



NORTH HEMET



SPECIFIC PLAN

(SP 11-001)

CITY OF HEMET
OCTOBER 2012

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NORTH HEMET SPECIFIC PLAN

(SP 11-001)

ADOPTED (DATE)

ORDINANCE NO. XXXX

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1.0 Introduction

The North Hemet Specific Plan is a 28.6-acre infill redevelopment project in the northern downtown area of the City of Hemet. The project area is also within Riverside County's Mid-County Redevelopment Project Area. Given the area's conditions, the Redevelopment Agency for the County of Riverside (RDA) initiated the preparation of the Specific Plan, in close coordination with the City of Hemet. With the dissolution of all redevelopment agencies in California as of February 2012, the Housing Authority of the County of Riverside (HACR) has assumed this project and ownership of previous RDA properties within the project area. The Housing Authority will also oversee the processing of this Specific Plan with the City of Hemet.

The City of Hemet is in Riverside County, approximately 80 miles east of the City of Los Angeles. The City of San Jacinto is to the north, and unincorporated county territory surrounds Hemet on the south, west, and east. Diamond Valley Lake and the San Jacinto Mountains lie south of the city. California State Highway Routes 74 and 79 provide regional access, as shown on Figure 1.1, *Regional Location*.

The project area comprises 37 parcels totaling 28.6 acres in the northwest portion of the City. It is situated within the Greater Downtown Land Use District designated by the City of Hemet General Plan 2030 and is immediately north of downtown Hemet. To the north and northwest of the project area are existing residential uses, on the west is Alessandro Street, on the south is Oakland Avenue, and on the east is State Street. The City of San Jacinto is approximately three blocks north and three blocks east of the project site.

This chapter presents the purpose and intent of the North Hemet Specific Plan, as well as the plan preparation process and relationship to other City planning efforts.

1.1 VISION AND PURPOSE

The overall purpose of the North Hemet Specific Plan is to provide comprehensive direction for the redevelopment of the Specific Plan area (project area) while implementing the goals and policies of the City of Hemet General Plan and the objectives of the Mid-County Redevelopment Project Area. The following joint City/County objectives were identified at the outset of the project:

1. Increase the supply of new attached housing in the downtown area.
2. Remove economic impediments to land assembly and infill development through the adoption of a Specific Plan for the project area.
3. Establish plans for the improvement and/or development of new public infrastructure to serve the project area.
4. Eliminate nonconforming and blighted uses as appropriate.
5. Provide neighborhood shopping opportunities within a mixed-use setting that promotes a walking environment.
6. Provide for new residential, commercial, open space, and office development that is integrated with existing and planned surrounding development.
7. Provide for new development that is transit ready for the potential extension of Metrolink service to downtown Hemet, with a preferred station location immediately east of the project site. The station would be multimodal—also encompassing local, regional, and express bus service.

These basic objectives guided the preparation of the Specific Plan and the creation of an overall project vision, embodied in the land use concept, development requirements, and design guidelines. The vision for the project is to create a new place that is a gateway into Hemet’s historic downtown and complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises of a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.



Locating stores, offices, residences, public services, and recreation spaces within walking distance of each other promotes:

- Independence of movement, especially for the young and elderly who can conveniently walk, cycle, or ride transit;
- Safety through around-the-clock presence of people;
- Reduction in auto use, especially for shorter trips;
- Support for those who work at home, through nearby services and amenities;
- A variety of housing choices, so that the young and old, singles and families, and others of varying economic ability may find places to live.

The success of a new mixed-used village is dependent on the execution of the details related to site planning, architecture, and open space design. Therefore, the vision also embodies the following key design elements:

- Development is intended to be oriented to State Street and Menlo Avenue, with building facades close to the streets;
- Public spaces, including sidewalks, plazas, parks, public buildings, and places of assembly shall be designed as places of enjoyment and activity—allowing for informal gatherings and social interaction;
- Human-scaled building design shall be based on Hemet’s historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. Key elements to consider are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, parks, and public parking;
- Streets shall be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses;
- The design and arrangement of buildings shall include convenient pedestrian access to other buildings and a connecting system of streets and paths.



