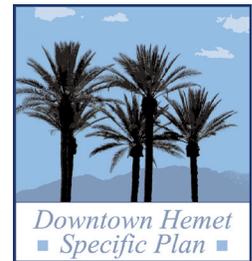


CHAPTER 6 Circulation and Parking



A. Introduction

This chapter describes the circulation recommendations for the Downtown Hemet Specific Plan, which includes recommendations for improving the roadway network, as well as for improving pedestrian, bicycle and transit circulation in the Downtown. Recommendations for parking are also included. These recommendations are supportive of the Specific Plan zoning and anticipated future development, which creates an integrated land use/transportation plan that will contribute to reducing vehicle miles traveled and the environmental effects from greenhouse gas emissions.

B. Transportation Setting

The existing circulation network in Downtown Hemet has mostly acceptable levels of traffic with congestion at some key intersections along Florida Avenue and some connectivity gaps. The streets in Downtown form a traditional grid system, making it a fairly walkable environment. There is opportunity to expand Downtown's multi-modal facilities and enhance their utilization as described in this chapter.

Regional access to Downtown Hemet is provided primarily by State Route 74 (SR-74), also known as Florida Avenue. The City of Hemet does not have direct connection to major freeway facilities. SR-74 provides regional connection to Interstate 215 (I-215) approximately 15 miles west of Downtown Hemet. It should be noted that within the Specific Plan area, State Route 79 (SR-79) overlaps with SR-74. SR-79 provides regional connection to Interstate 10 (I-10) and State Route 60 (SR-60) approximately 20 miles north of Downtown Hemet. Regional access by transit, within the City and Downtown area, is provided via bus service by the Riverside Transit Agency (RTA).

C. Relationship to the General Plan

California law requires consistency between the Specific Plan and the General Plan. The circulation component of the Downtown Hemet Specific Plan, including the base roadway network, is based on the Circulation Element of the City of Hemet 2030 General Plan. However, in certain segments, the Specific Plan modifies the General Plan's roadway classifications based on anticipated growth of traffic with the development of the Specific Plan area.

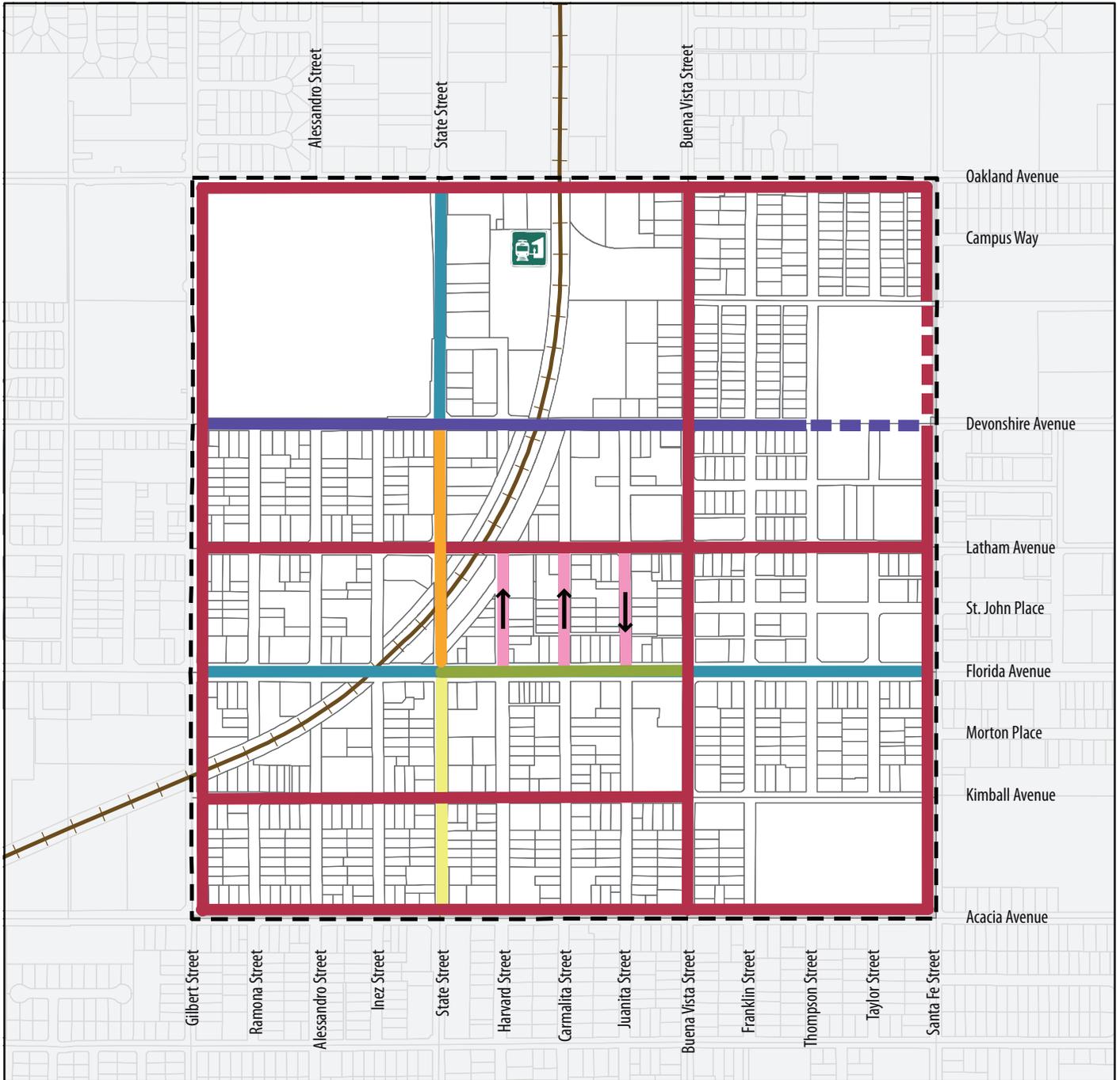
Based on the California Complete Streets Act of 2008, beginning in 2011, any substantive revision to the circulation element of any jurisdiction must have complete streets provisions incorporated. The new law directs Caltrans to “fully consider the needs of non-motorized travelers in all programming, planning, maintenance, construction, operations and project development activities and products.” Therefore, the main objective of this Specific Plan is to create a comprehensive multi-modal circulation network that provides a balance for all modes of transportation. This circulation network supports the Specific Plan zoning and anticipated future development to provide direct and convenient access between the residential neighborhoods, future transit mobility hub, retail, employment centers, and other destinations.

D. Roadway Circulation

The roadway classifications for the major streets in the Specific Plan area are identified in Table 6-1 and Figure 6-1. On the following pages, Table 6-2 summarizes the existing configurations, General Plan and Specific Plan classifications, and proposed improvements, where applicable, for each of the major streets. The proposed street improvements are also described and illustrated following Table 6-2. Note that the City reserves the right to restrict parking on streets designated as collector and above. Parking restrictions will be evaluated at the time of project approval and be at the discretion of the City Engineer.

