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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### K. LAND USE AND PLANNING

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#### ENVIRONMENTAL SETTING

##### Existing Land Uses on the Project Site

The 208.87-acre Project Site is undeveloped and contains highly disturbed ruderal land. Historically, the majority of the site primarily has been used for growing crops. There are no structures within the confines of the Project Site. A portion of the southeast corner of the site is fenced in and currently used for storage.

##### Surrounding Land Uses

The Project Site is surrounded by a variety of land uses. South of the site, across Florida Avenue, are vacant land, the Hemet West Mobile Home Park, the Hemet Auto Mall, and a gas station. The Hemet-Ryan Airport is located one-half mile southeast of the site. East of the Project Site, across Myers Street, land uses include vacant land consisting of open space and previously tilled agricultural land and the Florida Promenade Shopping Center. North of the Project Site, across Celeste Avenue, are the Tres Cerritos Foothills, and the future residential communities of Tres Cerritos East and Tres Cerritos West. The residential community of Montero is located northwest of the Project site, across Old Warren Road. West of the site, across Old Warren Road, is vacant land consisting of previously tilled agricultural land. Devonshire Avenue traverses the northwestern and northeastern portions of the Project Site.

##### Regulatory Setting

###### *Regional Plans*

###### *Southern California Association of Governments*

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

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### Compass Blueprint Growth Vision Report/Compass Blueprint 2% Strategy Areas

The Compass Blueprint Growth Vision, adopted by SCAG as part of its June 2004 Southern California Compass Growth Vision Report, is an implementing mechanism for the regional growth strategies outlined in the SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG). The Compass Growth Vision is intended to provide a strategy to accommodate the projected 24 million residents expected to live in the region by 2035 while balancing valuable quality of life goals. The Compass Vision emphasizes focusing growth in existing and emerging centers and along major transportation corridors, creating significant areas of mixed-use development and walkable communities, targeting growth around existing and planned transit stations, and preserving existing open space and stable residential areas.

Four principles were established for the Compass Blueprint Growth Vision Report that are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. It is SCAG's intention that decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies are also provided as a way to achieve each of the principles, as summarized below.

- *Principle 1. Improve mobility for all residents.* Strategies to support Principle 1 include: (1) encourage transportation investments and land use decisions that are mutually supportive; (2) locate new housing near existing jobs and new jobs near existing housing; (3) encourage transit-oriented development; and (4) promote a variety of travel choices.
- *Principle 2. Foster livability in all communities.* Strategies to support Principle 2 include: (a) promote infill development and redevelopment to revitalize existing communities; (b) promote developments that provide a mix of uses; (c) promote "people scaled," pedestrian friendly communities; and (d) support the preservation of stable, single-family neighborhoods.
- *Principle 3. Enable prosperity for all people.* Strategies to support Principle 3 include: (a) provide a variety of housing types in each community to meet the housing needs of all income levels; (b) support educational opportunities that promote balanced growth; (c) ensure environmental justice regardless of race, ethnicity, or income class; (d) encourage civic engagement; and (e) support local and state fiscal policies that encourage balanced growth.
- *Principle 4. Promote sustainability for future generations.* Strategies to support Principle 4 include: (a) preserve rural, agricultural, recreational, and environmentally sensitive areas; (b) focus development in urban centers and existing cities; (c) develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and (d) utilize "green" development techniques.

The Compass Blueprint 2% Strategy is a guideline for how and where the Growth Vision can be implemented. It calls for moderate changes to current land use and transportation trends in 2 percent of

the land area of the region, known as the 2% Strategy Opportunity Areas. These areas are defined as having a high potential to implement projects, plans, and/or policies consistent with the Compass principles that would result in the greatest progress towards economic, mobility, livability and sustainability benefits to local neighborhoods.

### Regional Comprehensive Plan

SCAG has also prepared the 2008 Regional Comprehensive Plan (the “2008 RCP”) in response to SCAG’s Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.<sup>1</sup> The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision Report and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced RCPG for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance.

### 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through regulation of cars and light trucks.<sup>2</sup> SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for the California Air Resources Board (CARB) to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy

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<sup>1</sup> 2008 Regional Comprehensive Plan, SCAG, <http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP>.

<sup>2</sup> AB 32 was signed into law in 2006 and focuses on achieving GHG emissions equivalent to Statewide levels in 1990 by 2020.

(SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035.<sup>3</sup> For the area under the SCAG jurisdiction, including the Project area, CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB's Executive Officer approved the final targets.<sup>4</sup>

On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (the "2012-2035 RTP/SCS"). For the past three decades, SCAG has prepared RTPs with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 RTP/SCS, whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the Federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero-emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for our goods movement system. The development of a world-class zero- or near-zero-emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, greenhouse gas (GHG) reduction, and economic development.

For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation

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<sup>3</sup> California Air Resources Board, *Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375*, <http://www.arb.ca.gov/cc/sb375/notice%of%20decision.pdf>.

<sup>4</sup> CARB, *Executive Order No. G-11-024, Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375*.

infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around. It is designed to promote safe, secure, and efficient transportation systems to provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation is designed to allow residents to lead a healthier, more active lifestyle. Its goal is to create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for its 22 million residents by 2035. More importantly, the RTP/SCS is also designed to preserve what makes the region special, including stable and successful neighborhoods and array of open spaces for future generations.

The 2012-2035 RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development, and transportation.<sup>5</sup> It notes, however, that the example measures are “not intended to serve as any kind of checklist to be used on a project-specific basis.” Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized.

#### *South Coast Air Quality Management District*

##### Air Quality Management Plan

The Project site is also located within the South Coast Air Basin (the “Basin”) and therefore, is within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the Air Quality Management Plan (AQMP), and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in

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<sup>5</sup> SCAG, *Final PEIR, 2012-2035 RTP/SCS, Appendix G*, [http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR\\_AppendixG\\_ExampleMeasures.pdf](http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf).

emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

#### *Riverside County Transportation Commission*

##### Congestion Management Program

The Congestion Management Program (CMP) was established in 1990 under Proposition 111. The intent of the CMP is to more directly link land use, transportation and air quality thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. The Riverside County Transportation Commission (RCTC) was designated as the Congestion Management Agency (CMA) in 1990 and holds responsibility for the development and implementation of the CMP. The current CMP was adopted by RCTC in 2011.

Each county in California has developed a CMP with varying methods and strategies to meet the intent of the CMP legislation. The CMP legislation has been found consistent with the federal Congestion Management System (CMS) program. Therefore, counties with adopted CMPs are also complying with CMS requirements. The Riverside County CMP was significantly modified in 1997 to focus on federal CMS requirements as well as to incorporate elements of the State CMP requirements. The 1997 CMP also focused on development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by RCTC to evaluate the condition of the CMS, as well as meet other monitoring requirements at the state and federal levels. This monitoring effort was completed in 2004, which consisted of installing Smart Call Boxes (traffic counters in Call Box equipment) and traffic counters at Caltrans' Traffic Management Center (TMC) sites along the state highway system. Monitoring of the CMP system on local arterials will continue to occur through the Coachella Valley Association of Governments' (CVAG) monitoring program and through local agency monitoring efforts in Western Riverside County.

RCTC's adopted minimum Level of Service (LOS) threshold is LOS "E." Therefore, when a CMP street or highway segment falls to "F," a deficiency plan must be required. Preparation of a deficiency plan will

be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including consideration of Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency.

To ensure that the CMP is appropriately monitored to reduce the occurrence of LOS deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMP System. When a deficiency is identified as part of the CMP Update LOS evaluation process, further detailed analysis of LOS must be conducted to determine whether an actual deficiency has occurred. The LOS analysis conducted as part of the CMP Update process is only considered to be a “screening” level analysis, therefore additional, more detailed assessment of a potential deficiency would be required before a deficiency is formally identified. Coordination with the affected local jurisdiction(s) will be made to insure that appropriate data, geometrics, counts and other related information is applied to calculate LOS.

#### *Hemet-Ryan Airport Comprehensive Land Use Plan*

The Hemet Ryan Airport was founded in 1940, shortly before World War II. Today, the County-owned, public use airport covers 440 acres and is managed by the Riverside County Economic Development Agency. The Airport primarily serves Hemet and San Jacinto, but also offers access to the various mountain resorts around Hemet and Diamond Valley Lake. According to the 2004 Hemet-Ryan Airport Master Plan, the primary runway is 4,315 feet in length and 100 feet wide and can accommodate an 80,000-pound, single wheel aircraft. A second runway, 2,045 feet in length and 25 feet wide, is restricted to glider-related operations.

The 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (ALUP) was prepared by the Hemet-Ryan Sub-Committee, comprised of members from various departments and commissions with the City of Hemet and the County of Riverside. The County owns the Airport and the land use plan arose from concerns about residential encroachment toward the airport. The plan was updated in 2009 with a minor subsequent amendment.

Land use policies in the ALUP are structured around four distinct land use compatibility areas within and surrounding the airport. In Area I, an area of extreme risks (where flight paths converge and a high number of lower-altitude aircraft overflights occur), only agricultural and open space uses are permitted. Industrial and agricultural uses are permitted in Area II, an area of high risk (same risks as extreme area, but to a lesser severity), along with residential uses requiring a minimum lot size of 2.5 acres. In Area III, the moderate risk area, a wide range of uses are permitted with the exception of schools, structures containing hazardous materials, places of assembly, and structures over 35-feet tall, which may only be permitted following discretionary review.

The Transition Area between Area II and Area III is included to provide a smoother transition between areas. Standards for densities, building heights, and allowed land uses in the Transition Area lie between standards delineated in Area II and Area III. For example, institutional uses require discretionary review and residential densities are limited to a maximum of 20 dwelling units per acre.

#### *Western Riverside County Multiple Species Habitat Conservation Plan*

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multijurisdictional habitat conservation plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. This plan is one of several large, multijurisdictional habitat-planning efforts in southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities to better control local land use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts.

The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act (FESA) of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. The MSHCP allows the participating jurisdictions to authorize “take” of plant and wildlife species identified within the plan area. The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted “take authorization” for otherwise lawful actions—such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area—in exchange for the assembly and management of a coordinated MSHCP conservation area.

The MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, within the MSHCP Plan Area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (Criteria) for the assembly of conservation within the Cells or Cell Groupings have been developed for each Cell/Cell Grouping. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Habitat Blocks. The Project Site is located within the San Jacinto Valley Area Plan area.

#### ***City Plans and Regulations***

##### *City of Hemet General Plan*

The City of Hemet General Plan (the “General Plan”) establishes the fundamental policy framework to guide decisions related to land use and development, public services and facilities, public safety, resource management, recreation, culture, and the overall health and quality of life in the community. The General Plan presents a vision for the City's future, and embodies goals, policies, and strategies to turn that vision into a reality. The General Plan is comprehensive, yet flexible enough to respond to emerging trends and

challenges. The General Plan is long range - looking ahead the next 20 years to 2030, while at the same time providing guidance and clarity for near term decisions and daily project review. The General Plan contains the following 10 Elements:

- The **Land Use Element** provides the land use categories, districts, overall land use map, and discusses future growth, economic development and redevelopment. The element also highlights Smart Growth Principles and Healthy Community Principles.
- The **Community Design Element** is an optional element providing policies and programs for community design, gateways, the downtown area, neighborhood compatibility, and hillside preservation design.
- The **Circulation Element** discusses the various transportation systems within City and addresses alternative modes of mobility in the community such as bicycles, pedestrian paths, transit, rail, and neighborhood electric vehicles.
- The **Community Services and Infrastructure Element** addresses infrastructure and services provided within the community including schools, libraries, health care, water and sewer facilities, solid waste services, storm drainage systems, and electric, gas, and telecommunications utilities.
- The **Public Safety Element** identifies potential natural and human-caused hazards, meets State requirements for the Safety and Noise Elements and outlines the City's public safety services to the community, including Police and Fire.
- The **Open Space and Conservation Element** meets State requirements for the Open Space and Conservation Elements and details Hemet's approach to addressing energy and water conservation, air quality, and greenhouse gas emissions within the City, as well as the preservation of biological, open space and cultural resources. The element also provides direction for sustainable development.
- The **Recreation and Trails Element** identifies the park and recreation facilities and needs in the City and the Planning Area and provides a master plan for multi-use trail systems.
- The **Historic Resources Element** is an optional element that identifies the paleontological, archeological, and historic resources throughout the city and planning area, and provides policies and methods to preserve these resources.
- The **Art and Culture Element** is an optional element that recognizes the value of art and culture in adding richness to the community, and highlights existing venues and organizations while encouraging the expansion and integration with local economic development programs.