FIGURE 1.1 REGIONAL LOCATION

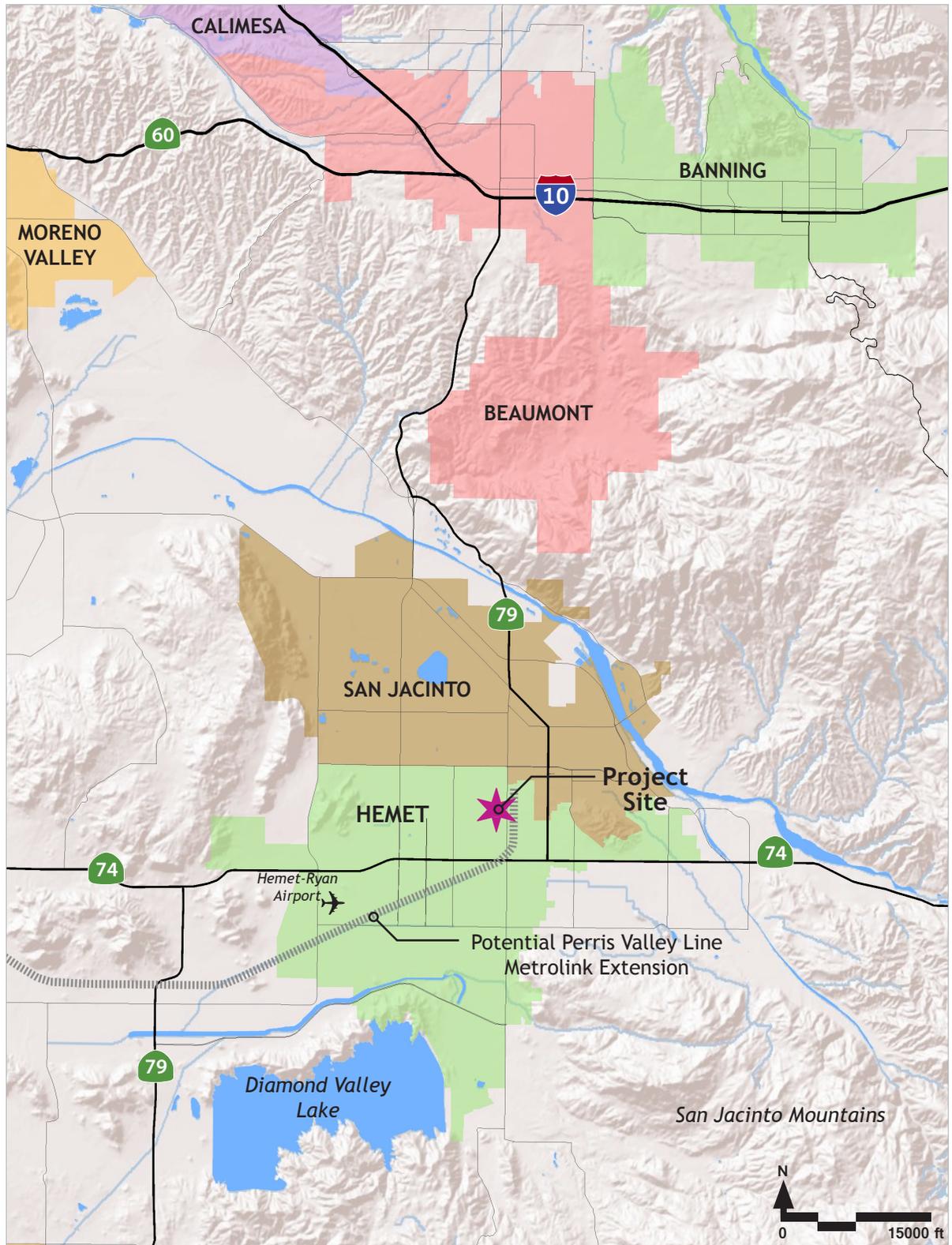
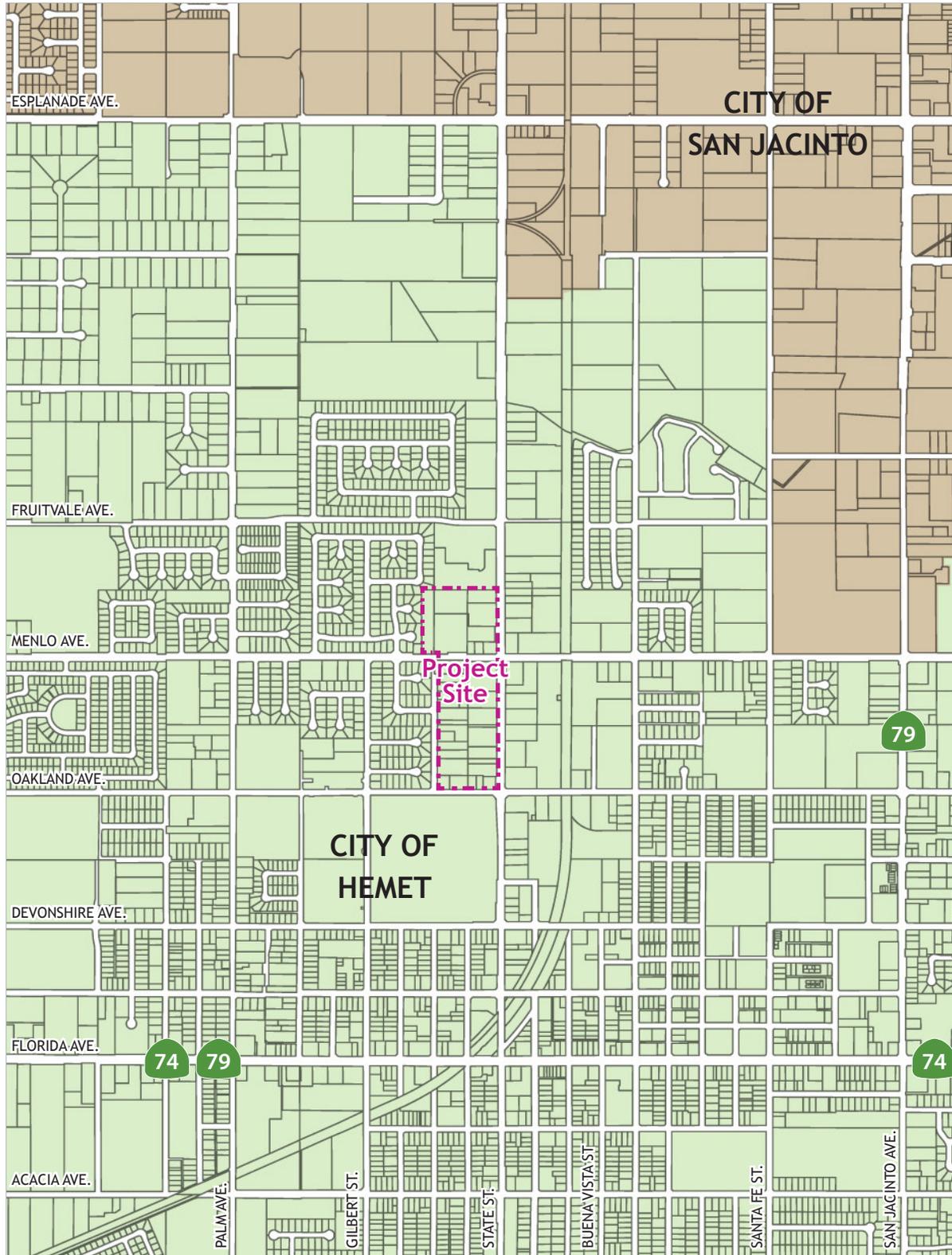


FIGURE 1.2 VICINITY MAP



1.2 AUTHORITY AND SCOPE

The North Hemet Specific Plan was initiated pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows for the preparation of specific plans as may be required for the systematic implementation of the general plan. Specific plans are a tool to guide development or revitalization of a particular area and act as a bridge between a city's general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document tailored to meet the needs of a specific area.

The North Hemet Specific Plan and any amendments are adopted by ordinance by the City of Hemet. Thus, the specific plan serves as zoning for the properties within the project area. It establishes the necessary plans, development standards and design guidelines, infrastructure requirements, and implementation programs on which subsequent project-related development activities will be based. Local public works projects, design review plans, detailed site plans, grading permits, building permits, or any other action requiring ministerial or discretionary approval applicable to the project area must be consistent with this Specific Plan. If a development agreement is sought, it must also be consistent with this plan and the City's General Plan.

1.3 RELATIONSHIP TO OTHER PLANS

1.3.1 GENERAL PLAN

The California Government Code states that a "specific plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan." A consistency analysis between the North Hemet Specific Plan and the City of Hemet General Plan is in Appendix A of this document.

The 2030 Hemet General Plan identifies the project area as located within the Greater Downtown Land Use District. The General Plan designates the entire project area as Mixed-Use. The Mixed-Use designation is intended to create environments of higher intensity and an integrated mix of residential, commercial, and/or office uses to provide greater opportunities for people to live, work, and shop within a compact area. The 2030 Hemet General Plan assumes the density and intensity of Mixed-Use project will vary by project. The North Hemet Specific Plan is consistent with the land uses and intensities designated by the General Plan. Future subdivisions, building permits, and public works projects must be consistent with the Specific Plan (Government Code Sections 65455, 66473.5, 65860, and 65401). Subsequent projects determined to be consistent with this Specific Plan will likewise be deemed consistent with the City's General Plan.

