



Quality of life in Hemet is influenced, in part, by the sense of security perceived by City residents and businesses. The Public Safety Element demonstrates the breadth of preparations undertaken by the City to address issues such as uncontrollable natural hazards; environment hazards; crime and violence; and emergency response.



In 1918, an earthquake damaged the Bothin Building (also known as the Nevins Building) on Harvard Street at Florida Avenue. The building was restored and is currently in use today.

The City of Hemet takes pride in maintaining a safe and comfortable environment for its residents. Protecting the public's safety from natural and human-made hazards is its most critical function. The Public Safety Element addresses two types of hazards: Public Safety and Noise. Both are required General Plan elements under California state law. The Public Safety section describes potential natural and human-made hazards, outlines measures to reduce the risk of hazards, identifies the resources available to respond when an incident occurs, and establishes proactive goals and policies to ensure the community's safety. The Public Safety section includes:

- ❖ geologic hazards including seismically induced fault lines and ground shaking, liquefaction, and unreinforced masonry buildings;
- ❖ nonseismic ground failure such as slope instability leading to landslides and mudslides, expansive soils, and subsidence;
- ❖ flooding caused by natural causes or dam/reservoir failure;
- ❖ hazards related to transportation (ground and air);
- ❖ hazardous waste (storage, use, and transport);
- ❖ fire prevention and response;
- ❖ crime prevention and law enforcement; and
- ❖ critical facilities and emergency preparedness.



The Noise section recognizes the adverse health effects associated with excessive noise, identifies the sources of noise in the community, and establishes goals and policies to address existing and future noise conditions. The Noise section within this element includes:

- ❖ Major noise sources, including transportation and stationary sources
- ❖ Existing and projected levels of noise and noise contours for major noise sources
- ❖ Land use compatibility designations to protect residences and other sensitive receptors from excess noise

6.1 ISSUES AND OPPORTUNITIES

Like most Southern California cities, Hemet faces a diverse array of potential natural hazards. The City is located on a portion of the San Jacinto Fault Zone, considered one of the region's most active fault zones, and could be affected by the San Andreas Fault and the Elsinore Fault. With its flat topography and close proximity to the San Jacinto River and Diamond Valley Lake, flooding, particularly seasonal flooding, is a real concern in Hemet. Additionally, one of Hemet's greatest assets, the natural hillsides that surround the valley, can provide fuel for wildfires or mudslides in heavy rain.

Human-caused hazards, including noise and crime, are created by the activities of people, businesses, manufacturers, roadways, railways, and airports and must be regulated to enable crucial economic activity and mobility while ensuring the safety of residents and employees. A person's sense of security directly impacts how a community is perceived.

The City of Hemet recognizes that its vision cannot be fully realized until the health and safety of the community is ensured and is determined to demonstrate its proactive approach and timely response to public safety concerns within the community. To further its image as a desirable place to live and to offer an attractive location for business growth, the City will continue to comprehensively address the public safety needs and concerns of its residents, business, institutions, and visitors.

6.2 RELATED PROGRAMS, PLANS, AND REGULATIONS

This section describes the salient plans and regulations related to public health and safety.

Seismic Hazards Mapping Act California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of state and local agencies in the review of development within seismic hazard zones. Development on a site designated as a seismic hazard zone requires a geotechnical report and local agency consideration of the policies and criteria established by the State Mining and Geology Board. Over the years,



the program has expanded to include mapping of seismic-related hazards such as liquefaction- and landslide-prone areas. The Public Safety Element discusses seismic hazards associated with faults and those identified on state seismic hazard maps.

Alquist-Priolo Earthquake Fault Zoning Act The 1972 Alquist-Priolo Earthquake Fault Zoning Act aims to mitigate the affects of surface faulting on structures for human occupancy. The act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

Unreinforced Masonry Law The 1986 Unreinforced Masonry Law (Section 8875 et seq. of the California Government Code) requires all cities and counties in Seismic Zone 4 (zones near historically active faults) to identify potentially hazardous unreinforced masonry (URM) buildings in their jurisdictions, establish a URM program to reduce losses, and report their progress to the state. The owners of such buildings are to be notified of the potential earthquake hazard these buildings pose.

National Flood Insurance Program__The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP). Participating jurisdictions must exercise land use controls and purchase flood insurance as a prerequisite for receiving funds to purchase or build a structure in a flood hazard area. The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas.

Colby-Alquist Floodplain Management Act The Colby-Alquist Floodplain Management Act encourages local governments to plan, adopt, and enforce land use regulations for floodplain management to protect people and property from flooding hazards. The act also identifies requirements that jurisdictions must meet in order to receive state financial assistance for flood control.

Hemet-Ryan Airport Land Use Plan The *Hemet-Ryan Airport Land Use Plan* guides future development in and around the airport. Last updated in 1992, the Riverside County Airport Land Use Commission (RCALUC) is currently in the process of updating airport land use plans (ALUPs) in the County. The 1992 ALUP maintains four distinct land use compatibility areas within and surrounding the airport. These areas include Area I, II, Transition, and III. The ALUP also contains noise standards and other pertinent standards for development within its compatibility zones. Legislative projects proposed within these zones must be referred to the RCALUC for review. More details regarding the airport are available in the Land Use and Circulation Elements.

City of Hemet Municipal Codes and Standards The City has adopted the California Building Code, California Mechanical Code, California Fire Code, California Electrical Code, California Residential Code, and other related codes that contain structural requirements for existing and new buildings. The codes are designed to ensure structural integrity during



seismic and other hazardous events and to prevent personal injury, loss of life, and substantial property damage. The Hemet Municipal Code also incorporates regulations and standards for subdivisions, flood control, stormwater management, and fire hazard reduction.

City of Hemet Measure C On June 7, 1988, Hemet voters approved a measure to require updating the City's General Plan to incorporate performance measures related to traffic, drainage facilities, water storage and distribution facilities, park and recreational facilities, police services, fire services, and sanitary sewers. These performance standards were incorporated into the 1992 General Plan as a component of the Public Services and Facilities Element. They are incorporated into the various goals, policies and implementation programs within the General Plan 2030 and are attached as Appendix G.

City of Hemet Emergency Operations Plan Hemet's emergency operations plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological incidents. The plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements utilizing the Standardized Emergency Management System. The EOP sets forth the procedures associated with preparedness for, response to, recovery from, and mitigation of a variety of types of emergencies. This EOP is an extension of the *State of California Emergency Plan*.



Hemet Fire Hazardous Materials (HazMat) Team

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan Hemet is a "Submitting Jurisdiction" within the *Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP). Riverside's LHMP serves as a basis for State Governor's Office of Emergency Services (OES) to provide technical assistance and to prioritize project funding. The LHMP is a requirement of the Disaster Mitigation Act of 2000. The act requires that local communities enact hazard mitigation measures to reduce losses from disasters. The LHMP includes a risk assessment covering wildfires, floods, earthquakes, nuclear incident, civil unrest, and many other types of hazards. The LHMP calls for yearly review of hazard mitigation activities. The Action Plan within the LHMP serves as a guide to spending priorities and will be adjusted annually to reflect current needs and financial resources.

California Noise Insulation Standards (Title 24) Title 24 of the California Code of Regulations establishes standards governing interior noise levels that apply to all new multi-family residential units in California. These standards require that acoustical studies be performed before construction at building locations where the existing day-night average noise levels (L_{dn}) exceeds 60 decibels (dB). The acoustical studies are required to establish mitigation measures that will limit maximum L_{dn} levels to 45 dB in any habitable room.



6.3 GEOLOGIC HAZARDS

Natural landforms in the Hemet–San Jacinto Valley play an important role in shaping the City. While they provide a dramatic and varied topographical setting for the community, the region’s areas of steep slopes, unstable soils, and seismic hazards also create potential for human safety and property risks. Earthquakes pose the greatest potential for far-reaching loss of life or property. A lesser geologic hazard relates to slope and soil stability. Hillsides located mostly on the periphery of the City can be subject to landslides or dislodged boulders, and portions of the City have expansive soil types with shrink-swell behaviors related to moisture content during rainy periods.

6.3.1 SEISMIC HAZARDS

Hemet lies within a region with several active faults; therefore, Hemet is subject to risks and hazards associated with earthquakes. Most significantly, the City is located on a portion of the San Jacinto Fault Zone, considered one of the state’s most active faults and shown in Figure 6.1.

Fault Lines and Ground Shaking

The City is susceptible to fault rupture and ground shaking caused by multiple nearby earthquake fault zones. The following are the most significant faults affecting Hemet, although damage is possible from earthquakes along other faults, including faults not previously identified.

- ❖ The San Andreas Fault, which is the largest, most significant fault in California, is at its closest point approximately 15 miles northeast of downtown Hemet, in the San Bernardino Mountains. The San Andreas Fault is capable of producing an 8.0 magnitude (m) earthquake. The San Jacinto and Elsinore Faults are the primary offshoots parallel to the main San Andreas Fault, which continues into the Coachella Valley.
- ❖ The San Jacinto Fault system underlies the northeast portion of the City. This fault runs more than 125 miles, separating from the San Andreas Fault near Cajon Pass and continuing southeast, passing the communities of San Jacinto and Hemet along the base of the San Jacinto Mountains, to the vicinity of El Centro. In the Hemet vicinity, the fault disperses from a single fault trace into a set of parallel traces called a fault zone, spreading through the eastern side of the planning area between Park Hill and the base of the San Jacinto Mountains. The San Jacinto Fault Zone is a major element of the San Andreas system and is considered one of the most seismically active fault systems in southern California today. Along the mountain front in this area, the fault has dammed groundwater channels, forcing water to the surface as hot springs. This fault is capable of producing up to a 7.5 m earthquake.
- ❖ The Elsinore Fault, also a member of the San Andreas system, runs as close as 18 miles from downtown Hemet, west of the planning area. The fault runs southwest of Lake Matthews, through Corona, and south into Lake Elsinore. Of the three principal branches, including the San Andreas and the San Jacinto Faults, the Elsinore Fault has been



considerably less active than the San Andreas and San Jacinto Faults. The Elsinore Fault is capable of producing up to a 7.5 m earthquake.

Liquefaction

In addition to ground shaking, earthquakes present the potential for ground and slope failure. California law requires identification of liquefaction zones, where the stability of foundation soils must be investigated, and landslide zones, where the stability of hill slopes must be evaluated. Unstable soils on steep slopes may fail under the stress of a tremor. Figure 6.1 shows the liquefaction susceptibility of the Planning Area. Areas along the western border of the City and east of Diamond Valley Lake have the highest potential for liquefaction because high groundwater and sediment rich soils are present. The remainder of the City is moderately susceptible to liquefaction.

Liquefaction has been responsible for damage in historical earthquakes around the world. When liquefaction occurs, the strength of the soil decreases, reducing the ability of a soil deposit to support foundations for buildings and other structures. Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. The type of geologic process that created a soil deposit has a strong influence on its liquefaction susceptibility. Saturated soils that have been created by sedimentation in rivers and lakes can be very susceptible to liquefaction. Because liquefaction occurs in saturated soil, its effects are most commonly observed in low-lying areas near bodies of water such as rivers, lakes, bays, and oceans. Liquefaction hazards are a significant concern in the City because the City lies close to the San Jacinto River and its numerous tributary creeks.

