

4.10 LAND USE, POPULATION, AND HOUSING

This section provides information on land use regulations, existing land use, and population and housing statistics for the planning area. Potential land use, population, and housing impacts of adopting and implementing the Draft General Plan are discussed in relation to this setting information.

4.10.1 REGULATORY SETTING

FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

No federal plans, policies, regulations, or laws related to land use, population, or housing apply to the Draft General Plan.

STATE PLANS, POLICIES, REGULATIONS, AND LAWS

California Planning Law

California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range general plan” to guide development (Government Code Section 65300). In order to successfully guide long-range development, the General Plan requires a complex set of analyses, comprehensive public outreach and input, and public policy for a range of topics. State law also specifies the content of general plans. Current law requires seven mandated elements:

- ▶ land use,
- ▶ circulation,
- ▶ housing,
- ▶ conservation,
- ▶ open space,
- ▶ noise, and
- ▶ safety.

A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. According to the Governor’s Office of Planning and Research’ (OPR) guidelines regarding general plans, topics from different elements may be combined, but all must be addressed within the general plan.

California Airport Land Use Planning Handbook

The 2002 California Airport Land Use Planning Handbook (CALUPH) (California Department of Transportation [Caltrans] 2002) describes the requirements for consistency between a general plan and an Airport Land Use Commission’s (ALUC’s) Compatibility Plan. In order to be fully consistent with a compatibility plan, the general plan must not have any direct conflicts with the compatibility plan, and must delineate a mechanism or process for ensuring that individual land use development proposals comply with the ALUC’s criteria. _

State Housing Element Requirements

Article 10.6 of the California Government Code outlines the State’s housing element requirements. Housing elements must analyze existing and projected housing needs, examine special housing needs within the population, evaluate the effectiveness of current goals and policies, identify governmental and other constraints, determine compliance with other housing laws, and identify opportunities to incorporate energy conservation into the housing stock. The element must also establish goals, policies, and programs to maintain, enhance, and develop housing.

California Relocation Law

The California Relocation Law, California Public Resources Code Section 7260(b), requires the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity. The law requires agencies to prepare a relocation plan, provide relocation payments, and identify substitute housing opportunities for any resident that is to be displaced by a public project.

REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

Regional planning agencies, such as the Southern California Association of Governments (SCAG) and the Riverside County Local Agency Formation Commission (LAFCo), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional issues such as air quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. The form and distribution of development in Hemet are affected by regional plans. Regional and local plans related to the Draft General Plan are listed below.

Southern California Association of Governments Regional Comprehensive Plan and Compass Growth Visioning

In 1995, SCAG prepared a Regional Comprehensive Plan (RCP) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RCP was updated in 2008 based upon the SCAG's 2000 Compass Blueprint Growth Vision, which calls for modest changes to current land use and transportation trends on only 2% of the land area of the region. Portions of the City (within an approximately 1-mile radius from the proposed Metrolink Rail Station near State Street and Menlo Avenue) are located within a designated Compass 2% Strategy Opportunity Area.

Southern California Association of Governments Compass Growth Visioning Principles

The following four Compass Growth Visioning Principles include strategies and policies intended to achieve the goals, which are recommend for a lead agency to consider during program-level CEQA analysis for regionally significant planning documents, such as the Draft General Plan.

- ▶ Principle 1: Improve mobility for all residents
- ▶ Principle 2: Foster livability in all communities
- ▶ Principle 3: Enable prosperity for all people
- ▶ Principle 4: Promote sustainability for future generations

The Compass Growth Visioning Principles, strategies, policies, and Draft General Plan consistency analysis are presented in the discussion of Impact 4.10-2.

Southern California Association of Governments Regional Transportation Plan

A key component of the RCP is the Regional Transportation Plan (RTP). The RTP sets broad goals for the region and provides strategies to reduce congestion and improve mobility. In recognition of the close relationship between traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan (AQMP).

On May 8, 2008, the SCAG Regional Council adopted the 2008 *Regional Transportation Plan (RTP): Making the Connections*. The 2008 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and promotes strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socioeconomic, geographic, and commercial limitations (SCAG 2008). RTP policies and consistency with the Draft General Plan are discussed in Section 4.13, "Transportation/Traffic."

Riverside County Local Agency Formation Commission

LAFCOs are responsible for delineating sphere of influence (SOI) boundaries that are updated every 5 years. The provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 set forth procedures for LAFCOs throughout the state to review annexation applications. The Act was adopted to:

- ▶ encourage orderly development;
- ▶ ensure that populations receive efficient and high quality governmental services; and
- ▶ guide development away from open space and prime agricultural lands, unless such action promotes planned, orderly, and efficient development.

The General Plan addresses issues within a planning area” that includes areas beyond the official SOI (such as the area southwest of the City’s boundary, west of California Avenue and south of Florida Avenue).

Riverside County LAFCo must adhere to adopted guidelines pursuant to State law in its review of future City annexations. Responsibilities of the Riverside County LAFCo include annexations and detachments of land to cities or special districts; the formation and dissolution of governmental agencies, including cities and districts; and the establishment of SOIs which identify the probable future boundaries of governmental agencies.

Western Riverside County Multi-Species Habitat Conservation Plan

In June of 2003, the Riverside County Board of Supervisors adopted a comprehensive Multi-Species Habitat Conservation Plan (MSHCP) to provide a regional conservation solution to species and habitat issues that have historically threatened to stall infrastructure and land use development. MSHCP policies and consistency with the Draft General Plan are discussed in Section 4.4, “Biological Resources.”

City of Hemet

Zoning Code

The City of Hemet zoning code serves as the primary implementation tool of the General Plan. Whereas the General Plan is a policy document and sets forth direction for development decisions, the zoning code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The zoning code regulates development intensity using a variety of methods, such as setting limits on building setbacks and building heights, and is amended over time. The code specifically outlines regulations for the use of signs and the provision of parking and also indicates which land uses are permitted in the various zone districts. The City is divided into zone districts (Table 4.10-1) shown upon the “Official Zoning Map” that correspond to General Plan land use designations.

Specific Plans

A specific plan is a detailed plan for the development of a particular area. Specific plans are intended to provide predetermined specifications of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture), and circulation and infrastructure improvements that are broadly defined by the General Plan. Specific plans are often used to ensure that multiple property owners and developers adhere to a single common development plan, as well as to provide flexibility in development standards beyond those contained in the zoning code as a means of achieving superior design.

There are 19 adopted specific plans within the City of Hemet and its planning area (shown in Exhibit 4.10-1).

**Table 4.10-1
Zone Districts**

Symbol	District Name	Symbol	District Name
A	Agriculture	TR-20	Independent Mobile Home Subdivision
A-1-C	Light Agriculture	PUMH	Planned Unit Mobile Home Development
A-2-C	Heavy Agriculture	TTPD	Travel Trailer Planned Development
R-A	Residential Agriculture	OP	Office Professional
R-1-D	Single-Family Downtown	C1	Neighborhood Commercial
R-1-H	Single-Family Hillside	C2	General Commercial
R-1-6	6,000 sq. ft. +	CM	Heavy Commercial/Limited Industrial
R-1-7.2	7,200 sq. ft. +	D1	Downtown I
R-1-10	Single Family Standard Lot 10,000 sq. ft. +	D2	Downtown II
R-1-20	20,000 sq. ft. +	M1	Limited Manufacturing
R-1-40	40,000 sq. ft. +	M2	General Manufacturing
R-2	Two Family	S	Scenic Highway Setback Overlay
R-3	Multiple Family	OS	Open Space
R-P	Residential-Professional	P	Parking
SLR	Small Lot Residential	I	Institutional
		S-1	Church
PUD	Planned Unit Development Overlay	SHO	Senior Housing Overlay
PCD	Planned Community Development	SP	Specific Plan
MHP	Mobile Home Park		

