona Creek (required).
- **Excess day time parking** in Planning Area 3, available as determined after one year of operation of the Commercial Mixed Use area, shall be converted to a designated park-n-ride area in the least used portion of the parking lot. The designated area shall be for used on weekdays between 6:00 a.m. and 6:00 p.m. to encourage ridesharing/transit ridership and reduce commuter traffic (suggested).
- **Reduction of vehicle miles** traveled by: creating a master-planned community with a diversity of land uses, enhancing multi-modal connectivity and the onsite pedestrian network, and providing connections to offsite destinations (required).

Solid Waste

The measures listed below would ensure the volume of trash generated by Project and deposited in the landfills would be minimized compared to the typical residential or commercial development. Trash service could be handled through individual or centralized collection, as is appropriate for the design of each area of the project. Individual collection is trash deposited in small containers at curbside for each unit. Centralized collection areas provide common trash bins for projects without individual containers. The measures listed below cover trash collection for both individual and centralized collection as well as waste generated during construction of the Project.

- **Construction waste reduction, disposal and recycling.** As per Section 4.408 of the CALGreen Code a construction waste management plan shall be submitted to the City prior to the recordation of the first subdivision map on the property. The plan shall be approved by the City prior to the start of construction (required).

- **Waste disposal services.** The construction contractor shall only contract with the city's solid waste hauler for demolition and construction-related wastes (required).

- **Onsite separation and recycling of construction-related wastes** shall be facilitated by the construction contractor by providing temporary separation bins onsite during demolition (required).

- **Homes serviced through the use of trash containers** shall have a minimum of nine square feet of designated space for each container and the space to store two containers. The container storage space does not have to be contiguous or indoors. The approved floor plan for each home must identify the container storage area (required).

- **Centralized trash collection** areas shall include the following features:

    - **Walking distance** should be less than 250 feet to a bin or compactor from the door of the facility it serves (suggested).

    - **A minimum interior dimension of 10 square feet** shall be provided for common refuse and recycling enclosures unless a larger area is specifically required by the trash hauler based upon the proposed use (required).

    - **Collection areas** shall be enclosed within a building or screened with masonry walls having a minimum height of six feet with self-latching gates (required).

    - **Access gates or doors** to any trash area not enclosed within a building are to be of opaque material (required).

    - **Trash enclosures serving multi-family** residential buildings shall be located a minimum of 5' from the edge of the roof eave line (required).

    - **Screening and enclosures** shall be designed to be architecturally compatible with the building and landscape design in terms of material, color, shape, and size (required).

    - **Refuse and recycling receptacles** shall be completely screened from public rights-of-way and parking areas through site orientation, enclosures, and/or landscaping, and shall be situated so as to eliminate noise and visual intrusion and eliminate fire hazards (required).

- **A curbside recycling program** shall be established with the City's contracted waste hauler including provisions for separating lawn trimmings and other green waste for recycling. Once a homeowner's association is established, the responsibility for the waste hauler contract shall be transferred from the developer/ builder to the homeowner's association for residential areas or property owner for non-residential areas (required).

- **Trash compactors** shall be provided for non-recyclable wastes within commercial uses. Each separate building in the Commercial Mixed Use District shall provide one refuse bin and one recycling bin, or as required by the City's contracted trash provider (required).

PROJECT OBJECTIVES

The objectives of the Project are as follows:

- Expand the range of housing choices in the City of Hemet to serve a range of lifestyles, including first-time buyers, young singles and couples, families, empty nesters, and seniors, by providing both attached and detached housing options at a variety of densities, configurations, and prices.

- Provide a mixture of residential and nonresidential uses, strategically located recreational facilities, and a desirable package of amenities to encourage outdoor activity and create a sense of community and identity.

- Utilize onsite drainage and utility corridors as opportunities to balance cut and fill as well as provide recreational amenities, walkable connections, and add value to the community.

- Implement the goals and policies of the City of Hemet General Plan to encourage a balanced and sustainable pattern of land use and implement high-quality pedestrian-oriented design.

