

## 3 PROJECT DESCRIPTION

### 3.1 BACKGROUND

The proposed project is adoption and implementation of the City of Hemet Draft General Plan (Draft General Plan). The City of Hemet (City) incorporated in 1910 and recently celebrated its centennial anniversary as one of Riverside County's oldest communities. Initially an agricultural community, Hemet underwent dramatic changes in the early 1960s as the City became a major destination for senior living as a result of the City's mild climate and picturesque location. During an approximate 20 year period of time, over 10,000 homes were built (primarily mobile homes) in senior oriented communities. As a result, in the 1990 census, the average age in Hemet was over 60. The late 1990s and the first decade of this century saw another dramatic shift in the City's demographics as more families moved to the City. Hemet's population swelled from just over 52,000 in 1990 to over 78,000 in 2010. And the average age dropped from over 60 years to just over 39 years of age.

During the past 20 years, Hemet has also seen steady retail growth to serve the growing residential market. New retail growth is primarily located in shopping centers in the western portion of the City, which is in a marked contrast to the older, highway commercial uses that were developed primarily from 1950 through 1970 along Florida Avenue. An historic downtown area, which was initiated in the late 1890s, still exists in the center of the City, but is in need of major revitalization. Balancing and integrating the new retail growth with revitalization of the existing commercial areas is a primary focus of the City. Industrial development has lagged behind residential and retail development, primarily due to lack of direct access to a freeway system. With the planned widening and realignment of State Route (SR) 79 however, the City anticipates an increase in the employment base potential along the SR 79 corridor.

State law (California Government Code [CGC], section 65300) requires that each California city and county adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning. The City's current General Plan was last comprehensively updated in 1992. As required by State law, the City's Housing Element has been updated every five years. The General Plan serves as the primary policy framework for development and land use activities within the City. Aggressive in scope, the plan envisioned substantial changes from an existing single-family residential land use pattern in the urban core to multi-family residential, coupled with new development in vacant areas of the City. This transition was predicated on the assumption that seniors would continue to be the dominant demographic unit within the City. The 1992 General Plan includes numerous references to maintaining a senior focus for the City.

However, with the influx of families into the City beginning in the late 1990s, and the potential for the SR 79 realignment to alter the focus and character of the community, it has become readily apparent that the 1992 General Plan needs to be updated to reflect demographic shifts and the rapid level of development that has occurred within the City. Therefore, in 2005, the City Council directed that a comprehensive update to the General Plan be prepared to address those changes and to better prepare the City for the future.

The Draft General Plan consists of ten elements, or chapters, that together meet State requirements for a general plan. These elements are:

- ▶ Land Use
- ▶ Community Design
- ▶ Circulation
- ▶ Community Services and Infrastructure
- ▶ Public Safety (includes Noise)
- ▶ Open Space and Conservation
- ▶ Recreation and Trails

- ▶ Historic Resources,
- ▶ Art and Culture, and
- ▶ Housing.

The Draft General Plan also includes an Introduction chapter, and an Implementation chapter.

The Draft General Plan represents the City’s policy for determining the appropriate physical development and character of the Hemet planning area, and establishes an overall future development capacity. The General Plan clarifies and articulates the City’s intentions with respect to the expectations of residents, landowners, and businesses, and their long-term vision for the community. Through the General Plan, the City outlines its goals, policies, and standards. Any decision by the City affecting land use and development must be consistent with the General Plan. An action, program, or project would be considered consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies set forth within the General Plan and not obstruct their attainment.

## **3.2 REGIONAL SETTING**

Hemet is located in western Riverside County, approximately 35 miles southeast of Riverside. State Route (SR) 74 traverses the City in an east-west direction along Florida Avenue, and connects with Interstate 215 (I-215) to the west. SR 79 connects the City with San Jacinto to the north, and Temecula and Interstate 15 (I-15) to the south.

Hemet is bordered by the City of San Jacinto on the north, but is otherwise surrounded by unincorporated areas of Riverside County. The Hemet-Ryan Airport is located in the city. A former Burlington Northern & Santa Fe (BNSF) railroad line travels through the city. Exhibit 3-1 illustrates the regional location of the City of Hemet.

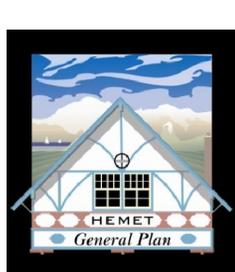
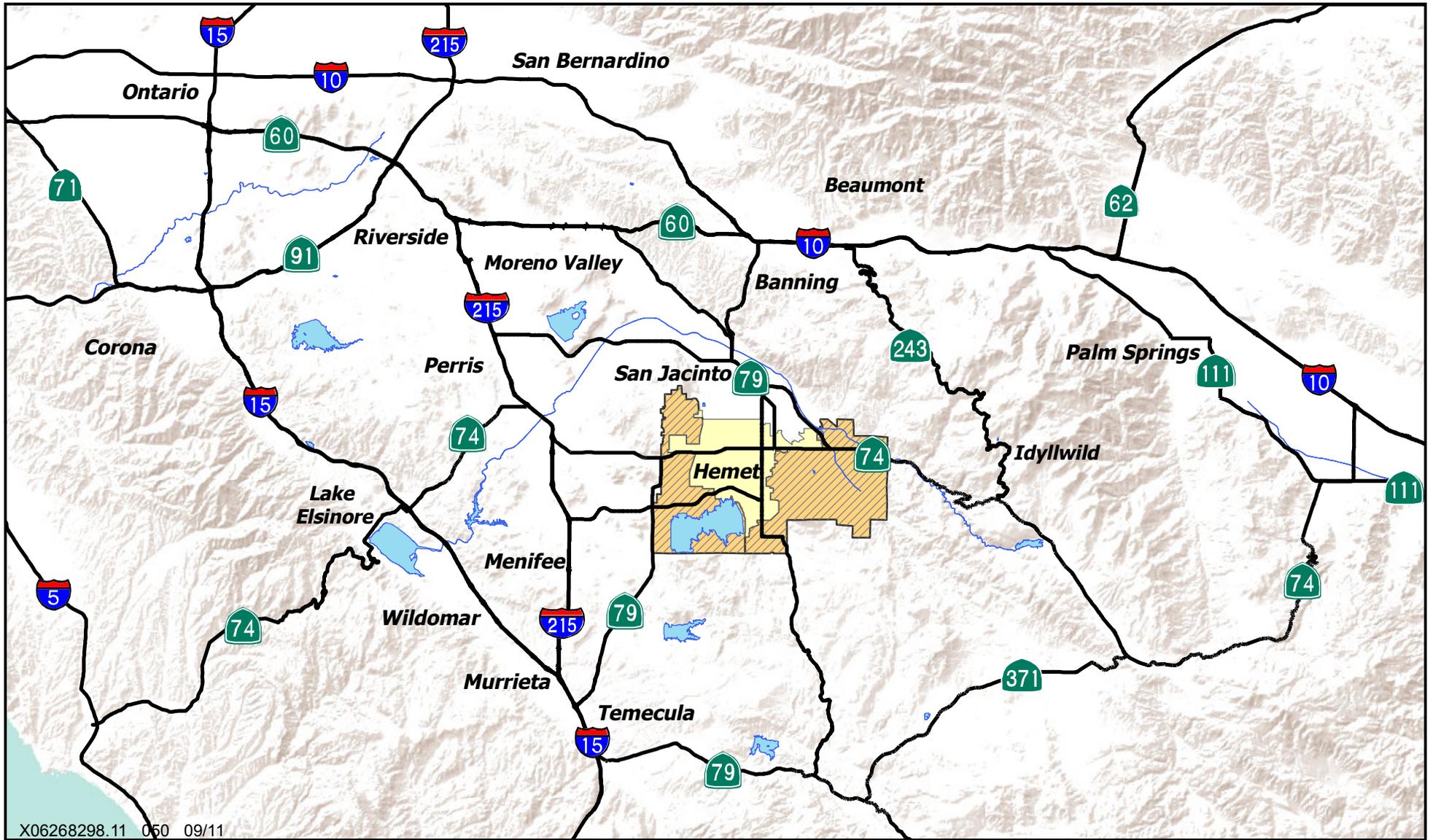
## **3.3 PLANNING AREA**