Table 6-1: Summary of Specific Plan Roadways

Roadway Classification	General Plan or Specific Plan Classification	Lane Configuration	Parking	Bicycle Facilities
Local Collector	Specific Plan	Two Lanes - Undivided	Yes	-
Collector	General Plan	Two Lanes - Undivided	Yes	-
Express Collector	General Plan	Three Lanes	-	Yes - One side only
Modified Express Collector	Specific Plan	Two Lanes	Yes - One side only	Yes
Secondary	General Plan	Four Lanes – Undivided	Yes	-
Modified Secondary	Specific Plan	Four Lanes – Undivided	-	Yes
Divided Secondary - A	General Plan	Four Lanes – Divided	-	Yes
Modified Divided Secondary A	Specific Plan	Four Lanes – Divided	Yes	Yes



-  Specific Plan Boundary
-  Rail Right-of-Way/ Future Transit Line
-  Future Transit Mobility Hub (approximate location)
-  Divided Secondary - A
-  Modified Divided Secondary - A
-  Secondary
-  Modified Secondary
-  Collector
-  Modified Express Collector
-  Local Collector

FIGURE 6-1
Specific Plan Roadway Classifications

Table 6-2: Description of Specific Plan Roadways

Roadway	Extents	Configuration/Classification		
		Existing Configuration	General Plan Classification	Specific Plan Classification
Oakland Ave	Gilbert St to Santa Fe St	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP
	Gilbert St to State St	2-lane, undivided, parking	Express Collector: 3 lanes, bike lane on 1 side	Modified Express Collector: 2-lane, parking on 1 side, bike lanes
	State St to Thompson St	2-lane, undivided, parking	Collector (no change from existing configuration)	Modified Express Collector: 2-lane, parking on 1 side, bike lanes
Devonshire Ave	Thompson St to Santa Fe St	Does not exist	Collector (new extension)	Modified Express Collector: 2-lane, parking on 1 side, bike lanes
	Gilbert St to Santa Fe St	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP
Latham Ave	Gilbert St to State St	4-lane, divided	Divided Secondary A: 4-lane divided, bike lanes, no parking	No classification change proposed beyond GP
	State St to Harvard St	4-lane, divided, parking (one side)	Divided Secondary A: 4-lane divided, bike lanes, no parking	Modified Divided Secondary - A: 4-lane divided, parking, bike lanes
Florida Ave	Harvard St to Buena Vista St	4-lane, divided, parking	Divided Secondary A: 4-lane divided, bike lanes, no parking	Modified Divided Secondary - A: 4-lane divided, parking, bike lanes
	Buena Vista St to Santa Fe St	4-lane, divided, no parking	Divided Secondary A: 4-lane divided, bike lanes, no parking	No classification change proposed beyond GP
	Gilbert St to Buena Vista St	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP
Kimball Ave	Gilbert St to State St	2-lane, undivided, parking	Express Collector: 3 lanes, bike lane on 1 side, no parking	Collector: 2-lane, undivided, parking
	State St to Santa Fe St	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP

Table 6-2: Description of Specific Plan Roadways (continued)

Roadway	Extents	Configuration/Classification		
		Existing Configuration	General Plan Classification	Specific Plan Classification
Gilbert St	Oakland Ave to Acacia Ave	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP
	Oakland Ave to Devonshire Ave	4-lane, undivided	Divided Secondary A: 4-lane divided, bike lanes, no parking	No classification change proposed beyond GP
State St	Devonshire Ave to Florida Ave	4-lane, divided	Secondary: 4-lane, undivided, parking	Modified Secondary: 4-lane, undivided, bike lanes, no parking
	Florida Ave to Acacia Ave	2-lane, undivided	Secondary: 4-lane, undivided, parking	No classification change proposed beyond GP
North-South	Latham Ave to Florida Ave	1-way, parking	Not included in GP	Local Collector: No improvement proposed beyond GP
	Latham Ave to Florida Ave	2-lane, undivided, parking	Not included in GP	Local Collector: 1-way, parking
Juanita St	Latham Ave to Florida Ave	2-lane, undivided, parking	Not included in GP	Local Collector: 1-way, parking
Buena Vista St	Oakland Ave to Acacia Ave	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP
	Oakland Ave to Acacia Ave	2-lane, undivided, parking	Collector (no change from existing configuration)	No classification change proposed beyond GP

Florida Avenue/SR-74 Improvements

Existing Configuration: Florida Avenue (SR-74) is an east/west facility connecting the City of Hemet with SR-79 and I-215 to the west. Within the Specific Plan area, Florida Avenue/SR-74 is part of the National Highway System (NHS) and also designated as a Congestion Management Program (CMP) facility. The General Plan also designates it as a truck route. Florida Avenue/SR-74 consists of two travel lanes in each direction and has on-street parking on both sides of the roadway. The posted speed limit is 35 miles per hour. Currently, there are six signalized intersections along Florida Avenue/SR-74 within the Specific Plan area.

Caltrans was recently awarded an approximately \$19 million grant to provide multi-modal improvements along Florida Avenue, with the intention of starting with the Downtown portion. The project limits extend from SR-79 on the west to Fairview Avenue on the east, nearly an eleven mile distance, spanning the entire Florida Avenue portion within the City.

Proposed Improvement: Designate Florida Avenue from State Street to Buena Vista Street as Modified Secondary A. From Harvard Street to Juanita Street, Florida Avenue will consist of two 11-foot travel lanes, one 5-foot bike lane and one 8-foot parking lane in each direction, with a 10-foot center median and turn lane. At the intersections, Florida Avenue from Harvard Street to Juanita Street will have two 11-foot travel lanes and one 5-foot bike lane in each direction, with a 10-foot center median and turn lane.

Due to Florida Avenue's width, high traffic volumes, and lack of pedestrian amenities, it acts as a barrier between the north and south sides of Downtown.

Caltrans was recently awarded a grant to provide multi-modal improvements along Florida Avenue. These improvements, along with streetscape improvements as illustrated in Chapter 7, will greatly improve the pedestrian environment and unify the historic Downtown.