1.3.2 RIVERSIDE COUNTY REDEVELOPMENT PLAN

Although the specific plan area is within Hemet's city limits, the area also falls within the North Hemet Subarea of the Riverside County Mid-County Redevelopment Project Area. The North Hemet Subarea was added to the County's redevelopment project area in 1987 (Riverside County Ordinance No. 646) and is the only county redevelopment site that lies entirely within the City of Hemet. The former Redevelopment Agency for the County of Riverside provided financial assistance for one project within the subarea: the second phase (71 units) of the 143-unit Hemet Vistas affordable apartment project at the southwest corner of Fruitvale Avenue and State Street.

The Implementation Plan for the Mid-County Project Area for fiscal years 2004–2009 identified a range of actions to improve the economic and physical conditions in the North Hemet Subarea. These actions included assisting in the improvement of public infrastructure, development of public facilities and utilities, providing incentives for the development of underutilized parcels, and reducing crime through such activities as senior facilities and programs. The North Hemet Specific Plan is consistent with and responds to these implementation measures through planned land uses, regulations, and plans for infrastructure.

1.3.3 NORTH HEMET REVITALIZATION PLAN

In 2008, the former Redevelopment Agency for the County of Riverside undertook the preparation of the North Hemet Revitalization Plan to develop a strategy to eliminate physical and economic blight within the North Hemet Subarea. The Revitalization Plan was the foundation for this Specific Plan. The planning effort was conducted in close coordination with the City of Hemet, particularly the City’s Housing Authority. The plan included a market analysis to determine the most feasible uses for the area, a Phase I site assessment, a land use/circulation framework for future development, and design guidelines for the types of residential and nonresidential uses envisioned. The goals of the Revitalization Plan were to provide:

- A safe, healthy, and aesthetically pleasing living environment;
- Housing for the Hemet community for a broad range of incomes, ages, and household sizes;
- Recreational facilities and community services to support the new residents and the surrounding area;
- Neighborhood commercial uses to support residents;
- A community that celebrates the historic, rural, small-town heritage of the City of Hemet;
- A pedestrian-oriented community integrated into the fabric of the surrounding neighborhoods.

The Revitalization Plan was presented to the Board of Supervisors as well as the Hemet City Council and Housing Authority for review and comment during the process. Following completion of the Revitalization Plan, the County Board of Supervisors authorized the preparation of this Specific Plan and EIR to provide the necessary zoning and environmental clearances to enable and encourage development proposals to move forward.

1.4 SPECIFIC PLAN PROCESS

1.4.1 COUNTY–CITY PARTNERSHIP

Continuing the efforts of the former RDA, the Housing Authority of the County of Riverside formally submitted the North Hemet Specific Plan to the City of Hemet for approval. The County worked in close collaboration with the City to prepare this Specific Plan. Accordingly, this Specific Plan is a culmination of the joint efforts of the County of Riverside and the City of Hemet towards the revitalization of the North Hemet area.

1.4.2 DEVELOPERS WORKSHOP

On February 11, 2010, a developer workshop was held at the City of Hemet Library to discuss future housing and commercial opportunities within the specific plan area. The purpose of the workshop was to inform as many potential developers as possible about this upcoming redevelopment opportunity and to get initial feedback from the development/real estate community on the conceptual plans. Private developers, nonprofit housing organizations, real estate advisors, and commercial developers were invited to participate in the workshop.

The format for the event included a brief overview and history of the City and downtown area by City staff; a presentation on the conceptual land use plan, residential products, and design considerations; and a presentation by the former Redevelopment Agency of the County of Riverside on the County process for selecting future developers. Participants asked questions and provided input on the land use and circulation plans, initial housing product selection, senior living facilities, and the market positioning of commercial uses. Various boards illustrated the concept land plan, site plan, and range of housing products envisioned. Following the two-hour workshop, a guided tour of the project site was led by City staff.

1.5 SPECIFIC PLAN ORGANIZATION

The organization of The North Hemet Specific Plan is as follows:

Section 1.0, Introduction. This section describes the vision and guiding principles of the North Hemet Specific Plan as well as the preparation process. It also covers the relationship of this document to the City of Hemet General Plan, Riverside County Redevelopment Plan, and the North Hemet Revitalization Plan.

Section 2.0, Project Context. This section provides general information about the project area, existing site conditions, and opportunities for redevelopment. It also describes the relationship of the project to surrounding uses and adjacent developments.

Section 3.0, Plan Description. This section describes the land use strategy and planning framework of the project. Individual planning areas are defined and the land use plan and statistical summary are presented. This section also presents the circulation plan, parks/open space plan, and grading and infrastructure plans.

Section 4.0, Development Standards. This section identifies permitted uses by planning area, and the development standards for residential, commercial, and mixed-use development allowed within the Specific Plan area.

Section 5.0, Design Guidelines. This section defines the community character by directing the type, style, and design of development in the North Hemet Specific Plan area. It includes guidelines on site design, architecture, streetscape elements such as walls and fences, and signage.

Section 6.0, Administration and Implementation. This chapter defines the administration of the specific plan and the implementation process for approving new development, including the accompanying financing, phasing, and other necessary programs.

Section 7.0, Appendices. The Appendices include the General Plan Consistency Analysis, Ordinance Adopting Specific Plan, and Mitigation Monitoring Plan. The Environmental Impact Report is under separate cover.

1.5.1 TERMINOLOGY

Numerous statements occur in this plan in the form of policies, standards, and guidelines that define action expectations to successfully implement the plan. The following terms clarify the level of commitment intended in the plan and reflect the expectation or desired outcome. The use of each term in a particular policy or action is a deliberate application of these definitions.

Shall. Represents an absolute commitment to the guidance expressed in the policy. (Similar action words: require, enforce, must, ensure.)

Should. Represents what will be done in most cases; exceptions or degrees of implementation are acceptable with valid reasons. (Similar action word: may.)

Restrict. Sets specified limits within which action and/or implementation will occur. (Similar action words: control, limit, contain.)

Prohibit. Prevents a specified condition or decision from occurring. (Similar action words: forbid, ban.)

1.6 ENVIRONMENTAL ASSESSMENT

The Final Environmental Impact Report (FEIR) serves as the primary source of environmental information and mitigation for this project. It describes the potential impacts that could result from adoption and implementation of the North Hemet Specific Plan. The FEIR contains a series of mitigation measures that (1) are either design features of the North Hemet Specific Plan or (2) will be imposed on the Specific Plan through the Mitigation Monitoring Plan or Conditions of Approval of subsequent projects. As defined by Section 15161 of the CEQA Guidelines, subsequent projects that are within the scope of the project's EIR will not require further environmental documentation nor focused environmental analysis, unless determined by the Community Development Director of the City of Hemet to have the potential for environmental impacts not addressed in the EIR.

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2.0 Project Context

The specific plan has been prepared within the context of existing site conditions, surrounding development, planned uses in the greater downtown area, and broader market area demands. This section provides an overview of this context and documents the specific opportunities and constraints associated with future development in and around the project area.