- The **Housing Element** identifies State-required strategies to respond to the need to provide affordable housing for a broad range of residents and accommodate the City's share of regional housing needs.

The existing General Plan land use designation for the portion of the Project site between Florida and Devonshire Avenues is Mixed-Use #1, which allows for a mixture (vertical or horizontal mixture) of residential, commercial, and office uses that provides an opportunity to live, work, and shop within a compact area. The Florida Avenue Mixed-Use #1 area was intended to serve as the region's primary retail destination taking advantage of the SR74/79 interchange. Services provided would include specialty retail, restaurants, department stores, general retail uses, offices, as well as medium- to high-density residential units. All of the uses would be integrated through a comprehensive pedestrian system as well as the more traditional road system. The portion of the Project site between Devonshire Avenue and Celeste Road is designated Low-Density Residential (LDR), which allows 2.1 to 5.0 dwelling units per acre. (See Figure II-7 in Section II, Environmental Setting, for the existing General Plan land use designations.)

### ***City of Hemet Zoning Code***

The City of Hemet zoning code serves as the primary implementation tool of the General Plan. Whereas the General Plan is a policy document and sets forth direction for development decisions, the zoning code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The zoning code regulates development intensity using a variety of methods, such as setting limits on building setbacks and building heights, and is amended over time. The code specifically outlines regulations for the use of signs and the provision of parking and also indicates which land uses are permitted in the various zone districts. The existing zoning of the Project Site is Heavy Agriculture (A-5), Single-Family Residential (R-1-6), General Commercial (C2), and Heavy Manufacturing (M2). (See Figure II-6 in Section II, Environmental Setting, for a map of the existing zoning.)

## **ENVIRONMENTAL IMPACT ANALYSIS**

### **Threshold of Significance**

In accordance with guidance provided in Appendix G of the CEQA Guidelines, a project could have impact if the project would result in one or more of the following:

- a) Physically divide an established community;
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Project would not result in any impacts related to issue “a.” Thus, no further analysis of this issue is required.

**Project Impacts**

***Impact IV.K-1: The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, and impacts would be less than significant.***

*Compass Blueprint Growth Vision*

The Project site is not located in a Compass Blueprint 2% Strategy Area. However, the Project is generally consistent with the land use policies contained in the Compass 2% Strategy as the Project would: locate new housing and jobs in close proximity to one another, be pedestrian friendly, provide a mix of uses, provide a variety of housing choices, and use resources efficiently.

*2008 RCP*

A discussion of the Project’s consistency with the relevant policies in the 2008 RCP is presented in Table IV.K-1. As demonstrated, the Project would be consistent with all of the applicable 2008 RCP policies.

**Table IV.K-1  
RCP Consistency Analysis**

<b>Policy</b>	<b>Consistency Discussion</b>
<b>Land Use and Housing</b>	
<b>LU-4</b> Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	<b>Consistent.</b> The Project would provide 954 dwelling units (or 1,077 dwelling units if the school is not developed), across a variety of housing types.
<b>LU-6.2</b> Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	<b>Consistent.</b> Chapter 4 of the Specific Plan addresses the sustainable development and operational practices that are part of the Project and includes required (mandatory) and suggested (optional) elements. These sustainable building practices are based in part on those found in the 2010 California Green Building Code, which has been adopted by the City as the City’s green building code. Development under the Specific Plan would be reviewed for conformance with the provisions of this code during the development review process.
<b>Open Space and Habitat</b>	
<b>OSC-9</b> Developers and local governments should	<b>Consistent.</b> The Project would include the

**Table IV.K-1  
RCP Consistency Analysis**

<b>Policy</b>	<b>Consistency Discussion</b>
increase the accessibility to natural areas lands for outdoor recreation.	Ramona Creek Corridor, which is an approximately 22.8-acre passive recreational feature that would extend generally through the central portion of the Project site and would serve as a drainage basin and corridor and would also include walking trails, picnic areas, seating areas, exercise courses, and viewing areas.
<b>OSC-11</b> Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	<b>Consistent.</b> The Project would incorporate sustainable building practices to eliminate pollution and reduce waste. See Chapter 4 of the Specific Plan for a complete listing of the Project's sustainable building practices.
<b>OSC-12</b> Developers and local governments should promote water-efficient land use and development.	<b>Consistent.</b> Chapter 4 of the Specific Plan provides a list of Project Design Features designed to reduce water consumption. This list includes measures such as installation of EnergyStar appliances, sensor operated faucets in nonresidential buildings, and water saving landscaping techniques.
<b>OSC-13</b> Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	<b>Consistent.</b> The Project includes development of a multiple-use commercial and residential community concentrated around open space amenities. The Project features walking trails, picnic areas, exercise courses, a central park with amphitheater and community room (Community Green), and the Recreation Spine which would include recreational amenities such as open fields, sports courts, play equipment, and picnic areas.
<b>Water</b>	
<b>WA-12</b> Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing water related pricing incentives.	<b>Consistent.</b> Chapter 4 of the Specific Plan provides a list of Project Design Features designed to reduce water consumption. This list includes measures such as installation of EnergyStar appliances, sensor operated faucets in nonresidential buildings, and water saving landscaping techniques. These Project Design Features also require high-efficiency irrigation systems, weather-based irrigation controllers, drought tolerant and heat resistant landscaping, and use of recycled water for irrigation.
<b>WA-13</b> Developers and local governments should	<b>Consistent.</b> In accordance with Mitigation

**Table IV.K-1  
RCP Consistency Analysis**

<b>Policy</b>	<b>Consistency Discussion</b>
protect and preserve vital land resources – wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government’s “no net loss” wetlands policy should be applied to all of these land resources.	Measure E-5 (see Section IV.E, Biological Resources), the Project applicant will offset impacts to 0.45 acre of vernal pools and 0.59 acre of agricultural ditches by preserving a minimum of 2.08 acre vernal pool habitat within Criteria Cell 3684 Cell Group D.
<b>WA-32</b> Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	<b>Consistent.</b> Chapter 4 of the Specific Plan provides Project Design Features aimed at water and energy conservation.
<b>Energy</b>	
<b>EN-8</b> Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: <ul style="list-style-type: none"> <li>• Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure.</li> <li>• Land use and planning strategies to increase biking and walking trips.</li> </ul>	<b>Consistent.</b> The Project would reduce vehicle miles traveled by providing a mix of uses that enhance walkability and connectivity, as well as incorporating bicycle lanes and walking paths improving the pedestrian network and connecting off-site.
<b>EN-9</b> Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.	<b>Consistent.</b> Section IV.P.4 (Utilities – Energy) includes an analysis of the Project’s impact with respect to energy. In addition, Chapter 4 of the Specific Plan provides Project Design Features aimed at energy conservation.
<b>EN-10</b> Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: <ul style="list-style-type: none"> <li>• Using energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>• Encouraging new development to exceed Title 24</li> </ul>	<b>Consistent.</b> Chapter 4 of the Specific Plan provides Project Design Features aimed at energy conservation, including installation of EnergyStar compliant appliances, installation of radiant heat barriers to reduce summer heat gain and winter heat loss, inclusion of natural ventilation, installation of programmable thermostats, inclusion of energy-efficient windows, as well as a provision that the Project shall be designed to exceed the current 2010 Title 24 standards by 10 percent on the aggregate.

**Table IV.K-1  
RCP Consistency Analysis**

Policy	Consistency Discussion
<p>energy efficiency requirements.</p> <ul style="list-style-type: none"> <li>• Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.</li> <li>• Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at <a href="http://www.energystar.gov/index.cfm?c+Projects_pr_tax_credits">http://www.energystar.gov/index.cfm?c+Projects_pr_tax_credits</a>.</li> <li>• Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.</li> <li>• Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings.</li> <li>• Encouraging neighborhood energy systems, which allow communities to generate their own electricity.</li> <li>• Orienting streets and buildings for best solar access.</li> <li>• Encouraging buildings to obtain at least 20% of their electric load from renewable energy.</li> </ul>	
<p><b>EN-11</b> Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.</p>	<p><b>Consistent.</b> As discussed in Section IV.P.4 (Utilities – Energy), electricity service to the Project area is provided by SCE, and natural gas is provided by SoCal Gas. The Project applicant would be required to coordinate with SCE and SoCal Gas during construction of the Project to determine the specific requirements for connection to existing energy infrastructure. The Project applicant would also be responsible for construction of an electrical line extension from the existing off-site lines to the Project site, on-site transformation facilities, and conduit and cable throughout the property, as well as any additional infrastructure improvements that</p>

**Table IV.K-1  
RCP Consistency Analysis**

Policy	Consistency Discussion
	would be necessary as a result of the Project.
<p><b>EN-12</b> Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.</p>	<p><b>Partially Consistent.</b> Although the Project is not required to include solar panels, the Project would receive electricity supply from SCE, which obtains a portion of its electricity supplies from renewable sources.</p>
<b>Solid Waste</b>	
<p><b>SW-14</b> Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> <li>• Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>• An ordinance that requires the inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>• Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap materials through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</li> <li>• Reuse of existing building structure and shell in renovation projects.</li> </ul> <p>Building lifetime waste reduction measures that should be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> <li>• Development of indoor recycling program and space.</li> <li>• Design for deconstruction.</li> <li>• Design for flexibility through use of moveable</li> </ul>	<p><b>Consistent.</b> As discussed in Section IV.P.3 (Utilities – Solid Waste), the Project would participate in the City’s on-going recycling efforts. In addition, Chapter 4 of the Specific Plan provides Project Design Features aimed at reducing solid waste. Such measures include separation bins during Project construction, recycling of demolition and construction-related wastes, and curbside recycling programs during Project operation.</p>

**Table IV.K-1  
RCP Consistency Analysis**

Policy	Consistency Discussion
walls, raised floors, modular furniture, moveable task lighting, and other reusable components.	
<i>Source: Southern California Association of Governments, Regional Comprehensive Plan, October 2008.</i>	

*2012-2035 RTP/SCS*

The 2012-2035 RTP/SCS plans to concentrate future development and provide higher intensity development, including residential development, in proximity to transit hubs in order to reduce vehicle miles traveled and thereby reduce GHG emissions from personal vehicles. The growth and land use assumptions for the SCS are to be adopted at the jurisdiction level. For Hemet, the SCS’s Growth Forecast assumes 29,900 households in 2008, and anticipates 33,700 households in 2020, and 45,900 households in 2035.<sup>6</sup> As discussed in Section IV.M (Population and Housing), the Project’s residential population, residential units, and employment would represent approximately 39.1 percent, 25.1 percent, and 16.9 percent (respectively) of the projected growth for the City between 2008 and 2020: 10.1 percent, 7.8 percent, and 18.1 percent (respectively) between 2020 and 2035; and 8.0 percent, 5.9 percent, and 8.7 percent (respectively) between 2008 and 2035. Accordingly, the Project’s approximately 1,077 units and approximately 535,788 square feet of mixed-use space fit within this growth allocation.<sup>7</sup>

In addition, development of the Project would reduce vehicle miles traveled by including a balanced mix of uses that enhance walkability and connectivity, as well as incorporating bicycle lanes and walking paths improving the pedestrian network and connecting off-site. In addition, as described in Section IV.H (Greenhouse Gas Emissions) the Project’s proposed increase in residential uses along with the decrease in commercial retail and office uses results in a net decrease in the number of vehicle trips anticipated to be generated by the Project as compared to the number of vehicle trips forecasted for the Project area based on the intensity of uses currently allowed within the Florida Avenue Commercial Mixed-Use Area #1 of the General Plan.

Finally, a discussion of the Project’s consistency with the relevant policies in the 2012-2035 RTP/SCS is presented on Table IV.K-2. While the RTP/STS focuses on transportation investments in the SCAG

<sup>6</sup> SCS, *Growth Forecast*, page 35.

