CHAPTER 6 PUBLIC SAFETY

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

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

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

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

- critical facilities and emergency preparedness.

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

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

6.1 ISSUES AND OPPORTUNITIES

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

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

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

6.2 RELATED PROGRAMS, PLANS, AND REGULATIONS

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

Seismic Hazards Mapping Act California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps

identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of state and local agencies in the review of development within seismic hazard zones. Development on a site designated as a seismic hazard zone requires a geotechnical report and local agency consideration of the policies and criteria established by the State Mining and Geology Board. Over the years, the program has expanded to include mapping of seismic-related hazards such as liquefaction- and landslide-prone areas. The Public Safety Element discusses seismic hazards associated with faults and those identified on state seismic hazard maps.

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

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

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

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

Hemet-Ryan Airport Land Use Plan The *Hemet-Ryan Airport Land Use Plan* guides future development in and around the airport. Last updated in 1992, the Riverside County Airport Land Use Commission (RCALUC) is currently in the process of updating airport land use plans (ALUPs) in the County. The 1992 ALUP maintains four distinct land use compatibility areas within and

surrounding the airport. These areas include Area I, II, Transition, and III. The ALUP also contains noise standards and other pertinent standards for development within its compatibility zones. Legislative projects proposed within these zones must be referred to the RCALUC for review. More details regarding the airport are available in the Land Use and Circulation Elements.

City of Hemet Municipal Codes and Standards The City has adopted the California Building Code, California Mechanical Code, California Fire Code, California Electrical Code, California Residential Code, and other related codes that contain structural requirements for existing and new buildings. The codes are designed to ensure structural integrity during seismic and other hazardous events and to prevent personal injury, loss of life, and substantial property damage. The Hemet Municipal Code also incorporates regulations and standards for subdivisions, flood control, stormwater management, and fire hazard reduction.

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

Hemet Fire Hazardous Materials (HazMat) Team

City of Hemet Emergency Operations Plan Hemet's emergency operations plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological incidents. The plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements utilizing the Standardized Emergency Management System. The EOP sets forth the procedures associated with preparedness for, response to, recovery from, and mitigation of a variety of types of emergencies. This EOP is an extension of the *State of California Emergency Plan*. The City adopted the most recent version of the EOP in 2013. As of 2022, the City of Hemet Office of Emergency Management plans to update the EOP in the coming years in conjunction with the Fire Department's Emergency Evacuation Routes Plan. Once completed, the EOP and Evacuation Plan will be adopted by the City and identify mitigation measures or improvement plans.

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

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

6.3 GEOLOGIC HAZARDS

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

6.3.1 SEISMIC HAZARDS

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

Fault Lines and Ground Shaking

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

- The **San Andreas Fault**, which is the largest, most significant fault in California, is at its closest point approximately 15 miles northeast of downtown Hemet, in the San Bernardino Mountains. The San Andreas Fault is capable of producing an 8.0 magnitude (m) earthquake. The San Jacinto and Elsinore Faults are the primary offshoots parallel to the main San Andreas Fault, which continues into the Coachella Valley.

- The **San Jacinto Fault** system underlies the northeast portion of the City. This fault runs more than 125 miles, separating from the San Andreas Fault near Cajon Pass and continuing southeast, passing the communities of San Jacinto and Hemet along the base of the San Jacinto Mountains, to the vicinity of El Centro. In the Hemet vicinity, the fault disperses from a single fault trace into a set of parallel traces called a fault zone, spreading through the eastern side of the planning area between Park Hill and the base of the San Jacinto Mountains. The San Jacinto Fault Zone is a major element of the San Andreas system and is considered one of the most seismically active fault systems in southern California today. Along the mountain front in this area, the fault has dammed groundwater channels, forcing water to the surface as hot springs. This fault is capable of producing up to a 7.5 m earthquake.

- The **Elsinore Fault**, also a member of the San Andreas system, runs as close as 18 miles from downtown Hemet, west of the planning area. The fault runs southwest of Lake Matthews, through Corona, and south into Lake Elsinore. Of the three principal branches, including the San Andreas and the San Jacinto Faults, the Elsinore Fault has been considerably less active than the San Andreas and San Jacinto Faults. The Elsinore Fault is capable of producing up to a 7.5 m earthquake.

Liquefaction

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

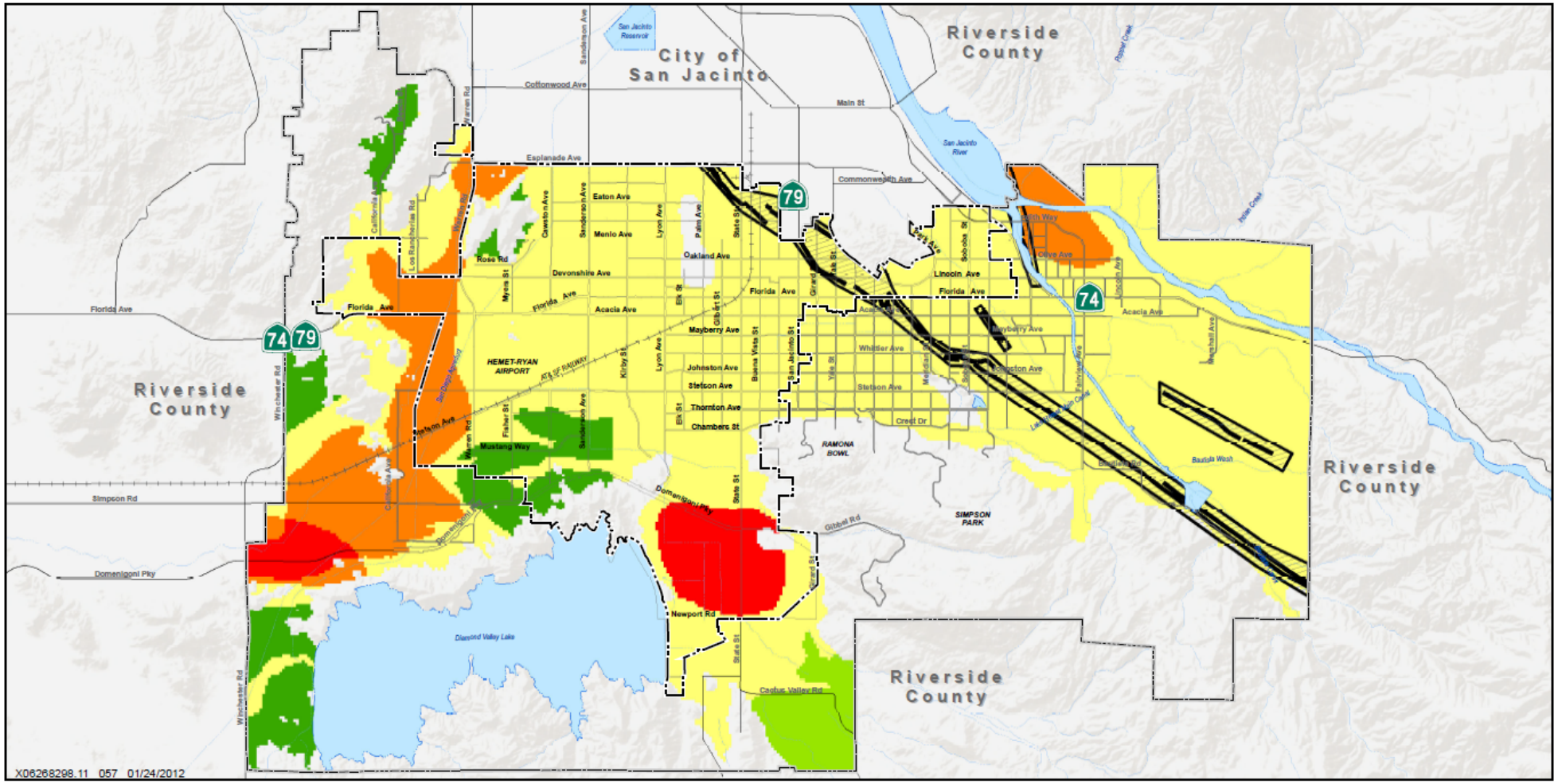
Liquefaction has been responsible for damage in historical earthquakes around the world. When liquefaction occurs, the strength of the soil decreases, reducing the ability of a soil deposit to support foundations for buildings and other structures. Liquefaction typically occurs within the upper 50 feet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

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

Unreinforced Masonry Buildings

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

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



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

1 0.5 0 1 2 Miles

LEGEND

- San Jacinto Faults
- Alquist Priolo Fault Zone

Liquefaction Susceptibility

- Very High
- High
- Moderate
- Low
- Very low

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

Figure 6.1
SEISMIC HAZARDS
Hemet General Plan

Earthquake Planning and Mitigation

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

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

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

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Evacuation and Emergency Preparedness

The City details links for Emergency Preparedness in the event of an earthquake, wildfire, or flood on the City website. The City of Hemet Office of Emergency Management oversees emergency preparedness resources for the City. According to the City website, the purpose of the Office of Emergency Management is to provide for the preparation and carrying out of plans for the protection of persons and property in the event of an emergency; to provide for the direction of emergency organization; and to provide for the coordination of the emergency functions of the City with all other public agencies, corporations, and affected private persons.

The City adopted the Emergency Operations Plan (EOP) in 2006 and updated the EOP in 2013 to comply with the California Emergency Plan and the National Incident Management System (NIMS). The City Manager, as the Director of Emergency Services, and the City of Hemet Fire Department Office of Emergency Services are authorized to amend the EOP to adapt to current events.[1] The Fire Department is currently creating an evacuation plan for the City in accordance with State requirements in the event of a widescale hazardous event.

During the drafting of the Safety Element, the City of Hemet Office of Emergency Management's Emergency Services Coordinator engages with the community by personally establishing connections with community residents and leaders to encourage community engagement. The Office of Emergency Management plans to reestablish the Community Emergency Response Team (CERT), which is designed to increase individual and community preparedness and self-reliance in the event of man-made or natural disasters. FEMA has officially recognized CERT as an important part of a community's disaster preparedness readiness. The CERT program will provide community classes on how to "light research and rescue" and how to maintain self sufficiency in community neighborhoods. HOAs and community members are expected to stay in collaboration with the Office of Emergency Management and maintain self-sufficient programs, such as evacuation route updates in conjunction with local seismic evacuation routes. For example, the Four Seasons neighborhood community has established a draft neighborhood evacuation plan in the event of a seismic emergency.

In addition, the City has a Reverse 911 notification system that notifies residents via landline and cell phone about emergency events, crime alerts, and public service announcements. Citizens must opt-in to this service and can find this service on the City website.

6.3.2 SLOPE AND SOIL STABILITY HAZARDS

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

Landslides

Steep topography fractured and unconsolidated bedrock conditions, and expansive soils make many hillside areas unstable. Landslides are often associated with earthquakes, but other factors may also influence their occurrence, including the slope, the moisture content of the soil, and the composition of the subsurface geology. The potential for landslides increases with vegetation loss from wildfires or drought. The potential for future landslides, mudslides, or rock slides is highest in the planning area east of the

[1] City of Hemet, Resolution No. 4552. September 24, 2013.