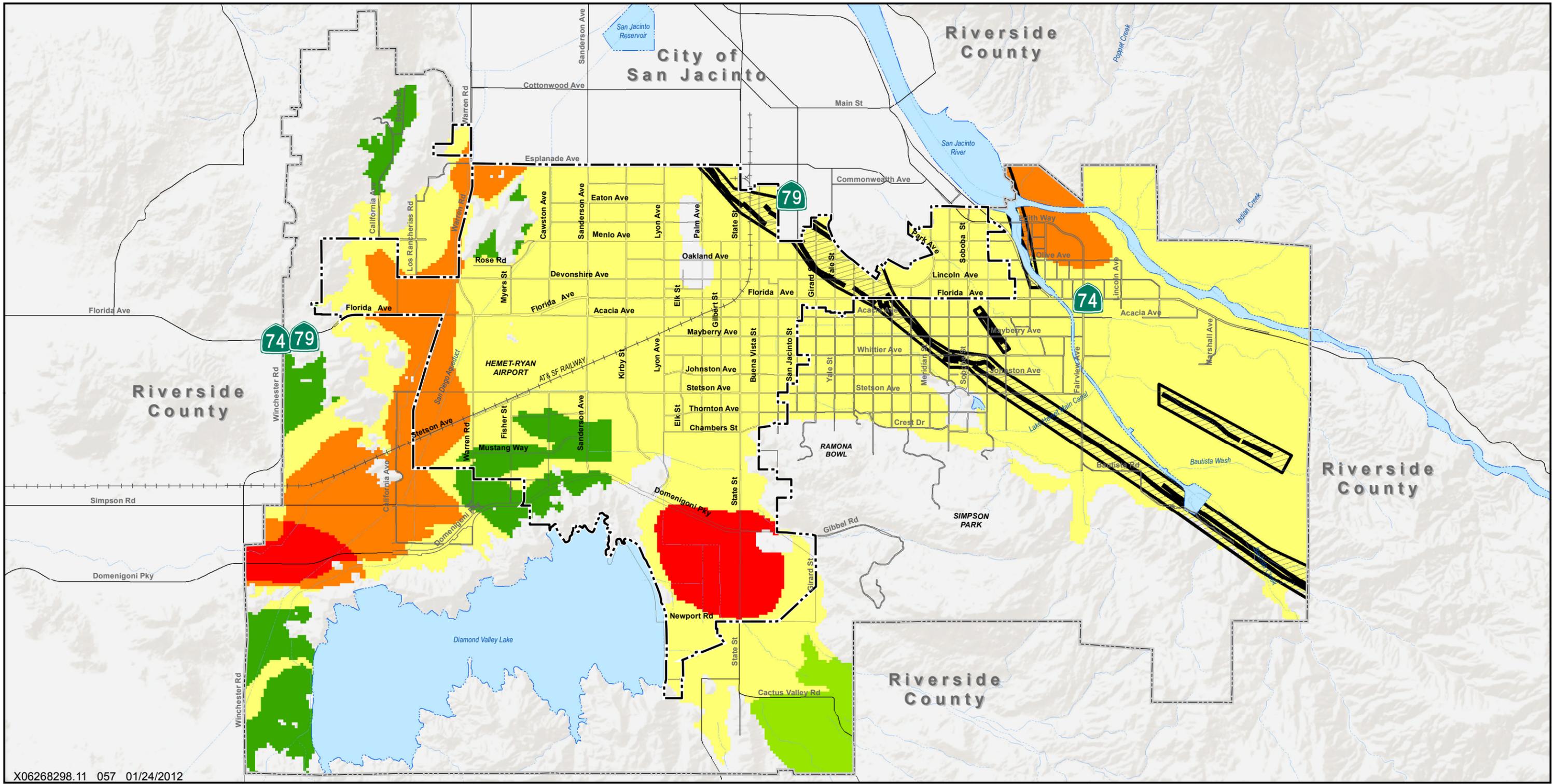
Unreinforced Masonry Buildings

URMs are structures that have been built without steel or other reinforcements to help them withstand the motions caused by wind, earthquakes, and machinery. To reduce the risk to life and property, the State of California passed legislation requiring jurisdictions in regions nearest historically active faults to inventory its URM buildings and establish programs to reduce loss. The Hemet–San Jacinto Valley area lies within Seismic Hazard Zone 4.

Therefore, in compliance with state law, the City has identified its URMs, notified the property owners, and adopted standards to ensure that as building permits are sought for tenant improvements or changes within these buildings, retrofitting construction is adequate. As of 2010, eleven URMs remained in the downtown Hemet area: 105, 111, 114, and 122 North Harvard Street; 102, 122, 124, 213, 215, and 190 East Florida Avenue; and 250 Meir Street.



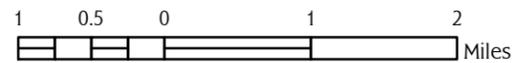
Some of Hemet's unreinforced masonry buildings are located on Harvard Street, north of Florida Avenue, in the City's historic downtown. The City encourages the reinforcement and retention of these historic structures.



X06268298.11 057 01/24/2012



Sources:
 Census Tiger Line Data 2005
 Riverside County TLMA 2005
 ESRI 2010



LEGEND

- San Jacinto Faults
- Alquist Priolo Fault Zone
- Liquefaction Susceptibility: Very High
- Liquefaction Susceptibility: High
- Liquefaction Susceptibility: Moderate
- Liquefaction Susceptibility: Low
- Liquefaction Susceptibility: Very low
- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

Figure 6.1
SEISMIC HAZARDS
 Hemet General Plan



Back of Figure 6.1



Earthquake Planning and Mitigation

In 1972, the State of California enacted the Alquist-Priolo Fault Zoning Act to mitigate the hazard of fault rupture by prohibiting new construction along all active fault lines. The act requires cities and counties to withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting. In Hemet, the fault zone boundaries shown in Figure 6.1 reflect state-delineated Alquist-Priolo Fault Zone boundaries.

To reduce the hazards associated with seismic activity, the City requires that all new development abide by the most recently adopted City and state seismic and geotechnical requirements, which currently:

- ❖ prohibit the construction of any structure for human occupancy to be placed across the trace of an active fault,
- ❖ require a request for development within 50 feet of an active fault to conduct geologic investigations and submit a report by a geologist registered in the state, and
- ❖ require projects within the special studies zone to provide funding for the City to retain a geologist registered in the state to prepare a geologic report directed to the problem of potential surface fault displacement through the project site.



Bautista Canyon

6.3.2 SLOPE AND SOIL STABILITY HAZARDS

Steep slopes and unstable soils also affect how and where development can occur because of the potential for landslides, expanding “shrink-swell” soils, and ground subsidence.

Landslides

Steep topography, fractured and unconsolidated bedrock conditions, and expansive soils make many hillside areas unstable. The potential for future landslides, mudslides, or rock slides is highest in the planning area east of the City because of the prevalence of steep slopes. Landsliding may result from heavy rain, erosion, removal of vegetation, seismic activity, or combinations of these and other factors. On steeper slopes, building pads that are a combination of grading cuts and fills (where a slope is cut into and the excavated material is placed to create a terrace) may also result in differential building settling unless adequate subexcavation and compaction are achieved. Hillside areas within the City with slopes in excess of 10 percent are shown in Figure 3.7 in the Community Design Element.

Expansive Soils

Shrink-swell potential is a soil condition that influences development practices. The term refers to the change in soil volume that results from a change in moisture content, typically swelling when saturated and shrinking when dried. Shrink-swell is likely to affect building slabs. The condition occurs throughout Hemet, but is somewhat more prevalent in the eastern



areas. Effects can be mitigated, or the expansive soil can be replaced with different soil that is not expansive. Soil testing is required by the City as part of building plan submittals for new construction.

Subsidence

Hemet lies within the Hemet and San Jacinto Groundwater Basins. Groundwater is the preferred water source of the local water agencies because of its high quality. Using groundwater also reduces dependency on imported water supplies. As the groundwater in the aquifer is pumped out, the aquifer cavity may be compacted and the ground may subside. Groundwater management is a primary concern of the City and other stakeholders. The General Plan includes goals and policies and practices intended to reduce water exaction, ensure groundwater basin recharge, and evaluate the potential for subsidence. These policies are included in the Open Space and Conservation Element, Community Services and Infrastructure Element, and Public Safety Element.

The effects of subsidence can be mitigated if soil testing is completed before development or rehabilitation. Soil testing is required by the City as part of building plan submittals for new construction.

6.4 FLOOD HAZARDS

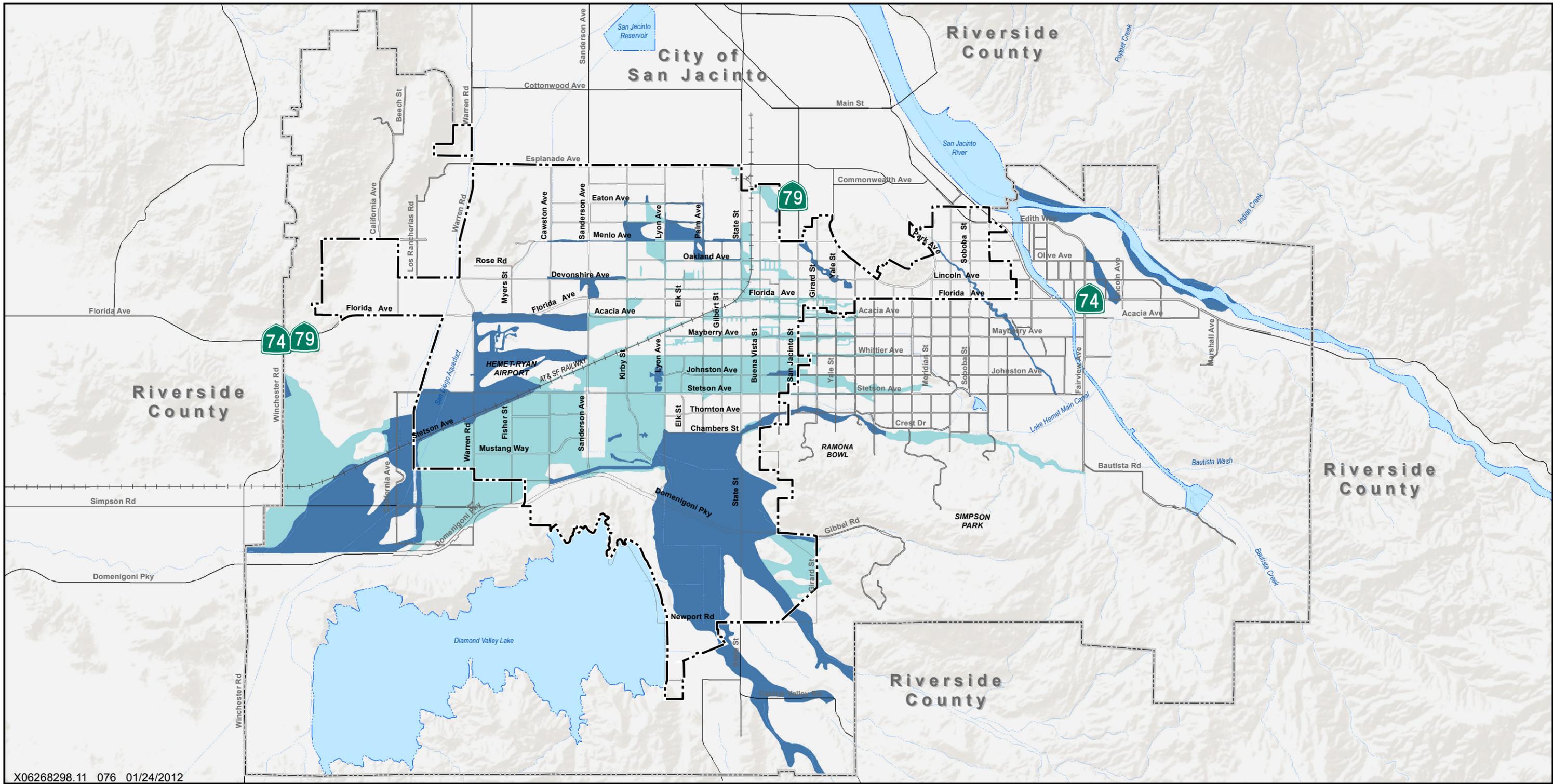
Potential flooding in the Hemet area is attributable to two sources: natural flooding (excess rain and watercourse) and local dam failure. Flooding becomes particularly hazardous when development encroaches onto floodplains, modifying the landscape and altering natural patterns of conveying excess water during floods.

6.4.1 FLOOD ZONES

Hemet's geographic location within a valley and proximity to several significant bodies of water contribute to the significant flood risk within the City. The greatest flood hazard is present in the southern parts of the City. To prepare for and mitigate flood hazards, the City participates in the NFIP. The NFIP provides federal flood insurance subsidies and federally financed loans for property owners in flood-prone areas. Flood Insurance Rate Maps are an important part of the NFIP and are prepared by FEMA. FEMA maps show potential flood zones for the 100-year and 500-year floods. These are floods that, respectively, have a 1 percent and 0.2 percent chance of occurring every year (in other words, an average of once every 100 and once every 500 years). Flood risk information presented on FEMA maps is based on historic, meteorologic, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development. New development is not permitted in a flood zone until properly engineered drainage systems are approved. Figure 6.2, "Flood Zones," shows the 100-year and 500-year flood zones in the Planning Area.



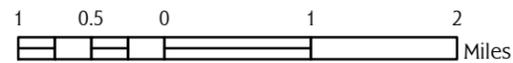
The Hemet/Stetson Channel is one of Hemet's primary stormwater drainage facilities. It runs southwesterly through the City, draining into Salt Creek.



X06268298.11 076 01/24/2012



Sources:
 Census Tiger Line Data 2005
 FEMA 2010
 ESRI 2010



LEGEND

- | | |
|---|---|
|  100-year Flood Zone |  Hemet City Boundary |
|  500-year Flood Zone |  Planning Area |
| |  Street |
| |  Railroad |
| |  Creek/Canal |
| |  River/Lake |

Figure 6.2
NATURAL FLOOD HAZARDS
 Hemet General Plan



Back of Figure 6.2



Stormwater Drainage

Hemet's flat topography and soil types do not allow rain to drain immediately and can cause minor inundation of large areas of the City that can last several hours. The City is constrained in the provision of a conventional storm system because an insufficient "fall," or downward slope, exists to provide quick drainage. The City has the opportunity to use more recently developed practices and products that can lessen the effect of development on the environment. Refer to the Community Services and Infrastructure Element for further discussion of drainage.