2.1 SURROUNDING CONTEXT

The North Hemet Specific Plan area is surrounded by multiple uses, existing and proposed, as shown on Figure 2.1 *Surrounding Context*. East of the project site, across State Street, is a mix of commercial, industrial, institutional, and vacant land uses. This area includes a convenience store, a construction company, warehouse and storage buildings, a gas station, Riverside County facilities, and a church and homeless shelter, among other uses. In 2005, the Riverside County Transportation Commission (RCTC) studied the potential extension of Metrolink transit service to the City of Hemet, with a transit station potentially located just east of the project site. The City, in conjunction with the Western Riverside Council of Governments (WRCOG), Riverside Transit Agency (RTA) and Riverside County Transportation Commission (RCTC) developed a conceptual plan for the transition of this area into a transit village with a more transit-supportive mix of residential, commercial, and office or institutional uses, as shown on Figure 2.2, *Potential Future Development*, and as described in more detail below. The North Hemet Specific Plan is intended to be “transit ready” in terms of the mix and intensity of uses planned, as well as the site design criteria. South of the project site, across Oakland Avenue, is the historic Hemet Stock Farm. A separate specific plan is being prepared to guide development of a new residential community at this location, as shown on Figure 2.2. West of the project site, across Alessandro Street, and to the northwest are residential uses consisting of a mobile home park and conventional single-family residences. The Hemet Vistas Apartments abut the project area to the north. The Hemet Vista Apartments are also within Riverside County’s Mid-County Redevelopment Project Area.

Anticipated market demand in the area over the next 10 years has influenced the land use mix of the Specific Plan. A commercial and residential market study was previously prepared for the North Hemet Subarea in tandem with the North Hemet Revitalization Plan. In summary, population growth rates in the area are strong, creating an opportunity for a new mixed-use neighborhood in a variety of configurations and for a range of demographic groups. In particular, there is strong

FIGURE 2.1 SURROUNDING CONTEXT

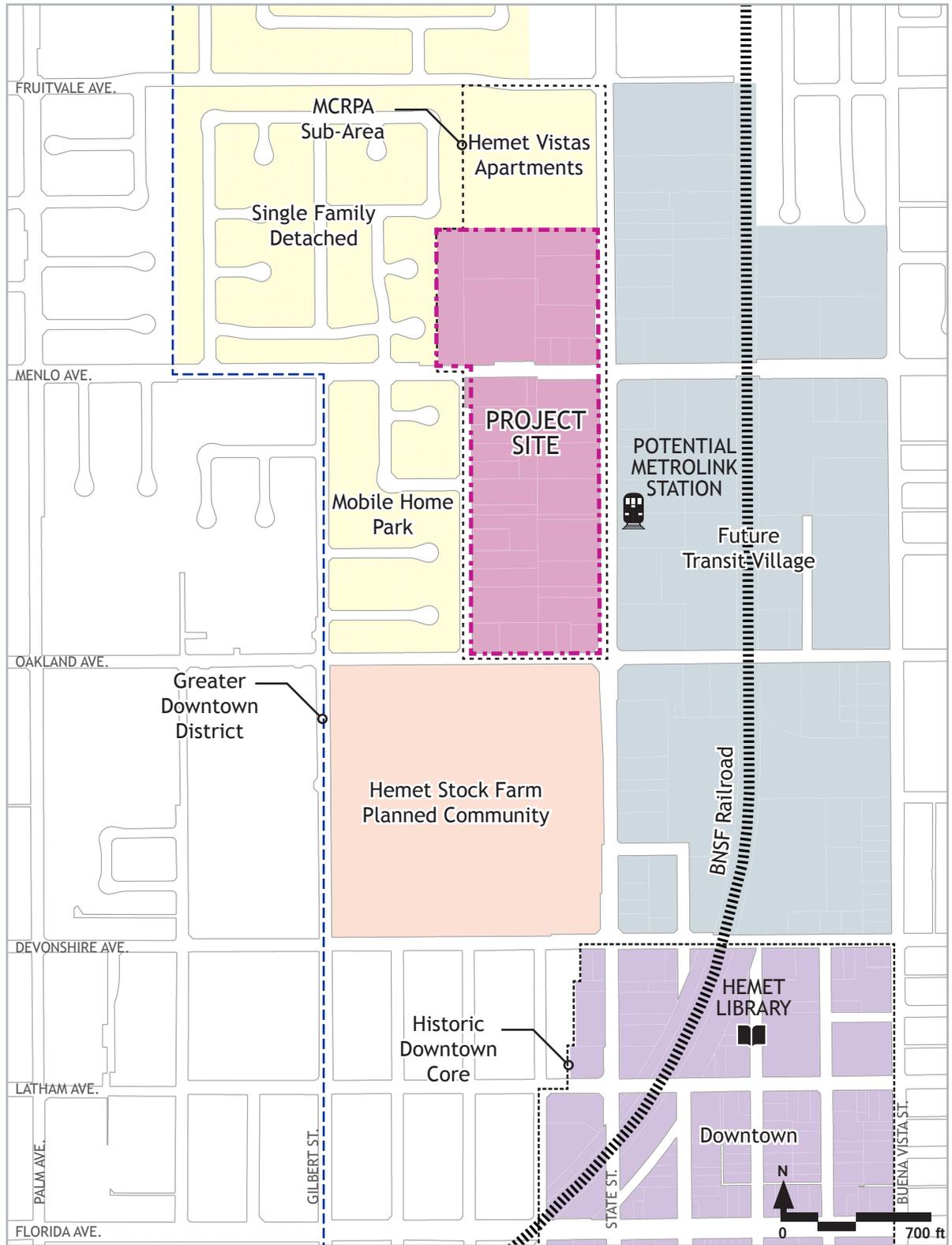
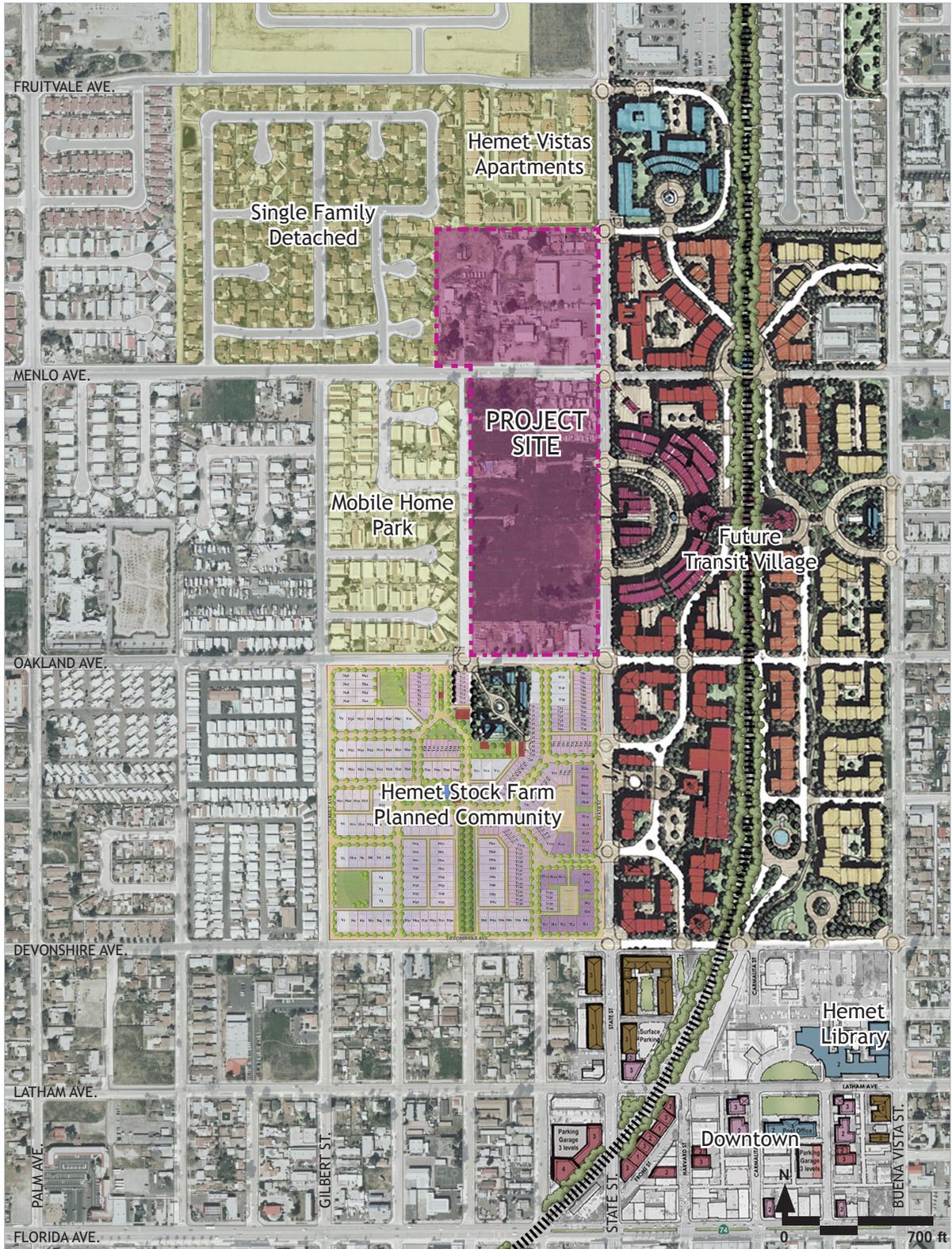