City because of the prevalence of steep slopes. Landsliding may result from heavy rain, erosion, removal of vegetation, seismic activity, or combinations of these and other factors. On steeper slopes, building pads that are a combination of grading cuts and fills (where a slope is cut into and the excavated material is placed to create a terrace) may also result in differential building settling unless adequate subexcavation and compaction are achieved. Hillside areas within the City with slopes in excess of 10 percent are shown in Figure 3.7 in the Community Design Element.

Expansive Soils

Shrink-swell potential is a soil condition that influences development practices. The term refers to the change in soil volume that results from a change in moisture content, typically swelling when saturated and shrinking when dried. Shrink-swell is likely to affect building slabs. The condition occurs throughout Hemet, but is somewhat more prevalent in the eastern areas. Effects can be mitigated, or the expansive soil can be replaced with different soil that is not expansive. Soil testing is required by the City as part of building plan submittals for new construction.

Subsidence

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

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

6.4 FLOOD HAZARDS

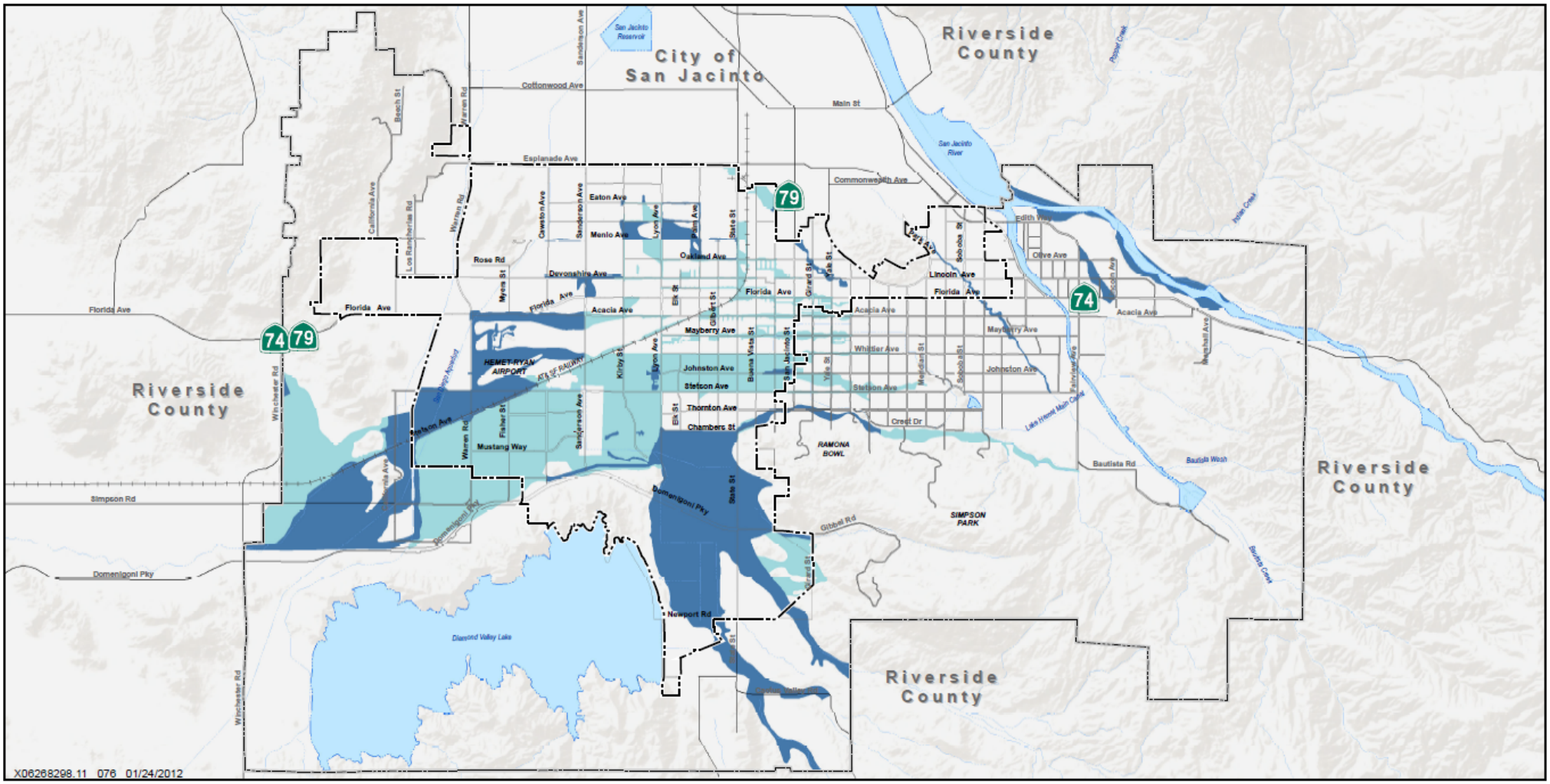
In the United States, the responsibility for managing flood risks is shared across the federal, State, and local government agencies and the private sector. The U.S. Army Corps of Engineers (USACE) established the National Flood Risk Management Program, which provides current and accurate floodplain information, identifying and assessing flood hazards, improving public awareness and comprehension of flood hazards and risk, and integrating flood damage and flood hazard reduction programs across federal, State, and local agencies. Potential flooding in the Hemet area is

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

6.4.1 FLOOD ZONES

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

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



Sources:
Census Tiger Line Data 2005
FEMA 2010
ESRI 2010

1 0.5 0 1 2 Miles

LEGEND

FEMA DFIRM Flood Zones
- 100-year Flood Zone
- 500-year Flood Zone

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

Figure 6.2
NATURAL FLOOD HAZARDS
Hemet General Plan

Stormwater Drainage

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

Measure C

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

Flood Avoidance Actions

Reservoir or dam failure may result in loss of life and damage to structures, roads, and utilities. Several influences can affect the severity of a reservoir or dam failure event: the amount of water impounded, and the density, type, and value of development and infrastructure located downstream of the reservoir or dam. Furthermore, downed tree limbs and other debris can cause localized flooding during heavy rain events. To minimize damage or loss of life within FEMA-delineated special flood zones, Hemet has enacted the following provisions within the municipal code (Chapter 14, Article V):

- Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities.

- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.

- Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters.

- Control filling, grading, dredging, and other development which may increase flood damage.

- Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

- The municipal code also includes standards to reduce flood hazards for construction, subdivisions, manufactured homes, utilities, and recreational vehicles.

View of Saddle Dam of Diamond Valley

6.4.2 DAM INUNDATION

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

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

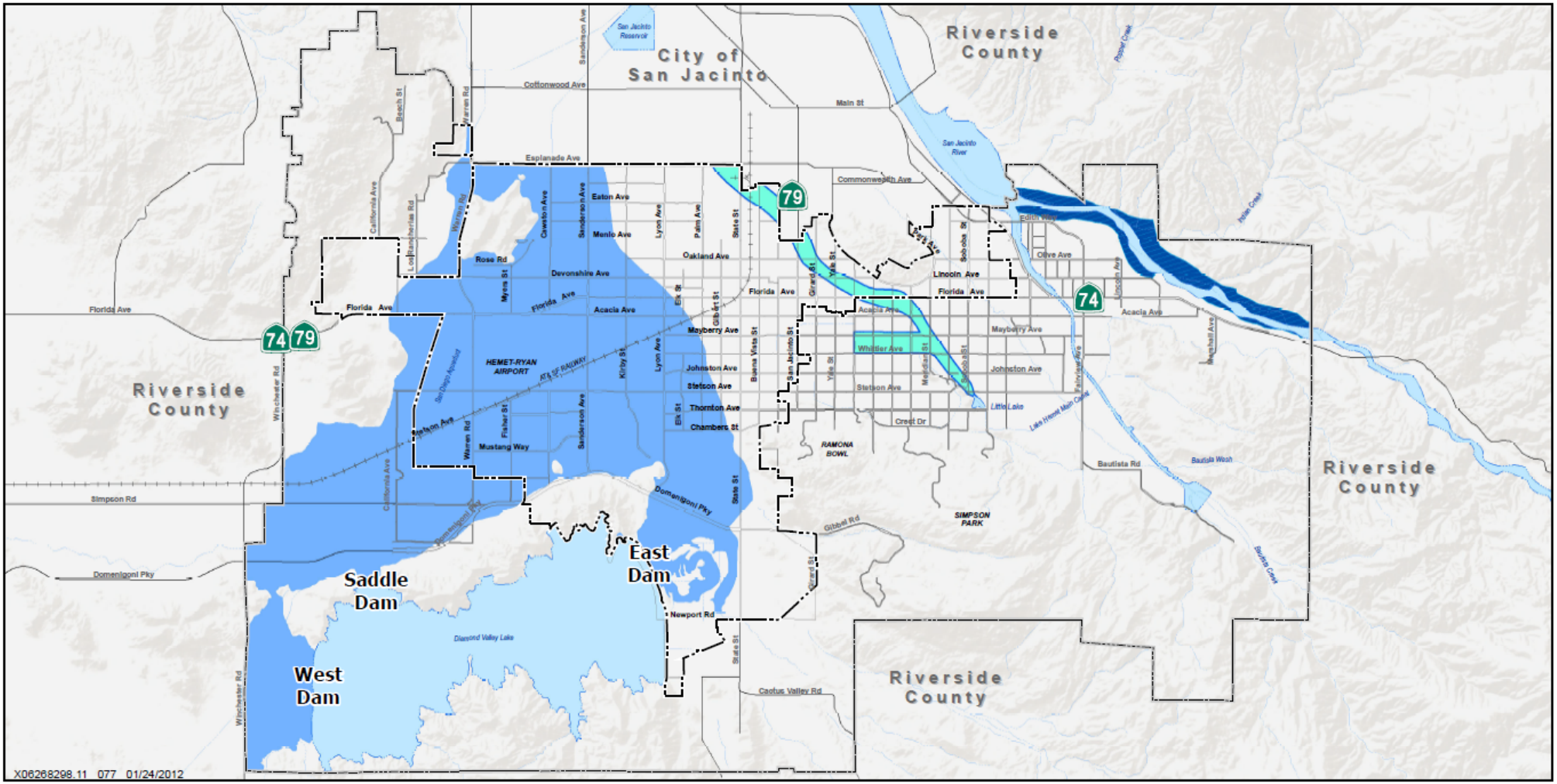
Several other dams pose potential dangers to the Planning Area. The Saddle Dam of Diamond Valley Lake is a smaller dam on the north side of the reservoir, located south of the intersection of California Avenue and Domenigoni Parkway. The inundation zone for this dam covers parts of the southwestern Hemet Planning Area,

but does not reach as far north as Stetson Avenue, nor as far east as Warren Road. After spreading around that area, the flow would take water downstream to the west, through the community of Winchester. The inundation area for the West Dam of Diamond Valley Lake includes only a small portion of the Planning Area, within approximately 1 mile of the intersection of Domenigoni Parkway and Winchester Road. The remainder of the inundation area for the West Dam is located south and west of the planning area.