- Establish plans for the improvement and/or development of new public infrastructure to serve the project area consistent with applicable master plans.

- Create an integrated and interconnected community that allows residents to access the various amenities, shops, and services without the need to use the automobile.

- Provide for new residential, commercial, and open space development that is integrated with existing and planned surrounding development.

- Enhance the economic well being of the City by locating uses that capitalize on the Florida Avenue frontage.

- Enhance the City's existing job base through the creation of a broad range of employment and career opportunities.

- Accommodate a range of commercial, service, and professional business and employment options to meet the needs of the market and to create a project that is fiscally positive.

- Provide flexible standards to allow the project to best meet market demand at the time of development.

DISCRETIONARY ACTIONS AND PURPOSE OF THE EIR

The EIR will be used in conjunction with one or more discretionary actions that will be considered by the City. The discretionary approvals requested by the applicant include the following:

- General Plan Amendment (GPA 12-005) to:

  (i) Amend the development capacity allowed in the Florida Avenue Commercial Mixed-Use Area #1 as shown on Table 2.3 and as described in Section 2.6.4 of the 2030 General Plan;

  (ii) Amend land use designation of the area north of Devonshire Avenue (Planning Areas 9 and 10) from LDR (Low Density Residential) to LMDR (Low Medium Density Residential), increasing density from a maximum of 5.0 du/acre to 6.0 du/acre; and

  (iii) Increase the allowed maximum density in Planning Area 9 up to 8.0 du/acre if necessary to accommodate the potential transfer of residential units in the event the Hemet Unified School District does acquire the School Overlay (Planning Area 10).

- Specific Plan Approval (SP-12-001) (including future implementation, including Site Development Review, Design Review, Conditional Use Permits, etc.).

- Approval of a Master Tentative Tract Map No. 36510, which would subdivide the Project site into 45 lots and future Subdivision Map approvals to implement the Project (e.g., tentative and final maps).

- Approval of an agreement related to the acquisition and operation of the Project's recreational facilities with Valley-Wide Recreation & Park District, acquisition and operation of recreational facilities.

- Development Agreement with the City of Hemet.

- Encroachment permits.

- Any other discretionary approvals required by applicable laws or regulations to implement to the Project.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Project include:

- Review and approval of all on and off-site grading and infrastructure plans, including street and utility improvements pursuant to the conditions of approval.

- Approval of a Preliminary Water Quality Management Plan to mitigate post-construction run-off flows pursuant to the conditions of approval.
- Lot line adjustments consistent with the Specific Plan.
- Building permits pursuant to the conditions of approval.
- Any other non-discretionary actions consistent with the conditions of approval to implement the Project.

Other City, regional, and state departments/agencies also may use the EIR in conjunction with other required permits and approvals, including (but not limited to) the following:

- Santa Ana Regional Water Quality Control Board, National Pollutant Discharge Elimination System compliance for Project construction and operations and issuance of Waste Discharge Requirements for impacts to on-site drainage ditches.
- California Department of Fish and Wildlife, 1603 Lake and Streambed Alternation Agreement for impacts to on-site drainage ditches and Multiple Species Habitat Conservation Plan (MSHCP) compliance review.
- U.S. Fish & Wildlife Service, review of MSHCP compliance.
- Western Riverside County Regional Conservation Authority, review of MSHCP compliance.
- California Department of Transportation, encroachment permits for roadway improvements.
- Riverside Transit Agency, review of bus routes to serve the Project.
- Riverside County Airport Land Use Commission, consistency review for the Hemet-Ryan Airport Land Use Plan.
- Hemet Unified School District, potential new site acquisition and development.
- Eastern Municipal Water District, approval of construction of new plans for water service, water irrigation, and sewer collection facilities.
- Riverside County Flood Control and Water Conservation District, potential approval of stormwater drainage system.
- Valley-Wide Recreation & Park District, acquisition and operation of recreational facilities.