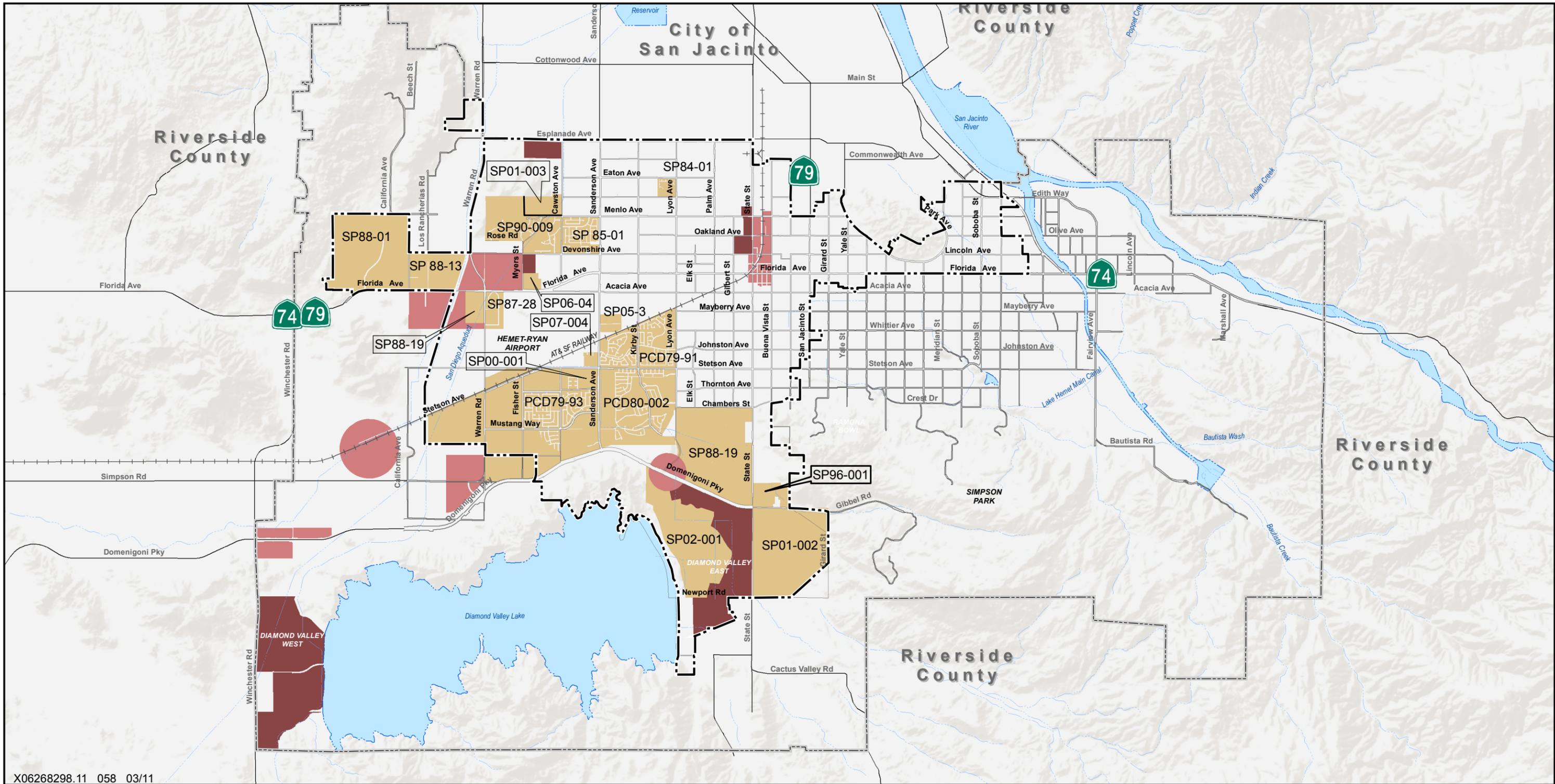
Source: City of Hemet Municipal Code: Chapter 90: Zoning

Hemet-Ryan Airport Comprehensive Airport Land Use Plan

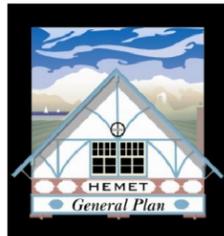
The Hemet Ryan Airport was founded in 1940, shortly before World War II. Today, the County-owned, public use airport covers 440 acres and is managed by the Riverside County Economic Development Agency. The Airport primarily serves Hemet and San Jacinto, but also offers access to the various mountain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

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

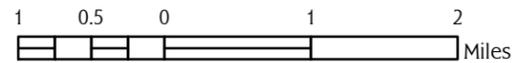
Land use policies in the ALUP are structured around four distinct land use compatibility areas within and surrounding the airport. In Area I, an area of extreme risks (where flight paths converge and a high number of lower-altitude aircraft overflights occur), only agricultural and open space uses are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



X06268298.11 058 03/11



Sources:
Census Tiger Line Data 2005
ESRI 2010



LEGEND

Specific Plan Areas

- Adopted Specific Plan Area
- Mixed Use Specific Plan Opportunity Area
- Future Specific Plan Area

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

The Transition Area between Area II and Area III is included to provide a smoother transition between areas. Standards for densities, building heights, and allowed land uses in the Transition Area lie between standards delineated in Area II and Area III. For example, institutional uses require discretionary review and residential densities are limited to a maximum of 20 dwelling units per acre. Exhibit 4.10-2 shows the four airport land use compatibility areas.

Hemet-Ryan Airport Master Plan

The Riverside County Economic Development Agency prepared a Draft Airport Master Plan for the Hemet-Ryan Airport in 2004. The 2004 Draft Master Plan indicates that the airport's activity capacity (355,000 operations) is well above the projected demand. The Master Plan recommends a southwesterly extension to the runway which would require the relocation of Warren Road and Stetson Avenue. This extension would provide 5,300 feet of runway and reduce potential for land use conflicts. However, the 2004 Draft Master Plan has not been adopted to date, however another master plan is currently in progress.

Redevelopment

Redevelopment is a process created by the State of California to assist local governments in eliminating blight and revitalizing designated "project areas." Redevelopment provides communities the ability to obtain funding to make infrastructure improvements, acquire property, and otherwise bring about desired development, reconstruction, and rehabilitation. A portion of redevelopment funds must also be used to promote affordable housing opportunities in the community (RDA Housing Funds).

Blight is a term used to describe a variety of physical and economic conditions, some of which may not fit the public's general perception of blight. Examples of physical blight include buildings that are deteriorating, aging, or poorly maintained. Physical blight could also include buildings that are in good condition but need design or configuration improvements to meet current business needs. Inadequate streets, sewers, and other infrastructure are other examples of blight. Economic blight can be characterized by vacant buildings or land, high tenant turnover rates, residential overcrowding, or the inability to attract or retain businesses in a particular area.

Hemet's Redevelopment Agency is a public agency. In Hemet, as in most cities, the Agency's board of directors is the City Council. As with any public agency, the Redevelopment Agency holds noticed public meetings to discuss and determine policy and approve actions.

The City has five redevelopment project areas, shown in Exhibit 4.10-3:

- ▶ The Hemet Redevelopment Area,
- ▶ Weston Park Redevelopment Area,
- ▶ Downtown Redevelopment Area,
- ▶ Farmers Fair Redevelopment Area, and
- ▶ Combined Commercial Redevelopment Area.

Recently, the Weston Park, Downtown, and Farmers Fair Areas have been proposed to be merged into the Combined Downtown Redevelopment Area. Most of the project areas were established in the late 1980s and early 1990s.

4.10.2 ENVIRONMENTAL SETTING

The City of Hemet covers about 28.3 square miles, located 35 miles southeast of Riverside in a valley at the foot of Mount San Jacinto. The 'planning area includes areas within the city limits, an additional 34.2 square miles in the City's SOI, and about 32.4 square miles outside the City limits and SOI. Long known as a prime agricultural area, Hemet has developed into a major trading area for western Riverside County and is well established as a retirement center.

EXISTING LAND USES

The land use pattern in Hemet today reflects the City's history as a small agricultural community. The densest residential and commercial areas are centered around Downtown Hemet, with lower density residential development generally found at the edges of the planning area. The presence of vast areas of vacant land and open space on the east and south reflect areas that are in the process of converting from historically agricultural uses.

The western portion of the planning area (outside of the City limits) consists mostly of rural residential and open space. The area south of Florida Avenue has been included in the planning area due to the future extension of SR 79 - the preliminary alignments of the highway are shown to bisect the area. The eastern parts of the planning area outside of the City are commonly known as east Hemet (south of Florida Avenue) and Valle Vista (north of Florida Avenue). The areas closest to the eastern City limits are primarily residential and the areas at the outer eastern edges of the planning area consist of open space, undeveloped land, and some agricultural land.

Commercial uses in Hemet influence the physical and economic environment of the City. While most commercial uses are located along Florida Avenue, distinctions can be made between commercial uses that serve the local community, and areas that serve the region. Local commercial areas exist primarily near residential neighborhoods and consist of low-scale stand-alone commercial business and centers. The primary regional commercial use is the Hemet Valley Mall. A concentration of large-scale commercial development is also located along Florida Avenue west of Lyon Avenue.

In older cities, industrial land uses developed along transportation corridors (highway or rail) where there was a concentration of goods movement. Hemet is a prime example of this, as most of its industrial uses are located along the former Burlington Northern Santa Fe (BNSF) railway.

Table 4.10-2 indicates the existing acreage by land use category for the City and the planning area.

Land use distribution within the planning area differs from City land uses due to the high levels of undeveloped land outside the City limits. resource preservation (32%), resource production (13%) and vacant land (16%) represent a large portion of the planning area given the undeveloped nature of much of the area at the edges of the City and just beyond the City limits.

Exhibit 4.10-4 shows the distribution of existing land uses within City and the planning area.