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

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

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



LEGEND

Dam Inundation Areas
- Diamond Valley Combined
- Lake Hemet
- Little Lake

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

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

1 0.5 0 1 2 Miles

Figure 6.3
DAM INUNDATION HAZARDS
Hemet General Plan

6.5 TRANSPORTATION -RELATED HAZARDS

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

6.5.1 GROUND TRANSPORTATION

Traffic Hazards

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

Railway Operations

One railroad line exists in the City of Hemet, the Burlington North Santa Fe spur line running from Riverside to San Jacinto. Currently, the line is not in service and the tracks are non-operable in several areas of the city.

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

Pedestrian, Bicyclist, and Equestrian Safety

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

6.5.2 AIR TRANSPORTATION

Air crash incidents are rare, but when they do occur, the results can be devastating. Such incidents concern residents of Hemet because Hemet-Ryan Airport, a County-operated airport, is located on the western edge of the City within the Planning Area. The airport

serves small private aircrafts, helicopters, and fire suppression aircraft. Since 1957, the California Department of Forestry and Fire Protection (CAL FIRE) has based its regional air attack base at Hemet-Ryan Airport.

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

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

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

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

6.6 HAZARDOUS WASTE

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

6.6.1 USE AND STORAGE OF HAZARDOUS WASTE

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

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

6.6.2 TRANSPORT OF HAZARDOUS WASTE

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

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

6.7 FIRE PREVENTION AND RESPONSE

The Hemet Fire Department is responsible for fire suppression, rescue activities, and hazardous materials incidents within the City. In the Planning Area, Riverside County contracts with CAL FIRE for fire suppression and rescue activities. The City has entered into reciprocal mutual aid agreements with CAL FIRE as well as the the

surrounding tribal and municipal departments to expedite service delivery and ensure the best possible care for the community.

6.7.1 FIRE HAZARDS

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

Urban Fire Hazard

Fires may ignite in urbanized areas of the City due to wildfire, earthquake, or some other phenomena. Structural and automobile fires are the most common types of urban fires, and they can be caused by a variety of human, mechanical, and natural factors. According to the Fire Department, one of the largest urban fire sources for small to medium fires within the City are typically in vacant buildings that are occupied by the homeless. The City of Hemet maintains fire prevention and suppression plans and programs to prepare for and mitigate potential fire hazards. Partnerships with the County have allowed for increased equipment and staffing in emergencies. In addition, the City's Municipal Code includes standards for building construction, renovations, additions, and roadway improvements to allow for safe and rapid passage of fire equipment and private vehicles. Urban fires can spread to other structures or areas, particularly if not extinguished promptly. Proactive efforts, such as fire sprinkler systems, fire alarms, fire resistant roofing and construction methods, can help reduce the frequency and severity of urban fires. Article IX of the Hemet Municipal Code (HMC) lists fire hazard reduction strategies through development standards.

Wildland Fire Hazard

The wildland fire threat is high in the area surrounding Hemet because of the region's weather, topography, and native vegetation. Mild and wet winters result in an annual growth of grasses and plants that dry out during the hot summer months and provide fuel for wildfires in the autumn, when the Santa Ana winds blow through the area., The Santa Ana winds are hot, dry winds that blow across the region in the late fall and often fan and help spread wildfires. Wildland fire threat is determined by CAL FIRE, which classifies areas by fire hazard severity zones labeled Moderate, High, or Very High. Figure 6.4, "Wildland Fire Hazard Severity Zones," shows how CAL FIRE rates the potential for wildland fires in the Planning Area. Due to changing climates and long-term trends, such as changes in warming temperature, decreasing precipitation, and increased extreme weather, wildland fires may occur more frequently and intensely.

Simpson Park Hiking Trail in the Santa Rosa Hills.

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

The impact of climate change on future fire hazards is further detailed in the Climate Vulnerability Assessment.

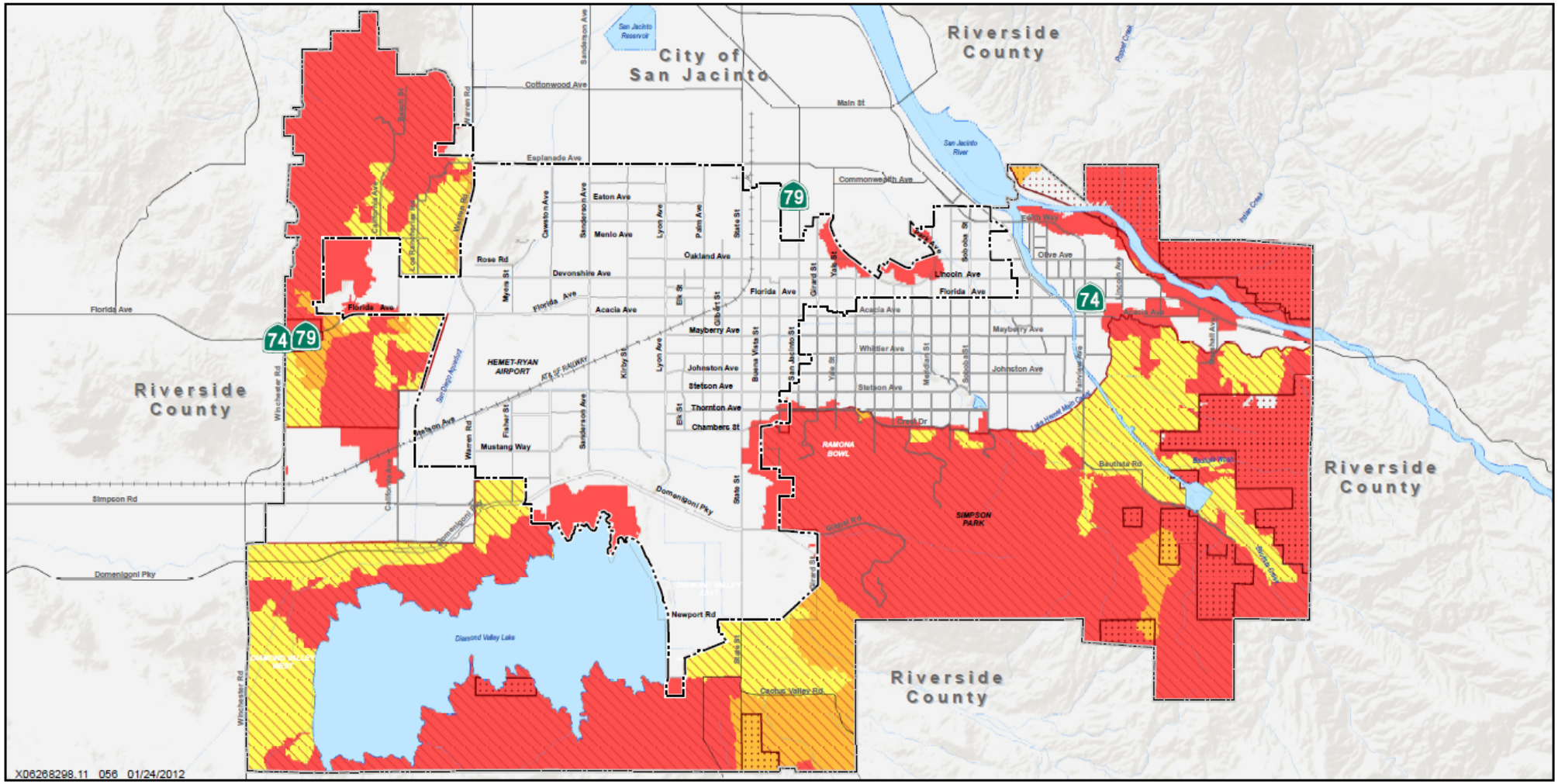
The City of Hemet adopted the 2022 California Building Code and adds amendments to the California Building Code in Article II of the Hemet Municipal Code. The California Building Code Chapter 7A requires that buildings constructed in areas identified as Very High Fire Hazard Severity Zones (VHFHSZ) must be built using fire-resistive features. Additionally, the City includes fire preventative measures in its Municipal Code. Article IX - Fire Hazard Reduction of the Municipal Code discusses provisions that new development shall comply with to prevent the spread of fire hazards. Requirements discussed in the code include adequate ingress and egress necessary to allow safe and rapid passage of both fire equipment and private vehicles, adequate water supply for both normal daily consumption and emergency fire needs, fire safe design standards, and fuel modification practices.

There are several areas within the City that are located in designated VHFHSZ. In the southern half of the City, below Stetson Avenue, areas designated as VHFHSZ are south of Domenigoni Parkway, east of S State Street, west of California Avenue in the Four Seasons neighborhood, and north of E Florida Avenue/Route 74 along the northeastern region of the City. **Figure 6.4** displays the VHFHSZ in the City. Each VHFHSZ in Hemet is classified as a Local Responsibility Area (LRA). LRAs are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. According to the Fire Chief, there is no new development within boundaries of VHFHSZ. However, the highest density of homes is likely to be in the Four Seasons area, which is located along the eastern boundary of the City above Route 74. Approximately 1,500 parcels with an estimated valuation of $900,000,000 are located in a VHFHSZ.

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

The City has incorporated into Chapter 14 of the municipal code mechanisms and techniques to reduce the fire hazards to the development that is encroaching into the hillsides and interface areas. Provisions include ensuring adequate ingress and egress to enable safe and rapid passage of both fire equipment and private

vehicles; requiring all development to provide a dependable supply of water for both normal daily consumption and emergency fire needs; adopting building codes that establish structural design and construction codes that reduce vulnerability to fire hazards such as those regarding roofing materials, vents, setbacks, exterior siding, overhangs, and glass; and requiring perimeter protection from native vegetation. Additionally, the City has adopted an Urban Water Management Plan to maintain and support the long-term integrity of water supplies. The Urban Water Management Plan is updated every 5 years and details how and who the maintenance and long-term integrity of water supplies will be provided.



LEGEND

Wildland Fire Hazard Severity Zone
- Moderate
- High
- Very High

Responsibility Areas
- Federal Responsibility Area
- State Responsibility Area
- Local Responsibility Area

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

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

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

1 0.5 0 1 2 Miles

Figure 6.4
WILDLAND FIRE HAZARD SEVERITY ZONES
Hemet General Plan

6.7.2 Fire Department Resources

In 1908, the Hemet Fire Department consisted of 12 volunteers, a two-wheel hose cart, nozzles, buckets, axes, two fire extinguishers, and a 30-foot extension ladder. In 2021 equipment included four engines, aerial truck company, a hazardous materials response unit, three reserve units, and various staff vehicles. Despite budget constraints that have hindered the City's ability to expand operations, the department still manages to be very effective. In 2021, the department responded to over 17,000 calls, which is twice the activity level of comparable communities with a minor increase in response time and no fire-related deaths.