<sup>7</sup> *The Project as described in Section III (Project Description), includes development of 954 residential dwelling units. However, for the purposes of providing a conservative analysis, the analysis in this section assumes development of 1,077 residential dwelling units. (See also, Section III [Project Description].)*

region, as demonstrated, the Project would be consistent with the applicable 2012-2035 RTP/SCS policies.

*AQMP*

A detailed discussion of the Project’s consistency with the AQMP is included in Section IV.D (Air Quality). As discussed in detail in that section, the Project is consistent with the AQMP, and impacts would be less than significant.

*CMP*

A detailed discussion of the Project’s consistency with the CMP is included in Section IV.O (Transportation/Traffic). As discussed in that section, the Project would be substantially consistent with the CMP, and impacts would be less than significant.

**Table IV.K-2  
RTP/SCS Consistency Analysis**

<b>Goal</b>	<b>Consistency Discussion</b>
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<b>Consistent.</b> The Project would reduce vehicle miles traveled by providing a mix of uses that enhance walkability and connectivity, as well as incorporating bicycle lanes and walking paths improving the pedestrian network and connecting off-site.
Actively encourage and create incentives for energy efficiency, where possible.	<b>Consistent.</b> Chapter 4 of the Specific Plan provides Project Design Features aimed at energy conservation and efficiency, including installation of EnergyStar compliant appliances, installation of radiant heat barriers to reduce summer heat gain and winter heat loss, inclusion of natural ventilation, installation of programmable thermostats, inclusion of energy-efficient windows, as well as a provision that the Project shall be designed to exceed the current 2010 Title 24 standards by 10 percent on the aggregate.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent.</b> The Project would provide a mix of uses that enhance walkability and connectivity, as well as incorporating bicycle lanes and walking paths improving the pedestrian network and connecting to other off-site uses.
<i>Source: Southern California Association of Governments, Regional Transportation Plan/Sustainable Communities Strategy, April 2012.</i>	

### *Hemet-Ryan Airport ALUP*

A detailed discussion of the Project's consistency with the Hemet-Ryan Airport ALUP is included in Section IV.I (Hazards and Hazardous Materials). As discussed in detail in that section, the Project is consistent with the ALUP, and impacts would be less than significant.

### *Western Riverside County Multiple Species Habitat Conservation Plan*

A detailed discussion of the Project's consistency with the MSHCP is included in Section IV.E (Biological Resources). As discussed in detail in that section, the Project is consistent with the MSHCP following the implementation of the provided mitigation measures. Impacts would be less than significant.

### *General Plan*

A discussion of the relationship between the applicable City of Hemet General Plan policies and the Project as described in the Ramona Creek Specific Plan is outlined in Table IV.K-3. Because many General Plan policies are interrelated, the discussion of consistency with the General Plan is organized into categories of related goals and policies. Specifically, the following analysis lists the General Plan element from which the primary policies related to a particular topic can be found, along with related policies from other elements of the General Plan. This grouping of related policies allows for a more comprehensive discussion of the Specific Plan's consistency with each category of General Plan policies.

As described in more detail in Table IV.K-3, with the exception of the following specific General Plan amendments that are proposed as part of the Project, the Ramona Creek Specific Plan is consistent with and supportive of the goals and policies of the City of Hemet General Plan. The Project includes the following General Plan Amendments (GPA 12-005) to: (i) amend the development capacity allowed in the Florida Avenue Commercial Mixed-Use Area #1 as shown on Table 2.3 and as described in Section 2.6.4 of the 2030 General Plan; (ii) increase the base maximum allowed density north of Devonshire Avenue (Planning Areas 9 and 10) from a maximum of 5.0 du/acre to 6.0 du/acre; and (iii) increase the allowed maximum density in Planning Area 9 up to 8.0 du/acre if necessary to accommodate the potential transfer of residential units in the event the Hemet Unified School District does not acquire the School Overlay (Planning Area 10).

### *Zoning*

The Project involves the developed of a Specific Plan for an approximately 208.87-acre site within the western portion of the City. Jurisdictions may adopt specific plans by resolution or ordinance. The Ramona Creek Specific Plan would be adopted by ordinance and would serve as the zoning for the Project site. As such, the Specific Plan would act as the regulatory document that the City would use to guide development within the Project site. The Specific Plan would also help maintain consistency with and carry out the goals, objectives, and policies of the General Plan. The Specific Plan would establish the

necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), regulations, infrastructure requirements, design guidelines (e.g., architectural styles, landscaping, etc.), financing methods, and implementation programs on which subsequent Project-related development activities within the Project site would be founded. The Specific Plan would also combine these necessary components into a single document that would be tailored to meet the needs of the Ramona Creek site.

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<b>LAND USE ELEMENT</b>	
<b><i>Policies Related to Residential Housing Opportunities and Varieties</i></b>	
<p><b>LU-1.3 Housing Opportunities.</b> Create a broad range of housing opportunities for all segments of the community and ensure that a balance of housing types and densities are available for existing and future residents.</p> <p><b>LU-3.1 Residential Variety.</b> Encourage a variety of residential development types which are physically and functionally compatible with surrounding neighborhoods.</p> <p><i>Also:</i></p> <p><b>CD-5.10 Residential Variety.</b> Encourage a variety of residential development types which display attractive design features and amenities, and are physically and functionally compatible with surrounding neighborhoods.</p>	<p><b>Consistent.</b> At full build-out, the Project will contain up to 954 (or up to 1,077 if no school is developed) residential units. The Ramona Creek Specific Plan accommodates housing types that serve a range of lifestyles, including first-time buyers, young singles and couples, families, empty-nesters, active adults, and seniors. The Specific Plan allows for the development of both attached and detached housing, configurations, and prices.</p> <p>Housing variety in Ramona Creek is required by Specific Plan Chapter 3, <i>Development Criteria</i>, related to variation in architectural products. Residential neighborhoods are required to have multiple elevation styles, material palettes, and color palettes. Additional standards require variation in the design and orientation of floor plans and in garage placement.</p>
<b><i>Policies Related to Mixed-Use Neighborhoods</i></b>	
<p><b>LU-1.1 Land Use Mix.</b> Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.</p> <p><b>LU-1.13 Build a Strong Community.</b> Support the development of a strong, socially connected and ethnically</p>	<p><b>Consistent.</b> Ramona Creek is a mixed-use community that locates residential, commercial, and recreational land uses close together. The site is arranged to allow residents to easily walk between uses and therefore reduce dependence on the automobile and promote a healthy lifestyle. Special attention to adjacencies of uses is outlined in Specific Plan Chapter 3, <i>Development Criteria</i>, and</p>

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<p>diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and activities, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities</p> <p><b>LU-1.14 New Residential Communities.</b> Design new residential communities to complement existing neighborhoods and assure a high level of livability. Establish cohesive development patterns united by a landscape and architectural design framework, and recreational amenities that create a distinct sense of place.</p> <p><b>LU-2.5 Interconnected Neighborhoods.</b> Support the development of compact neighborhoods that locate stores, offices, residences, schools, recreational spaces and other public facilities within walking distance of each other and that facilitate social interaction and alternative modes of transportation.</p> <p><b>LU-3.6 School Site Compatibility.</b> Ensure that new development is compatible with the location of existing and planned school sites, particularly in relation to senior housing projects or nonresidential uses.</p> <p><b>LU-5.1 Siting of Mixed Use Districts.</b> Encourage the development of mixed use and higher intensity residential, commercial, and employment centers along major transportation corridors and near future Metrolink rail stations.</p> <p><b>LU-5.2 Land Use Connections.</b> Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.</p> <p><b>LU-5.4 Multi-Family Residential in Commercial Mixed-Use District.</b> Design mixed use districts to avoid an over-concentration of multi-family units of similar density, scale, and architecture; and enhance the visual quality and character of the development with extensive landscape features and</p>	<p>Chapter 4, <i>Design Guidelines</i>. In particular, the Community Green and Recreation Spine together create a continuous pedestrian connection between the Commercial Mixed-Use District and residential uses. All Ramona Creek residents are within ¼ mile of a park or open space area and can access those amenities via trails and bikeways identified in Specific Plan Figure 3-1, <i>Mobility Plan</i>. See also responses for the Community Design and Circulation Elements for detailed compliance with policies related to the design of mixed-use communities.</p> <p>The mixed-use nature of Ramona Creek is reflected in its balance of residential and nonresidential uses, as well as in the flexibility allowed within those categories. The Low Medium Density Residential (LMDR), Medium Density Residential ("MDR"), and Village Residential land use classifications feature density ranges that allow a variety of housing types, both detached and attached (see Specific Plan Table 3-1, <i>Permitted Uses</i>). A broad range of nonresidential uses is permitted in the Commercial Mixed-Use District, including retail (including big box retail), restaurant, entertainment, office, medical and institutional uses (see Specific Plan Table 3-1). The Mixed-Use Overlay and School Overlay further broaden the community's land use flexibility by accommodating live-work units in select areas of the site and a potential K-5 elementary school in the northeast corner of the site.</p>

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<p>architectural diversity.</p> <p><b>LU-5.7 Land Use Flexibility.</b> Accommodate flexibility in the overall form and integration of land uses within the mixed use districts provided that the district conforms to the purpose and principles of mixed use and smart growth concepts as embodied in the General Plan and implementing plans and ordinances.</p> <p><b>LU-15.1 Balance of Land Uses.</b> Through the General Plan Land Use and Zoning Maps, establish a balance of land use opportunities for jobs, housing, and services within the community that help achieve the mobility, access, open space, and air quality goals and policies of the City.</p> <p><i>Also:</i></p> <p><b>CD-10.1 Mixed Use Development.</b> Mixed use development should:</p> <ol style="list-style-type: none"> <li>a. Encourage pedestrian activity by providing sidewalks with ample width, encourage on-street parking, include street furniture sited adjacent to the curb as a barrier to auto traffic, and encourage commercial spaces featuring frequent sidewalk entrances.</li> <li>b. Create a credible residential environment by making commercial uses visually distinct from residential spaces. Dwelling units should exhibit a residential character, and residential entrances should read differently from entrances to commercial businesses.</li> <li>c. Include public plazas that attract visitors to the public portions of the development, and offer private open space areas that limit intrusion by nonresidents.</li> <li>d. Encourage the use of outdoor dining and gathering areas to provide street activity.</li> <li>e. Incorporate transit systems and amenity within or serving the project, such as local jitney services, shuttle loops, or nonmotorized vehicular trails within the project area.</li> <li>f. Inclusion of special landscape design improvements</li> </ol>	

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<p>such as: streetscape design in the public right-of-way, pedestrian plazas, courtyards, sidewalk cafes and overall landscape design of project open space.</p> <p>g. Provision of public park facilities, pedestrian connections and easements, bicycle routes that link activity centers and other mixed use areas.</p> <p><b>OS-8.3 Mixed Use Development.</b> Support mixed-use commercial-residential development in accordance with the Land Use Element as an opportunity to improve the City’s current jobs-housing ratio and work-live balance.</p>	
<p><b><i>Policies Related to Commercial Districts and Economic Growth</i></b></p>	
<p><b>LU-1.2 Job Creation.</b> Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City’s job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City’s population.</p> <p><b>LU-6.1 Commercial District Diversity.</b> Maintain a land use pattern that accommodates a diversity of commercial districts that avoids unnecessary competition and are differentiated by their function, customer base, and physical character.</p> <p><b>LU-6.2 Integrated Commercial Centers.</b> Promote the establishment of new commercial development as integrated centers rather than disjointed, small strip commercial projects. Concentrate driveway locations, integrate pedestrian access, parking, architectural design, landscape themes and signage throughout the center to unify the development.</p> <p><b>LU-6.3 Commercial Growth.</b> Encourage the establishment of retail and other support and entertainment uses that provide a broader selection of high-quality goods and services for residents, workers, and tourists to enjoy, and to minimize sales leakages to other communities.</p> <p><b>LU-6.5 Joint Use Parking.</b> Promote reciprocal access and parking agreements between adjacent commercial centers</p>	<p><b>Consistent.</b> The Commercial Mixed-Use District planned for the southern section of Ramona Creek would create jobs and provide opportunities for diverse business growth in the City. The Commercial Mixed-Use District's adjacency to Florida Avenue and the future alignment of SR-79 provides a strategic location for new and expanding businesses, and will provide regional access to retail and office uses developed in the Commercial Mixed-Use District. In addition to regional demand, the residential component of Ramona Creek will help create daily demand for goods and services while reducing vehicle miles traveled. The Specific Plan provides that parking is required as specified in the Municipal Code. The Commercial Mixed-Use District has been designed so that retail uses are clustered around the Ramona Creek water feature. Parking has been consolidated along Florida Avenue and takes advantage of shared parking arrangements.</p> <p>A fiscal impact report produced in the summer of 2012 (included as Appendix D to the Specific Plan) concluded that</p>