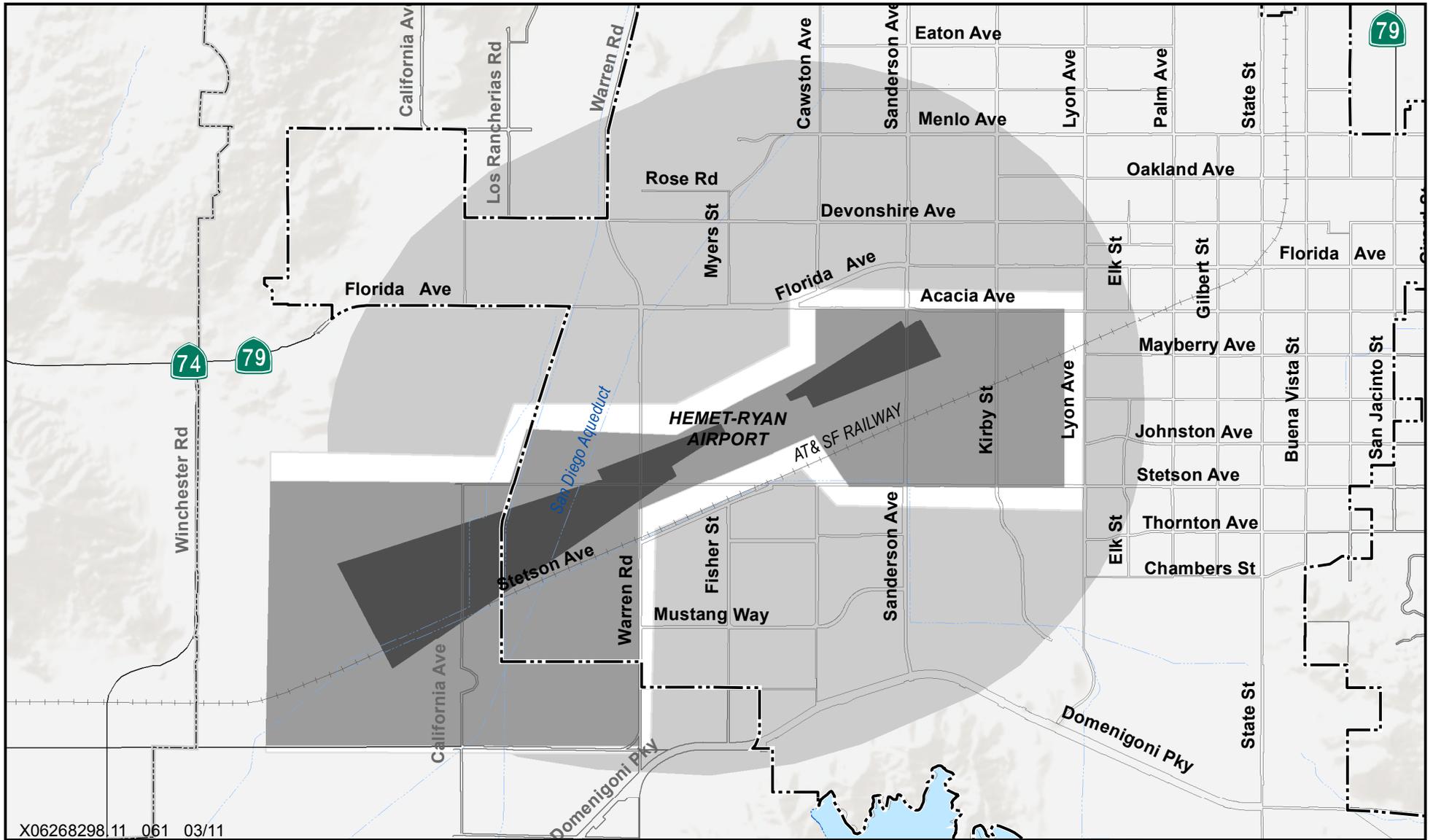
POPULATION AND HOUSING CHARACTERISTICS

Hemet's population increased from 50,100 people in 1995 to 58,812 people in 2000, a gain of 17.4 percent. This follows steady increases since 1980, when the population was 22,454 (Table 4.10-3). In the 2000 Census, Hemet's population ranked 4th among Riverside County's 24 incorporated cities. Table 4.10-4 identifies the housing types that comprise the housing stock in Hemet and how they have changed since 1990.

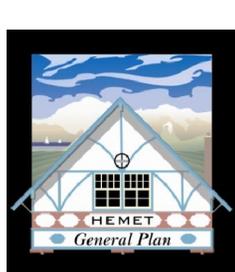
SCAG forecasts that Hemet's population is expected to reach 132,576 in 2030, more than twice the estimated 2010 population of 75,820 (SCAG 2008, DOF 2010). As a lack of land elsewhere in Southern California necessitates growth in the Inland Empire, SCAG expects other area cities and Riverside County as a whole to continue to see gains in their population, though not quite as much as during the economic growth in the early part of this decade.

Household Size

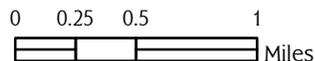
The average household size in Hemet (2.26 persons per household) in 2000 was lower than in Riverside County as a whole (2.98 persons per household). This is reflective of the high number of seniors in Hemet living alone or as couples without children. In Hemet, more than half of the family households consist of only two persons, compared with 35% in Riverside County. In Hemet, 86% of nonfamily households consisted of single persons,



X06268298.11_061_03/11



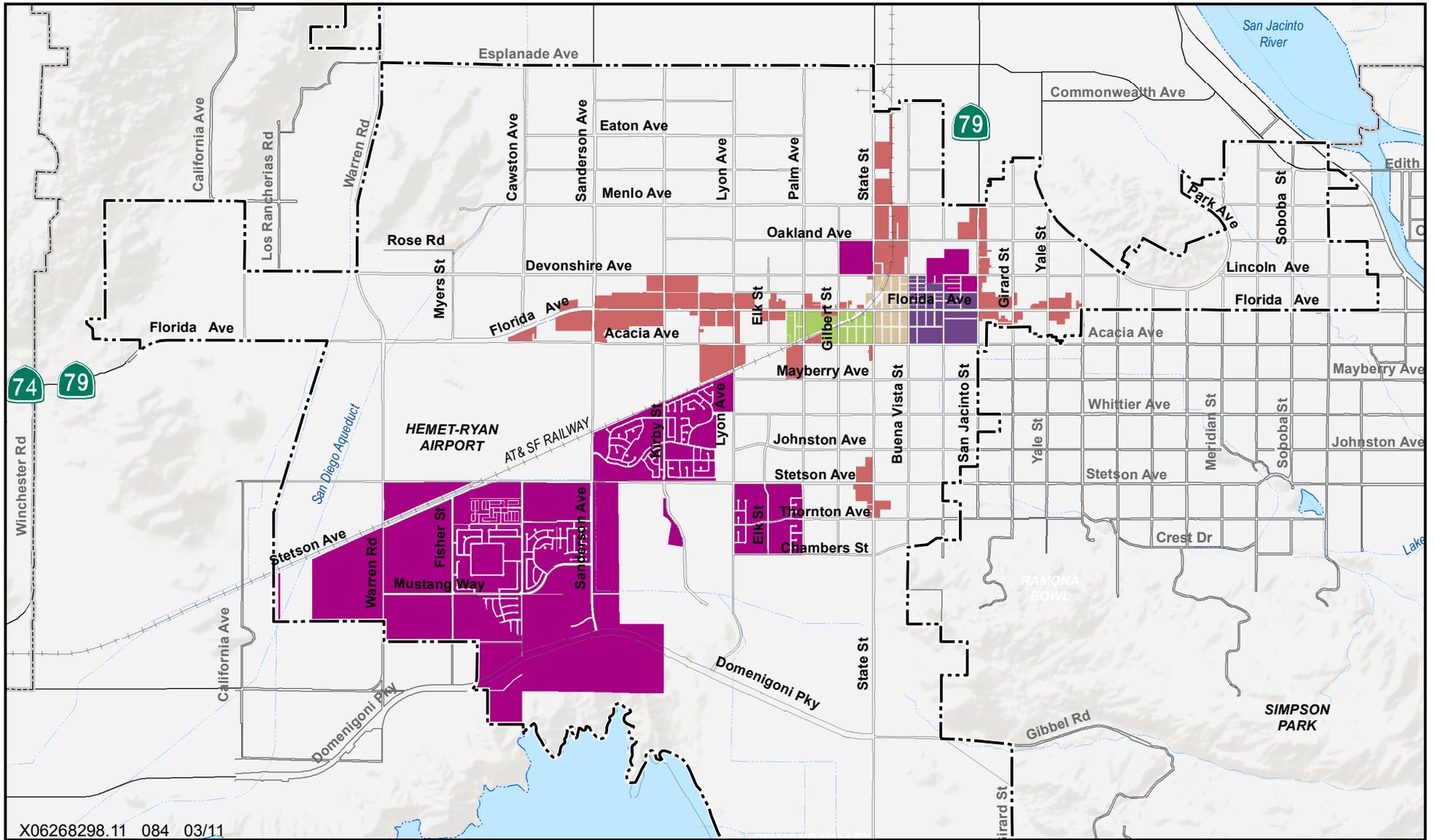
Sources:
Census Tiger Line Data 2005
ESRI 2010



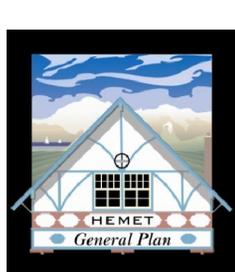
LEGEND

- | | | | |
|---|--------------------------|---|---------------------|
|  | Area I (Extreme Risk) |  | Hemet City Boundary |
|  | Area II (High Risk) |  | Planning Area |
|  | Transition Area |  | River/Lake |
|  | Area III (Moderate Risk) |  | Creek/Canal |
| | |  | Street |
| | |  | Railroad |