The planning area includes approximately 28.3 square miles within Hemet’s corporate limits, an additional 34.2 square miles in Hemet’s Sphere of Influence (SOI), and approximately 32.4 square miles located beyond the SOI. Exhibit 3-2 identifies the planning area.

## **3.4 COMMUNITY VISION AND GUIDING PRINCIPLES**

As part of the General Plan update public outreach process, Hemet residents established a Community Vision comprised of guiding principles. These principles are the foundation for General Plan goals, policies, and programs. They are an expression of residents’ shared values and expectations for Hemet’s future. The guiding principles identify the ideal conditions to work toward over the next 20 years and provide guidance for policymakers as they work to improve the quality of life in Hemet. For purposes of the EIR, the following guiding principles establish the basic premise for the project objectives:

- ▶ Hemet is a City of Great Places and a destination for the region.
- ▶ Hemet has a vibrant and diverse economy and employment base.
- ▶ Hemet is a safe, attractive, and desirable place to live; with walkable and well-maintained neighborhoods that foster a sense of community.
- ▶ Hemet’s historic downtown is revitalized and provides a cultural, civic, and entertainment focal point for the community.



Sources:  
 Census Tiger Line Data 2005  
 ESRI 2010

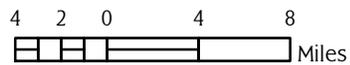
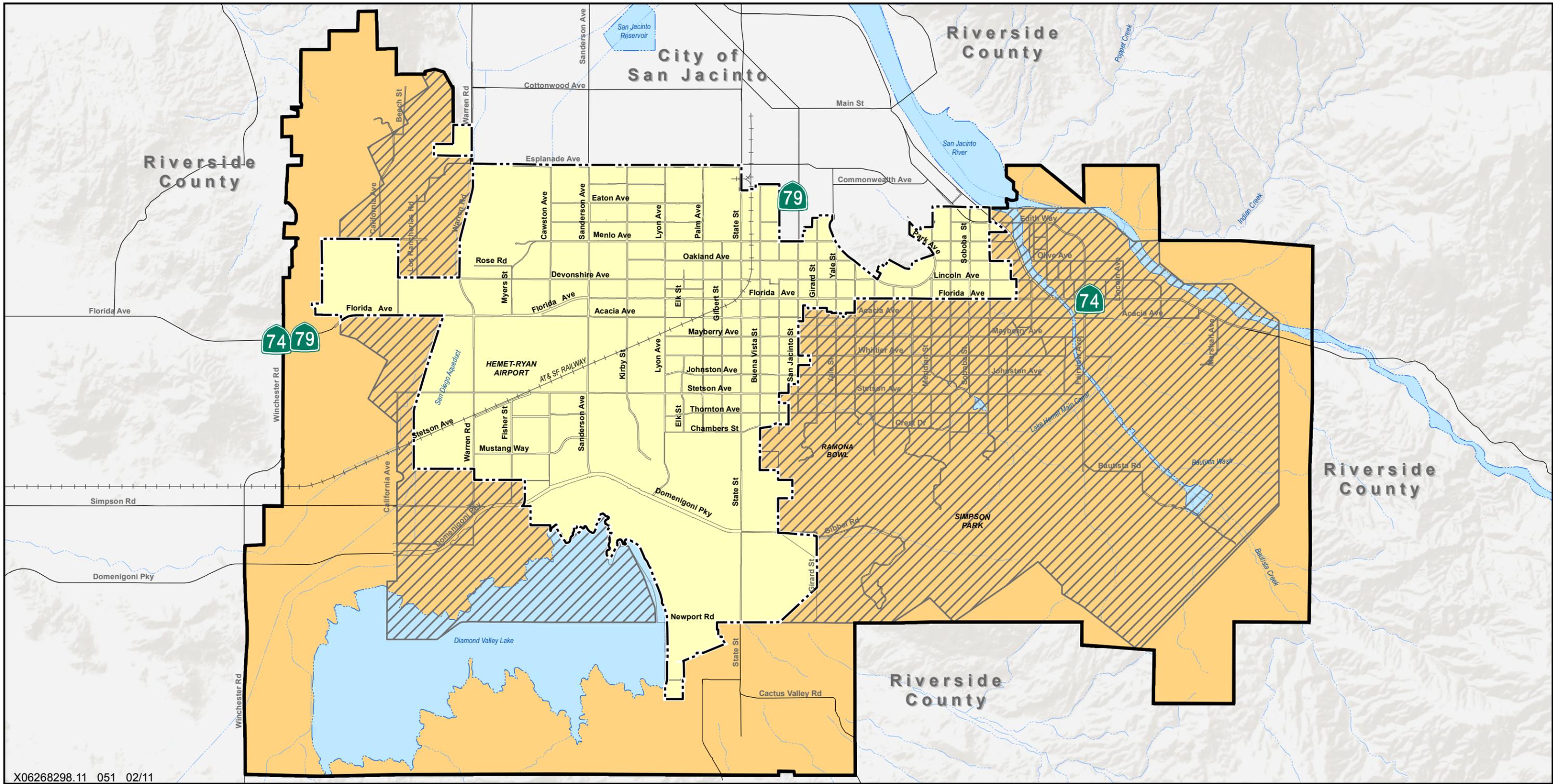
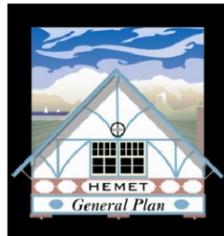


