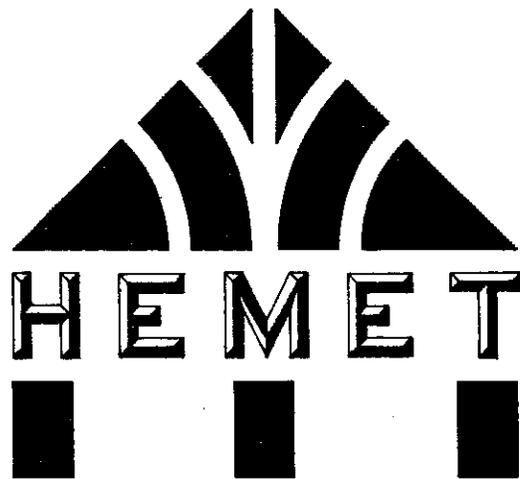


CITY OF HEMET

*SCENIC HIGHWAY SETBACK MANUAL
DESIGN CRITERIA*



*ADOPTION BY THE CITY COUNCIL
AUGUST 1990*

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CITY OF HEMET

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ADOPTION

This manual was adopted by City Council on August 21, 1990. Should there be any questions concerning the elements contained within this manual, please contact the City Planning Department at the address below.

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INTRODUCTION

The City of Hemet is pleased to present the Scenic Highway Setback Manual. The manual represents the City's dedication to providing a better quality of life for its citizens. The intent of this manual is to aid designers, developers, and contractors in their creation, development, and installation of landscape improvements within the designated setback area. This manual is to be regarded as development guidelines. All conceptual plans prepared based on the guidelines shall be approved by the City prior to the preparation of construction documents. All construction adjacent to Florida Avenue will require an Encroachment Permit from Caltrans District 8 Office. The result of these guidelines will be a pleasant, enjoyable, and safe atmosphere for the residents of Hemet.

The City of Hemet desires to have the open spaces within the Scenic Highways landscaped with the following goals in mind:

1. Landscaped areas within the Scenic Highways should project a positive image and establish a permanent character for the City.
2. Landscaped areas within the Scenic Highways should be aesthetic, functional, and economical to maintain. They should be an asset, not a liability.
3. Landscaped areas within the Scenic Highways are to be used for the enjoyment of those who live and/or work in the City.
4. Safety is a major design issue for any improvements that occur within the Scenic Highway Setback Area. Special consideration shall be given to the pedestrian/bike path to achieve the safest possible design.

SCENIC HIGHWAY SETBACK OVERLAY ZONE DEVELOPMENT PROCESS

REQUIREMENTS

- All property within the Scenic Setback Overlay Zone (twenty-five foot setback and varying R.O.W.) is required to be landscaped per Scenic Highway Setback Standards.
- Projects which require a Conditional Use Permit, Tentative Parcel Map, or Tract Map are conditioned to require dedication and improvements of the setback areas. Miscellaneous Projects are conditioned to require improvement of the setback area while dedication of the setback area is encouraged.
- Setback areas which are dedicated, after improvement, are placed within a Lighting and Landscape Maintenance District for perpetual maintenance. This ensures a uniform treatment of all facilities including live plants, landscape, lighting, and street furniture.
- Projects where the developer is not required to dedicate the setback area are obligated to maintain the area.

PLAN PREPARATION AND REVIEW

- After a project is approved, and prior to the issuance of any building permits, a preliminary development plan for the setback area shall be filed with the Planning Department. It shall be treated as a separate Miscellaneous Project in order to receive a comprehensive review by the Staff Review Board.
- The plan shall include the requirements of the Scenic Highway Setback Manual Standards: proposed improvements, species of

plants, signs, street furniture, lighting fixtures, existing or proposed locations of fire hydrants, street lights, driveways, sidewalks, and bike paths, etc. Dimensions shall be shown. The application shall show the engineer's name and the landscape architect's name.

- Prior to any work commencing, plans shall be submitted to the staff review board. The staff review board shall review the plans and submit a written report with conditions of approval.

FINAL PLAN

- A final plan(s) showing grading, paving plans, irrigation systems, electrical systems, drainage systems, and a landscape planting plan, street furniture, etc., shall be submitted to the City Engineer.
- The City Engineer shall review the plans and insure that they are in conformance with the plan approved by the Staff Review Board, and that they meet the criteria of the Scenic Highway Setback Manual, and all the City Codes. They shall also inspect the project and be responsible for final approval. No adjacent project shall receive an occupancy permit until the work within the setback is completed, or a deferment has been issued by the City Engineer. An Encroachment Permit from Caltrans District 8 Office is required for all construction adjacent to Florida Avenue.

COMPLETED PROJECTS

- The City Engineer shall notify the Finance Director when a project is complete. The Finance Director shall place the area, if dedicated, into an appropriate Lighting and Landscape Maintenance District.

- Developers of projects where the setback area has not been dedicated shall submit an agreement for perpetual maintenance of the Scenic Highway Setback Area and shall record this agreement so that future buyers are aware of the maintenance responsibility.

PURPOSE

The purpose of this manual is to provide a specific set of guidelines for landscape improvements for the Scenic Highway Setback Area. A design theme has been created for the entire City of Hemet as a part of the Scenic Highway Setback Manual. This theme will accomplish several things; it will offer a wide variety of design applications, it will add continuity and cohesiveness between the old and new sections of town; and it will provide a unique and distinct image for the City. The items addressed in this manual will include:

1. A design theme for the City.
2. Site amenities for the setback areas including:
 - a. Pedestrian/Bike Path Standards
 - b. Perimeter Wall Design Standards
 - c. Wrought Iron Fence Design Standards
 - d. Bus Shelter Design Standards
 - e. Bench and Trash Receptacle Specifications
 - f. City Entry Monument Signs
 - g. Lighting Standards for Pedestrian/Bike Path
 - h. Bollard Specifications
 - i. Street Pottery Specifications
 - j. Kiosk/Seating Area Design Standards

k. **Banner Specifications**

3. List of acceptable plant materials (trees, shrubs, ground covers).
4. Irrigation Design Standards
5. Maintenance Standards
6. Methodology for requiring improvements, maintenance, and deferment.
7. Residential and commercial development standards adjacent to the Scenic Highway Setback.

DEFINITION OF TERMS/BOUNDARIES OF STUDY AREA

Throughout the Scenic Highway Setback Manual certain terms have been used. These terms are defined below.

- Setback** The distance from the lot line to the point where improvements may be constructed (R.O.W. line).
- Right of Way** A portion of land which could be used for utility, bicyclists, pedestrians, and landscape purposes, or such other purposes as the City deems necessary. (See Figure A for graphic).

The following is a brief summary of the right of way setback required for the streets in the study area. (see Figure B 'Key Map')

Streets

SIMPSON ROAD (from the West Sphere of Influence Line to State Street)

Type of Street:	Major
Right of Way Width:	12'
Setback Width:	25'

STATE STREET (from Thornton Avenue South to the Sphere of Influence Line)

Type of Street:	Major
Right of Way Width:	12'
Setback Width:	25'

SANDERSON AVENUE (from the North Sphere of Influence Line to Simpson Avenue)

Current:

Type of Street:	Major
Right of Way Width:	12'
Setback Width:	25'

Proposed:

Type of Street:	Major
Right of Way Width:	10'
Setback Width:	25'

WARREN ROAD (from Commonwealth Avenue to Simpson Road)

Type of Street:	Arterial
Right of Way Width:	10'
Setback Width:	25'

FLORIDA AVENUE (from Sanderson Avenue West to the Sphere of Influence Line) (from Stanford Street East to the Sphere of Influence Line)

Type of Street:	Major
Right of Way Width:	12'
Setback Width:	25'

Florida Avenue is a state conventional highway and falls under the jurisdiction of Caltrans. Since Florida Avenue is a Caltrans road, it has some restrictions regarding landscape and hardscape improvements.

The developer, designer, and contractor shall familiarize themselves with the Department of Transportation (Caltrans) Master Plant List 1988; Landscape Architecture Project Plan Standards July 1987; Planting Design Standards; Highway Planting Stds. Encroachment Permits. All design, construction, and installation shall meet Caltrans requirements

and standards when designing along Florida Avenue. All other improvements within the study area shall meet the Scenic Highway Setback Manual Guidelines and Public Works Standards.

Bike/pedestrian paths shall occur in all setback and right of way areas addressed in this manual. The developer, designer, and contractor shall familiarize themselves with the Department of Transportation (Caltrans) booklet: "Planning and Design Criteria for Bikeways in California," "Latest Edition." The design, construction, and installation of bike/pedestrian paths shall meet Caltrans requirements and standards along Florida Avenue and with exceptions as noted in the manual on all other streets.

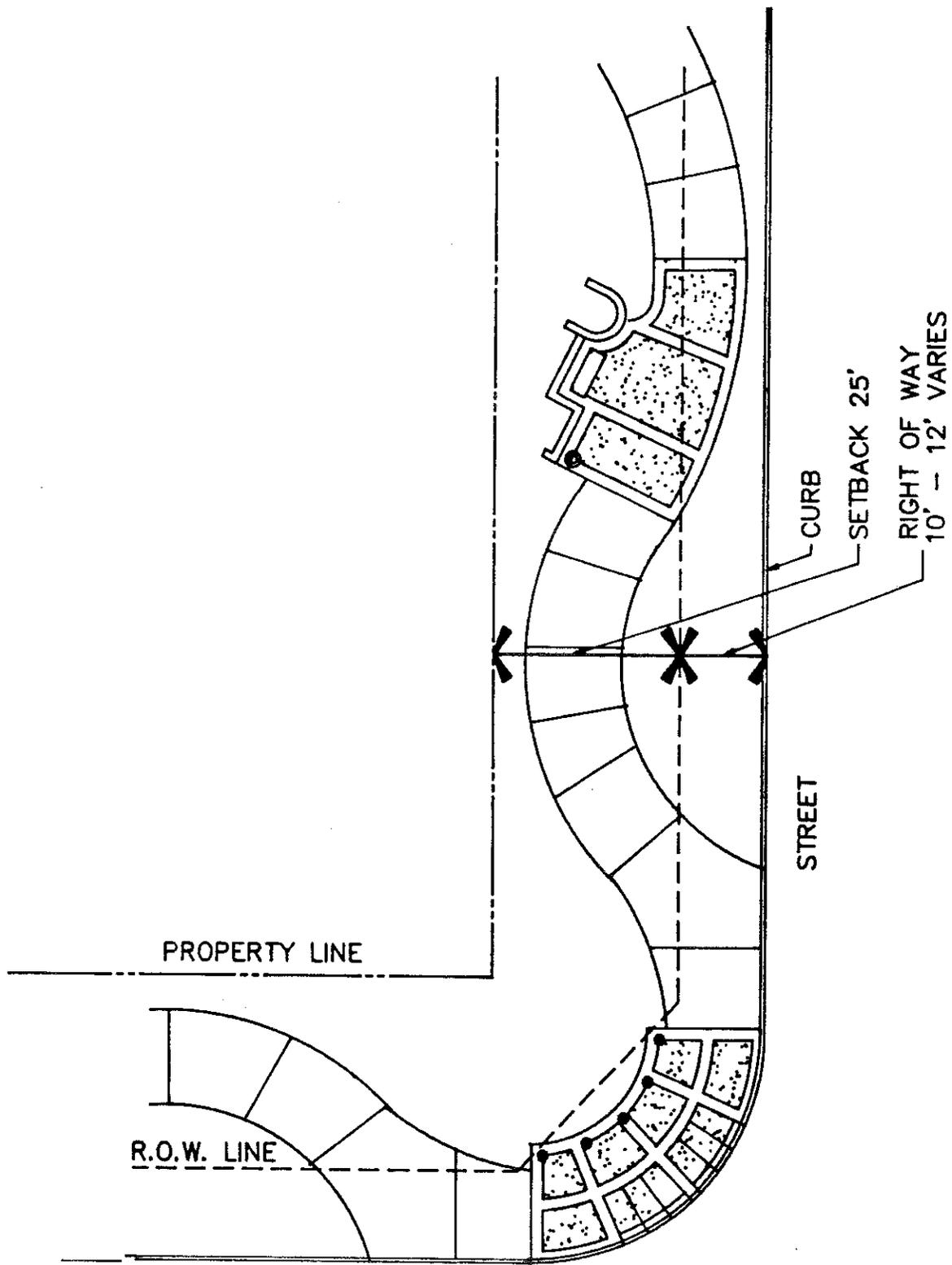
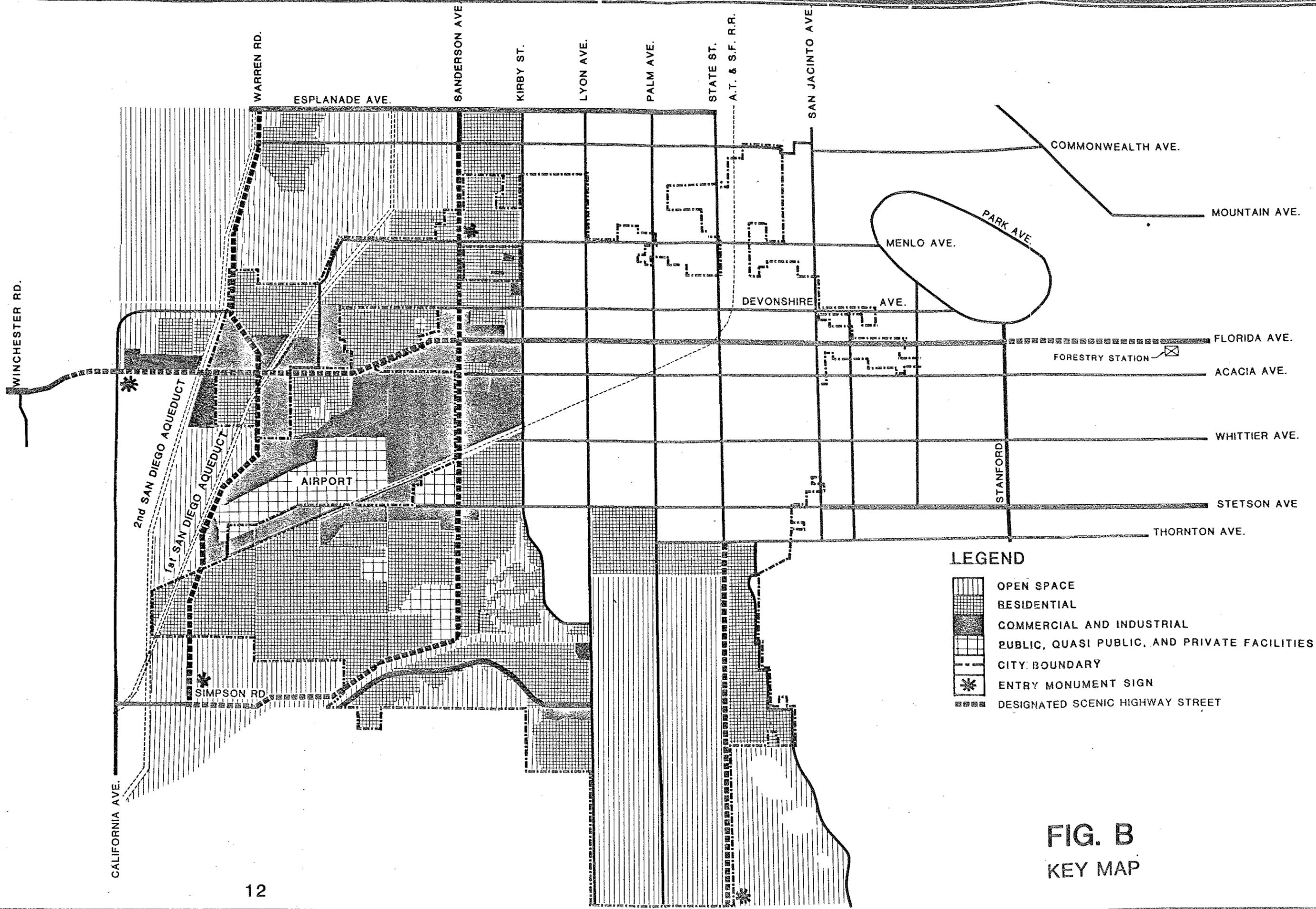


FIG. A
R.O.W. & SETBACK DIAGRAM





LEGEND

-  OPEN SPACE
-  RESIDENTIAL
-  COMMERCIAL AND INDUSTRIAL
-  PUBLIC, QUASI PUBLIC, AND PRIVATE FACILITIES
-  CITY BOUNDARY
-  ENTRY MONUMENT SIGN
-  DESIGNATED SCENIC HIGHWAY STREET

FIG. B
KEY MAP

SCENIC HIGHWAY SETBACK MANUAL CHECK LIST OF MINIMUM DESIGN CRITERIA

1. REQUIRED SETBACK DEVELOPMENT ITEMS

The following list represents minimum design criteria. The developer is responsible for reviewing the entire design criteria manual for all Scenic Highway Setback Area requirements.

BIKE/PEDESTRIAN PATH REQUIREMENTS

- 12' Minimum width
- Natural color concrete 6" thick
- Enhanced paving shall be located on bike/pedestrian path at bus shelters, kiosk seating areas, and street corners
- Signage

The bike/pedestrian path shall be located in all setback/row areas. The bike/pedestrian path shall be designed to meet Caltrans design criteria and requirements on Florida Avenue with exceptions as noted for all other streets (see Figure D for typical layout).

STREET CORNER TREATMENT REQUIREMENTS

- Enhanced paving
- (5) bollards
- (2) handicap ramps

The enhanced paving shall be 6" thick concrete and shall include 18" wide natural color concrete bands with colored concrete medium retardant finish fields (see Figure D for typical street corner layout). See also Figure G-G for typical bollard layout. (2) handicap ramps per corner shall be installed per Caltrans or City Standards, whichever prevails.

KIOSK/SEATING AREA MINIMUM REQUIREMENTS

- (17) LF minimum of 30" high brick block wall
- (22) LF minimum of 18" high brick block wall
- (1) bench
- (1) trash receptacle
- (1) kiosk
- Enhanced paving

The requirements for kiosk/seating areas shall be 2 per block. If a block is less than 800' long, only one seating area will be required. The seating areas shall be located approximately 120' from the street corner. For blocks that have only one seating area, it may be located near either corner (see Figure D for typical location of the kiosk/seating areas. See also Figure D-D for typical layout).

PERIMETER WALLS (RESIDENTIAL AREAS)

- Height 6'
- Material Selections: Brick Block and/or Split Face Block
- Vandal Guard Anti-Graffiti Coating

Perimeter walls may be required in residential areas. Walls shall be located behind the setback line. See manual section "Development Standards for Residential Property Adjacent to the Scenic Highway Setback Area" for wall requirements and location.

WROUGHT IRON FENCING

- Height 5'-6"
- Material Selection: Tubular Steel
- Length: 24' Minimum and 200' Maximum

Wrought iron fencing may be used in residential areas where it will provide views into open space (park) areas, or other types of aesthetic non-private areas. Wrought iron fencing shall not be used where it will provide views into the yards of private residences.

PILASTERS

- Height 7'-0"
- Material Selections: Brick Block and/or Split Face Block
- Vandal Guard Anti-Graffiti Coating

Pilasters shall be used wherever there is a transition from perimeter wall to wrought iron fencing. In areas where wrought iron fencing occurs in lengths longer than 24', pilasters must be located at 24' minimum and 48' maximum intervals. Pilasters shall also be used in situations where there is a wall material, color, or wall style change. Pilaster locations in perimeter walls shall be spaced at 40' minimum to 100' maximum intervals (on center).

KIOSKS

- 4" Tubular Metal Frame
- Metal Sign

Kiosks shall be locate at all kiosk/seating areas. If a block is 1/2 mile or longer (2,640 LF), a kiosk will also be located every 1/2 mile adjacent to the bike path. (see Figure D for typical location)

BOLLARDS

- (5) Bollards per Street Corner

Bollards shall be located at street corners as indicated under "Street Corner Treatment Requirements." (see Figure G-G for typical bollard layout)

BENCHES AND TRASH RECEPTACLES

- (1) Bench and (1) trash receptacle per kiosk/seating area (see Figure D-D)
- (1) Bench and (1) trash receptacle at 1/4 mile intervals adjacent to the pedestrian/bike path (per Figure A-A)

PEDESTRIAN/BIKE ROUTE LIGHT POLES

- 14' Concrete Pole
- Double Fixtures
- 35 Watt Low Pressure Sodium Lamp

The light poles shall be located at $\pm 100'$ intervals per a registered electrical engineer. Light poles should be located near the bike/pedestrian path, driveways, bench and seating areas, and at bus shelters. (see Figure D for typical locations.)

PLANT MATERIALS MINIMUM SPECIFICATIONS

Trees:

- All monument trees shall be 24" box minimum.
- All other trees shall be 15 gallon minimum.
- All trees shall have root barriers.
- Per 100 LF of Scenic Highway Setback Areas, there shall be 3 monument trees and ± 7 flowering or fall color accent trees. (see Figure M-M for tree planting concept)

Shrubs:

- There shall be a minimum of 12 shrubs per 100 SF.
- Of the total shrub material planted, 60% shall be 1 gallon size; 40% shall be 5 gallon size.
- There shall be ground cover in all shrub planting areas. The ground cover shall be planted according to Industry Standards.
- Turf shall be hydroseeded and/or hydrostolonized. Sod may be utilized at the discretion of the developer.

(see Figure N-N for shrub planting concept)

IRRIGATION MINIMUM REQUIREMENTS

- An automatic irrigation system shall be installed in all cases.
- Irrigation controllers shall have computer hook-up capability.
- Moisture sensors shall be installed in vandal resistant enclosures.
- All landscape maintenance assessment districts shall have their own POC, meter, backflow and controller.
- Controllers and backflow preventers shall be installed in vandal resistant enclosures.
- Moisture sensors shall be installed in all landscape areas.
- All irrigation equipment shall match City approved standards.

(see Irrigation Guidelines and Maintenance Guidelines for more information)

MAINTENANCE

The developer shall be responsible for providing a minimum of a one (1) year maintenance period or until that phase of the subdivision or project is finalized and accepted by the City.

2. DISCRETIONARY SETBACK DEVELOPMENT ITEMS

The following items occur at random within the Scenic Highway Setback Areas. These items include: perimeter walls, wrought iron fencing and pilasters (in commercial and business areas), bus shelters, City entry signs, service club placard walls, banners, and pottery. The location and quantity of these items will be determined by the City of Hemet; the overall length of the project, the land uses adjacent to the Scenic Setback Areas, and in certain cases, the Riverside Transit Agency.

PERIMETER WALLS (COMMERCIAL AND BUSINESS AREAS)

- Height 6'
- Material Selections: Brick Block and/or Split Face Block
- Vandal Guard Anti-Graffiti Coating

Perimeter wall location for commercial business and industrial areas shall be determined on a case by case basis. Walls shall be used to block noise, unsightly views such as parking lots, storage or utility areas, and other undesirable elements.

WROUGHT IRON FENCING

- Height 5'-6"
- Material Selections: Tubular Steel (various sizes)
- Length: 24' minimum, 200' maximum

Wrought iron fencing may be used in commercial/business and industrial areas where it will provide open views into greenbelts, parks, or significant architectural elements or design features. Wrought iron fences shall not be used to provide views into parking lots, storage or utility areas, or other undesirable areas.

PILASTERS

- Height 7'-0"
- Material Selections: Brick Block and/or Split Face Block
- Vandal Guard Anti-Graffiti Coating

Pilasters shall be used wherever there is a transition from perimeter wall to wrought iron fencing. In areas where wrought iron fencing occurs in lengths longer than 24', pilasters must be located at 24' minimum and 48' maximum intervals. Pilasters shall also be used in situations where there is a wall material, color or wall style change. Pilaster locations in perimeter walls shall be spaced at 40' minimum - 100' maximum intervals (on center).

BUS SHELTERS

- (1) Bus shelter building
- (2) Benches and (2) trash receptacles for typical bus shelter layout
- (3) Benches and (2) trash receptacles for bus shelters with turnout lanes
- (3) Pieces of pottery
- Enhanced paving

See Figure D for typical layouts.

Bus shelter locations shall be determined by the RTA and the City of Hemet. The Riverside Transit Agency's criteria for determining bus shelter locations has been listed below:

- A site which has 50 passengers boarding per day, or more, shall have a bus shelter. (A standard of less than 50 passenger boarding per day is acceptable to the RTA and shall be determined by the City.)
- If the proposed bus shelter location is large enough to accommodate the bus shelter building, the City Planning Department shall make the final recommendation.

CITY ENTRY SIGNS

- Poured in place concrete or sign foam
- Signs may be single or double-faced
- Lighting

Proposed locations for the City entry signs are as follows:

- at Florida Avenue and California Avenue
- at Simpson Road and Warren Road
- at State Street at the City Limit Line
- at Sanderson Avenue and Menlo Avenue

The City shall determine the exact location for the signs, taking into account visibility and safety, and shall determine if the signs shall be single vs double-faced.

SERVICE CLUB PLACARD WALL

- Height 40"
- Material Selections: Brick Block w/Standard Brick Cap
- Length: 35 LF
- Sign Foam Inset 2'x2" Light Grey Granite Finish
- 18" Diameter Metal Service Club Placard(to be provided by the City)

The service club placard wall location(s) shall be determined by the City of Hemet. See Figure Y for general location and layout.

BANNERS

- Height 8'
- Width 30"
- (1) or (2) per pole to be determined by the City
- Single or double bracket attachments

Banners shall be located on Florida Avenue only and shall be attached to existing street light poles. There may be (1) or (2) banners per pole. The banners and the bracket attachments shall be financed by the City of Hemet and civic organizations. The City shall be responsible for installation and maintenance of the banners.

STREET CORNER PLAZA AREA DEVELOPMENT

Plaza areas shall include as a minimum:

- (4) Benches
- (2) Trash receptacles
- (9) Pieces of pottery
- Enhanced paving

Street corner plaza area development is not a requirement of this manual. Plaza area development is encouraged to provide distinct visual identity and pedestrian access to business, commercial, and/or residential areas.

It is also recommended that plaza area developments include Palm trees for visual identity. Also, the use of fountains and/or sculptures in these areas is encouraged. For an example of a possible plaza area design, see Figure F.

STREET POTTERY

- Pre-Cast Concrete
- Height: 2'-0" or 3'-0" vary
- Width: 3'-0"
- (3) Per Bus Stop
- (9) Per Plaza Area

Street pottery shall be located in bus stop areas and plaza areas. Pottery may also be used in other areas. Locations shall be reviewed and approved by the City.

HISTORY

The City of Hemet was founded about 100 years ago as a rural farming community. The word Hemet is derived from the Scandinavian word meaning 'Home.' In the City's early days, it was home to a few hundred families. The City was surrounded by fields of citrus, walnuts, apricots, and potatoes. The cool winters and hot dry summers provided a perfect atmosphere for these types of crops. From these strong roots, Hemet has become a growing and prosperous city with a population of over 35,000.

An examination of the City's architecture shows a pattern of growth comparable to the growth rings on a tree. Most of the City's oldest structures are located at the heart of the City and the new growth has spread concentrically from there. The architectural legacy of the City can be broken down into four groups.

1. Buildings built in the late 1800's and early 1900's as a part of the City's origin (victorian and bungalow style homes, and the Santa Fe Train Station).
2. Buildings built in the 1920's and early 1930's (cottage style homes rich in detail and charm).
3. Contemporary buildings built in the 1950's, 1960's, and 1970's (simple and plain, generally lacking in significant detailing).
4. Present day architecture - Mediterranean style architecture (tile roofs, arches, and architectural detailing).

The City has changed dramatically in the past 100 years, but some of the remnants of its past still remain. Many of the original agricultural fields still surround the City and buildings like the Santa Fe Train Station still hold their place at the heart of the City.

Much of Hemet's new growth is taking place on the outskirts of the City and the City is entering a transition phase in terms of its population. While a majority of the City's population is made up of senior citizens, there has been a recent influx of young families attracted by reasonably priced homes.

Hemet has had rich and interesting history. Despite its rapid growth and development, the City of Hemet still retains its small town feeling. Its inhabitants still have the pride and dedication of their City Fathers. They know that Hemet is a unique and beautiful place to work and live.

DESIGN THEME

The purpose of creating a design theme is to unite the older parts of the City with the new development and to create an image that will make Hemet a unique and distinct place to live and to visit.

The City's image needs to reflect the ideals of its citizens, the pride they have in their community, their friendliness, and a sense of tradition and history. Translating these ideals and concepts into solid form requires a symbol. This symbol can then be used to physically and ideologically convey the desired image.

The perfect symbol for the City of Hemet is the Santa Fe Train Station. Built in the late 1800's, the building still stands in the heart of the City. It served as a main artery bringing people and goods to and from the City. The building's simple, clean lines are restrained and dignified. The building's vernacular style of architecture echoes the designs found in Scandinavia, which was the original home of some of the City's early inhabitants. The building is a symbol of a time when streets were safer to walk and life was a little slower paced.

Hemet has grown into a large and prosperous city and its future is bright. The design theme must reflect and celebrate the City's past, and must also incorporate the City's future aspirations.

The intent of the design theme is to express traditional California style with contemporary flare. The design theme will play-off the architectural elements of the train station building (traditional) and the contemporary aspects of the design theme will be derived from the abstractions derived from the design and details of the building. The use and choice of color will also add a contemporary look (see Figure C for City Logo Design).

The design theme has been created for landscape improvements, but it could also be applied to include an architectural theme for the City, for use in site development and the rehabilitation of existing projects.

The design theme will establish an important link from the City's past to its current and future development. It will provide a look that will be unique to the City of Hemet and will aesthetically enhance the quality of life in the City.