**Table IV.K-3  
General Plan Consistency Analysis**

<b>Policy</b>	<b>Consistency Discussion</b>
<p>and businesses to facilitate improved traffic safety and flow and to minimize land area devoted to surface parking lots.</p> <p><b>LU-6.6 Regional Access.</b> Facilitate the location of major transportation facilities and convenient highway access to regionally serving commercial and mixed use centers to encourage a regional customer base.</p> <p><b>LU-8.1 Desirable Commercial Uses.</b> Promote and recruit desirable commercial and office uses within the Florida Avenue Corridor that serve a citywide or regional customer base.</p> <p><b>LU-11.1 Attract New Businesses.</b> Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet’s tax revenue base, improve wage and salary levels, increase the variety of job opportunities, and employ the resident labor force.</p> <p><b>LU-11.3 SR 79 Development Corridor.</b> Require development of high quality, attractive development surrounding the new alignment of SR 79 to attract businesses and visitors to Hemet and provide positive economic development outcomes to the City, its residents, and business community.</p> <p><b>LU-11.7 Recruit New Business.</b> Pro-actively recruit new businesses that are currently under-represented in the City, and will create synergy in attracting other retailers to locate in the City.</p> <p><b>LU-12.2 Hospitality Oriented.</b> Encourage the retention and development of hospitality uses such as hotels, dinner house restaurants, entertainment venues, golf courses, and other visitor serving uses.</p>	<p>buildout of the Ramona Creek Specific Plan would result in a positive net fiscal impact to the City’s general fund compared to existing conditions. The report found that retail demand levels in the area are well above retail supply levels, and that there is a continued need for the additional retail accommodated by the Specific Plan. The report determined that retail uses in Ramona Creek would employ approximately 1,221 employees and that residential uses would generate approximately 2,404 residents, creating a positive local jobs/housing ratio of one job per two residents.</p>
<p><b><i>Policies Related to Master Planned Development Compatibility with Land Use Districts</i></b></p>	
<p><b>LU-1.9 Consistency with Land Use Districts.</b> Require new and infill development to be in conformance with the land use character and development intention of each land use</p>	<p><b>Consistent.</b> Ramona Creek is a comprehensive, cohesive and well-designed, infill, mixed-use community</p>

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<p>District established in the General Plan and implementing specific plans, ordinances, and design guidelines.</p> <p><b>LU-1.10 Land Use District Identity.</b> Encourage the establishment of distinct districts and neighborhoods that have a unique identity and character defined by design elements that include edge and entry treatments, architectural features, landscape pallet, streetscape, and community signage elements.</p> <p><b>LU-1.11 Master Planned Development.</b> Promote the preparation of Community Area Plans, Specific Plans, and Planned Unit Developments as appropriate to foster comprehensive, cohesive and well-designed residential, commercial, industrial projects and mixed-use projects.</p> <p><b>LU-1.12 Flexibility Over Time.</b> Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such uses are consistent with the overall vision, goals, and policy intentions of the General Plan.</p> <p><b>LU-2.4 Concentrate Land Uses.</b> Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.</p> <p><b>LU-5.3 Specific Plans.</b> Promote the use of specific plans as a means to ensure an adequate, integrated, and complementing mix of land uses within mixed use districts that exhibit a high level of quality design and cohesiveness.</p> <p><b>LU-15.6 Complete Communities.</b> Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents.</p>	<p>that locates residential, commercial, and recreational land uses in close proximity. Together, these uses create a “complete community” where people can live, work, shop, and play. The 2030 Hemet General Plan identifies Ramona Creek as part of the Florida Avenue Mixed-Use Area #1, an area near the future site of an SR 74/79 interchange, which is planned as a regional destination providing retail, restaurants, a vibrant office environment, and medium- to high-density residential units integrated through a comprehensive pedestrian and vehicular system which takes advantage of existing transportation systems and infrastructure. The Project implements the overarching land use goals and policies of the General Plan.</p> <p>The General Plan designates the area between Florida and Devonshire Avenues as Mixed-Use, which allows a high intensity mixture (vertical or horizontal mixture) of residential, commercial, and office uses that provides opportunities to live, work, and shop within a compact area. And, the area between Devonshire Avenue and Celeste Road is designated Low Density Residential (LDR), which allows 2.1 to 5.0 dwelling units per acre. As described above, concurrent with the adoption of the Specific Plan, the Project proposes Project-specific General Plan amendments to (i) amend the development capacity allowed in the Florida Avenue Commercial Mixed-Use Area #1 as shown on Table 2.3 and as described in Section 2.6.4 of the 2030 General Plan; (ii) increase the base maximum allowed density north of Devonshire Avenue (Planning Areas 9 and 10) from a maximum of 5.0 du/acre to 6.0 du/acre; and (iii) increase the allowed maximum density in Planning</p>

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
	Area 9 up to 8.0 du/acre if necessary to accommodate the potential transfer of residential units in the event the Hemet Unified School District does acquire the School Overlay (Planning Area 10).
<b><i>Policies Related to Land Use Compatibility with Adjacent Uses</i></b>	
<p><b>LU-3.2 Preservation of Stable, Existing Neighborhoods.</b> Preserve the integrity, quality and livability of Hemet’s existing residential neighborhoods by requiring that new and infill development be designed to complement existing residential uses, density and character.</p> <p><b>LU-3.3 Transitional Uses.</b> Use multi-family development as a transition between commercial to single-family uses where appropriate. Avoid density increases or intrusion of nonresidential uses that are incompatible with existing neighborhoods.</p> <p><b>LU-3.4 Compatible Residential Development.</b> Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to scale, neighborhood architectural character, setbacks, and other neighborhood design aspects. Assure that the type and intensity of residential use is consistent with that in the immediate neighborhood.</p> <p><b>LU-3.5 Buffering of New Development.</b> Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping and building scale and orientation.</p> <p><b>LU-3.9 Incompatible Uses.</b> Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect its safety or residential character.</p> <p><b>LU-5.6 Transitions and Buffers.</b> Provide appropriate transitions and buffers to minimize the potential incompatibilities of mixed use or transit oriented developments on adjacent neighborhoods and land uses.</p>	<p><b>Consistent.</b> Ramona Creek has been master planned through the Specific Plan to ensure that complementary uses are sited adjacent to each other and that buffers (consisting of local streets, landscaping, and open spaces) separate uses that are not complementary. The land use pattern in Ramona Creek reflects the surrounding development and is consistent with what is prescribed in the Hemet General Plan. Ramona Creek features a vibrant, horizontal Commercial Mixed-Use retail destination along Florida Avenue and residential neighborhoods that are progressively lower in density moving northward. This pattern is consistent with surrounding developments that also feature commercial and other nonresidential uses are near Florida Avenue with lower-density residential uses are sited near and north of Devonshire Avenue. Such uses will ensure compatibility with the existing Montero single-family residential development to the west of Ramona Creek and the planned Tres Cerritos West neighborhood to the north. Planning Areas 9 and 10 are also separated from surrounding areas designated for Low Density Residential uses by public streets and perimeter landscaping/walls on both sides of the street that effectively screen and separate the two areas and any minor variation in building density.</p> <p>The Specific Plan prohibits uses that are</p>

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<p><b>LU-6.4 Parcel Consolidation.</b> Encourage the consolidation and assemblage of adjacent commercial parcels to provide more viable commercial development opportunities.</p> <p><b>LU-6.7 Regulate Sensitive Land Uses.</b> Appropriately control the location, concentration and number of community sensitive land uses such as alcohol sales, tobacco products, adult businesses, medical marijuana dispensaries, and entertainment venues, and require operational measures to prevent adverse impacts to adjoining residences, businesses, schools, parks, medical facilities, and religious facilities consistent with City, State and Federal laws.</p> <p><b>LU-15.12 Freeway/Highway Adjacent Sensitive Land Uses.</b> To protect sensitive land uses from air pollution generated by freeways, highways, and truck routes, establish a buffer-area between the sensitive land uses and freeways, highways and truck routes.</p> <p><i>Also:</i></p> <p><b>CD-5.11 Buffers.</b> Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas of varying densities.</p>	<p>not compatible. Residential neighborhoods are separated by open spaces (the Recreation Spine and Ramona Creek Corridor), creating unique and distinctive enclaves. However, they are linked by an extensive network of streets, sidewalks, and paths and unified by common landscaping, entry monumentation, street lighting, and street furniture.</p>
<p><b><i>Policies Related to Public Facilities</i></b></p>	
<p><b>LU-2.10 Master Planning of Public Facilities.</b> In specific plans and master planned communities, identify and reserve sites for public facilities, schools, recreation, and civic uses, and integrate recreational opportunities with natural open space.</p> <p><b>LU-5.5 Public Spaces.</b> Establish interesting and attractive focal points, public spaces or community uses within mixed use and transit oriented developments that are within walking distance and provide a source of activity and identity for the district.</p>	<p><b>Consistent.</b> The Ramona Creek Specific Plan identifies specific areas to be dedicated for passive and active recreation, including the Community Green, Recreation Spine, and Ramona Creek corridor. These spaces, which are centrally located and connected to all parts of the community, will encourage residents to exercise and interact. Outdoor gathering spaces such as the pedestrian plaza in the Commercial Mixed-Use District will offer outdoor dining opportunities, include public art,</p>

**Table IV.K-3  
General Plan Consistency Analysis**

<b>Policy</b>	<b>Consistency Discussion</b>
<p><b>LU-15.7 Public Spaces.</b> Support the creation of public spaces that foster positive human interaction and healthy lifestyles such as public plazas, sidewalk and other outdoor dining opportunities, public art displays, and central gathering and meeting spaces.</p>	<p>and be connected to the community’s pedestrian network. The Community Green will accommodate community uses such as an amphitheater and community room. This space is intended to host outdoor concerts, plays, and events. The Recreation Spine also connects Ramona Creek’s recreational amenities with natural open space areas in the Tres Cerritos Foothills to the north. Ramona Creek provides approximately 37 acres of park and open space areas, far exceeding the 12.5 acres required by the City standard of 5 acres per 1,000 residents.</p> <p>Since the Recreation Spine is largely located on the existing MWD easement, permanent structural improvements, such as restrooms and the amphitheater stage, have been designed to be located outside of the easement area.</p> <p>The Specific Plan accounts for future public facility needs by accommodating institutional uses such as higher-learning campuses, satellite colleges, and technical colleges in the Commercial Mixed-Use District. In addition, the plan identifies an appropriate site for a 12-acre elementary (K-5) school and provides provisions to address the transfer of units from the school site, should it develop, into other residential areas.</p>
<p><b><i>Policies Related to Public Services and Infrastructure</i></b></p>	
<p><b>LU-1.8 Balance Land Uses with Services.</b> Accommodate and locate the types, densities, and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure and public services such as schools, parks and emergency services.</p>	<p><b>Consistent.</b> Ramona Creek is master planned with utility and service infrastructure that is appropriately scaled for the land uses and building intensities planned for the site. One of the Specific Plan's guiding principles is to plan for improvements and development of new public infrastructure to serve the Project area consistent with applicable master plans and capital improvement plans.</p>
<p><b>LU-2.1 Adequate Infrastructure.</b> Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to</p>	