As the City has grown in population, the need for adequate fire protection has greatly increased. The City of Hemet currently has multiple programs to mitigate the dangers of fire hazards. The Hemet Fire Department, currently led by Fire Chief Eddie Sell and his command staff operate the City's five fire stations:

- Fire Training Center: 319 East Latham Avenue
- Administrative Facility: 510 East Florida Avenue
- Station #1/220 N. Juanita Street - Includes three double bays capable of housing six fire apparatus.
- Station #2/895 W. Stetson Avenue - Includes two double bays capable of housing four fire apparatus.
- Station #3/4110 W. Devonshire Avenue - Includes two double bays capable of housing four fire apparatus.
- Station #4/1035 S. Cawston Avenue - Includes three double bays capable of housing six fire apparatus.
- Station #5/120 N. Hemet Street - a single bay capable of housing one fire apparatus.

The City is in a master mutual aid agreement with all agencies within Riverside County for all hazard responses. Under this agreement, the Hemet Fire Department takes main responsibility for hazard mitigation and fire protection for parcels located in the LRA of the VHFHSZ. Thus, the Hemet Fire Department has primary responsibility for fire protection, while the County, CALFire, and all other agencies under the master mutual aid agreement act as cooperating agencies that provide emergency services if needed.

CAL FIRE bases firefighting aircraft at the Hemet-Ryan Airport to provide rapid response to wildfires throughout Riverside County, northern San Diego County, and parts of Orange, San Bernardino, and Los Angeles Counties.

Riverside County/CAL FIRE facilities currently include:

- Little Lake Station #26: 25954 Stanford Street;
- Valle Vista Station #72: 25175 Fairview Street; and
- Air Tanker Base –Helitack: Air Tactical Group Supervisor, and two Air Tankers at Hemet-Ryan Airport.

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

Hemet Fire training exercise

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

Fire Protection

Effective fire protection cannot be accomplished solely through the acquisition of equipment, personnel, and training. The area's infrastructure also must be considered, including adequacy of nearby water supplies, transport routes and access for fire equipment, addresses and street signs, and maintenance. The City of Hemet has adopted the California Fire Code with City amendments. The City's fire chief is authorized and directed to enforce the provisions of the California Fire Code throughout the City. A fire facilities plan was prepared in 2009 to ensure adequate current and future coverage in the City. The City has entered into mutual and reciprocal agreements with Riverside County/CAL FIRE and the surrounding municipalities to ensure expedited service delivery to residents of the Hemet community.

Additionally, the fire department evaluated its emergency medical response and concluded that it should incorporate a fire-based paramedic program to better serve the residents of Hemet. Hemet Fire Department has been delivering full paramedic services to its residents since 2017.

The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. To do so, ISO evaluates a community's fire protection needs and services and assigns each community a Public Protection Classification rating. The rating is developed as a cumulative point system, based on the community's fire-suppression delivery system, including fire dispatch (operators, alarm dispatch circuits, and telephone lines

available), fire department (equipment available, personnel, training, and distribution of companies), and water supply (adequacy, condition, number, and installation of fire hydrants). Insurance rates are based on this rating, with the best rating being a Class 1 and the worst being a Class 10. In 2008, the City of Hemet had a Class 4 ISO rating.

Fire Incidents

Table 6.1 lists the type of incidents the fire department responded to in calendar year 2021. The majority of calls were for emergency medical services. The overwhelming amount of medical aid call is largely due to the significant senior population that resides in the City.

Table 6.1
Fire Department Incidents by Type (January 2021 – December 2021)

Type of Incident	Number of Incidents
Emergency medical service/rescue	12,716
Service call	1,270
Good intent	2,479
Fire	484
False call	372
Hazardous condition	140
Rupture/explosion	1
Severe weather	4
Other	11
Blank or invalid	2
Total	**17,479**

Source: City of Hemet Fire Department, September 2022.

Table 6.2 lists historic major wildfire events that occurred within or near the City of Hemet since 1998. The wildfire events burned more than 1,000 acres and impacted air quality in the City.

Table 6.2
Historic Wildfire Events

Wildfire Event	Area	Acreage	Year
Rabbit	San Jacinto	8,283	2023
Fairview	Hemet (Unincorporated County)	28,307	2022
Apple	Beaumont	33,424	2020
Sandalwood	Calimesa	1,011	2019
Cranston	Idyllwild	13,139	2018
Palmer	Beaumont	3,874	2017
Manzanita	Beaumont	6,309	2017
Bogart	Cherry Valley	1,470	2016

Table 6.2
Historic Wildfire Events

Wildfire Event	Area	Acreage	Year
Summit	Banning	3,161	2013
Silver	San Jacinto	20,292	2013
Mountain	Mountain Center	27,531	2013
Juniper Springs			1998

Source: City of Hemet Fire Department, 2024; CalFire, 2024; Riskfactor.com, 2024.

Measure C

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

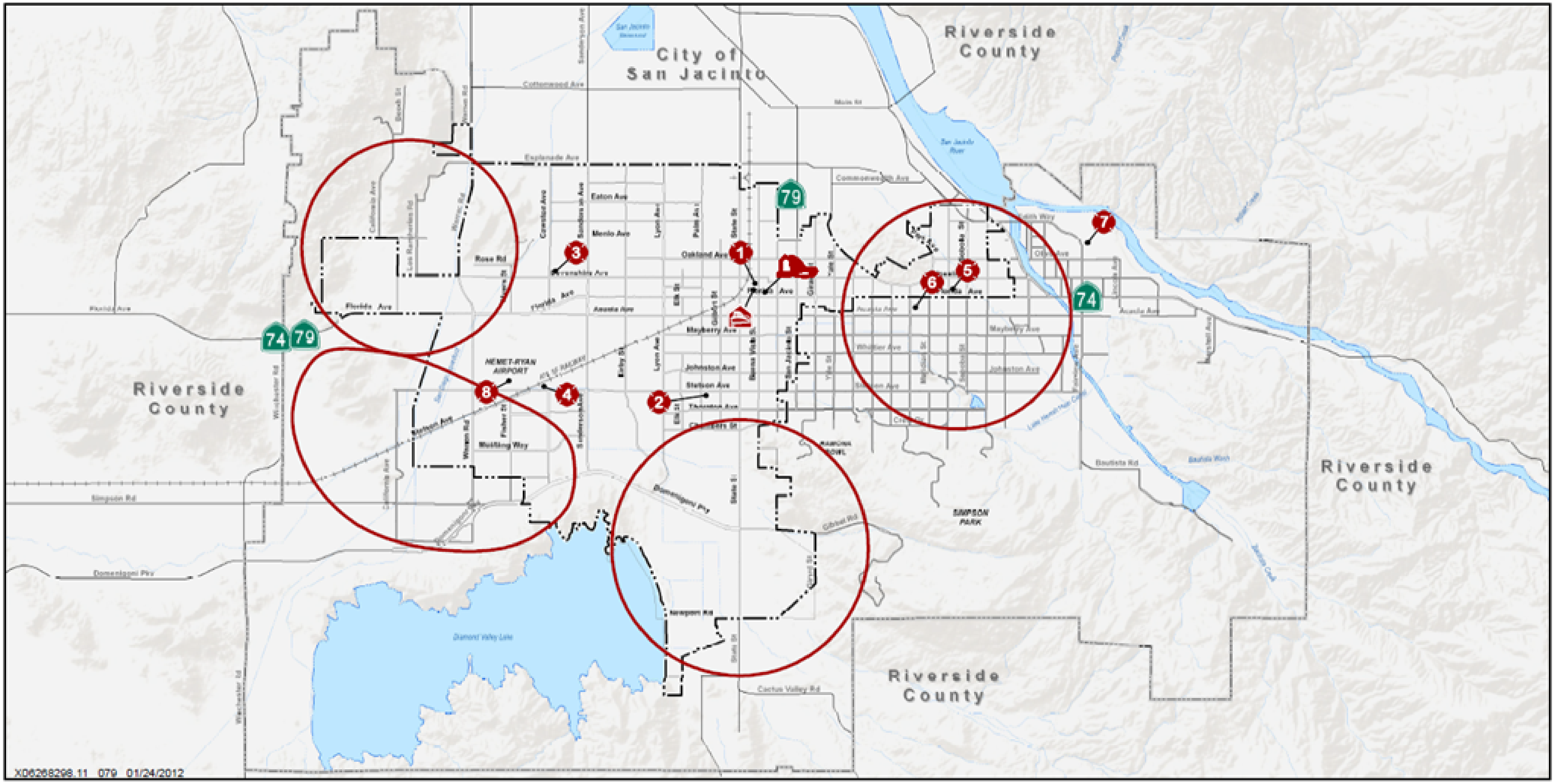
Measure U Support

Ballot Measure U, approved by voters in the City of Hemet on November 8, 2016, established the authorization for the City to impose a sales tax of one percent for 10 years to fund general city services, including fire protection. According to the Riverside County Elections Office, Measure U had a 61.02 percent approval rate. Measure U requires the creation of a “Citizen’s Oversight Committee” to “furnish an independent advisory review of the expenditure of tax revenues” (Hemet City Attorney). Measure U has allowed for additional dispatchers to handle over 150,000 calls received by the Police and Fire departments. On June 13, 2022, Fire Station #4 in Hemet hosted a Groundbreaking Ceremony for the Hemet Fire Department Training, allowing for increased personnel capacity and training facilities for future emergency preparation.

Fire Prevention and Emergency Preparation Programs

The Hemet Fire Department offers various programs to help residents and businesses be better prepared for emergencies. Cardiopulmonary Resuscitation (CPR) and first-aid classes are offered on a regular basis at the department’s Fire Training Center. The Hemet Fire Department partners with the community for a number of resources and services for fire protection. As discussed in Section 6.3, the Fire Department works with the Office of Emergency Services to implement the CERT Program. The CERT Program prepares communities for disaster preparedness, including in times of fire emergency events. In 2010, the department sponsored the City of Hemet Radio Amateur Civil Emergency Services (RACES). This is a currently active program that

authorizes licensed volunteers to utilize the amateur radio system during drills, exercises, and emergencies. The RACES organization consists of approximately 90 federally licensed amateur radio operators specifically trained to handle emergency disaster communications. All members of RACES are registered through the City of Hemet as State of California Volunteer Disaster Workers. It conducts public education activities including the distribution of educational materials relating to rural, urban, flood-related, and lightning-related fires, as well as fire safety information for families, children, the elderly, and the disabled. The RACES group would be activated during a major disaster or emergency to provide an additional means of communications and support for first responders and City officials. Community members are encouraged to play an active role in emergency notification and response. The Community Alert System brought by the City and Cassidian Communications sends telephone notifications to residents and businesses within the City of Hemet. This system is an upgrade to the former Reverse911 (R911) system and is used by emergency response personnel to notify homes and businesses with information on emergency events and/or actions, such as evacuation, by way of voice message, text, and email. On the City website, the Fire Department also offers Public Education Requests for fire station tours, student career fairs, safety talks, and other educational opportunities. This includes Fire Explorer Post #620, which is a program that is open to all young men and women ages 15 to 21 interested in future careers in the fire service.