THIS LOGO IS A PROPORTIONATE
DRAWING AND CAN BE INCREASED
OR DECREASED IN SIZE DEPENDING
ON THE INTENDED APPLICATION

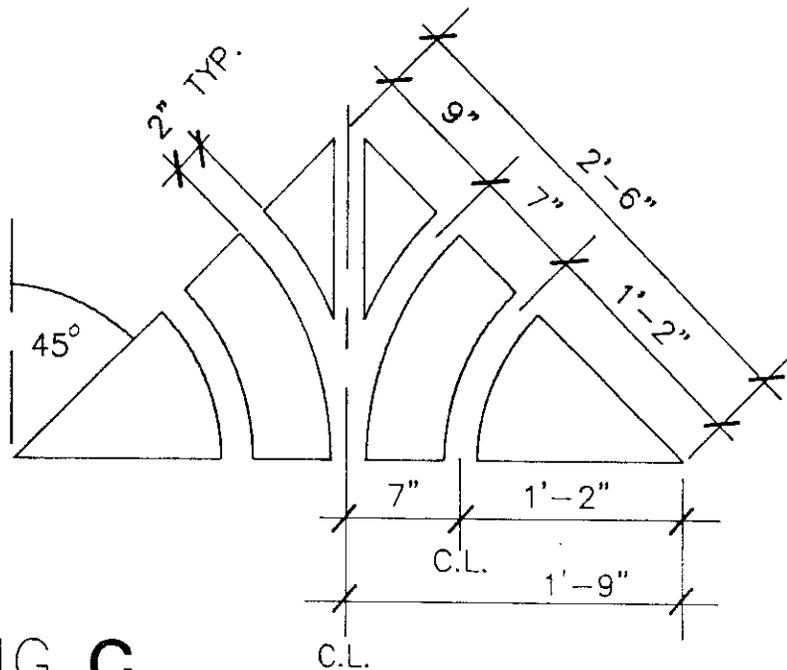
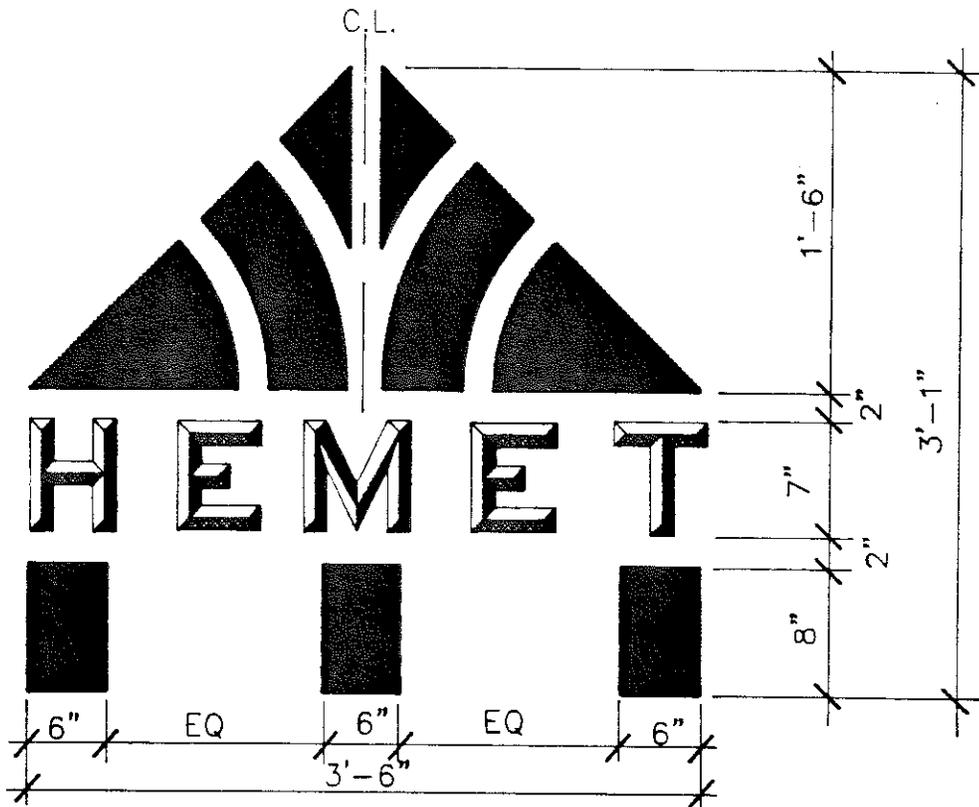


FIG. C
CITY LOGO



HARDSCAPE CONCEPT

The hardscape concept for the Scenic Highway Setback Manual will address the following issues:

- The design and treatment of the bike/pedestrian paths.
- The location and material selections for perimeter walls.
- The location and material selections for wrought iron fences.
- The design and layout of custom bus shelters.
- The design, material selections, and locations of City Entry Signs.
- The design, material selections, and location of the Service Club Placard Wall(s).
- The design, location, and layout of seating areas.
- The specifications for site furnishings which will include:
 - benches and trash receptacles
 - light standards for bike/pedestrian path
 - bollards
 - street pottery
 - banners
 - kiosks

NOTE: The hardscape concept is only a concept and does not address site specific design issues. It is meant to be a guide for the development of landscape improvement plans for the Scenic Setback Area.

FLORIDA AVE

12' R.O.W. 25' SETBACK

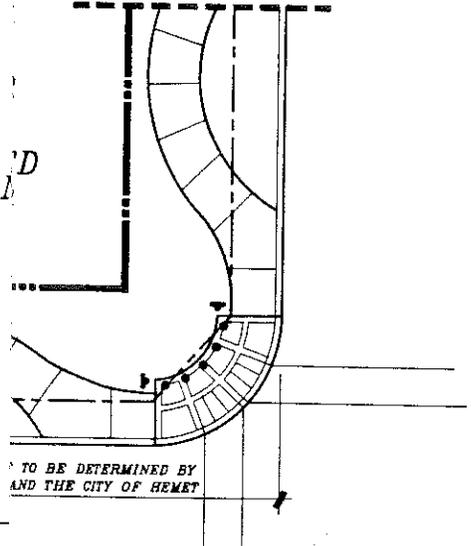
MIN. CLEARANCE

- 2' CLEARANCE FROM BIKE/PEDESTRIAN PATH
- 3' CLEARANCE FROM BIKE/PEDESTRIAN PATH

5' MIN. CLEARANCE

5' MIN. CLEARANCE

ED



URNOUT TYPICAL

K
(AT 1/2 MILE INTERVALS)

YEILD SIGN
(CALTRANS REGULATORY SIGN # R39)

2' MIN. CLEARANCE

DRIVEWAY

PROPERTY LINE

25' SETBACK

120' FOR SEATING AREA

BOLLARDS
(5 PER STREET CORNER)
LIGHT POLE
(SPACE APPROX. 100' APART)

HANDICAP 1
(2 PER STREET CORNER)

YEILD SIGN
(CALTRANS REGULATORY SIGN # R39)

10'-12'
VARIES DEPENDING
ON STREET

ENHANCED PAV

(18" NATURAL COLOR CONCRETE,
MEDIUM RETARDANT FINISH CO.
CONCRETE FIELDS)

D

SCALE 1" = 20'

DRAINAGE

The City of Hemet does not have an underground storm drain system. This will require that all areas within the Scenic Highway Setback Area be surface drained to the gutter per Figure E. The bike/pedestrian path requires a 2% graded area sloped away from the path, on each side of the path per Caltrans Standards. The bike/pedestrian path itself shall be graded at a 2% slope. All other surface drainage shall obtain a minimum grade of 2%. All grading plans shall be submitted to the City of Hemet Public Works Department for review and approval.

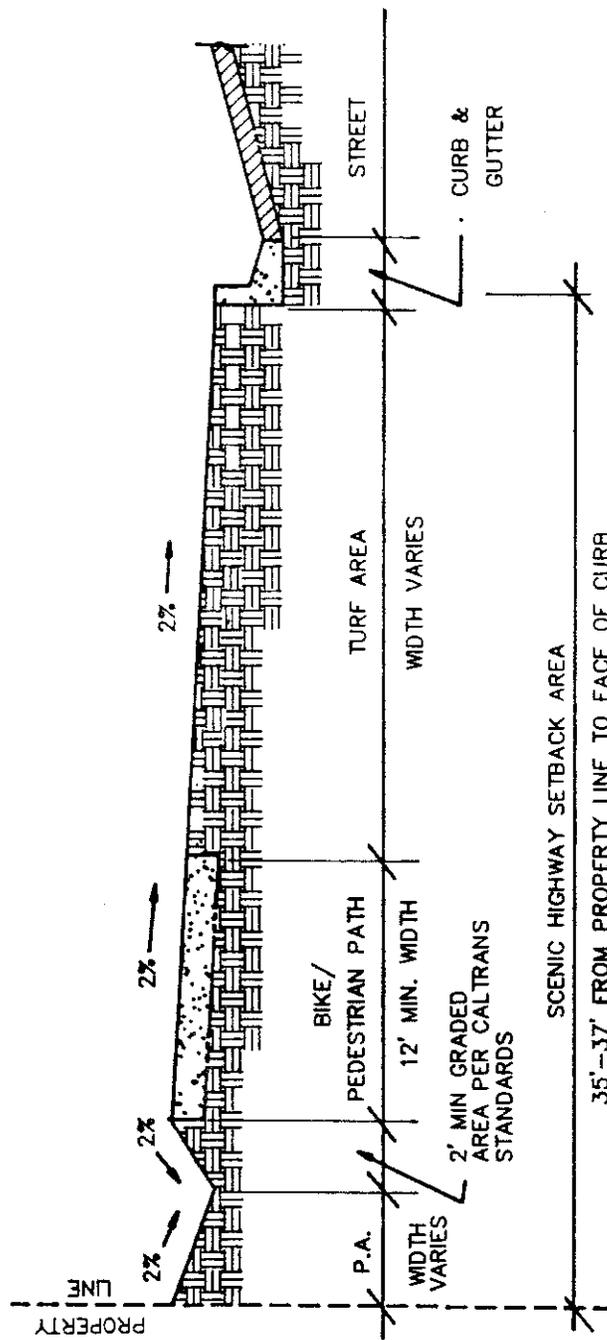


FIG. E
DRAINAGE SECTION



BIKE/PEDESTRIAN PATH

Caltrans describes the bike/pedestrian path as a Class 1 Bikeway according to Section 2373 of the Streets and Highways Code. Class 1 Bikeways (bike path) are facilities with exclusive rights of way in which cross flows by motorists have been minimized. They serve both bicycles and pedestrians. All motor vehicles (mopeds and motorcycles included) are prohibited from the bike/pedestrian path.

DESIGN CRITERIA

The design of the bike/pedestrian path shall meet Caltrans design criteria and requirements along Florida Avenue. The design of the bike/pedestrian paths along all other streets within the Scenic Highway Setback Area shall also meet Caltrans design criteria and requirements with the exceptions as noted:

- The bike/pedestrian path maintain a 5 foot minimum distance from curb face to the edge of the path (Caltrans requirement on Florida Avenue). On all other streets the path may run parallel to curb for a distance of 40' minimum - 100' maximum. Otherwise the path shall maintain a clearance of 5' from the face of curb.
- Large trees and other fixed objects shall be a minimum of 4' from face of curb on all streets except Florida Avenue. (Caltrans requires 30' minimum on Florida Avenue.)

The designer, developer, and/or contractor shall refer to the Caltrans manual "Planning and Design Criteria for Bikeways in California," latest edition.

The bike/pedestrian path shall meet the following criteria:

1. The paving shall be natural color concrete.
2. The paving shall be 6" thick concrete.
3. The width of the path shall be 12' minimum. Twelve feet is a minimum width and should be adjusted accordingly at street corners and other areas where the location of utility poles, traffic signal poles, traffic control boxes, or other obstructions will affect the width of the path.
4. A 2' minimum graded area shall be provided adjacent to the path.
5. There shall be a 2' horizontal clearance to obstructions adjacent to the pavement.
6. Vertical clearance to obstructions across the clear width of the path shall be a minimum of 10'.
7. YIELD signs shall be placed at all driveways. Bicycles using the bike/pedestrian path shall yield at all driveways. Use Caltrans regulatory sign #R39. Location: erect in standard position on the right side of the path. Exact location shall be determined by the City.
8. To warn motorists of potential bike crossings at intersections, use standard warning signs #W79 and W79A. The W79A is used beneath the W79 sign. Location: erect in the standard position on the right side of the roadway 250'-750' in advance of the bicycle crossing.
9. DISMOUNT signs for bicyclists shall be placed at street corners to minimize the potential conflict between bicyclists crossing the street and turning autos. The City shall determine exact wording and final locations for the signs.

10. Enhanced paving shall be used on the bike/pedestrian path in the following areas:

- at bus shelters
- at kiosk seating areas
- at street corners

The enhanced paving shall consist of 18" wide natural color concrete bands and colored medium retardant finish concrete fields. The concrete shall have a thickness of 6". The concrete color for the retardant finish areas shall be L.M. Scofield #C-72 "Coral Red", or approved equal, available from L.M. Scofield Company, 6533 Bandini Boulevard, Los Angeles, CA (213) 723-5285.

11. Caltrans requires that the bike/pedestrian path maintain a five foot minimum distance from the curb face to the edge of the path for safety. This requirement will apply only to the path on Florida Avenue. For all other streets the bike path may run adjacent to the curb for a distance not longer than 100 linear feet. Otherwise the path shall maintain a clearance of 5 feet from the face of curb (see Figure D).

12. For proper drainage, the surface of the bike/pedestrian path shall have a cross slope of two percent.

13. There shall be two (2) handicap ramps per street corner to preserve the utility of the bike/pedestrian path.

14. Trees shall be planted a minimum of three feet from the edge of the path. Note: Large trees on Florida Avenue must be planted a minimum of 30 feet from the face of curb, 4' on all other streets.

- * 15. Tree limbs shall be maintained to keep a vertical clearance of ten feet above the bike/pedestrian path.
- 16. Pop-up sprinkler heads shall be used adjacent to the bike/pedestrian path.
- 17. Shrubs shall be planted a minimum of two feet from the edge of the bike/pedestrian path. Ground cover may be planted adjacent to the bike/pedestrian path.
- 18. Plants that possess undesirable traits such as toxicity or thorns shall not be used, except those listed in the Approved Plant List (pages 89-91).

STREET CORNER PLAZA AND DRIVEWAY ENTRY

PLAZA AREAS

Street corner plaza area development is not a requirement of this manual. Plaza area development is encouraged to provide distinct visual identity and pedestrian access to business, commercial, and/or residential areas.

It is also recommended that plaza area developments include Palm trees for visual identity. Also, the use of fountains and/or sculptures in these areas is encouraged. For an example of a possible plaza area design, see Figure F.

Plaza areas shall include as a minimum:

- (4) Benches
- (2) Trash receptacles
- (9) Pieces of pottery
- Enhanced paving

* See Irrigation and Plant Material Guidelines Section for additional information.

DRIVEWAY ENTRY

Driveway entry areas shall include as a minimum:

- Enhanced paving

It is also recommended that driveway entry areas include Palm trees for visual identity (see Figure G for possible driveway layout).

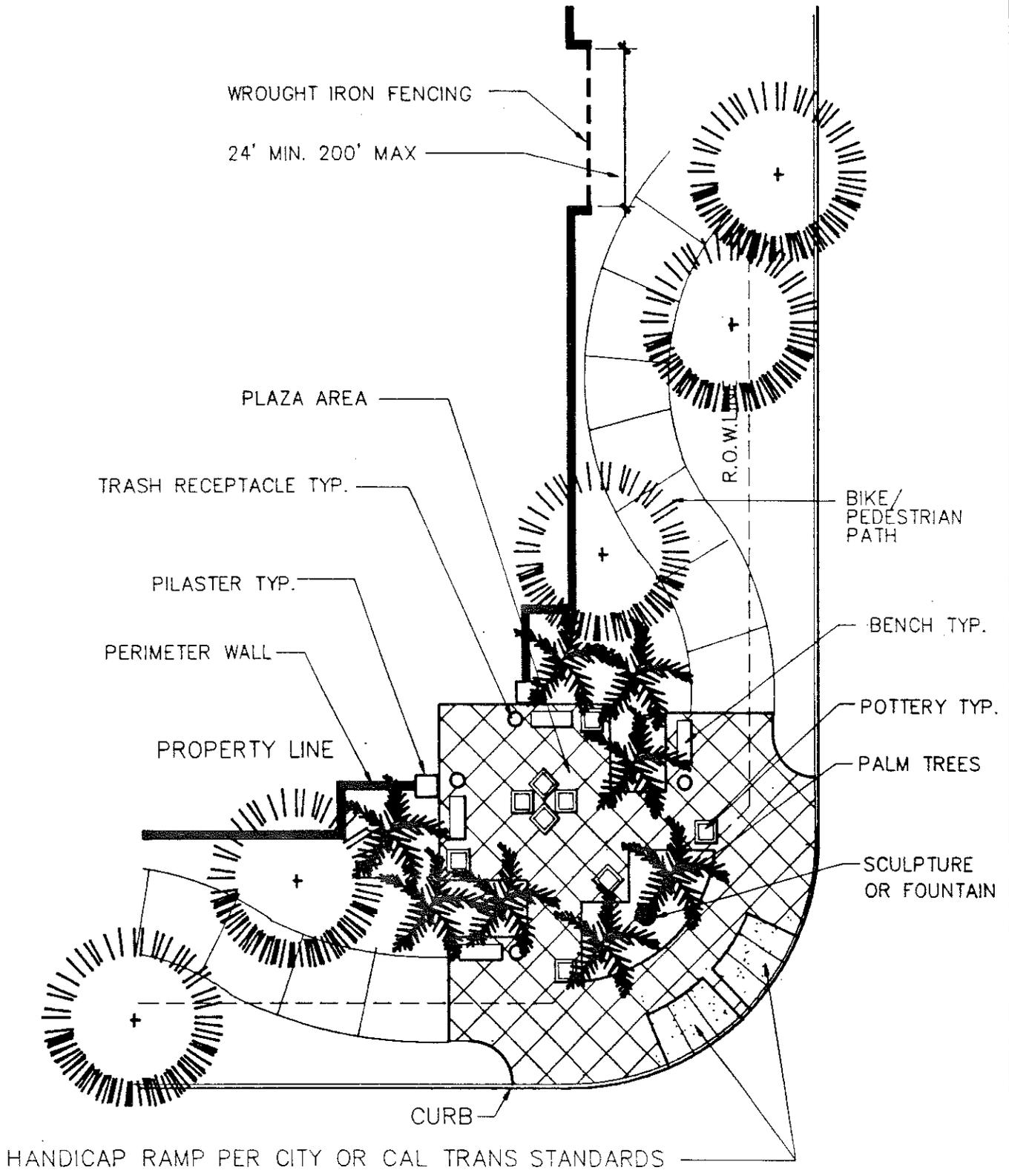


FIG. F
CORNER ENTRY GRAPHIC



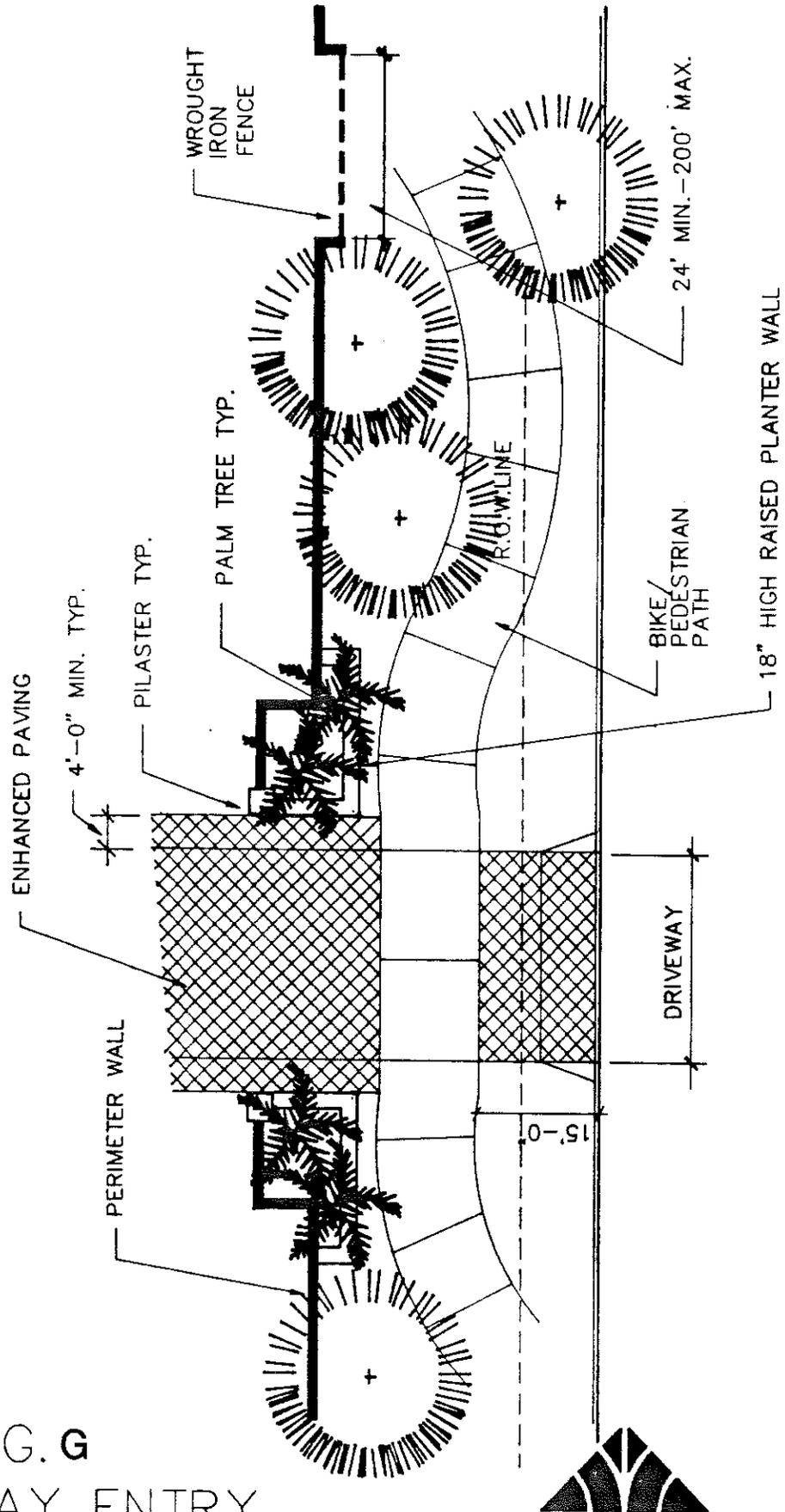


FIG. G
DRIVEWAY ENTRY

PERIMETER WALLS AND PILASTERS

Two distinct styles of perimeter walls have been designed for the Scenic Highway Setback Area. These walls may be constructed of brick block, split face block, or a combination of the two. This decision shall be left to the discrimination of the designer. The color 'Mesa Red Flashed' has been selected for the brick block and the split face block colors shall be grey or tan. Perimeter wall locations for residential areas shall meet the criteria specified in the section "Development Standards for Residential Property Adjacent to the Scenic Highway Setback Area." Perimeter wall locations for commercial, business, and industrial areas shall be determined by the City Planning Department on a case by case basis. Perimeter walls in these areas shall be used to block noise, unsightly views (such as parking lots, storage, or utility areas and other undesirable elements). All walls shall be coated with 'Vandal Guard' Anti-Graffiti Coating. (See Figures H,I,J,K,L)

PERIMETER WALL

- Height: 6'
- Material Selection: Davidson Royale Brick Block (or approved equal)
- Color: Mesa Red Flashed

Available from: Davidson Brick Company
24100 Orange Avenue
Perris, California 92370
(714) 943-2911
Allow 6 to 8 weeks for delivery

Split Face Block:

Angelus Split Face Block (or approved equal)

Colors: Tan
Grey

Available from: Angelus Block Company, Inc.
1705 N. Main Street
Orange, California 92668
(714) 637-8594

Vandal Guard Anti-Graffiti Coating: (or approved equal)

Available from: Rainguard Products Company
821 West Hyde Park Boulevard
Inglewood, California 90302
(800) 372-4647

PILASTERS

Pilasters in perimeter walls shall be spaced at 40' minimum to 100' maximum.

Pilasters shall be used wherever there is a transition from perimeter wall to wrought iron fencing. In areas where wrought iron fencing occurs in lengths longer than 24', pilasters shall be located at 24' minimum and 48' maximum intervals. Pilasters shall also be used in situations where there is a wall material color or wall style change. (see Figures M&N)

- Height: 7'-0"
- Material Sections: Brick Block and/or Split Face Block
- Vandal Guard Anti-Graffiti Coating

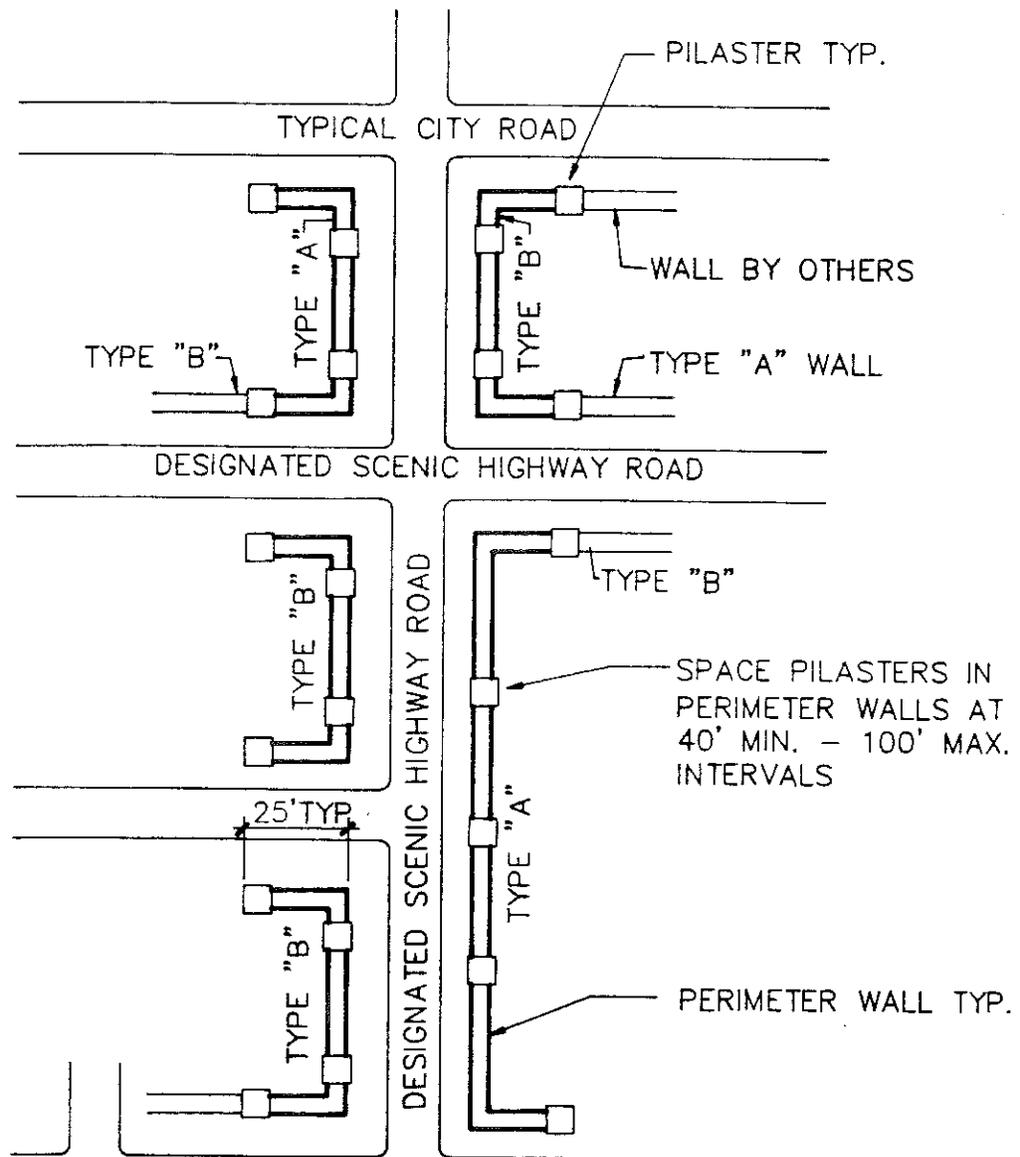
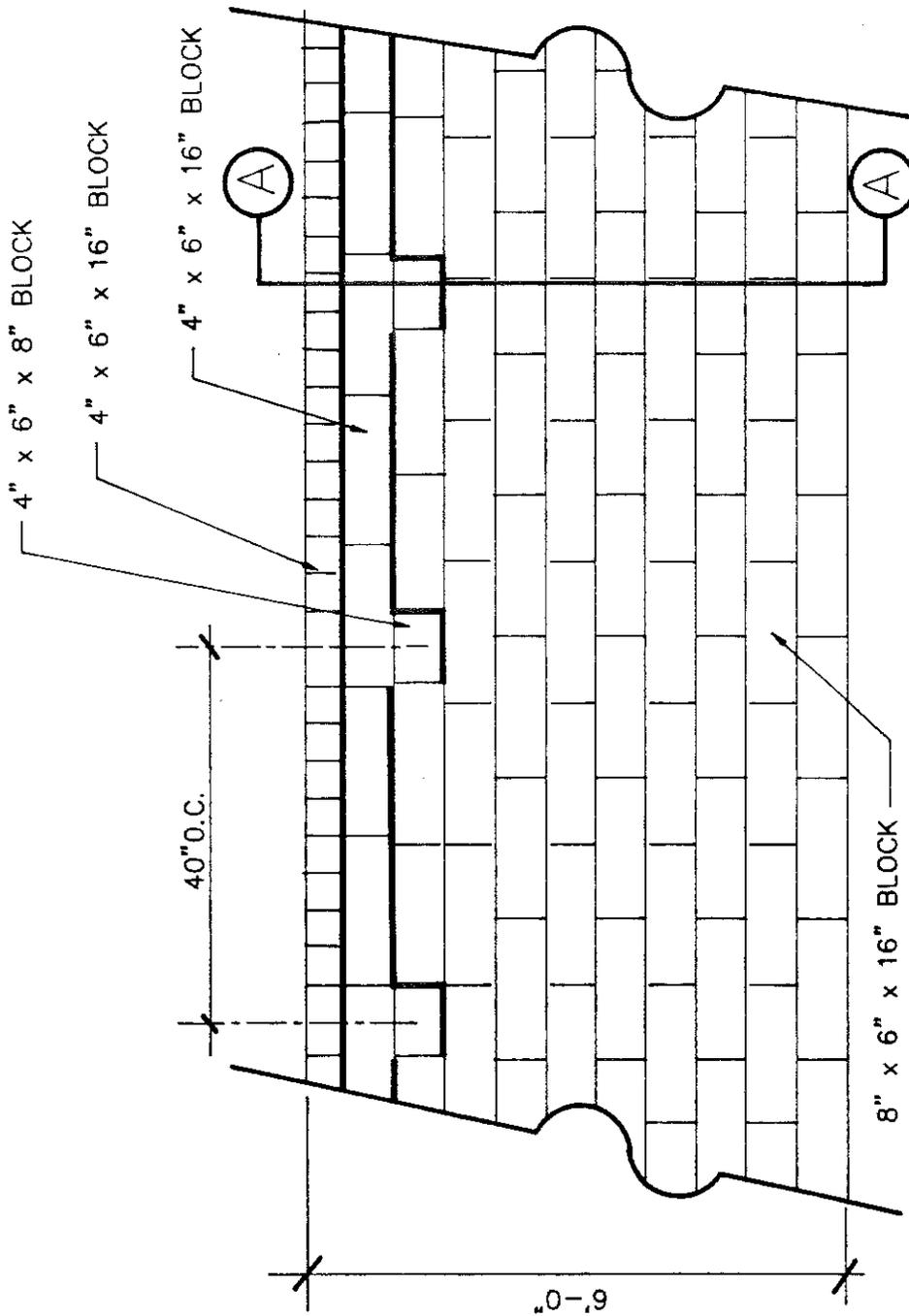


FIG. H
WALL TYPE DETAIL

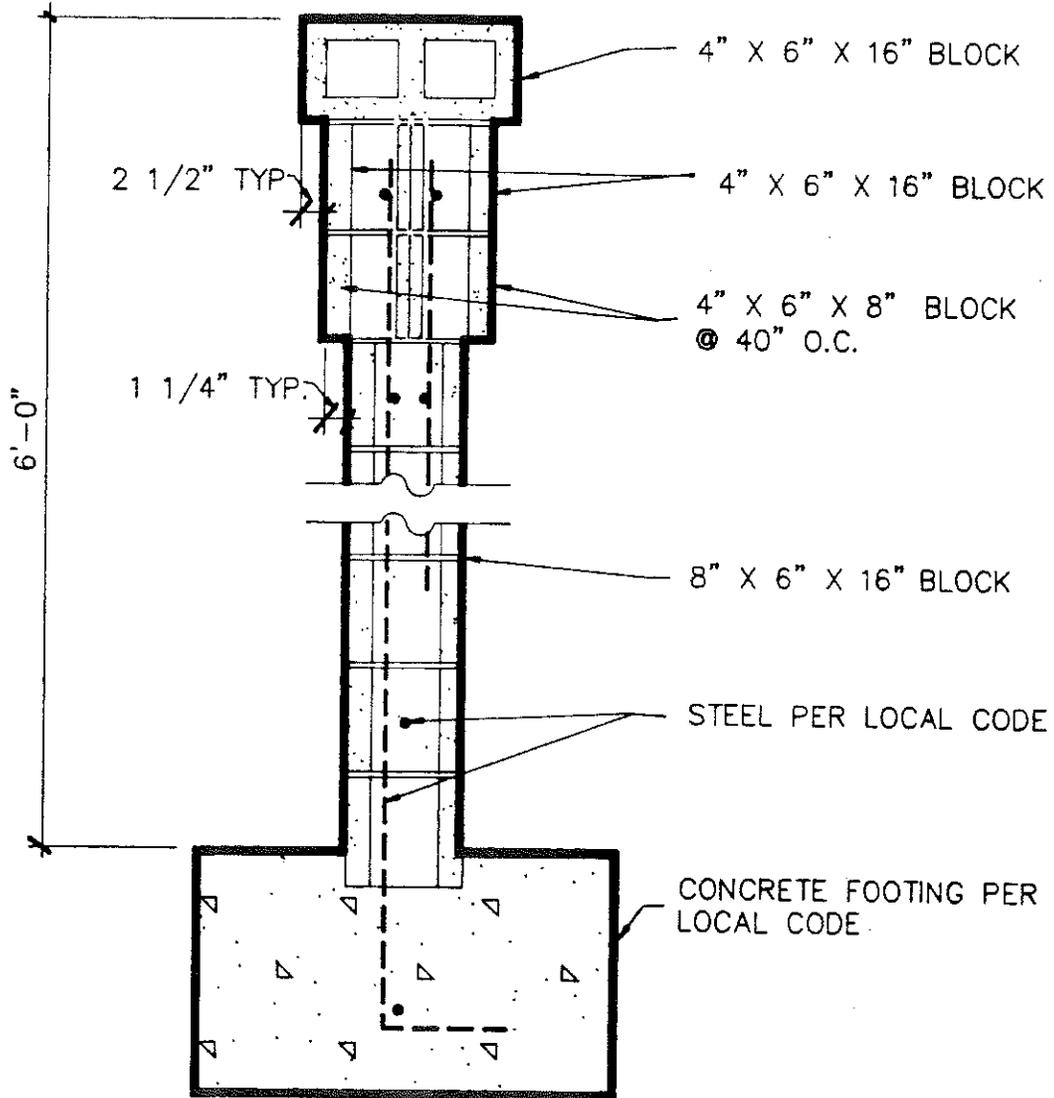




NOTE:
 THE WALL MAY BE CONSTRUCTED OF
 BRICK BLOCK , SPLIT FACE BLOCK OR A COMBINATION
 OF BOTH

FIG. I
 WALL TYPE 'A'