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<p>serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.</p> <p><b>LU-2.2 Public Service Levels.</b> Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.</p> <p><b>LU-2.3 Public Improvement Costs.</b> Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.</p> <p><b>LU-2.7 Capital Improvement Plans.</b> Ensure that the provision of infrastructure master plans and capital improvement programs to serve new development are in place in anticipation of development demands, in order to facilitate the viability and quality of new residential, commercial and industrial development.</p> <p><b>LU-2.12 Use of Recycled Water Systems.</b> Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.</p> <p><b>LU-2.14 Maximize Existing Infrastructure.</b> Promote the use and reuse of existing developed areas with available infrastructure and service systems, and reinvest in the maintenance, rehabilitation and expansion of existing infrastructure to serve new development.</p> <p><i>Also:</i></p> <p><b>CD-11.15 Property Maintenance.</b> Proper levels of property maintenance, graffiti abatement, and trash disposal need to be encouraged and enforced through notification, education, and code compliance efforts.</p>	<p>Several regulatory and financing mechanisms, including the City's development impact fee (DIF) programs, are in place to ensure that development in Ramona Creek proceeds with the appropriate addition of infrastructure, public services, and facilities to serve new land uses and population, and that new development does not strain services currently provided in the City of Hemet. The Specific Plan also includes a detailed Phase Plan to ensure the delivery of infrastructure as the Project develops over time. And, in coordination with the school district, in addition to the payment of school fees, the Specific Plan includes a 12-acre School Overlay to allow for the potential development of an elementary (K-5) school.</p> <p>The site has been carefully designed to balance on-site cut and fill while providing an on-site land-based drainage basin corridor and appropriate water quality measures. The Ramona Creek Corridor not only solves onsite drainage and integrates with and improves the regional drainage system, but also provides an opportunity for an attractive, landscaped area for open space and public recreation.</p> <p>A Water Supply Assessment has been prepared and approved by the Eastern Municipal Water District. A recycled water system will be provided in Ramona Creek and will connect to existing recycled water lines in Devonshire Avenue and Myers Street.</p> <p>As detailed in the Specific Plan's <i>Sustainability</i> Chapter, the Project features a comprehensive plan of</p>

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Policy	Consistency Discussion
<p><b>RC-2.6 Benefit Assessment Districts.</b> Promote the creation of benefit assessment districts and property owner associations for park and trail development and maintenance.</p> <p><b>CSI-2.1 Agency Coordination.</b> Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.</p> <p><b>CSI-2.2 Water Supply Assessments.</b> Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.</p> <p><b>CSI-3.1 Performance Standards.</b> New development shall install sufficient sewer facilities needed to meet performance standards established by the site’s wastewater collection agency.</p> <p><b>CSI-4.1 Sufficient Service.</b> Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.</p> <p><b>CSI-4.2 100-Year Storm Flows.</b> Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.</p> <p><b>CSI-4.3 Pollutant Discharge.</b> Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, comply with the requirements of the Lake</p>	<p>sustainability measures to reduce energy consumption, reduce water consumption, reduce solid waste, and reduce vehicle miles traveled.</p> <p>A fiscal impact report produced in summer of 2012 concluded that buildout of the Ramona Creek Specific Plan would result in a positive net fiscal impact to the City’s general fund compared to existing conditions. The Administration and Implementation chapter of the Specific Plan addresses the Project’s Maintenance Plan. Among other mechanisms, the Specific Plan anticipates the creation of benefit districts.</p>

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Policy	Consistency Discussion
<p>Elsinore Canyon Lake TMDL to reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.</p> <p><b>CSI-4.5 Drainage System Mitigation.</b> In accordance with the City’s performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.</p> <p><b>CSI-4.6 Aesthetic Design.</b> Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.</p> <p><b>CSI-4.10 Low Impact Development.</b> Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:</p> <ol style="list-style-type: none"> <li>1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;</li> <li>2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;</li> <li>3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other</li> </ol>	

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<p>environmental benefits.</p> <ol style="list-style-type: none"> <li>4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.</li> <li>5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.</li> <li>6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.</li> </ol> <p><b>CSI-5.1 Telecommunication Facilities.</b> Facilitate provision and enhancement of telecommunications services throughout the Planning Area while promoting collocated and/or “stealthed” wireless communications antenna facilities and the provision of new technology to minimize cell towers.</p> <p><b>CSI-5.2 Utility Facilities.</b> Promote the availability of reliable and reasonably priced utilities necessary for businesses and residences to prosper.</p> <p><b>CSI-5.3 Energy Services.</b> Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.</p> <p><b>CSI-5.5 Energy Efficient Design.</b> Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.</p> <p><b>CSI-6.1 Solid Waste System.</b> Promote efficient, economical, and environmentally sound waste collection, management, and disposal.</p>	

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<p><b>CSI-7.1 City/School Districts Coordination.</b> Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.</p> <p><b>CSI-8.1 Health Care Facilities.</b> Encourage the establishment of a broad range of health care facilities and associated hospitals, acute care facilities, medical offices, businesses, and medical educational and research facilities.</p> <p><b>CSI-9.1 Library Collections.</b> Expand and adapt the library collection to meet the changing needs of the community for different formats and interests while preserving a core collection of materials of continuing value.</p> <p><b>CSI-10.1 Service Provision.</b> Recognize that the City has a diverse population with specialized needs, and provide for the needs of the citizenry through public, nonprofit, and private assistance organizations.</p>	
<b><i>Policies Related to Hemet-Ryan Airport</i></b>	
<p><b>LU-10.1 Airport Influence Area.</b> Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan (ALUP) and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUP. All non-legislative land use proposals that are subject to CEQA review by the City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.</p> <p><b>LU-10.2 Airport Land Use Compatibility.</b> As part of the development review process, ensure appropriate land use compatibility within airport safety zones by utilizing the <i>Hemet-Ryan Airport Comprehensive Airport Land Use Plan</i> and the latest <i>Department of Aeronautics Handbook</i> developed by the State of California, and require an Airport</p>	<p><b>Consistent.</b> The Project is within an airport influence zone, and involves General Plan and zoning amendments. Therefore, the Project will require review by the Hemet-Ryan Airport Land Use Commission. An airport compatibility study has been prepared for this Project, which concludes that the Project is consistent with the Airport Land Use Plan.</p>

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<p>Compatibility Study as warranted for projects within the Airport Influence zones.</p> <p><b>LU-10-5 Residential Density Limitations.</b> While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in the Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.</p>	
<b>Policies Related to Agricultural Use</b>	
<p><b>LU-2.8 Agriculture as a Permitted Use.</b> Allow for the continued production and use of agricultural lands as interim uses preceding urban development, or as a long term use.</p> <p><b>LU-15.8 Rural Residential and Agricultural Areas.</b> Promote healthy land use patterns by preserving scenic and open space resources, preventing inappropriate development in agricultural and rural areas, and developing or honoring incentives that preserve the economic value of agricultural and open space lands.</p>	<p><b>Consistent.</b> While agricultural uses are not planned for the Project area, plant nurseries are a permitted use in the Commercial Mixed-Use District under the Specific Plan. Policies to preserve agricultural use are not applicable as the General Plan designated the site for Mixed Use on the majority of the site and Low Density Residential north of Devonshire Avenue.</p>
<b>COMMUNITY DESIGN ELEMENT</b>	
<b>Policies Related to Design Principles</b>	
<p><b>CD-1.1 Unique Sense of Place.</b> Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles.</p> <p><b>CD-1.2 Hemet’s visual image.</b> Reinforce and boost Hemet’s visual image regionally by protecting its legendary views of the surrounding mountains.</p> <p><b>CD-1.3 Focal Points.</b> Target visually prominent areas of the community, such as the downtown, gateways, and major activity centers, as focal points that receive particular care and civic attention.</p> <p><b>CD-1.5 Design Excellence.</b> Require design excellence and compatibility in site planning, architecture, landscape design and signage.</p>	<p><b>Consistent.</b> The Project has been designed as a western gateway into the City to enhance the Florida commercial corridor space and provides enhanced landscaping and signage along Florida Avenue. The Ramona Creek Specific Plan includes detailed development standards, design guidelines, and signage and landscape provisions that address public and private, residential and nonresidential developments. These provisions ensure a high quality and cohesive aesthetic quality in Ramona Creek. Landscape and setback standards include provisions that promote visual variety, prohibit design monotony, and screen parking lots. Development standards for both residential and nonresidential uses are based on standards identified in the Municipal Code. The Specific Plan</p>

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<p><b>CD-2.1 Gateways.</b> Develop a system of gateways and entrances to the City that include landscaping, walls, signage, and appropriate street furniture. Potential locations are shown in Figure 3.1 of the Community Design Element.</p> <p><b>CD-5.2 Scale and Character of Development.</b> New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.</p> <p><b>CD-5.3 Scale of Development.</b> Require new development to follow site planning and architectural design principles that maintain the historic character, scale and integrity of the City’s neighborhoods and districts, where applicable.</p> <p><b>CD-5.4 Public Space Design.</b> Encourage design that improves public spaces, encourages pedestrian activity, and enhances sense of place within neighborhoods and commercial districts.</p> <p><b>CD-5.5 Specific Plans.</b> Require specific plans to promote cohesive and integrated patterns of development for large undeveloped areas, especially areas designated for mixed use.</p> <p><i>Also:</i></p> <p><b>LU-1.5 Strong Sense of Place.</b> Foster distinctive, attractive community districts and neighborhoods with a strong sense of place.</p>	<p>therefore ensures that development in Ramona Creek reflects the scale and character previously planned for the area.</p>
<p><b><i>Policies Related to Streetscapes</i></b></p>	
<p><b>CD-3.1 Public Streetscapes.</b> Provide public streetscapes that unify the City of Hemet and contribute to the unique identity of its neighborhoods, districts, open space corridors, and public places.</p> <p><b>CD-3.4 Enhanced Pedestrian Environment.</b> Promote the transformation of existing automobile-dominated and safe for pedestrians by incorporating the following:</p> <ul style="list-style-type: none"> <li>• wide sidewalks,</li> <li>• few curb cuts and driveways,</li> <li>• enhanced pedestrian street crossings,</li> <li>• building entrances oriented to the street,</li> </ul>	<p><b>Consistent.</b> Streetscape design and landscaping near Florida Avenue are required to comply with the City’s Scenic Highway Setback Manual. That document outlines design standards for site amenities in setback areas, including pedestrian and bike paths, walls and fences, street furniture, lighting, entry monuments and irrigation. Areas within the Commercial Mixed-Use District but not within the Florida Avenue setback area must be consistent with the City’s</p>

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<ul style="list-style-type: none"> <li>• transparent ground floor frontages,</li> <li>• street trees,</li> <li>• streetscape furnishings, and</li> <li>• pedestrian-scaled lighting and signage.</li> </ul> <p><b>CD-3.5 Variety of Streetscape Design.</b> Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.</p> <p><b>CD-3.6 Landscaped Parkways.</b> Require where appropriate the provision of landscaped parkways and street trees between roadways and sidewalks to create safe and attractive streets for pedestrians and motorists.</p> <p><b>CD-3.7 Drought Tolerant Landscaping.</b> Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.</p> <p><b>CD-3.8 Arterial Landscaped Medians</b> Provide for landscaped medians along Florida Avenue and other identified arterial corridors that are uniform in design and unique to each, and which would incorporate items such a public art, drought resistant landscaping and wayfinding signs, as appropriate.</p> <p><b>CD-3.10 Scenic Highway Landscaping.</b> Require implementation of the scenic highway setbacks and landscaping pursuant to the Community Design Element and the City’s adopted Scenic Highway Setback Manual.</p> <p><b>CD-3.11 Street Trees.</b> Select species of trees for parkways and medians that create an attractive visual framework, are large enough to provide shade and identity, are water conserving, and are relatively low maintenance.</p>	<p>Commercial Design Guidelines.</p> <p>Landscaping of streetscapes in Ramona Creek is dictated by Specific Plan Chapter 2, <i>Development Plan</i>, and Specific Plan Chapter 3, <i>Design Guidelines</i>. A plant palette that emphasizes drought-tolerant plant species and references the City’s approved street tree list is included in the Specific Plan as Appendix B.</p>
<b><i>Policies Related to Walkability</i></b>	
<p><b>CD-8.3 Commercial Pedestrian Linkages.</b> Encourage the provision of pedestrian linkages to and within large</p>	<p><b>Consistent.</b> Ramona Creek is specifically designed as a cohesive mixed-use project</p>