Measure C

Ballot Measure C, approved by voters in the City of Hemet on June 7, 1988, established a set of mandated performance standards for several public services in Hemet, including drainage services. The performance standard for drainage facilities in Hemet is that facilities shall be provided concurrent with development to protect structures for human occupancy and major roadways from the 100-year flood. Policies have been incorporated into this element that meet or exceed the performance standards set forth in Measure C.

Flood Avoidance Actions

To minimize damage or loss of life within FEMA-delineated special flood zones, Hemet has enacted the following provisions within the municipal code (Chapter 14, Article V):

- ❖ Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities.
- ❖ Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.
- ❖ Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters.
- ❖ Control filling, grading, dredging, and other development which may increase flood damage.
- ❖ Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.
- ❖ The municipal code also includes standards to reduce flood hazards for construction, subdivisions, manufactured homes, utilities, and recreational vehicles.



View of Saddle Dam of Diamond Valley Lake

6.4.2 DAM INUNDATION

Dam inundation occurs when structural damage to a dam results in a flood. Earthquakes, erosion, design flaws, or water overflow during storms can cause dam failure. Dam inundation maps



represent the best estimate of where water would flow in the unlikely event that a dam with a full reservoir suddenly failed. Dam owners are required to submit inundation maps to the Governor's Office of Emergency Services (OES) for review and approval. Based upon approved inundation maps, or the delineated areas, cities and counties with territory in the mapped areas are required to adopt emergency procedures for the evacuation and control of populated areas below the dams. Figure 6.3, "Dam Inundation Map" shows areas that would be affected in the unlikely event of dam or reservoir failure.

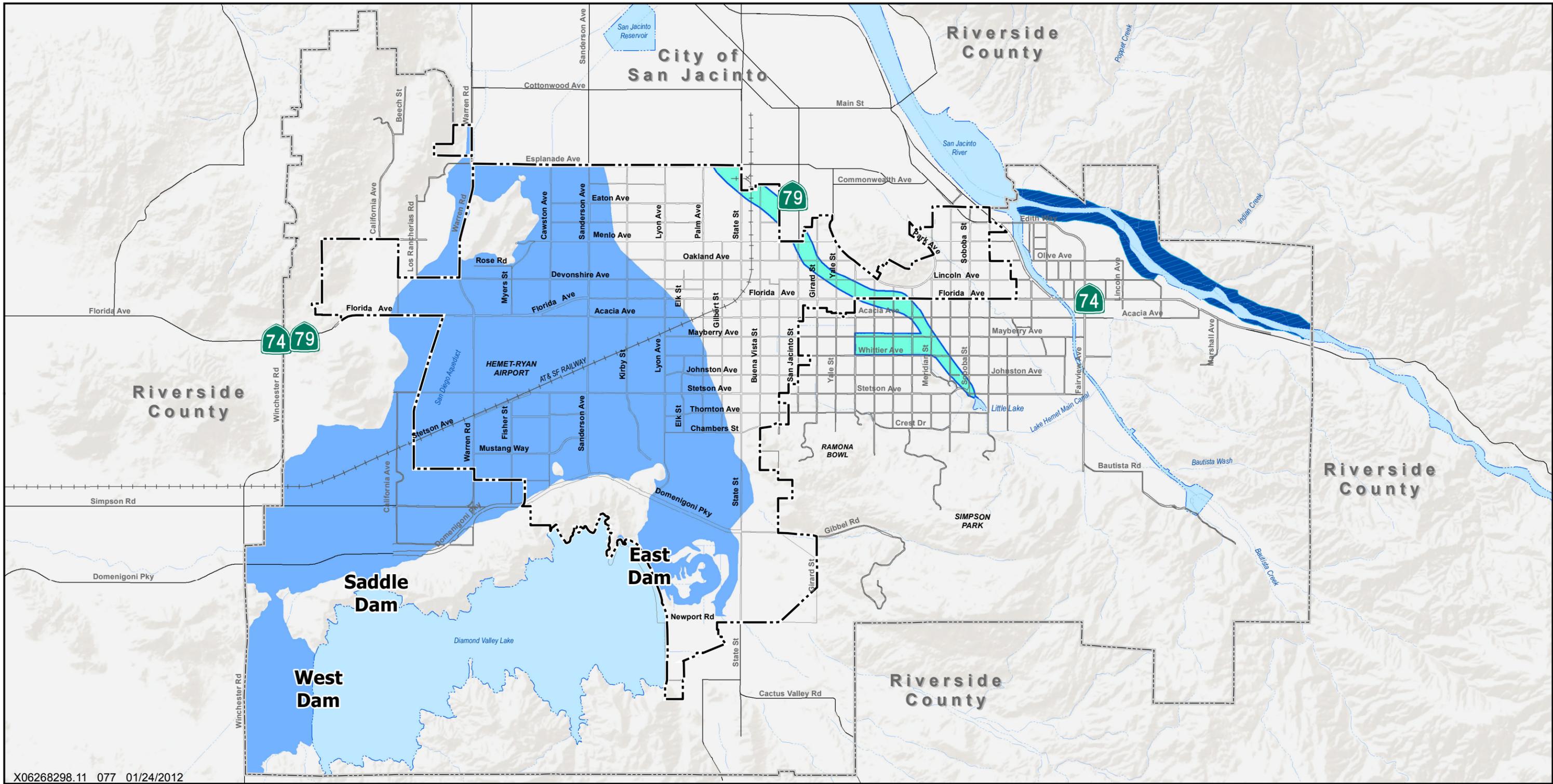
The remote event that a catastrophic earthquake causes the collapse of the East Dam of Diamond Valley Lake, which is located within the City limits, would be the most devastating of the possible dam failures for Hemet. Maps from OES indicate the inundation area extends north across Domenigoni Parkway and quickly spreads over most of western Hemet. At Florida Avenue, the flow would cover the area between approximately California Avenue and Lyon Avenue. The inundation would flow out of the City in two directions: north past Tres Cerritos Hills into San Jacinto and southwest into the community of Winchester.

Several other dams pose potential dangers to the Planning Area. The Saddle Dam of Diamond Valley Lake is a smaller dam on the north side of the reservoir, located south of the intersection of California Avenue and Domenigoni Parkway. The inundation zone for this dam covers parts of the southwestern Hemet Planning Area, but does not reach as far north as Stetson Avenue, nor as far east as Warren Road. After spreading around that area, the flow would take water downstream to the west, through the community of Winchester. The inundation area for the West Dam of Diamond Valley Lake includes only a small portion of the Planning Area, within approximately 1 mile of the intersection of Domenigoni Parkway and Winchester Road. The remainder of the inundation area for the West Dam is located south and west of the planning area.

The dam creating Lake Hemet is located in the mountains southeast of Hemet. In the unlikely case that the Lake Hemet dam fails, water would flow downstream along the San Jacinto River as shown on Figure 6.3.

The potential inundation area includes small portions of the eastern and northeastern edges of the Planning Area, within the banks of the San Jacinto River, where few structures exist or are planned. The inundation area does not extend beyond the banks of the river until it reaches San Jacinto.

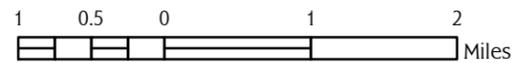
If the dam creating Little Lake, located in the planning area near the intersection of Stetson Avenue and Soboba Street, were to fail, water would flow north toward Park Hill as shown in Figure 6.3. The San Jacinto Reservoir in the City of San Jacinto is no longer being used as a reservoir; rather it is used by the Eastern Municipal Water District as a recharge basin. As such, it keeps only a low level of water and does not maintain an official inundation map.



X06268298.11 077 01/24/2012



Sources:
 Census Tiger Line Data 2005
 Riverside County TLMA 2005
 ESRI 2010



LEGEND

- | | |
|-------------------------|---------------------|
| Dam Inundation Areas | Hemet City Boundary |
| Diamond Valley Combined | Planning Area |
| Lake Hemet | Street |
| Little Lake | Railroad |
| | Creek/Canal |
| | River/Lake |

Figure 6.3
DAM INUNDATION HAZARDS
 Hemet General Plan



Back of Figure 6.3



6.5 TRANSPORTATION-RELATED HAZARDS

Hemet has a multifaceted transportation network that includes streets, railways, bike paths, equestrian paths, pedestrian walkways, and air transport. This network provides necessary mobility for persons and goods, but also poses safety risks to users and others in the vicinity.

6.5.1 GROUND TRANSPORTATION

Traffic Hazards

Traffic accidents typically occur when streets become wet and when roads have curves, sight distances, or other design attributes that result in motorist errors. To combat this, the City adopted accepted standards for road construction and reconstruction and provides traffic control devices and regulations to promote orderly driving. The Circulation Element provides street classifications and typical cross-sections for the primary street and road network. The Circulation Element also provides guidance for incorporating bicycle and pedestrian traffic and for relieving through trips by freight trucks in residential and constrained areas.

Railway Operations

One railroad line runs through Hemet, the Burlington North Santa Fe spur line running from Riverside to San Jacinto. Currently, trains are operated on an on-demand basis and only a minimal number of trains use this line during a typical year. The current speed limit for trains is very slow because of the condition of the tracks. All street crossings are at-grade crossings that are located along streets classified as collectors or larger streets in the Circulation Element. Many of these crossings have signal lights and bells as a railroad warning and may include crossing gates. Additionally, trains are required to sound warnings as they approach crossings. There is no indication on record that the existing railroad operations pose a materially hazardous condition.

Metrolink commuter trains are envisioned to provide service to Hemet in the future. At that time, measures for crossing safety must be evaluated relative to increased numbers of operations, train speed, and passenger train safety. Automatic audible warnings (instead of train whistles) installed at crossings should also be evaluated as both a noise and safety measure. Refer to the Circulation Element for further discussion.

Pedestrian, Bicyclist, and Equestrian Safety

As part of its sustainability efforts, the City is encouraging increased pedestrian and bicycling activity. The success of this effort heavily depends on the provision of a safe and well-connected transportation network. Safety practices and programs include off-road trail systems, better signage, better lighting, traffic calming devices, more crossing guards, more police patrols, and the Safe Routes to Schools Program. Additional discussion is provided in the Recreation Element, Art and Culture Element, and the Circulation Element.



6.5.2 AIR TRANSPORTATION

Air crash incidents are rare, but when they do occur, the results can be devastating. Such incidents concern residents of Hemet because Hemet-Ryan Airport, a County-operated airport, is located on the western edge of the City within the Planning Area. The airport serves small private aircrafts, helicopters, and fire suppression aircraft. Since 1957, the California Department of Forestry and Fire Protection (CAL FIRE) has based its regional air attack base at Hemet-Ryan Airport.

The variety of air services and separate flight paths within the region require regional coordination to prevent confusion in flight patterns and to maintain safety. Potential damage to aircraft may also result in loss of life and property along flight paths. To avoid such outcomes, the Federal Aviation Administration has established land use restrictions for areas surrounding airports and flight paths. The *Hemet-Ryan Airport Comprehensive Airport Land Use Plan* was prepared by the Hemet-Ryan Sub-Committee, comprised of members from various departments and commissions within the City of Hemet and Riverside County. This plan responds to concerns about residential encroachment near the airport. Land use policies in the airport land use plan were structured around four distinct areas for land use compatibility within and surrounding the airport. Airport and land use compatibility is discussed in greater detail in the Land Use Element.



Hemet-Ryan Airport with surrounding land uses and Diamond Valley Lake in the background

The Riverside County Airport Land Use Commission is in the process of updating the airport land use compatibility plans and corresponding safety zones for all airports under their jurisdiction, including Hemet-Ryan Airport. Until adoption of an updated master plan and airport land use compatibility plan, the 1992 plan and corresponding safety zones will be used to guide future development in and around the airport. The Land Use Element contains additional discussion on development issues and opportunities in the airport area.

To ensure the highest level of safety at the airport, personnel at the airport have extensive, ongoing safety training. Safety programs for private pilots are also offered through the Federal Aviation Administration. In the event of airport-related emergencies, the fire department uses the *Hemet-Ryan Airport Response Plan*. The plan delineates fire and police department responsibilities, offers response plans to address a range of aircraft emergencies, and identifies the location of fire hydrants. According to the response plan, the fire department has primary control over all fire suppression and rescue activities and the police department is assigned to control access to the location and obtain additional assistance if needed.