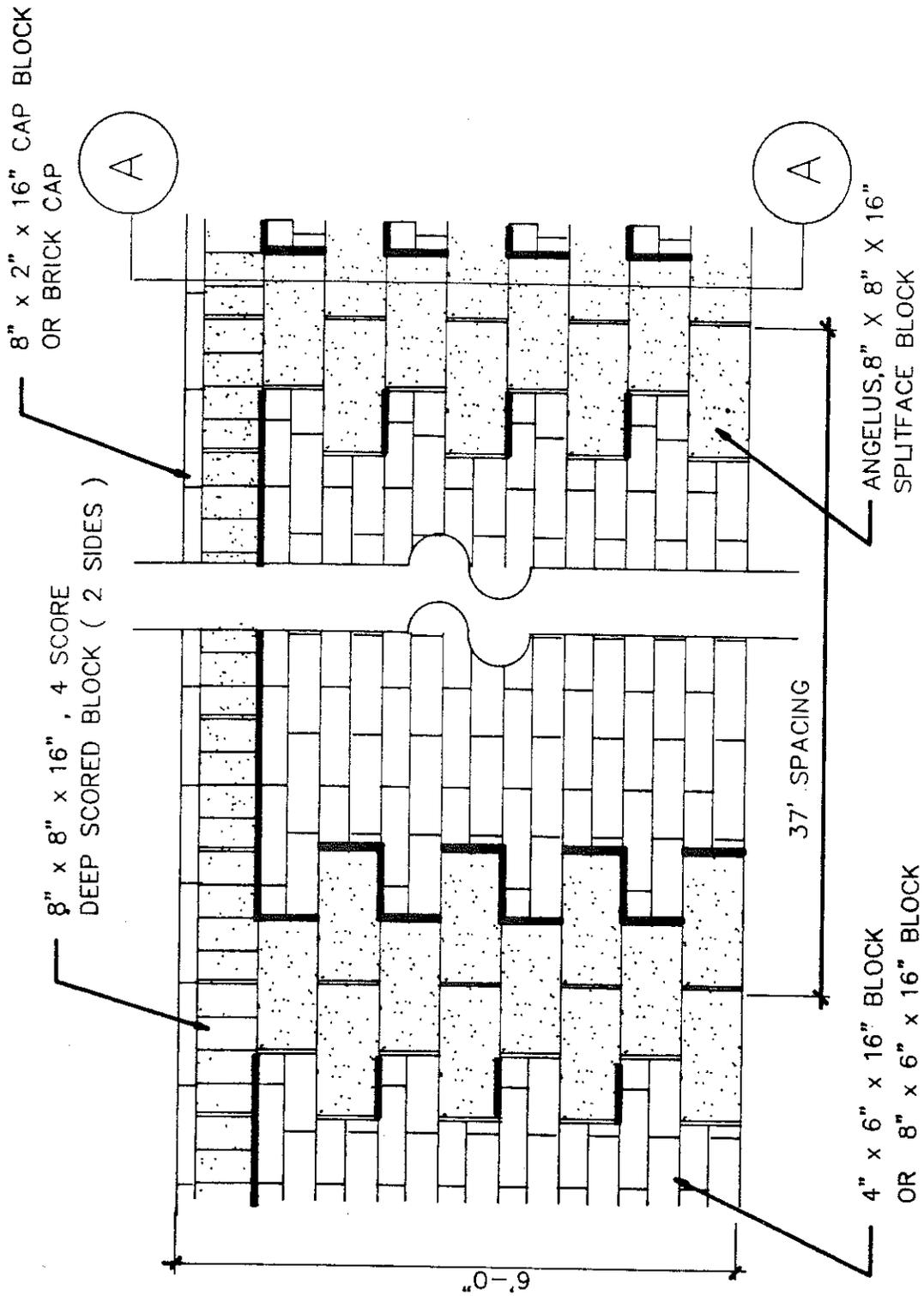




NOTE:
 THE WALL MAY BE CONSTRUCTED OF
 BRICK BLOCK , SPLIT FACE BLOCK OR A COMBINATION
 OF BOTH

FIG. J
 SECTION A-A

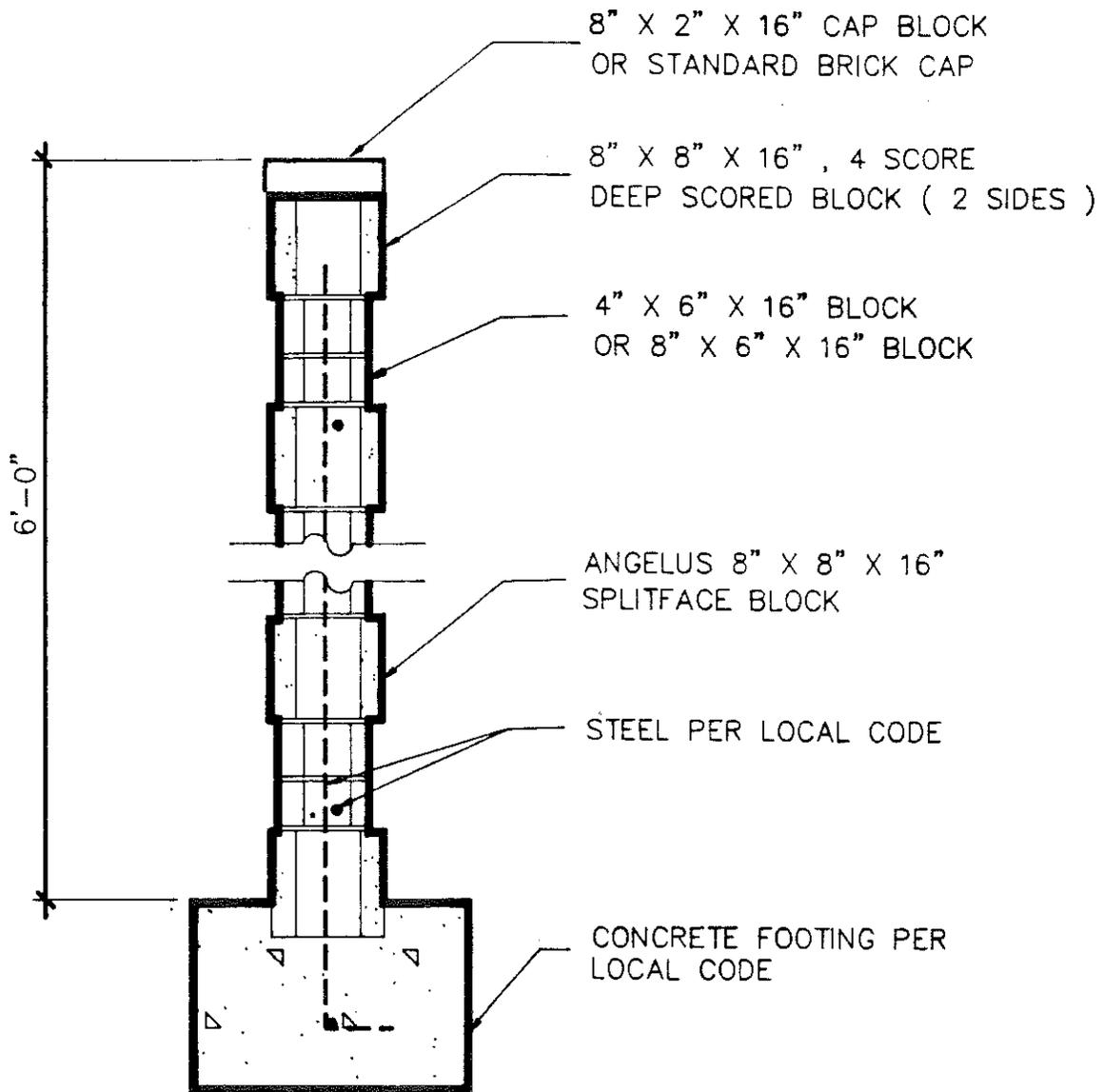




NOTE:
THE WALL MAY BE CONSTRUCTED OF
BRICK BLOCK , SPLIT FACE BLOCK OR A COMBINATION
OF BOTH

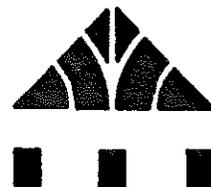
FIG. K
WALL TYPE 'B'

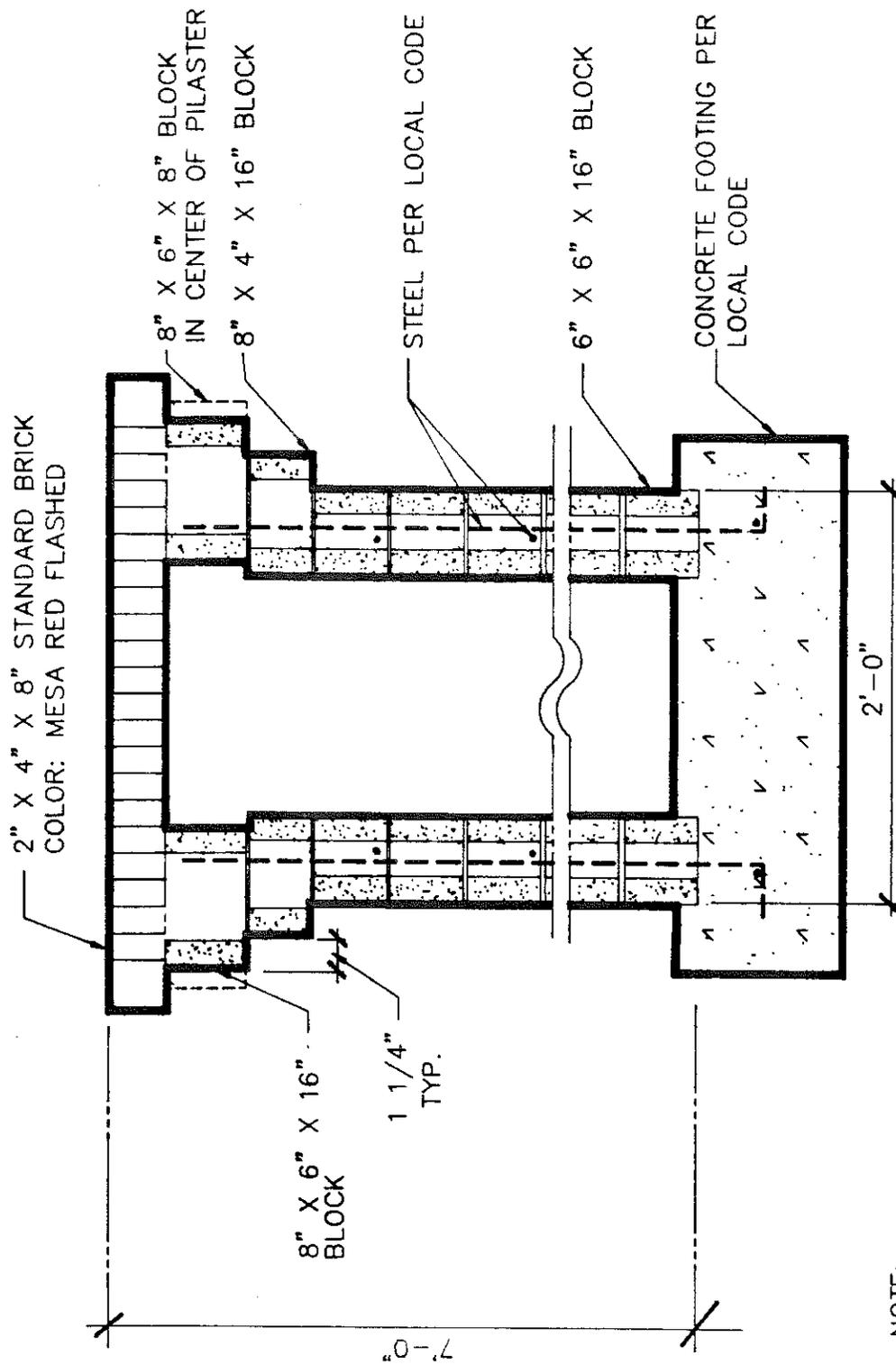




NOTE:
THE WALL MAY BE CONSTRUCTED OF
BRICK BLOCK , SPLIT FACE BLOCK OR A COMBINATION
OF BOTH

FIG. L
SECTION A-A



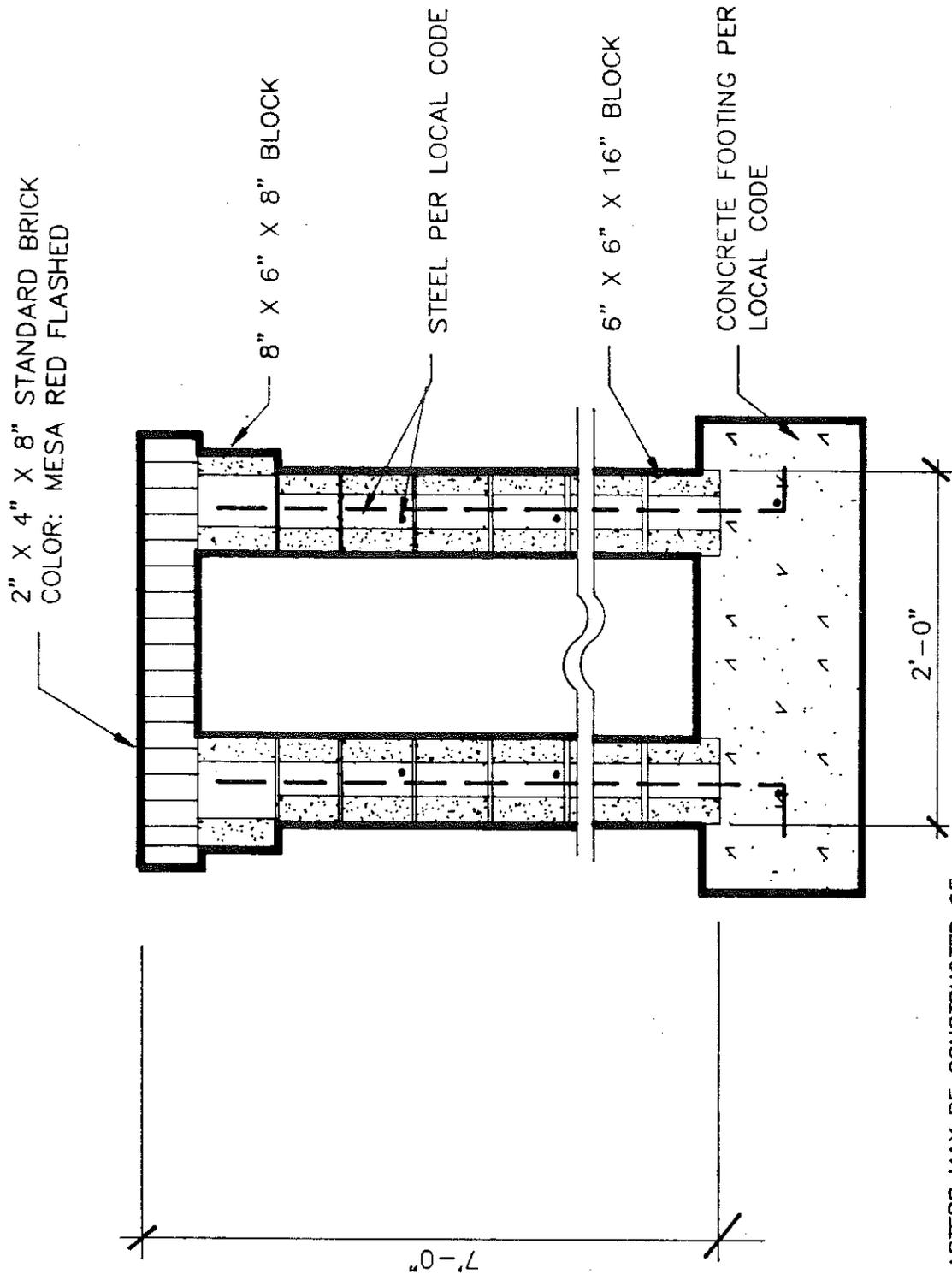


NOTE:
 THE PILASTERS MAY BE CONSTRUCTED OF
 BRICK BLOCK , SPLIT FACE BLOCK OR A COMBINATION
 OF BOTH

FIG. M
 PILASTER DETAIL



FIG. N
PILASTER DETAIL



NOTE:
THE PILASTERS MAY BE CONSTRUCTED OF
BRICK BLOCK , SPLIT FACE BLOCK OR A COMBINATION
OF BOTH



WROUGHT IRON FENCING

The wrought iron fencing shall be made of tubular steel. The fences shall occur in 24'-200' lengths. The fences shall be 5'-6" high. There shall be 6" clearance from the bottom rail to the ground. See Figure O for typical layout and see Figures P & Q for conceptual designs. Variations on the design of the fences may be used for gates.

Wrought iron fencing may be used in residential, commercial, business, and industrial areas where it will provide open views into greenbelts, parks, or significant architectural elements or design features. Wrought iron fencing shall not be used where it will provide views into parking lots, storage or utility areas, private yards of residential dwellings, or other undesirable areas.

- Height: 5'-6"
- Length: 24' minimum-200' maximum
- Materials: Tubular Steel (size varies)
- Primer Coat: 1 primer coat
- Color Coat: 2 color coats
- Color Selections:
 - Ameritone #1D55C Dune Grey
 - Ameritone #2D34C Mood Indigo
 - Ameritone #1D23C Schooner
 - Ameritone #1H45F Strand
 - Ameritone #1M45D Yucatan
 - Ameritone #2M50D Rose Garnet

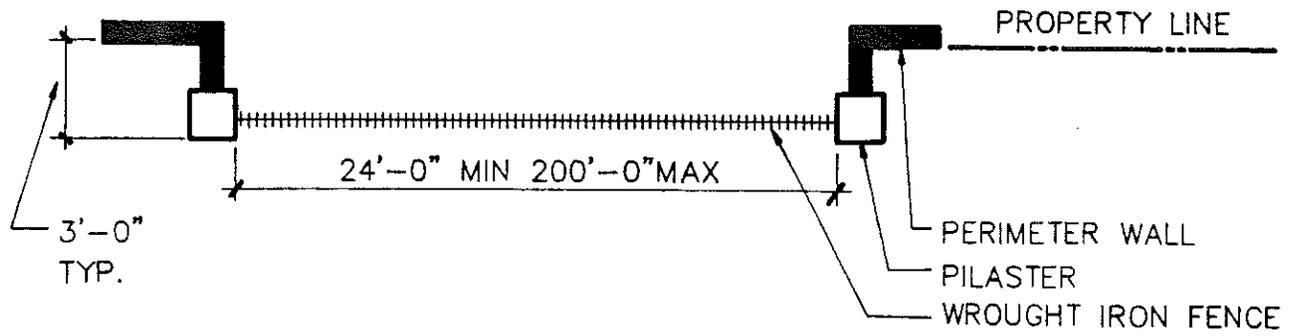


FIG. O
 W.I. FENCE LAYOUT



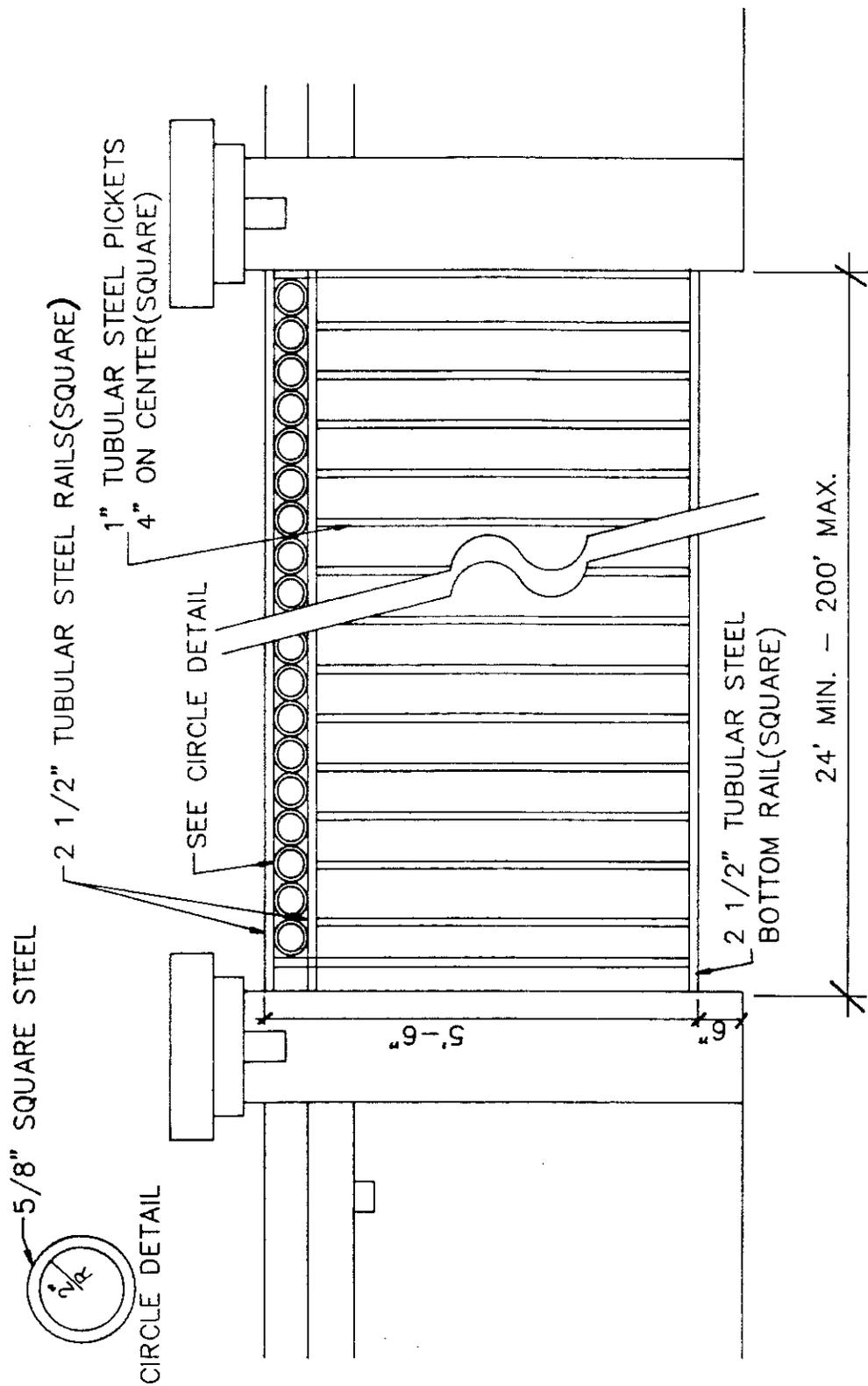


FIG. P
WROUGHT IRON FENCE



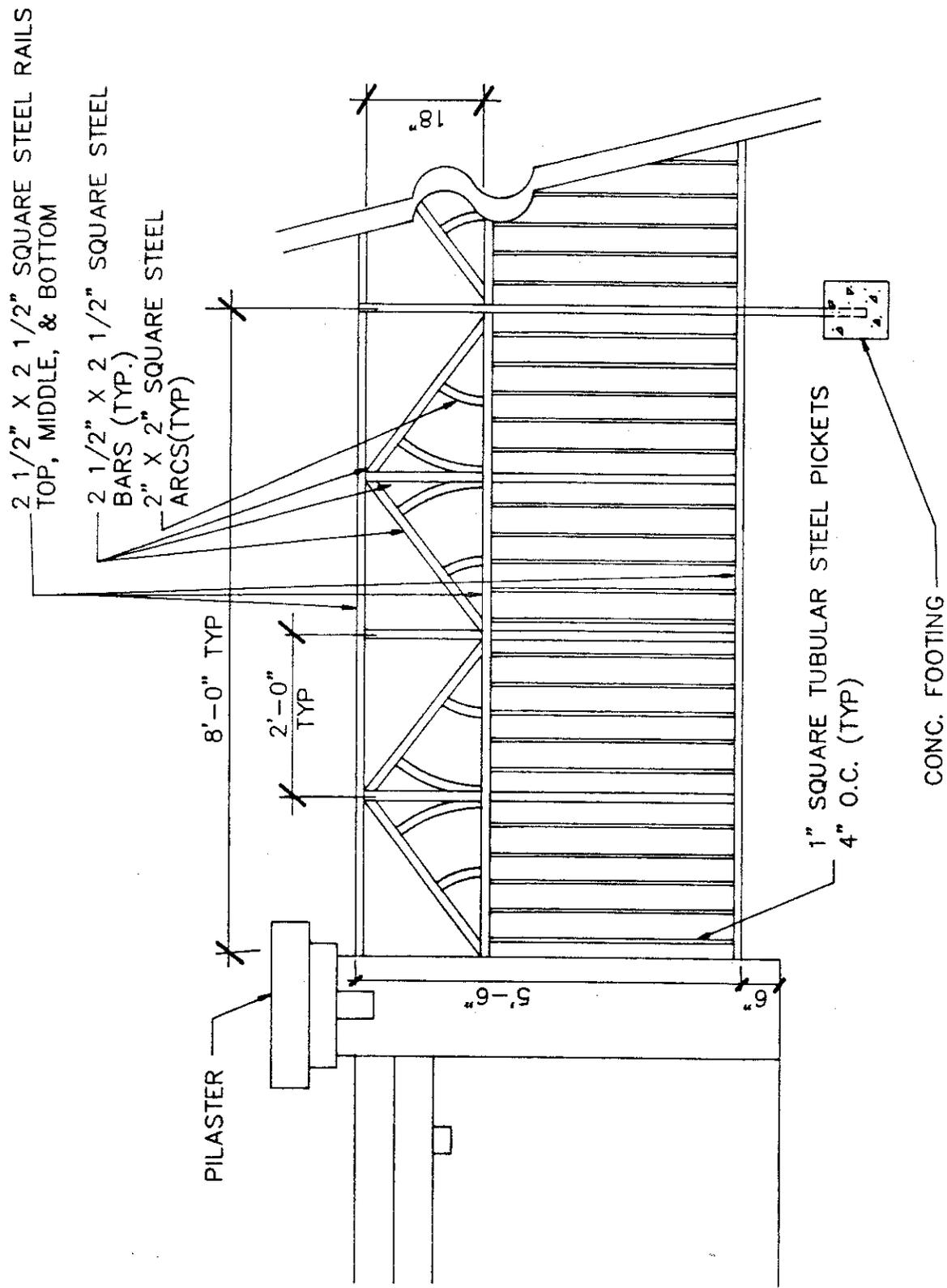


FIG. Q
 WROUGHT IRON FENCE



BUS SHELTER DESIGN STANDARDS

The bus shelter building shall be constructed of wood with a smooth stucco finish. The roof shall be made of metal panels. Window frames will also be made of metal and the windows themselves shall be lexan. The frame which supports the roof shall be 6" tubular steel. Rain gutters shall be installed on the front and the back of the shelter. The bus shelter locations shall be determined by the RTA and final locations will be approved by the City of Hemet. The City shall also determine which shelters will have bus turnout lanes. (See Figures R,S,T,U)

Bus shelter areas shall include the following items:

- (1) Bus shelter building
- (2) Benches and (2) trash receptacles for a typical bus shelter layout. See Figure D.
- (3) Benches and (2) trash receptacles for bus shelters with turnout lanes. See Figure D.
- (3) Pieces of pottery
- Enhanced paving (18" natural color concrete bands with colored medium sandblast concrete fields)

Advertising may be allowed on or in the bus shelter. The City shall give final approval. The design of bus turnout lanes shall meet all RTA and City standards.