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<p>commercial sites, where appropriate to the location, scale of the development, and proximity to residential neighborhoods.</p> <p><b>CD-8.4 Increase Walkability.</b> Require new development to create walkable, pedestrian scaled blocks, publicly accessible midblock paseos, and pedestrian routes where appropriate, pedestrian use. Walkability can be enhanced by:</p> <ul style="list-style-type: none"> <li>a. Discouraging wide expanses of parking lots.</li> <li>b. Minimizing pedestrian-auto conflicts and ensuring a high-level of safety for pedestrians.</li> <li>c. Providing pedestrian linkages between uses and buildings.</li> <li>d. Creating an appealing street scene through the use of attractive street furniture and landscaping.</li> <li>e. Designing commercial projects to feature a central plaza or main visual focus oriented toward pedestrian and transit connections.</li> <li>f. Designing commercial projects with building façades that are interesting and in scale with the pedestrian. Ground floor elevations should avoid long bland walls. Windows and entrances should be located at frequent intervals.</li> <li>g. Integrating features such as awnings and verandas that shield visitors from the elements.</li> <li>h. Discourage projects that face inward, are surrounded by walls, or have no connection to neighboring uses.</li> </ul> <p><b>CD-8.7 Walkable Streets.</b> Require design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveways curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.</p> <p><b>CD-9.2 Pedestrian-Orientation.</b> Ensure that pedestrian orientation is considered in development of the City’s public spaces.</p>	<p>to promote walkability. The Plan includes an extensive system of sidewalks, paths, and trails, as shown in Specific Plan Figure 3-4, <i>Pedestrian and Bicycle Network</i>. The pedestrian and bicycle circulation system connects important community features, such as the Recreation Spine, Commercial Mixed-Use District, Community Green, and the Ramona Creek Corridor. The interconnected system will allow residents to walk or bike between neighborhood parks, open space, and amenities, encourage use; help to reduce automobile use within the community; and promote healthier lifestyles. The pedestrian circulation system is composed of public on- and off-street trails. On-street trails are depicted in the roadway sections described earlier. The minimum standards for off-street trails are described in Section 3.6.1. Bicycle circulation in Ramona Creek is detailed on Specific Plan Figure 3-2, <i>Street Sections</i>.</p>

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<p><i>Also:</i></p> <p><b>LU-1.4 Walkable Neighborhoods.</b> Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.</p> <p><b>LU-15.3 Pedestrian Linkages and Connectivity.</b> Encourage a built environment that promotes physical activity and access to goods and services while reducing driving and pollution by directing new commercial growth to existing and planned residential areas, incorporating pedestrian linkages and connectivity between land uses, and requiring development and design standards that create walkable streets and neighborhoods.</p>	
<b><i>Policies Related to Design Elements</i></b>	
<p><b>CD-6.1 Sign Design.</b> Encourage interesting, creative, and unique approaches to sign design with the following:</p> <ul style="list-style-type: none"> <li>a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building.</li> <li>b. Signs and monuments should complement a building’s style and materials, and coordinate with the City’s desired street character.</li> <li>c. Signs within the Downtown District should promote retail and street activity and enhance the pedestrian experience.</li> <li>d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color.</li> <li>e. Signs and sign monuments should be enhanced with the use of landscaping at their base.</li> </ul> <p><b>CD-6.2 Sign Location.</b> Ensure that site plans for buildings and development projects identify locations and sizes for future signs.</p> <p><b>CD-6.3 Sign Programs.</b> Require the submission of signage programs for all commercial and multi-tenant development.</p>	<p><b>Consistent.</b> Detailed development standards and design guidelines for development in Ramona Creek are included in the Specific Plan. These include provisions that dictate the design and placement of entries and monuments, walls, fences, signs, landscaping, lighting, streetscape, street furniture, stairways and corridors, and parking.</p>

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<p><b>CD-7.2 Walls and Fences.</b> Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered:</p> <ul style="list-style-type: none"> <li>a. <b>Wrought Iron Fencing.</b> Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.</li> <li>b. <b>Multi-family Development.</b> New multi-family developments should consider rear façades which front public rights-of-way as the primary elevation in the design of the project. Street façades which are designed to include landscaped berms and tree planting are recommended over solid walls or fences.</li> <li>c. <b>Bermed landscaping</b> is encouraged to be used as an alternative to development of walls and fences.</li> <li>d. <b>Rural Fencing.</b> Solid walls and fences should be avoided in rural residential areas except around courtyards, patios, or pool areas where privacy is needed. Open fencing types should be the rule in rural areas to maintain a feeling of openness and space. Use wall and fence materials consistent with the established theme of the area. Avoid high, solid fencing in favor of low walls, low split rail, range, or other types of open fencing.</li> <li>e. <b>Infill Development.</b> Where they are needed, fences or walls should relate to both the site being developed and surrounding developments, open spaces and surrounding developments, open space, streets, and pedestrian ways, and should respect existing view corridors to the greatest extent possible.</li> <li>f. <b>Theme walls.</b> Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a “walled in” appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.</li> </ul>	

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<p>g. <b>Landscape buffering.</b> Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that will resist the damaging effect of wind, rain, and irrigation.</p> <p>h. <b>Maintenance.</b> When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.</p> <p><b>CD-7.3 Landscape Design.</b> Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.</p> <p><b>CD-9.1 Site Furniture.</b> Provide site furniture in areas with high pedestrian activity and provide for shade trees in pedestrian and plaza areas.</p> <p><b>CD-11.4 Fences and Walls.</b> Walls and fences should be designed and placed where adequate visibility of the public rights-of-way can be maintained. Gates serve not only as access control but also as visual access points to public rights-of-way.</p> <p><b>CD-11.5 Security Fencing.</b> Security fencing should be designed to be attractive to promote positive neighborhood identity and facilitate emergency access.</p> <p><b>CD-11.6 Security Grilles.</b> Security grilles are discouraged in</p>	

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<p>all new and existing development. In instances where the City determines security grilles are necessary they shall be designed and placed in the manor that respects the building architecture and conveys a positive image for the area.</p> <p><b>CD-11.7 Landscaping.</b> Landscaping should be places in areas that will not block visibility. Landscaping should be well maintained to avoid overgrowth. Low level plant materials should be used in areas where increased visibility is desired.</p> <p><b>CD-11.8 Lighting.</b> Lighting plays a significant role in maintaining a safe environment. Adequate lighting shall be provided along the streets/alleys, parking lot areas, pathways/sidewalks, public and private outdoor areas. Avoid potentially dark or shadowy areas.</p> <p><b>CD-11.9 Parking.</b> Provide adequate parking for resident and guest vehicles so that front yards and streets are not overly congested with parked vehicles. Parking lots and garages should be designed to have adequate visibility and lighting from the public right-of-way.</p> <p><b>CD-11.10 Stairways and Stairwells.</b> Stairways provide visual accent on building exteriors. Stairways and stairwells should be located in prominent locations that are well lit and in safe locations. Dark, narrow stairwells should be avoided.</p>	
<p><b><i>Policies Related to Development Standards</i></b></p>	
<p><b>CD-5.6 Development Standards.</b> Continue to provide and update development standards to ensure higher quality building and site design.</p> <p><b>CD-5.9 Flexible Design Standards.</b> Promote flexible design standards for commercial development that enhances special identity and visual character.</p>	<p><b>Consistent.</b> The development standards identified in Specific Plan Chapter 2, <i>Development Plan</i>, are designed to be flexible and accommodate a variety of building types and architectural styles. Landscaping requirements, setbacks, and street widths are established in detail, but items pertaining to visual character and community and identity are flexible. This allows for a unique community character to be developed over time while ensuring that the style and quality of individual developments is consistent with that</p>

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	overall character.
<b><i>Policies Related to Public Amenities</i></b>	
<p><b>CD-1.9 Iconic Buildings.</b> Encourage the development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to the City’s design form and identity.</p> <p><b>CD-7.4 Public Landscaping.</b> Improve the appearance of neighborhood areas through public landscaping, location of open space buffers, and special landscape features.</p> <p><b>CD-8.1 Outdoor Plazas.</b> Promote the establishment of outdoor plazas and courtyards in commercial centers, office complexes, at public buildings and in the Downtown District.</p> <p><b>CD-8.5 Neighborhood Amenities.</b> Encourage appropriately scaled neighborhood-supportive facilities and services to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents.</p> <p><b>CD-9.5 Multi-purpose Commercial Uses.</b> Encourage multipurpose facilities within commercial developments that may be provided for a variety of public and private events.</p> <p><b>CD-9.6 Day and Evening Activities.</b> Encourage a range of uses within the Downtown District and community-level commercial centers that provide for both day and evening activities.</p> <p><b>CD-9.7 Common Space in Residential Areas.</b> Encourage common areas and facilities within residential developments to provide gathering areas for social and recreational activities.</p> <p><b>CD-13.8 Water Features.</b> Where possible, water features should be utilized to create focal points relating to the buildings and public open spaces. Seating and landscaping should be placed at varying distances from water features to provide additional interest. Water features shall incorporate energy and water conservation measures.</p>	<p><b>Consistent.</b> Ramona Creek has been designed as a western gateway into the City. Ramona Creek is intended to be a vibrant and lively neighborhood and is designed around the placement of meaningful gathering places. At the core of the community are the Community Green, a multipurpose space for events and informal gatherings, and the pedestrian plaza in the Commercial Mixed-Use District, which includes an iconic water feature and restaurants with outdoor dining. The Community Green is intended to be used to host outdoor concerts, plays and events. Community-wide public landscaping and a network of sidewalks and paths will visually unify these amenities with residential areas that surround them. The close proximity of retail and recreational uses to residential areas will also promote evening activity in the Commercial Mixed-Use District, with restaurants and well-lit walking paths accessible to residents after work or school.</p> <p>In addition, the site has been carefully designed to balance on-site cut and fill while providing an on-site land-based drainage basin corridor and appropriate water quality measures. The Ramona Creek Corridor not only solves onsite drainage and integrates with and improves the regional drainage system, but also provides an opportunity for an attractive, landscaped area for open space and public recreation.</p>

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Policy	Consistency Discussion
<b><i>Policies Related to Public Navigation and Wayfinding</i></b>	
<p><b>CD-5.14 Buildings that Front Streets.</b> Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, façade articulation, ground-floor transparency, and location of parking.</p> <p><b>CD-5.15 Screening of Off-Street Parking.</b> Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.</p> <p><b>CD-6.3 Sign Programs.</b> Require the submission of signage programs for all commercial and multi-tenant development.</p> <p><b>CD-6.4 Public Wayfinding.</b> Establish a comprehensive public signage plan for public wayfinding that identifies the following:</p> <ul style="list-style-type: none"> <li>• city entries,</li> <li>• street names,</li> <li>• public/community facilities,</li> <li>• parks, trails and other recreational amenities,</li> <li>• key districts such as downtown,</li> <li>• public transit stations and stops,</li> <li>• directional (wayfinding) information, and</li> <li>• traffic control and parking.</li> </ul> <p><b>CD-8.2 Residential Pedestrian Connections.</b> Require the provision of safe, walk-able connections between residential developments, schools and park sites.</p> <p><b>CD-9.8 Public Wayfinding.</b> Include the development of public wayfinding programs when designing public open space.</p> <p><b>CD-10.2 Commercial Orientation.</b> Require that commercial uses be located along the street frontage where sites are developed for mixed-use projects, with housing or offices on the upper levels or to the rear of the commercial uses.</p>	<p><b>Consistent.</b> Pedestrian navigation and wayfinding was a primary consideration in the site design of Ramona Creek. For spatial representations of the community’s pedestrian infrastructure, see Specific Plan Figure 3-1, <i>Mobility Plan</i>, Figure 3-2, <i>Street Sections</i>, and Figure 3-4, <i>Pedestrian and Bicycle Network</i>. Specific Plan Chapters 2, <i>Development Plan</i>, and 3, <i>Design Guidelines</i>, outline standards for signage and entry monuments that will ensure a unified and clear system of navigation for residents and visitors. Residential and commercial uses are oriented to the street so that people may easily find homes and businesses. Uses are transitioned so that commercial and other nonresidential uses are near Florida Avenue with lower-density residential uses sited near and north of Devonshire Avenue. Public spaces such as the Community Green, Recreation Spine, Ramona Creek Corridor and Commercial Mixed-Use District pedestrian plaza are centrally located, well lit, and visually distinct from private spaces (which are oriented away from Ramona Creek’s network of collector and local streets). Visual nuisances are screened from view with fences, walls, and landscaping, as outlined in Chapter 2 of the Specific Plan. Streetscape design and landscaping near Florida Avenue are required to comply with the City’s Scenic Highway Setback Manual.</p>