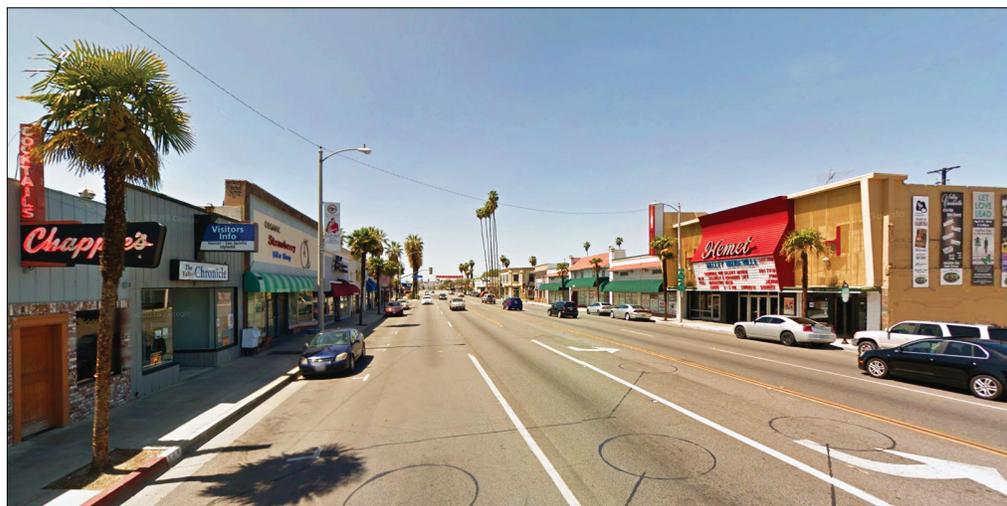
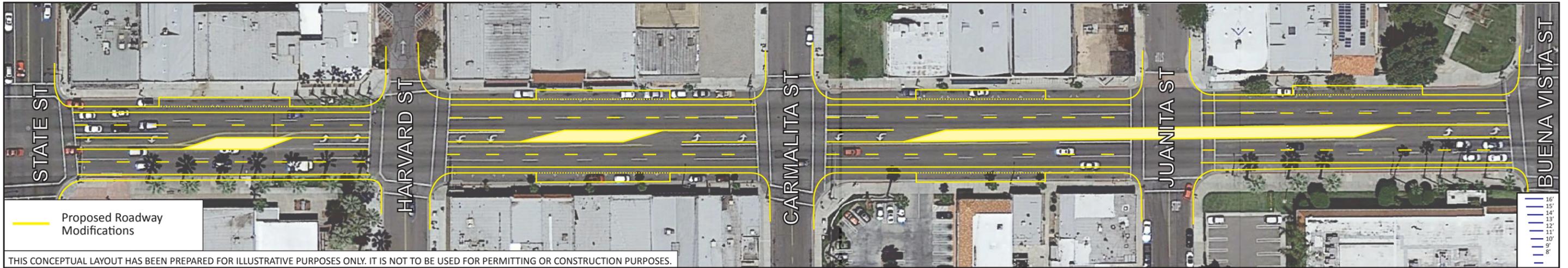
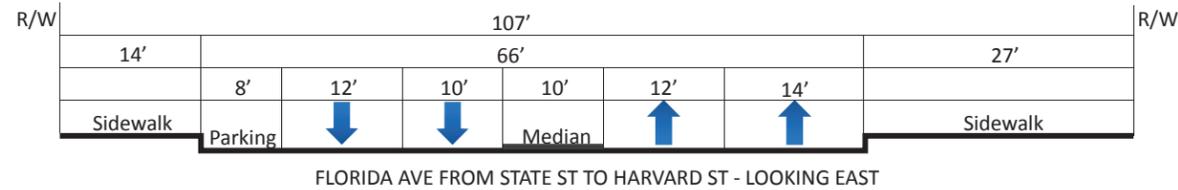


Figure 6-2 Florida Avenue Improvements

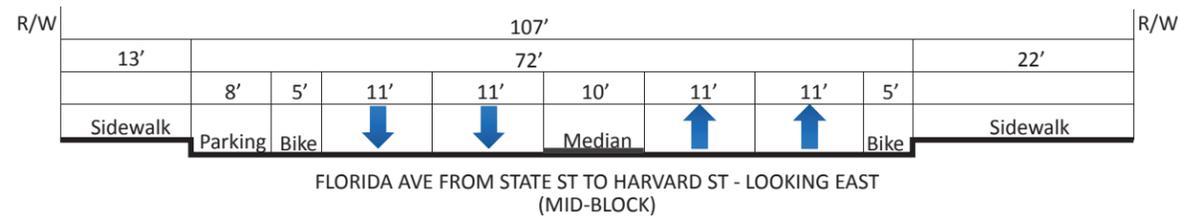
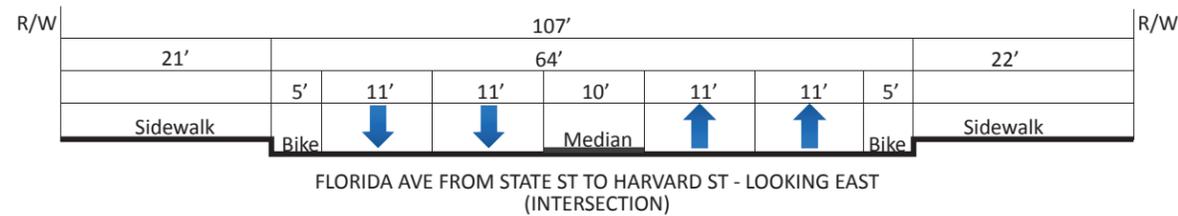


Florida Avenue from State Street to Harvard Street

EXISTING - TYPICAL

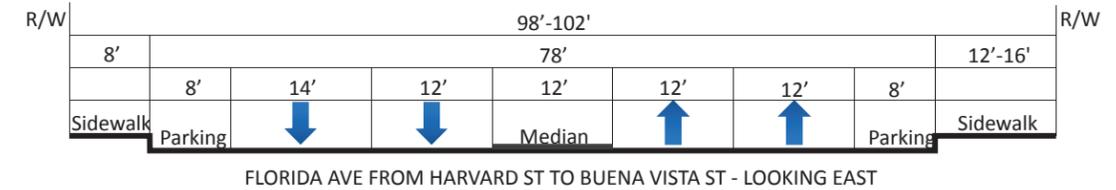


PROPOSED - TYPICAL

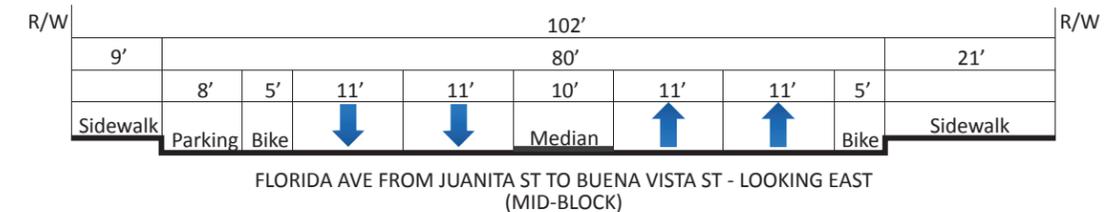
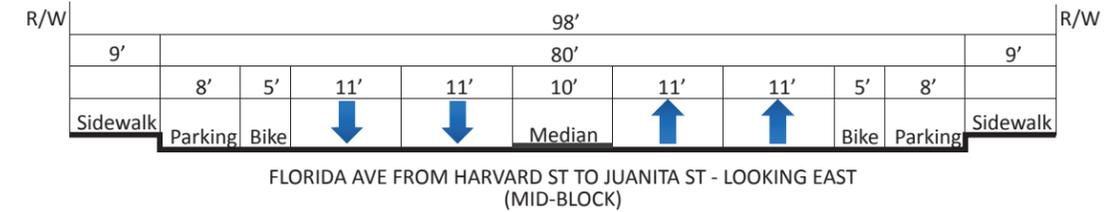
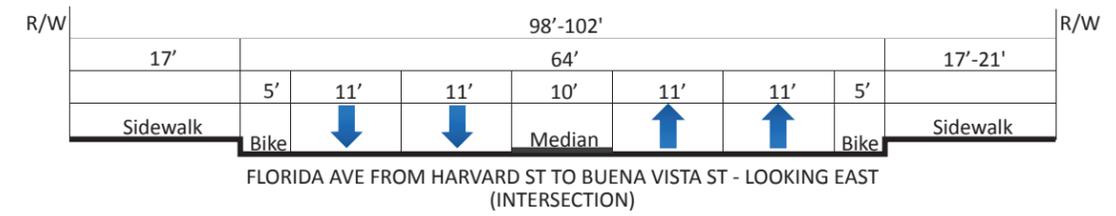