LEGEND

Fire Facilities

- Future Fire Station Sites

Hemet Fire Department Administrative Facilities

- Fire Training Facility
- Administrative Facility

Hemet Fire Department Fire Stations

1. Fire Station #1
2. Fire Station #2
3. Fire Station #3
4. Fire Station #4
5. Fire Station #5

Riverside County/CAL FIRE facilities

6. Little Lake Station #26
7. Valley Vista Station #72
8. Air Attack - Helitack: Hemet/Ryan Airport

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

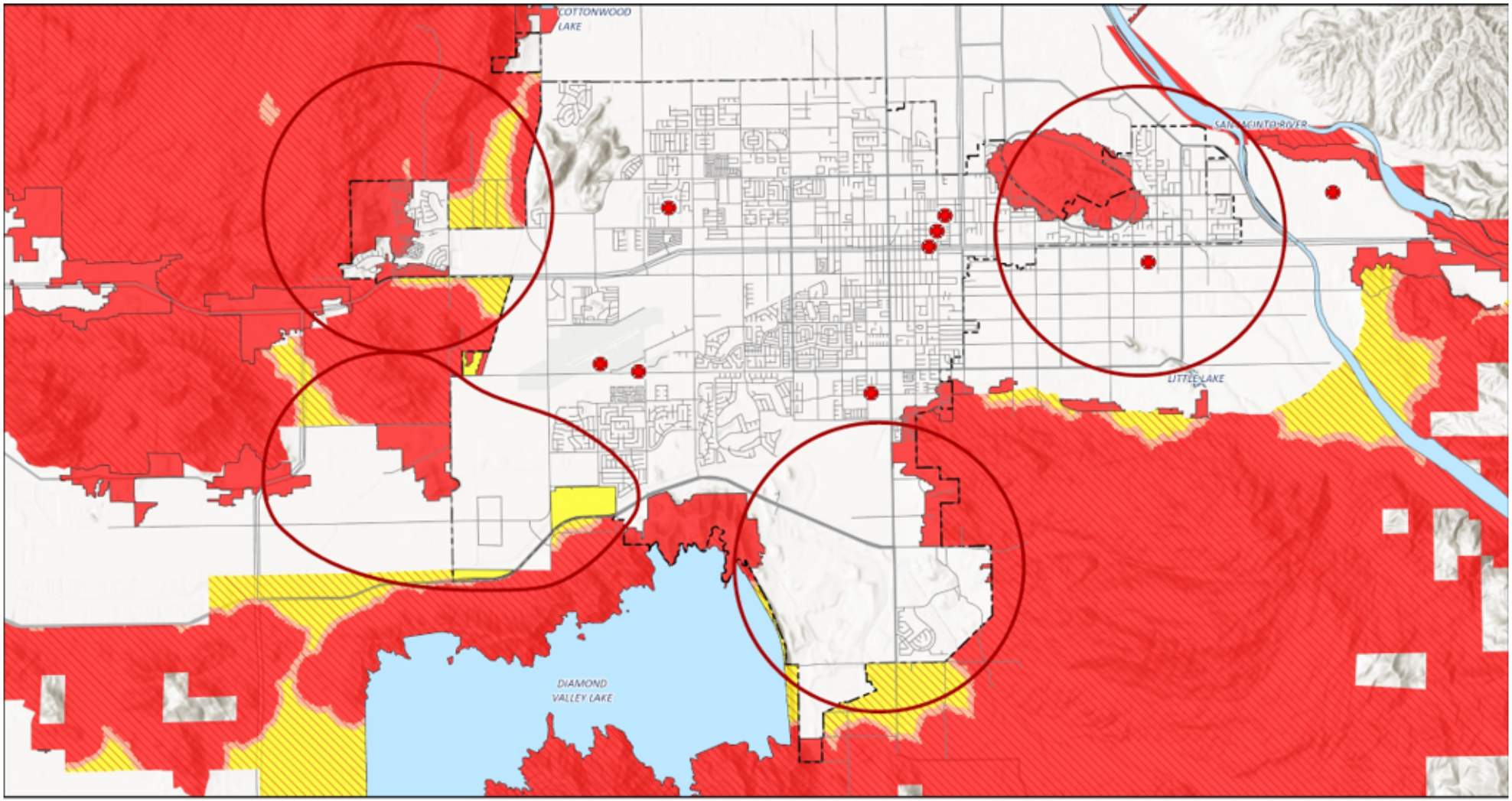
Sources:
Census Tiger Line Data 2005
ESRI 2010

1 0.5 0 1 2 Miles

Figure 6.5

FIRE FACILITIES

Hemet General Plan



Sources:
Census Tiger Line Data, 2023
CA Department of Forestry and Fire Protection, 2024
City of Hemet, 2024

0 0.5 1 1.5 2 Miles

Legend

Wildland Fire Hazard Severity Zone
- Moderate
- High
- Very High

Responsibility Areas
- LRA
- SRA

- Hemet City Boundary
- Street
- Creek/Canal
- River/Lake

Fire Facilities
- Future Fire Station Sites
- City & County Fire Department Stations/Admin Buildings

Figure 6.5-A
Fire Facilities and Future Sites in Wildfire Hazard Severity Zones
Hemet General Plan

6.8 CRIME PREVENTION AND LAW ENFORCEMENT

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

Hemet Police Department Headquarters on Latham Street

6.8.1 LAW ENFORCEMENT CONSIDERATIONS

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

Although the population of the City has grown significantly over the past decades, and the demographics are evolving from a senior community to a family community, the crime rate has shown a decrease. The Hemet Police Department has continued to be an industry leader with its use of technology to provide efficient service to this growing and diverse community.

6.8.2 POLICE DEPARTMENT RESOURCES

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

- Headquarters: 450 E. Latham Street;
- Mall Sub Station: 220 W. Florida Ave., Ste 110, Hemet, CA 92545
- East End Sub Station: 2047 E. Florida Ave.

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

- The **Patrol Division** provides the most visible and largest function of the department. Patrol officers are the first responders to all life-threatening and emergency calls. In addition, they provide service, crime deterrence, and investigative support.

- The **Investigative Unit** consists of the Detective Bureau, Gang Task Force, and the Property and Evidence Bureau. In additional to solving crimes and suppressing gangs, the Gang Task Force works with federal, state, county, and local officials and participates in the Riverside/San Bernardino Counties Terrorist Early Warning Group and the Riverside County Gang Task Force.

- The **Traffic Bureau** is tasked with keeping the streets safe by enforcing traffic laws, responding to vehicular accidents, and investigating and reconstructing major automobile collisions.

- The **Community Services Bureau** comprises officers and civilians dedicated to community policing and education and includes school resource officers, volunteers, and Police Explorers. This includes the Restoring Our Community Strategy (R.O.C.S.) team which address issues related to homelessness and blight along with the Post-release Accountability and Compliance Team (PACT) to monitor people under supervised release.

- The **Communications Center** is staffed 7 days a week, 24 hours a day by certified public safety 911 dispatchers. The center receives nearly 69,000 911 calls every year in addition to over 163,000 calls on the regular business lines. In addition, the police department's mobile command center enables the department to set up an incident command post in the field to control and coordinate major crime scenes, civil disturbances, and disaster response.

Police Incidents

In 2021, the Hemet Police Department received 80,000 calls for service. Response times to calls vary by incident. For urgent, high-priority calls, the response time was about 5 minutes. For routine, nonurgent calls, the response time averaged about 16 minutes. Table 6.3 shows incidents in 2021 and serves as an example of the numbers and types of incidents handled by the police department.

Table 6.3
Police Department Incidents by Type January 2021–December 2021

Type of Incident	Number of Incidents
Total violent crime	603
Simple assault	*283*
Other violent crime	*320*
Total property crime	1,738
Theft (not burglary or vehicle)	*1,286*
Burglary & vehicle, arson	*452*
Juvenile arrests	10

Table 6.3
Police Department Incidents by Type January 2021–December 2021

Type of Incident	Number of Incidents
Adult arrests	1,855
Traffic citations	2,501

Source: City of Hemet Police Department

Measure C

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

Police Department Programs

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

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

- The Hemet Police Department work with My City Youth Center to offer a **5th Grade Leadership Camp**, where Hemet youth are taught life skills such as discipline, integrity, and leadership. Although this leadership camp is put on by the Hemet Police Department's Community Services Division, students attend classes taught by multiple teams at Hemet PD, such as the Crisis Intervention Team, Drone Team, K-9 Team, Patrol, and many more.

- The Hemet Police Department **Explorer Program** is geared toward guiding young people interested in careers in law enforcement. Young men and women between the ages of 14 and 20 learn the importance of teamwork, developing leadership skills, and ethical methods of problem solving while having fun in a law enforcement environment.

- The Hemet Police Department and the Hemet Unified School District have also partnered in the support and funding of a

School Resource Officer (SRO) Program with five SROs. An SRO is a fully-trained police officer assigned to work in district middle schools and high schools. The SRO receives additional in-depth training to promote an effective school-based policing program.

6.8.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

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

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

6.8.4 RENTAL PROPERTY REPAIR PROGRAM (RPRP)

The City of Hemet also conducts the Rental Property Repair Program, which is designed to promote the health, safety, and welfare of residents; and to preserve the rental housing stock within the City of Hemet. Rental property owners who rent to very low- to low-income are typically struggling with resources to repair or replace vital home systems and, as a consequence, may experience a lower standard of living with inoperable or substandard vital systems.

6.8.5 SENIOR AND DISABLED OWNER-OCCUPIED HOME REPAIR PROGRAM

The Senior and Disabled Owner-Occupied Home Repair Program established in 2022 offers grant-funded home repairs for very low- to low-income senior or disabled homeowners. Eligible home repair or replacement includes air conditioning, plumbing, heating

systems, roof, swamp cooler, water heater, electrical, door and window locks, floor and unsafe conditions, smoke and carbon monoxide detectors, handrail and steps, disabled items installs (grab bars, ramps, lifts, handicap toilets), broken windows, and piers and pads for mobile homes.

6.9 CRITICAL FACILITIES AND EMERGENCY PREPAREDNESS

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

6.9.1 CRITICAL FACILITIES

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

Figure 6.5-B shows the location of existing fire department facilities, critical facilities, and zoning within wildfire hazard severity zones. There are no City-owned or -maintained structures or planned uses located within the very high fire hazard severity zones (VHFSZs) and State Responsibility Areas (SRAs). However, there are City parcels located within the VHFSZ and Local Responsibility Area (LRA). The parcels are located along the western, southern, and eastern boundaries of the City and are zoned for residential uses and open space.

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

- animal control services (handled by the Ramona Humane Society);
- grocery stores;
- gasoline stations;

- equipment rental stores, hardware stores, and home improvement stores;
- hotels, motels, and shelters;
- meal distribution services;
- mortuaries;
- schools and other large buildings;
- taxis and fleet maintenance facilities;
- towing and impound services; and
- transportation services.