6.6 HAZARDOUS WASTE

The California Health and Safety Code defines a hazardous material as any material that, based on quantity, concentration, and physical or chemical characteristics, poses a significant potential hazard to public health and safety or to the environment. The manufacturing, use, and transport of hazardous materials are considered potential hazards to human activity.



6.6.1 USE AND STORAGE OF HAZARDOUS WASTE

Commercial and industrial businesses located in Hemet and nearby communities use hazardous materials, including such businesses as dry cleaners, film processors, auto service providers, landscape contractors, and paint shops. Larger businesses, primarily in industrial areas, can generate, use, and/or store large quantities of hazardous products. The current regulatory environment provides a high level of protection from the hazardous materials manufactured, transported to businesses, and stored within the City. Federal, state, and county agencies enforce regulations for hazardous waste generators and users. Residents also use a range of household hazardous products. To address household hazardous wastes, the City cooperates with the Riverside County to sponsor programs that raise awareness of proper use, storage, and disposal of household hazardous wastes.

The Hemet Fire Department is the first responder for hazardous materials incidents within the City. In 1996, the Hemet Fire Department established a Hazardous Materials Response Team. This team handles all types of hazardous materials incidents.

6.6.2 TRANSPORT OF HAZARDOUS WASTE

There are no hazardous waste landfills or collection centers in the City or Planning Area. Hazardous materials pass through the Hemet area on local streets or railways. The City has no direct authority to regulate their transport.

The Riverside County Department of Environmental Health (DEH) is responsible for tracking hazardous materials handlers to ensure appropriate reporting and compliance. DEH regulates facilities that handle and store on-site specified types and quantities of hazardous and acutely/extremely hazardous materials through permitting, routine facility inspections, and development of detailed site plans indicating where hazardous materials are stored.

6.7 FIRE PREVENTION AND RESPONSE

The Hemet Fire Department is responsible for fire suppression, rescue activities, and hazardous materials incidents within the City. In the Planning Area, Riverside County contracts with CAL FIRE for fire suppression and rescue activities. The City has entered into reciprocal mutual aid agreements with CAL FIRE and the Idyllwild Fire Protection District to expedite service delivery and ensure the best possible care for the community.

6.7.1 FIRE HAZARDS

Fire hazards generally fall into two categories: urban and wildland fires.

Urban Fire Hazard

Structural and automobile fires are the most common types of urban fires, and they can be caused by a variety of human, mechanical, and natural factors. Urban fires can spread to other structures or areas, particularly if not extinguished promptly. Proactive efforts, such as fire sprinkler systems,



fire alarms, fire resistant roofing and construction methods, can help reduce the frequency and severity of urban fires.

Wildland Fire Hazard

The wildland fire threat is high in the area surrounding Hemet because of the region’s weather, topography, and native vegetation. Mild and wet winters result in an annual growth of grasses and plants that dry out during the hot summer months and provide fuel for wildfires in the autumn, when the Santa Ana winds blow through the area., The Santa Ana winds are hot, dry winds that blow across the region in the late fall and often fan and help spread wildfires. Wildland fire threat is determined by CAL FIRE, which classifies areas by fire hazard severity zones labeled Moderate, High, or Very High. Figure 6.4, “Wildland Fire Hazard Severity Zones,” shows how CAL FIRE rates the potential for wildland fires in the Planning Area.



Simpson Park Hiking Trail in the Santa Rosa Hills.

Native vegetation becomes a fire hazard during the hot summer months.

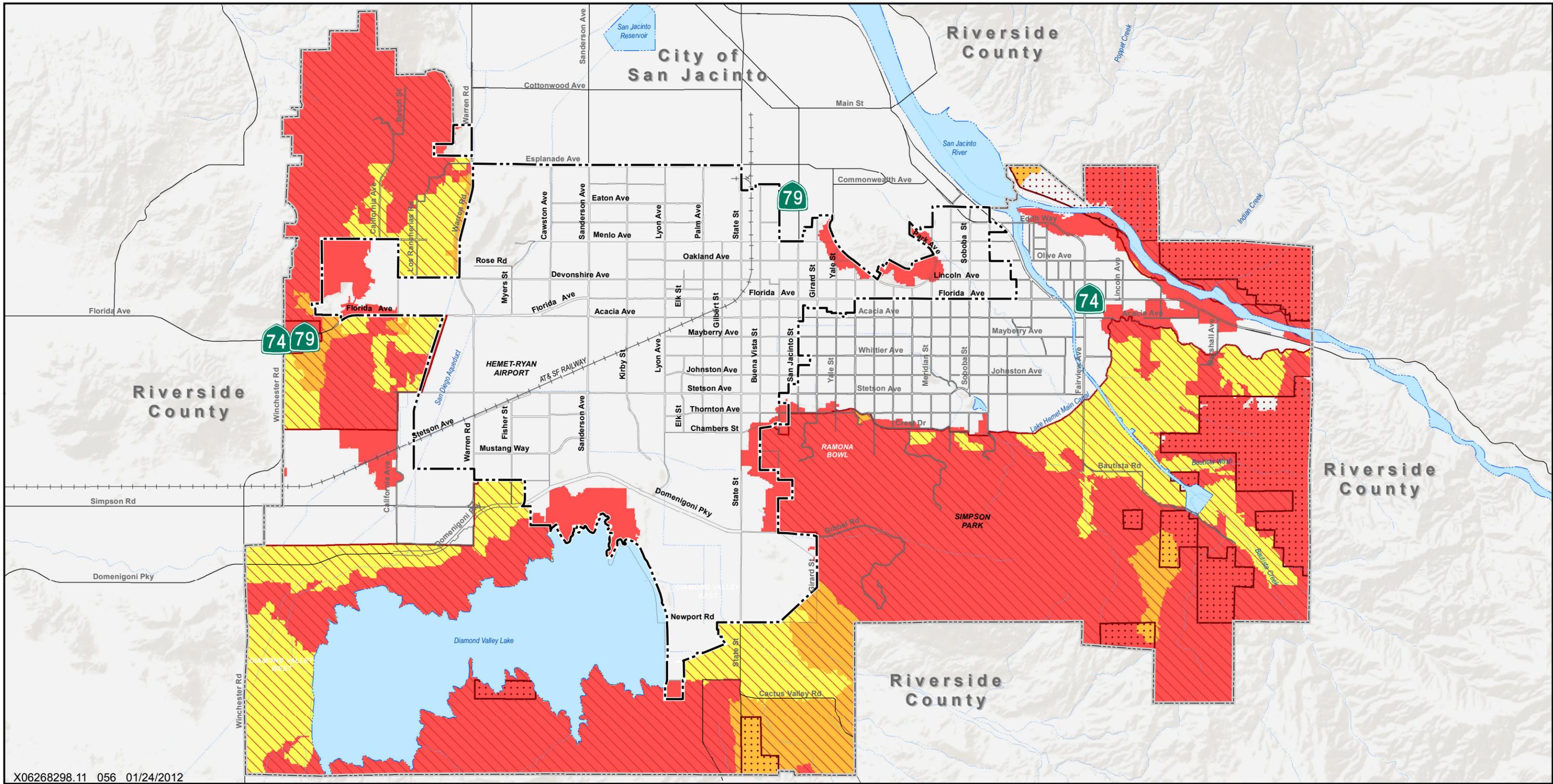
The areas with the highest threat are generally the undeveloped, mountainous, and hilly sections of the Santa Rosa Hills, the Lakeview Mountains, Bautista Canyon, and Diamond Valley Lake. Simpson Park, a city-owned wilderness park located in the Santa Rosa Hills, is within a Very High Fire Hazard Severity Zone and becomes a wildland fire hazard from approximately June through November. The park contains numerous hiking and off-road biking trails in an unspoiled natural environment. The City is pursuing opportunities to reduce the threat of fire in the park and enable it to be opened for recreational activity for a longer period of time annually.

The City has incorporated into Chapter 14 of the municipal code mechanisms and techniques to reduce the fire hazards to the development that is encroaching into the hillsides and interface areas. Provisions include ensuring adequate ingress and egress to enable safe and rapid passage of both fire equipment and private vehicles; requiring all development to provide a dependable supply of water for both normal daily consumption and emergency fire needs; adopting building codes that establish structural design and construction codes that reduce vulnerability to fire hazards such as those regarding roofing materials, vents, setbacks, exterior siding, overhangs, and glass; and requiring perimeter protection from native vegetation.

CAL FIRE bases firefighting aircraft at the Hemet-Ryan Airport to provide rapid response to wildfires throughout Riverside County, northern San Diego County, and parts of Orange, San Bernardino, and Los Angeles Counties. In 2010, equipment included one helicopter, one air-attack plane that coordinates resources, and two air tankers. Hemet-Ryan also has the capacity to host other aircraft as needed during a major fire.

6.7.2 FIRE DEPARTMENT RESOURCES

In 1908, the Hemet Fire Department consisted of 12 volunteers, a two-wheel hose cart, nozzles, buckets, axes, two fire extinguishers, and a 30-foot extension ladder. In 2010, the Hemet Fire Department responded from four fire stations and maintained four Type I engine companies, a 102-foot



X06268298.11 056 01/24/2012

LEGEND

- | | |
|---|--|
| <p>Wildland Fire Hazard Severity Zone</p> <ul style="list-style-type: none"> Moderate High Very High <p>Responsibility Areas</p> <ul style="list-style-type: none"> Federal Responsibility Area State Responsibility Area Local Responsibility Area | <ul style="list-style-type: none"> Hemet City Boundary Planning Area Street _ _ _ _ Railroad Creek/Canal River/Lake |
|---|--|

Wildland Fire Hazard Severity Zones are established by CalFire of the California Department of Forestry and Fire Protection.



Sources:
 Census Tiger Line Data 2005
 CAL FIRE - FRAP 2007, 2008 (Draft), and 2010
 ESRI 2010

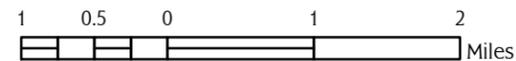


Figure 6.4
WILDLAND FIRE HAZARD
SEVERITY ZONES
 Hemet General Plan



Back of Figure 6.4



aerial truck company, a hazardous materials response unit, three reserve units, and various staff vehicles. Despite budget constraints that have hindered the City's ability to expand operations, the department still manages to be very effective. In 2010, the department responded to over 12,000 calls, which is twice the activity level of comparable communities with a minor increase in response time and no fire-related deaths.

Hemet Fire Department facilities currently include:

- ❖ Fire Training Center: 319 East Latham Avenue;
- ❖ Administrative Facility: 510 East Florida Avenue;
- ❖ Fire Station #1: 220 North Juanita Street;
- ❖ Fire Station #2: 895 West Stetson Avenue;
- ❖ Fire Station #3: 4110 West Devonshire Avenue;
- ❖ Fire Station #4: 1035 South Cawston Avenue; and
- ❖ Fire Station #5: 120 North Hemet Street (temporarily closed).

Riverside County/CAL FIRE facilities currently include:

- ❖ Little Lake Station #26: 25954 Stanford Street;
- ❖ Valle Vista Station #72: 25175 Fairview Street; and
- ❖ Air Attack—Helitack: Hemet-Ryan Airport.

The locations of existing facilities and potential facilities are shown in Figure 6.5, "Fire Facilities Map." The actual locations of future stations will be determined based upon potential annexations and service demands. Annexation of areas into the City would require an evaluation of CAL FIRE facilities to determine whether annexed areas could be served by existing facilities or would require additional facilities.



Hemet Fire training exercise

With the exception of Fire Station #4, the City's fire stations are aging and have obsolete designs for the current personnel and equipment. Additionally, as the community grows and the demographics change, the location, size, and structure of the fire stations will need to evolve accordingly.

Fire Protection

Effective fire protection cannot be accomplished solely through the acquisition of equipment, personnel, and training. The area's infrastructure also must be considered, including adequacy of nearby water supplies, transport routes and access for fire equipment, addresses and street signs, and maintenance. The City of Hemet has adopted the Uniform Fire Code with City amendments. The City's fire chief is authorized and directed to enforce the provisions of the Uniform Fire Code throughout the City.



A fire facilities plan was prepared in 2009 to ensure adequate current and future coverage in the City. The City has entered into mutual and reciprocal agreements with Riverside County/CAL FIRE and the Idyllwild Fire Protection District to ensure expedited service delivery to residents of the Hemet community.

Additionally, the fire department evaluated its emergency medical response and concluded that it should incorporate a fire-based paramedic program to better serve the residents of Hemet. A tiered implementation plan has been approved by Riverside County for County areas, but implementation has been delayed by economic conditions. The City of Hemet Fire Department is the last medium to large city in the State of California that does not currently offer fire-based paramedic services.