Florida Avenue from Harvard Street to Buena Vista Street

EXISTING - TYPICAL



PROPOSED - TYPICAL



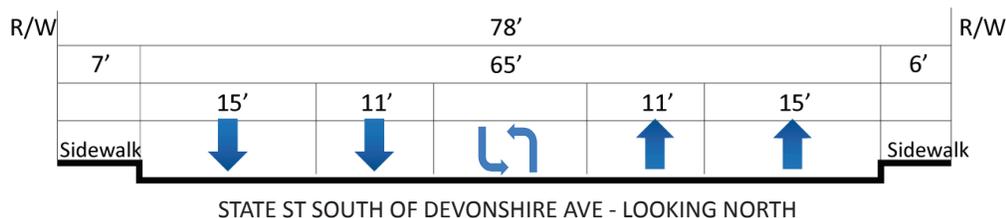
State Street Improvements

Existing Configuration: State Street is a four-lane roadway between Oakland Avenue and Florida Avenue, and a two-lane roadway south of Florida Avenue. State Street runs in the north-south direction. The General Plan designates State Street as a Divided Secondary A roadway between Oakland Avenue and Devonshire Avenue, and a Secondary roadway between Devonshire Avenue and Acacia Avenue. The General Plan also designates State Street as a truck route.

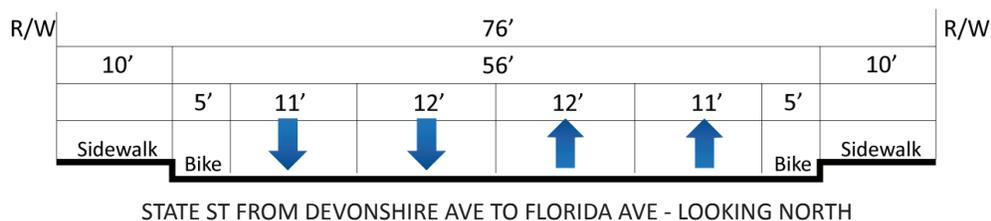
Proposed Improvement: Designate State Street from Devonshire Avenue to Florida Avenue as a Modified Secondary roadway to provide four travel lanes, and bicycle lanes on both sides of the road.

Figure 6-3: State Street Improvements

EXISTING - TYPICAL



PROPOSED - TYPICAL



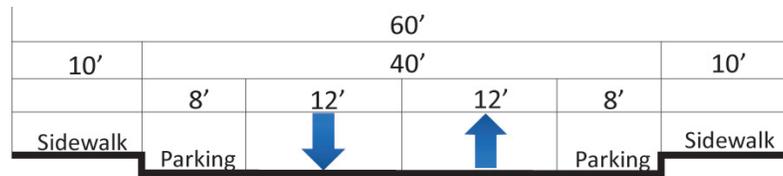
Carmalita Street Improvements

Existing Configuration: Carmalita Street is a two-lane roadway and runs in the north-south direction, and provides direct connection to the Hemet Public Library.

Proposed Improvement: Convert Carmalita Street from a two-way roadway to a one-way northbound only roadway between Latham Avenue and Florida Avenue. Carmalita Street will consist of one northbound-only travel lane with parallel on-street parking on the west side of the roadway and angled on-street parking on the east side of the roadway. This one-way configuration would allow for increased parking capacity, through the use of angled parking, along this segment.

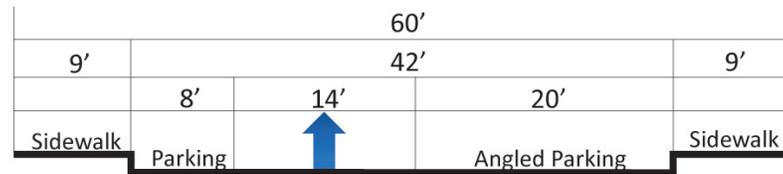
Figure 6-4: Carmalita Street Improvements

EXISTING - TYPICAL



CARMALITA ST FROM LATHAM ST TO FLORIDA AVE - LOOKING NORTH

PROPOSED - TYPICAL



CARMALITA ST FROM LATHAM ST TO FLORIDA AVE - LOOKING NORTH

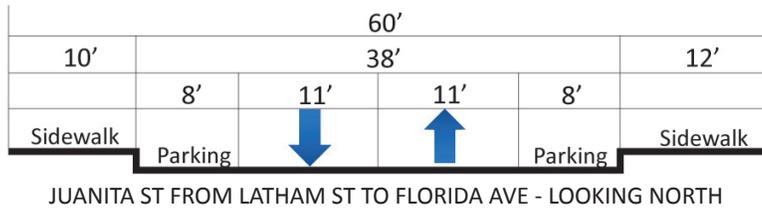
Juanita Street Improvements

Existing Configuration: Juanita Street is a two-lane roadway and runs in the north-south direction.

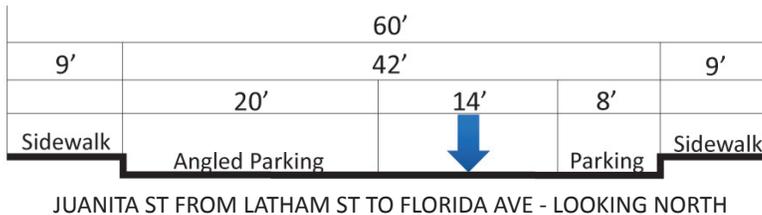
Proposed Improvement: Convert Juanita Street from a two-way roadway to a one-way southbound only roadway between Latham Avenue and Florida Avenue. Juanita Street will consist of one southbound-only travel lane with parallel on-street parking on the east side of the roadway and angled on-street parking on the west side of the roadway. This one-way configuration would allow for increased parking capacity, through the use of angled parking, along this segment.