6.9.2 EMERGENCY PREPAREDNESS

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

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

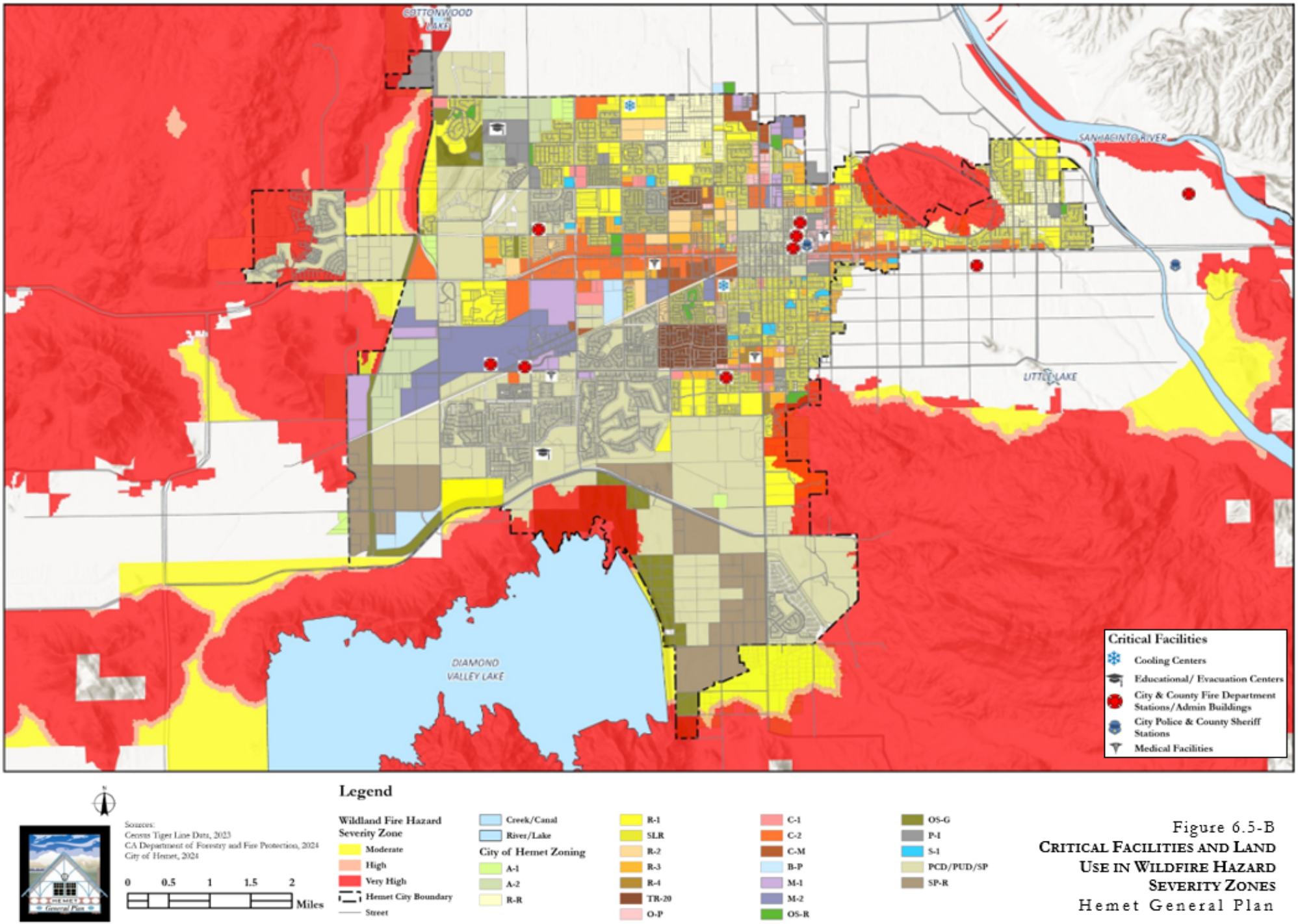
To provide basic training in disaster survival and rescue skills and improve the ability of Hemet residents and businesses to survive until professional responders or other assistance arrives, the City has implemented a Community Emergency Response Team (CERT) Program. Training for the CERT Program is provided by City of Hemet employees who are certified by FEMA as lead instructors. As discussed above, the Office of Emergency Management plans to reestablish the CERT program and to encourage HOAs and community leaders to partake in emergency preparedness classes.

In case of emergencies, principal responsibility for evacuations lies with the police department. The City coordinates with Red Cross when shelter locations are needed. The City also uses an Emergency Advisory System that televises emergency information to residents and businesses. In addition, the City has a Reverse 911 notification system that notifies residents via landline and cell phone about emergency events, crime alerts, and public service announcements. Citizens must opt-in to this service and can find this service on the City website.

The City updated its EOP in 2007 and in 2013. The EOP was last updated in 2013 and was adopted through Resolution No. 4552 by City Council. The City is planning another update to the EOP in the near future. The plan is described above in Section 6.2. The City

also joined with Riverside County to submit a Riverside Operational Area Multi-Jurisdictional LHMP, as described above in Section 6.2.

Emergency preparedness is also closely associated with the risk of terrorist activity. The police department is a member of and participant in the Riverside/San Bernardino Counties Terrorist Early Warning Group and works with state, County, and local officials to identify sites vulnerable to terrorist activity. Upon receipt of a warning or the observation that an emergency situation is imminent or likely to occur, the City of Hemet initiates actions to prepare for the incident. As of 2022, the City has instituted a Community Alert System at www.alerthemet.com.The City of Hemet and Cassidian Communications have instituted an improved notification system that will be able to send telephone notifications to residents and businesses within the City. This service, as discussed in Section 6.3, requires self-registration to receive emergency notifications. For emergency alerts targeted towards appropriate departments and agencies, the City has partnered with the County Sheriff and County Emergency Management for emergency service notification and action. The County agencies would initiate notification and then work with the City to designate emergency shelters and procedures.



Legend

Wildland Fire Hazard Severity Zone
- Moderate
- High
- Very High
- Hemet City Boundary
- Street

- Creek/Canal
- River/Lake

City of Hemet Zoning
- A-1
- A-2
- R-R
- R-1
- SLR
- R-2
- R-3
- R-4
- TR-20
- O-P
- C-1
- C-2
- C-M
- B-P
- M-1
- M-2
- OS-R
- OS-G
- P-I
- S-1
- PCD/PUD/SP
- SP-R

Sources:
Census Tiger Line Data, 2023
CA Department of Forestry and Fire Protection, 2024
City of Hemet, 2024

0 0.5 1 1.5 2 Miles

Figure 6.5-B
Critical Facilities and Land Use in Wildfire Hazard Severity Zones
Hemet General Plan

6.10 NOISE

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

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

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

6.10.1 NOISE CHARACTERISTICS AND MEASUREMENT

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

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

Health considerations associated with excessive noise exposure include hearing loss or damage, interference with oral

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

6.10.2 CURRENT NOISE CONDITIONS

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

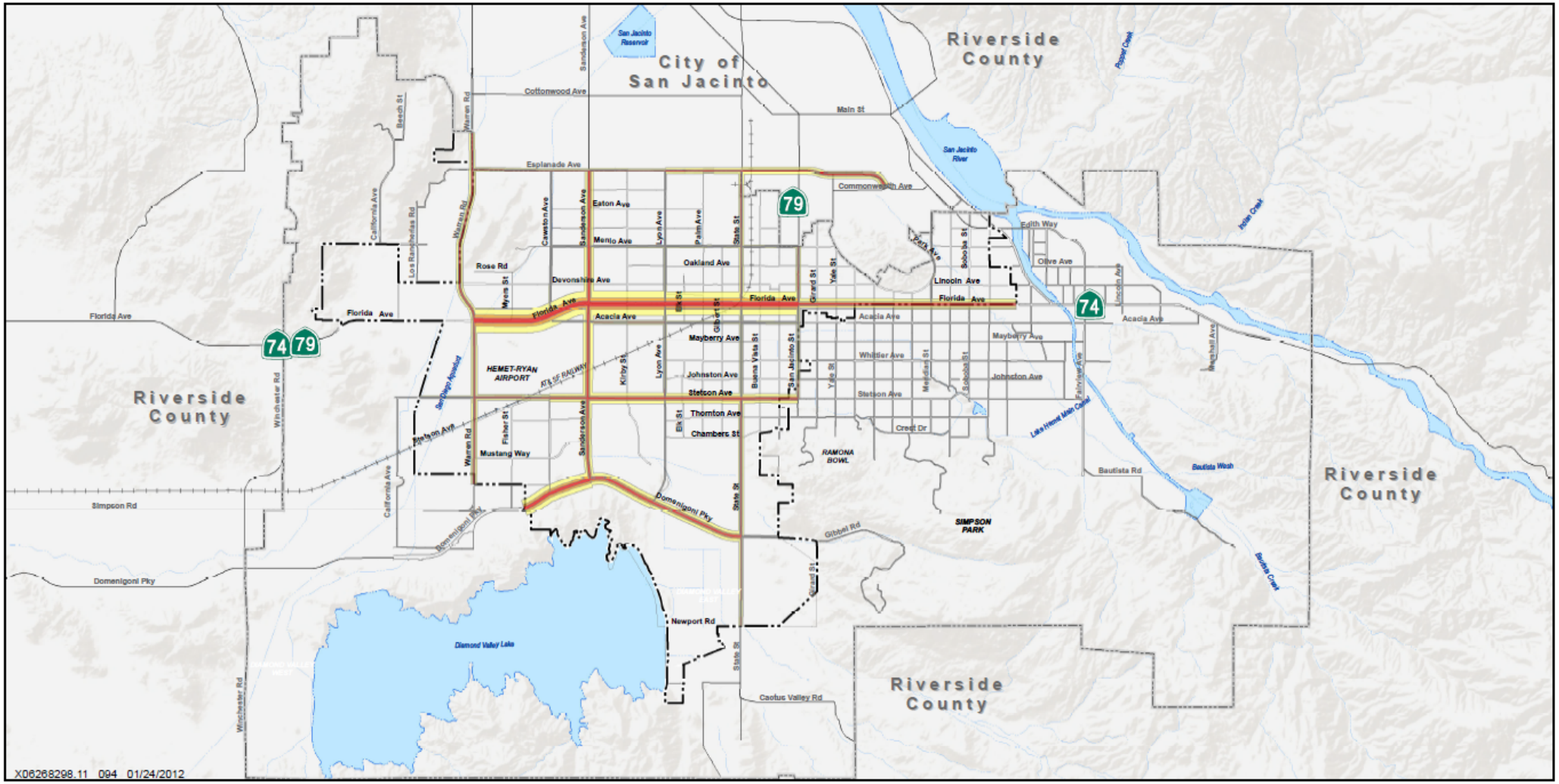
The noise level measurements were collected at 18 locations throughout Hemet, including 15 short-term measurements, and three long-term measurements. Vehicle axle counts were conducted at three locations. Criteria for site selection included geographical distribution, land uses likely to include noisy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