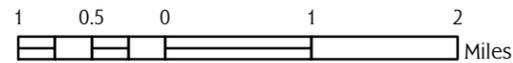
Exhibit 3.1  
**REGIONAL LOCATION**  
 Hemet General Plan



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Sources:  
Census Tiger Line Data 2005  
ESRI 2010



**LEGEND**

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

- ▶ Hemet has an extensive network of transportation facilities and mobility options to convey people and goods safely and efficiently.
- ▶ Hemet conserves and enhances its natural, scenic, environmental, historic, and recreational resources for existing and future generations to enjoy.
- ▶ Hemet is a sustainable community that embraces the conservation of energy, water, air quality and natural resources; and promotes the health and well-being of its citizens.
- ▶ Hemet provides an array of high quality health care, educational, recreational and cultural opportunities to serve all ages within the city and the region.
- ▶ Hemet embraces balanced and appropriate growth to meet the city’s housing and employment needs in a manner that retains or enhances the desired levels of public services, facilities and infrastructure.
- ▶ Hemet is a responsive government that actively engages its citizenry and partners with other agencies in order to continue to achieve an exceptional quality of life in the City of Hemet.

### **3.5 PROJECT OBJECTIVES**

The project objectives, based upon the premises established within the community vision, are expressed below.

- ▶ Objective 1: Update the General Plan to accommodate population and employment through 2030 in a manner reflecting changing demographic shifts.
- ▶ Objective 2: Plan for a larger area which can accommodate new economic development and job-creating industries focused in walkable, mixed-use areas, as well as offering increased housing opportunities to meet diverse economic needs.
- ▶ Objective 3: Amend policies and the Land Use Map to reflect actual land use patterns, including preservation of existing single-family neighborhoods outside the downtown core and mixed-use areas.
- ▶ Objective 4: Provide expanded recreational opportunities, especially around Diamond Valley Lake.
- ▶ Objective 5: Provide for a balanced land use mix within the city and planning area that supports industrial and professional jobs.
- ▶ Objective 6: Accommodate growth that ensures long-term economic viability and promotes a high quality of life for residents.
- ▶ Objective 7: Reflect “state-of-the-art” planning practices that provide for reuse of existing areas, encourage infill development, enhance pedestrian activities, and conserve valuable water, air, and energy resources.
- ▶ Objective 8: Develop strategic measures to facilitate renovation of older areas of the City, including enhancement of established neighborhoods;
- ▶ Objective 9: Integrate new growth into the overall city fabric that complements, rather than competes with, existing land uses;
- ▶ Objective 10: Provide a multi-modal circulation system which effectively moves people throughout Hemet with minimal disruption to existing businesses and neighborhoods;

- ▶ Objective 11: Plan land uses to leverage outside transportation investments in Metrolink and SR 79 expansion; and
- ▶ Objective 12: Provide a legally adequate General Plan that complies with State law.

Based on the community vision, the General Plan defines long-term community goals, decision-making policies, and implementation programs through text and maps in each of ten elements described below.

## **3.6 PROJECT CHARACTERISTICS**

The Draft General Plan consists of ten elements, or chapters, that together meet State requirements for a general plan. The Draft General Plan represents the City’s policy for determining the appropriate physical development and character of Hemet, and establishes an overall future development capacity. The environmental impact analysis in the Program EIR is defined primarily by the change between existing conditions and those associated with future land uses pursuant to the Draft General Plan post-2030, as well as at theoretical build out.

### **3.6.1 LAND USE ELEMENT**

The Land Use Element describes the economic, social, physical, and cultural aspects of the planning area. The element describes the future location, type, intensity, and design of land uses, and establishes the desired mix and relationship between land uses. The Land Use Element includes proposed land use designations and a Land Use Diagram that depicts the types, locations, and intensities of current and future land uses within the planning area. The land use diagram is illustrated in Exhibit 3-3. Table 3-1 provides the anticipated Draft General Plan buildout capacity for the existing City, the SOI, and the remainder of the planning area, and compares this capacity to existing conditions.

#### **LAND USE DESIGNATIONS**

Each General Plan land use designation generally describes the intended land uses and establishes a permitted range of density or intensity of development. Corresponding zone districts will specify the permitted uses for each category as well as applicable development standards. The maximum allowable density or intensity on any individual parcel may be affected by such factors as the physical characteristics of a parcel, access and infrastructure issues, and compatibility. Dwelling unit per acre (du/acre) densities are established for residential designations, and floor-area ratio (FAR) maximums are identified for commercial, industrial, and public designations. For mixed-use designations, both densities (du/acre) and intensities (FAR) are established. In cases where a range is established, the minimum value represents the least intense land use permitted within the area, while the maximum value represents the most intense land use permitted. Table 3-2 below provides a summary of the proposed land uses and their corresponding density ranges.

#### **Mixed Use Areas**

The Draft General Plan also identifies six mixed-use areas. Each of these areas has unique development standards and objectives. All mixed-use areas will also include both public and private open spaces.