FIGURE 2.2 POTENTIAL FUTURE DEVELOPMENT



demand for family housing, senior housing, and assisted living facilities. Proximity to downtown, the library, parks, and future transit, as well as significant residential investment at the Stock Farm site, create the opportunity for a pedestrian-oriented, mixed-use village at this location. Residential uses will bring additional demand for neighborhood-supporting commercial and offices uses within the project area.

2.1.1 HEMET STOCK FARM SPECIFIC PLAN

Directly south of the project area is the 40-acre historic Hemet Stock Farm. Development proposals in the past have included a mixture of residential and commercial land uses inclusive of a 5 acre historic park. Future development of this site will require adoption of a specific plan.

2.1.2 HEMET TRANSIT VILLAGE

In 2006, the City of Hemet, in partnership with the Western Riverside Council of Governments (WRCOG), Riverside Transit Agency (RTA) and Riverside County Transportation Commission (RCTC) undertook the preparation of a Vision Plan for a future Hemet Transit Village. The village site is directly to the east of the North Hemet project area. The project outlined development inclusive of a future Metrolink station, transit service (both local and regional bus service). The initial land use concept accommodated a variety of land uses including multi-family residential, mixed commercial-office uses, parks, structured parking and other transit-supporting retail uses.

2.1.3 PERRIS VALLEY LINE METROLINK EXTENSION

Commuter rail service has been a growing success in Riverside County since its inception in 1993 with the Riverside Line to Los Angeles. In 1995, the Inland Empire-Orange County (IEOC) Line began providing service to Orange County, followed most recently by the start of peak-period service on the SR-91 (Riverside-Fullerton-Los Angeles) Line in 2002. Also in 1993, the Commission acquired the San Jacinto Branch Line (SJBL) with the eventual goal of providing passenger rail service. Upon completion of a commuter rail feasibility study in 2000, the Commission authorized staff to develop commuter rail service on the SJBL to Perris, known as the Perris Valley Line (PVL) project.

In November 2005, RCTC completed the Riverside County Commuter Rail Feasibility study, which evaluated several commuter rail corridors throughout the county. The project studied extensions of existing or proposed rail routes to the Coachella Valley, Hemet/San Jacinto, and Temecula via both the I-215 and Winchester Road. The analysis supported advancing two scenarios for inclusion in the next Southern California Association of Governments regional transportation plan update: the Perris Valley extension to Hemet/San Jacinto and the extension to Temecula along the I-215.

The Perris Valley Line project, as it is currently proposed by the RCTC and the Southern California Regional Rail Authority, would result in a 24-mile extension of the existing Route 91 commuter rail line between Los Angeles and downtown Riverside southeast in an alignment parallel to the Ramona Expressway (I-215). The proposed project includes four new stations and additional park-and-ride lots serving the communities of Alessandro, Moreno Valley, and Perris, terminating at South Perris. The project will also provide communities such as Hemet, San Jacinto, Murrieta, Lake Elsinore, Menifee, Wildomar and Temecula closer access to the Southern California commuter rail network.

In late 2012, a Supplemental Environmental Assessment (SEA) was prepared in accordance with the National Environmental Policy Act (NEPA) and was made available for public review and comment. Comments received during the review period were evaluated and considered, resulting in revisions to the SEA. FTA has since then decided to proceed with the project, issuing a Finding of No Significant Impact (FONSI).

2.2 EXISTING SITE CONDITIONS

Ownership patterns, existing uses, physical deterioration levels, and environmental conditions were studied to establish the constraints and opportunities on which to develop the Land Plan for the North Hemet Specific Plan area.

2.2.1 OWNERSHIP

There are three major landowners in the project area, with the largest being the Housing Authority of the County of Riverside. All other parcels are privately owned. Figure 2.3, *Property Ownership*, displays the ownership pattern as of September 2011.

2.2.2 LAND USE

The North Hemet Specific Plan site is generally flat with mostly vacant, undeveloped land, as shown in Figure 2.4, *Existing Land Use and Physical Conditions*. The developed parcels consist of some residential and commercial uses. Residential uses included small single-family homes, trailer homes, and a mobile home park (Town & Country) at the southwest corner of North State Street and Menlo Avenue. Commercial uses included an auto-repair-oriented businesses, a stucco contractor, a small convenience store, and a coffee shop. An Alcoholics Anonymous rehabilitation center (Red Dog Hall) is also located in a former single-family home at the northwest corner of North State Street and Menlo Avenue. The former Smart & Final site was recently converted into a public facility, a Riverside County community service center.