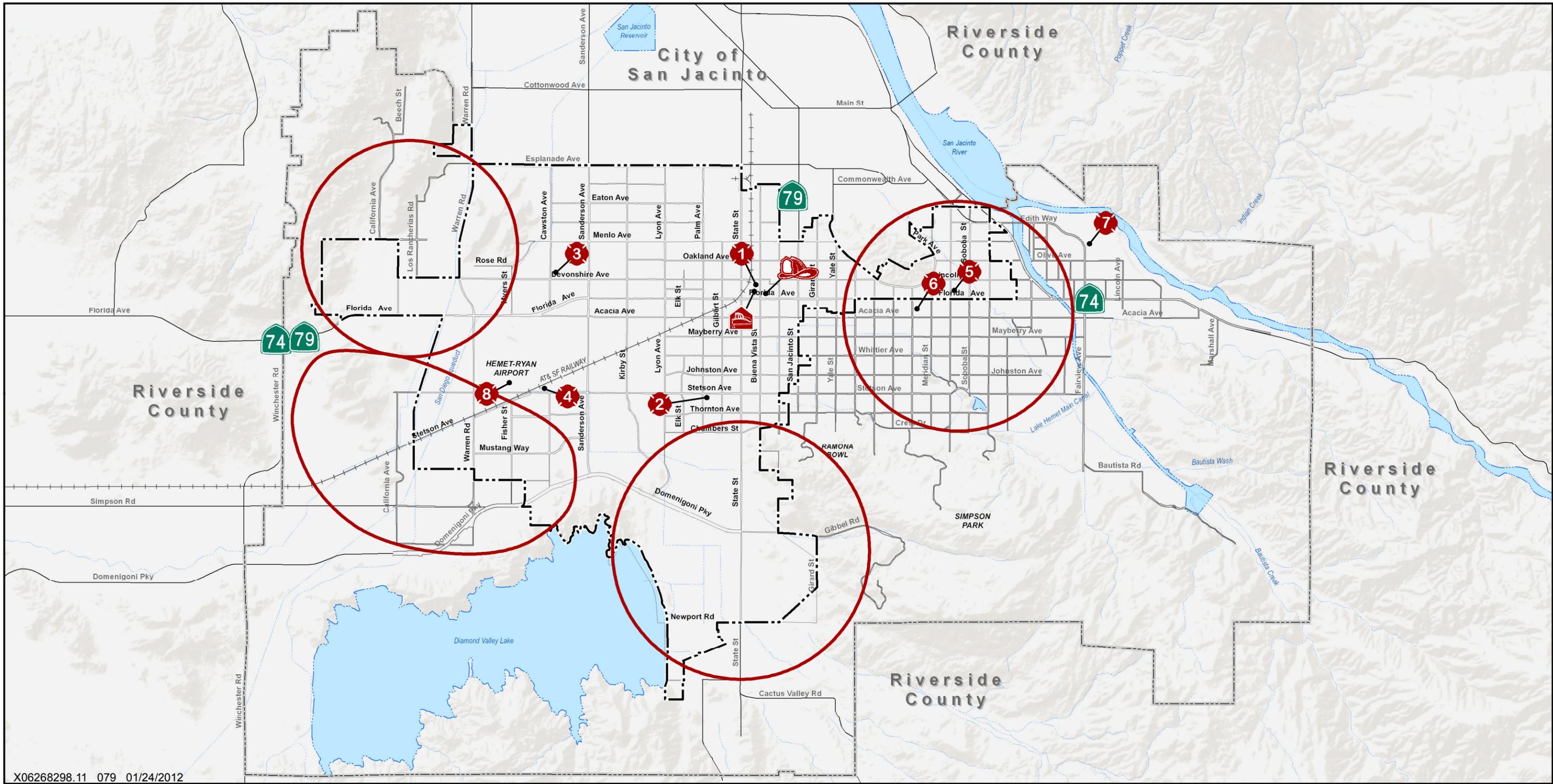
The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. To do so, ISO evaluates a community's fire protection needs and services and assigns each community a Public Protection Classification rating. The rating is developed as a cumulative point system, based on the community's fire-suppression delivery system, including fire dispatch (operators, alarm dispatch circuits, and telephone lines available), fire department (equipment available, personnel, training, and distribution of companies), and water supply (adequacy, condition, number, and installation of fire hydrants). Insurance rates are based on this rating, with the best rating being a Class 1 and the worst being a Class 10. In 2008, the City of Hemet had a Class 4 ISO rating.

Fire Incidents

Table 6.1 lists the type of incidents the fire department responded to in Fiscal Year 2009/2010 (July 2009 through June 2010). The majority of calls were for emergency medical services. The overwhelming amount of medical aid call is largely due to the significant senior population that resides in the City.

Table 6.1 Fire Department Incidents by Type (July 2009–June 2010)	
Type of Incident	Number of Incidents
Emergency medical service/rescue	10,174
Service call	827
Good intent	529
Fire	289
False call	195
Hazardous condition	129
Rupture/explosion	5
Severe weather	1
Other	4
Blank or invalid	2
Total	12,155

Source: City of Hemet Fire Department, July 2010



X06268298.11 079 01/24/2012



LEGEND

Fire Facilities

- Future Fire Station Sites

Hemet Fire Department Administrative Facilities

-  Fire Training Facility
-  Administrative Facility

Hemet Fire Department Fire Stations

- 1 Fire Station #1
- 2 Fire Station #2
- 3 Fire Station #3
- 4 Fire Station #4

Riverside County/CAL FIRE facilities

- 5 Fire Station #5 (Closed)
- 6 Little Lake Station #26
- 7 Valley Vista Station #72
- 8 Air Attack - Helitack: Hemet/Ryan Airport

- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

Sources:
Census Tiger Line Data 2005
ESRI 2010





Figure 6.5
FIRE FACILITIES
Hemet General Plan



Back of Figure 6.5



Measure C

Ballot Measure C, approved by voters in the City of Hemet on June 7, 1988, established a set of mandated performance standards for several public services in Hemet, including fire protection. The performance standard for fire protection in Hemet is a response time of 5 minutes or less, for 80 percent of fire and emergency medical calls, provided on both a citywide and response area basis. In 2010, the average first unit response time was just under 7 minutes.

Fire Prevention and Emergency Preparation Programs

The Hemet Fire Department offers various programs to help residents and businesses be better prepared for emergencies. Cardiopulmonary Resuscitation (CPR) and first-aid classes are offered on a regular basis at the department’s Fire Training Center. The department also sponsors the City of Hemet Radio Amateur Civil Emergency Service (RACES). The RACES organization consists of approximately 90 federally licensed amateur radio operators specifically trained to handle emergency disaster communications. All members of RACES are registered through the City of Hemet as State of California Volunteer Disaster Workers. The fire department manages OES and is charged with coordinating emergency response and terrorism-related programs with other jurisdictions and City departments. It conducts public education activities including the distribution of educational materials relating to rural, urban, flood-related, and lightning-related fires, as well as fire safety information for families, children, the elderly, and the disabled.

6.8 CRIME PREVENTION AND LAW ENFORCEMENT

The Hemet Police Department exists to provide superior service and protection to the residents, merchants, and visitors to the City. The Department is responsible for law enforcement and public safety activities within the City. In the Planning Area, the Riverside County Sheriff’s Department provides that function.



Hemet Police Department Headquarters on Latham Street

6.8.1 LAW ENFORCEMENT CONSIDERATIONS

The City of Hemet is one of the oldest incorporated cities in the San Jacinto Valley and in Riverside County. As is the case with long-established cities, Hemet neighborhoods range from new to older neighborhoods. Generally, housing within the City is more affordable than elsewhere in southern California, especially because of the number of senior developments and mobile home parks. This affordability has attracted a large rental base. Some neighborhoods have experienced deterioration or absentee or nonengaged landlords. Many of the deteriorated areas and areas with nonengaged landlords have higher crime rates than other neighborhoods.

Although the population of the City has grown significantly over the past decades, and the demographics are evolving from a senior community to a family community, the crime rate has remained relatively stable. Despite budget constraints and a recent reduction in the number of sworn officers,



the Hemet Police Department had a crime clearance rate of 67.1 percent in 2009, which was the second highest rate in Riverside County. Countywide, the clearance rate was 42.9 percent.

6.8.2 POLICE DEPARTMENT RESOURCES

The Hemet Police Department consists of sworn officers, support staff, and a large contingent of part-time volunteers. Police department facilities include:

- ❖ Headquarters: 450 E. Latham Street;
- ❖ West End Sub Station: 3663 W. Florida Ave; and
- ❖ East End Sub Station: 2047 E. Florida Ave.

The substations are staffed exclusively by volunteers and are generally open weekdays and sometimes during special events. The department comprises operations and support functions as summarized below:

- ❖ The Patrol Division provides the most visible and largest function of the department. Patrol officers are the first responders to all life-threatening and emergency calls. In addition, they provide service, crime deterrence, and investigative support.
- ❖ The Investigative Unit consists of the Detective Bureau, Crime Suppression Unit, and the Property and Evidence Bureau. In addition to solving crimes and suppressing gangs, the Crime Suppression Unit works with state, county, and local officials to identify sites vulnerable to terrorist activity and participates in the Riverside/San Bernardino Counties Terrorist Early Warning Group and the Riverside County Gang Task Force.
- ❖ The Traffic Bureau is tasked with keeping the streets safe by enforcing traffic laws, responding to vehicular accidents, and investigating and reconstructing major automobile collisions.
- ❖ The Community Services Bureau comprises officers and civilians dedicated to community policing and education and includes school resource officers, volunteers, and Police Explorers.
- ❖ The Communications Center is staffed 7 days a week, 24 hours a day by certified public safety 911 dispatchers. The center receives nearly 30,000 911 calls every year in addition to over 110,000 calls on the regular business lines. In addition, the police department's mobile command center enables the department to set up an incident command post in the field to control and coordinate major crime scenes, civil disturbances, and disaster response.

Police Incidents

In 2010, the Hemet Police Department received 57,429 calls for service. Response times to calls vary by incident. For urgent, high-priority calls, the response time was about 6 minutes. For routine, nonurgent calls, the response time averaged about 24 minutes. Table 6.2 shows incidents in



2010 and serves as an example of the numbers and types of incidents handled by the police department.

Table 6.2
Police Department Incidents by Type January 2010—
December 2010

Type of Incident	Number of Incidents
Total violent crime	984
<i>Simple assault</i>	631
<i>Other violent crime</i>	353
Total property crime	2,990
<i>Theft (not burglary or vehicle)</i>	1,707
<i>Burglary & vehicle, arson</i>	1,283
Juvenile arrests	651
Adult arrests	2,902
Traffic citations	2,038
Accident reports	596
Field interview reports	1,350

Source: City of Hemet Police Department

Measure C

Ballot Measure C, approved by voters in the City of Hemet on June 7, 1988, established a set of mandated performance standards for several public services in Hemet, including police services. The performance standard for police services in Hemet is a 7-minute average response time for emergency calls maintained within urban areas, and a 9-minute average response time for emergency calls maintained within rural areas. The police department has met this standard.

Police Department Programs

Community involvement is an integral part of crime prevention. The Hemet Police Department offers many safety and security programs to residents and local businesses through the Community Services Bureau, which is geared toward educating the public. Programs range from an Alzheimer’s/Dementia registry to programs to reduce retail crime.

Police department officials and community members have expressed the importance of youth-oriented activities to decrease or prevent criminal activity. The Support Services Division of the Hemet Police Department is actively involved in the community and runs several youth programs:

- ❖ Hemet Police Activities League (PAL) is a nonprofit organization dedicated to building the bond between “kids and cops” by providing a safe place for youth between the ages of 8 and 17 years to hang out after school and in the summer. Supervision is provided by police volunteers who provide mentorship, serve as positive role models, and establish relationships with at-risk youth. Hemet PAL offers a variety of



activities such as a skate park, a BMX track, video games, pool tables, and ping pong.

- ❖ The Hemet Police Department Explorer Program is geared toward guiding young people interested in careers in law enforcement. Young men and women between the ages of 14 and 20 learn the importance of teamwork, developing leadership skills, and ethical methods of problem solving while having fun in a law enforcement environment.
- ❖ The Hemet Police Department and the Hemet Unified School District have also partnered in the support and funding of a School Resource Officer (SRO) Program with five SROs. An SRO is a fully-trained police officer assigned to work in district middle schools and high schools. The SRO receives additional in-depth training to promote an effective school-based policing program.

6.8.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The City of Hemet has a tradition of reviewing development projects by including the City departments responsible for public safety. This tradition results in development designs that better promote natural surveillance, reduce hiding places, and otherwise promote defensible space, thereby minimizing criminal activity. This is referred to as Crime Prevention Through Environmental Design.