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Policy	Consistency Discussion
<p><b>CD-11.1 Alleyways.</b> Alleyways should be designed so that adequate lighting and visibility is maintained.</p> <p><b>CD-11.2 Corridors.</b> Narrow exterior corridors should be avoided. Site design should consider visibility and lighting. Dead-end corridors should be avoided.</p> <p><b>CD-11.3 Building Design.</b> Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.</p> <p><b>CD-11.12 Private Space.</b> Private open space should be well delineated and separated from the public realm.</p> <p><b>CD-11.13 Public Activity Areas.</b> Common public activity areas should be centrally located, well lit and highly visible from surrounding areas.</p>	
<b>CIRCULATION ELEMENT</b>	
<b><i>Policies Related to Complete Streets and Alternative Modes of Transportation</i></b>	
<p><b>C-1.1 Complete Streets.</b> Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.</p> <p><b>C-1.7 Connectivity.</b> Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.</p> <p><b>C-1.15 New Development.</b> Approval of new development projects shall:</p> <ol style="list-style-type: none"> <li>a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;</li> <li>b. require new developments to meet roadway and</li> </ol>	<p><b>Consistent.</b> Ramona Creek features a high level of street connectivity, with roadways that meet the City of Hemet's standards and accommodate pedestrians, bicyclists, and automobiles. As shown in Specific Plan Figure 3-1, <i>Mobility Plan</i>, the Ramona Creek Specific Plan's hierarchy of streets includes perimeter secondary streets, collector roads, local streets, alleys, and pedestrian-only thoroughfares. Secondary streets and collector streets are specifically defined to accommodate bike lanes. Local streets are designed to create short, connective blocks, dispersing traffic and aiding pedestrian wayfinding. Public streets, both on- and offsite, will be improved by the developer. The typical street cross-sections and plan views are illustrated in Specific Plan Figure 3-2, <i>Street Sections</i>.</p> <p>The mixed-use nature of the Ramona</p>

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<b>Policy</b>	<b>Consistency Discussion</b>
<p>intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;</p> <p>c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;</p> <p>d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City’s circulation system;</p> <p>e. limit lot development to reverse frontage and/or side-one lots on all arterials.</p> <p><b>C-1.16 Mixed Use District Street Design.</b> To facilitate transit- and pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.</p> <p><b>C-4.4 Neighborhood Electric Vehicles.</b> Promote the use of neighborhood electric vehicles (NEVs) by using low-speed streets within projects and by ensuring connectivity with adjacent supporting uses such as neighborhood commercial uses.</p> <p><b>C-4.6 Vehicle Mile Reduction.</b> Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern</p>	<p>Creek community promotes nonvehicular transportation. Low-speed local streets accommodate safe movement of bicycles and NEVs, and an extensive network of trails and sidewalks between uses allow residents to walk to and from retail and recreational uses. These features will reduce the overall vehicle miles traveled by residents. Specifically, the proposed increase in residential uses along with the decrease in commercial retail and office uses results in a net decrease in the number of vehicle trips anticipated to be generated by the Project as compared to the number of vehicle trips forecasted for the Project area based on the intensity of uses currently allowed within the Florida Avenue Mixed-Use Area #1 of the General Plan.</p>

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Policy	Consistency Discussion
<p>California Air Quality Management Board.</p> <p><b>C-5.1 Bikeway and Pedestrian Network.</b> Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City’s Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.</p> <p><b>C-5.2 Expand Bikeway Network.</b> Seek opportunities to acquire land and build new bikeways, including using floodways, easements, and abandoned rights-of-way and modifying and widening existing roadways and shoulders to accommodate bikeways, in accordance with the Bikeway Circulation Plan.</p> <p><b>C-5.3 Bike-Friendly Development.</b> Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.</p> <p><b>C-5.4 Roadway Sharing.</b> Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.</p> <p><b>C-5.5 Regional Bikeway Interconnectivity.</b> Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practicable.</p> <p><i>Also:</i></p> <p><b>LU-2.6 Alternative Modes of Transportation.</b> Promote</p>	

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Policy	Consistency Discussion
<p>alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.</p> <p><b>LU-8.3 Traffic Diversion.</b> Complete planned circulation improvements to Devonshire Avenue and Acacia Avenue and divert through trips to these routes to alleviate traffic congestion on Florida Avenue.</p> <p><b>LU-8.4 Transit Connections.</b> Establish transit connections along Florida Avenue, and require incorporation of transit- and pedestrian-friendly design features.</p> <p><b>LU-1.7 Integrate Land Use and Transportation Networks.</b> Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.</p>	
<b><i>Policies Related to Transportation Capacity and Management</i></b>	
<p><b>C-1.3 Traffic Flow.</b> Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.</p> <p><b>C-1.4 Traffic Management.</b> Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.</p> <p><b>C-1.5 Traffic Control System.</b> Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.</p> <p><b>C-1.6 Roadway Capacity.</b> Identify roadways that cannot be</p>	<p><b>Consistent.</b> A detailed <i>Transportation Impact Analysis</i> has been prepared by Urban Crossroads, which identifies the appropriate mitigation to ensure the Project’s consistency with the General Plan’s Circulation Element.</p>

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Policy	Consistency Discussion
widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity.	
<b><i>Policies Related to Access, Medians, and Parkways</i></b>	
<p><b>C-1.8 Reciprocal Access.</b> Require reciprocal accessways and consolidate commercial driveway entries along Florida Avenue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.</p> <p><b>C-1.10 Center Median Design</b> Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan’s Circulation Map.</p> <p><b>C-1.11 Parkway Design</b> Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.</p>	<p><b>Consistent.</b> The design of streetscapes in Ramona Creek is required to comply with provisions of the Hemet Municipal Code, as outlined in Specific Plan Chapter 2, <i>Development Plan</i>. Street trees planted in medians and parkways are required to be consistent with the plant palette included in the Specific Plan (Appendix B) and the City’s approved street tree list. Areas of the community along the Florida Boulevard corridor are required to comply with provisions of the City’s <i>Scenic Highway Setback Manual</i>, which dictates detailed standards for street and streetscape design. Driveways have been consolidated as part of the comprehensive design.</p>
<b>COMMUNITY SERVICES AND INFRASTRUCTURE ELEMENT</b>	
<b><i>Policies Related to Schools</i></b>	
<p><b>CSI-7.1 City/School Districts Coordination.</b> Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.</p> <p><b>CSI-7.3 School Siting.</b> Encourage the siting of schools close to the neighborhoods they are intended to serve, siting to facilitate safe access for students walking, bicycling, or driving to and from school sites, and siting to minimize the extension of infrastructure and services.</p>	<p><b>Consistent.</b> Ramona Creek is designed with the flexibility to accommodate a school in the northeastern corner of the site. This flexibility is provided through a School Overlay land use designation, shown in Specific Plan Figure 2-4, <i>Land Use Plan</i>. The 12-acre School Overlay allows for a K-5 school to be sited close to student-generating neighborhoods. Utilization of the overlay would promote safe access to school for students, who could easily walk or bike to the school.</p>

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Policy	Consistency Discussion
<p><i>Also:</i></p> <p><b>LU-3.6 School Site Compatibility.</b> Ensure that new development is compatible with the location of existing and planned school sites, particularly in relation to senior housing projects or nonresidential uses.</p>	
<p><b><i>Policies Related to Sustainability</i></b></p>	
<p><b>CSI-5.4 Solar Energy.</b> Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.</p> <p><b>CSI-8.4 Green Building.</b> Through incentives such as expedited review of development projects, promote nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED®) certifications.</p> <p><i>Also:</i></p> <p><b>OS-6.1 CALGreen Standards.</b> Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.</p> <p><b>OS-6.6 Solar Energy.</b> Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, and onsite solar generation.</p> <p><b>OS-7.8 Green Building Techniques.</b> Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.</p> <p><b>CD-1.6 Sustainable Design.</b> Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment.</p>	<p><b>Consistent.</b> Chapter 5 of the Specific Plan, <i>Sustainability</i>, addresses sustainable development and operational practices that will be implemented by the Project. Specifically, the development in Ramona Creek is required to meet or exceed requirements of Title 24, Part 6 of the California Energy Code, as adopted by the City of Hemet. Title 24 addresses energy efficiency in buildings and promotes the sustainable use of energy.</p>

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Policy	Consistency Discussion
<p><b>LU-2.9 Sustainable Design.</b> Require that new development be designed to minimize consumption of water, energy, and other resources and provide long-term sustainable site and building design features.</p>	
<b>PUBLIC SAFETY ELEMENT</b>	
<i>Policies Related to Public Safety</i>	
<p><b>PS-2.3 New Development.</b> Minimize additional flood risk exposure in developing areas.</p> <p><b>PS-2.5 Master Planning.</b> Promote the timely completion of master drainage plans and improvement projects that affect the City.</p> <p><b>PS-3.1 Safe Pedestrian Design.</b> Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.</p> <p><b>PS-7.1 Fire Service Response.</b> Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing of fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.</p> <p><b>PS-9.1 Defensible Space.</b> Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.</p> <p><b>PS-11.1 Noise Standards.</b> Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.</p>	<p><b>Consistent.</b> Ramona Creek is designed to maximize the health and safety of residents. The site has been carefully designed to balance on-site cut and fill while providing an on-site land-based drainage basin corridor and appropriate water quality measures. The Ramona Creek Corridor not only solves onsite drainage and integrates with and improves the regional drainage system, but also provides an opportunity for an attractive, landscaped area for open space and public recreation.</p> <p>Streets and pedestrian routes are designed to be consistent with the Hemet Municipal Code and create a highly-connected network of travel paths, allowing for easy wayfinding and visibility. Building entries and residential neighborhoods in general are oriented to the street, and public amenities (such as the Community Green, Recreation Spine, and Ramona Creek Corridor) are centrally located and surrounded by residential uses. These site design features ensure visibility between residences, the street, and common areas, creating a secure and defensible built environment.</p> <p>The plant palette outlined in Appendix B to the Specific Plan identifies plant species for recreational areas that buffer residential areas from noise-producing sports activities but do not create the kind</p>

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Policy	Consistency Discussion
<p><i>Also:</i></p> <p><b>RC-3.3 Anti-Crime Design.</b> Design park and recreation facilities and restrooms to discourage the potential for illicit and illegal activities.</p>	<p>of full visual obstruction that would limit visibility or endanger security. Compliance with City noise standards is also reinforced by the Commercial Mixed-Use District’s location between Florida Boulevard and residential areas of Ramona Creek. The nonresidential uses included in that area will separate residents from the noise and heavy traffic of Florida Boulevard while still providing links to that corridor.</p> <p>Two City of Hemet fire stations are within a mile of Ramona Creek (stations #3 and #4). Ramona Creek is easily accessible to emergency response teams coming from these stations via major arterial roadways (Devonshire Avenue and Stetson Avenue/Warren Road, respectively). The Project will be required to pay the City's development impacts fees for emergency services and participate in the City’s emergency services CFD.</p>
<b>OPEN SPACE &amp; CONSERVATION ELEMENT</b>	
<i>Policies Related to Resource Protection</i>	
<p><b>OS-1.4 Resource Protection in Development Design.</b> Require appropriate resource protection measures to be incorporated within specific plans and subsequent development proposals. Such requirements may include the preparation of a vegetation management program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, rehabilitation of biological resources displaced in the planning process, and use of project design, engineering, and construction practices that minimize impacts on sensitive species, MSHCP conservation areas, and designated critical habitats.</p> <p><b>OS-1.6 Habitat Conservation Plans.</b> Coordinate with Riverside County and other relevant agencies to implement</p>	<p><b>Consistent.</b> Ramona Creek clusters development around the proposed Recreational Spine, Community Green and Ramona Creek Corridor. The Ramona Creek Corridor maximizing the corridor’s ability to facilitate regional drainage, wildlife movement, and groundwater recharge. A recycled water system will be provided and will connect to existing recycled water lines in Devonshire Avenue and Myers Street. The corridor perpetuates flows to offsite vernal pools.</p> <p>Section 5.25.5, <i>Fees</i>, of the Ramona Creek Specific Plan outlines Ramona Creek’s compliance with the Western</p>