Figure 6-5: Juanita Street Improvements

EXISTING - TYPICAL



PROPOSED - TYPICAL

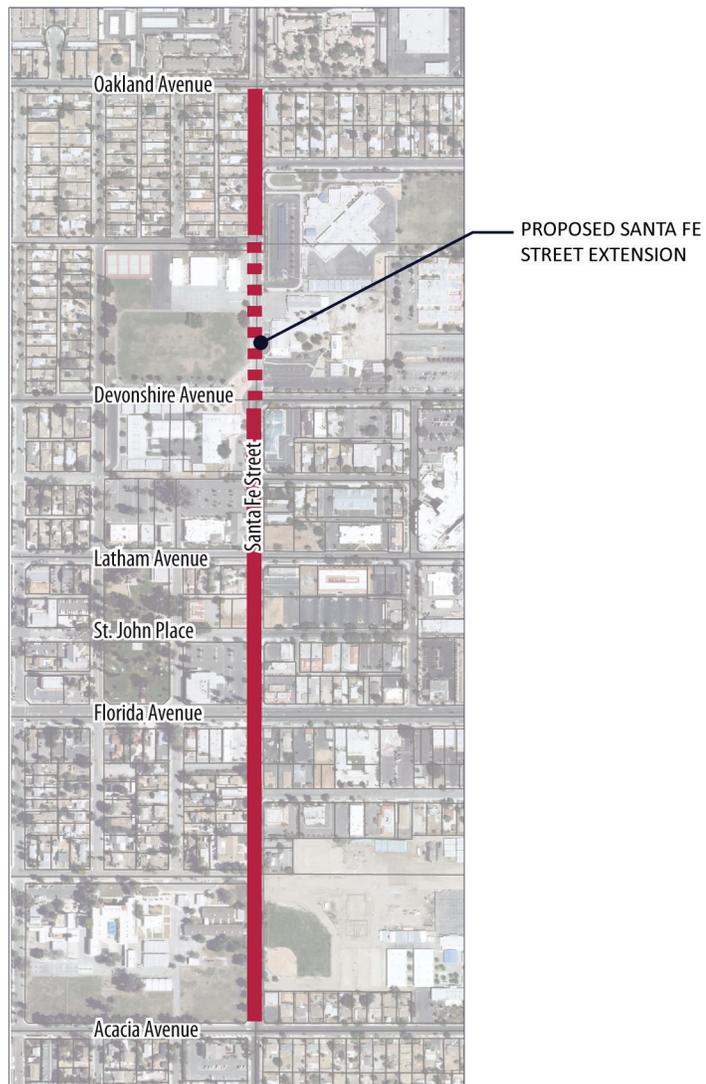


Santa Fe Street Improvements

Existing Configuration: Santa Fe Street is a two-lane roadway and runs in the north-south direction. The General Plan designates Santa Fe Street as a Collector roadway. Currently, there is one signalized intersection along Santa Fe Street, at Florida Avenue, within the Specific Plan area. Note that the Hemet Unified School District has gated access to the existing campus facilities on both sides of Santa Fe Street, but that a future opening of the street is a possibility.

Proposed Improvement: Extend Santa Fe Street from Date Street to Devonshire Avenue. The extension will also be classified as a Collector.

Figure 6-6: Santa Fe Street Improvements



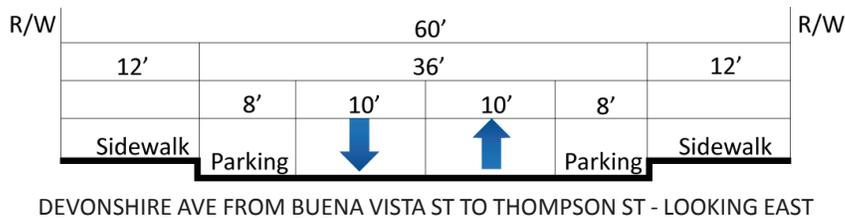
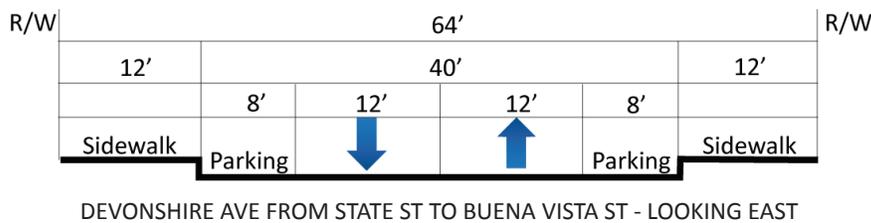
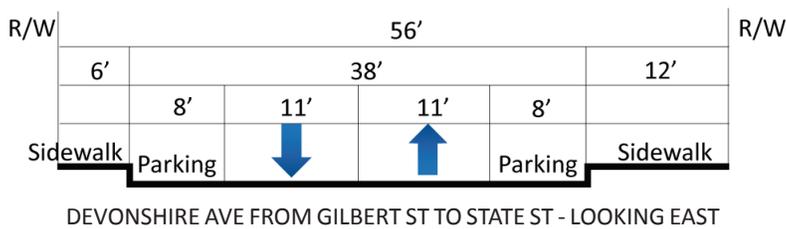
Devonshire Avenue Improvements

Existing Configuration: Devonshire Avenue is a two-lane roadway and runs in the east-west direction. The General Plan designates Devonshire Avenue as an Express Collector roadway between Gilbert Street and State Street, and a Collector between State Street and Santa Fe Street. Currently, there is one signalized intersection along Devonshire Avenue, at State Street, within the Specific Plan area. The General Plan designates Devonshire Avenue as a Class II bicycle facility from Kirby Street to State Street in the eastbound direction only.

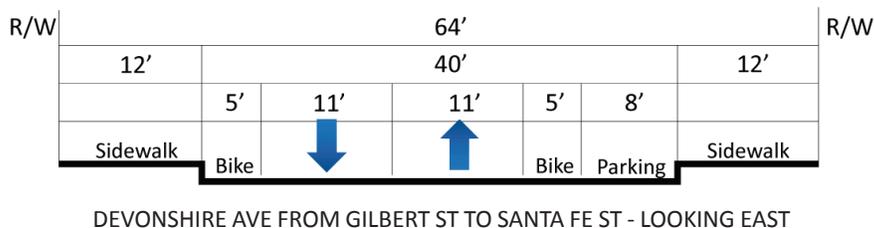
Proposed Improvement: Designate Devonshire Avenue from Gilbert Street to Santa Fe Avenue as a Modified Express Collector. Devonshire Avenue will consist of two travel lanes, bike lanes in both directions and on-street parking on the south side of the roadway. In coordination with, and approval by the Hemet Unified School District, a roadway extension is proposed from Thompson Street to Santa Fe Street, and is also designated as a Modified Express Collector.

Figure 6-7: Devonshire Avenue Improvements

EXISTING - TYPICAL



PROPOSED - TYPICAL



E. Pedestrian Circulation

The streets in Downtown Hemet form a traditional grid pattern facilitating a walkable street network, and pedestrian facilities within the Specific Plan area consist of sidewalks and pedestrian crossings. The following additional pedestrian improvements are recommended to further improve pedestrian circulation in Downtown Hemet:

- 1. **Sidewalks.** Consistent with the goals of the current General Plan, install continuous sidewalks along Gilbert Street and State Street north of Devonshire Avenue, as well as Oakland Avenue, along portions of the street where sidewalks are not currently provided. Also, widen sidewalks in the Downtown Village area to enhance the pedestrian experience.
- 2. **Landscaped median.** The proposed median along Florida Avenue will enhance the pedestrian experience.