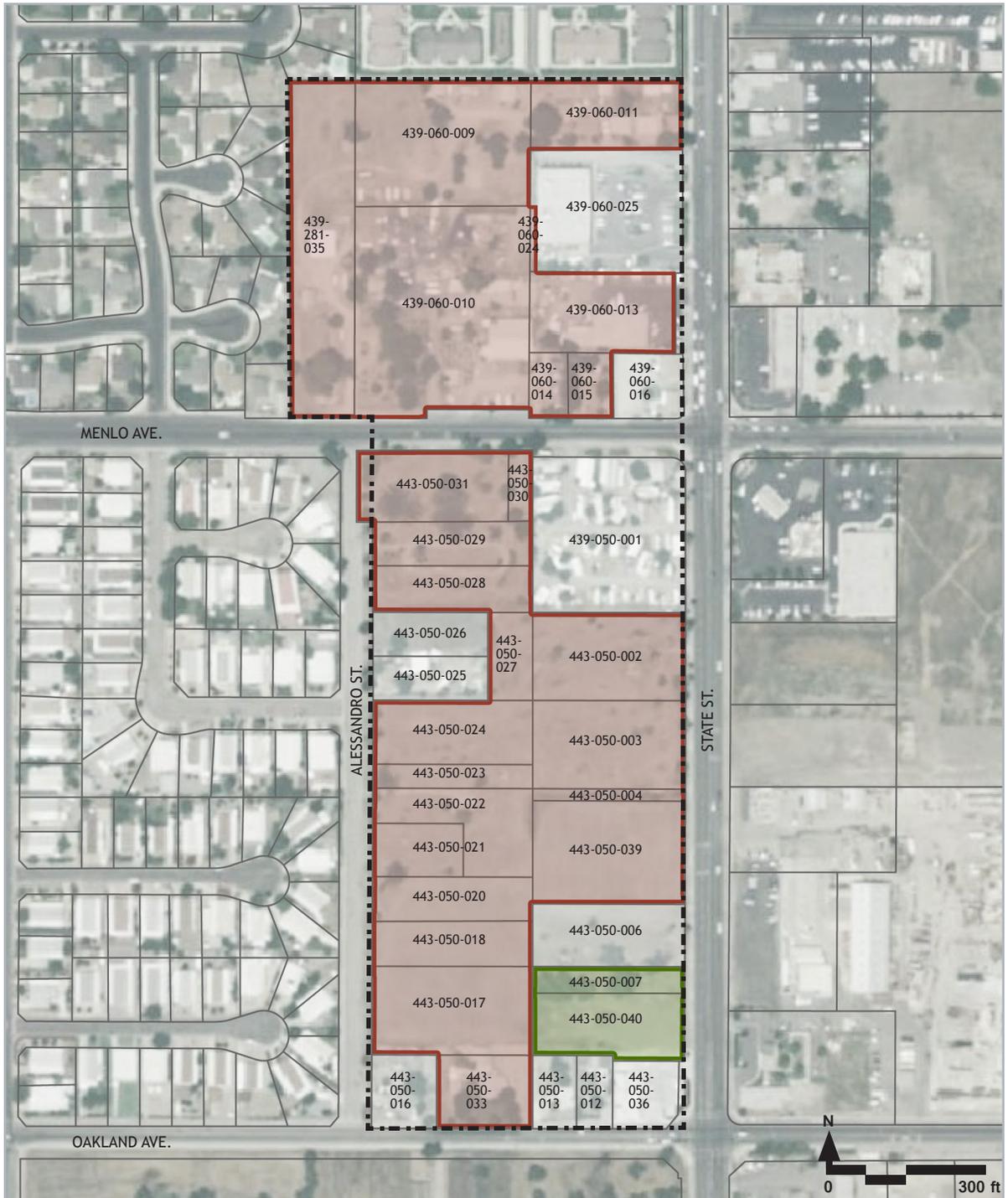
2.2.3 PHYSICAL CONDITIONS

The project area became part of the Mid-County Redevelopment Project Area in 1987, based on findings of blight. An additional blight inspection was conducted in February 2007 as part of the North Hemet Revitalization Plan. The external visual inspections found the majority of the structures onsite to be in some degree of deterioration, as shown in Figure 2.4. Blight conditions include inadequate public improvements, unsafe buildings, and incompatible adjacent uses. Figure 2.5, *Site Photos*, provides images of existing conditions of the project area. The summary Property Evaluation Report is in the appendix of the North Hemet Revitalization Plan.