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<b>Policy</b>	<b>Consistency Discussion</b>
<p>the <i>Western Riverside County Multiple-Species Habitat Conservation Plan</i>, the <i>Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County</i>, and any other applicable habitat plan.</p> <p><b>OS-2.1 Development Design.</b> Encourage the use of clustered development and other site planning techniques to maximize the preservation of permanent open spaces.</p> <p><b>OS-5.4 Reclaimed Water.</b> Use reclaimed water to irrigate parks, golf courses, public landscaped areas, and for other feasible applications as service becomes available from local water providers.</p> <p><i>Also:</i></p> <p><b>LU-1.6 Open Space Preservation.</b> Recognize and preserve open space, prominent landforms, natural beauty and critical environmental areas through creative design and integrate open space and trail networks within the urban fabric to enhance the character and quality of life.</p> <p><b>LU-2.11 Stormwater Management.</b> Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, softbottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.</p>	<p>Riverside County Multiple Species Habitat Conservation Plan (MSHCP). That compliance includes payment of a development mitigation fee that is used to cover costs associated with mitigating the impacts of development on wildlife species and natural ecosystems in Hemet.</p>
<b>RECREATION &amp; TRAILS ELEMENT</b>	
<b><i>Policies Related to Parks and Open Space</i></b>	
<p><b>RC-1.1 Diversity of Parks.</b> Develop a high-quality network of parks and open spaces that meet the needs of families, young adults, adults, seniors, children, and disabled individuals.</p> <p><b>RC-2.2 Concurrent Development.</b> Require that development of recreation facilities occur concurrent with other residential development in an area.</p>	<p><b>Consistent.</b> The Ramona Creek community is defined by its open space and recreation amenities. These areas not only provide places for residents to enjoy both passive green space and programmed activity space, but also provide a structure within which to organize residential neighborhoods. These open space amenities integrate the entire community and allow access</p>

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Policy	Consistency Discussion
<p><b>RC-2.3 Quimby Act.</b> Continue to implement the Quimby Act to provide park dedication and in-lieu fees for community recreational facilities.</p> <p><b>RC-2.4 Specific Plan Requirement.</b> Require a parks and recreation component in specific plans for new residential developments that:</p> <ul style="list-style-type: none"> <li>• identifies public and private park sites in accordance with approved service standards;</li> <li>• defines park types, design guidelines, landscape standards, and user demand;</li> <li>• integrates parks with neighborhood centers and schools;</li> <li>• physically links parkland to residential areas and facilities through an integrated system of green spaces and the City’s off-road and on-road trail system;</li> <li>• defines design standards and programming needs consistent with the demographic trends of the City; and</li> <li>• incorporates principles of energy, water, and natural resources conservation.</li> </ul> <p><b>RC-2.5 Acquiring or Accepting Parkland.</b> Establish the following criteria for acquiring or accepting parkland and recreational facilities:</p> <ul style="list-style-type: none"> <li>• the City’s need based on current and projected user demands;</li> <li>• the proximity of existing recreation and sports facilities;</li> <li>• the preservation of natural resources and historic and cultural areas;</li> <li>• the capability of the proposed site to accommodate the recreational needs of the population being served with a minimum of 5 acres;</li> <li>• the capability of the proposed site to accommodate energy and water conservation principles; and</li> <li>• the commitment of the developer to ensure the park is completed (e.g., a master developer bond).</li> </ul>	<p>between residential and nonresidential uses without the use of the automobile. Park amenities are easily accessible to every resident in Ramona Creek.</p> <p>In all, Ramona Creek provides approximately 35 acres of open space and recreational amenities, far exceeding the 12.5 acres required per the City standard of 5 acres per 1,000 residents, as summarized in Specific Plan Table 3-5.</p> <p>Ramona Creek utilizes onsite drainage and utility corridors as opportunities to provide recreational amenities and walkable connections, and add value to the community. Both passive (picnic areas, seating areas) and active recreation (ball fields) will be accommodated in the site’s recreational corridors. Descriptions of the Recreational Spine, Community Green, and Ramona Creek Corridor are included in Specific Plan Chapter 2, <i>Development Plan</i>.</p>

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Policy	Consistency Discussion
<p><b>RC-2.9 Joint Use Agreements.</b> Pursue joint use agreements with the Hemet Unified School District, Valley-Wide Recreation and Park District, and Metropolitan Water District of Southern California to address the provision of park facilities, the type and use of facilities, liabilities, and other jurisdictional and user responsibilities.</p> <p><b>RC-3.1 Park Siting.</b> Situate community parks along major arterials and ensure adequate parking. Site neighborhood parks in high visibility areas on local or collector streets within the neighborhoods they serve and foster pedestrian access.</p> <p><b>RC-3.2 Park Design.</b> Design new parks and facilities consistent with modern safety and accessibility design codes and practices.</p> <p><b>RC-4.1 Park Design.</b> Design new parks and redesign existing parks to ensure that site activities, such as sports fields, nighttime lighting and parking areas, do not adversely affect adjacent land uses.</p> <p><b>RC-4.2 Accessibility.</b> Provide well-designed and easily accessible linkages to pedestrian and bike trails to encourage park users to access the park by nonvehicular means.</p> <p><b>RC-5.2 Open Space Buffers.</b> Provide open space buffer land in areas where development or recreational uses abuts important or ecologically sensitive natural resource areas in order to protect those resources and reduce potential adverse impacts from development.</p> <p><b>RC-5.5 Sustainable Recreation.</b> Promote water, energy, and resource conservation and best practices in the design, operation, and maintenance of new and existing parks, trails, and recreational facilities.</p> <p><b>RC-6.2 Development Requirement.</b> Require new development to provide trails in accordance with the City’s recreation and park master plan, specific plan requirements,</p>	

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General Plan Consistency Analysis**

Policy	Consistency Discussion
<p>and the policies of the General Plan.</p> <p><b>RC-6.3 Trail Design and Connections.</b> Design trails for a variety of uses: open space, equestrian, multiple use, and bicycle, as conditions allow. Require that trail designs integrate with the existing and planned Riverside County Regional Trail System and the Diamond Valley Lake Trail System, as appropriate.</p> <p><i>Also:</i></p> <p><b>CD-8.6 Connections to Open Space.</b> Ensure that new residential neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents.</p> <p><b>CD-13.9 Linear Greenbelt.</b> Establish a linear greenbelt(s) connecting the public and quasi-public uses in the Downtown District and link with public gathering spaces. The greenbelt should incorporate a meandering sidewalk with trees shrubs and ground cover which create shaded paths visual interest and color. Seating areas should be spaced at reasonable intervals.</p> <p><b>LU-5.8 Open Space.</b> Require that adequate open space and for larger projects, recreational or community serving uses, be incorporated in mixed use development to serve the needs of the residents and businesses.</p> <p><b>OS-2.3 Greenbelts.</b> Use natural, undeveloped greenbelts as buffers between developments and on the edges of the City to preserve the rural and diverse character of Hemet.</p> <p><b>OS-2.6 Open Space Accessibility.</b> As appropriate, create, enhance, or improve accessibility to, visibility of, or recreational opportunities in natural and open space areas.</p>	

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<b>ART &amp; CULTURE ELEMENT</b>	
<b><i>Policies Related to Public Art and Community Events</i></b>	
<p><b>AC-1.1 Community Identity.</b> Use public art and cultural programs to enhance the image of Hemet, to help support community identity, and to foster community pride.</p> <p><b>AC-1.2 Art in Public Places Program.</b> Encourage the development of a coordinated, flexible, citywide Art in Public Places program for new development or community organizations to provide public art or spaces for art as part of a development project.</p> <p><b>AC-1.3 Public Spaces and Facilities.</b> Use artistic elements in coordination with the City’s transportation network and pedestrian linkages, landscaping, lighting, paving, and signage at the City’s gateways and other public spaced to strengthen Hemet’s identity and image.</p> <p><b>AC-1.6 Specific Plans.</b> Require an arts and culture component in new specific plans that incorporates public art into its design or support for arts and cultural activities into its programming.</p> <p><b>AC-2.5 Community Events.</b> Encourage, promote, and participate in regional, citywide, and neighborhood arts and cultural events that benefit the City in terms of overall image, economic stimulus, and long-term goals.</p> <p><i>Also:</i></p> <p><b>CD-1.7 Public Art.</b> Promote the use of public art at key intersections and public plazas to enhance the appearance and identity of the community.</p> <p><b>CD-9.4 Public Plazas.</b> Encourage public spaces and plazas within commercial developments that can accommodate cultural and social events and function as community gathering places. These gathering areas can include plazas and sidewalk cafes that need to be located adjacent to businesses whose patrons would use the spaces.</p>	<p><b>Consistent.</b> The public spaces planned for Ramona Creek, including the Community Green, Recreation Spine, the Ramona Creek Corridor and the Commercial Mixed-Use District pedestrian plaza, will be ideal venues for members of the community to congregate and participate in community events (see Specific Plan Figure 2-4, <i>Land Use Plan</i>, for locations). The Community Green is especially well suited to host cultural events. The space accommodates amenities such as an amphitheater and/or community room and is intended to host outdoor concerts, plays, and other community events.</p> <p>Provisions of Specific Plan Chapter 3, <i>Design Guidelines</i>, are designed to ensure the creation of a unique and interesting built environment that incorporates artistic and visually-stimulating features. Additionally, Specific Plan Chapter 3 contains a specific guideline that encourages the incorporation of public art into outdoor gathering spaces in order to enhance the appearance and identity of the community.</p>

**Table IV.K-3  
General Plan Consistency Analysis**

Policy	Consistency Discussion
<p><b>RC-2.8 Community Facilities.</b> Integrate community facilities such as community centers, auditoriums, day care centers, and other public and quasi-public uses into or adjacent to park facilities, as appropriate.</p>	
<p><i>Source: City of Hemet General Plan 2030. Note that this is the same consistency analysis that is included in the Ramona Creek Specific Plan.</i></p>	

***Impact IV.K-2: The Project would not conflict with any habitat conservation plan or natural community conservation plan, and impacts would be less than significant.***

A detailed discussion of the Project’s consistency with the Western Riverside County Multiple Species Habitat Conservation Plan is included in Section IV.E (Biological Resources). As discussed in detail in that section, the Project is consistent with the MSHCP following the implementation of the provided mitigation measures. As such, impacts would be less than significant.

**CUMULATIVE IMPACTS**

Implementation of the Project in conjunction with the various related projects in the vicinity of the Project site would result in further development within the City. The degree to which each of the related projects would be consistent with applicable plans, policies, and regulations is assessed on a project-by-project basis and would ultimately be decided by the decision-makers. Some of the related projects may require amendments to the General Plan to allow development of the proposed use, and as such, it is possible that the related projects would not be consistent with the planned land use of a site, and could also be inconsistent with other applicable plans and policies. Inconsistencies with policies can lead to potential environmental impacts.

Additionally, implementation of the Project in conjunction with the related projects would have the potential to create compatibility conflicts relating to the interface between new development and historical uses. Such conflicts would be addressed on a case-by-case basis, and assuming that all conflicts can be resolved through the use of best alternative construction practices, buffers, and appropriate design, significant land use compatibility conflicts are not anticipated.

As stated previously, the Project is largely consistent with General Plan policies. Therefore, although it is possible that the related projects could result in physical environmental impacts associated with potential policy inconsistencies, the Project’s contribution to a cumulative land use and planning impact would not

be considerable, and thus, cumulative impacts related to land use and planning would be less than significant.

### **MITIGATION MEASURES**

No mitigation measures are required.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts related to land use and planning would be less than significant.