Landscaped medians beautify the street, provide identity and enhance the pedestrian environment.



- 3. **High visibility crosswalks.** Install high visibility “continental style” crosswalks, which consist of a series of wide stripes parallel to the curb for the length of the crossing, throughout Downtown but more importantly at the following locations: Florida Avenue, Oakland Avenue, Devonshire Avenue, Acacia Avenue, Gilbert Street, State Street, Buena Vista Street and Santa Fe Street. Federal Highway Administration (FHA) studies have shown that continental striping is a more effective method of increasing the visibility of a crosswalk to oncoming traffic than standard transverse markings.

“Continental style” crosswalks with high contrast striping make the crosswalk more visible, improving pedestrian safety.



4. **Bulb-outs at intersections.** Bulb-outs are an extension of the sidewalk at the intersection. There are many benefits of implementing bulb-outs such as shortening the length of crossing exposed to traffic and also providing the opportunity to add landscaping at the intersections. Bulb-outs typically require the removal of on-street parking. The installation of bulb-outs is recommended at intersections along Florida Avenue, particularly at Harvard Street.



◀ *Intersection bulb-outs decrease the actual and perceived distance of pedestrian crossings and provide more sidewalk areas for landscaping and street furniture.*

5. **Parklets.** Similar to bulb-outs, parklets are extensions of the sidewalk that often include public seating and landscaping. These are typically located mid-block of a roadway and require the removal of on-street parking. They are for public use and may be used for a variety of purposes. It is recommended that parklets be considered along Harvard Avenue, Carmelita Avenue, and Juanita Avenue, between Latham Avenue and Florida Avenue, adjacent to retail or restaurant uses. Property owner involvement would be required as well.



◀ *Parklets should be considered to enhance the pedestrian environment, especially where the existing sidewalk width is not consistently large enough to accommodate vibrant street life activities. Parklets can be designed to be either permanent or temporary fixtures, and to be open to the public or used as dining space for restaurants.*

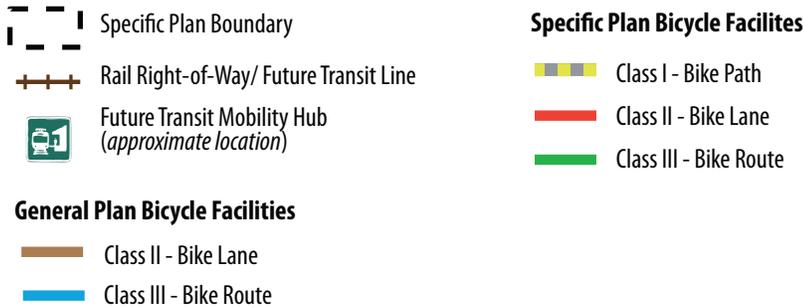
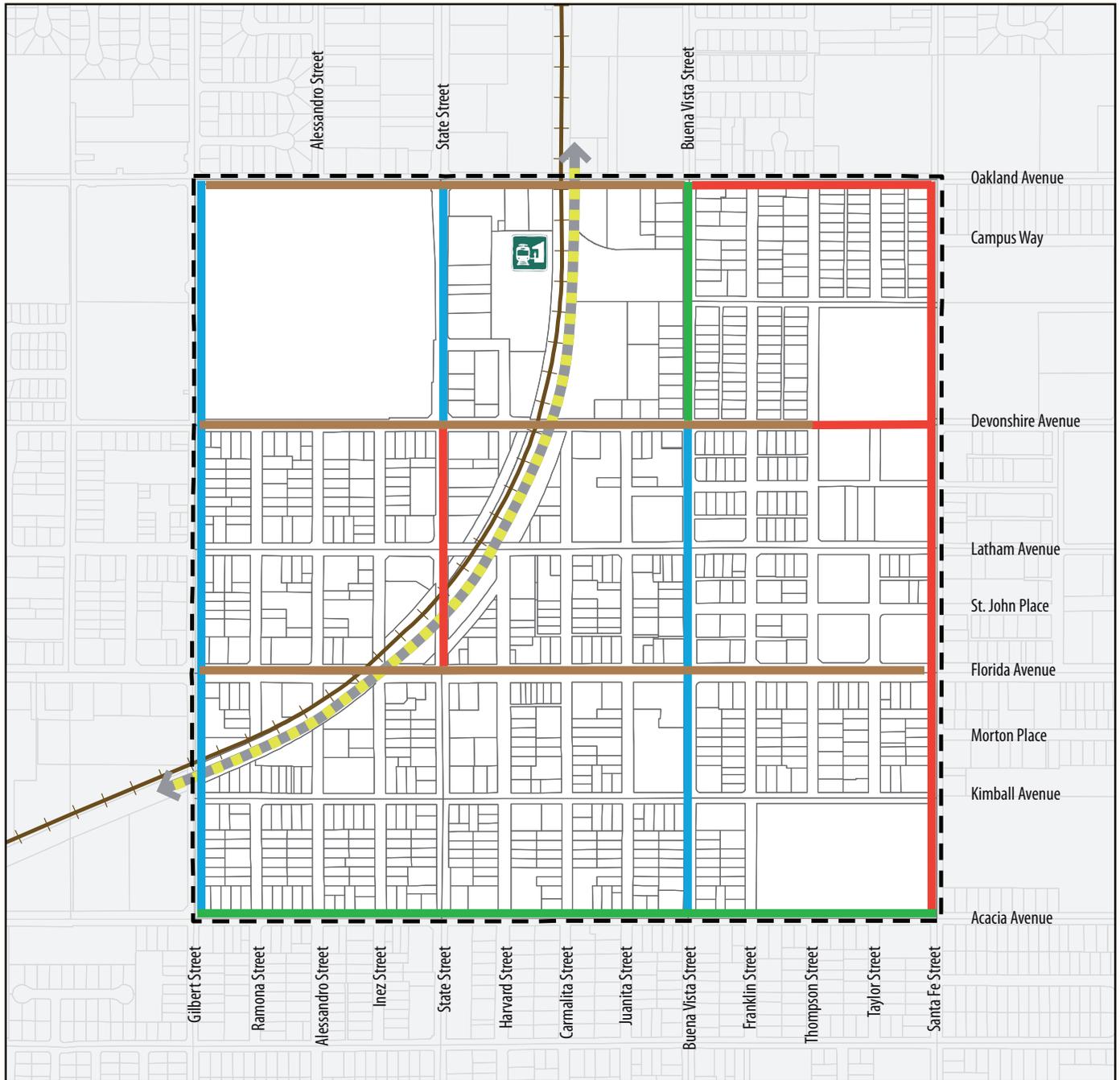


FIGURE 6-8
Specific Plan Bicycle Circulation

DOWNTOWN HEMET SPECIFIC PLAN

5 minute walk (1,200')

0' 500' 1,000' 1,500' 2,000'