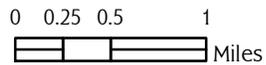
Exhibit 4.10 - 2
AIRPORT LAND USE
COMPATIBILITY ZONES
Hemet General Plan



X06268298.11 084 03/11



Sources:
Census Tiger Line Data 2005
ESRI 2010



LEGEND

- Combined Commercial
- Downtown
- Farmers Fair
- Hemet
- Weston Park

Exhibit 4.10 - 3
REDEVELOPMENT PROJECT AREAS
Hemet General Plan

**Table 4.10-2
Existing Land Use Distribution for the Planning Area**

Land Use	Total	
	Acres	Percent
Hillside Residential	1,825	3%
Rural Residential	5,562	9%
Low Density Residential	4,260	7%
Medium Low Density Residential	941	2%
Medium Density Residential	589	1%
Medium High Density Residential	257	<1%
High Density Residential	322	1%
Very High Density Residential	8	<1%
Neighborhood Commercial	20	<1%
Community Commercial	290	<1%
Downtown Commercial	24	<1%
Highway Commercial	58	<1%
Regional Commercial	154	<1%
Manufacturing and Logistics	350	1%
Office	79	<1%
Business Park	3	<1%
Airport	317	1%
Public	4,885	8%
Outdoor Recreation	1,408	2%
Resources Preservation	17,086	27%
Resources Production	6,776	11%
Vacant	8,377	13%
Diamond Valley Lake	5,167	8%
Right of Way	3,596	6%
Grand Total	62,354	100%

Source: P&D Consultants, October 2005.

Notes: Acres in individual land use categories do not include acreage of streets, railroad, freeway, and other rights-of-way.

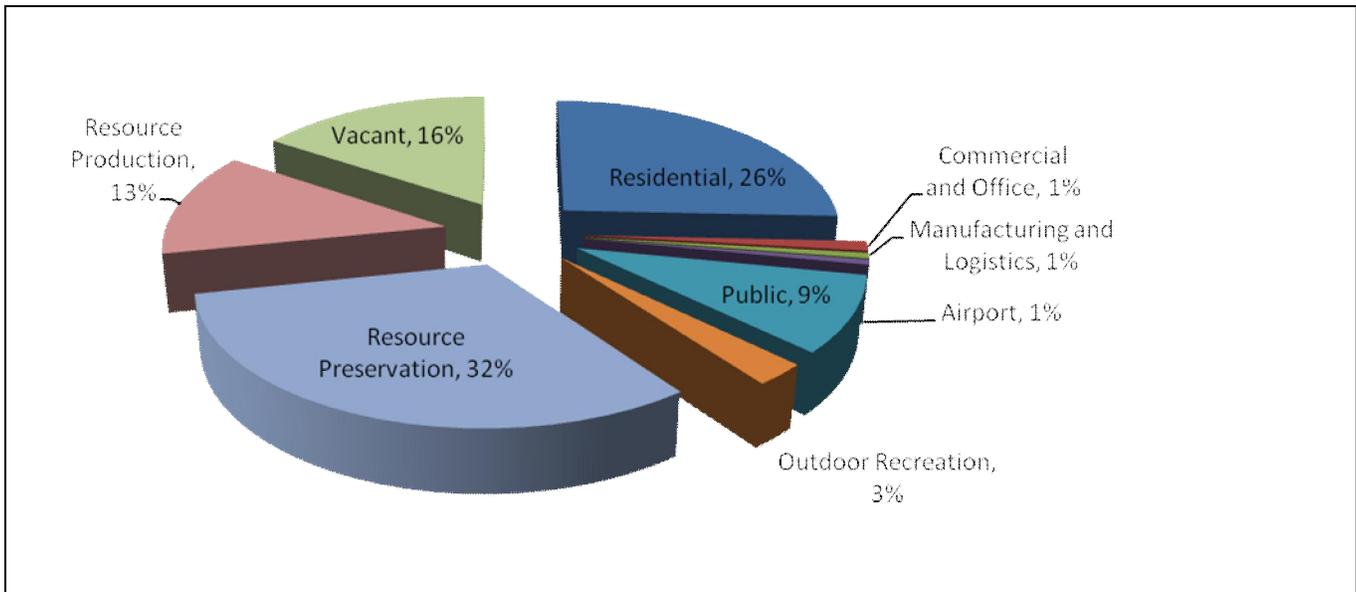


Exhibit 4.10-4

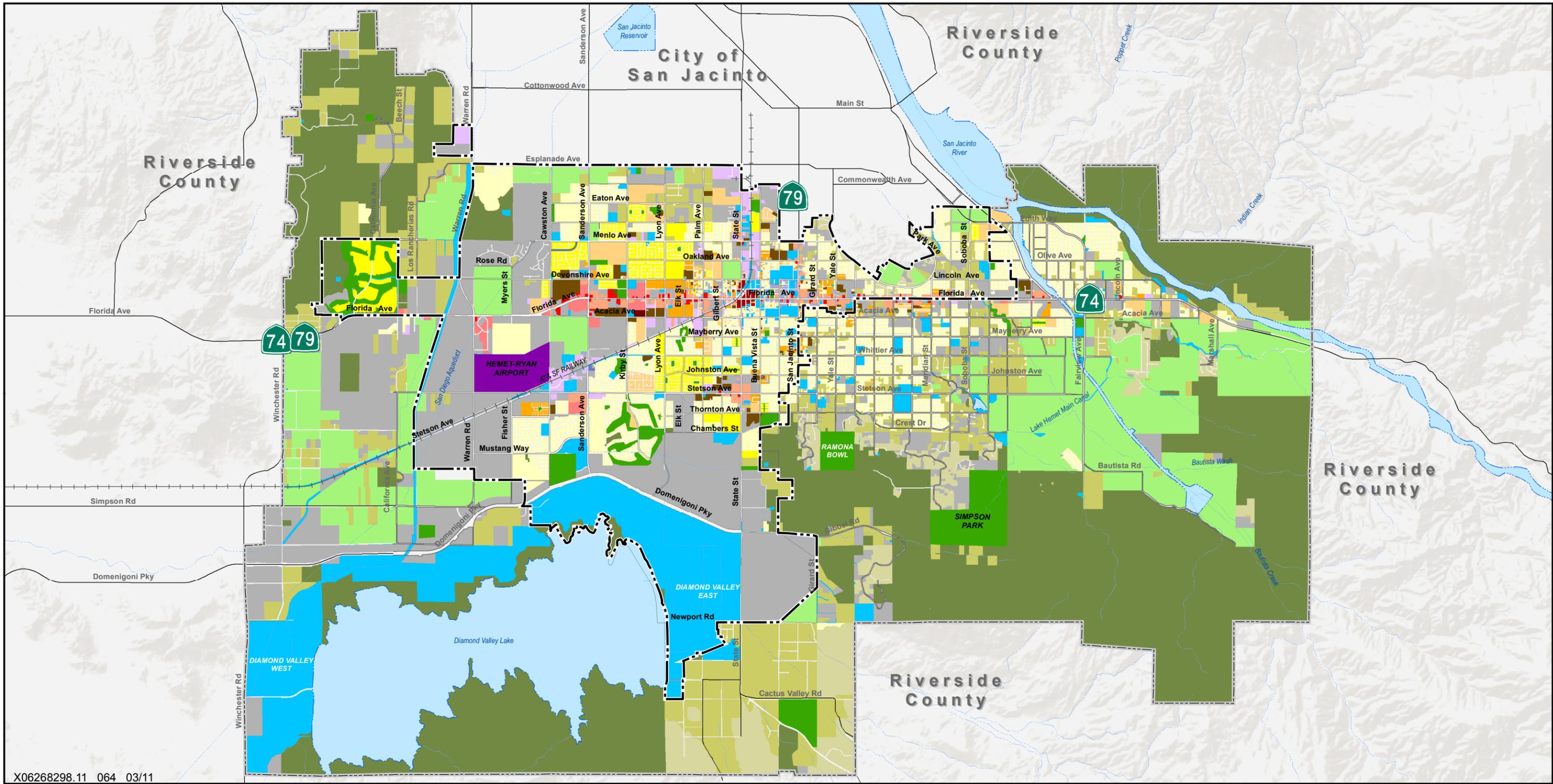
Existing Land Uses

City/County	1990	2000	2010	2030 (Forecast)
Hemet	36,094	58,812	75,820	132,576
Riverside County	1,170,413	1,545,387	2,139,535	3,343,777

Sources: DOF 2010, SCAG 2008

Year	Total Units	Average Annual Growth Rate	Single-Family		Multi-Family		Mobile Homes
			Detached	Attached	2 to 4 Units	5 Plus Units	
2010	36,118	2.31%	17,769	1,766	2,215	4,517	9,851
2000	29,401	4.55%	11,858	1,748	2,125	4,426	9,244
1990	19,692	--	7,069	1,505	1,655	3,584	5,879

Source: Department of Finance 2010



X06268298.11 064 03/11

LEGEND

Existing LandUse

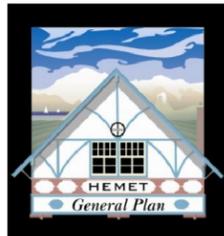
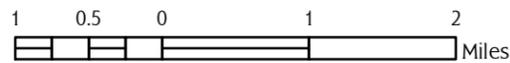
- Rural Residential
- Hillside Residential
- R5, Low Density
- R8, Medium Low Density
- R12, Medium Density
- R18, Medium High Density
- R30, High Density
- R45, Very High Density
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Highway Commercial
- Downtown Commercial
- Manufacturing and Logistics
- Airport

- Office
- Business Park
- Public
- Outdoor Recreation
- Resources Production
- Resources Preservation
- Vacant

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



Sources:
Census Tiger Line Data 2005
ESRI 2010



more than the 78% in Riverside County. (Census Factfinder 2011) Since 2000, demographic changes in Hemet have increased household sizes and reduced average age. As of the 2005-2009 American Community Survey, Hemet's average household size was 2.56, and its median age was 37.9 (down from 44.6 in 2000) (Census Factfinder 2011).