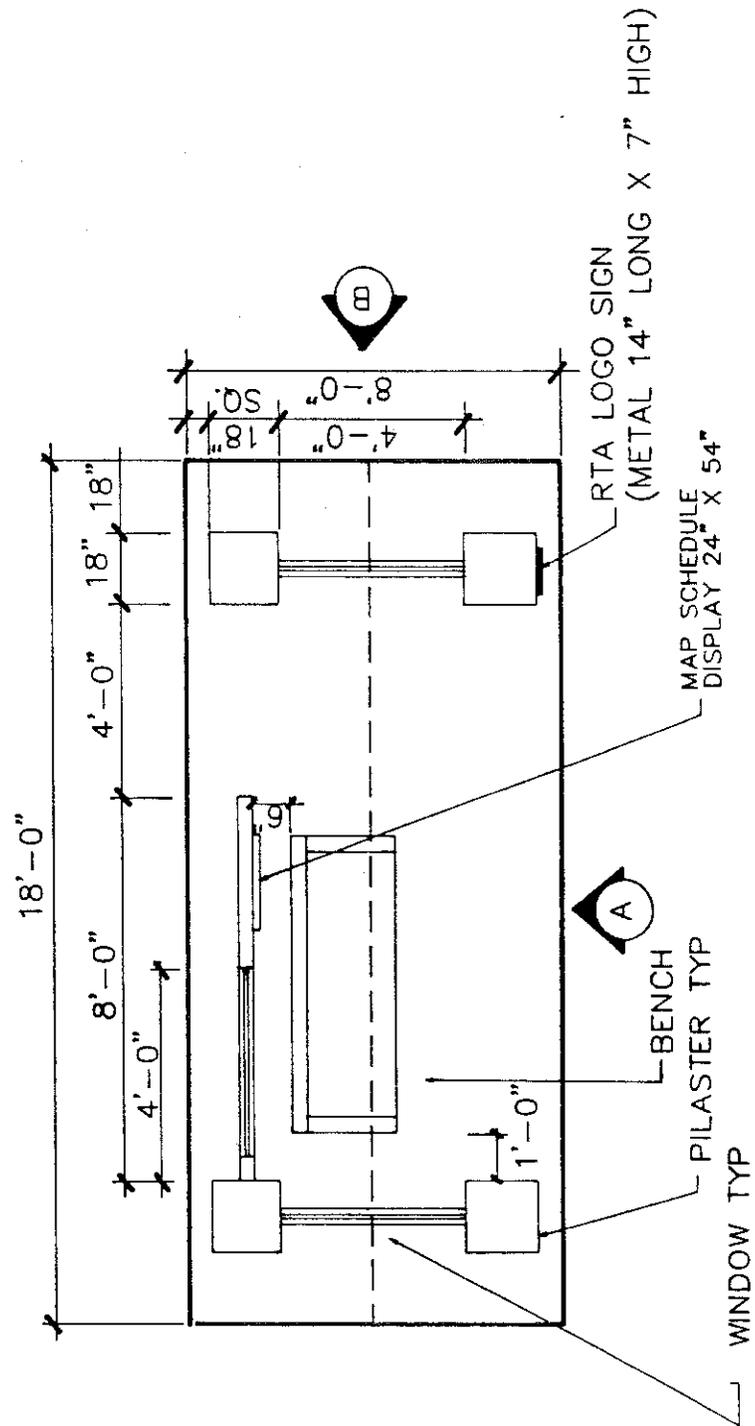
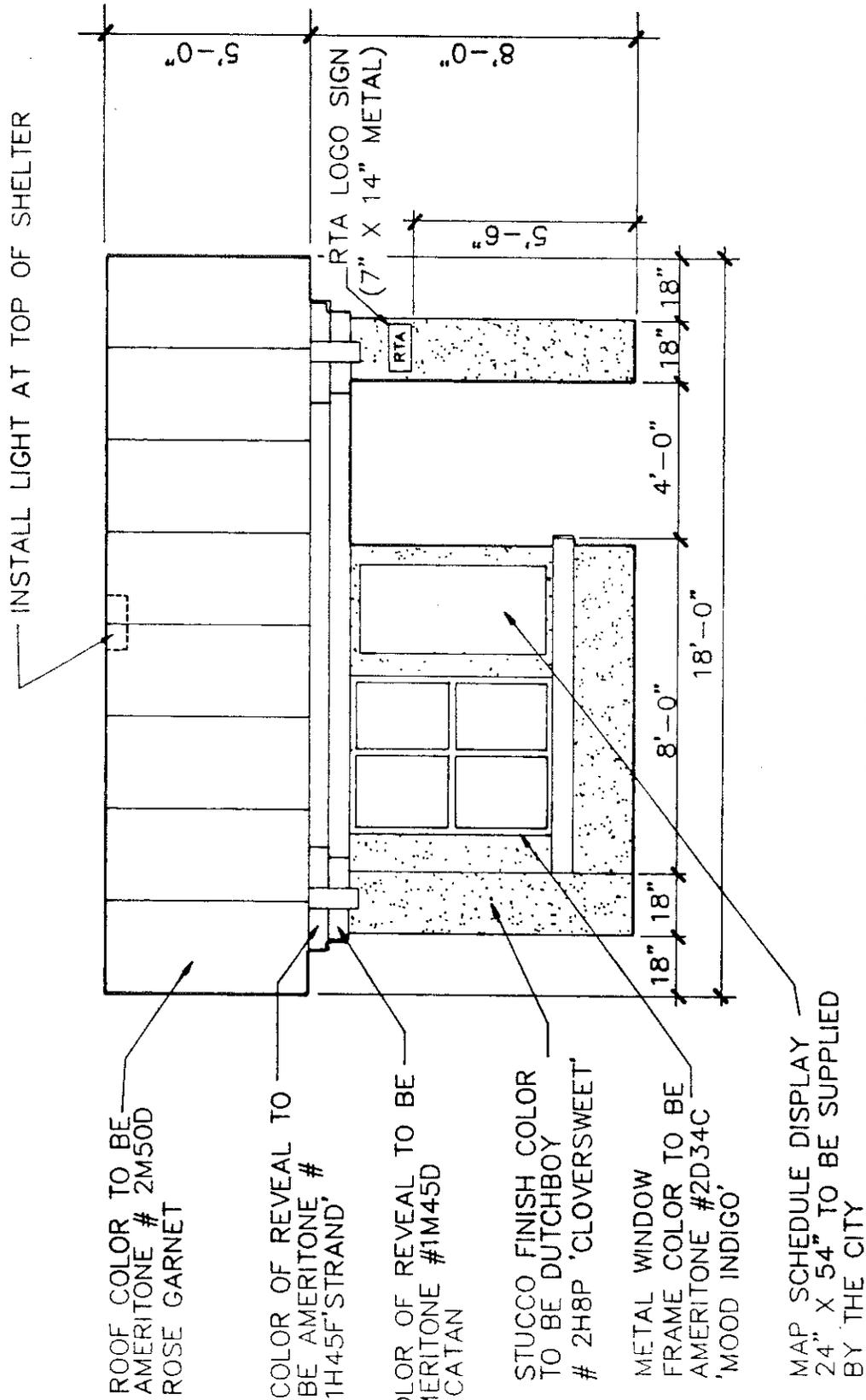


FIG. R
BUS SHELTER PLAN VIEW



FIG. S
ELEVATION 'A'



NOTE: RTA LOGO SIGN TO BE PROVIDED BY THE CITY



COLOR OF FRAME TO
BE AMERITONE #2D34C
'MOOD INDIGO'

OPEN AREA TYP.

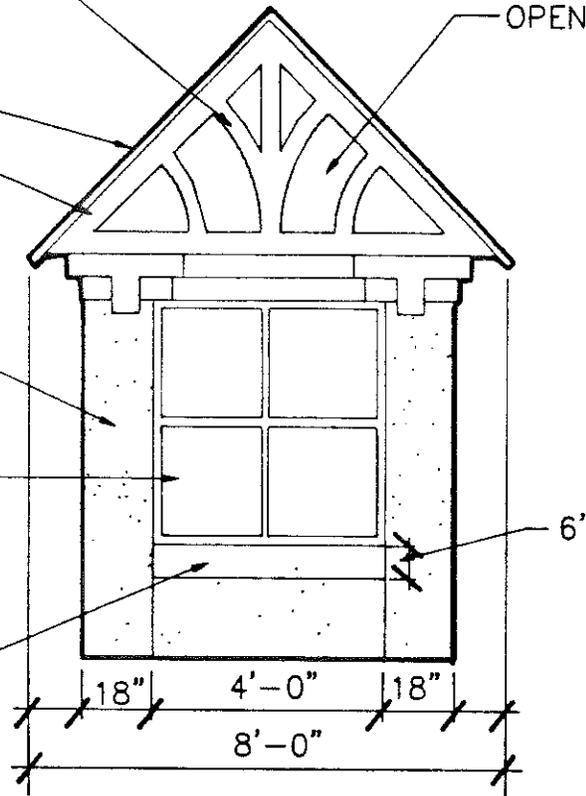
METAL ROOF

6" TUBULAR METAL
FRAME

STUCCO FINISH

LEXAN
WINDOW PANES

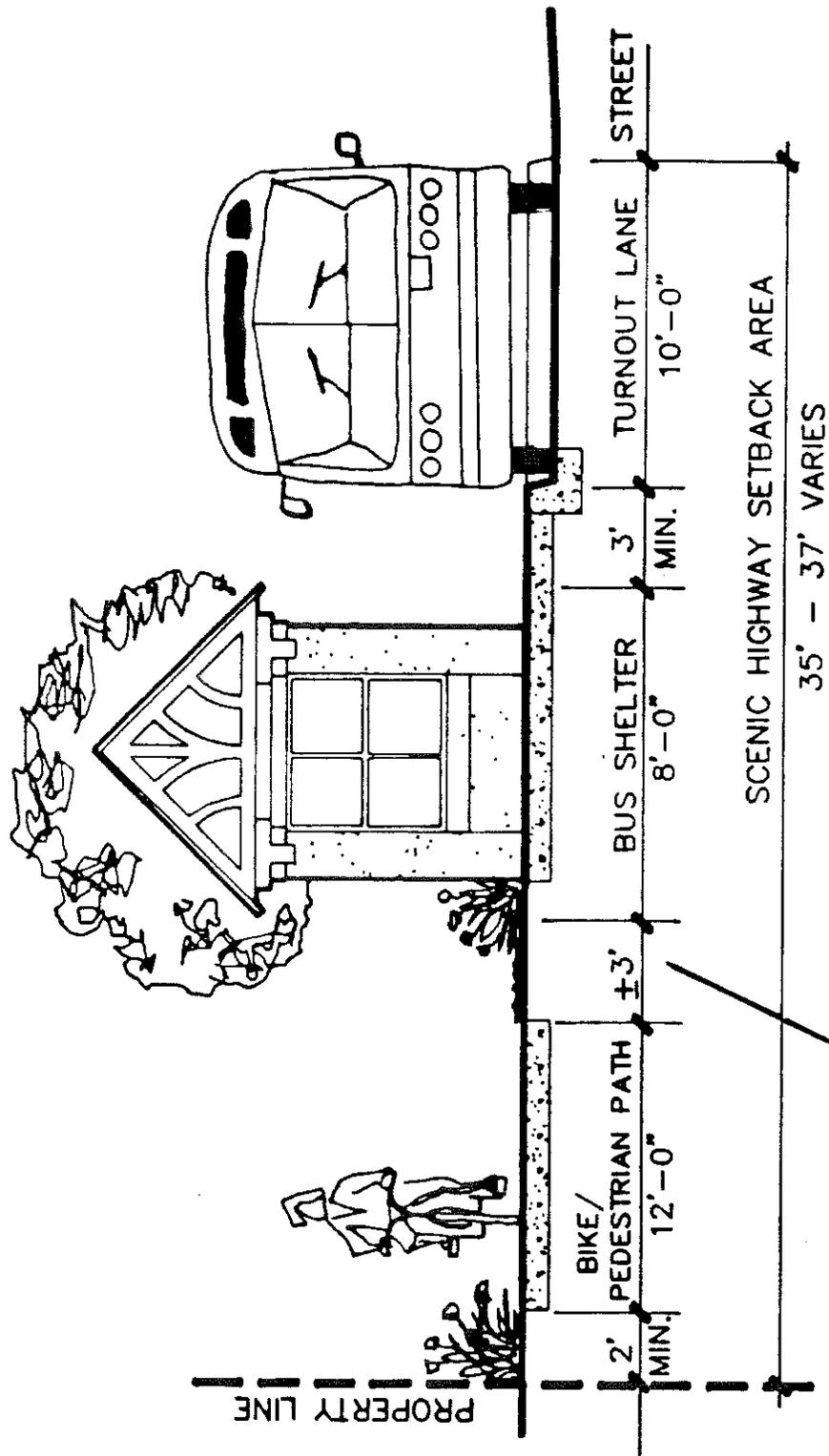
REVEAL WITH 2"
OVERHANG TYP.
PAINT AMERITONE
#1M45D YUCATAN



ELEVATION 'B'

FIG. T
ELEVATION 'B'





THERE WILL BE NO PLANTING AREA ON STREETS WITH A 10' RIGHT OF WAY

FIG. U
 BUS SHELTER WITH
 TURNOUT LANE (SECTION)



CITY ENTRY MONUMENT SIGNS

Hemet is a rapidly growing City and its boundary lines are constantly changing. The locations for the City entry monument signs shown in Figure B are proposed locations only. Proposed locations for city entry signs are:

- at Florida Avenue and California Avenue
- at Simpson Road and Warren Road
- at State Street at the City Limit Line
- at Sanderson Avenue and Menlo Avenue

The City shall determine and give final approval for the exact locations of the entry monument signs. The following is a list of general criteria for the location of the entry signs.

1. The entry monument signs should be located at or near the city limit lines.
2. The signs should occur on roads near intersections where they will have the greatest visibility and impact.
3. The signs shall not interfere with sight visibility lines for vehicles (i.e., near street corners, driveways, etc.).
4. Low growing plant materials shall be planted around the sign to soften the base, but shall not interfere with the visibility of the sign.
5. Figure X gives an example of a typical entry monument sign location.

For conceptual Sign Graphic see Figures V & W.

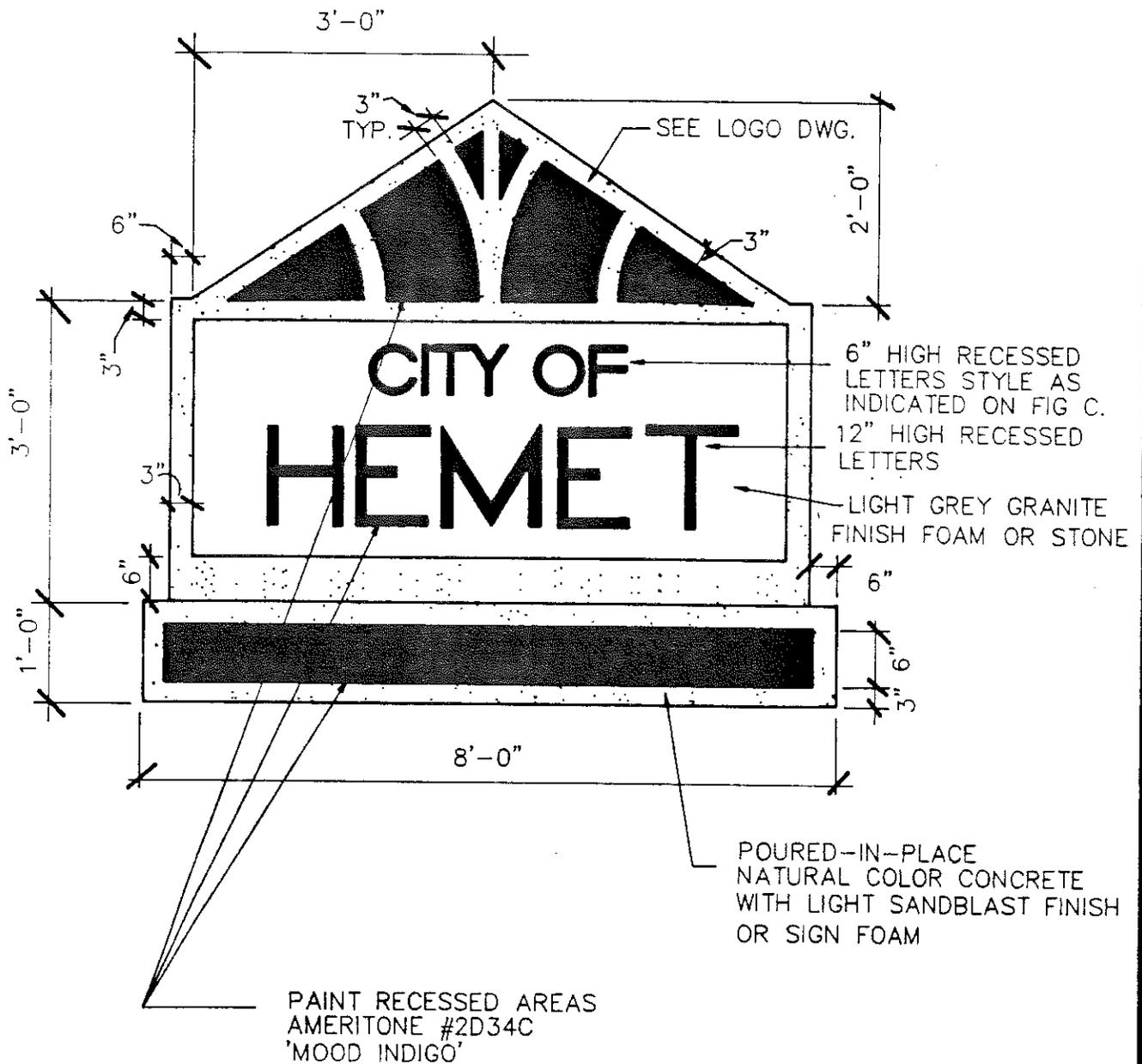


FIG. V
ENTRY MONUMENT



NOTE:

SIGN WILL BE DOUBLE SIDED
AT THE DESCENSION OF THE CITY

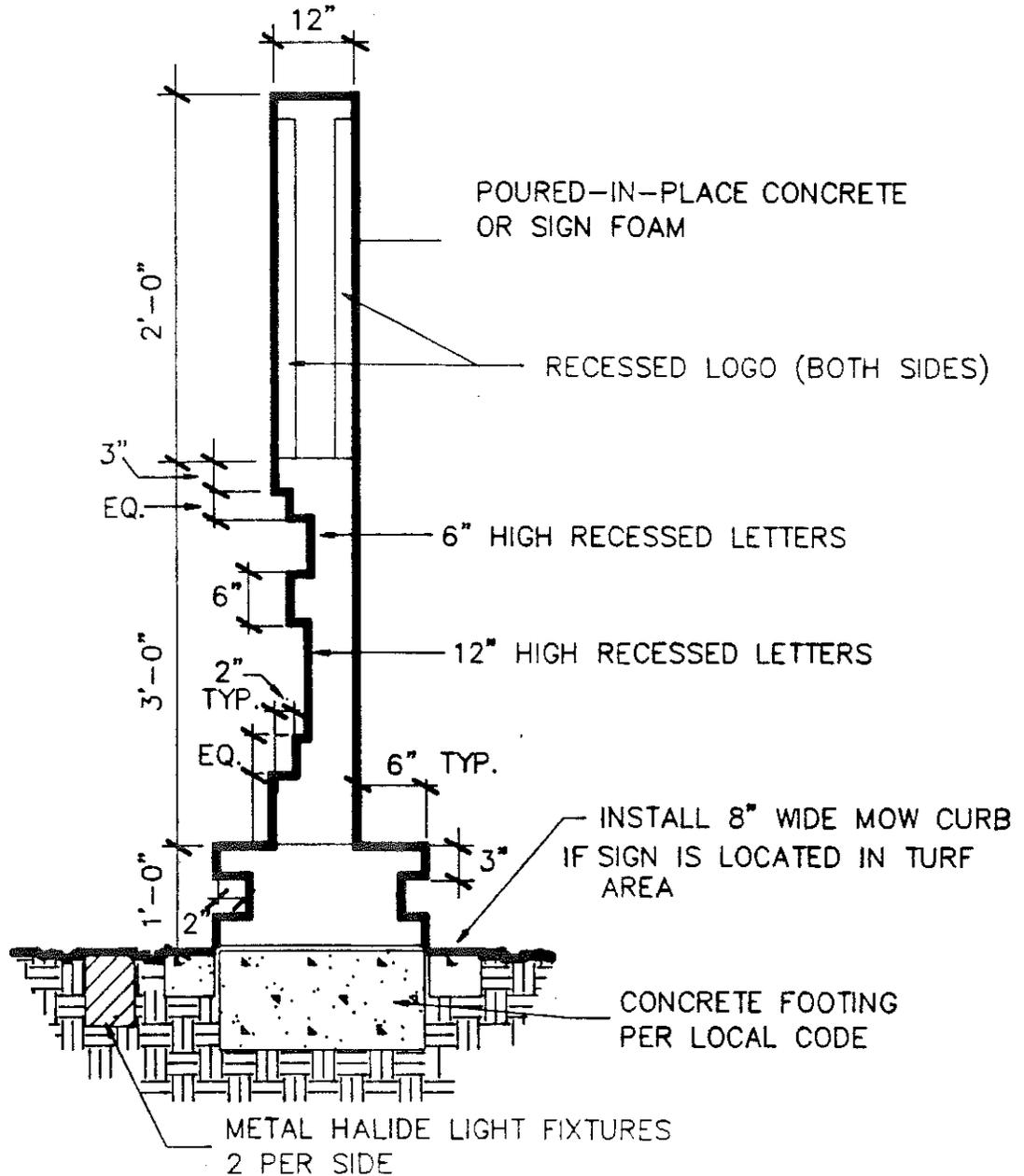
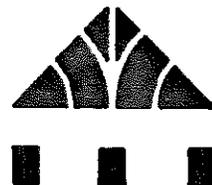


FIG. W
ENTRY SIGN MONUMENT



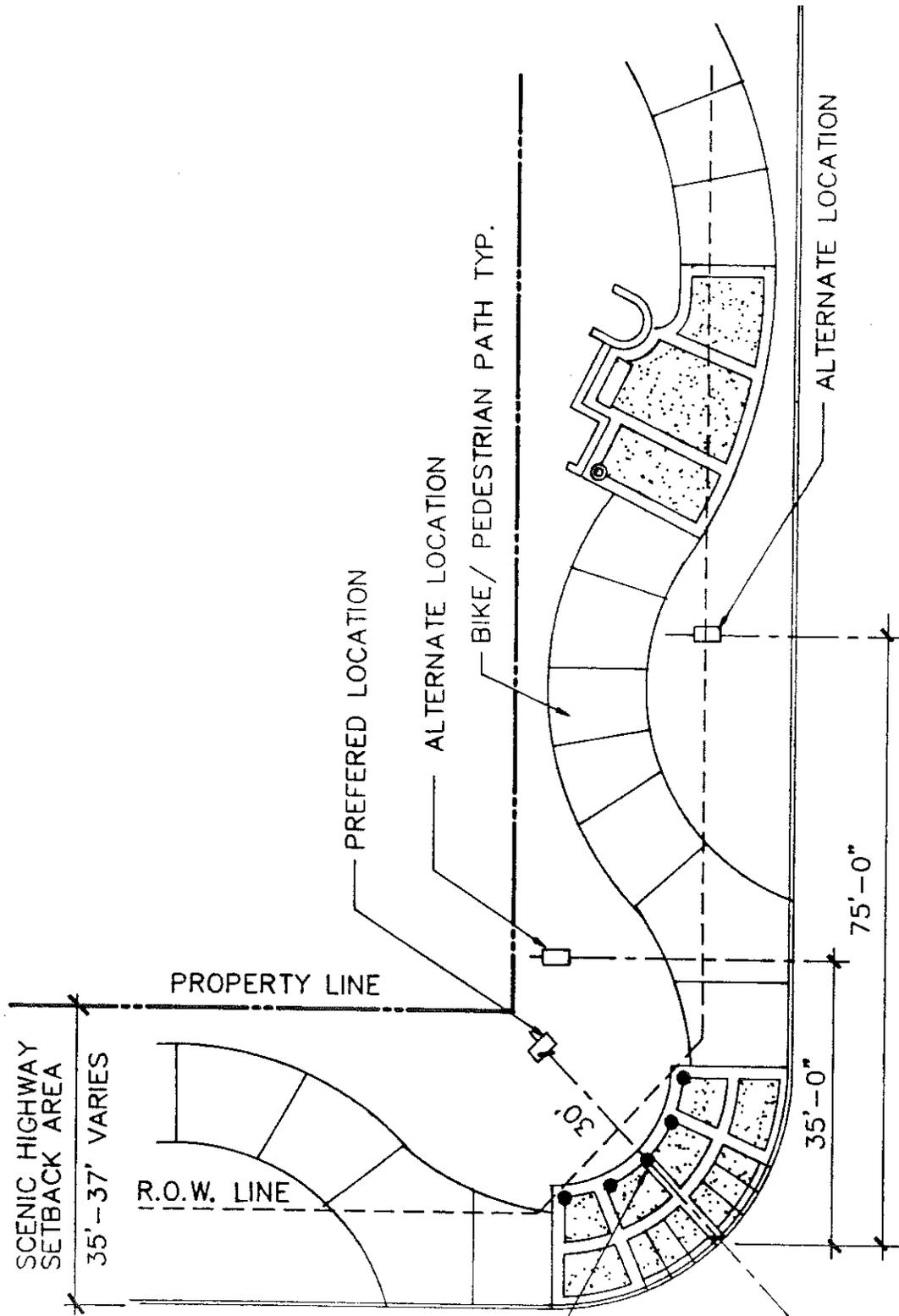
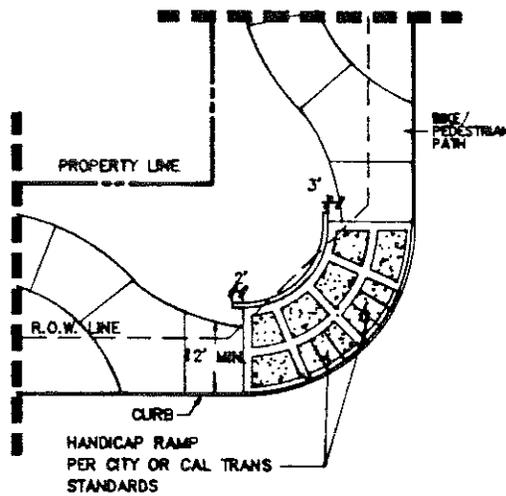


FIG X OMIT CENTER BOLLARD FOR SIGNAGE
 ENTRY SIGN LOCATION DETAIL



SERVICE CLUB PLACARD WALL

The service club placard wall has been designed to display plaques of various civic organizations within the City. The placard wall shall be constructed of brick block with a standard brick cap (see Figures Y & Z for conceptual construction information). The City shall provide the service club placards for the wall. No site specific location or locations have been chosen for the placard wall(s). The City shall determine the final location(s).



NOTE:
INSTALL PLACARD WALL AT
BACK OF WALK AT
STREET CORNER. (NO
BOLLARDS ON THIS
CORNER)

NOTE:
INSTALL PLACARDS IN
WALL AT 5' ON
CENTER

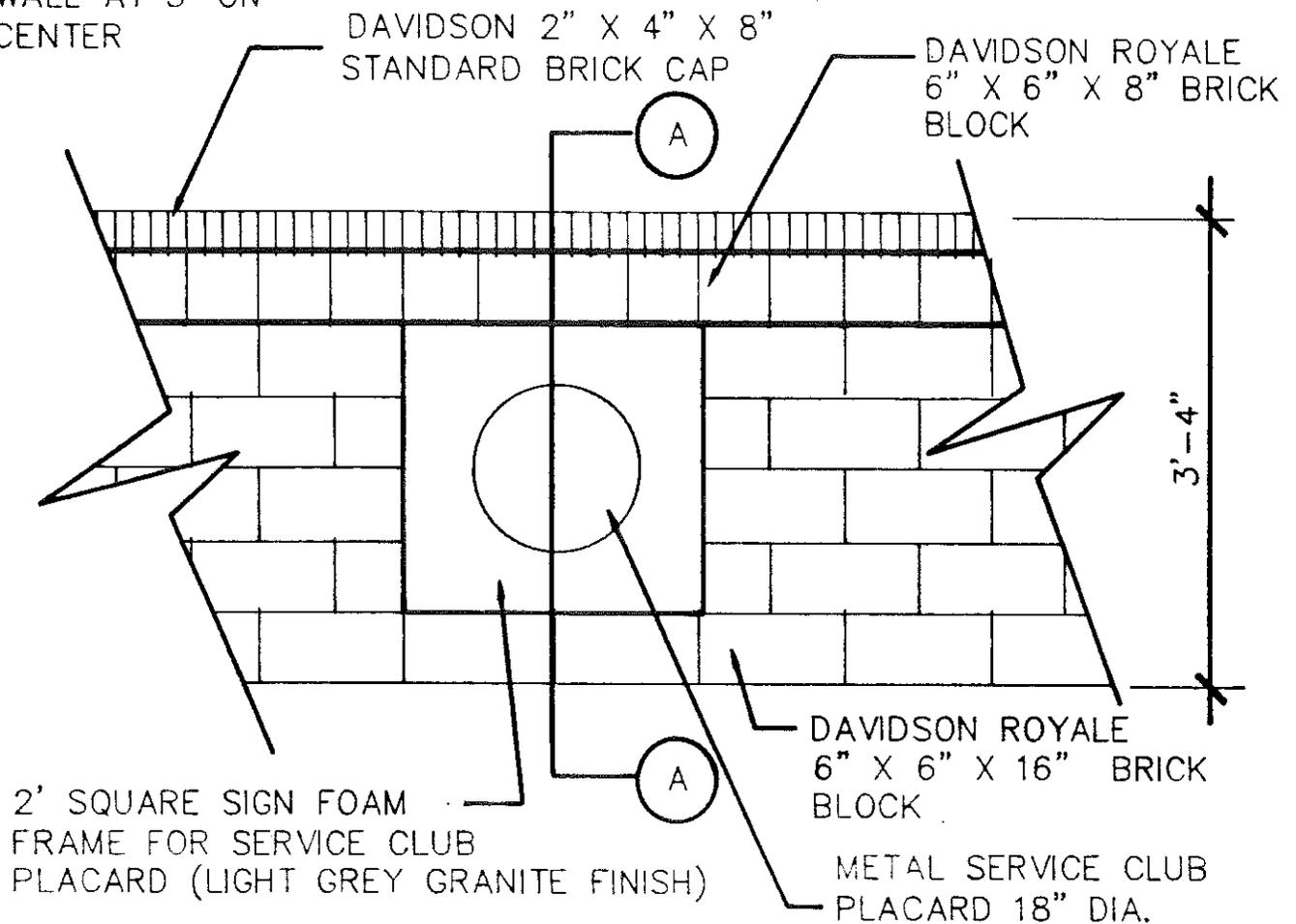


FIG. Y
PLACARD WALL



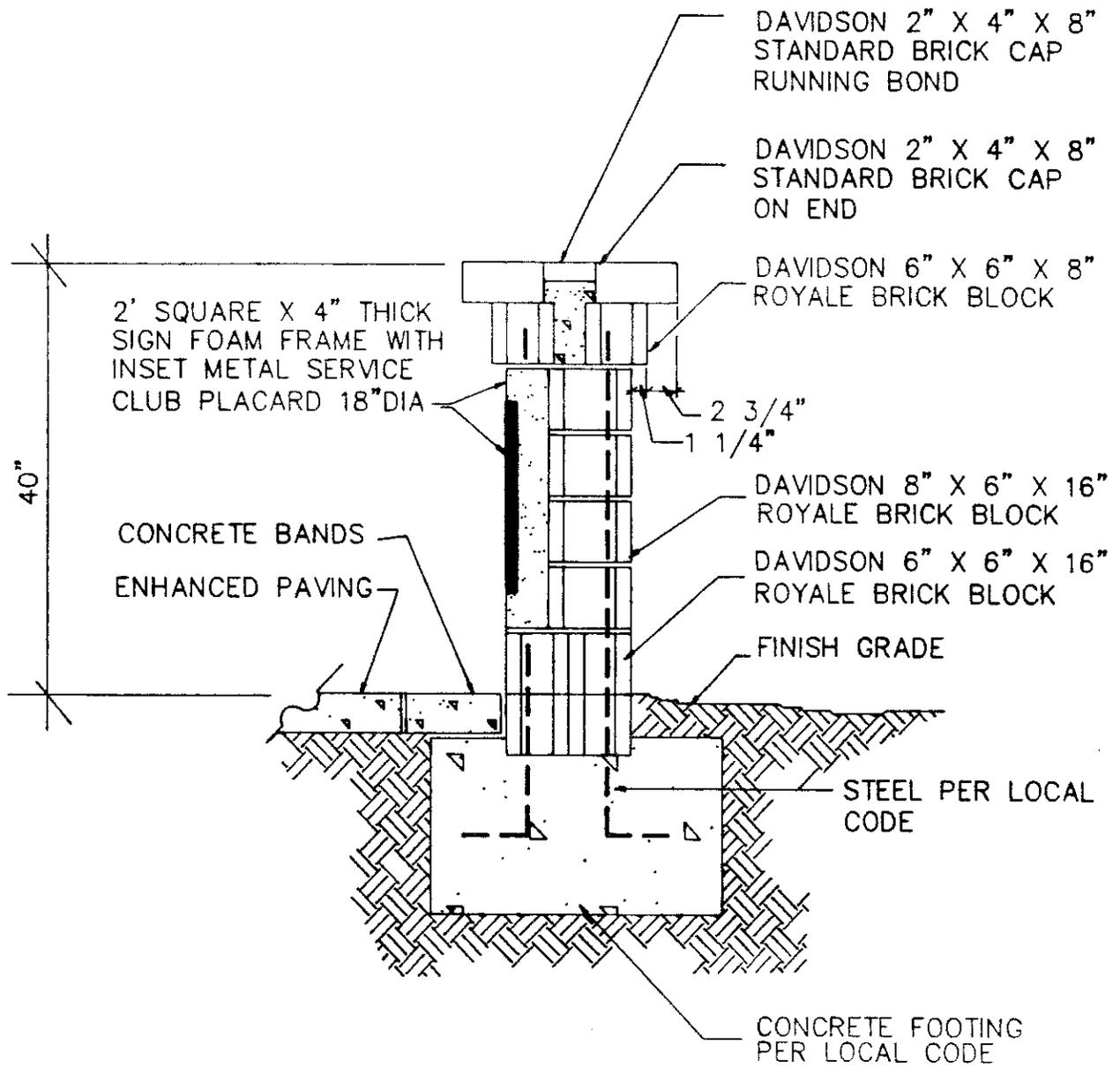


FIG. Z
PLACARD WALL



BENCHES AND TRASH RECEPTACLES

Bench and trash receptacle locations within the Scenic Highway Setback Area are important for both aesthetic and functional purposes. Bench and trash receptacles shall be installed at the following locations:

- 1 bench and 1 trash receptacle per kiosk/seating area (see Figure D-D).
- 1 bench and 1 trash receptacle located at 1/4 mile intervals adjacent to the bike/pedestrian path (per Figure A-A)
- 2 benches and 2 trash receptacles per the typical bus shelter layout (see Figure D)
- 3 benches and 2 trash receptacles for bus shelters with turnout lanes (see Figure D)
- 4 benches and 2 trash receptacles for street corner Plaza Area development (see Figure F). Note: Street corner Plaza Area development is not mandatory.