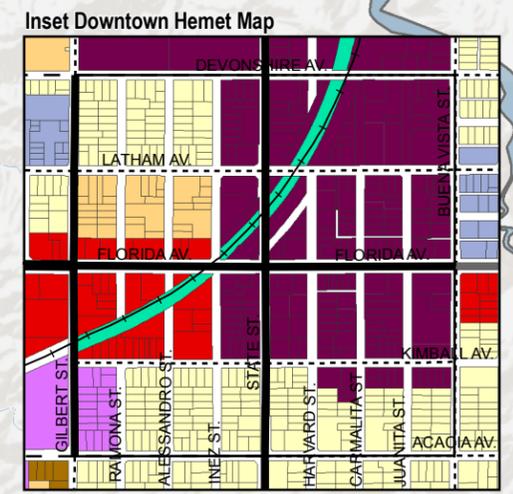
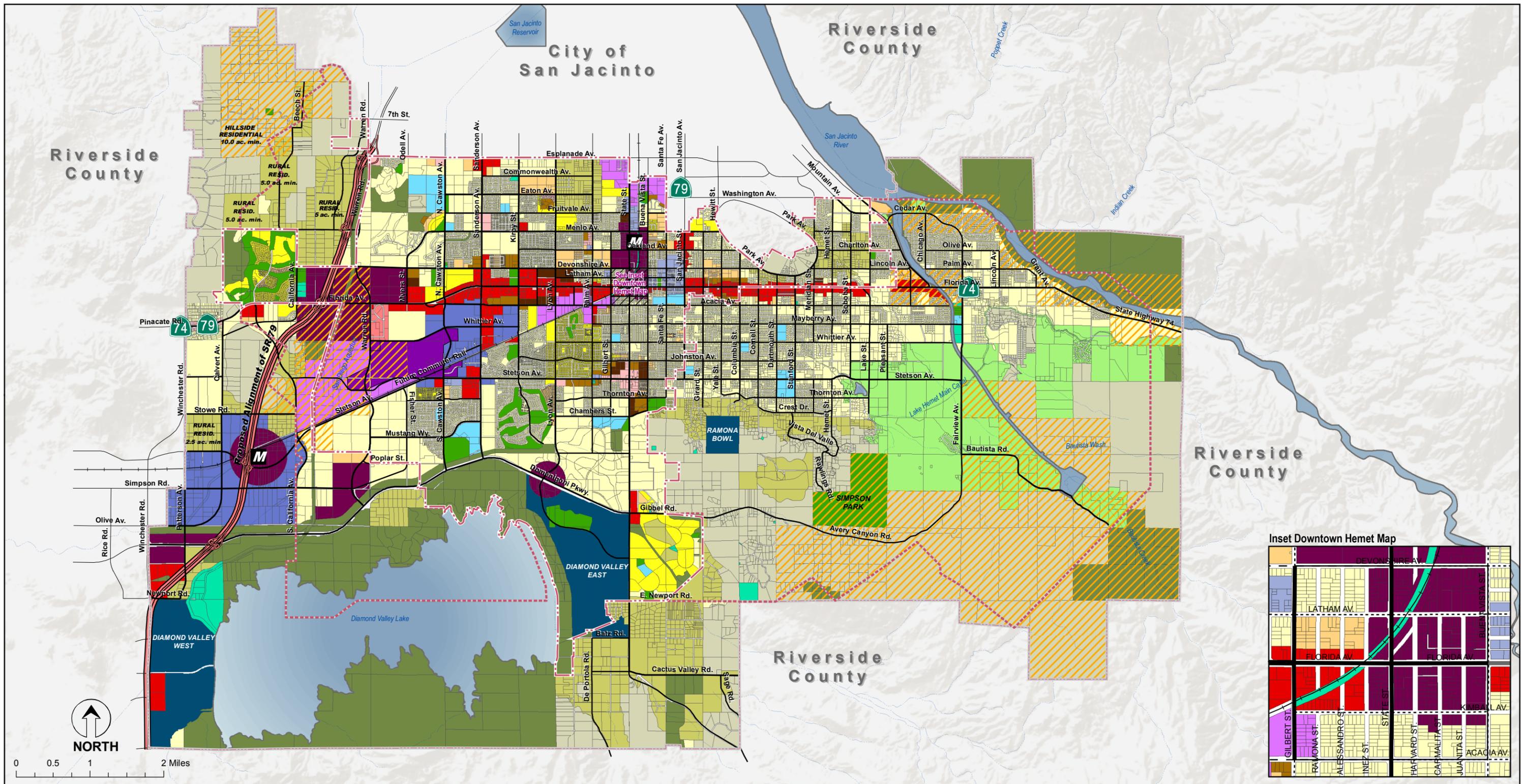
#### **Florida Avenue Mixed-Use Area 1**

Mixed-use Area 1 is located at the future interchange of SR 79 and Florida Avenue. This area will serve as the region’s primary retail destination, taking advantage of the SR 74/SR 79 interchange. Services provided will include specialty retail, restaurants, department stores, and general retail uses. Additionally, the area will provide a vibrant office environment as well as high density residential units. All of the uses will be integrated through a comprehensive pedestrian system as well as a more traditional road system. Over 40% of this area is assumed for

**Table 3-1  
Draft 2030 Land Use**

General Plan Designation	General Plan Designation	Acres				Dwelling Units				Non-Residential Square Feet (1,000s)				Population			
		City	Planning Area	SOI	Total	City	Planning Area	SOI	Total	City	Planning Area	SOI	Total	City	Planning Area	SOI	Total
<b>Residential</b>		<b>8,211</b>	<b>6,795</b>	<b>11,885</b>	<b>26,891</b>	<b>44,814</b>	<b>3,544</b>	<b>18,083</b>	<b>66,441</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106,884</b>	<b>8,417</b>	<b>43,122</b>	<b>158,422</b>
Rural Residential	RR	547	418	888	1,853	595	418	888	1,901	0	0	0	0	1,413	992	2,109	4,515
Rural Residential	RR-2.5	72	718	20	809	215	403	8	626	0	0	0	0	511	957	19	1,486
Rural Residential	RR-5ac	0	687	700	1,388	0	137	140	278	0	0	0	0	0	327	333	659
Hillside Residential	HR	194	2,396	5,673	8,264	39	645	1,135	1,819	0	0	0	0	92	1,533	2,695	4,320
Hillside Residential	HR-10	88	1,624	453	2,165	9	162	45	216	0	0	0	0	21	386	107	514
Low Density Residential	LDR	5,666	526	4,011	10,202	20,593	1,778	14,037	36,408	0	0	0	0	48,878	4,223	33,222	86,323
Low Medium Density Residential	LMDR	810	410	19	1,239	6,498	0	124	6,622	0	0	0	0	15,407	0	294	15,701
Medium Density Residential	MDR	429	16	122	567	6,138	0	1,706	7,845	0	0	0	0	14,293	0	4,343	18,636
High Density Residential	HDR	263	0	0	263	5,775	0	0	5,775	0	0	0	0	14,166	0	0	14,166
Very High Density Residential	VHDR	141	0	0	141	4,952	0	0	4,952	0	0	0	0	12,102	0	0	12,102
<b>Commercial/Office</b>		<b>1,145</b>	<b>162</b>	<b>173</b>	<b>1,480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,940</b>	<b>3,511</b>	<b>138</b>	<b>16,589</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Neighborhood Commercial	NC	134	21	0	155	0	0	0	0	1,459	231	0	1,689	0	0	0	0
Community Commercial	CC	794	141	173	1,108	0	0	0	0	8,650	3,280	138	12,068	0	0	0	0
Regional Commercial	RC	65	0	0	65	0	0	0	0	851	0	0	851	0	0	0	0
Office Professional/Medical	OP	152	0	0	152	0	0	0	0	1,981	0	0	1,981	0	0	0	0
<b>Mixed Use</b>		<b>725</b>	<b>362</b>	<b>279</b>	<b>1,366</b>	<b>2,184</b>	<b>904</b>	<b>735</b>	<b>3,823</b>	<b>5,586</b>	<b>4,770</b>	<b>1,610</b>	<b>11,966</b>	<b>5,186</b>	<b>2,147</b>	<b>1,746</b>	<b>9,080</b>
<b>MU-1</b>	<b>Mixed Use 1</b>	430	0	130	561	516	0	156	673	2,610	0	790	3,400	1,226	1	370	1,598
<b>MU-2</b>	<b>Mixed Use 2</b>	0	241	0	241	0	578	0	578	0	3,270	0	3,270	0	1,372	0	1,372
<b>MU-3</b>	<b>Mixed Use 3</b>	0	121	0	121	0	326	0	326	0	1,500	0	1,500	0	773	0	773
<b>MU-4</b>	<b>Mixed Use 4</b>	0	0	149	149	0	0	579	579	0	0	820	820	0	0	1,376	1,376
<b>MU-5</b>	<b>Mixed Use 5</b>	108	0	0	108	172	0	0	172	980	0	0	980	410	0	0	410
<b>MU-D</b>	<b>Mixed Use Downtown</b>	187	0	0	187	1,495	0	0	1,495	1,996	0	0	1,996	3,551	0	0	3,551
<b>Industrial</b>		<b>1,122</b>	<b>774</b>	<b>50</b>	<b>1,945</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,558</b>	<b>10,112</b>	<b>813</b>	<b>25,484</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Airport	ARPT	297	0	0	297	0	0	0	0	1,942	0	0	1,942	0	0	0	0
Business Park	BP	402	774	13	1,188	0	0	0	0	5,250	10,111	166	15,527	0	0	0	0
Industrial	I	423	0	37	460	0	0	0	0	7,366	0	647	8,014	0	0	0	0
<b>Public Facilities and Open Space</b>		<b>4,214</b>	<b>5,667</b>	<b>4,999</b>	<b>14,881</b>	<b>0</b>	<b>1</b>	<b>146</b>	<b>146</b>	<b>787</b>	<b>3,783</b>	<b>1,061</b>	<b>5,631</b>	<b>0</b>	<b>2</b>	<b>346</b>	<b>348</b>
Quasi-Public/Cultural	QP/C	919	725	0	1,643	0	0	0	0	0	0	0	0	0	0	0	0
Public Facilities	PF	22	176	54	252	0	0	0	0	363	3,444	1,061	4,868	0	0	0	0
Parks/Recreation	P	1,123	5	124	1,252	0	0	0	0	258	338	0	597	0	0	0	0
Open Space	OS	1,899	4,692	1,816	8,407	0	0	0	0	0	0	0	0	0	0	0	0
Agricultural	A	0	15	2,912	2,927	0	1	146	146	0	0	0	0	0	2	346	348
School	SCH	252	55	93	400	0	0	0	0	166	0	0	166	0	0	0	0
<b>Right-of-Way/Lake</b>		<b>2,696</b>	<b>6,794</b>	<b>6,301</b>	<b>15,791</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Diamond Valley Lake	DVL	557	3,538	1,072	5,167	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way	ROW	2,139	3,255	5,229	10,624	0	0	0	0	0	0	0	0	0	0	0	0
<b>2030 Estimated Totals</b>		<b>18,113</b>	<b>20,553</b>	<b>23,688</b>	<b>62,354</b>	<b>46,998</b>	<b>4,449</b>	<b>18,964</b>	<b>70,410</b>	<b>33,871</b>	<b>22,175</b>	<b>3,623</b>	<b>59,669</b>	<b>112,070</b>	<b>10,565</b>	<b>45,214</b>	<b>167,850</b>
<b>Existing (2006) Totals</b>						32,682		15,113	47,795	10,179		1,602	11,781	65,223		30,161	95,384
<b>Change, 2006-2030</b>						14,316		8,299	22,615	23,692		24,196	47,888	46,847		25,618	72,466