F. Bicycle Circulation

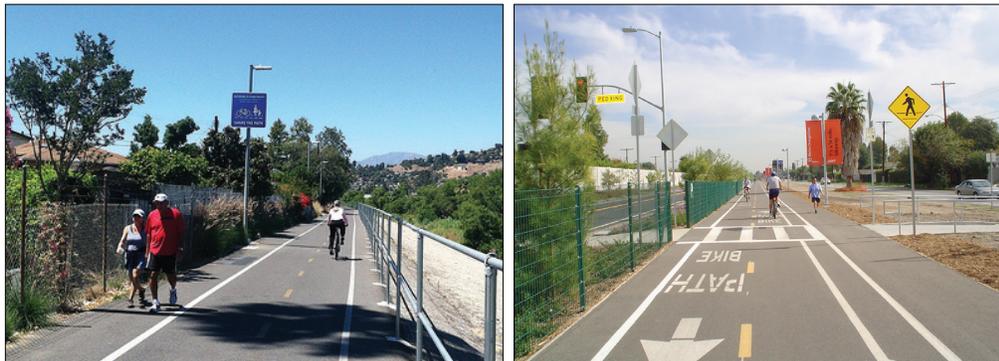
Within Downtown Hemet, currently, there are bicycle lanes on Oakland Avenue (eastbound only) and bicycle routes on Buena Vista Street. The Specific Plan bicycle network is consistent with the bicycle network identified in the General Plan and it proposes modifications to support the City’s Complete Streets initiative. Figure 6-10 illustrates the Specific Plan bicycle network.

1. Bicycle Facilities

The following is a description of the bicycle facilities illustrated in Figure 6-10:

- a) **Class I Bike Paths.** Class I Bike Paths provide a separated right-of-way for the exclusive use of bicycles and pedestrians with vehicular cross-flow minimized. The right-of-way for Class I Bikeways may be substantial, separated from roadways by landscaped strips or other barriers, and they are often planned along waterways, rail rights-of-way or utility corridors.

A Class I bike path is proposed adjacent to the railroad right-of-way from Gilbert Street to Oakland Avenue and eventually beyond Downtown Hemet.



◀ *A Class I bike path and pedestrian trail along the railroad right-of-way would connect the Hemet Museum with the future transit station.*

- b) **Class II Bike Lanes.** A Class II Bike Lane is a striped lane for one-way bicycle travel on a street or highway. They have special signage and pavement markings to delineate the right-of-way assigned to bicyclists.

The City’s General Plan Class II bike lanes will remain at the following locations:

- Oakland Avenue between Gilbert Street and Buena Vista Street.
- Devonshire Avenue between Gilbert Street and Santa Fe Street.
- Florida Avenue between Gilbert Street and Santa Fe Street.
- State Street between Oakland Avenue and Devonshire Avenue.

In addition to the City's General Plan, Class II bike lanes are proposed at the following locations:

- Oakland Avenue from Buena Vista Street to Santa Fe Street.
- Santa Fe Street from Oakland Avenue to Acacia Avenue.
- State Street between Devonshire Avenue and Florida Avenue.

- c) **Class III Bike Routes.** Class III Bike Routes have signage designating the routes but no on-street bicycle lane striping or markings on the street.

The City's General Plan Class III bike routes would remain at the following locations:

- Gilbert Street between Oakland Avenue and Acacia Avenue.
- Buena Vista Street between Devonshire Avenue and Acacia Avenue.

In addition to the City's General Plan, Class III bike routes are proposed at the following locations:

- Buena Vista Street from Oakland Avenue to Devonshire Avenue.
- Acacia Avenue between Gilbert Street and Santa Fe Street.

2. Bicycle Parking

Bicycle parking should be provided throughout Downtown Hemet with bicycle racks in public parking lots, open spaces, and on the sidewalk where feasible. Proposed locations for bicycle parking include adjacent to Florida Avenue, Latham Avenue and Kimball Avenue within the Downtown Village zone to support the retail, restaurant and entertainment uses. Bicycle parking would also benefit the proposed Civic Plaza.

In addition, it is desirable that large private developments, especially commercial, include visible and secure bike parking as part of their projects to encourage active transportation modes. This would allow commuters and residents to bike to work or to use bicycles as a first and last mile option in conjunction with transit. Bicycle parking in the Specific Plan area shall be provided as specified below:

- a) All new residential developments of 10 units or more shall provide bicycle parking at a minimum of 10% of the total number of car parking spaces required, but no less than two bicycle parking spaces.
- b) All new non-residential developments of 10,000 square feet or more shall provide bicycle parking at a minimum of 10% of the total number of car parking spaces required, but no less than two bicycle parking spaces.
- c) Bicycle parking spaces (bike racks or lockers) shall be located within 50 feet of a building entrance or unless otherwise approved by the Community Development Director.

G. Transit Circulation

1. Bus Transit

The Riverside Transit Agency (RTA) provides bus transit service within the City of Hemet, including the downtown area. RTA currently uses the Hemet Valley Mall, located at the Florida Avenue/Kirby Street intersection west of the study area, as a hub for all routes serving Hemet and for regional connections. Transit routes primarily serve the following roadways within the study area:

- East/west roadways: Florida Avenue and Latham Avenue.
- North/south roadways: State Street and Buena Vista Street.

Other transit options include: 1) RTA’s Dial-A-Ride program, which is an advanced reservation transportation service for seniors and persons with disabilities, 2) Care-A-Van Transit provides services for low-income, seniors and disabled travelers, and 3) Hemet Valley Medical Center also offers transportation to and from the hospital. In coordination with RTA, a future Downtown Hemet Transit Mobility Hub is planned to be developed on City owned property, in conjunction with a future planned Metrolink stop. Lastly, though no specific locations are identified in this plan, the City would have the option to install bus turnouts and bus shelters along Florida Avenue and State Street if deemed necessary at a future time.

2. Transit Stops

The Riverside Transit Authority (RTA) is working with the City of Hemet to connect Hemet’s bus routes with the future transit center. RTA will provide new bus shelters and associated street furniture at all bus stop locations.



◀ New RTA bus shelters and street furniture will provide shelter from the elements and pedestrian seating at all Downtown bus stop locations.

3. Rail Transit

After several years of planning, design and construction, Metrolink began weekday commuter rail service along the 91/Perris Valley Line in June 2016 with four new stations in Riverside, Moreno Valley and Perris. This will be the first extension of Metrolink since the Antelope Valley Line was built in 1994. This new service, which is constructed along the existing San Jacinto Branch Line (SJBL), will bring commuter rail 24 miles south of Downtown Riverside to south Perris providing extended and broader access to Southern California's commuter rail network for residents in Menifee, Murrieta, Temecula, San Jacinto, Hemet, and other nearby communities.