A key feature of this approach is the incorporation of defensible space by providing ease of surveillance by neighbors, fostering a sense of territoriality, achieving natural access control, and increasing physical security of areas. Surveillance is the principal weapon in the protection of defensible space by keeping intruders easily observable. This is likely to mean locating doors in highly visible locations and providing windows from which residents can watch public spaces. Fostering a sense of territoriality is also important to support defensible space because territoriality encourages individuals to take control of their environment and defend it against attack. Potential offenders recognize this sense of territory. Natural access control can be achieved by clearly distinguishing public areas and private areas. The concept of increasing physical security of areas is not to create an impenetrable fortress, but rather to make it more difficult and time consuming to enter a location. The design of a development can have a major impact on the future potential for crime to occur in the vicinity.

6.8.4 CRIME FREE RENTAL-HOUSING PROGRAM

The City of Hemet also conducts the Crime Free Rental-Housing Program, which is designed to help residents, owners, managers, and anyone associated with rental properties keep illegal activity off their property. City Police and Code Enforcement staff conduct this program to avoid problems with rental housing. The program's concept is to:



- ❖ involve rental stakeholders to address issues at the earliest stage;
- ❖ provide tools for rental managers and residents to self-police crime and safety issues;
- ❖ avoid a spiral of crime; and
- ❖ reduce blight problems by requiring property maintenance.

The program began in the 1990s. Since that time, there has been voluntary participation by approximately 70 apartment projects and mobile home parks within the City. In 2008, mandatory participation for newly constructed projects was established by City Council Resolution. As a result of the program, the community has experienced benefits in the form of:

- ❖ reduced cost of police response,
- ❖ fewer code enforcement complaints,
- ❖ stable and satisfied tenant base with less tolerance for crime, and
- ❖ manager capability for quick responses to problems and a reduced susceptibility to problem-related lawsuits from tenants after using routine inspection formats and checklists.

6.9 CRITICAL FACILITIES AND EMERGENCY PREPAREDNESS

Although the Hemet Fire and Police Departments are tasked with the responsibility of fire prevention/suppression and protecting residents and businesses, public safety agencies team up during emergencies. These teaming arrangements are handled through mutual aid agreements, which obligate fire and/or police departments to help each other under predefined circumstances. Mutual aid agreements obligate fire departments to respond outside of their district upon request for assistance. The Hemet Fire and Police Departments have mutual aid agreements with all Riverside County law enforcement and fire protection agencies to help each other at times of emergencies and planned law enforcement events in each other's jurisdiction.

6.9.1 CRITICAL FACILITIES

If a disaster or an emergency of a larger scale should occur, certain types of facilities and infrastructure are critical. Most notably, this consists of police and fire facilities and vehicles, emergency health and urgent care facilities and service vehicles, communication facilities, fire and police facilities, electric substations, access capability for both emergency responders and for evacuation, capability to respond to incidents related to hazardous materials, water supply facilities, sewage treatment plants, and evacuation destinations.



At the time of an emergency, various other facilities and entities that are not usually considered critical will play an important role:

- ❖ animal control services (handled by the Ramona Humane Society);
- ❖ grocery stores;
- ❖ gasoline stations;
- ❖ equipment rental stores, hardware stores, and home improvement stores;
- ❖ hotels, motels, and shelters;
- ❖ meal distribution services;
- ❖ mortuaries;
- ❖ schools and other large buildings;
- ❖ taxis and fleet maintenance facilities;
- ❖ towing and impound services; and
- ❖ transportation services.

6.9.2 EMERGENCY PREPAREDNESS

Hemet sets emergency preparedness as one of its top priorities, recognizing that proper planning at all levels in the community—from response agencies to businesses and residents—will minimize the adverse effects of natural and human-caused disasters.

To provide basic training in disaster survival and rescue skills and improve the ability of Hemet residents and businesses to survive until professional responders or other assistance arrives, the City has implemented a Community Emergency Response Team (CERT) Program. Training for the CERT Program is provided by City of Hemet employees who are certified by FEMA as lead instructors.



Hemet Police vehicles are outfitted with computers to ensure expeditious communication and data analysis

In case of emergencies, principal responsibility for evacuations lies with the police department. The City coordinates with Red Cross when shelter locations are needed. The City also uses an Emergency Advisory System that televises emergency information to residents and businesses.

The City updated its EOP in 2007 and is planning another update in 2011. The plan is described above in Section 6.2. The City also joined with Riverside County to submit a Riverside Operational Area Multi-Jurisdictional LHMP, as described above in Section 6.2.

Emergency preparedness is also closely associated with the risk of terrorist activity. The police department is a member of and participant in the Riverside/San Bernardino Counties Terrorist Early Warning Group and works with state, County, and local officials to identify sites vulnerable to terrorist activity. Upon receipt of a warning or the observation that an emergency situation is imminent or likely to occur, the City of Hemet initiates actions to prepare for the incident. This may involve setting up a



Management Watch, alerting appropriate departments and agencies, and in some instances alerting the public. A Management Watch may entail collecting and analyzing information relative to the situation, directing response to the degree allowable, and referring other matters to the appropriate level for executive decision.

6.10 NOISE

In recognition of the adverse health effects associated with excessive noise, the California Government Code (Section 65302[f]) identifies the types of community noise to be addressed in the General Plan. The General Plan must identify noise sources from:

- ❖ highways and freeways;
- ❖ primary arterials and major local streets;
- ❖ passenger and freight on-line railroad operations and ground rapid transit systems;
- ❖ ground facilities and maintenance functions related to airport operations (commercial, general aviation, heliport, and military airport operations; aircraft overflights; jet engine test stands);
- ❖ local industrial plants, including, but not limited to, railroad classification yards; and
- ❖ other stationary ground noise sources identified by local agencies as contributing to the community noise environment.

The General Plan must then identify existing and future noise contours for these sources. Noise considerations inform the land use plan for the community. To protect noise-sensitive uses the General Plan sets goals, policies, and implementation programs to address existing and future noise conditions. For the purposes of the General Plan, noise-sensitive land uses include schools, hospitals, rest homes, long-term care facilities, mental health care facilities, and residences.

6.10.1 NOISE CHARACTERISTICS AND MEASUREMENT

Noise is commonly defined as unwanted sound. At high enough levels, noise can become a community health problem. As a form of environmental stress, noise can interfere with human activities such as sleep, conversation, recreation, and tasks demanding concentration.

Sound is a change in air pressure. Sound pressure levels are expressed in decibels. Although the human ear is able to detect a wide range of sound pressure changes, the ear is not equally sensitive to all sound frequencies. To account for this variation in sensitivity, the dB scale is typically adjusted. The adjusted scale (dBA) is weighted based on the sensitivity of the human ear to noise of particular frequencies. Most jurisdictions use the dBA scale to measure noise levels and regulate environmental noise.



Health considerations associated with excessive noise exposure include hearing loss or damage, interference with oral communication, and interference with sleep. Prolonged exposure of a person to sound levels over 85 dBA causes hearing loss. At 60 dBA, noise makes understanding speech difficult. Sound levels over 40 to 45 dBA can disturb sleep.

6.10.2 CURRENT NOISE CONDITIONS

Figure 6.6, “Existing Noise Contours,” shows noise contours in the planning area from 2006. The contours generally represent average noise levels based on major noise sources in the community. The contours assist in setting land use policy and development standards. Given the topographic complexity of the Hemet/San Jacinto Valley, these contours are not absolute lines of demarcation, but should be considered conservative estimates of noise exposure, to be supplemented by detailed and project-specific study as needed. Appendix E contains noise contour data tables.

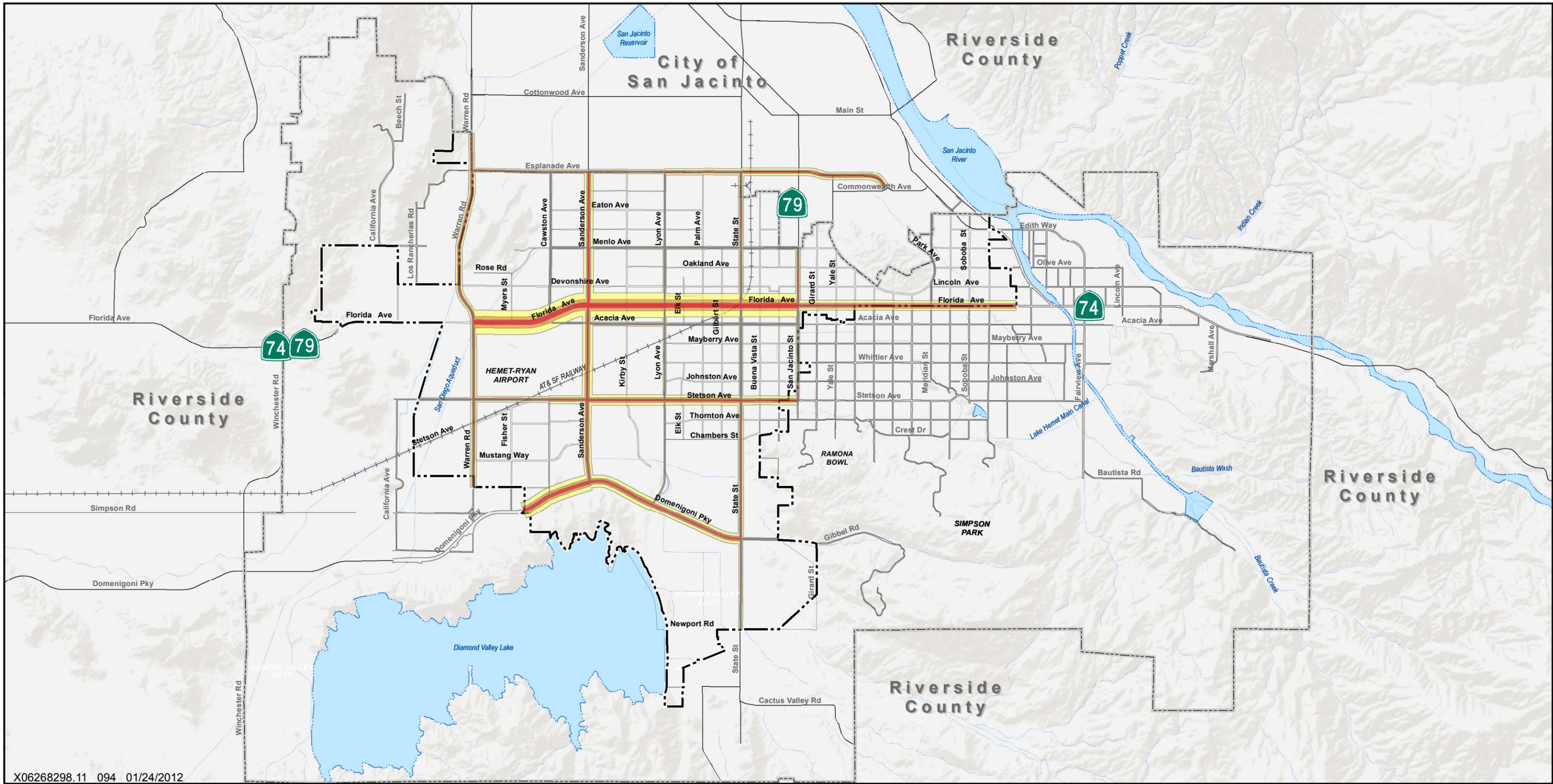
The noise level measurements were collected at 18 locations throughout Hemet, including 15 short-term measurements, and three long-term measurements. Vehicle axle counts were conducted at three locations. Criteria for site selection included geographical distribution, land uses likely to include noisy activities, and proximity to transportation facilities and sensitive receptors (such as schools and hospitals). The primary purpose of noise monitoring was to establish a noise profile for the community that could be used to determine areas of concern.

6.10.3 NOISE SOURCES

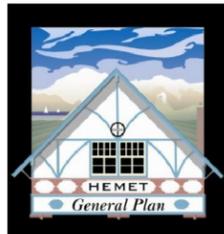
Traffic and Roadways

Traffic noise is a major contributor to the noise environment in the community. Major roadways, including Florida Avenue, State Street, Stetson Avenue, Sanderson Avenue, Warren Road, Devonshire Avenue, and San Jacinto Street, carry high volumes of traffic at relatively high speeds, generating noise that affects surrounding neighborhoods. Those streets that carry a higher proportion of truck traffic also have higher levels of noise and vibration.

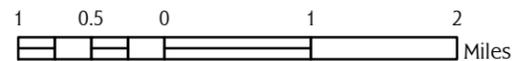
As development continues to occur in Hemet, increased traffic volumes on an expanded roadway network will extend and expand the noise contours, as shown in Figure 6.7, “Future Noise Contours.” Construction of the State Route (SR) 79 freeway will introduce a new noise source in the western part of the planning area, but the final configuration of this roadway has not been determined, and the noise contours could vary depending on the profile of the road, the travel speeds, and the type of site improvements that are made. General Plan policies and programs consider a changing noise environment and address potential future land use incompatibilities in areas adjacent to major roadways.