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**LEGEND**

- Hemet City Boundary
- Planning Area
- Sphere of Influence
- River/Lake
- Creek/Canal
- Railroad Metrolink (General Location)

**Land Use Designations**

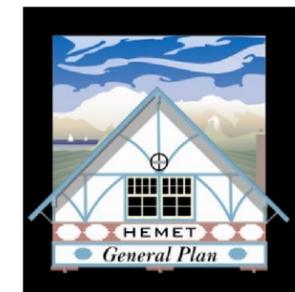
- RR Rural Residential (0.0 - 2.0 du/ac)
- HR Hillside Residential (0.0 - 0.5 du/ac)
- LDR Low Density Residential (2.1 - 5.0 du/ac)
- LMDR Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR Medium Density Residential (8.1 - 18.0 du/ac)
- HDR High Density Residential (18.1 - 30.0 du/ac)
- VHDR Very High Density Residential (30.1 - 45.0 du/ac)

- NC Neighborhood Commercial (FAR 0.35)
- CC Community Commercial (FAR 0.40)
- RC Regional Commercial (FAR 0.50)
- MU Mixed Use (Varies)

**Environmental Management Area**

- Areas subject to MSHCP criteria

- ARPT Airport
- OP Office Professional (FAR 2.0)
- BP Business Park (FAR 0.60)
- I Industrial (FAR 0.45)
- QP/C Quasi-Public/Cultural
- PF Public Facilities
- SCH School
- P Park/Recreation
- OS Open Space
- A Agriculture



SOURCES: Census Tiger Line Data 2005  
Urban Crossroads 2011

future conservation uses consistent with the *Western Riverside County Multi-Species Habitat Conservation Plan* (MSHCP).

### **West Hemet Mixed-Use Area 2**

Mixed-use Area 2 is located at the future interchange of SR 79 and Stetson Avenue. This area will serve as the region's primary destination for Research and Development (R&D) facilities, and low intensity industrial, retail, and office uses. Of equal importance, this area will serve as a support hub for the surrounding business park. Residential use, while permitted, plays a minor role in the overall land use strategy for this area. It is anticipated that the area will develop over time with low intensity industrial uses (e.g., starter industries) initially starting the area and transitioning over time to higher intensity R&D uses. To maintain viability over time, a strong emphasis on architectural controls and a well-planned public infrastructure system will be implemented in the early stages of development.

### **Hemet Gateway Mixed-Use Area 3**

Mixed-use Area 3 is located at the future interchange of SR 79 and Domenigoni Parkway. This area will serve as a gateway to the City as well as a major regional retail and office center, with complementary residential development.

### **Page Ranch Mixed-Use Area 4**

Mixed-use Area 4 is a mixed-use area intended to serve Hemet and surrounding county residents and create a retail/business park node at Warren Avenue and the Domenigoni Corridor. The area will focus on providing retail and commercial services such as grocery stores, specialty shops, medical and dental offices. The area would also be suitable for clean technology and light industrial uses as a component of the overall plan, particularly the Metropolitan Water District owned parcels adjacent to Salt Creek and Domenigoni Parkway. Residential development is also contemplated as an integral part of this area.

### **Diamond Valley Lake Mixed-Use Area 5**

Mixed-use Area 5 is located at the intersection of Lyon Avenue and Domenigoni Parkway. This area is intended to provide a synergistic blend of retail, restaurant, office, educational and limited higher density residential uses as part of the larger Diamond Valley Lake East planning area to the south, and the McSweeney Ranch area to the north. It is anticipated that the area will complement existing museums, Diamond Valley Lake, and the recreational complex being developed by Valley Wide Parks and Recreation District by providing services such as specialty retail, restaurants, and hotels.

### **Downtown Mixed-Use Area 6**

The Downtown Mixed-use Area represents the City's efforts to revitalize its historic downtown core and North State Street. This area will continue to serve as the City's central business district and is anticipated to become a destination hub for retail, restaurant, and entertainment activities. The Downtown Mixed-use area will also house a future Metrolink Station, and the City is planning a Transit Oriented Design (TOD) village concept around the station as envisioned in a Southern California Association of Governments (SCAG) Compass project.