Housing Characteristics

Table 4.10-5 presents a breakdown of the housing types found in Hemet and compares the local composition of the housing stock with that countywide. While there has been growth in the number of single-family houses in Hemet, they still make up a much smaller proportion of the housing stock in the City than in Riverside County. Much of that difference comes from the very high percentage of mobile homes that comprise Hemet's housing, over 28% in the 2000 Census.

Housing Type	Riverside County				Hemet			
	1990		2000		1990		2000	
Unit	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Single Family, detached	274,915	56.82	356,447	60.97	6,906	35.07	11,883	40.33
Single Family, attached	38,387	7.93	42,300	7.23	1,510	7.67	1,752	5.95
Multi-Family, 2-4 units	25,708	5.31	30,185	5.16	1,646	8.36	2,130	7.23
Multi-Family, 5-19 units	36,812	7.61	33,634	5.75	1,466	7.44	2,007	6.81
Multi-Family 20 or more units	28,939	5.98	39,247	6.71	1,981	10.06	2,428	8.24
Mobile Homes	74,317	15.36	76,411	13.07	6,073	30.84	8,274	28.08
Other	4,769	0.99	6,450	1.10	110	0.56	990	3.36
Total	483,847	100.00	584,674	100.00	19,692	100.00	29,464	100.00

Source: U.S. Census Bureau, *American FactFinder*, 2010

EMPLOYMENT

Until very recently, Hemet's economy was oriented toward providing goods and services to its large base of middle-class retirees. The City's retail and consumer service sectors have thus represented a significant share of its jobs and payroll. Also, the community has developed an extensive network of medical and adult care facilities. An oddity has been the development of one of the Inland Empire's most extensive banking complexes due to the fact that many of the City's retirees chose to keep their savings in banks, not stocks or bonds. During the mid-2000s, the City's economy began changing, with an influx of corporate builders and younger working families buying homes from them.

4.10.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, a land use, population, or housing impact is considered significant if adoption and implementation of the Draft General Plan would:

- ▶ physically divide an established community;

- ▶ conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- ▶ conflict with any applicable habitat conservation plan or natural community conservation plan;
- ▶ induce substantial population growth in an area, either directly or indirectly; or
- ▶ displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

An evaluation of the Draft General Plan in relation to the MSHCP is provided in Section 4.4, “Biological Resources” (see Impact 4.4-5). This topic is not discussed further in this section.

Increases in population, housing, and employment are generally considered to be social or economic effects, as opposed to physical effects, which are the focus of CEQA analysis. There are circumstances where social and economic changes could indirectly cause physical environmental impacts or result in changes to environmental resources, such as air quality, traffic, or noise levels. In other situations, lead agencies may evaluate social or economic change related to a physical change in determining whether the physical change is significant (CEQA Guidelines Section 15131). Although the Draft General Plan would accommodate population and employment growth within the planning area, this in and of itself, is not an environmental impact. Physical impacts related to population and employment growth related to the Draft General Plan are addressed throughout the topic-specific chapters of this EIR. Please refer to Section 6.2, “Other CEQA Considerations” of this EIR for a discussion of growth-inducing impacts.

ANALYSIS APPROACH

The analysis of impacts is based on the likely consequences of adoption and implementation of the Draft General Plan, including future land uses consistent with the Land Use Plan, and supporting roadways, infrastructure, and public services; along with implementation of Draft General Plan policies and programs.

For land use and population and housing impacts, compliance with existing regulations presented in Section 4.10.1, “Regulatory Framework,” and/or implementation of Draft General Plan policies and programs listed below results in a less than significant impact. Policies and programs that reduce land use and population and housing impacts include:

Draft General Plan Policies

- ▶ **LU-1.3: Housing Opportunities.** Create a broad range of housing opportunities for all segments of the community and ensure that a balance of housing types and densities are available for existing and future residents.
- ▶ **LU-1.4: Walkable Neighborhoods** Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.
- ▶ **LU-1.7: Integrate Land Use and Transportation Networks** Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.
- ▶ **LU-2.1: Adequate Infrastructure.** Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.

- ▶ **LU-2.2: Public Service Levels** Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.
- ▶ **LU-2.3: Public Improvement Costs** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.
- ▶ **LU-2.6: Alternative Modes of Transportation** Promote alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.
- ▶ **LU-3.1: Residential Variety** Encourage a variety of residential development types which are physically and functionally compatible with surrounding neighborhoods.
- ▶ **LU-3.2: Preservation of Stable, Existing Neighborhoods** Preserve the integrity, quality and livability of Hemet’s existing residential neighborhoods by requiring that new and infill development be designed to complement existing residential uses, density and character.
- ▶ **LU-3.3: Transitional Uses** Use multi-family development as a transition between commercial to single-family uses where appropriate. Avoid density increases or intrusion of non-residential uses that are incompatible with existing neighborhoods.
- ▶ **LU-3.4: Compatible Residential Development** Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to scale, neighborhood architectural character, setbacks, and other neighborhood design aspects. Assure that the type and intensity of residential use is consistent with that in the immediate neighborhood.
- ▶ **LU-3.5: Buffering of New Development.** Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping and building scale and orientation.
- ▶ **LU-3.9: Incompatible Uses.** Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect its safety or residential character.
- ▶ **LU-4.3: Infill Development and Re-Use.** Actively promote the adaptive re-use and infill of economically underutilized, obsolete, and dilapidated commercial and industrial sites, and foster rehabilitation consistent with surrounding uses and the needs of the community..
- ▶ **LU-4.8: Healthy and Safe Housing.** Ensure that the City’s housing stock, including mobile home and RV parks, is clean, healthy, and safe for the benefit of all income levels and segments of the community.
- ▶ **LU-5.2: Land Use Connections.** Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.
- ▶ **LU-5.6: Transitions and Buffers.** Provide appropriate transitions and buffers to minimize the potential incompatibilities of mixed use or transit oriented developments on adjacent neighborhoods and land uses.
- ▶ **LU-6.7: Regulate Sensitive Land Uses.** Appropriately control the location, concentration and number of community sensitive land uses such as alcohol sales, tobacco products, adult businesses, medical marijuana dispensaries, and entertainment venues, and require operational measures to prevent adverse impacts to

adjoining residences, businesses, schools, parks, medical facilities, and religious facilities consistent with City, State and Federal laws.

- ▶ **LU-7.5: Nurture Pedestrian Activity** Support a vibrant and active downtown core by requiring street level uses to be pedestrian friendly such as bookstores, coffee houses, restaurants, and specialty stores within appropriate lot sizes.
- ▶ **LU-7.9: Metrolink Station.** Actively support the location of a future Metrolink station and transit-oriented village within the Downtown District.
- ▶ **LU-7.10: Pedestrian Linkages** Create a pedestrian link that connects the Metrolink train station to various points of interest, activity, and employment in the Downtown District and Historic Core
- ▶ **LU-7.14: Residential Synergy** Encourage the development of new residential uses in proximity to supporting uses such as medical offices, transit facilities, community centers, parks and grocery stores.
- ▶ **LU-8.4: Transit Connections.** Establish transit connections along Florida Avenue, and require incorporation of transit- and pedestrian-friendly design features.
- ▶ **LU-9.5: Multi-modal Transportation System.** Establish a multi-modal transportation network to serve West Hemet and connect to other destinations within the City. Integrate a phased system of master planned, “green streets”, transit opportunities, bike paths and pedestrian linkages to connect land uses and activity nodes with the area.
- ▶ **LU-9.6: Employment Center Focus.** Focus the majority of the land area within West Hemet to accommodate employment based uses including business parks, office, clean industrial and high tech, light manufacturing, medical, regional and community commercial, hospitality, education and professional schools, and other employment-generating uses to build a stronger, healthier City economy.
- ▶ **LU-9.7: Mixed Use Districts.** Encourage comprehensive development of the mixed use nodes designated for West Hemet and incorporate high-quality pedestrian oriented design, innovative housing options, community open spaces and public plazas, and retail commercial and visitor serving establishments. Concentrate major retail areas along key interchanges with the future Highway 79 and in conjunction with transit oriented development at the future Metrolink station.
- ▶ **LU-9.8: Plan for Orderly Development.** Ensure the orderly development of West Hemet by updating the City’s infrastructure master plans, capital improvement program, and financing mechanisms in anticipation of new development, and coordinate with other public service agencies, adjacent jurisdictions, utilities, resource agencies, and property owners to facilitate a comprehensive approach to new development.
- ▶ **LU-9.9: Natural Resource Protection and Refinement.** Require that development in West Hemet occur in a manner that respects and protects natural resources; while encouraging a criteria cell refinement to the MSHCP to enhance habitat value and provide improved land use opportunities and synergy.
- ▶ **LU-9.10: Rural Residential Preservation.** Protect the character and function of existing rural neighborhoods by ensuring that new development is adequately buffered, future traffic growth in rural areas is minimized, and transportation routes offer adequate emergency access.
- ▶ **LU-9.11: Sustainable Infrastructure and Development.** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity

- ▶ **LU-10.1: Airport Influence Area** Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUP. All non-legislative land use proposals that are subject to CEQA review by the City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.
- ▶ **LU-10.2: Airport Land Use Compatibility** As part of the development review process, ensure appropriate land use compatibility within airport safety zones by utilizing the Hemet-Ryan Airport Comprehensive Airport Land Use Plan and the latest Department of Aeronautics Handbook developed by the State of California, and require an Airport Compatibility Study as warranted for projects within the Airport Influence zones.
- ▶ **LU-10.3: Cooperation with Other Agencies** Work closely with the County of Riverside on the proposed Hemet-Ryan Airport Master Plan and the Airport Land Use Commission regarding proposed updates to the Hemet-Ryan Airport Comprehensive Land Use Plan to facilitate workable, cooperative plans that are consistent with the City of Hemet's General Plan goals and policies.
- ▶ **LU-10.4: Interim Airport Overlay** To ensure land use consistency for an interim time period while the 1992 Airport Land Use Plan is being updated, require consistency review by the City and the ALUC for all proposed legislative actions and discretionary development projects that are located within the Interim Airport Overlay designation as shown on Figure 2.6A while the Hemet Ryan Airport Land Use Plan is being updated. Any proposed land uses identified as Incompatible Uses shall also be reviewed by the ALUC. While the 1992 Airport Land Use Plan remains in effect, the following land uses are restricted within the Interim Airport Overlay:
 1. Residential densities exceeding one du/2.5 acres (property in the previously approved PCD-79-83, Page Ranch, shall be reviewed to encourage a reduction in density and design orientation that provides the least risk)
 2. Critical facilities in Area I
 3. Hazardous Material Facilities
 4. Institutional Uses and Schools
 5. Places of Assembly
- ▶ **LU-10.5: Residential Density Limitations** While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in me Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.
- ▶ **LU-11.2: Job Growth Industries.** Facilitate job growth and business attraction and retention in areas such as green technology, tourism, airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical schools in the City
- ▶ **LU-11.7: Recruit New Business.** Pro-actively recruit new businesses that are currently under-represented in the City, and will create synergy in attracting other retailers to locate in the City.
- ▶ **LU-11.9: Consider Industrial Use Locations.** Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.

- ▶ **LU-11.10: Industrial Development Standards.** Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.
- ▶ **LU-11.11: Establish a Secure Local Revenue Base.** Develop a secure, balanced sustainable local revenue base to provide the full range of public services and capital improvements needed to provide an exceptional quality of life for residents, and businesses within the community.
- ▶ **LU-13.2: Building, Revitalization and Improvements.** Prioritize building restoration, property improvements and maintenance, removal of nonconforming signs, abatement of blighted buildings, provision of public and private landscaping, and revitalization of existing businesses as essential elements for economic development.
- ▶ **LU-13.5: Art and Culture.** Promote the use of art and culture in the City’s economic development efforts of marketing, branding, communication, increasing the pool of educated and qualified employees, attracting the creative industries, and creating an aesthetic environment for tourists and potential businesses.
- ▶ **LU-13.8: Facilitate Reinvestment.** Coordinate with property owners of older, declining, industrial and commercial buildings to facilitate reinvestment and adaptive reuse and upgrades to comply with current codes, encourage new tenants, and contribute to the overall vitality of the business district.
- ▶ **LU-13.11: Educated Labor Force.** Support educational institutions in providing quality academic and skill-based programs that provide a qualified workforce able to meet the full range of educational attainment and job skills required in the future economy.
- ▶ **LU-14.1: Consistency with Overall Goals.** Annexation proposals shall be consistent with the overall goals and policies of the City of Hemet General Plan, and will not adversely impact the City’s existing neighborhoods, infrastructure and services, fiscal viability, environmental resources, and quality of life.
- ▶ **LU-14.2: Compatibility.** Annexation proposals shall enable cost-effective service delivery to existing and future residents and businesses, and ensure compatibility with surrounding land uses.
- ▶ **LU-14.3: Ongoing Fiscal Stability.** Development within proposed annexation areas shall generate sufficient property tax or other revenue base to support the project area’s demand for city services, or otherwise demonstrate ongoing fiscal viability.
- ▶ **LU-14.4: Jobs and Housing Balance.** Development within proposed annexation areas should further the City’s objective of creating a balance between jobs and housing opportunities within the City.
- ▶ **LU-14.5: Provision of Services.** Development within proposed annexation areas shall be required to provide the infrastructure, facilities and public services necessary to adequately support the development. The provision of services to the annexation area shall not compromise the existing levels of public services provided within the City.
- ▶ **LU-14.6: Land Use Compatibility.** Existing and future land uses in proposed annexation areas shall be compatible with the adjoining land uses and character within the City.
- ▶ **LU-14.9: Requirement for Overall Benefit to the City.** Annexations shall provide an overall benefit to the City and its residents and fulfill a demonstrated need for additional housing, industrial, commercial or open space uses.
- ▶ **LU-14.10: Rezoning through Specific Plans.** Specific Plans shall be the preferred method to assign rezoning to annexation areas in order to allow design flexibility for properties with topographic or

environmental constraints, permit site-specific land uses and development standards, ensure compatibility with surrounding areas, create distinctive open space and recreational opportunities, promote innovative site and architectural design, and identify required infrastructure to serve the development.

- ▶ **LU-14.11: Coordination with the County.** Coordinate with the County of Riverside to create consistencies in land use designations within the City's Sphere of Influence area, and promote effective inter-governmental cooperation to insure land use compatibility and minimize development and service delivery impacts.
- ▶ **LU-14.12: Coordination with Local and Regional Agencies.** Coordinate with other local and regional agencies and landowners as appropriate to create master infrastructure plans and public service delivery plans for large scale areas subject to potential annexation.
- ▶ **LU-15.1: Balance of Land Uses** Through the General Plan Land Use and Zoning Maps, establish a balance of land use opportunities for jobs, housing, and services within the community that help achieve the mobility, access, open space, and air quality goals and policies of the City.
- ▶ **LU-15.4: Healthy Development Patterns** Promote development patterns and opportunities that reduce commute times, encourage the improvement of vacant properties and reinvestment in neighborhoods, foster safe and attractive environments, encourage civic participation, and provide public spaces for people to congregate and interact socially.
- ▶ **C-1.7: Connectivity.** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.
- ▶ **C-4.1: Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.
- ▶ **C-4.15: Transit-oriented Development Design Features** Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:
 - a. requiring bus turnouts and shaded bus stops where appropriate;
 - b. requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
 - c. encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities
- ▶ **CSI-5.5: Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Draft General Plan Implementation Programs

- ▶ **LU-P-5: Development Mitigation Assessment.** As a condition of approval for all discretionary projects, the City shall require applicants to document that City performance standards for infrastructure, schools, and public services provided in the Community Services and Infrastructure Element of the General Plan are met. The City shall annually assess the efficacy of development impact fees to cover the costs of infrastructure required to support new development projects, and adjust impact fees on a periodic basis to match demand

- ▶ **LU-P-11: Redevelopment Incentives.** Continue to use redevelopment as a financing tool in the revitalization of Downtown, Florida Avenue, and other economically distressed redevelopment areas within the City. The City shall evaluate appropriate incentives to encourage the redevelopment of existing vacant commercial and industrial buildings and infill pads in key commercial and industrial core areas.

- ▶ **LU-P-24: Neighborhood Plans.** As a part of the Downtown Specific Plan, the City shall establish a series of neighborhood plans to maintain the predominately residential character of key areas by directing their structural and aesthetic revitalization, to promote infill development on vacant sites consistent with surrounding uses, and to adjust Zoning districts to reduce or eliminate inconsistencies. These plans will serve as a guide for future land use decisions, including establishing the distribution and intensity of future growth desired within each of the neighborhood areas. Neighborhood plans shall be established for the following neighborhoods within the Downtown District:
 - Downtown Core
 - High Density Transit-Oriented Residential Area: Surrounding the future Metrolink Station at Menlo Avenue, generally located north of Oakland Avenue and west of Buena Vista Avenue;
 - State Street Mixed-use Area: Located on both sides of State Street from Kimball Avenue to Johnston Street;
 - Medical District: Surrounding the Hemet Valley Medical Center located west of San Jacinto Street and north of Florida Avenue;
 - Historic Residential Areas: Located in the northeast end of the Downtown Core, north of Oakland Avenue and east of Buena Vista Avenue; and
 - Residential Support Areas: South of the Downtown Core area and Kimball Avenue.