The designer may wish to install benches in other locations besides those listed above. Any alternate locations for benches and trash receptacles must be reviewed and approved by the City.

The benches shall be:

Timberform Renaissance Bench
Model #2806, 6 foot long steel bench (or approved equal)
Color: Ameritone #1D5CC Dune Grey
(see Figure A-A for bench graphic)

Available from:

The Wakefield Company
1434 E. Borchard Avenue
Santa Ana, California 92713
(714) 542-4255

Trash receptacles shall be:

Timberform Renaissance
Model #2811-DT (or approved equal)
Color: Ameritone #1D5CC Dune Grey
(see Figure B-B for trash receptacle graphic)

Available from:

The Wakefield Company
1434 E. Borchard Avenue
Santa Ana, California 92713

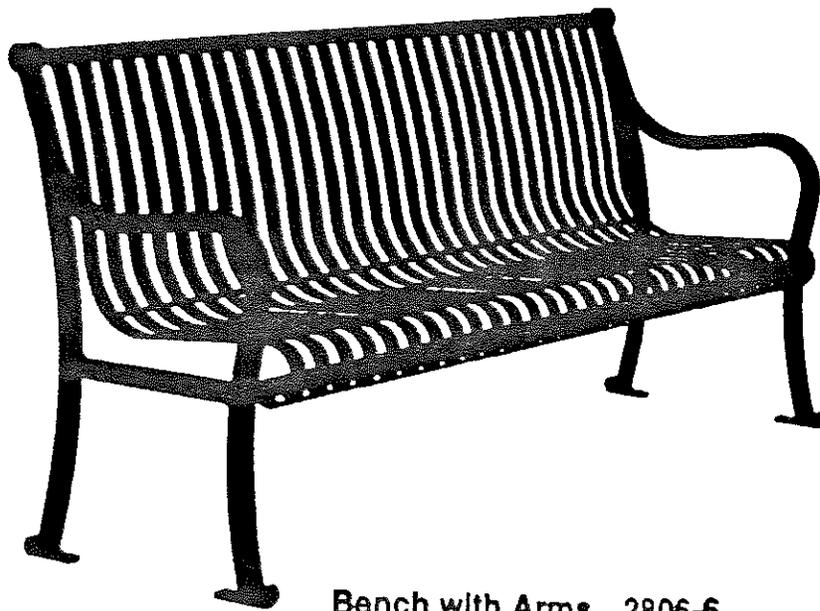
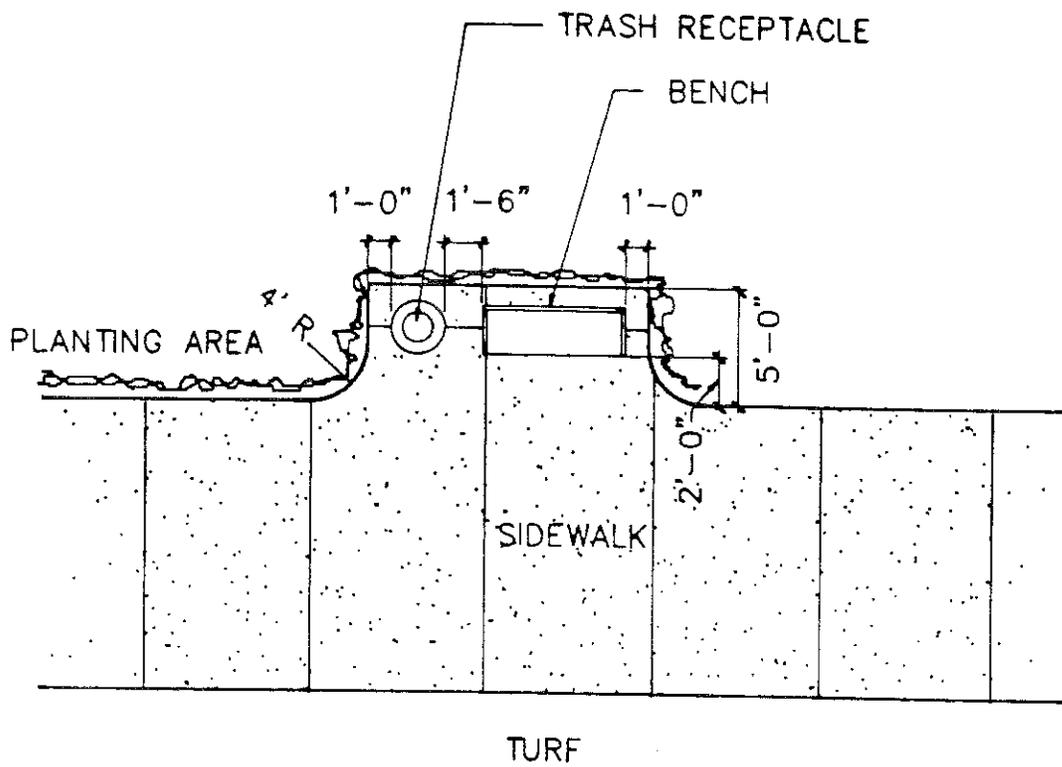


FIG. A-A
BENCH



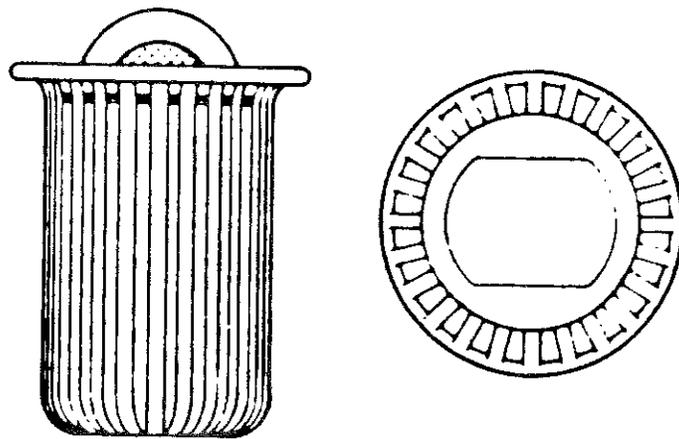


FIG. **B-B**
TRASH RECEPTACLE



LIGHTING FOR BIKE/PEDESTRIAN PATH

The bike/pedestrian path shall be lit according to the following guidelines. The light poles shall be reinforced concrete. Double arm metal fixtures shall house a 35 watt low pressure sodium light. The spacing for the light poles shall be approximately 100' apart. Locations shall be determined by a licensed electrical engineer (see Figure C-C for light pole and fixture graphic).

Light pole shall be:

Street Crete Limited Products
Model #KCC 15 BP (or approved equal)
Color: Pearl Grey, Polished Finish w/Anti-graffiti coating

Arms and Fixtures to be:

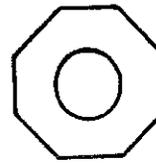
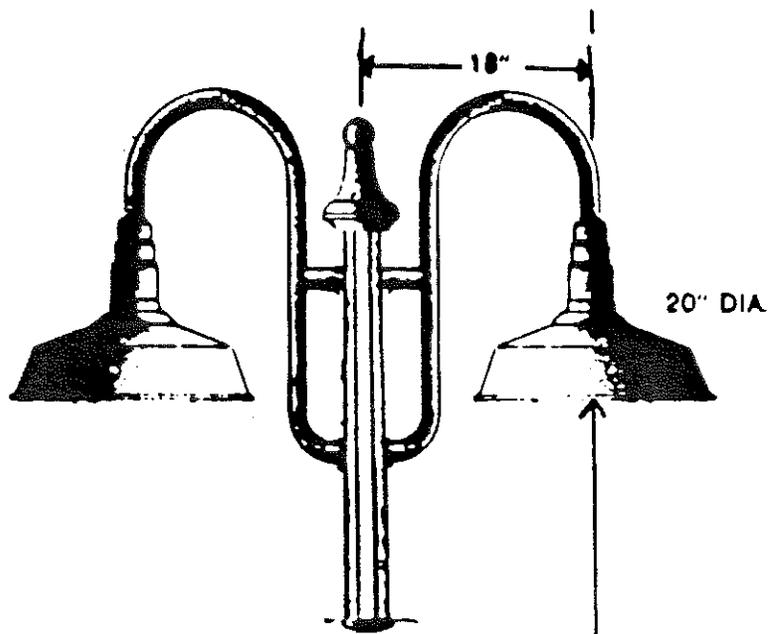
Nostalgia Arm (double)
RLM & Lexan Lens (or approved equal)
Color: Ameritone #1D236 Schooner

Light to be:

35 watt low pressure sodium

Available from:

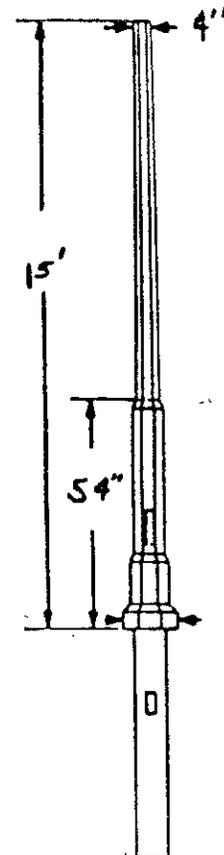
South Coast Lighting and Design
Laguna Niguel, California
(714) 365-0054
Allow 8 weeks for delivery



Typical Pole Cross Section
1,050 Lbs.



Height to bottom of fixture to be 14'



FOOTING PER LOCAL CODE

FIG. C-C
LIGHT STANDARD



KIOSKS/SEATING AREAS

The intent of the kiosks/seating areas is to provide a rest and orientation area for bike route travelers. The seating area should occur approximately one hundred twenty feet from the street corner. If the block is less than eight hundred feet long, only one seating area per block is required. Each seating area shall include a thirty inch high curved planter wall, an eighteen inch high planter wall, one bench, and one trash receptacle. See Figure D for typical location and Figure D-D for layout.

Planters will be constructed of brick block with a brick cap.

KIOSKS

The kiosks shall be located at \pm 1/2 mile intervals. If a block is less than one half mile long, only one kiosk is required in the middle of the block; if a block is one half mile or longer, a kiosk will be required every half mile. Kiosks shall be placed at the seating areas as indicated on Figure D-D. Otherwise, kiosks shall be located adjacent to the bike path as indicated on Figure D. The kiosks shall be constructed of four inch tubular steel framing and will house a metal sign showing the bike trail system throughout the City (for conceptual graphic see Figure E-E).

The City will coordinate the current information for the sign and shall give final approval for the signs.

Kiosks shall be painted Ameritone #2D34C Mood Indigo.

A dedication plaque for the kiosks will be required. The City shall determine the size, material, inscription, and location for the plaques.

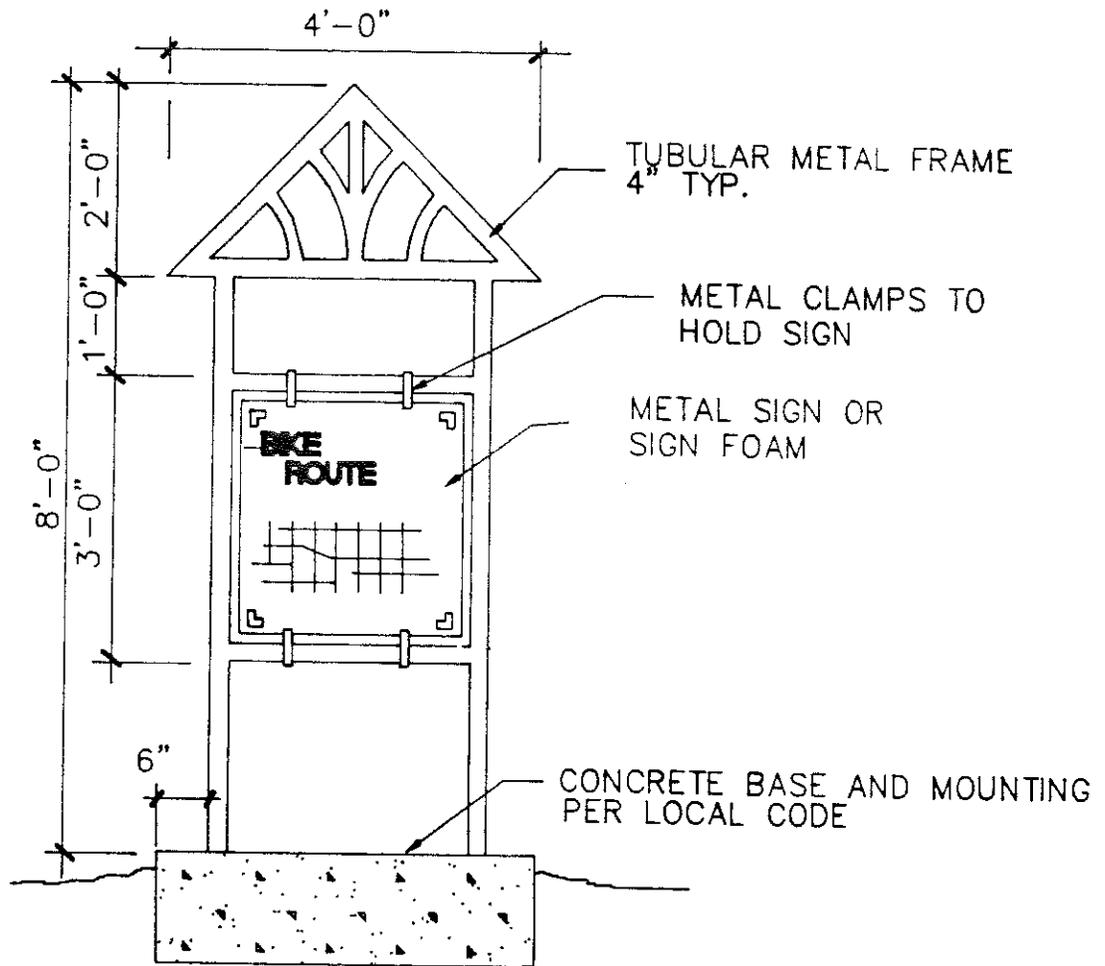


FIG. E-E
KIOSK



BOLLARDS

The bollards shall be located on the street corners, recessed from the flow of bicycle and pedestrian traffic. Each corner shall have five (5) bollards and they shall be spaced five feet O.C. (see Figure F-F for graphic and Figure G-G for typical location).

The bollards shall be:

Model #M9023 Cast Iron with Polyurethane Sealer
Color: Black

Or approved equal

Available from:

Ironsmith, Inc.
628 E. Washington Avenue
Santa Ana, California 92701
(714) 834-IRON

All bollards shall be installed to meet all Caltrans standards and requirements.

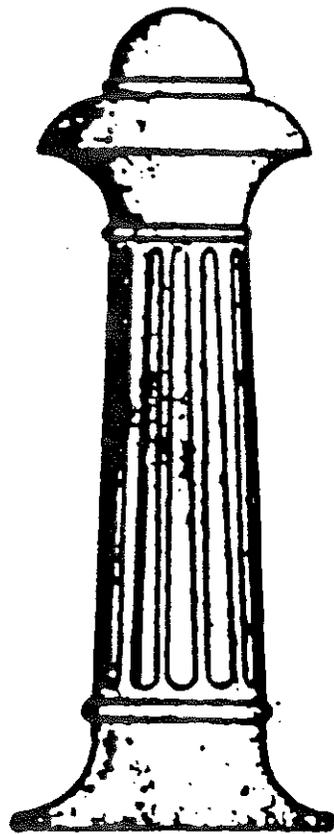


FIG. F-F
BOLLARD



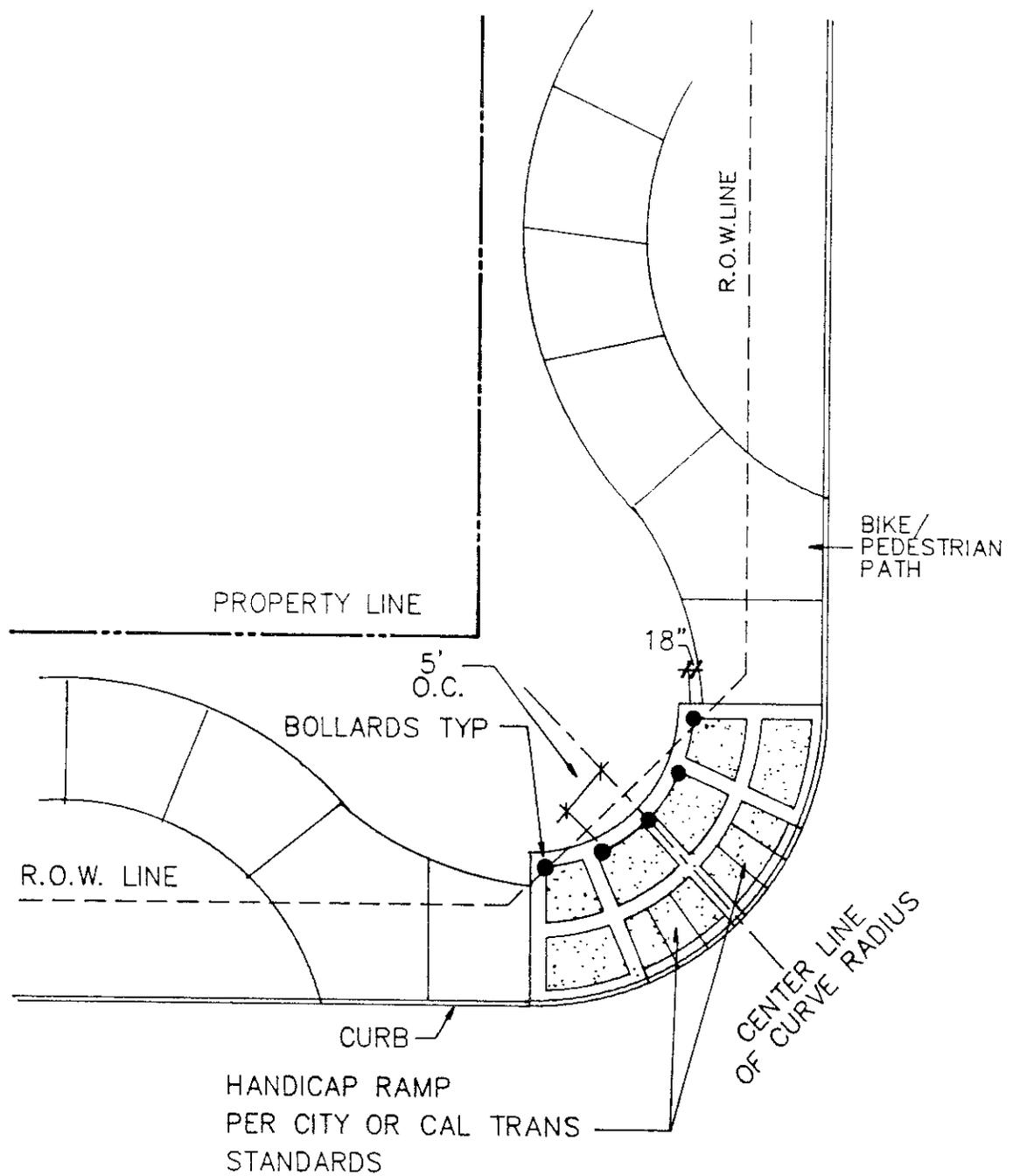


FIG. G-G
 BOLLARD LAYOUT



STREET POTTERY

Custom street pottery has been designed for the Scenic Highway Setback Area. Varied heights for the pottery have been provided for areas where the pots might be grouped. The street pottery shall be located as follows:

- (3) pots per bus shelter area
- (9) pots per street corner Plaza Area

NOTE: Development of street corner Plaza Areas is not a requirement of this manual.

Some of the general criteria for pottery placement are:

1. No street pottery shall be allowed in Caltrans R.O.W. and Setback areas. Therefore, Florida Avenue will not have pottery.
2. Pottery placement shall meet all City setback requirements (see Figure H-H and Figure F).
3. Pottery shall not block the flow of pedestrian or bike traffic.
4. Pottery locations shall not interfere with line of sight distances for vehicular traffic (i.e., street corners, driveways, etc.).
5. All pottery shall be automatically irrigated with flood bubblers (2 per pot).
6. Final locations for pottery shall be determined by the City.
7. Pottery may be used in other locations at the discretion of the designer. These locations shall be reviewed and approved by the City.

Pots are available from:

Quick Crete Products Corp.
P.O. Box 639
741 W. Parkridge Avenue
Norco, California 91760
(714) 737-6240

Or approved manufacturer

NOTE: Pots are a custom order and additional time should be allotted for delivery.

See Figure H-H for pottery graphic.

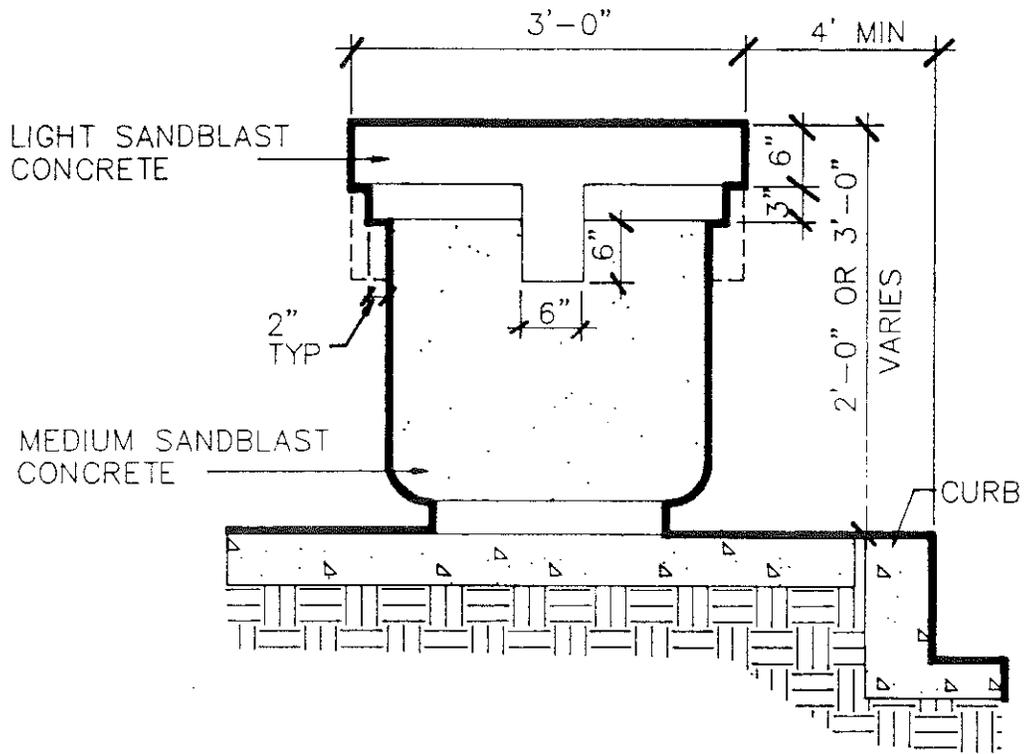


FIG. H-H
POTTERY



BANNERS

Banners are an inexpensive way to add color and visual excitement to a streetscape project. The sketches on the following pages are examples of typical City logo banners. Seasonal and special event banners are available from the companies listed below. Banners shall be located on Florida Avenue only. The City shall be responsible for the installation and the maintenance of the banners. The City of Hemet shall determine and give final approval for the type, style, and location of the banners. See Figures I-I, J-J, and K-K.

The banners shall be attached to existing street light poles with the double bracket attachment available from the companies listed below. There could be one or two banners per light pole. The fabric on the banners shall be durable, weather resistant, and flame retardant. It shall not fade, shrink, mildew, or rot. If ink is used on the banners, it shall not flake, peel, or fade. The banners shall be 30" wide by 96" high and the design shall be printed or sewn on both sides. Colors for the banners will be determined by the City. The banners shall be financed by the City and civic organizations.

The banners are available from:

1. Kalamazoo Banner Works, Inc.
2129 Portage Street
Kalamazoo, MI 49001
(800) 525-6424

Or approved manufacturer

CONCRETE LIGHT STANDARD
PER CITY STANDARDS

CUSTOM DESIGN CITY
LOGO BANNERS

MANUFACTURER'S STANDARD
BANNERS

SIDEWALK

CURB & GUTTER

STREET

10'-0" MIN.

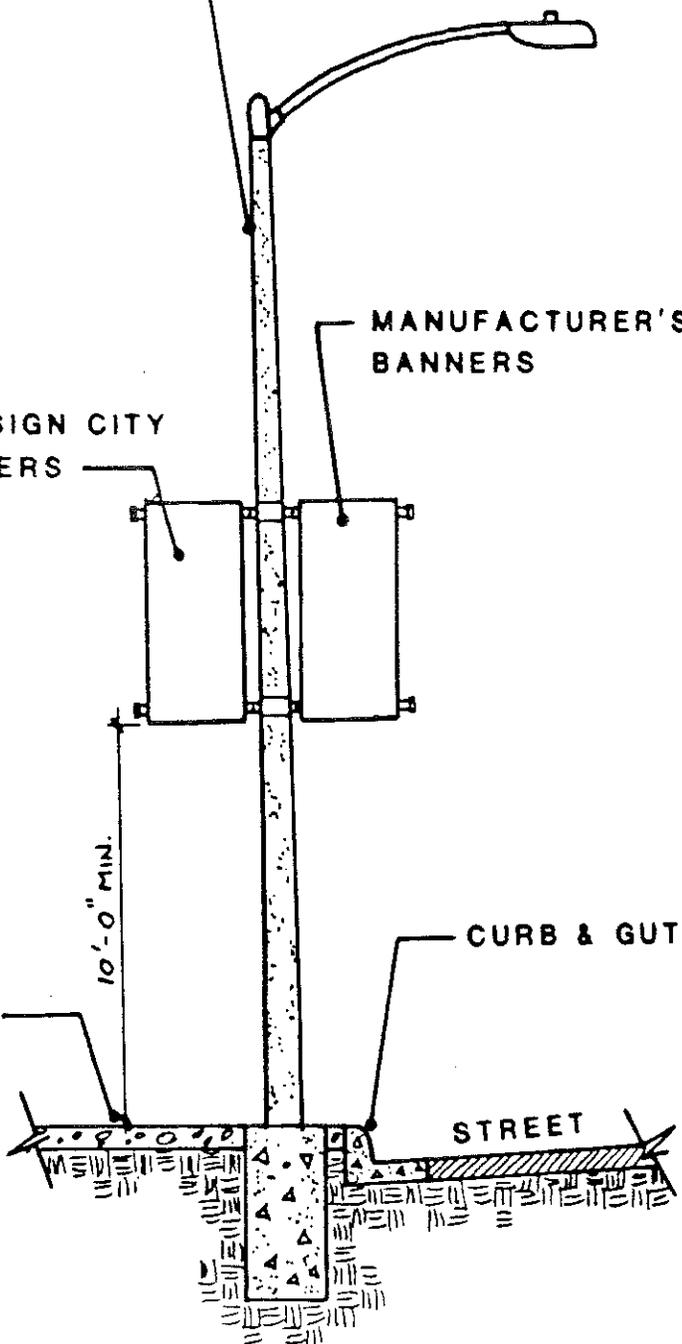


FIG. I-1
BANNER LOCATION



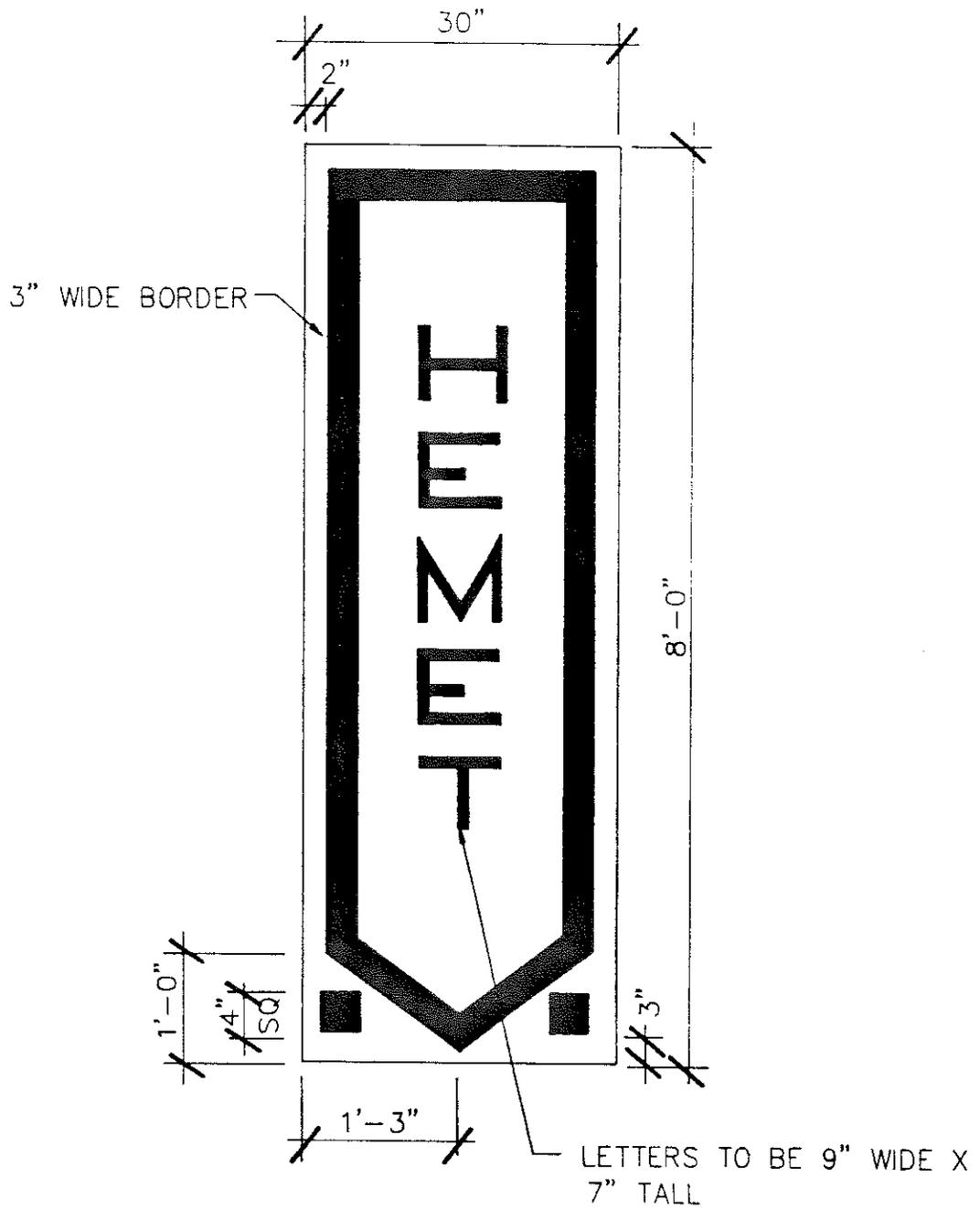


FIG. J-J
BANNER



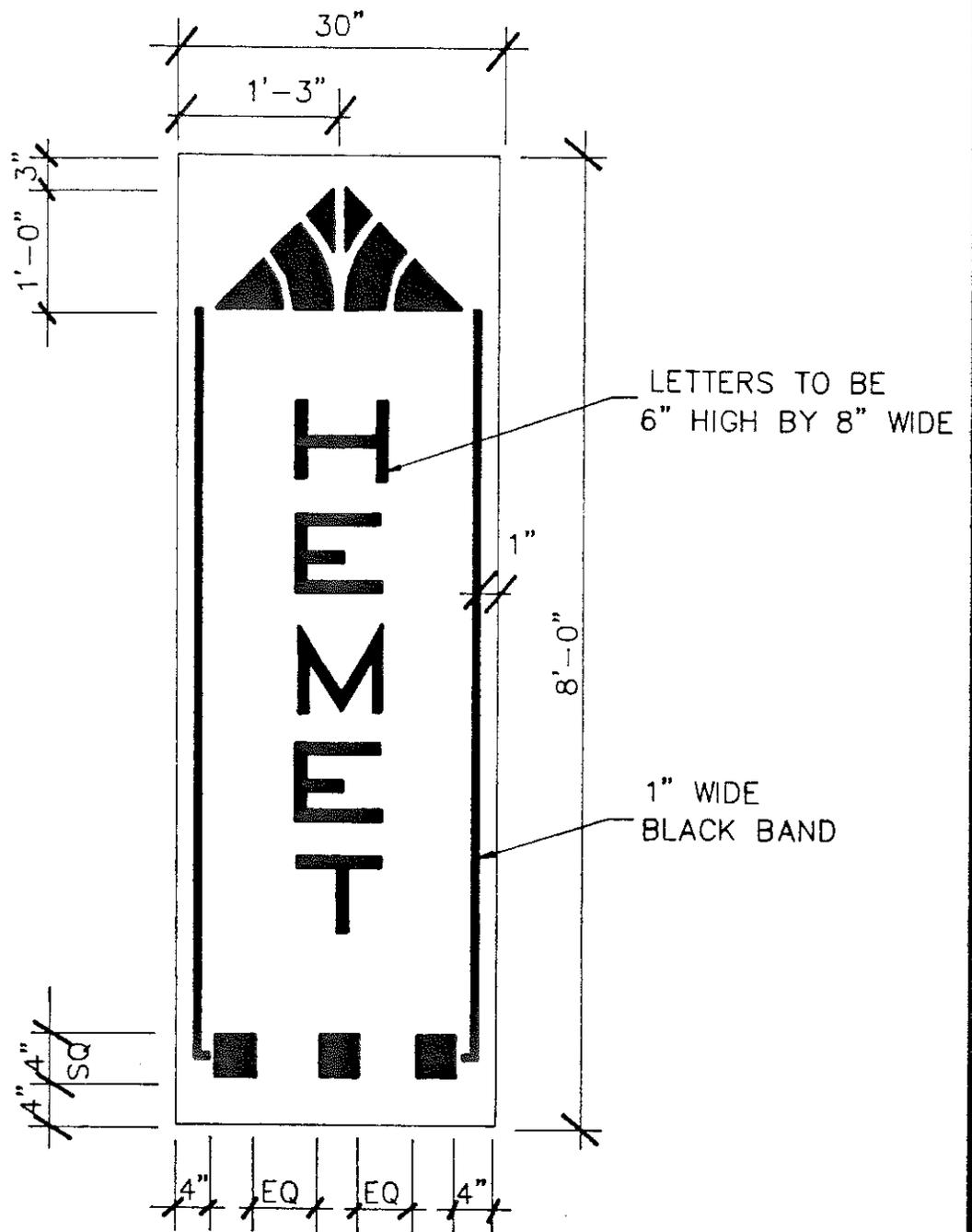
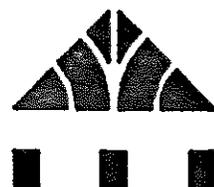