6.10.3 NOISE SOURCES

Traffic and Roadways

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

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



Sources:
Census Tiger Line Data 2005, 2007
ESRI 2010

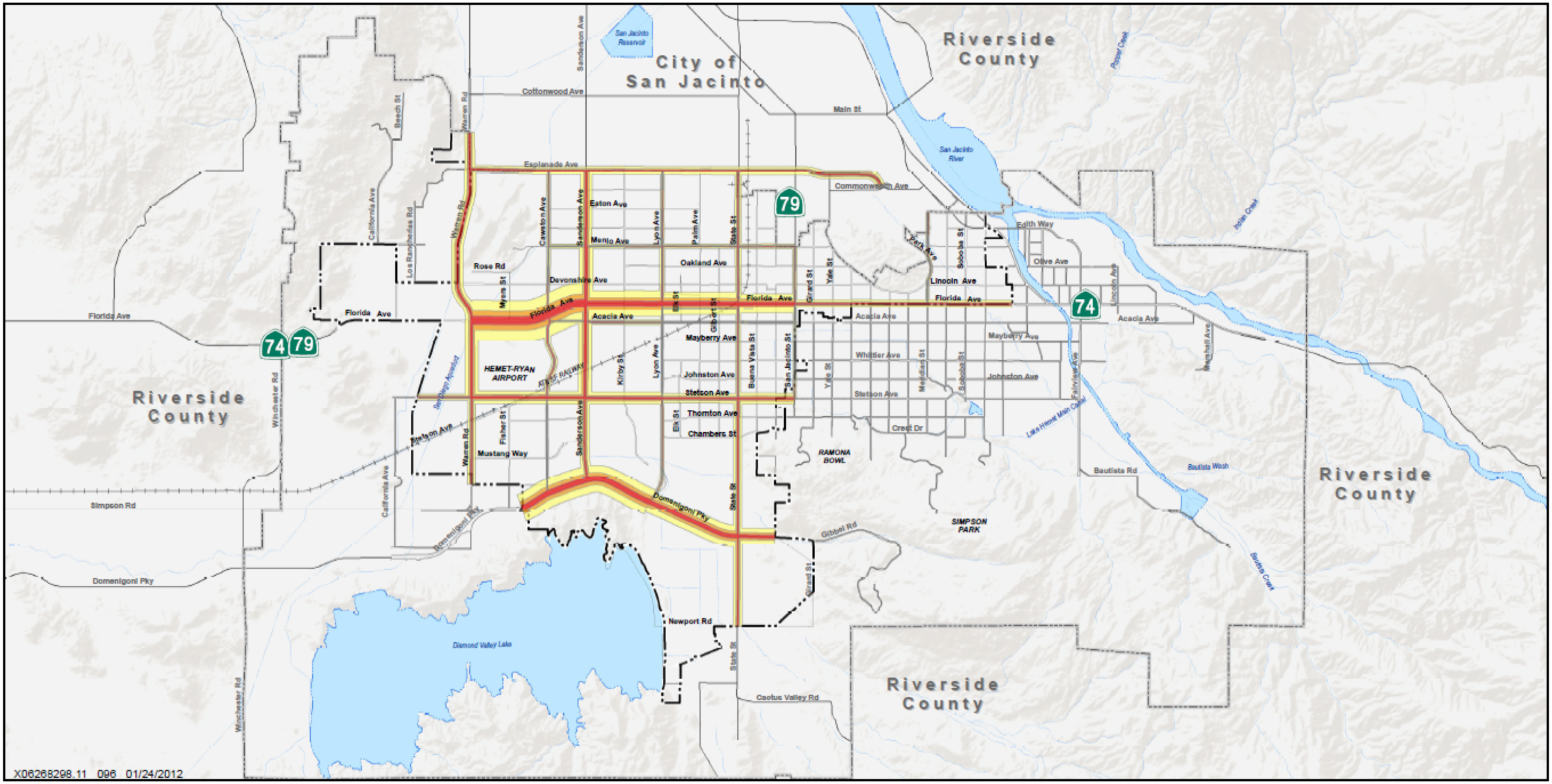
1 0.5 0 1 2 Miles

LEGEND

Noise Levels
- 60dBA CNEL
- 65dBA CNEL
- 70dBA CNEL

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

Figure 6.6
EXISTING NOISE CONTOURS
Hemet General Plan



LEGEND

Noise Levels

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

Sources:
Census Tiger Line Data 2005, 2007
ESRI 2010

1 0.5 0 1 2 Miles

Figure 6.7

2030 NOISE CONTOURS

Hemet General Plan

Hemet-Ryan Airport

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

Burlington Northern Santa Fe Railroad Corridor

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

Other Noise Sources

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

Noisy activities at industrial, commercial, recreational, and some public facilities (such as the outdoor play areas of schools) can also adversely affect adjacent sensitive land uses. Strategies for controlling stationary noise sources focus on two objectives: (1) preventing the introduction of new stationary noise sources near noise-sensitive uses and (2) preventing encroachment of noise-

sensitive uses on stationary noise sources. The first objective can be achieved by applying noise performance standards to proposed stationary noise sources. The second objective can be met by requiring that new noise-sensitive uses near existing stationary noise sources include project features that enable compliance with noise performance standards.

6.10.4 NOISE AND LAND USE COMPATIBILITY

Noise Standards

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

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

Hemet's Land Use Compatibility Standards are presented in Table 6.4. These standards, which use the CNEL noise descriptor, apply to land uses exposed to noise levels generated by transportation-related sources. Residential uses and hotels or overnight lodgings are most sensitive to their noise environment and thus have the lowest range of normally acceptable noise exposure levels. Other uses, such as fairgrounds, are less sensitive and can occur in areas with higher existing noise levels.

Land use compatibility standards for exterior and interior noise are shown in Table 6.5. These standards are maximum interior noise levels for new residential development. Insulation and design features must be employed to reduce interior ambient noise levels to these levels.

The City applies a second set of standards when planning and making development decisions to ensure that stationary noise sources (e.g., HVAC units, industrial operations) do not adversely affect noise-sensitive land uses. These hourly and maximum levels (expressed in L_{eq} and L_{max}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive and continuous noise. Table 6.6 summarizes stationary source noise standards. These standards

represent the acceptable exterior noise levels at the sensitive receptor's property line.

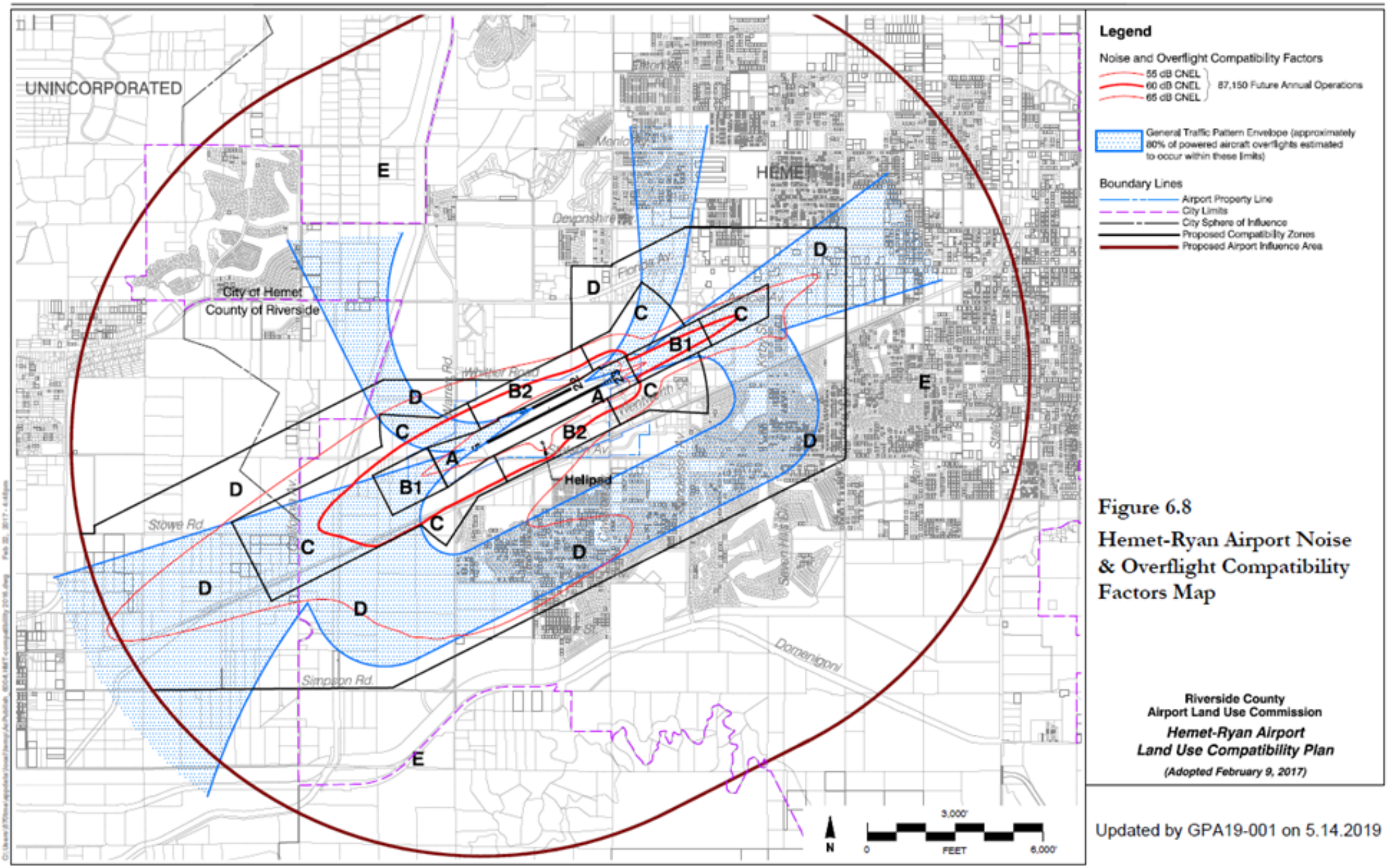
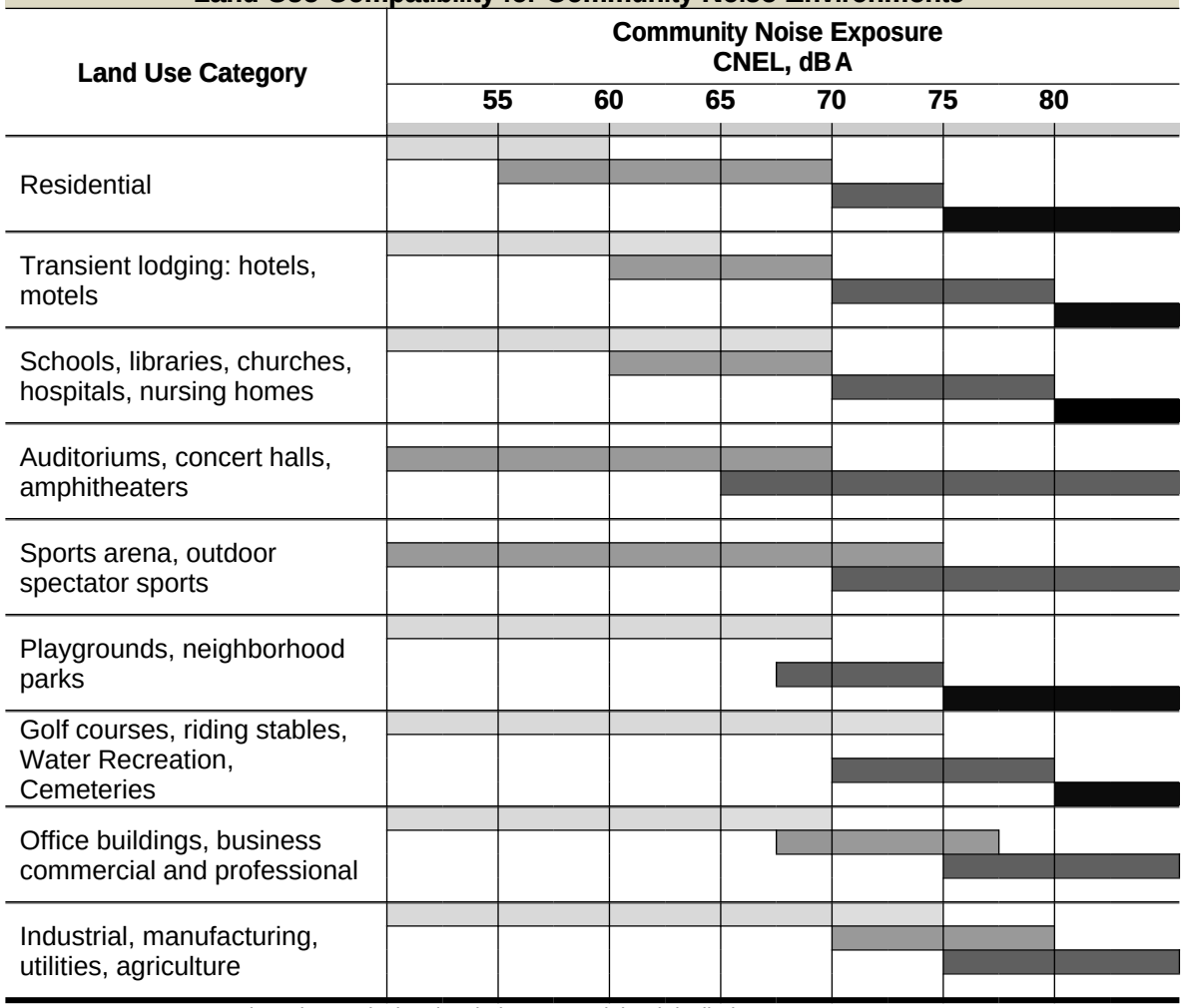