In 2005, the Riverside County Transportation Commission (RCTC) conducted a Commuter Rail Feasibility Study to examine the feasibility of additional commuter rail lines in Riverside County. Two of the scenarios in this study included further extension of the Perris Valley line along the SJBL, which is owned by RCTC, from the South Perris Station to Hemet and San Jacinto. Scenarios 3 and 4 in this study evaluated extensions of the Perris Valley Line to Hemet Airport and Downtown Hemet. In this case, the Downtown Hemet Transit Mobility Hub will be considered as the stop for the commuter rail service. According to the 2005 study, this extension received more "Feasible" rankings than other examined commuter rail extension alternatives. The line was projected to carry over 1,300 weekday passenger trips and was ranked high in majority of the evaluation categories, including right of way (since it's already owned by RCTC), mobility improvement, high fare-box recovery, access to low-income populations and capital cost per passenger. The study recommended advancing this extension for inclusion in the next SCAG RTP Update.

At this point, according to RCTC, there are no short-term plans to extend Metrolink beyond south Perris, although the extension to Hemet is part of their long-range plan. Additionally, the Riverside Transit Agency (RTA) has expressed a strong interest in the Downtown Hemet Mobility Hub, the pursuit of grant funding and master planning, as well as the possibility of cooperating with the City of Hemet to possibly reconfigure their bus lines to connect with a possible future transit center. The Transit Mobility Hub will be developed on City owned property in coordination with RTA.

In the absence of immediate plans for a rail extension along this RCTC-owned SJBL corridor, if funding can be made available, the feasibility of other alternative interim services can be evaluated to facilitate access and connections to Perris South Station. These include bus rapid transit (BRT), diesel multiple unit (DMU) and bicycle and pedestrian link facilities.

H. Neighborhood Electric Vehicles

Neighborhood electric vehicles (NEVs), also known as Low-Speed Vehicles (LSVs), are four wheeled motor vehicles that reach a speed of more than 20 miles per hour (mph) but not more than 25 mph within one mile on a paved level roadway. Their gross vehicle weight rating is less than 3,000 pounds. They are actually a motor vehicle requiring a 17-digit conforming vehicle identification number, registration, insurance, and the operator's valid California driver license. NEV/LSVs can travel on streets posted more than 35 miles per hour if an NEV lane is provided.

Within the study area, the following roadways are designated as "Backbone Low Speed Connectors" that could potentially facilitate NEV operations:

- Devonshire Avenue.
- Latham Avenue.
- Kimball Avenue.
- Acacia Avenue.
- Gilbert Street.
- Buena Vista Street.
- Santa Fe Street.

I. Parking

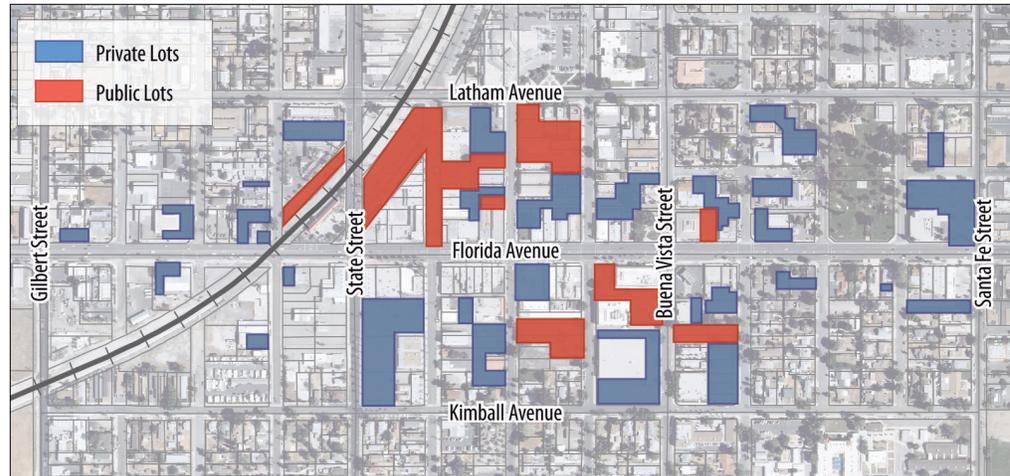
The supply of parking should be carefully balanced with the need for parking. An oversupply of parking is expensive to provide and takes up valuable land that could be used for better purposes. It also encourages additional auto use, which is inconsistent with the overall goal of a walkable Downtown. In order to achieve an efficient utilization of overall parking resources, the Specific Plan supports a "Park Once" strategy for the Downtown core, where visitors can park once in a convenient location, and then walk around as they visit multiple destinations without having to re-park their cars. The Specific Plan also embraces the concept of shared parking, where parking supplies are available to all users, rather than being limited to a single land use or building. In addition, the Specific Plan provides an opportunity for revised parking standards in a mixed use Downtown that will allow for more emphasis on walking and biking for personal mobility.

1. Existing Parking Supply

Most roadways within the study area provide on-street parking with few parking restrictions. Roadways serving commercial areas, such as Florida Avenue, have two-hour parking restrictions from 8:00 a.m. to 6:00 p.m. Roadways serving the residential areas do not have parking restrictions.

Off-street parking locations (private and city-owned) along Florida Avenue in the commercial area of Downtown Hemet are shown in Figure 6-9. In general, parking is available behind shops and is often underutilized. Overall, the parking availability in Downtown Hemet is ample, however, many visitors choose to park in front, possibly due to lack of access, connections, visibility, or security.

Figure 6-9: Existing Off-Street Parking Along Florida Avenue



2. Parking Strategies

Parking management strategies result in a more efficient use of parking resources. A toolbox of strategies is important to manage parking efficiently and in a financially feasible manner. Individually, many parking management strategies only have moderate impacts improving parking capacity by 5% to 15%. However, when parking management strategies are combined, the parking capacity can be improved by 30%. It is important to note that utilization of a toolbox of parking management strategies is an iterative process and strategies must be monitored for effectiveness and adjusted over time as parking conditions change. The following parking management strategies have been identified for the Downtown Hemet study area:

- a) **Consolidate parking lots and encourage shared parking.** Shared parking consists of two or more land uses sharing the same parking spaces, while taking into account the City's existing parking requirements and the different peak parking demands. Reduction in the number of parking spaces to be provided is conditionally permitted subject to a shared parking analysis, based on the Urban Land Institute (ULI) Shared Parking methodology or other methodology approved by the City Traffic

Engineer. In order to implement shared parking, the following should be taken into account:

- The mix and proximity of land uses is an important factor when implementing shared parking.
- Accessibility and visibility of parking lots.
- Shared parking compatibility – this refers to compatibility of various parking demands. For example, one land use can have high demand in the morning and the other land use has their peak parking demand in the evening (i.e. banks and bars).

- b) **Utilize the “Park-Once” Concept.** This strategy is similar to the shared parking strategy but it applies to a bigger area. Shared parking applies to immediately adjacent land uses, while the “park-once” concept does not require adjacent land uses to be compatible in terms of demand. Within the study area, the “park-once” strategy can be best utilized at some of the larger public parking lots, such as the current lot west of Carmalita Street south of Latham Avenue (across the street from the proposed Civic Plaza) and the public parking lot located between Juanita Street and Carmalita Street, south of Florida Avenue.
- c) **Utilize signage to help wayfinding to major parking facilities.** This strategy would complement the shared parking strategy by increasing awareness and visibility of the available parking options resulting in better utilization of parking lots.

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