FIG. K-K
BANNER



PLANT MATERIALS

The planting concept for the Scenic Highway Setback Area is intended to make a strong statement. The selection of trees and their unique attributes provide the Scenic Highway Setback Area with a variety of spring color, fall foliage, and distinct growth habit. The list of trees for the various streets shall be as follows:

STREET TREES

Simpson Road

Monument Tree: *Platanus acerifolia* (London Plane Tree)
Fall Color Accent Tree: *Koelrueteria bipinnata* (Flame Tree)
Flowering Tree: *Brachychiton populneus* (Bottle Tree)

State Street

Monument Tree: *Cinnamomum camphora* (Camphor Tree)
Fall Color Accent Tree: *Liquidambar styraciflua* 'Festival' (American Sweet Gum)
Flowering Tree: *Lagerstroemia indica* (Crape Myrtle)

Sanderson Avenue

Monument Tree: *Cedrus deodara* (Deodar Cedar)
Fall Color Accent Tree: *Magnolia grandiflora* (Southern Magnolia)
Flowering Tree: *Prunus bluiiana* (Red Leaf Flowering Plum)

Florida Avenue

Monument Tree: *Cedrus deodara* (Deodar Cedar) *Must be placed 30'
from face of curb
Fall Color Accent Tree: *Koelrueteria paniculata* (Golden Rain Tree)
Flowering Tree: *Lagerstroemia indica* (Crape Myrtle)

Warren Road

Monument Tree: *Cinnamomum camphora* (Camphor Tree)

Fall Color Accent Tree: *Ginkgo biloba* (Maidenhair Tree)

Flowering Tree: *Prunus bluiana* 'Arnold' (Red Leaf Flowering Plum)

Multi-Trunk Accent Tree : For all streets, the multi-trunk accent tree shall be *Lagerstroemia indica*; color: purple; 36" box minimum size.

See Figure M-M for tree planting concept

SHRUB PLANTING

Shrub material shall be planted in a hierarchy of heights to give a mounding effect (see Figure L-L). It is the intent of this manual to emphasize the use of drought tolerant plant material. A plant material list has been provided as an aid to designers. It is not a complete list and can be modified but plants not appearing on the list must be approved by the City prior to installation.

See Figure N-N for shrub planting concept

BERMING

Berming, or the effect of berming, should be used within the Scenic Highway landscaped areas. The berming may be achieved by the physical mounding of earth or by the planting of shrubs in a hierarchy of heights to achieve an undulating effect. Berming shall not exceed 5:1 slope in turf areas and 3:1 in shrub planting areas. The developer must allow a 2% minimum graded area adjacent to and away from the bike/pedestrian path.

Some general guidelines for tree and shrub placement are:

1. Trees shall be planted a minimum of three feet from bike/pedestrian path.
2. Placement of trees and shrubs shall not interfere with line of sight distances for vehicles, pedestrians, or bicyclists.
3. Plants of a drought tolerant nature shall be emphasized.
4. Shrubs shall be planted in informal masses.
5. Turf shall be used in planting areas adjacent to the street (see Figure N-N).
6. Plant materials shall not block views of signage.
7. All trees within the Scenic Setback Area shall have root barriers.
8. The use of trees behind the setback lines is strongly encouraged to enhance the look of the Scenic Highway Setback Areas.
9. All monument trees shall be 24" box minimum.
10. All other trees shall be 15 gallon minimum.
11. Per 100 LF of Scenic Highway Setback Landscape Areas, there shall be 3 monument trees and \pm 7 flowering and/or fall color accent trees (see Figure M-M for tree planting concept).
12. There shall be a minimum of 12 shrubs per 100 SF of landscape area.

13. Of the total shrub materials planted, 60% shall be 1 gallon size; 40% shall be 5 gallon size.
14. Turf shall be hydroseeded. Sod may be utilized at the discretion of the developer.

See Figure N-N for shrub planting concept.

The planting concept for Florida Avenue requires special consideration because it falls under Caltrans jurisdiction and is subject to Caltrans right-of-way and setback standards.

- Large trees must be planted thirty feet minimum from the face of curb.
- Small trees may be planted four feet from the face of curb.
- Shrubs must be planted a sufficient distance so that mature vegetation will not grow closer than eight feet from the traveled way.

NOTE: Refer to Caltrans:

- Master Plant List 1988
- Landscape Architecture Project Plan Standards July 1987
- Planting Design Standards
- Highway Planting Standards - Encroachment Permits for Planting Design Information

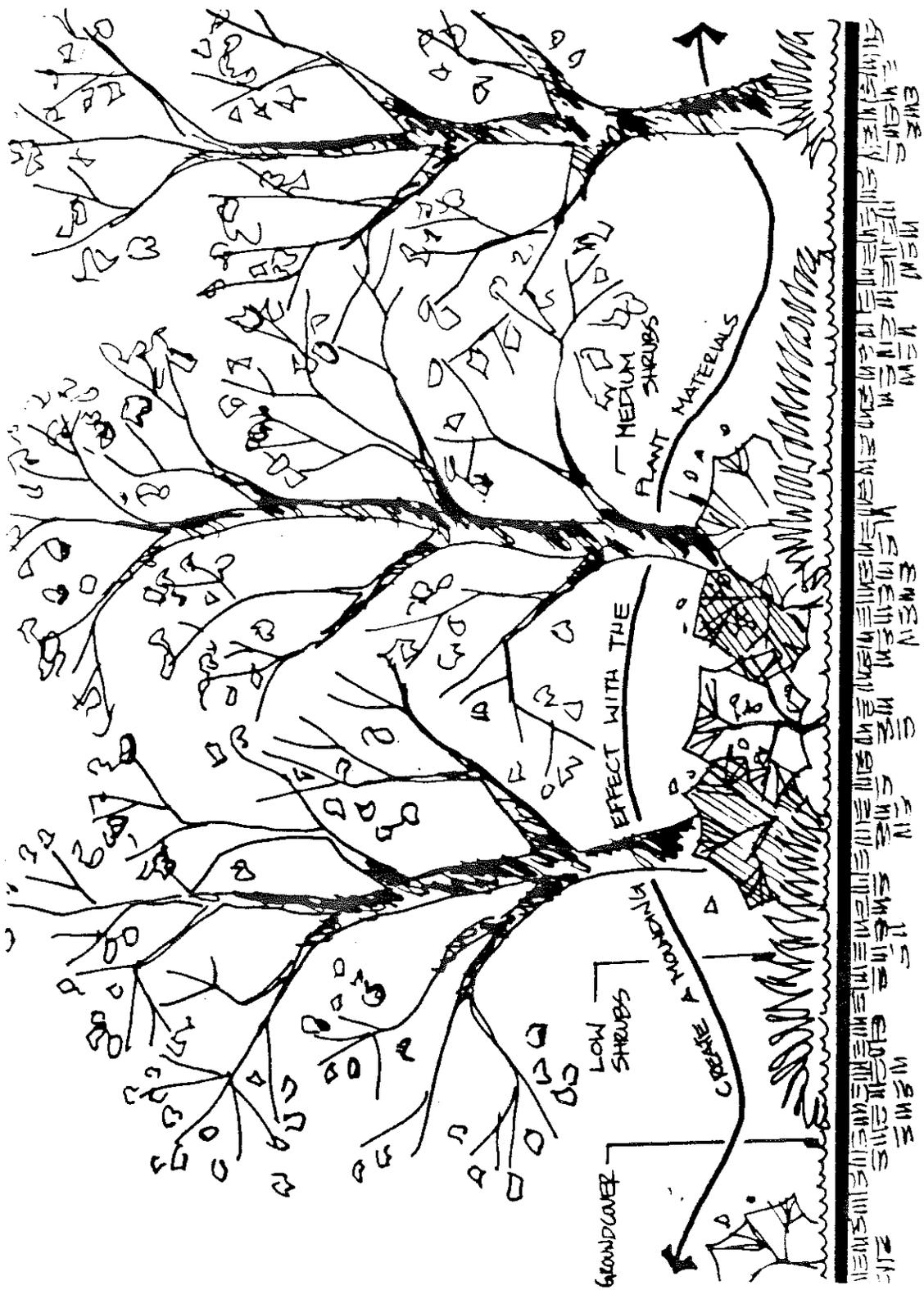


FIG L-L



PLANT MATERIAL LIST

SHRUBS

Low 1'-3'

Cotoneaster species	Cotoneaster
Pittosporum 'wheelerii'	Wheeler's Dwarf
Raphiolepis species	Raphiolepis
Hesperaloe parviflora	Hesperaloe
Agapanthus species	Agapanthus
Pennisetum rubrum	Fountain Grass
Nandina domestica 'Nana'	Dwarf Heavenly Bamboo
Agapanthus 'Queen Anne', 'Peter Pan'	Lily of the Nile
Juniper species	Juniper
Coreopsis	Coreopsis
Santolina virens	Santolina
Ceanothus species	California lilac
Yucca filamentosa	Yucca
Hemerocallis species hybrid	Day Lily

Medium 3'-5'

Cassia artemisioides	Featherly Cassia
Cotoneaster species	Cotoneaster
Eleagnus pungens	Silverberry
Diets vegeta	Japanese Iris
Nerium oleander 'Petite Pink', 'Algiers'	Dwarf Oleander
Pittosporum species	Pittosporum
Fatsia japonica	Japanese Aralia
Raphiolepis species	Raphiolepis
Grevillea species	Grevillea

Medium 3'-5' (Cont)

Nandina species	Heavenly Bamboo
Leucophyllum frutescens	Texas Ranger
Juniperus species	Juniper
Ceanothus species	California Lilac
Cistus species	Rock Rose
Genista racemosa	Broom
Tecomaria capensis	Cape Honeysuckle

Large 4'-8'

Heteromeles arbutifolia	Toyon
Syringa vulgaris	Common Lilac
Rhus ovata	Sugar Bush
Xylosma congestum	Shiny Xylosma
Photinia fraseri	Fraser's Photinia

GROUND COVER

* Achillea species	Yarrow
Arctostaphylos species	Manzanita
Baccharis pilularis 'Twin Peaks'	Coyote Bush
Ceanothus species	California Lilac
Cerastium tomentosum	Snow in Summer
Delosperma alba	White Trailing Iceplant
Fragaria chiloensis	Wild Strawberry
Gazania species	Gazania
Hedera helix 'Hahns' Self-Branching	'Hahns' Ivy
Hypericum species	St. Johnswort
Iceplant species	(small leafed varieties)
Lantana montevidensis	Trailing Lantana
Juniperus species	Juniper

*Only with special approval from City staff.

Ground Cover (Cont)

Lonicera species

Honeysuckle

Myoporum parvifolium 'Prostratum'

Myoporum

Pachysandra terminalis

Japanese Spurge

TURF

Hybrid bermuda

Tall fescue

VINES

Parthenocissus tricuspidata

Boston Ivy

Disticis buccinatoria

Blood Red Trumpet Vine

Clytostoma callistegioides

Violet Trumpet Vine

FLORIDA AVE

THE USE OF ADDITIONAL TREES ON PRIVATE PROPERTY (WHERE THE OWNER WILL COOPERATE) IS ENCOURAGED TO EXTEND THE EFFECT OF THE SCENIC HIGHWAY SETBACK AREA

BUS SHELTER TYPICAL

PLANT TREES 5' MIN. FROM EDGE OF BIKE/PEDESTRIAN PATH ON FLORIDA AVE.

CEDAR TREES ON FLORIDA AVE. MUST BE PLANTED 30' MIN. FROM FACE OF CURB.

BUS SHELTER WITH TURNOUT TYPICAL

PLANT TREES 3' MIN. FROM EDGE OF BIKE/PEDESTRIAN PATH

PLANT TREES 4' MIN. FROM FACE OF CURB

MULTI-TRUNK ACCENT TREE TYP.
(LAGERSTROEMIA INDICA FOR ALL STREETS TYP. COLOR: PURPLE)

FALL COLOR ACCENT TREE TYP.

FLOWERING ACCENT TREES

MONUMENT TREES TYP.

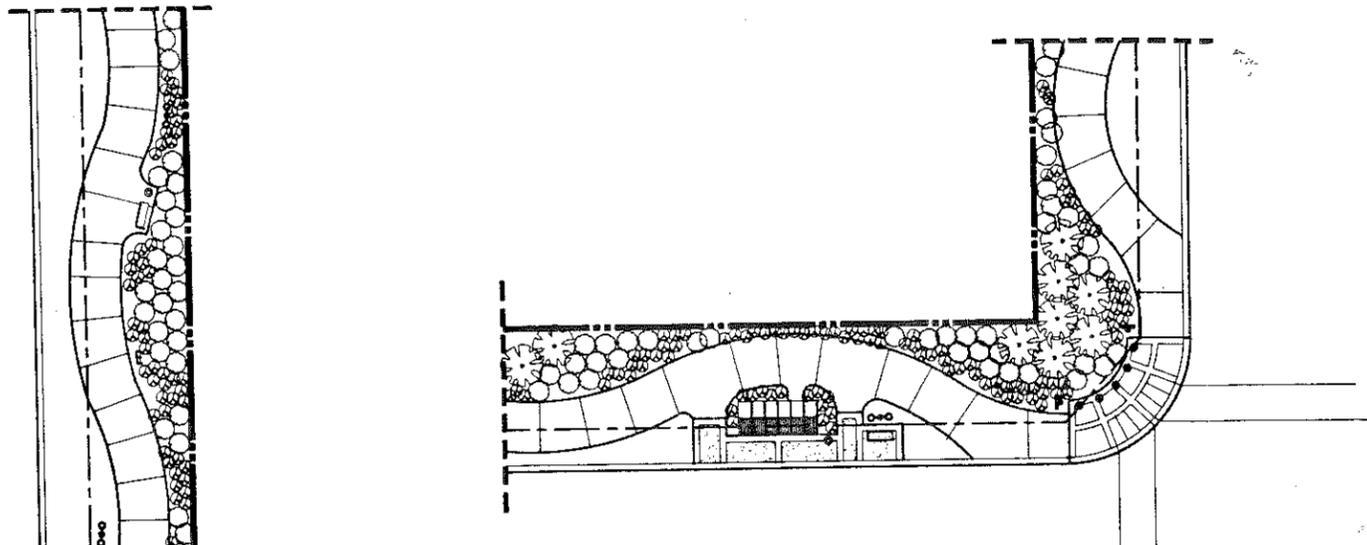
DESIGNATED SCENIC HIGHWAY STREET

TREE PLANTING CONCEPT

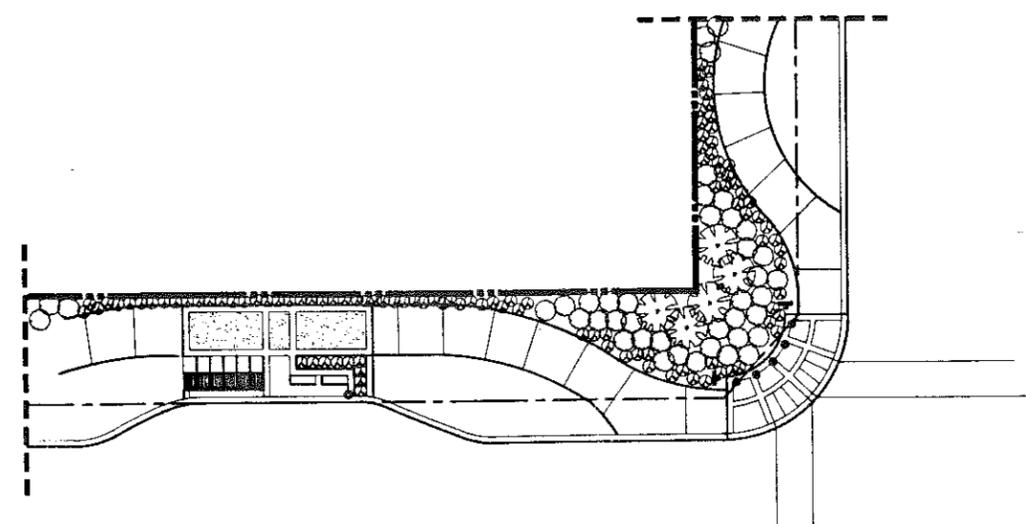
FIG.M-M

SCALE 1"=20'

FLORIDA AVE



BUS SHELTER TYPICAL



BUS SHELTER WITH TURNOUT TYPICAL

VINES TYP.
(USE VINES IN AREAS WHERE THE PATH COMES WITHIN
2' OF A PERIMETER WALL)

TURF TYP.

GROUND COVER
(IN ALL PLANTING AREAS)

MEDIUM SHRUBS

SMALL SHRUBS TYP.

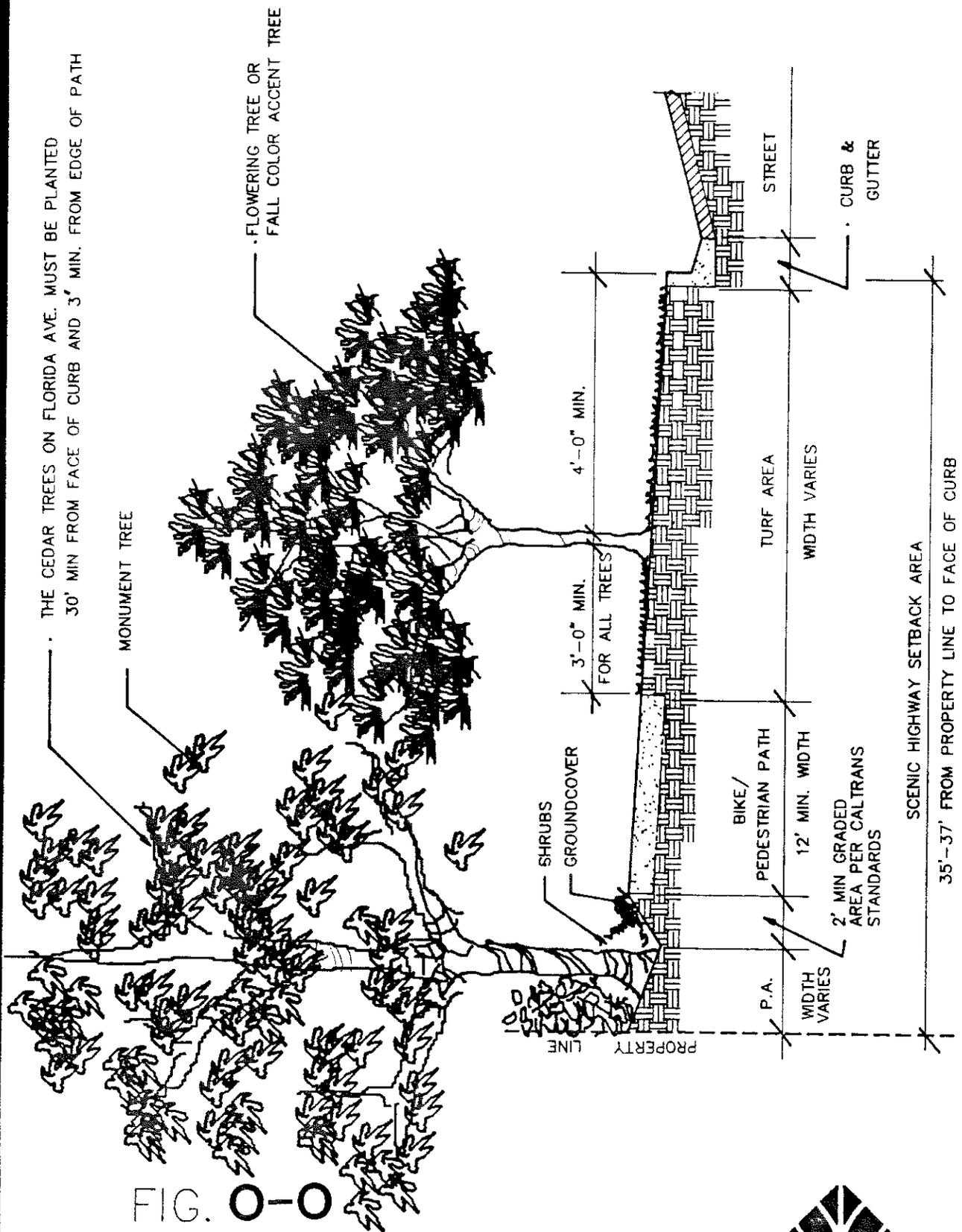
LARGE SHRUBS TYP.

DESIGNATED SCENIC HIGHWAY STREET

SHRUB PLANTING CONCEPT

FIG.N-N

SCALE 1"=20'



THE CEDAR TREES ON FLORIDA AVE. MUST BE PLANTED 30' MIN FROM FACE OF CURB AND 3' MIN. FROM EDGE OF PATH

MONUMENT TREE

FLOWERING TREE OR FALL COLOR ACCENT TREE

PROPERTY LINE

SHRUBS

GROUNDCOVER

3'-0" MIN. FOR ALL TREES

4'-0" MIN.

P.A.

WIDTH VARIES

2' MIN GRADED AREA PER CALTRANS STANDARDS

BIKE/PEDESTRIAN PATH

12' MIN. WIDTH

TURF AREA

WIDTH VARIES

STREET

CURB & GUTTER

SCENIC HIGHWAY SETBACK AREA

35'-37' FROM PROPERTY LINE TO FACE OF CURB

FIG. 0-0
PLANTING SECTION



IRRIGATION GUIDELINES

The following is a list of general guidelines for irrigation design and installation.

- An underground automatic irrigation system shall be installed in all cases.
- The irrigation system shall be 100% automatic.
- All sprinkler heads shall be installed per the manufacturer's recommendations using double swing joints. In no instance shall heads be spaced more than 45% of their diameter.
- Sprinkler heads shall have matched precipitation rates.
- Six inch pop-up heads shall be used in all turf areas and 6-12" pop-ups in shrub beds.
- Pop-up heads shall be used in transition areas from turf to ground cover.
- Pop-up heads shall be used in all areas adjacent to traffic, mowing areas, or pedestrian pathways.
- Use stream spray heads for turf and stream spray nozzles for shrub areas.
- Mainline piping shall be Schedule 40 1-1/2" or smaller and Class 315 PVC 1-1/2" and larger installed eighteen inches deep.
- Lateral line piping shall be Class 200 installed twelve inches deep.
- Piping under asphalt, concrete, or through masonry shall be sleeved through Schedule 40 PVC pipe three pipe sizes larger than

the diameter of the pipe. Extend the sleeve two feet past the edge of the asphalt concrete, or masonry.

- Mainline shall be subject to a hydrostatic water pressure test at 150 psi for three hours. If leaks occur, the faulty material shall be replaced and the test shall be performed again. Use primer on all mainline connections.
- Fittings and risers shall be high impact Schedule 80 PVC. Slope systems shall be valved separately into top, middle, and bottom systems.
- Expansion curls shall be made where a direction change occurs in the mainline.
- All shrub and lawn areas must be on separate valves. Use anti-drain valves at the lowest point on the system to prevent low head drainage.
- All remote control valves shall be brass and shall be housed in plastic valve boxes in turf/shrub areas and concrete valve boxes in hardscape areas.
- Provide wire expansion curls for the remote control valves. Use watertight electrical connections for all valves.
- All quick couplers shall be brass and shall be housed in a lockable plastic valve box. Quick couplers shall be placed a maximum of one hundred fifty feet apart.
- Valve boxes in turf areas are to be installed at grade; in planting areas two to four inches above grade. Install valve boxes twelve inches from and parallel to the edge of hardscape.
- All valve boxes shall have 3/4" rock in bottom of box.

- Use ball valves at appropriate intersections in systems and at stub-outs for future uses. Ball valves shall be housed in lockable plastic valve boxes.
- Velocity through valves shall not exceed 5.0 feet per second.
- Backflow preventers must be brass with a wye strainer located horizontally ahead of the first ball valve.
- Backflow devices shall be reduced pressure type backflow preventer. The backflow device shall be housed in a vandal resistant enclosure. There shall be a minimum of twelve inches clearance from finish grade to backflow.
- The irrigation controller shall have computer hook-up capability. The controller shall be housed in a vandal resistant enclosure. The type of controller will be approved by the City.
- Moisture sensors are to be installed in vandal resistant enclosures. The type of moisture sensor will be approved by the City.
- A legible laminated controller chart for each controller is required.
- All landscape maintenance assessment districts shall have their own POC, meter, backflow and controller, and shall not irrigate beyond the assessment district boundaries.
- Controllers and backflow enclosures shall be placed a minimum of one hundred fifty feet from the street corner. They shall be screened with shrubs (see Figure P-P).
- The Public Works Department will approve the final irrigation plans.
- All equipment shall match City approved standards.

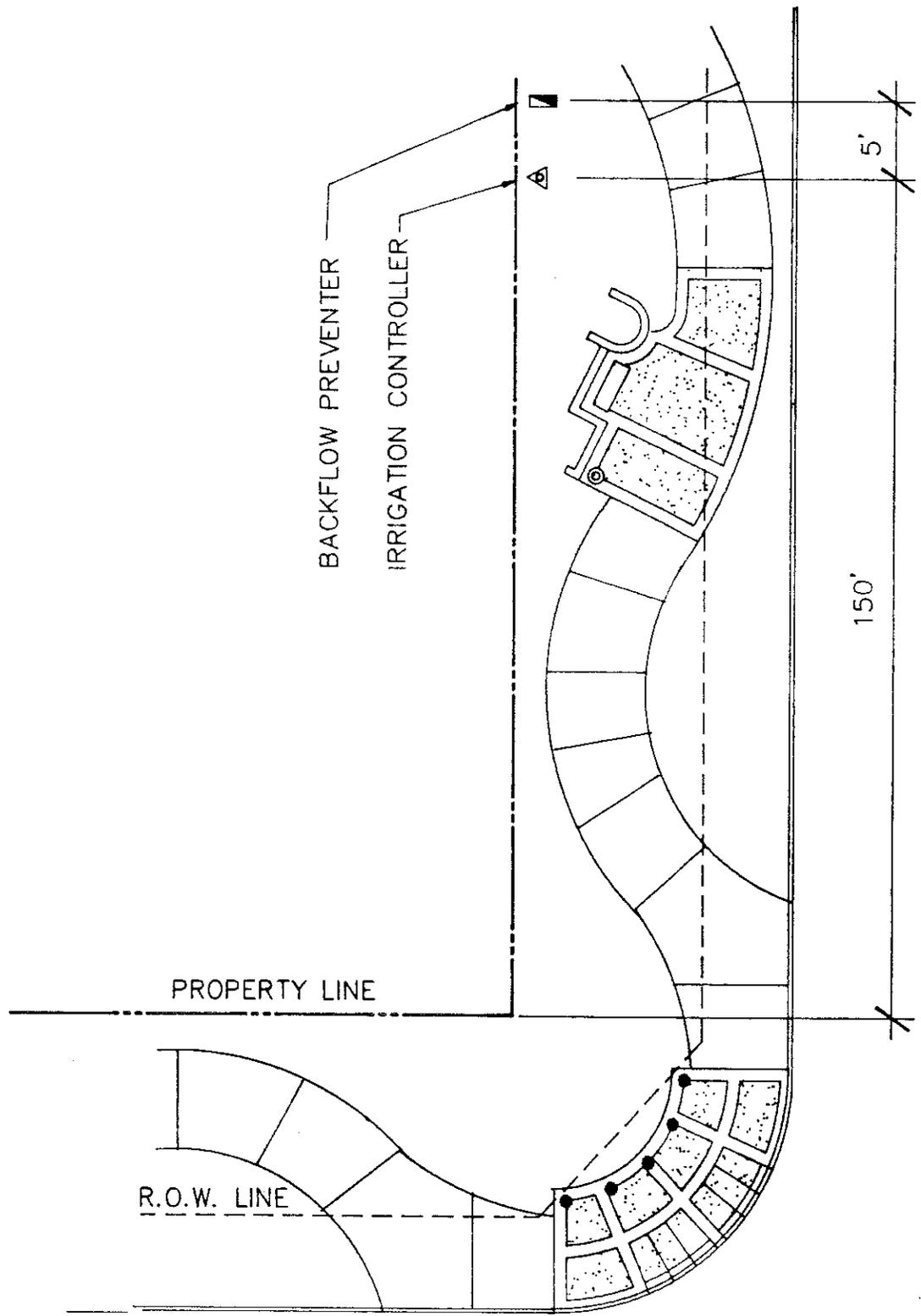


FIG. P-P
 CONTROLLER & BACKFLOW
 LOCATION DIAGRAM



MAINTENANCE GUIDELINES

The following is a list of landscape maintenance guidelines. The quality of maintenance plays an important part in the aesthetic value of a project. These guidelines have been separated into plant materials and irrigation guidelines. Plant material maintenance guidelines will cover mowing, trimming, pruning, fertilization, aeration, weed control, cultivation, pest control, tree surgery, thatching, and plant replacements. Irrigation maintenance guidelines will cover operation of irrigation systems, system adjustment, and minor repairs. These guidelines have been prepared as a basis for long term assessment district maintenance control and can also be used for the maintenance period required during development.