X06268298.11 094 01/24/2012



Sources:
Census Tiger Line Data 2005, 2007
ESRI 2010



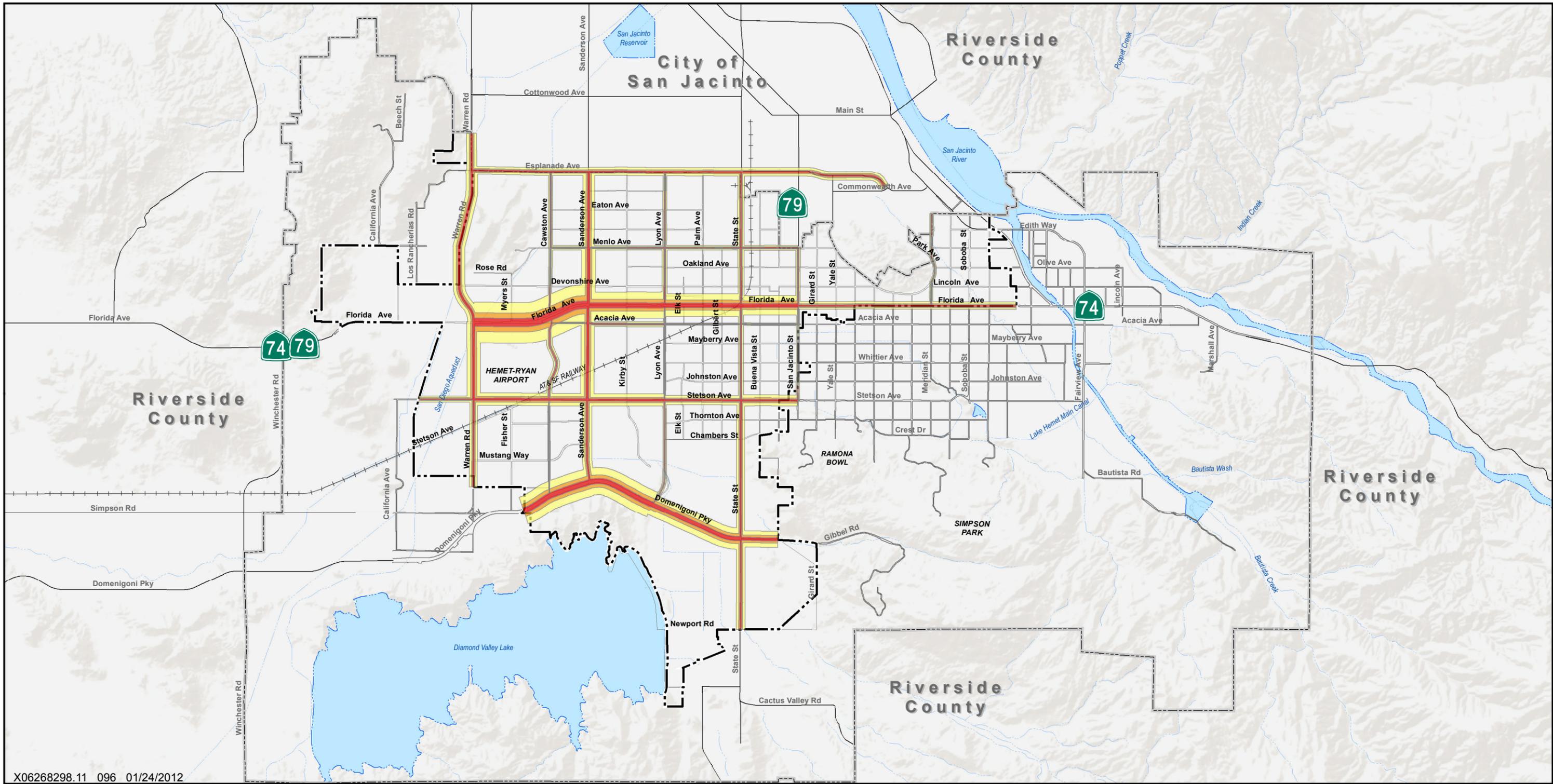
LEGEND

- | | |
|------------|---------------------|
| 60dBA CNEL | Hemet City Boundary |
| 65dBA CNEL | Planning Area |
| 70dBA CNEL | Street |
| | Railroad |
| | Creek/Canal |
| | River/Lake |

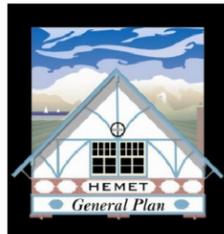
Figure 6.6
EXISTING NOISE CONTOURS
Hemet General Plan



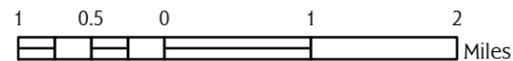
Back of Figure 6.6



X06268298.11 096 01/24/2012



Sources:
 Census Tiger Line Data 2005, 2007
 ESRI 2010



LEGEND

- | | |
|------------|---------------------|
| 60dBA CNEL | Hemet City Boundary |
| 65dBA CNEL | Planning Area |
| 70dBA CNEL | Street |
| | Railroad |
| | Creek/Canal |
| | River/Lake |

Figure 6.7
2030 NOISE CONTOURS
 Hemet General Plan



Back of Figure 6.7



Hemet-Ryan Airport

Hemet-Ryan Airport is used primarily by private single- and twin-engine aircraft, turboprops, business jets, helicopters, sailplanes and tow planes. A California Department of Forestry and Firefighting's fire attack base is also located at the airport. A total of 70,000 aircraft were estimated to be operated during 2011 including sailplane operations, and could increase to 87,150 aircraft operations by 2031. Noise contours for the airport (Figure 6.8, "Airport Noise Contours") identify areas most affected by aircraft noise under typical air traffic patterns. General Plan policies and programs consider the importance of the airport and seek to protect airport operations from incompatible land uses. A new Airport Master Plan is currently under preparation which proposes no near-term expansion of the runway based on the low projected volume of flights and the absence of the larger firefighting tankers at the airport. This change in the master plan may also result in modifications to the noise contours for the airport, and will need to be updated in the General Plan once the new Airport master Plan is adopted.

Burlington Northern Santa Fe Railroad Corridor

A Burlington Northern Santa Fe (BNSF) Railway line runs through the planning area, connecting Hemet's industrial areas to San Bernardino, Riverside, and points beyond. The line currently carries limited freight traffic; rail traffic is not a major contributor to the current community noise environment. However, as future growth occurs next to the railroad corridor and when Metrolink extends passenger service to Hemet along this line, potential for land use incompatibility may increase. To protect railroad operations, noise contours guide land use decisions in the immediate area. General Plan policies and programs anticipate the changing noise environment that will result with future growth and direct incompatible uses away from the railroad corridor.

Other Noise Sources

Other noise sources include both stationary sources (ongoing operations that generate noise) and temporary noise sources such as emergency vehicles and special events. Stationary noise sources in Hemet include primarily commercial and industrial activities. Because most business activities are low intensity and conducted indoors, noise generally is limited to loading dock operations, frequent truck uses, mechanical equipment, and outdoor paging systems. The City regulates maximum noise levels from commercial and industrial properties and also regulates construction activity to prevent disturbances at night.

Noisy activities at industrial, commercial, recreational, and some public facilities (such as the outdoor play areas of schools) can also adversely affect adjacent sensitive land uses. Strategies for controlling stationary noise sources focus on two objectives: (1) preventing the introduction of new stationary noise sources near noise-sensitive uses and (2) preventing encroachment of noise-sensitive uses on stationary noise sources. The first objective can be achieved by applying noise performance standards to proposed stationary noise sources. The second objective can be met by requiring that new noise-sensitive uses near existing stationary noise sources include project features that enable compliance with noise performance standards.



6.10.4 NOISE AND LAND USE COMPATIBILITY

Noise Standards

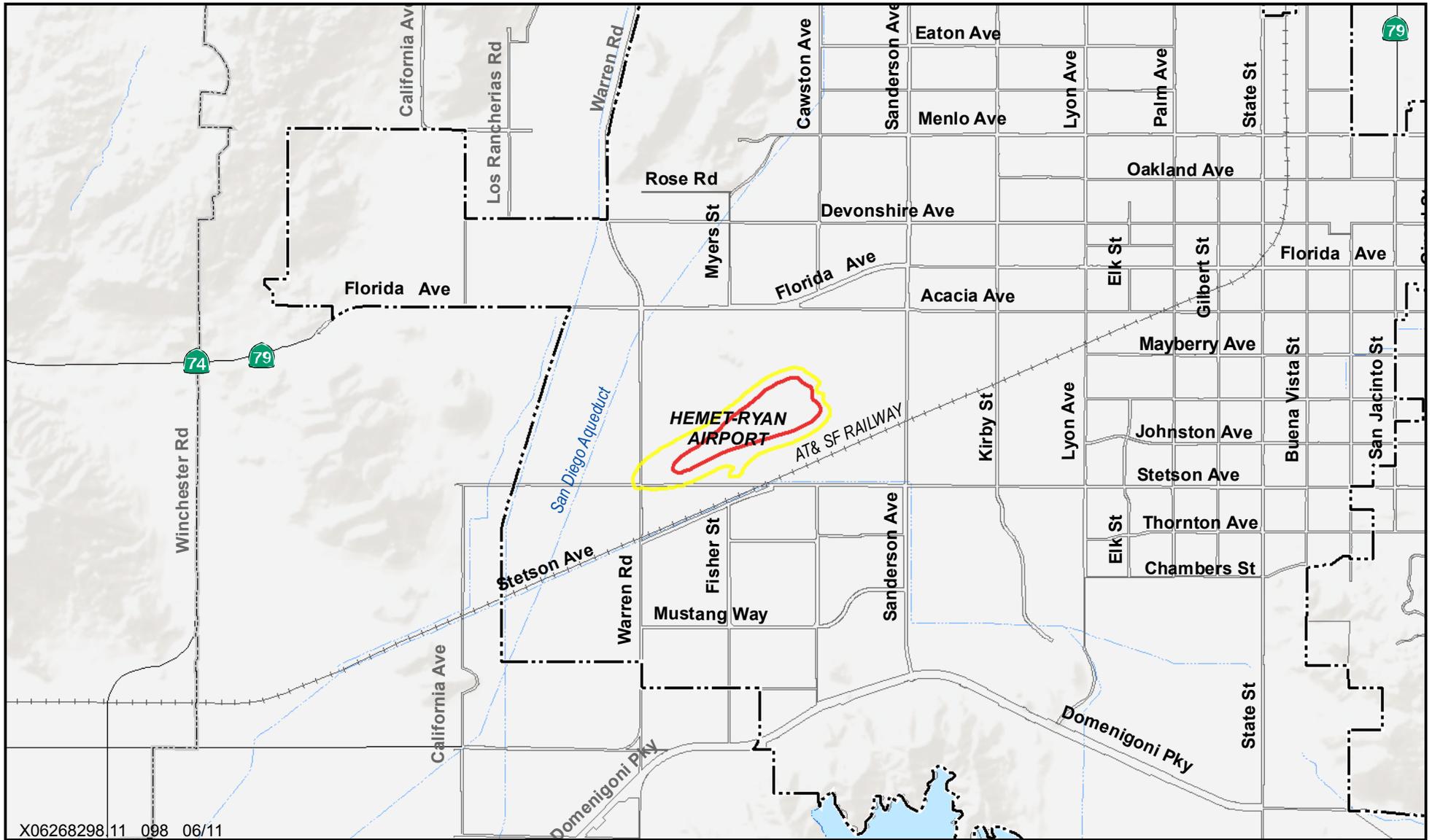
The City has developed the following noise and land use compatibility designations: normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Using these designations, the City has established both interior and exterior noise standards.

Community noise is commonly described in terms of the ambient, or all-encompassing, noise level associated with a given environment. Numerous metrics have been developed to account for the way people perceive sound. The most common of these descriptors are the average equivalent noise level (L_{eq}), the maximum noise level (L_{max}), and the community noise equivalent level (CNEL). L_{eq} represents a measure of the average noise level at a given location over a specified period of time. CNEL is based on a 24-hour L_{eq} , which weights evening and nighttime noise levels to account for increased sensitivity of people to noise occurring during these periods.

Hemet's Land Use Compatibility Standards are presented in Table 6.3. These standards, which use the CNEL noise descriptor, apply to land uses exposed to noise levels generated by transportation-related sources. Residential uses and hotels or overnight lodgings are most sensitive to their noise environment and thus have the lowest range of normally acceptable noise exposure levels. Other uses, such as fairgrounds, are less sensitive and can occur in areas with higher existing noise levels.