Figure 6.8
Hemet-Ryan Airport Noise & Overflight Compatibility Factors Map

Updated by GPA19-001 on 5.14.2019

Table 6.4
Land Use Compatibility for Community Noise Environments



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

Normally Acceptable –Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise requirements

Conditionally Acceptable –New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

Normally Unacceptable –New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

Clearly Unacceptable –New construction or development clearly should not be undertaken.

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

Table 6.5
Land Use Compatibility Standards for Exterior and Interior Noise

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

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel; - = not applicable/not available.
The acceptable interior noise level for other uses depends upon the specific nature of the indoor activity.

Table 6.6
Noise Level Performance Standards for Nontransportation Noise Sources

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

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

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GOALS AND POLICIES

PUBLIC SAFETY

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

POLICIES

PS-1.1 **Seismic Standards** Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.

PS-1.2 **Risk Reduction** Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.

PS-1.3 **Slope Stability** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.

PS-1.4 **Subsidence** Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence.

PS-1.5 **Dedicated Open Space** Encourage that areas be dedicated as open space when necessary and appropriate to protect property, public health, and safety from hazards such as earthquake fault zones or floodplains.

PS-1.6 **Alquist-Priolo** Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.

PS-1.7 **Emergency Access** Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.

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

POLICIES

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

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

PS-2.3 **New Development** Minimize flood risk exposure in developing areas. Ensure evacuation routes account for flood risk.

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

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

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

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

PS-2.8 **Evacuation Communication** Develop and maintain consistent outreach to notify the community of flooding events.

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

POLICIES

PS-3.1 **Safe Pedestrian Design** Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic

control devices, and school routes throughout theCity.

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

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

POLICIES

PS-4.1 **Land Use Compatibility** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the *Hemet-Ryan Airport Land Use Compatibility Plan,* and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).

PS-4.2 **Airport Safety Zones** Consult with Riverside County to maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted *Hemet-Ryan Airport Land Use Compatibility Plan* and the *Hemet-Ryan Airport Master Plan*.

PS-4.3 **Accommodate Regional Needs** Support efforts of Hemet-Ryan Airport to accommodate the present and future needs of the California Department of Forestry and Fire Protection's regional air-attack base provided that the safety of surrounding residents and businesses is maintained, and ongoing traffic circulation is not impacted.

PS-4.4 **Project Compatibility Review** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Compatibility Plan, and the Airport Land Use Planning Handbook issued by the California

Department of Transportation Division of Aeronautics, as may be amended from time to time.

PS-4.5 **Project Suitability Review** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

PS-4.6 **Project Noise Mitigation** Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.

PS-4.7 **Avigation Easements** Avigation easements shall be required for all land uses in Safety Areas I, II, and III as part of the development review process. .As appropriate, based on location, avigation easements may be required in other areas of the City or Planning Area.

PS-4.8 **Project Operating Compatibility** Development applications shall be required to demonstrate that the project is compatible with the following airport land use restrictions:

a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.

b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.

c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.

d. Any use that would generate electrical interference that may be detrimental to the

operation of aircraft and/or aircraft instrumentation shall be prohibited.

e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

PS-4.9 **Aviation Wildlife Hazards** Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.

PS-4.10 **Airport Expansion** Consult with Riverside County to insure that any updates to the Airport Master Plan, including proposed expansion of the airport land uses or the runways, will not create noise and safety impacts to surrounding land uses or disrupt the existing and planned circulation system surrounding the airport.

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

POLICIES

PS-5.1 **Enforce Regulations** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.

PS-5.2 **Maintain Response Programs** Maintain effective programs for responding to hazardous material emergencies.

PS-5.3 **Interagency Cooperation** Continue to cooperate with state, county, and other local agencies in the coordination of hazardous material control, cleanup, disposal, and emergency response policies and operations.

PS-5.4 **Multi-Jurisdictional Local Hazard Mitigation Plan** Implement goals and objectives contained in the *Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit

resources to reducing the effect of natural and other hazards.

PS-5.5 **Hazardous Material Locations** Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.

PS-5.6 **Development Standards** Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials.

PS-5-7 **Public Awareness** Raise public awareness of the appropriate manner to dispose of household hazardous waste through education and/or collection events.

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

POLICIES

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

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

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

PS-6.4 **Safety Exits** Require all new development projects to incorporate adequate egress systems in their

design and encourage existing structures to upgrade their egress systems.

PS-6.5 **Wildland Fire Evaluation** Require an evaluation of all new development and redevelopment after a large fire that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire. New development and redevelopments shall adhere to the State's minimum Fire Safe Regulations.

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

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

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

PS-6.9 **Fire Prevention Education** Continue education programs on preventing fires, defensible space, and evacuation routes, monitor their effectiveness, and expand or alter the programs, as necessary. Develop and maintain consistent outreach with vulnerable communities to inform education programs.

PS-6.10 **Essential Public Facilities** New locations of all new essential public facilities shall be located outside of the VHFHSZs when feasible.

PS-6.11 **Emergency Operation Plan** The City shall adopt the Evacuation Plan, once complete, which addresses mitigation measures or improvement plans.

PS-6.12 **Fire Protection Plan New** development and redevelopment located in Very High Fire Hazard Severity Zones shall submit and implement a fire protection plan as feasible and appropriate.

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

POLICIES

PS-7.1 **Fire Service Response** Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.

PS-7.2 **Strategic Plan** Maintain and implement a fire department strategic plan to address staffing and facility needs, service goals, deployment strategies, and other departmental issues.

PS-7.3 **Development Impacts** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.

PS-7.4 **Emergency Access** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

PS-7.5 **Fire Protection Adequacy** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.

PS-7.6 **Protect Insurance Services Office Rating** Pursue strategies that maintain and improve the City's Insurance Services Office rating.

PS-7.7 **Mutual Aid Agreements** Continue to coordinate fire protection services with Riverside County, the California Department of Forestry and Fire Protection, Idyllwild Fire Protection District, and all other agencies and districts with fire protection powers. Continue to coordinate with the California Office of Emergency Services under the California

Fire and Rescue Mutual Aid System and California Fire Assistance Program (CFAA).

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

POLICIES

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

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

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

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

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

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

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

PS-8.8 **Partnerships** Continue to work with other law enforcement agencies, the school districts,

businesses, nonprofit organizations, and community residents to enhance safety throughout the City.

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

POLICIES

PS-9.1 **Defensible Space** Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.

PS-9.2 **Adequate Project Lighting** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.

PS-9.3 **Safety in Land Use and Design** Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.

PS-9.4 **Rental Property Repair Programs** Continue to encourage residents, apartment managers, and landlords to become involved in the Rental Property Repair Programs to promote the health, safety, and welfare of residents and to preserve the rental housing stock within the City.

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

POLICIES

PS-10.1 **Outreach Programs** Support community participation in safety and crime prevention through public outreach programs under the police, fire, and emergencies services departments, including vulnerable communities and accommodating their linguistic needs.

PS-10.2 **Disaster Vulnerability Review** Work with and encourage essential service providers (water, sewage, electrical power, communication, transportation, natural gas, and liquid fuel systems) and transportation agencies to periodically evaluate the vulnerability of their systems in the event of a disaster.

PS-10.3 **Disaster Plans** Review and consistently update the City's disaster contingency plans. Recommend that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services.

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

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

PS-10.6 **Retrofit Existing Building and Related Infrastructure** Ensure that the needs to protect the most critical essential public facilities and related infrastructure from climate change hazards such as temporary inundation due to dam failure related to extreme weather events, increased wind/storm events, an increase in high heat days, and/or wildfire are considered at the time at which retrofitting or expansion projects are undertaken.

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

POLICIES

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

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

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

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

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

POLICIES

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

PS-12.2 **Railroad Noise** Minimize noise conflicts between current and proposed land uses and railroad corridors by protecting railroad corridors from encroachment of incompatible land uses and by adhering to the City's noise standards presented in Table 6.5.

PS-12.3 **Airport Noise** Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.5.

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

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

POLICIES

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

PS-13.2 **New Sensitive Uses** Restrict the location of sensitive land uses near major noise sources to achieve the standards presented in Table 6.5.

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

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