TREES

A. General

1. Trees shall be pruned as required to remove broken or diseased branches, or for safety. It shall be the Contractor's prime responsibility related to pruning to conduct a pruning program which will ultimately develop proper tree scaffolding, strength, or appearance consistent with the intended use. All major pruning operations shall be scheduled on the Maintenance Schedule Chart and shall not begin until reviewed with the City Landscape Inspector.
2. Fertilizer shall be applied as often as required to keep trees in a healthy and desirable condition. Avoid applying fertilizer to root ball or base of main stem, rather, spread evenly in area of drip zone. Use a well balanced commercial fertilizer.

3. Tree stakes, ties, and guys shall be checked at least monthly and corrected as needed. Ties will be adjusted to prevent girdling. Remove unneeded stakes, ties, and guys as directed. Replace broken stakes as required.
4. Topping trees will not be allowed without approval of the City. Pruning shall be done by those experienced and skilled in pruning techniques. All cuts shall be done using proper horticultural practices. Dressing wounds will not be allowed.
5. Prune trees to allow ten (10) feet for clearances for bike/pedestrian paths.
6. Apply all required insecticides and fungicides to prevent or control plant diseases and pests. Tools used to prune diseased wood must be properly disinfected before further work is done.
7. Perform minor tree surgery as required.
8. Ailing or stunted trees which fail to meet expected growth will receive additional treatments to correct any deficiencies.
9. Surface roots which become maintenance or appearance problems will be removed as required to prevent damage to adjacent paved areas. Coordinate with City.
10. Under no circumstances will stripping of lower branches (raising up) of young trees be permitted. Lower branches shall be retained in a "tipped back" or pinched condition with as much foliage as possible to promote caliper retained growth (tapered trunk). If there are doubts or questions, contact the City.

Lower branches can be cut flush with trunk only after tree is able to stand erect without staking or other support.

SHRUBS

A. General

1. Shrubs shall be pruned as required for safety, removal of broken or diseased branches, general containment or appearance.
2. Prune shrubs to retain as much of the natural informal appearance as possible, consistent with intended use. Coordinate with City.
3. Shrubs used for formal hedges or screens shall be pruned as required to present a neat appearance without a sheared appearance.
4. Remove any spent blossoms or dead flower stocks as required to present a neat clean appearance.

B. Pest Control

Apply insecticides or fungicides to control pests per direction of the City.

C. Fertilization

Apply a commercial fertilizer as often as required to promote optimum growth and healthy appearance to all shrubs.

GROUND COVER

A. General

1. Apply all chemical control (i.e. insecticides, fungicides) as required to control or prevent pest infestations to protect ornamental plantings. Coordinate with City.
2. Trim ground cover adjacent to walks, walls, and/or fences as required for general containment to present a neat, clean appearance.
3. Cultivate and/or spray approved herbicide to remove broad-leaved and grass weeds as required. Remove weeds by chemical or mechanical means.
4. Prevent soil compaction by cultivating regularly all ground covered areas.
5. Any paper or litter that accumulates in ground cover areas shall be picked up on a weekly basis (minimal).
6. Keep ground cover trimmed back from all controller units, valve boxes, quick couplers, or other appurtenances or fixtures. Do not allow ground covers to grow up trees, into shrubs, or on structures or walls. Keep trimmed back approximately 4 inches from structure or walls. Coordinate trimming around base of shrubs/trees with City Landscape Inspector.
7. All ground cover areas shall receive sufficient applications of snail bait at the rate necessary to control the spread of snails. Spray substitutions must be approved by the City Landscape Inspector.

8. Bare soil areas shall be cultivated a minimum of once per month.
9. Fertilization: Apply fertilizer to slopes and all ground cover area with a commercial fertilizer as often as required to promote healthy appearance. Water thoroughly to prevent burning. Apply at rate recommended by manufacturer.

PEST CONTROL OF PLANT MATERIAL

A. General

1. The Contractor shall provide complete and continuous control and/or eradication of all plant pests or diseases. The Contractor shall select and supply proper materials and licensed personnel and obtain any necessary permits to comply with City, County, State or Federal regulations or laws.
2. Contractor will assume responsibility and liability for the use of all chemical controls. Pests and diseases to include, but not be limited to, all insects, mites, other invertebrates, pathogens nematodes, and vertebrates. Chemical controls to include necessary use of herbicides and plant growth regulators. Pests may be controlled by mechanical means as well as chemicals.

FERTILIZATION

- A. The application of all fertilizers shall be recorded and specifically identified on a Maintenance Schedule Chart indicating the fertilizer used and frequency applied and the landscape material applied to, i.e., turf, trees, shrubs, ground cover, etc.

- B. General: Fertilizers shall be inorganic, dry, pelletized formulation. Application shall be in accordance with manufacturer specifications.
- C. Method of Application: In making application of fertilizer granules, precautions shall be taken to contain these materials in the planting areas. Caution should be used when using a cyclone spreader which tends to throw material onto paved areas. The use of gravity flow spreaders will keep materials contained in planting areas, eliminating/reducing sidewalk stains.
- D. Timing of Application: When climactic factors cause problems for the general use of fertilizers, an adjustment of the fertilizer schedule may be necessary. If possible, avoid application of fertilizers prior to forecasted rainy weather, etc., which might affect stability. After fertilizer application, monitor watering schedule to eliminate runoff or leaching of fertilizer materials.
- E. Trees and Shrubs: 21 gram plant tablets shall be applied to trees and shrubs that require supplemental feeding. Annual fall feeding shall be done in accordance with the rate indicated by manufacturer. Place tablets 6 to 8 inches deep at drip zone areas by using a soil probe to make a hole for inserting tablets, water in well.

PLANT ADDITIONS AND/OR REPLACEMENTS

As part of a maintenance agreement, the Contractor may be requested to replace damaged or destroyed trees, shrubs, vines, ground cover, or flowers. Such work will be paid for as extra work by the City unless otherwise specified within these Specifications. Exceptions will be replacements due to Contractor's neglect; this will be determined by the City.

PLANT MATERIAL

A. Turf Grass

1. Watering: A regular, deep watering program shall be accomplished to give the best results. The established turf should not be kept moist but should dry out somewhat between waterings. Alternate mowing patterns whenever possible to avoid "rut" damage.
2. Fertilizing: Apply fertilizers so as to provide sufficient nitrogen and other basic nutrients on a regular basis to keep turf in healthy looking condition. Fertilizers will be applied as often as required to maintain deep green color. Type of turf and time of year will determine the type of fertilizers used. The frequency of application will greatly depend on the amount of leaching caused by the excessive use of water.
3. Aeration: Mechanically aerate all turf areas as often as required to reduce compaction/stress condition, which will offer greater water penetration and reduce runoff. In those areas where soil condition is poor, top dressing may be required by the City representative which would be considered as extra. Use a plug aerator with 1/2" tines. Any areas that show excessive compaction shall receive additional treatment as required to alleviate this condition. Remove sod plugs. The scheduling of aeration will be recorded on the Maintenance Schedule Chart.
4. Mowing: All turf areas shall be mowed on a weekly basis. Cut cool season turf grass two inches during warm season and reduce to one and one half inches during winter or cooler seasons. In warm seasons, common Bermuda shall be mowed to not exceed one inch, hybrid Bermuda one half inch

to three fourths inch. Avoid removing more than one-third of the leaf area blade at any one time. Remove or catch the clippings. Use rotary or reel type mowers where applicable with sharp blades. No debris from this operation will be placed in project disposal units, but shall be removed daily and disposed of legally off-site. Care shall be exercised during the mowing operation to prevent damage to trees and other obstacles located within the turf areas such as electrical boxes or fixtures. Do not mow areas that are wet. Alternate mowing patterns whenever possible, to prevent wheel ruts. If ruts are made, contractor will make repairs at his expense.

5. Trimming and Edging: Trim around trees, graphic walls, buildings, curbs, header boards, and paved areas on a weekly basis to present a neat, clean appearance. Chemicals will be allowed for this purpose only with written approval from the City representative.

6. Thatching: Thatch all turf areas once per year at a time when there will be the least amount of stress to turf, preferably spring or fall. The scheduling will be recorded on the Maintenance Schedule Chart. Thatching will be in accordance with the following methods:
 - Step 1: Aerify entire area with an aerifier with one half inch tines.

 - Step 2: Verticut entire area using a thatching machine set to soil line contact. Verticut twice in parallel directions. Pick up debris at completion of this operation.

 - Step 3: Mow with rotary mower at regular cutting height.

REFURBISHMENT OF TURF GRASS

Turf areas that thin out due to shading effect of trees or structures will be reseeded with an approved shade tolerant grass seed to restore thinning areas. Coordinate with City representative.

WEED CONTROL

Contractor shall maintain a weed-free turf at all times by either chemical or mechanical means. The Contractor shall be especially careful when applying chemicals to control weeds because of possible damage to the lawn. Before such applications are made, the turf should be well established and in a vigorous condition. Pre-emergent chemical control is recommended to reduce weed seed germination. All chemicals applied must be recorded on a maintenance schedule chart and coordinated with the City representative.

CLEAN-UP

- A. At no time will it be allowed to blow grass cuttings/debris into public streets or gutters without being swept or vacuumed clean.
- B. Contractor shall remove all debris resulting from the maintenance operations and dispose of it off-site. All grass clippings shall be picked up after each mowing or trimming operation.
- C. All debris resulting from any of the Contractor's operations shall be removed and disposed of legally at the Contractor's expense. No debris will be allowed to remain at the end of the work day.
- D. All walkways will be kept clean/clear of debris. Care shall be taken not to create unnecessary hazards to foot traffic.

- E. All shrub areas not underplanted with ground cover will be raked clean and cultivated a minimum of twice per month. Care shall be exercised in cultivation not to damage susceptible plant roots.
- F. The Contractor shall provide a general clean-up operation on a weekly basis for the purpose of picking up papers, trash or debris which may be accumulated in the landscape areas, caused by winds or normal conditions.

IRRIGATION SYSTEM

A. Operation

1. Efficient Use of Water

- a. The watering schedule will be established and programmed by the Contractor's landscape maintenance supervisor. Water application rates will be based on the amount of water the planting areas are capable of receiving without excessive runoff. The irrigation system schedule shall be monitored and adjusted accordingly to maintain an efficient use of applied water.
- b. In determining rates of application, soil type, topography, and weather conditions should be taken into consideration. The project is equipped with an automatic system which provides for repeat cycles, applying water over shorter periods of time will allow for proper infiltration and thereby minimize runoff.
- c. The irrigation system will be physically observed a minimum of once per week to keep the system operating at an optimum level of efficiency.

- d. The Contractor shall adjust the moisture sensors to ensure irrigation does not occur during periods of adequate rainfall. The system shall not be off for more than two (2) weeks without allowing to operate a minimum time.
- e. Contractor will adjust or clean as necessary all sprinkler heads, quick couplers, or valves to continue operation at maximum efficiency and performance.
- f. Sprinkler heads shall be kept clear of overgrowth, which may obstruct maximum operation. Chemical edging around turf heads will not be permitted.
- g. Contractor will avoid activation of automatic valves manually.
- h. Contractor will keep system in adjustment by valve or head adjustment to keep all systems operating at manufacturer's recommended operating pressures. This shall be accomplished by valve throttling and pressure gauging. At all times the valves should be throttled so as to prevent sprinkler heads from fogging, allowing droplets for effective watering.

At anytime, the City may request a coverage test to evaluate proper settings, timing, usage, or maintenance of system.

- i. Contractor will be responsible for hand watering any areas not provided with an irrigation system.
- j. Contractor will submit to the City a copy of the irrigation schedule for each controller.

- k. Contractor will be expected to use a minimal amount of water in all areas, but maintain healthy plant growth.
- l. A continual monitoring of moisture sensing devices will be made to assure units are functioning properly. If malfunction is noted, the City will be notified immediately.

B. Maintenance

1. Any repairs made by the Contractor will be in accordance with the original details.
2. Repairs to the system caused by conditions under which the Contractor does not have direct control shall be paid for by the City. Repairs under this category shall be "extra work" and are as follows:
 - a. Theft (missing heads)
 - b. Storm damage (Acts of God)
 - c. Damage by Others
 - d. Malfunctions to automatic controller, remote control valves or pressure lines.
3. Contractor shall make minor repairs under this Agreement. Minor repairs shall be defined as an occasional repair or replacement, such as a broken riser, which can be repaired easily without the need of a specialist. The Contractor shall be responsible for cleaning and adjusting heads and generally keeping the system operational.

4. Contractor shall be responsible for adjusting height of sprinkler risers necessary to compensate for the growth of plant material.
5. Work performed by the Contractor and paid for as extra work will be guaranteed for a period of one year.
6. Until the ground cover plantings are established, care shall be exercised to minimize silting of walks from erosion by the use of improper irrigation programming. The Contractor shall use repeat cycles to minimize runoff when possible.
7. All controller enclosures must be painted as needed to keep from rusting and in good appearance. Color will be determined by the City.
8. All remote control valves will be identified with a painted green 4"x4"x4" triangle on sidewalk or curb nearest to the valve to indicate its location with remote control valves and controller ID number with white paint inside triangle. The location of quick couplers will be identified with a painted red two inch dot on sidewalk or curb nearest quick coupler to indicate its location.

RODENT CONTROL

Contractor shall be responsible for controlling all rodents, as required, on a continual basis.

WEED CONTROL OF PAVED SURFACES

Contractor will be responsible for controlling weeds by mechanical or chemical means, weeds growing in cracks, or expansion joints.

DESCRIPTION OF AREAS

Landscape improvements, as indicated on Landscape Improvement Plans, shall include tree, shrub, ground cover, and irrigation maintenance.

GUARANTEE AND/OR REPLACEMENT POLICY

All new plant material and irrigation installations shall be guaranteed for a period of one calendar year except due to "Acts of God," i.e., damage or death of plant material due to wind, storm, vandalism, theft, or other willful acts over which the maintenance contractor has no control. Existing plants shall be replaced by Contractor if they die due to Contractor's negligence.

MAINTENANCE PERIOD

In newly developed landscape areas, the developer shall provide for a minimum of one (1) year maintenance period or until that phase of the subdivision is finalized and accepted by the City.

METHODOLOGY FOR REQUIRING IMPROVEMENTS, MAINTENANCE AND DEFERMENT

PURPOSE

The purpose of this section is to provide for orderly installation and/or payment for orderly installation and/or payment for maintenance of the proposed improvements in a fair and equitable manner among the benefiting properties through a Landscape and Lighting Maintenance District.

DEVELOPER/OWNER RESPONSIBILITY

It shall be the responsibility of the developer to prepare plans and provide installation of improvements within the scenic setback area prior to occupancy of any structures unless provisions have been made for deferment.

Dedication for street and landscaping purposes shall be required with all requests for Tract Maps, Parcel Maps, and Conditional Use Permits.

For miscellaneous projects, the developer/owner shall be responsible for all improvements. They shall also have responsibility for long term maintenance unless the area is dedicated to the City for street and landscape purposes.

Those areas dedicated to the City shall be placed within a Lighting and Landscaped Maintenance District for perpetual maintenance.

OFF-SITE IMPROVEMENTS

If the proposed improvements fall within a range short of twenty-five feet plus or minus from the street corner or other existing improvements left out, the City may require the remaining improvements to be installed. The City shall make the final determination.

DEFERMENT OF IMPROVEMENTS

It is in the City's interest to have setback improvements installed with the development of the adjacent property.

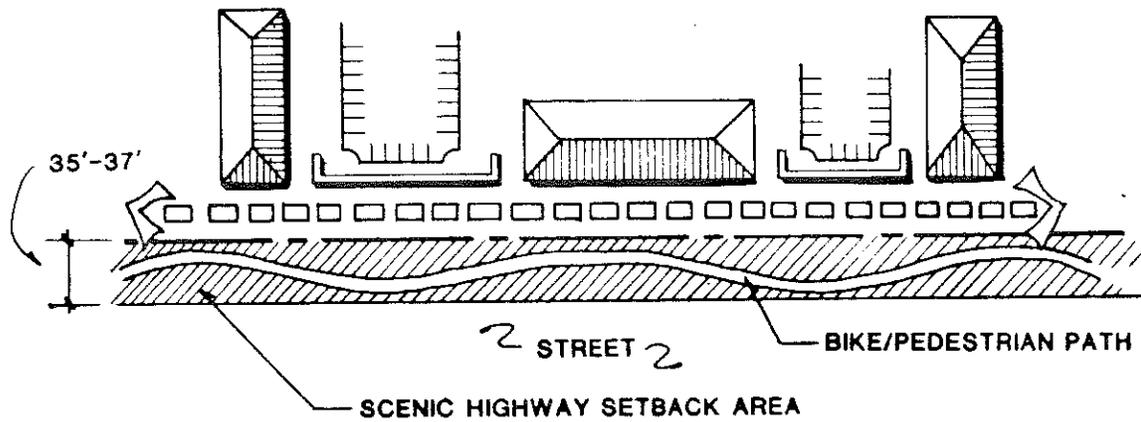
Deferment may be granted by the City provided that existing conditions make improvement impractical at the time of developing the adjacent property. Such conditions may include but not be limited to the following:

1. The proposed improvements would be impractical to maintain due to the small amount of landscaped space (less than one hundred linear feet).
2. The scale of the improvements would not be large enough for cost effective installation (less than two hundred linear feet).
3. Where a large area is scheduled to be developed in the near future and improvements could be coordinated and installed at one time.

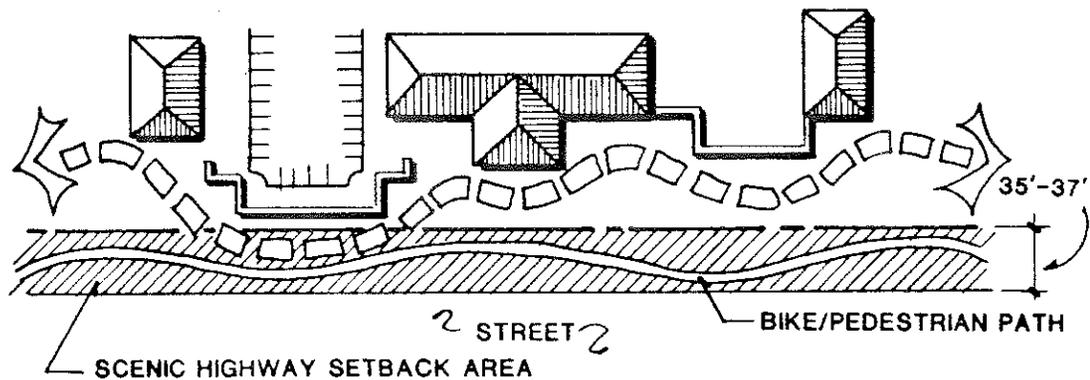
All applicants receiving deferment shall be required to post bonds or deposit cash in an amount established by the City Engineer prior to final approval of the subdivision map or issuance of a building permit. After improvements within the setbacks are installed, the City will release the posted securities.

DESIGN CRITERIA FOR RESIDENTIAL DEVELOPMENT BORDERING THE SCENIC HIGHWAY SETBACK AREA

The following building setback criteria are intended to create a flowing or undulating effect in the placement of buildings and other types of improvements that adjoin the Scenic Highway Setback Area. The building setbacks will vary depending on various conditions that occur both in and out of the Scenic Highway Setback Areas. The intention of these varied setbacks is to avoid a sterile and linear approach to building layout. Also, the intent is to provide flexibility for designers and developers to create an exciting and visually rewarding environment.



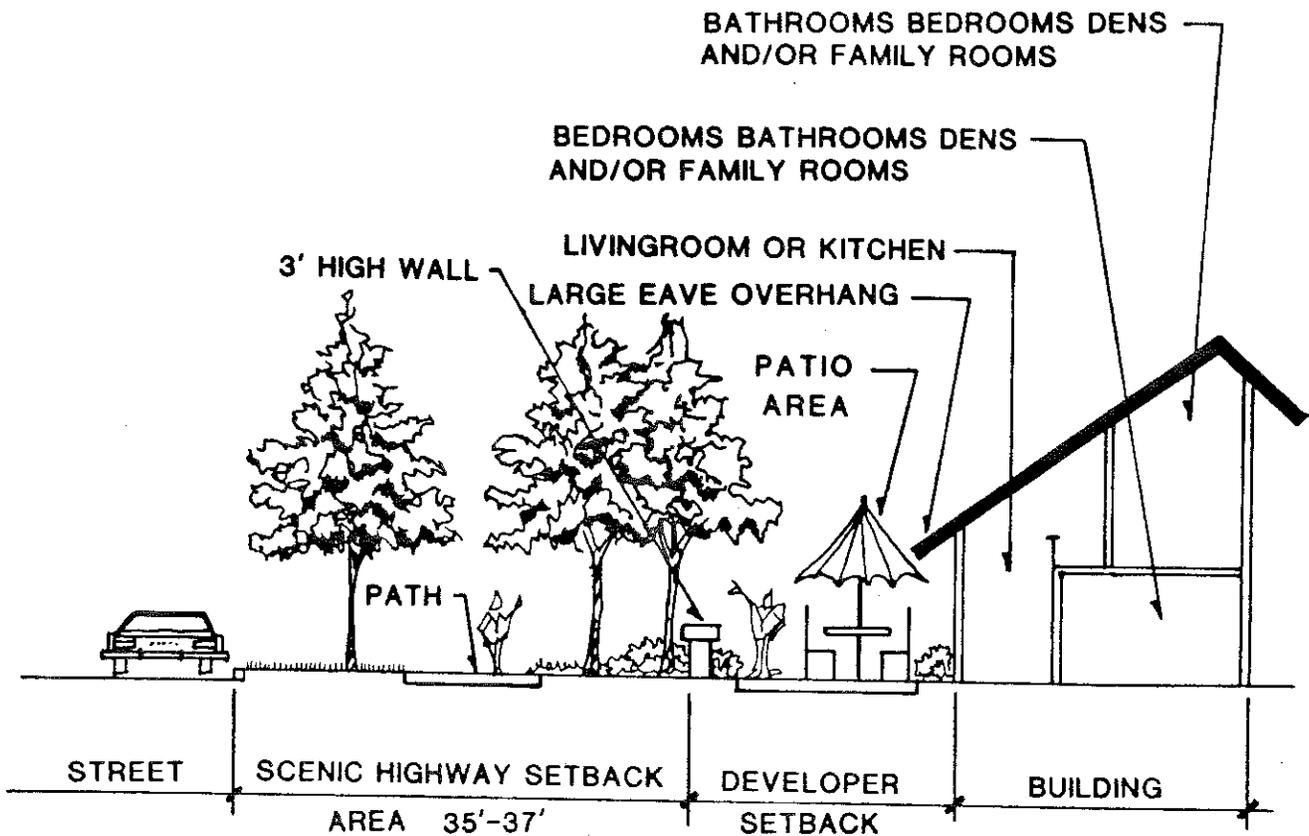
UNDESIRABLE



DESIRABLE

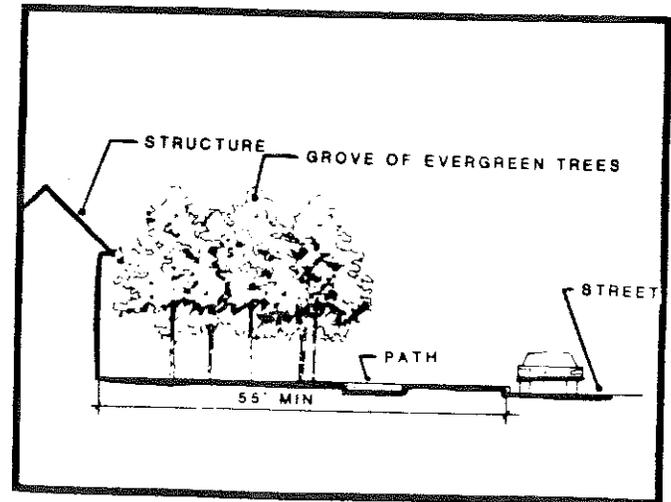
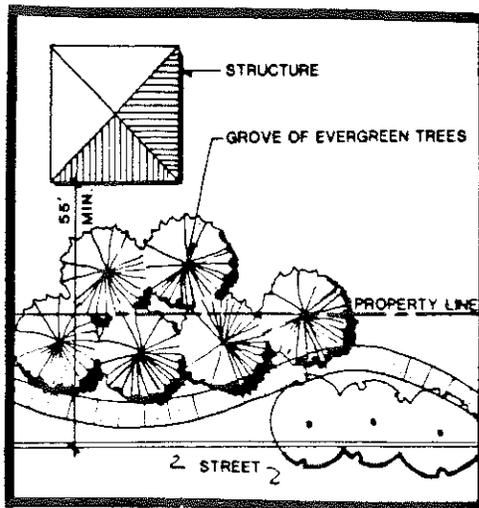
BUILDING ORIENTATION

Residential buildings could be oriented so that the front of the house will face the Scenic Highway Setback Area. This can easily be accomplished with most types of residential development, i.e., apartments, townhouses, and condos. The architecture of the buildings shall be low profile in front, meaning the location of private living spaces should occur at the back of the dwelling (i.e., bedrooms, bathrooms, family rooms, dens, etc.) and less private living spaces such as kitchens and living rooms, be located toward the front of the house. The architect or developer shall take into special consideration the type and location of windows at the front of the house, and all openings that will be affected by point source exposure to noise generated from the street. Special materials such as double-pane windows or other technologies that will reduce noise levels generated by the street shall be used. Large eave overhangs and low profile rooflines are encouraged on front elevations.

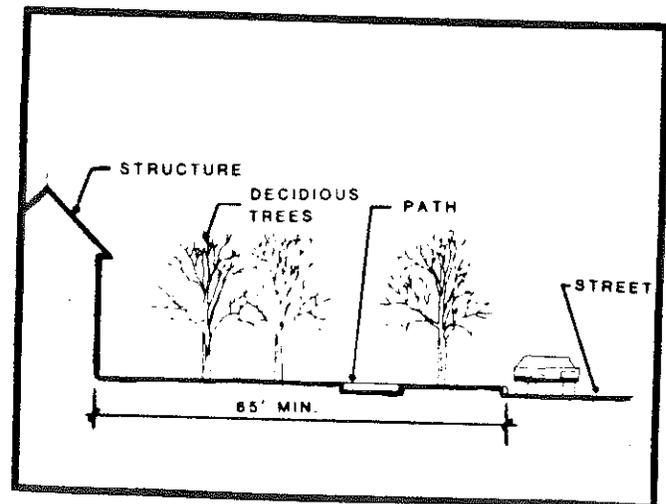
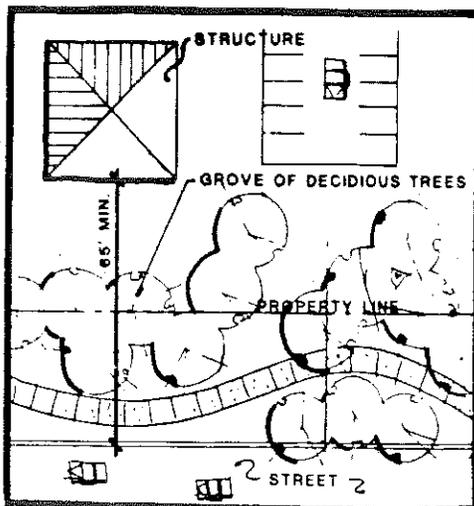


SETBACK REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT

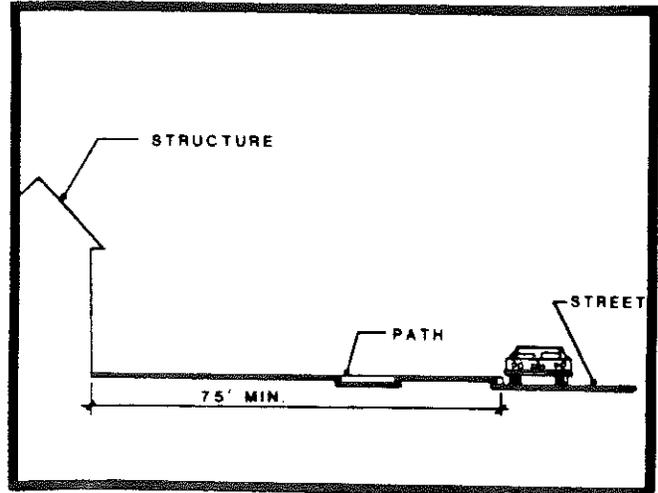
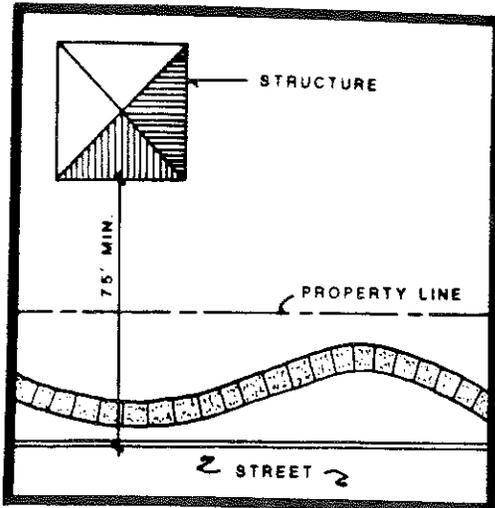
The following are the required setbacks for various conditions that may occur along the Scenic Highway Setback Area. These standards shall take precedence over the underlying zones and relate to all primary and accessory structures.



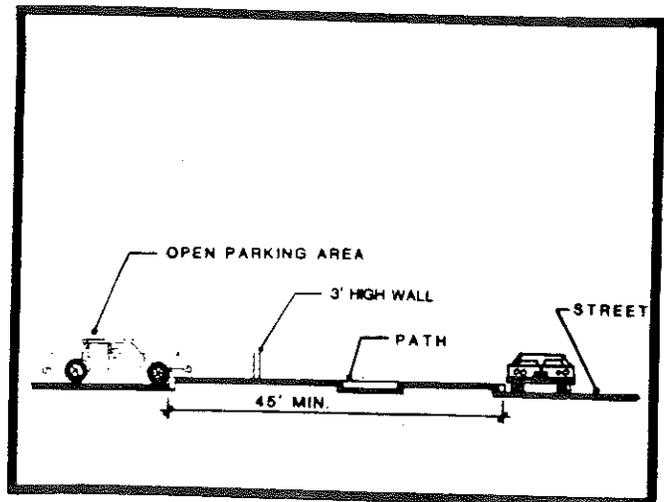
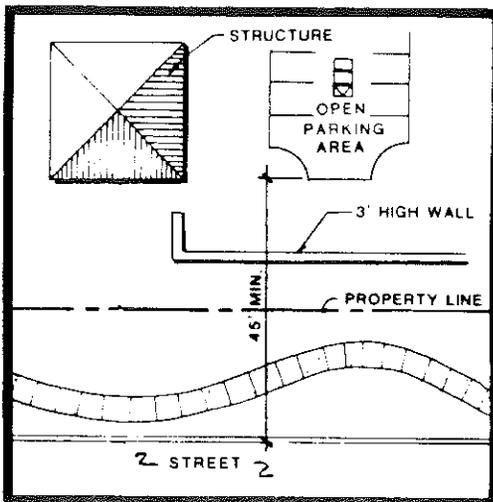
Where there are groupings of large evergreen trees, a 55' minimum setback from the face of curb shall be required.



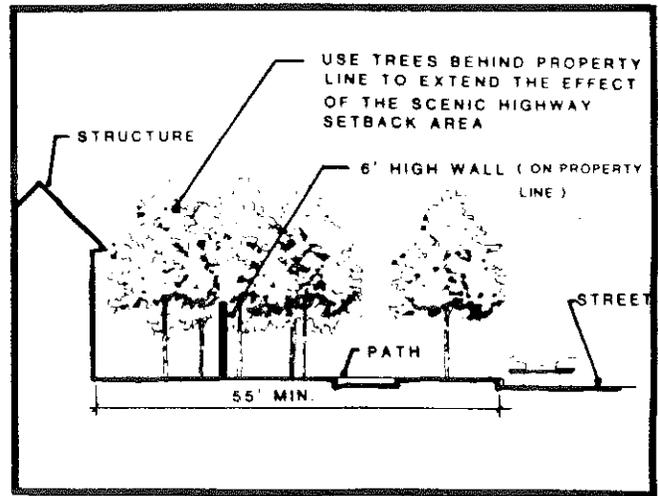
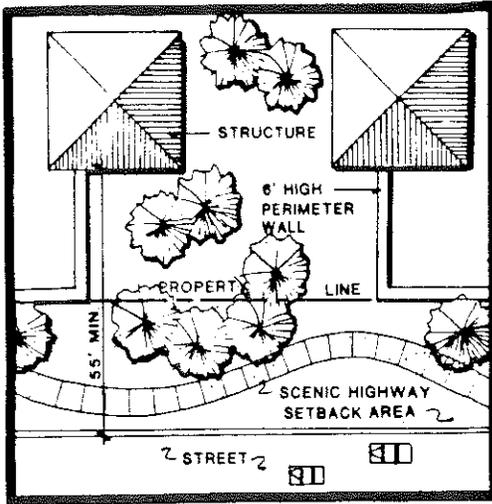
Where there are groupings of deciduous trees, a 65' minimum setback from the face of curb shall be required.