2.2.4 ENVIRONMENTAL SITE ASSESSMENT

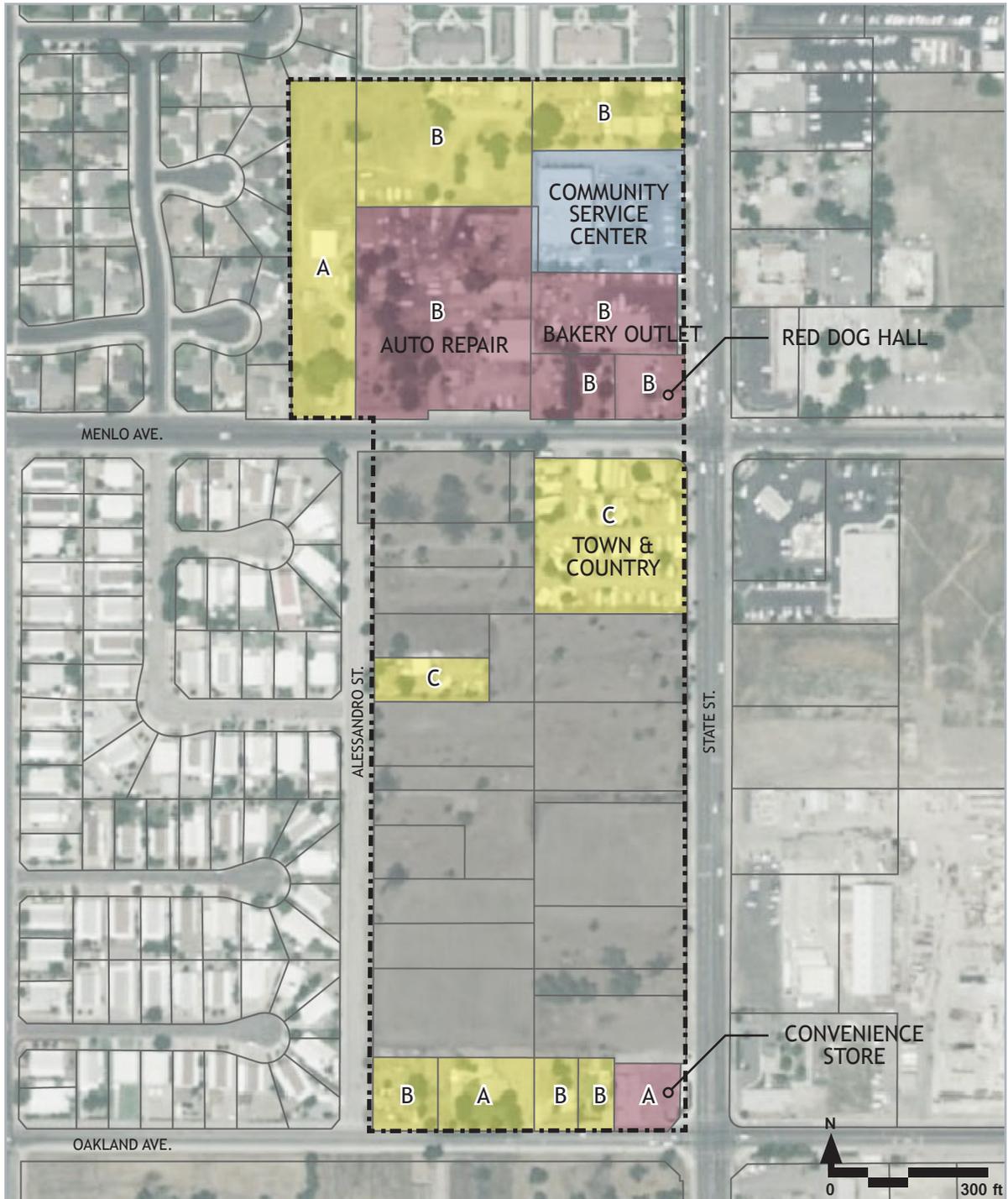
In March 2007, a Modified Phase I Site Assessment was conducted to identify the potential presence of recognized environmental conditions (RECs) in connection with the site. This assessment evaluated the site history, existing observable conditions, current site uses, and current and historical uses of surrounding properties. The assessment concluded that there are no known or suspected environmental conditions that would preclude redevelopment of the site for residential and/or commercial uses. The Modified Phase I Assessment is located in the appendix to the North Hemet Revitalization Plan.

FIGURE 2.3 PROPERTY OWNERSHIP



- | | |
|---|--|
| HACR-Owned Parcels | Single-Owner Parcels |
| Private Landholding | Specific Plan Boundary |

FIGURE 2.4 EXISTING LAND USE AND PHYSICAL CONDITIONS



A Good Physical Condition	 Vacant	 Public
B Fair Physical Condition	 Residential	 Specific Plan Boundary
C Poor Physical Condition	 Commercial	

FIGURE 2.5 SITE PHOTOS



3.0 Development Plan

The plan description sets forth the land use strategy and development parameters for the project area and the range of housing products suitable for the area, as well as the supporting plans for vehicular and pedestrian circulation, infrastructure, and conceptual grading, as required by state law.

3.1 LAND USE STRATEGY

The North Hemet Specific Plan guides development of a compact, mixed-use community that is integrated with existing and planned surrounding development. When built out, the project area will contain a variety of neighborhood-serving commercial and office uses; a range of residential product types, including senior living facilities; and supporting recreational land uses. External public roadways, a proposed internal roadway network, and a proposed open space/park network establish the framework for land uses. The overall design intent is to create a small-block fabric and mix of uses similar to the historic areas in the downtown. Connectivity between uses within the project area and to neighboring activities is a key design strategy. The land use mix, circulation and storm drainage plans, design guidelines, and implementation components are intended to provide sufficient flexibility to enable development proposals to adapt to future market conditions and financing opportunities.

3.2 LAND USE PLAN

The Land Use Plan allows for development of a maximum of 525 homes with up to 135,254 square feet of supporting retail and office uses. The plan contains three land use designations, as shown in Figure 3.1, *Land Use Plan*. The Medium Density Residential and High Density Residential designations are consistent with the stand-alone residential designations of the City of Hemet General Plan. The Neighborhood Mixed Use is a customized designation for a range of uses in a mixed-use setting. The definition and development standards for the designations within this Specific Plan are described in detail in Section 4, *Development Criteria*. The plan accommodates a variety of housing types based on the diversity of household incomes, household sizes, ages, and lifestyles anticipated in the market. Land uses are organized into seven planning areas for purposes of tailoring development standards and addressing other issues. The land uses, corresponding intensities/densities, and recommended housing types are shown in Table 3.1, *Land Use Summary*. The Planning Areas are described as follows:

TABLE 3.1 LAND USE SUMMARY

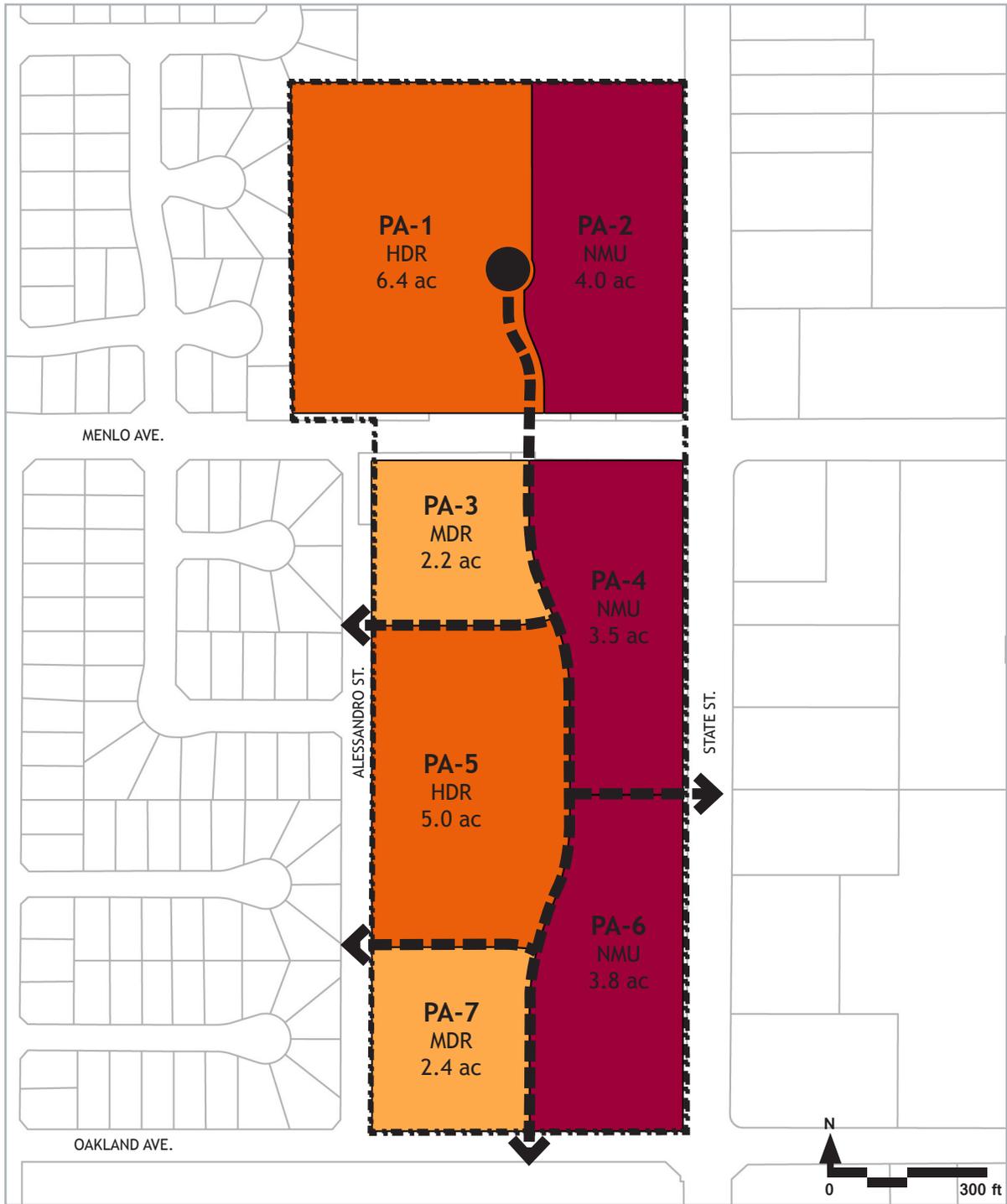
PA	Land Use	Acres ¹	Density	Units ²	F.A.R.	Retail Sq.Ft.	Office Sq.Ft. ³
1	High Density Residential	6.4	18–30	115–192	-	-	-
2	Neighborhood Mixed Use ⁴	4.0	-	-	0.35	38,115	16,335
3	Medium Density Residential	2.2	8–18	18–40	-	-	-
4	Neighborhood Mixed Use	3.5	18–30	24–40	0.35	53,361	-
5	High Density Residential	5.0	18–30	90–150	-	-	-
6	Neighborhood Mixed Use	3.8	18–30	36–60	0.35	27,443	-
7	Medium Density Residential	2.4	8–18	19–43	-	-	-
	Public Street R.O.W.	1.3					
Total		28.6		302-525		118,919	16,335