## **DISTRICTS AND FOCUSED AREA PLANS**

The Draft General Plan identifies districts as a way to create neighborhood identity and foster a small town feeling. Special policies and procedures are identified for some districts to meet particular needs in focused area plans for Downtown Hemet, the Florida-Acacia-Devonshire District, the Diamond Valley Lake District, Hemet-Ryan Airport, and the West Hemet District. The Diamond Valley Lake District generally includes lands owned by

**Table 3-2  
Land Use Designations and Intensities**

Land Use Category		Max. Intensity
Residential		
<b>RR</b>	Rural Residential RR 2.5 RR 5	0-2.0 du/ac 2.5 acre min. 5.0 acre min.
<b>HR</b>	Hillside Residential HR-10	0-0.5 du/ac 1 du/10 acres
<b>LDR</b>	Low Density Residential	2.1-5.0 du/ac
<b>LMDR</b>	Low Medium Density Residential	5.1-8.0 du/ac
<b>MDR</b>	Medium Density Residential	8.1-18 du/ac
<b>HDR</b>	High Density Residential	18.1-30du/ac
<b>VHDR</b>	Very High Density Residential	30.1-45du/ac
Commercial		
<b>NC</b>	Neighborhood Commercial	FAR 0.35
<b>CC</b>	Community Commercial	FAR 0.40
<b>RC</b>	Regional Commercial	FAR 0.50
<b>DC</b>	Downtown Commercial	FAR 2.0
<b>OP</b>	Office Professional/Medical	FAR 2.0
<b>MU</b>	Mixed Use Commercial & Residential	Varies
Industrial		
<b>ARPT</b>	Airport/Support Uses	Varies
<b>BP</b>	Business Park	FAR 0.60
<b>I</b>	Industrial	FAR 0.45
Public/Quasi Public and Open Space		
<b>PF</b>	Public Facility/Institutional	Varies
<b>P</b>	Park/Outdoor Recreation	NA
<b>QP</b>	Quasi-Public	NA
<b>OS</b>	Open Space/Natural Resource	NA
<b>A</b>	Agricultural	NA
<b>SCH</b>	School	NA
Other		
<b>SP</b>	Specific Plan Required	Varies
<b>EM</b>	Environmental Management (biological resources, fault, and flood zones)	Varies

the Metropolitan Water District of Southern California. The EIR evaluates the effects of the buildout of existing plans for this district; however, changes to the Specific Plans affecting development of the Diamond Valley Lake District would be consistent with the Draft General Plan, provided that the changes would not result in impacts greater than those identified in this EIR.

## **ECONOMIC DEVELOPMENT AND REDEVELOPMENT**

The Land Use Element includes strategies to increase economic growth, retain and expand Hemet's businesses, attract new businesses that benefit Hemet, and strategies for redevelopment and revitalization.

### **3.6.2 COMMUNITY DESIGN ELEMENT**

The Community Design Element is an optional element that provides a comprehensive design framework for the City. The element focuses on preserving views and hillside development, public design components (such as streetscapes), citywide signage (such as gateway monument signs and wayfinding signs), as well as development goals and policies, architectural guidelines, and compatibility requirements.

### **3.6.3 CIRCULATION ELEMENT**

The Circulation Element addresses roadway circulation, public transportation, and bicycle and pedestrian transportation. The element discusses existing routes and specific future roadway projects.

Circulation Element goals and policies emphasize the need to provide a circulation system capable of serving current and future local and regional traffic. The estimated planning horizon for Hemet's roadway system is 2030. The Draft General Plan includes a Circulation Master Plan (Exhibit 3-4) depicting how the roadway system will accommodate anticipated traffic volumes post-2030. This plan was developed in close coordination with land use policies to ensure that traffic generated by new development will not compromise the City's goal to ensure that intersections and roadway segments operate efficiently. In the past, the City has made exceptions to Level of Service (LOS) standards associated with traffic volumes at the intersection of Florida and Sanderson Avenues. These historical exceptions will continue for intersection operations at Florida and Sanderson Avenues and Devonshire and Sanderson Avenues.

The Circulation Master Plan identifies both existing and proposed new parts of the City's roadway circulation system. The primary enhancement is the proposed realignment of portions of SR 79 as an expressway through west Hemet. SR 79 currently runs east-west along Florida Avenue concurrent with SR 74 from the west end of the City to San Jacinto Street, where SR 79 turns north. Appendix F contains a description of proposed roadway network changes in Table 3-1 on page 32 of the appendix. Although most of Hemet is already developed, most remaining developable land is located in the western part of the City. New development in west Hemet will require construction of new roads to provide circulation for future residents and businesses. Land Use Element policies enabling reuse and redevelopment within established portions of the City, particularly within key roadway corridors, may also necessitate roadway widening and intersection enhancements.

In addition to roadways, the Circulation Element addresses public transportation improvements (including the proposed Metrolink extension to Hemet, expansion of bike paths and pedestrian infrastructure, and provisions for neighborhood electric vehicle (NEV) travel in the planning area.

### **3.6.4 COMMUNITY SERVICES AND INFRASTRUCTURE ELEMENT**

The Community Services and Infrastructure Element is an optional element permitted under State law. It describes the City's infrastructure standards and needs, ranging from water, wastewater, storm drainage, and waste collection to health care, libraries, education, and community and senior services.

### **3.6.5 PUBLIC SAFETY ELEMENT**

The Public Safety Element meets the requirements of State-mandated safety and noise elements. It addresses a variety of hazards and public safety issues which could affect the planning area, including:

- ▶ geologic hazards (including seismic hazards, earthquake planning and mitigation, and slope and soil hazards);
- ▶ flood hazards;
- ▶ transportation hazards (including traffic, railroad, and airport safety);
- ▶ fire protection and emergency services (including wildfire hazards and hazardous materials);
- ▶ law enforcement;
- ▶ critical facilities and emergency preparedness; and
- ▶ noise.

### **3.6.6 OPEN SPACE AND CONSERVATION ELEMENT**

The Open Space and Conservation Element meets the requirements for State-mandated open space and conservation elements. It addresses a variety of natural resource issues in Hemet. The element also addresses management of water resources, energy conservation, air quality, and greenhouse gas emissions reductions.

### **3.6.7 RECREATION AND TRAILS ELEMENT**

The Recreation and Trails Element is an optional element under state law and focuses on providing a framework for parks recreational facilities, and trail systems, including Diamond Valley Lake.

### **3.6.8 HISTORIC RESOURCES ELEMENT**

The Historic Resources Element is an optional element focusing on three primary areas; historic resources and historical structures, paleontological resources, and archeological resources. The planning area has rich and varied historic, archeological, and paleontological resources and is home of the Western Science Center, where “Max”, the largest mastodon ever found, is located. Numerous cultural sites of the Soboba Band of Luiseño Indians are located throughout the Hemet/San Jacinto Valley, and preservation of these important areas is a major focus of the element.