- ▶ **LU-P-35: Airport Land Use Plan Compatibility.** All new development proposals located within the boundaries of the Airport Influence Zones shall undergo review to determine consistency with the Airport Land Use Plan and the Department of Aeronautics Handbook. Legislative land use proposals (such as General Plan Amendments, Specific Plans, and Amendments to Development Agreements, Zone Changes, Zoning Ordinance Amendments, etc.) will be forwarded to the Riverside County Airport Land Use Commission for review. Non-legislative proposals will require a Site Development Review to be approved by the Community Development Director, and may also be subject to Discretionary review by the ALUC per Table 2.5 of the Land Use Element. Uses subject to discretionary review will be required to prepare an Airport Compatibility Study to determine consistency and safety considerations.

The Community Development Department shall prepare a project review checklist to determine ALUP consistency review and the required process at the time of the DRC (Development Review Committee) Meeting and present the findings to the applicant to insure early coordination with ALUC staff. All projects subject to CEQA review and located within the Airport Influence Area shall be transmitted to ALUC staff for review and comment.

During the time frame that the 1992 ALUP is being updated, the Interim Airport Overlay shown in Figure 2.6A and related Land Use and Public Safety Element policies shall be in effect. Once the new ALUP is adopted by the ALUC, the City shall amend the General Plan within 180 days to bring it into conformity with the newly adopted ALUP.

- ▶ **OS-P-17: Conservation Planning.** Continue to participate and represent the City of Hemet in multi-species habitat conservation planning, watershed management planning, and water resource management planning efforts.

- ▶ **OS-P-18: Incentives for Conservation.** Provide incentives for land conservation in areas subject to natural floodways, floodplains and water courses. Use the MSHCP Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) to promote conservation of areas subject to inclusion in the MSHCP Conservation Area.
- ▶ **OS-P-19: Vegetation Mapping.** Update the local environmental data base of habitat types (e.g., Vegetation Map) for Western Riverside County in consultation with the California Department of Fish and Game, the Natural Diversity Data Base, the United States Forest Service, and other knowledgeable agencies. The City shall coordinate with Riverside County to also provide these agencies with data as needed.

IMPACT ANALYSIS

IMPACT 4.10-1 Divide an Established Community. *Adoption and implementation of the Draft General Plan would result in future land uses, roadways, and infrastructure; however new development and redevelopment within the planning area would not physically divide an established community. This impact would be less than significant.*

The nine elements of the Draft General Plan provide a framework to determine appropriate future development and land uses in the planning area. The project objectives identify the need to develop strategic measures to:

- ▶ Facilitate the renovation of older areas of the City.
- ▶ Maintain and enhance well established neighborhoods
- ▶ Integrate new growth into the overall city fabric that complements, rather than competes with, existing land uses.

As shown in Table 3-1 in the Project Description, adoption and implementation of the Draft General Plan would result in an increase in dwelling units, population, and nonresidential building floor area by 2030 over existing conditions. While the majority of Hemet is currently developed, most remaining developable land is located in the western part of the City. Because development in west Hemet would be new, the construction of new roads and other infrastructure would be required for future residents and businesses. However, the new development and infrastructure would not physically divide an established community. In addition, Policies LU-1.4, LU-1.7, C-1.7 and C-4.15 require new development to incorporate pedestrian linkages, alternative transportation, and transit-oriented design features to emphasize connectivity of the residential areas to commercial areas. Policy LU-4.3 and Program LU-P-11 direct the redevelopment of land uses in the City, promoting recycling and development of underutilized parcels. Program LU-P-24 specifically identifies criteria for downtown revitalization that include maintaining the residential character of key areas. The five redevelopment project areas in the City are shown in Exhibit 4.10-3 above.

Adherence to and implementation of Draft General Plan policies and programs include actions to maintain established communities. Furthermore, implementation of policies and programs, such as Policy LU-4.3 and Programs LU-P-11 and LU-P-24 would ensure future land uses consistent with the Land Use Map, supporting roadways, and infrastructure that would connect (rather than divide) established communities. Therefore, program-level impacts related to the potential to divide established communities would be **less than significant**. No mitigation measures are required.

IMPACT 4.10-2 Conflicts with Land Use Plans, Policies, or Regulations. *Adoption and implementation of the Draft General Plan would be consistent with local and regional land use plans, policies, and regulations and no conflicts with land use plans, policies, or regulations would occur due to future development pursuant to the Draft General Plan. This impact would be less than significant.*

The Draft General Plan’s consistency with several local and regional plans, policies, and regulations, including the SCAG Compass Growth Visioning Principles, Riverside LAFCO policies, the Hemet Zoning Code, Hemet’s adopted Specific Plans, and the Hemet-Ryan Airport Land Use Plan, is evaluated below.

SCAG Compass Growth Visioning Principles

The SCAG Compass Growth Visioning Principles contain a number of policies applicable to the Draft General Plan, which are discussed in Table 4.10-6.

As summarized in the Table 4.10-6, the Draft General Plan is consistent with the SCAG’s Compass Growth Visioning Principles. Thus, the Draft General Plan’s impact related to conflict with SCAG’s Compass Growth Visioning Principles would be **less than significant**. No mitigation measures are required.

Riverside County Local Agency Formation Commission

Development pursuant to the Draft General Plan could result in annexations of land, as well as additional public service needs in areas located within the SOI and planning area. Additionally, reorganization of service districts within the planning area may be necessary to provide required services efficiently and effectively. These activities could conflict with established Riverside County LAFCO plans and priorities. However, the Draft General Plan includes policies guiding the City’s approach to annexation requests. These policies require that annexations be carried out consistently with the goals and policies of the Draft General Plan (LU-14.1), provide an overall benefit to the City (LU-14.9), enable adequate and cost-effective public service delivery to existing and future residents and businesses (LU-14.2, LU-14.5), and foster orderly development of land uses compatible with surrounding uses (LU-14.6, LU-14.10). Policies also require consultation with Riverside County and other service providers (LU-14.11 and LU-14.12). Adherence to and implementation of Draft General Plan policies addresses the City’s coordination with Riverside County LAFCO related to growth outside of the City limits in the SOI and planning area. Implementation of policies and programs, including Policies LU-14.2 and LU-14.5 would ensure annexation requirements and planned public and utility services are adequate and consistent with Riverside County LAFCO plans and priorities. Therefore, program-level impacts related to the potential to divide the city would be **less than significant**. No mitigation measures are required.

City of Hemet Municipal Code and Plans

Hemet Zoning Code

As identified in Chapter 3, “Project Description,” amendments to the Hemet Zoning Code to achieve consistency with the Draft General Plan will be a subsequent project under this Program EIR. The Draft General Plan proposes new designations that would need to be reflected in the Zoning Code. These include new zoning districts for mixed-use development. Additionally, the Draft Housing Element directs numerous rezones to comply with

**Table 4.10-6
Consistency with Compass Growth Visioning Principles**

SCAG Strategy/Policy		Hemet General Plan Consistency Determination
Principle 1: Increasing the region’s mobility		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	<p>Consistent: The Land Use, Circulation, and Community Design Elements address land use patterns for existing and undeveloped areas, along with alternative methods to increase mobility based on land use patterns. These elements of the Draft General Plan provide goals, policies, and programs to improve mobility within the planning area. The Land Use Element identifies six mixed-use areas, including one in the downtown core. The mixed-use areas promote residential uses next to retail, commercial, educational, and some industrial uses. The Downtown Mixed-use Area will house Hemet’s future Metrolink Station and is planned to include a transit-oriented design village around the station. This TOD village is identified in SCAG’s Compass vision.</p> <p>Draft General Plan Policies LU-1.4, LU-2.6, LU-1.7, and LU-3.1, C-4.1, and C-4.15 encourage transportation investments and land use decisions that are mutually supportive.</p> <p>Draft General Plan Policies LU-1.3, LU-4.3, LU-5.2, LU-7.14, and LU-15.4 locate new housing near existing jobs and new jobs near existing housing.</p> <p>Draft General Plan Policies LU-1.7, LU-2.6, LU-7.9, LU-7.10, LU-8.4, LU-9.7, C-4.1, and C-4.15 encourage transit-oriented development.</p> <p>Draft General Plan Policies LU-1.4, LU-1.7, 7.4, C-2.11, and C-2.14 promote a variety of travel choices.</p>
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	
GV P1.3	Encourage transit-oriented development.	
GV P1.4	Promote a variety of travel choices.	
Principle 2: Foster livability in all communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<p>Consistent: The Land Use and Community Design Elements support infill, mixed-use development that is compatible, both physically and functionally, with its surroundings. The Land Use Element identifies the following districts for infill development: Tres Cerritos, Hemet North, Valle Vista, and the Downtown Core. Draft General Plan Policy 4.3 and Program LU-P-11 direct the City to facilitate and evaluate infill and redevelopment projects. The Circulation and Land Use Elements organize future redevelopment and planned land uses in a manner that integrates residential and commercial land uses to reduce both the number and length of vehicle trips. Draft General Plan Policies LU-1.4, LU-1.7, and LU-7.5 promote walkable communities. In addition, the Land Use Element identifies six mixed-use areas and Policy LU-7.5 promotes a mix of uses in the Downtown District.</p>
GV P2.2	Promote developments which provide a mix of uses.	
GV P2.3	Promote “people scaled,” walkable communities.	
GV P2.4	Support the preservation of stable single-family neighborhoods.	
Principle 3: Enable prosperity for all people		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<p>Consistent: The Draft General Plan Policies LU-1.3 and LU-3.1 support the provision of a variety of housing.</p> <p>Draft General Plan Policies LU-1.3, LU-4.3, LU-9.6, LU-11.2, and LU-14.4 assist in providing a balance between jobs and housing.</p> <p>The Residential land use category described in the Land Use Element includes a variety of residential densities ranging from two to five dwelling units per acre (corresponding to the LDR designation) and reaching as high as 45 dwelling units per acre (corresponding to the VHDR designation). The Land Use and Community Design Elements plan for new development in West Hemet to provide housing</p>
GV P3.2	Support educational opportunities that promote balanced growth.	
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	