Land use compatibility standards for exterior and interior noise are shown in Table 6.4. These standards are maximum interior noise levels for new residential development. Insulation and design features must be employed to reduce interior ambient noise levels to these levels.

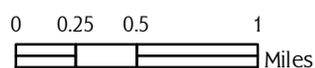
The City applies a second set of standards when planning and making development decisions to ensure that stationary noise sources (e.g., HVAC units, industrial operations) do not adversely affect noise-sensitive land uses. These hourly and maximum levels (expressed in L_{eq} and L_{max}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive and continuous noise. Table 6.5 summarizes stationary source noise standards. These standards represent the acceptable exterior noise levels at the sensitive receptor's property line.



X06268298 11 098 06/11



Sources:
 Mead and Hunt 2003
 Census Tiger Line Data 2005
 ESRI 2010



LEGEND

Noise Contours

- 60 CNEL
- 65 CNEL

Figure 6.8
AIRPORT NOISE CONTOURS (EXISTING)
 Hemet General Plan



**Table 6.3
Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure CNEL, dBA					
	55	60	65	70	75	80
Residential	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient lodging: hotels, motels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, libraries, churches, hospitals, nursing homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, concert halls, amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports arena, outdoor spectator sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, neighborhood parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf courses, riding stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office buildings, business commercial and professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, manufacturing, utilities, agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel.

-  Normally Acceptable—Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise requirements
-  Conditionally Acceptable—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.
-  Normally Unacceptable—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
-  Clearly Unacceptable—New construction or development clearly should not be undertaken.

Source: Adapted from the Governor's Office of Planning and Research in 2003



**Table 6.4
Land Use Compatibility Standards for
Exterior and Interior Noise**

Land Use	Maximum Allowable Noise (CNEL)	
	Exterior (dBA)	Interior (dBA)
Residential and mixed use with residential component	65	45
School classrooms	65	45
School playgrounds	70	--
Libraries	–	50
Hospitals, convalescent homes—sleeping areas	–	40
Hospitals, convalescent homes—living areas	–	50
Passive recreation areas	65	–
Active recreation areas	70	–
Commercial and industrial areas	70	–
Office areas	–	50

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel; – = not applicable/not available.

The acceptable interior noise level for other uses depends upon the specific nature of the indoor activity.

**Table 6.5
Noise Level Performance Standards for
Nontransportation Noise Sources**

Noise Level Descriptor	Daytime (7 a.m.–10 p.m.)	Nighttime (10 p.m.–7 a.m.)
Hourly average level (L_{eq})	60 dBA	45 dBA
Maximum equivalent levels (L_{max})	75 dBA	65 dBA

Notes: Each of the noise levels specified shall be lowered by 5 decibels for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The noise standard is to be applied at the property lines of the affected land use.



This page intentionally left blank.



GOALS AND POLICIES

PUBLIC SAFETY

GOAL PS-1	Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.
----------------------	---

POLICIES

PS-1.1	Seismic Standards Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.
PS-1.2	Risk Reduction Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.
PS-1.3	Slope Stability Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.
PS-1.4	Subsidence Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence.
PS-1.5	Dedicated Open Space Encourage that areas be dedicated as open space when necessary and appropriate to protect property, public health, and safety from hazards such as earthquake fault zones or floodplains.
PS-1.6	Alquist-Priolo Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.
PS-1.7	Emergency Access Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.



GOAL PS-2	Reduce risk of property damage and human injury from flood hazards.
----------------------	---

POLICIES

- PS-2.1 Clear Floodways Ensure that waterways used for flood control are kept clear of obstructions and are regularly maintained.

- PS-2.2 Flood Area Preservation Encourage flood control infrastructure that does not reduce the natural character or limit use of the site.

- PS-2.3 New Development Minimize additional flood risk exposure in developing areas.

- PS-2.4 System Evaluation Cooperate with Riverside County Flood Control and Water Conservation District to evaluate the effectiveness of existing flood control systems and improve those systems as necessary to meet capacity demands.

- PS-2.5 Master Planning Promote the timely completion of master drainage plans and improvement projects that affect the City.

- PS-2.6 100-Year Flood Zone Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.

- PS-2.7 Evacuation Plans Develop and maintain flood zone inundation evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and the Hemet Fire Department.

GOAL PS-3	Protect lives and property from the potential dangers associated with ground transportation.
----------------------	--

POLICIES

- PS-3.1 Safe Pedestrian Design Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.

- PS-3.2 Traffic Safety Minimize the potential for accidents involving railways, automobiles, pedestrians, and bicyclists by implementing roadway improvements identified in the Circulation Element, working closely with the Hemet Police Department, and encouraging proactive programs aimed at improving drivers' behavior.



PUBLIC SAFETY

GOAL PS-4	Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.
----------------------	--

POLICIES

- PS-4.1 Land Use Compatibility Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the *Hemet-Ryan Airport Land Use Compatibility Plan*, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport Land Use Commission (ALUC).
- PS-4.2 Airport Safety Zones Consult with Riverside County to maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted *Hemet-Ryan Airport Land Use Compatibility Plan* and the *Hemet-Ryan Airport Master Plan*.
- PS-4.3 Accommodate Regional Needs Support efforts of Hemet-Ryan Airport to accommodate the present and future needs of the California Department of Forestry and Fire Protection's regional air-attack base provided that the safety of surrounding residents and businesses is maintained, and ongoing traffic circulation is not impacted.
- PS-4.4 Project Compatibility Review As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Compatibility Plan, and the Airport Land Use Planning Handbook issued by the California Department of Transportation Division of Aeronautics, as may be amended from time to time.
- PS-4.5 Project Suitability Review Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.
- PS-4.6 Project Noise Mitigation Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.
- PS-4.7 Avigation Easements Avigation easements shall be required for all land uses in Safety Areas I, II, and III as



part of the development review process. .As appropriate, based on location, aviation easements may be required in other areas of the City or Planning Area.

- PS-4.8 Project Operating Compatibility Development applications shall be required to demonstrate that the project is compatible with the following airport land use restrictions:
- a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.
 - b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.
 - c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
 - d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
 - e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.
- PS-4.9 Aviation Wildlife Hazards Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.
- PS-4.10 Airport Expansion Consult with Riverside County to insure that any updates to the Airport Master Plan, including proposed expansion of the airport land uses or the runways, will not create noise and safety impacts to surrounding land uses or disrupt the existing and planned circulation system surrounding the airport.



PUBLIC SAFETY

GOAL PS-5	Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.
----------------------	---

POLICIES

- | | |
|--------|---|
| PS-5.1 | Enforce Regulations Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials. |
| PS-5.2 | Maintain Response Programs Maintain effective programs for responding to hazardous material emergencies. |
| PS-5.3 | Interagency Cooperation Continue to cooperate with state, county, and other local agencies in the coordination of hazardous material control, cleanup, disposal, and emergency response policies and operations. |
| PS-5.4 | Multi-Jurisdictional Local Hazard Mitigation Plan Implement goals and objectives contained in the <i>Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan</i> to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit resources to reducing the effect of natural and other hazards. |
| PS-5.5 | Hazardous Material Locations Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses. |
| PS-5.6 | Development Standards Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials. |
| PS-5.7 | Public Awareness Raise public awareness of the appropriate manner to dispose of household hazardous waste through education and/or collection events. |



GOAL PS-6	Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.
----------------------------	---

POLICIES

- PS-6.1 Fire Protection Standards Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.

- PS-6.2 Individual Fire Protection Systems Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.

- PS-6.3 Safe Structures Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.

- PS-6.4 Safety Exits Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.

- PS-6.5 Wildland Fire Evaluation Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.

- PS-6.6 Roadway Fire Buffer Coordination Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup.

- PS-6.7 Wildland Fire Protection Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.

- PS-6.8 Fire Hazard Mitigation Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

- PS-6.9 Fire Prevention Education Continue education programs on preventing fires, monitor their effectiveness, and expand or alter the programs, as necessary.



PUBLIC SAFETY

GOAL PS-7	Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.
----------------------	--

POLICIES

- | | |
|--------|--|
| PS-7.1 | Fire Service Response 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 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. |
| PS-7.2 | Strategic Plan Maintain and implement a fire department strategic plan to address staffing and facility needs, service goals, deployment strategies, and other departmental issues. |
| PS-7.3 | Development Impacts Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services. |
| PS-7.4 | Emergency Access Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access. |
| PS-7.5 | Fire Protection Adequacy Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies. |
| PS-7.6 | Protect Insurance Services Office Rating Pursue strategies that maintain and improve the City's Insurance Services Office rating. |
| PS-7.7 | Mutual Aid Agreements Continue to coordinate fire protection services with Riverside County, the California Department of Forestry and Fire Protection, Idyllwild Fire Protection District, and all other agencies and districts with fire protection powers. |



GOAL PS-8	Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.
----------------------------	--

POLICIES

- PS-8.1 Police Services Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.

- PS-8.2 Strategic Plan Maintain and implement a police department strategic plan to address staffing and facilities needs, service goals, deployment strategies, and other departmental issues.

- PS-8.3 Development Impacts Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services.

- PS-8.4 Emergency Communication Ensure that outlying areas and newly annexed areas can be served by emergency communication systems as new development occurs.

- PS-8.5 Grants Pursue the availability of federal or state grants to offset required additions to law enforcement staffing and/or equipment.

- PS-8.6 Neighborhood Watch Continue to promote the establishment of neighborhood and business watch programs to encourage community participation in crime prevention and increased awareness of any suspicious activity.

- PS-8.7 Youth Programs Maintain and expand, as necessary, youth programs aimed at crime prevention and gang and drug diversion.

- PS-8.8 Partnerships Continue to work with other law enforcement agencies, the school districts, businesses, nonprofit organizations, and community residents to enhance safety throughout the City.



PUBLIC SAFETY

GOAL PS-9	Improve community safety and reduce opportunities for criminal activity through appropriate physical design.
----------------------	--

POLICIES

- PS-9.1 **Defensible Space** 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.
- PS-9.2 **Adequate Project Lighting** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.
- PS-9.3 **Safety in Land Use and Design** Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.
- PS-9.4 **Crime Free Rental-Housing Programs** Continue to encourage residents, apartment managers, and landlords to become involved in the Crime Free Rental-Housing Programs as a way to reduce crime in apartment communities and other rental housing.

GOAL PS-10	Reduce impacts related to safety hazards through a high level of emergency preparedness.
-----------------------	--

POLICIES

- PS-10.1 **Outreach Programs** Support community participation in safety and crime prevention through public outreach programs under the police, fire, and emergencies services departments.
- PS-10.2 **Disaster Vulnerability Review** Work with and encourage essential service providers (water, sewage, electrical power, communication, transportation, natural gas, and liquid fuel systems) and transportation agencies to periodically evaluate the vulnerability of their systems in the event of a disaster.
- PS-10.3 **Disaster Plans Review** and consistently update the City's disaster contingency plans. Recommend that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services.



PS-10.4 Mutual Aid Agreements Maintain mutual aid agreements and communication links with federal, state, county, and other local agencies to respond to emergencies.

PS-10.5 Protect Critical Facilities Continue to prepare and implement measures to protect critical facilities from criminal or terrorist attacks.

GOAL PS-11 Manage noise levels through land use planning and development review.

POLICIES

PS-11.1 Noise Standards Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

PS-11.2 Design to Minimize Noise Encourage the use of siting and building design techniques as a means to minimize noise.

PS-11.3 Evaluate Noise Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.

PS-11.4 Protect Noise-Sensitive Uses Protect noise-sensitive uses from new noise sources.

GOAL PS-12 Minimize noise conflicts from transportation sources and airports.

POLICIES

PS-12.1 Traffic Noise Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.

PS-12.2 Railroad Noise Minimize noise conflicts between current and proposed land uses and railroad corridors by protecting railroad corridors from encroachment of incompatible land uses and by adhering to the City's noise standards presented in Table 6.4.

PS-12.3 Airport Noise Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4.



PUBLIC SAFETY

PS-12.4 Airport Conflicts Review and respond to proposals involving new flight patterns, more intense flight operations over the planning area, or relocation or extension of runways at the Hemet-Ryan Airport, which would create the potential for noise conflicts with sensitive land uses.

GOAL PS-13	Minimize noise conflicts with stationary noise generators.
-----------------------	--

POLICIES

PS-13.1 Protect Valuable Noise Sources Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.

PS-13.2 New Sensitive Uses Restrict the location of sensitive land uses near major noise sources to achieve the standards presented in Table 6.4.

PS-13.3 Prevent Encroachment. Prevent the encroachment of noise sensitive land uses into areas designated for use by existing or future noise generators.



This page intentionally left blank.