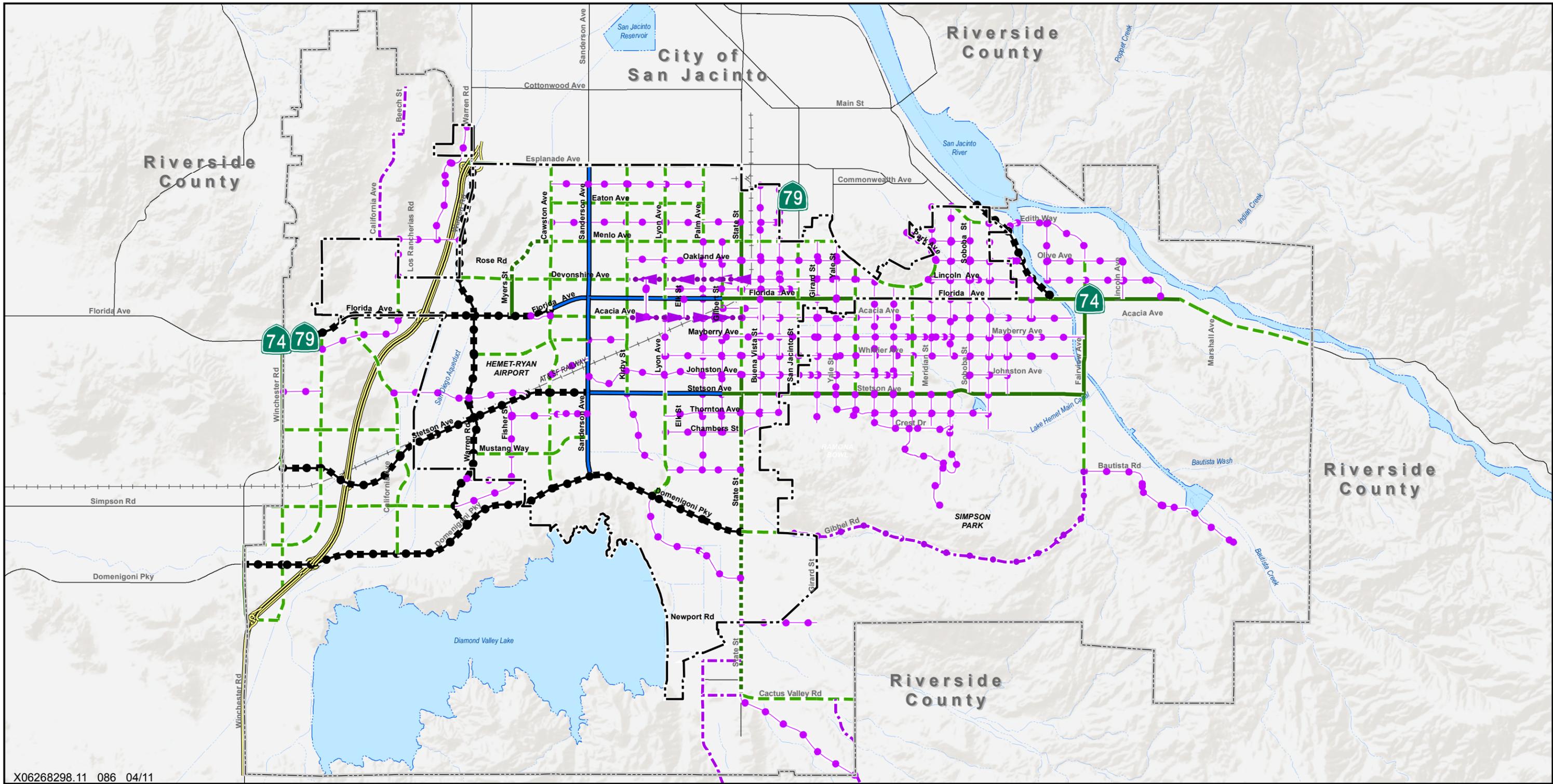
### **3.6.9 ART AND CULTURE ELEMENT**

The Arts and Culture Element is an optional element under state law and focuses on providing a framework for museums and cultural centers such as the Ramona Bowl and Western Science Center, and integration of art into the built environment through an art in public places program.

### **3.6.10 HOUSING ELEMENT**

The 2006-2014 Housing Element describes the City’s plan to meet its fair share of demand for housing at all income levels, as well as accommodating special needs groups. The Housing Element includes a profile of community data, an analysis of constraints on the production of housing, and an evaluation of the City’s past performance in implementing housing programs. The Housing Element also includes goals, policies, and programs describing the City’s actions related to housing. The policy components of the Housing Element are described below.

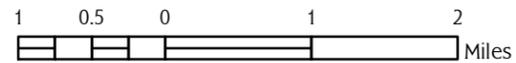
**Table 3-3** below shows the number of housing units required to meet the needs for each income group, the number of units that have already been developed or are in progress, and the number of units still needs to meet the RHNA requirements for Hemet.



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Sources:  
 Census Tiger Line Data 2005  
 Urban Crossroads 2011  
 ESRI 2010



**LEGEND**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li> Expressway 6D</li> <li> Arterial 6D</li> <li> Major 4D-6D</li> <li> Divided Secondary-A 4D</li> <li> Divided Secondary-B 4D</li> </ul> | <ul style="list-style-type: none"> <li> Secondary 4U</li> <li> Express Collector 3U</li> <li> Collector 2U</li> <li> Rural-A 2U</li> <li> Rural-B 2U</li> <li> Ramp</li> </ul> | <ul style="list-style-type: none"> <li> Hemet City Boundary</li> <li> Planning Area</li> <li> River/Lake</li> <li> Creek/Canal</li> <li> Street</li> <li> Railroad</li> </ul> |
|--|--|---|

**Table 3-3  
Progress Towards Meeting Regional Housing Needs Assessment**

Income Category	RHNA	Units Produced or In Progress	Remaining Need	Sites Inventory	Surplus
Extremely Low (<30% AMI) <sup>1</sup>	1,242	0	1,242	3,499	<b>273</b>
Very Low (31-50% AMI)	1,242	486	756		
Low (51-80% AMI)	1,781	553	1,228		
Moderate (81%-120% AMI)	2,080	1,423	657	1,669	<b>1,012</b>
Above Moderate (>120% AMI)	4,898	1,681	3,217	5,508	<b>2,291</b>
<b>Total</b>	<b>11,243</b>	<b>4,143</b>	<b>7,100</b>	<b>10,676</b>	<b>3,576</b>

Note:

<sup>1</sup> AMI is Area Median Income, estimated to be \$59,200 in 2007 by the federal Department of Housing and Urban Development.