**Table 4.10-6
Consistency with Compass Growth Visioning Principles**

SCAG Strategy/Policy		Hemet General Plan Consistency Determination
GV P3.5	Encourage civic engagement.	opportunities for a broad cross section of current and future Hemet residents, by including a variety of housing types for families of all income levels. In addition, the Draft General Plan contains several policies that support environmental justice goals, including policies LU-2.1, LU-2.2, LU-2.3, LU-3.9, LU-6.7, LU-14.3, and LU-15.4. These policies require equitable funding for infrastructure and services, and maintenance of existing service levels.
Principle 4: Promote sustainability for future generations		
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	Consistent: The Land Use Map and Element identify areas to protect and preserve open space and agricultural lands. Five public and open space land use designations provide for regulation and protection of publicly owned properties or facilities that provide services and are used by the community. The open space designation provides areas for parks, recreation, and resource conservation and production uses. The agricultural designation provides open space for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands, areas required for recharge of groundwater basins, and areas containing major mineral deposits, including those in short supply. Draft General Plan Policies LU-9.9 and LU-9.10 and Programs OS-P-17, OS-P-18, and OS-P-19 will help promote sustainability for future generations by preserving and protecting the rural, open space, and natural resources in the planning area.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The Land Use and Community Design Elements support infill development and identify five redevelopment areas located in the City. The Redevelopment Project Areas focus on the central built areas of the City including the Historic Downtown Area and areas along Florida Avenue. Draft General Plan Policy 4.3 and Program LU-P-11 direct the City to facilitate and evaluate infill and redevelopment projects. Draft General Plan Policies LU-1.4, LU-1.7, and LU-7.5 promote walkable communities, which would reduce vehicle trips. Policies LU-1.7, LU-7.5, LU-7.10, LU-9.5, C-4.1, and C-4.15 require new development to incorporate pedestrian linkages, alternative transportation, and transit-oriented design features to emphasize connectivity of the residential areas to commercial areas. Policy CSI-5.5 directs the City to adopt the California 2010 “Green” Building Code, which would help conserve energy resources through green building design and construction.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	
GV P4.4	Utilize “green” development techniques.	

State affordable housing law. California law requires that the Zoning Code be revised to reflect the adopted General Plan within a “reasonable” period of time, which is typically two years.

Specific Plans and Redevelopment Plan

As described above and shown on Exhibit 4.10-1, the City contains 19 adopted specific plans, which identify plans, policies, and implementation measures for specific areas of the City. Furthermore, the Hemet Municipal Code contains requirements for the content and processing procedure for future specific plans. The Draft General Plan would require future specific plans for all properties shown as “future specific plan” on Exhibit 4.10-1. Specific Plans would also be required when any of the following conditions are met:

- ▶ Developments greater than 100 acres in size – Any project (excluding rural and agricultural) greater than 100 acres in size will be required to be reviewed through the specific plan process.
- ▶ Mixed-use projects – Most of the mixed-use projects will require submittal of a specific plan. The only exception is for the downtown area.
- ▶ Where development flexibility is desired – Large master planned communities are usually successful due to consistent design and architectural features, a varied land use pattern and a well designed and integrated mobility network. The City encourages the master plan concept through the specific plan process and understands that flexibility in standards are necessary to achieve the quality of development that a master planned community offers.

The City of Hemet also has five redevelopment project areas (Downtown, Combined Commercial, Farmer’s Fair, Hemet, and Western Park).

As required by the State Government Code and described in the Land Use Element, upon adoption of the Draft General Plan, the City will review its currently adopted specific plans and redevelopment plans and revise all plans to be consistent with the goals, policies, and programs of the adopted General Plan. According to State Government Code, “any specific plan or other plan of the city or county that is applicable to the same areas or matters affected by a general plan amendment shall be reviewed and amended as necessary to make the specific or other plan consistent with the general plan.” Comparable to the Zoning Ordinance, the statutes allow a “reasonable” period for these modifications, which the courts have generally interpreted to be one year from the date of Draft General Plan adoption.

Consequently, after the required revisions to the zoning code, specific plans, and redevelopment plans are complete, these documents would be consistent with the Draft General Plan. Therefore, impacts between the proposed General Plan and all other applicable land use plans and codes for the City of Hemet would be **less than significant**. No mitigation measures are required.

Hemet-Ryan Airport Comprehensive Airport Land Use Plan

As described above, the ALUP contains land use policies structured around four distinct land use compatibility areas within and surrounding the airport. State Law requires that general plans be consistent with land use compatibility plans established by ALUCs. At the time of publication of the Notice of Preparation for the Draft General Plan’s Program EIR on June 28, 2010, the Riverside County ALUC had not established updated compatibility zones for Hemet-Ryan Airport consistent with a potential expanded runway identified in the 2004 Master Plan (which has not been adopted by the ALUC), as discussed above. The City will work with Riverside County to update the Airport Master Plan and coordinate with the ALUC to integrate the City’s goals for future airport expansion and uses into future versions of the Airport Land Use Plan. Until a new Master Plan and Airport Land Use Plan are adopted, the City will use the 1992 ALUP (as updated in 2009 with a minor amendment) and corresponding safety zones to guide future development in and around the Airport.

Impact 4.8-4 in Section 4.8, “Hazards and Hazardous Materials,” includes a comparison of the proposed land uses within the compatibility zones to the compatible uses in the Hemet-Ryan Airport Comprehensive Airport Land Use Plan (ALUP),, and the cumulative analysis in Chapter 6 considers how the proposed land uses would relate to compatibility zones assuming expansion of the airport as described in the 2004 Airport Master Plan.

The Draft General Plan identifies the Airport Influence Area on Figure 2-6 in the Land Use Element. Compatible uses in each of the risk areas (Area I, Area II, Area III, and the Transition Area) are identified in Table 2-5 in the Land Use Element, and Program LU-P-35 requires that all projects proposed within the Airport Influence Area be evaluated for consistency with the ALUP’s requirements. Program LU-P-35 specifies that evaluation will be conducted by Community Development Department staff during Site Development Plan Review, and will be based on the requirements of the ALUP and the CALUPH. Adherence to and implementation of Draft General

Plan policies would address potential airport land use compatibility conflicts within the airport influence area. Therefore, program-level impacts related to the consistency with the Airport Land Use Plan would be **less than significant**. No mitigation measures are required.

IMPACT 4.10-3 Displace Existing People or Housing. *Adoption and implementation of the Draft General Plan would result in new land uses, roadways, and infrastructure; however new development and redevelopment within the planning area would not physically divide an established community. This impact would be less than significant.*

The Draft General Plan does not direct or require land use change, but the plan would permit changes in some areas, including encouraging mixed uses in the downtown area and encouraging transition of older mobile home parks to higher-density residential uses. These changes would have the potential to cause the displacement of existing residents, necessitating replacement housing elsewhere.

Adherence to and implementation of Draft General Plan policies and programs include actions to maintain established communities, and to direct the creation of compatible new housing in existing neighborhoods of the planning area. Implementation of policy LU-1.3 supports creation of a range of housing opportunities and balance of housing types for existing and future residents. Policy LU-2.4 directs infill residential projects to integrate with the character of existing residential neighborhoods. Policy LU-8.5 directs the preservation of existing rural residential areas. Program LU-P-17 would require establishment of neighborhood plans to protect the residential character of key areas in the Downtown district.

The changes to existing residential land use which could occur during implementation of the Draft General Plan would occur in small increments over the plan horizon, between 2011 and 2030. At any given time, the number of existing housing units or residents which would be displaced would be small, and the plan calls for the creation of a range of new housing types to facilitate Hemet's growth. Because any displacement would occur on an incremental project-by-project basis and the Draft General Plan envisions the creation of a range of new housing types throughout the planning area, program-level impacts related to the displacement of existing residents would be **less than significant**. No mitigation measures are required.