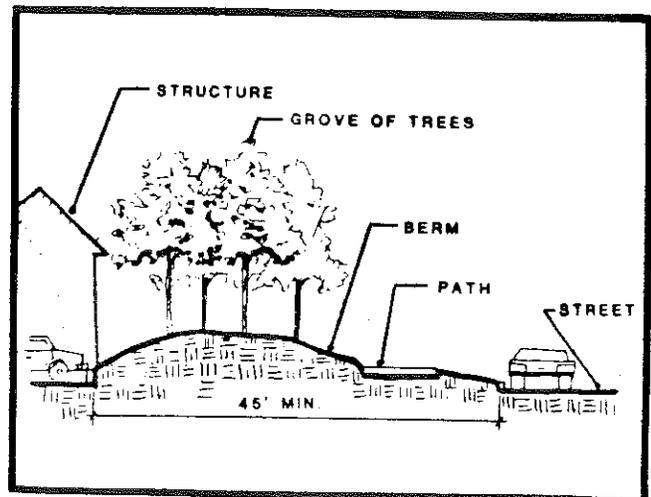
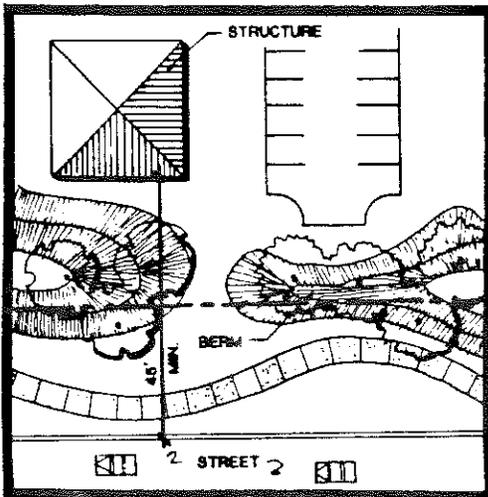
Where no trees occur, a setback of 75' minimum from the face of curb shall be required.



In some areas a 3' high wall may be used to screen off open parking areas or to create a separation of public and private space. In these areas, the structure setback shall be 45' minimum from face of curb. This should not comprise more than 30% maximum of frontage along the Scenic Setback Area.



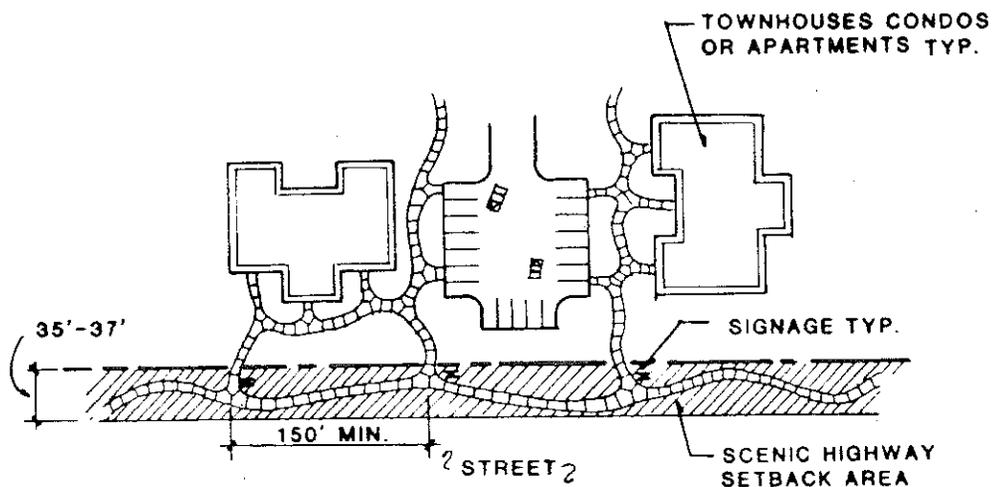
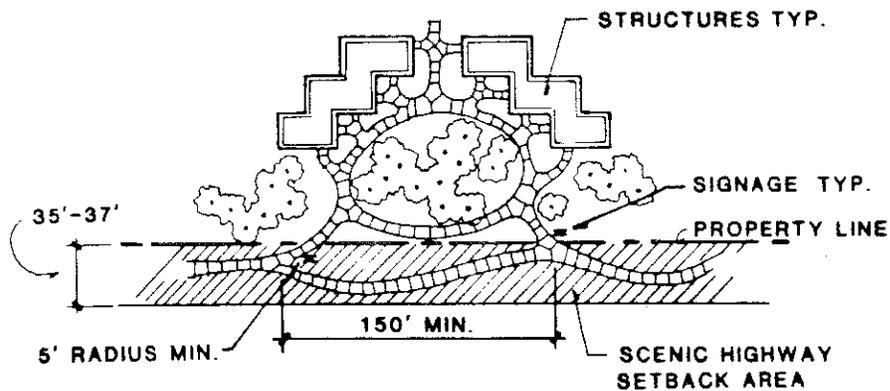
In some areas, it will be necessary to use 6' high perimeter walls to provide privacy (especially for single family homes that back up to the Scenic Setback) or screen off undesirable views such as trash dumpsters, storage yards, etc. In these areas, the building setback shall be 55' minimum. The use of trees within the area behind the walls is strongly encouraged to extend the effect of the Scenic Setback Area. This fencing should not comprise more than 30% maximum of frontage along the Scenic Highway Setback Area.

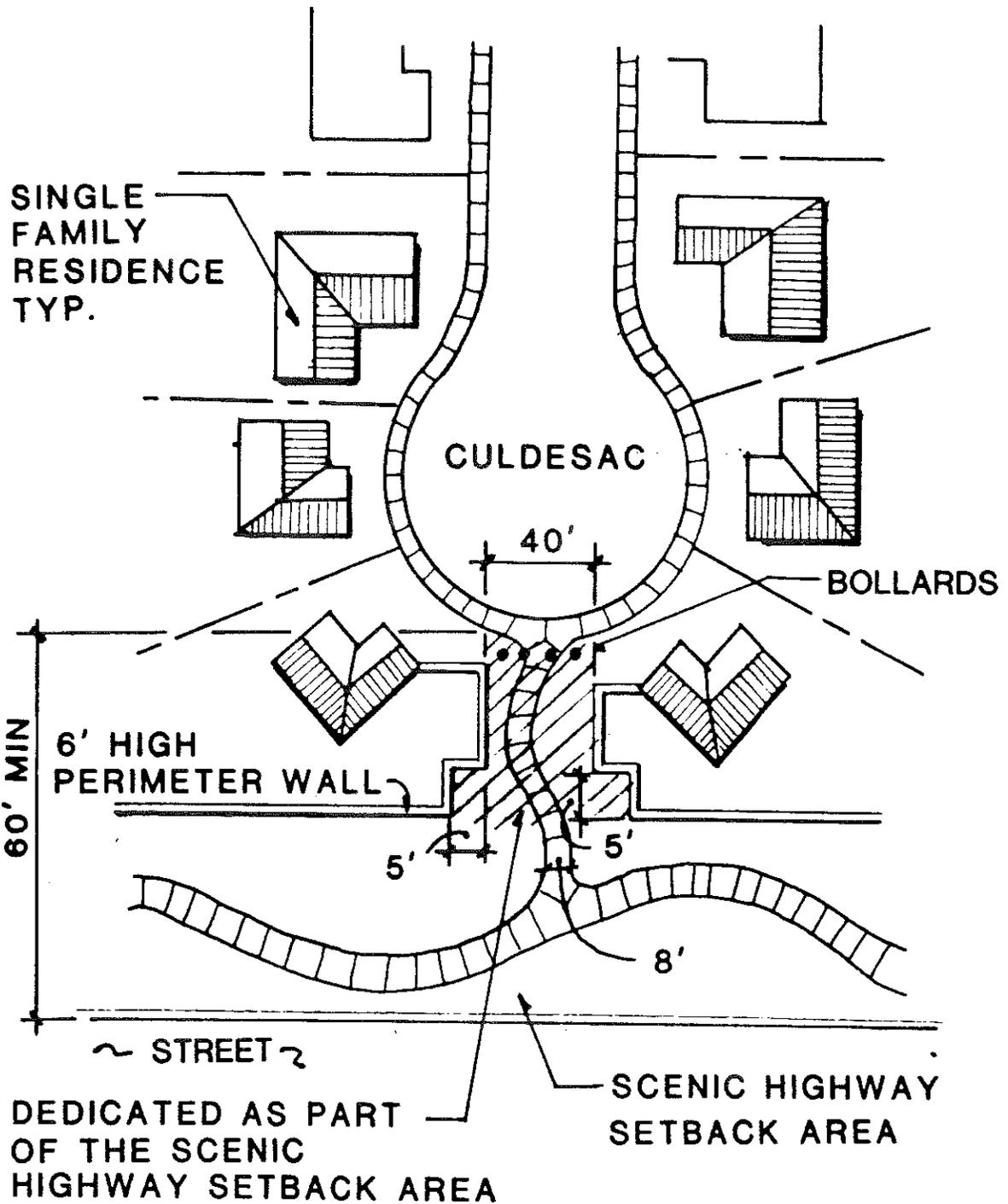


Berming may be used to screen off undesirable views or to create a visually dynamic environment. The required structure setback for bermed areas shall be 45' minimum from face of curb. The mounding effect created by earth berming shall be a minimum of 3' high and have a maximum of 3:1 slope. Final discretion shall be given by the City Planning Department.

GUIDELINES FOR RESIDENTIAL PEDESTRIAN ACCESS TO THE SCENIC HIGHWAY SETBACK AREA

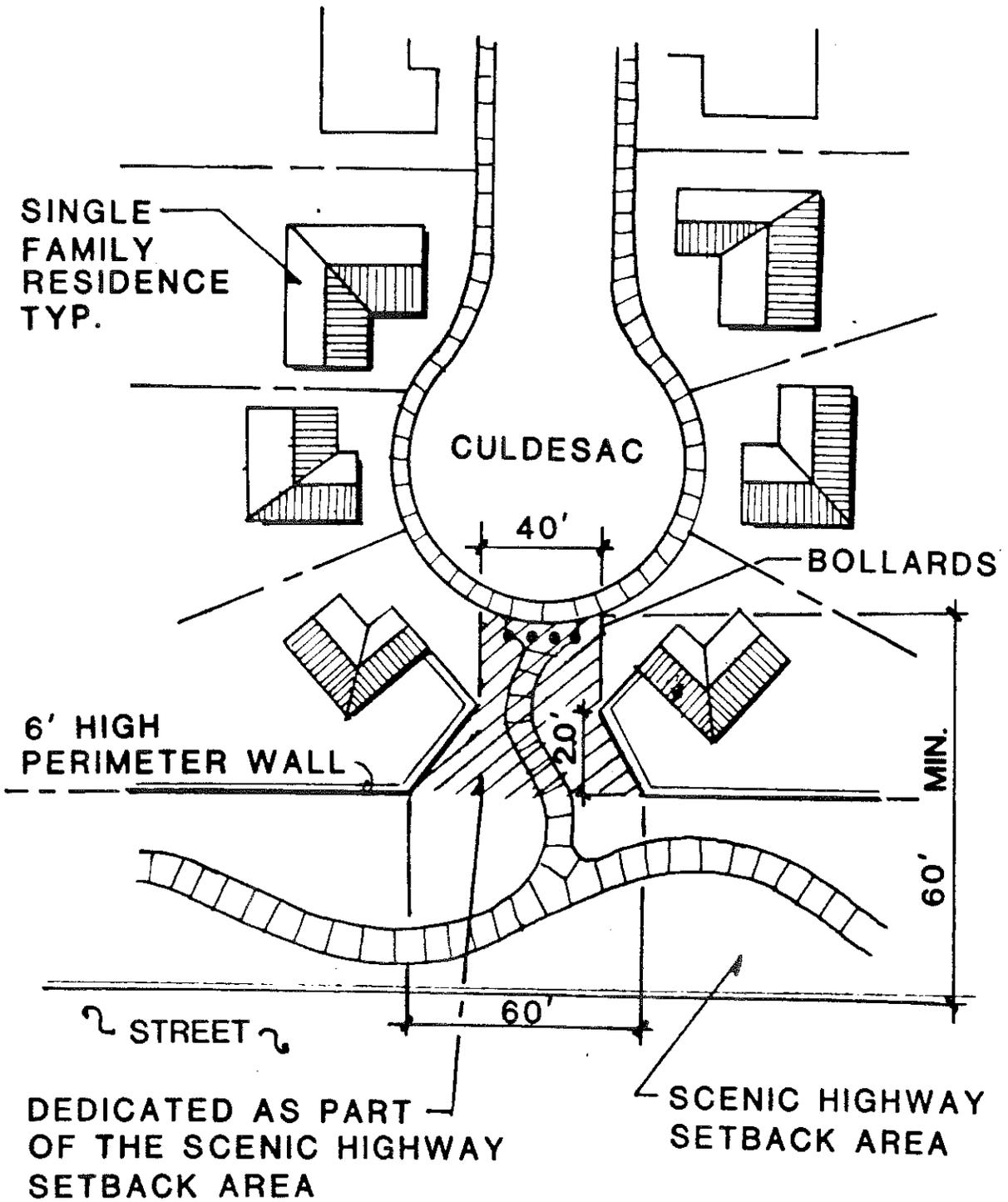
There shall be no individual residential pedestrian access to the Scenic Highway Setback Area for any type of residential development. Access shall be grouped to minimize disruption of the flow of traffic along the Scenic Highway Setback Path. For pedestrian paths that merge into the Scenic Highway Setback path, there shall be a minimum of 150 feet from one merger point to another. The width of the private paths shall be 8 feet, minimum.





PEDESTRIAN
ACCESS
DIAGRAM





PEDESTRIAN
ACCESS
DIAGRAM



IRRIGATION AND LANDSCAPE DESIGN CRITERIA FOR RESIDENTIAL DEVELOPMENT BORDERING THE SCENIC HIGHWAY SETBACK AREA

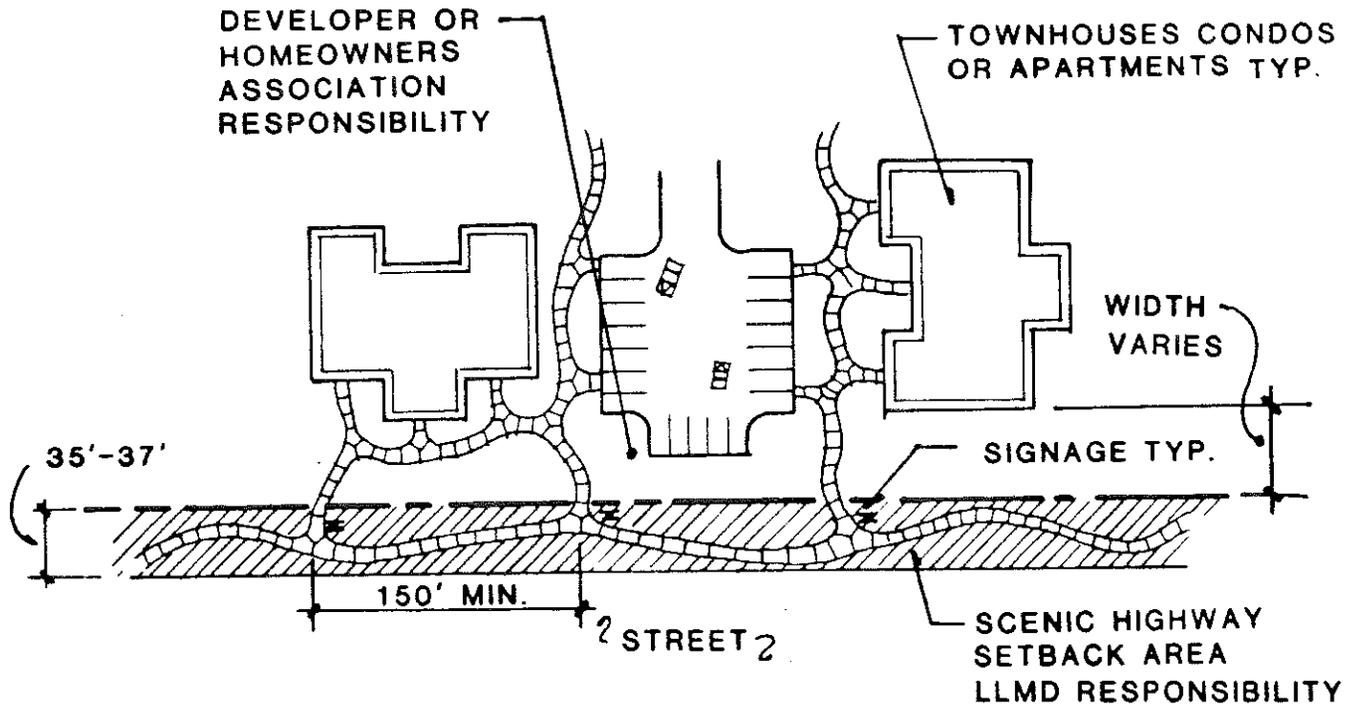
IRRIGATION GUIDELINES FOR AREAS BEHIND THE PROPERTY LINE

The irrigation system for the Setback Areas behind the property lines will be the responsibility of the developer. The Homeowners Association shall be responsible for the long-term maintenance of the system. The irrigation system must be completely separate from the irrigation system for the Scenic Highway Setback Areas. The system must be 100% automatic and have its own point of connection.

LANDSCAPE GUIDELINES FOR AREAS BEHIND THE PROPERTY LINE

The setback area behind the property line is for landscape improvements only. No roads will be allowed in this area. The landscape improvements for the setback area behind the property line will be the responsibility of the developer. This area shall be separated from the Scenic Highway Setback Area landscape improvements by a mow curb, low wall, fence, sidewall, etc. Refer to the previous section, 'SETBACK REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT.' The maintenance for any landscape improvements behind the property line shall be the responsibility of the Homeowners Association.

Any landscape improvements that front the Scenic Highway Setback Area must incorporate and utilize the same type of trees that are specified for that street in the Scenic Highway Setback Manual. Shrub and ground cover selections will be at the discretion of the designer.

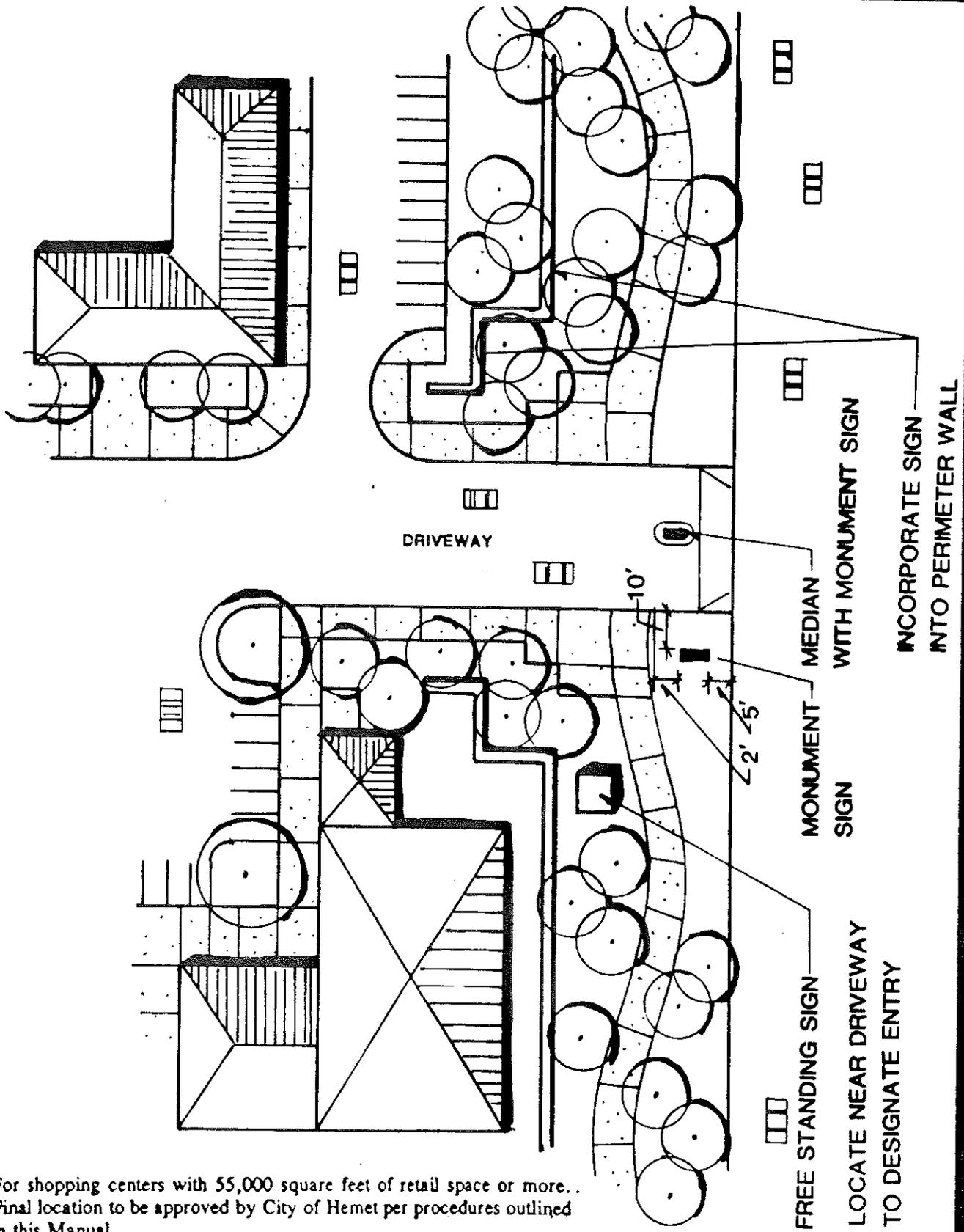


SIGNAGE

Signage is the method used to communicate information and identity to pedestrians and motorists. Improper use of signage can block important views, and create confusion and disharmony within the City. Proper use of signage can enhance the visual appeal of business exteriors, contribute to a comfortable, inviting atmosphere for passersby, and add to the overall image of a business district.

- All signage shall be an integral part of the total project's design. It shall not be treated as an afterthought.
- Signs and their materials shall be compatible and complimentary to the architecture and landscape materials of the Scenic Highway Setback Area, as well as the individual project.
- Signs shall be simple and clear. An overabundance of information on one sign will not convey the message to the observer.
- Signage shall be located adjacent to driveways to designate entrances to a shopping center.
- Signage for shopping centers with a retail square footage of less than 55,000 square feet shall use wall signs, hanging signs, logos, or awning signs. (No signs will be allowed within the Scenic Highway Setback Area for shopping centers with less than 55,000 square feet of retail space.) For shopping centers with 55,000 square feet or more of retail area, monument signs and/or wall signs may be used within the Scenic Highway Setback Area.
- Signs in the Scenic Highway Setback Area shall be subject to the standards in this section.

- Monument signs shall be 50' maximum from the edge of driveway (see graphic page 129).
- All signage, except as noted herein, shall meet the City's most recently adopted signage ordinance.
- Signage shall not block the line of sight for vehicular and pedestrian access.



For shopping centers with 55,000 square feet of retail space or more... Final location to be approved by City of Hemet per procedures outlined in this Manual.



FREESTANDING SIGNS HIGHER THAN 20' SHALL BE LOCATED ON DEVELOPERS PROPERTY 45' IS THE MAX. SIGN HEIGHT

FREESTANDING SIGN 20' MAX. HEIGHT FOR SIGNS WITHIN THE SCENIC HIGHWAY SETBACK AREA

USE PLANT MATERIAL TO SCREEN THE BASE OF THE SIGN AND AS A TRANSITION TO THE HEIGHT OF THE SIGN

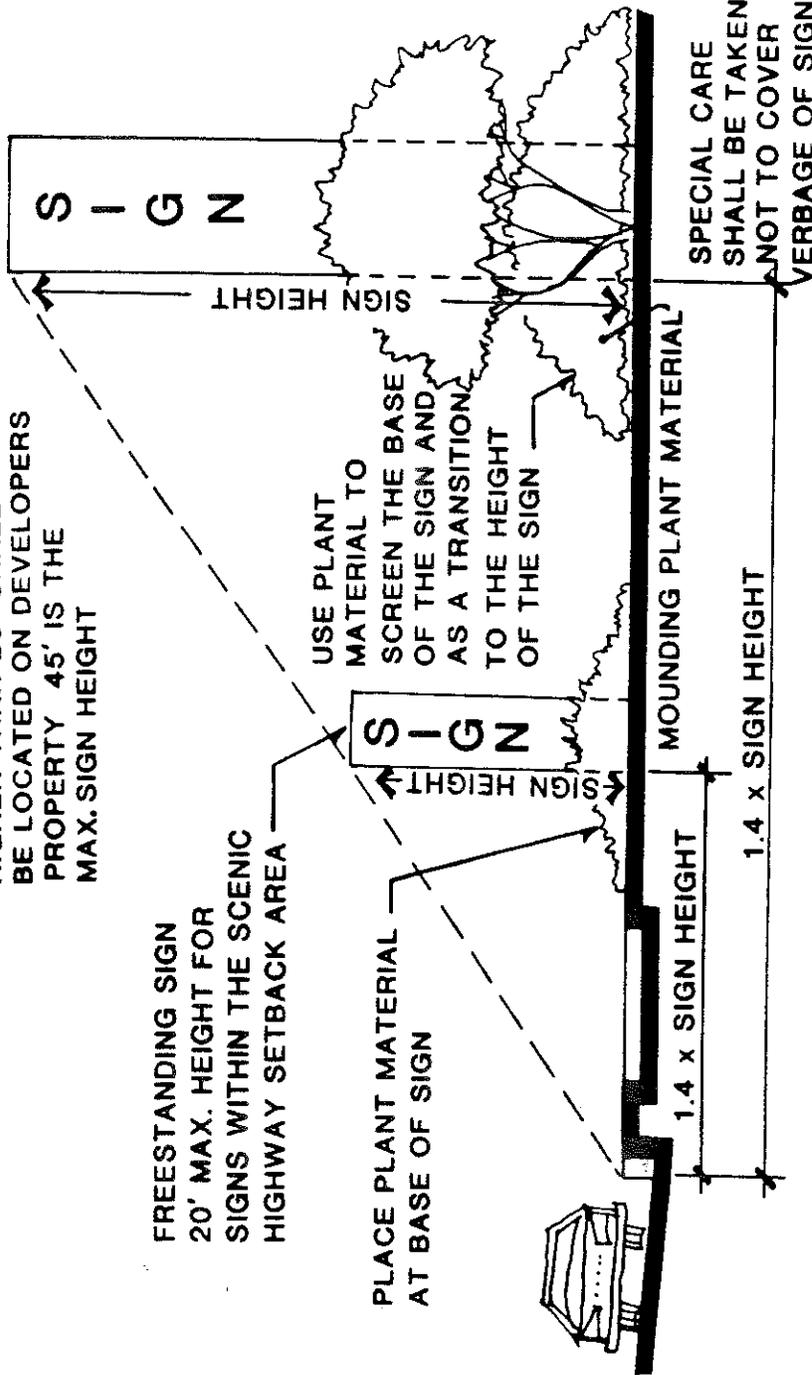
PLACE PLANT MATERIAL AT BASE OF SIGN

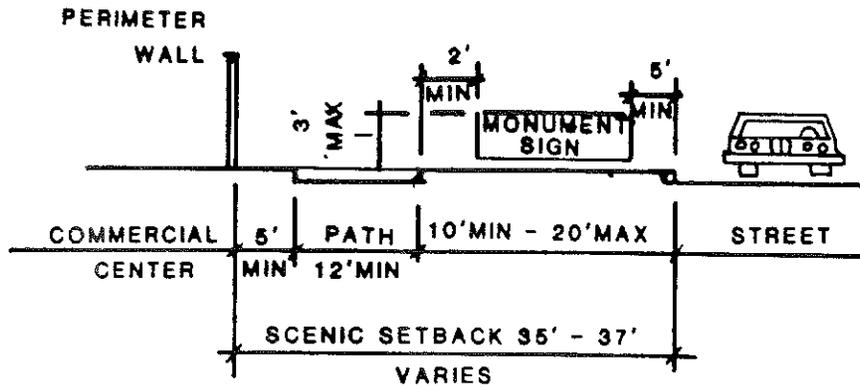
MOUNDING PLANT MATERIAL

1.4 x SIGN HEIGHT

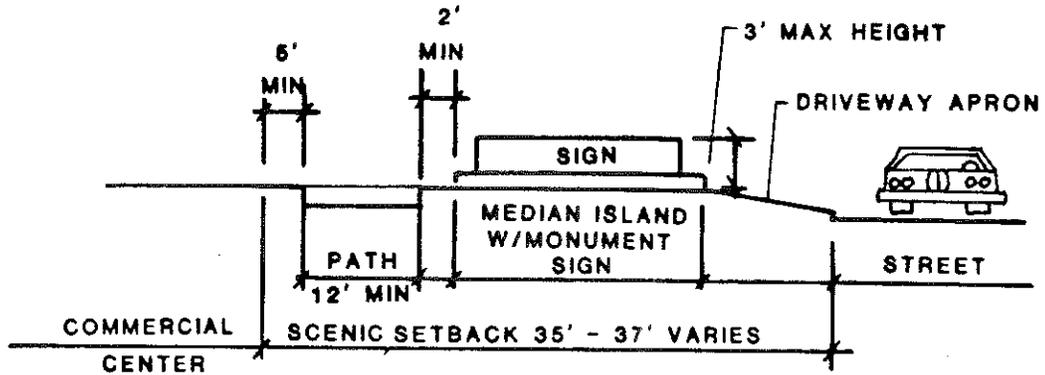
1.4 x SIGN HEIGHT

SPECIAL CARE SHALL BE TAKEN NOT TO COVER VERBAGE OF SIGN





MONUMENT SIGN LOCATION



MEDIAN ISLAND MONUMENT SIGN LOCATION



GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL VEHICULAR ACCESS THROUGH THE SCENIC HIGHWAY SETBACK AREA

Driveway access through the Scenic Highway Setback to residential, commercial, and industrial developments shall be limited for the following reasons:

1. The speed limit on the designated Scenic Highway Setback Streets will vary from 45-50 mph. Cars slowing to turn into driveways will cause fast moving traffic to change lanes or slow quickly, increasing the potential for accidents.
2. Too many driveway access points will cause severe disruption of the Scenic Highway Setback Pedestrian/Bicycle Path and make it less functional.
3. Too many driveway access points would cause severe visual and aesthetic damage to the Scenic Highway Setback Area because of required setbacks for trees and planting near driveways, and the need for clear areas for signage near driveways.

Driveway access is recommended from a collector or local street. If a driveway is necessary through the Scenic Highway Setback Area, the following criteria shall be used:

- No access will be allowed for a residential unit.
- Driveways located on a designated Scenic Highway Setback Area Road must be located 660 feet apart from centerline of driveway to centerline of driveway, if two driveways are allowed.
- A deceleration lane is recommended for entrances located on any Scenic Highway Setback Road.

- Joint access to individual commercial centers or individual industrial buildings is encouraged.
- Any free standing parcel in conjunction with any shopping center shall take vehicular access off of the shopping center parking area or share entrance with the shopping center off of a collector side street, not less than 150' from the intersection.