Source: City of Hemet Planning Department

## HOUSING SITES

The City of Hemet has an obligation to provide enough sites with appropriate zoning to accommodate its RHNA allocation. The draft Housing Element describes several methods the City is using to provide enough sites: specific plans, zoning changes, and completed or proposed development plans.

Although the City has approved several specific plans, only two of them are mentioned in the Housing Element as likely areas for growth within the planning period. As of mid-2008, 1,792 units of this requirement were completed and 803 units were in progress. Most of the units in progress are located in the McSweeny Farms or Hemet Valley Country Club Estates specific plans.

The rest of the units will be accommodated on vacant or underutilized sites that are designated in the Draft General Plan for residential uses, mixed uses, or commercial uses with a residential overlay designation. The Housing Element includes Program H-3a, which specifies that the City will rezone land in the land inventory as necessary to be compatible with the land use designations in the Draft General Plan. These rezones include shifting some non-residential lands into residential districts, and shifting some residential lands into higher density districts.

## QUANTIFIED OBJECTIVES

In compliance with California Government Code Section 65583, the proposed Housing Element contains quantified objectives, which are intended to provide an estimate of number of units that are likely to be constructed, rehabilitated, or conserved during the Housing Element's planning period based on needs, available resources, and constraints. It is possible that the quantified objectives do not match the identified needs from the RHNA if the City determines that it cannot meet these needs within existing resources. Table 3-4 contains the Quantified Objectives that the City has identified for the proposed Housing Element update.

## 3.7 INTENDED USES OF THE PROGRAM EIR

The EIR includes a program-level, or first-tier analysis for the Draft General Plan, consistent with California Public Resources Code (PRC) Section 21083.3, 21093, and 21094; and 14 California Code of Regulations (CCR) Sections 15152 and 15168. A Program EIR provides the necessary environmental review and impact mitigation for adoption and implementation of the Draft General Plan, as well as program-level review for any subsequent actions related to implementation of general plan goals, policies, programs, and implementation programs. The

<b>Table 3-4 Quantified Housing Element Objectives</b>			
Objective	New Construction	Rehabilitation	Conservation
Extremely Low Income	130	833	0
Very Low Income	336	1,959	82
Low Income	350	325	65
Moderate Income	3,362	0	0
Above Moderate Income	720	0	0
<b>Total</b>	<b>4,898</b>	<b>3,117</b>	<b>147</b>

City will review subsequent projects for consistency with the Program EIR and prepare appropriate environmental documentation pursuant to CEQA provisions for subsequent projects.

In addition to disclosing and documenting environmental effects of the proposed project, the analysis provided in the program EIR document is intended to establish a framework for subsequent, more detailed analyses associated with individual project applications. One of the City’s goals in preparing the current document is to reduce the amount of new information that would be required in the future at the project level by dealing as comprehensively as possible in this document with cumulative impacts and regional considerations.

According to State CEQA Guidelines Section 15168(c)(5), “[a] program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible.” Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (State CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (State CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled “Use with Later Activities,” provides, in part, as follows:

Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

- (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

\* \* \*

- (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
- (4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

Subsequent projects under the Program EIR may include, but are not limited to, the following implementation activities:

- ▶ Rezoning of properties for consistency with the General Plan Land Use Map;

- ▶ Amendments to the Zoning Ordinance to achieve consistency with General Plan (e.g., adoption of new zoning districts for mixed-use development);
- ▶ Approval of a Climate Action Plan to implement General Plan goals and policies related to greenhouse gas emissions;
- ▶ Annexation of lands within the SOI and planning area and SOI Amendments;
- ▶ Approval of Specific Plans (would require additional CEQA review);
- ▶ Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits (would require additional CEQA review);
- ▶ Approval of development agreements (would require additional CEQA review);
- ▶ Approval of facility and service master plans and financing plans;
- ▶ Approval and funding of public improvements projects;
- ▶ Approval of resource management plans;
- ▶ Issuance of municipal bonds;
- ▶ Issuance of permits and other approvals necessary for implementation of the General Plan;
- ▶ Acquisition of property by purchase; and
- ▶ Issuance of permits and other approvals necessary for public and private development projects.

Numerous lead, responsible, and trustee agencies may use this Program EIR for approval of subsequent implementation activities related to the Draft General Plan. These agencies include, but are not limited to, the following:

- ▶ City of Hemet,
- ▶ County of Riverside,
- ▶ U.S. Fish and Wildlife Service,
- ▶ United States Army Corps of Engineers,
- ▶ California Department of Fish and Game,
- ▶ California Department of Conservation,
- ▶ California Department of Housing and Community Development,
- ▶ California Department of Transportation (Caltrans),
- ▶ State Lands Commission,
- ▶ California Water Resources Control Board,
- ▶ South Coast Air Quality Management District,
- ▶ Eastern Municipal Water District,
- ▶ Lake Hemet Municipal Water District,
- ▶ Southern California Association of Governments,
- ▶ Riverside Transit Agency,
- ▶ Hemet Unified School District,
- ▶ San Jacinto Unified School District,
- ▶ Riverside County LAFCO, and
- ▶ Riverside County Airport Land Use Commission.

## 3.8 ALTERNATIVES

Several alternatives to the proposed General Plan are evaluated in this Program EIR. The impacts of the alternatives are compared to the impacts of the Draft General Plan to determine whether any of the alternatives have the ability to reduce or avoid the significant impacts associated with the project, and therefore may be considered environmentally superior to the proposed Draft General Plan. Alternatives that are evaluated in this EIR include:

- ▶ **Alternative 1. No Project/Existing General Plan.** This alternative assumes that the Draft General Plan would not be implemented and that future development in the planning area would proceed as indicated in the existing 1992 General Plan.
- ▶ **Alternative 2. Reduced Mixed-Use Intensity.** This alternative would reduce the intensity of development in currently undeveloped portions of the planning area, including West Hemet. This alternative would also include construction of additional approach lanes at the intersections of Sanderson Avenue with Florida and Devonshire Avenues beyond the configuration in the Draft General Plan Circulation Element. An additional approach lane in each of the four approach directions would be added at each intersection.
- ▶ **Alternative 3. Reduced Intensity.** This alternative would reduce the intensity of development in currently undeveloped portions of the planning area, including West Hemet.

The EIR examines a range of feasible alternatives to the proposed project, including the No-Project Alternative. The EIR alternatives were developed in accordance with Section 15126.6 of the State CEQA Guidelines, and considered input received at scoping meetings, through public comments on the NOP, and as a result of the outcome of the environmental impact analysis.

The City also considered a range of land use alternatives during preparation of the Draft General Plan. This process touched on many environmental issues, as well as social and economic issues. The previous public discussion of the Draft General Plan alternatives is distinct from the alternatives analysis which is presented in the EIR, although there may be overlap with certain concepts presented earlier. A detailed discussion of the Alternatives is provided in Chapter 5 of this EIR.