Notes:

1. Acreage for each Planning Area is defined as gross site area, including internal local roads and any area devoted to detention areas. It does not include any existing public right-of-way.
2. Units are based on gross site area multiplied by density.
3. Office square footage is calculated at a floor area ratio of 0.25.
4. Mixed Use in Planning Area 2 consists of a mix of retail and office uses.

- **Planning Area 1.** Designated as High Density Residential, Planning Area 1 is approximately 6.4 gross acres in size. It is bounded by the existing Hemet Vistas apartments to the north, Menlo Avenue to the south, Planning Area 2 to the east, and existing single-family residences on the west. It is intended to be developed as a senior housing complex that may include nonassisted senior apartments or condominiums, along with a potential assisted living facility. Section 3.2.2, *Joint Use Parks/Detention Areas* identifies the need for a detention basin in this planning area to handle the storm drainage from Planning Areas 1 and 2. The ultimate location, configuration, and size will be determined in the development approval process. Planning Area 1 can be developed with a maximum of 192 dwelling units at 30.0 units per acre.
- **Planning Area 2.** Designated as Neighborhood Mixed Use, Planning Area 2 is approximately 4.0 acres in size. It is bounded by the existing Hemet Vistas apartments to the north, Menlo Avenue on the south, Planning Area 1 on the west, and State Street to the east. Development should be

FIGURE 3.1 LAND USE PLAN



- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Neighborhood Mixed-Use (NMU)

- Preliminary Road Alignment*
- Specific Plan Boundary

* Final access points and alignment to be determined with development processing.

oriented to State Street and Menlo Avenue, but also provide convenient pedestrian access to/from the senior complex. This planning area includes a former Smart & Final building on a 1.5-acre parcel that has been converted into a community service center operated by the County. The service center includes programs for Hemet residents, such as a Career Resource Area/Skills Lab, offices for County employees overseeing senior programs, and general meeting space. The remaining 2.5 acres are intended for small-scale neighborhood commercial uses that will support the project and nearby uses. Planning Area 2 can be developed with a maximum of 16,335 square feet of office use at a floor area ratio (FAR) of 0.25, and a maximum of 38,115 square feet of commercial uses at an FAR of 0.35. Two alternative site plan concepts for Planning Areas 1 and 2 , provided below, that

FIGURE 3.2 SITE PLAN CONCEPTS

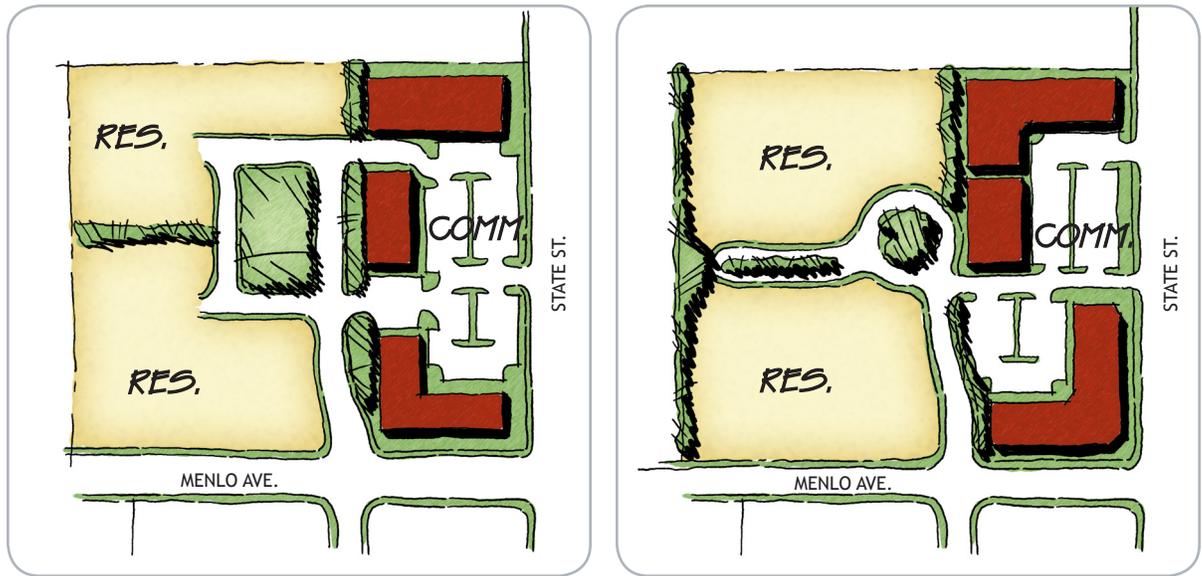
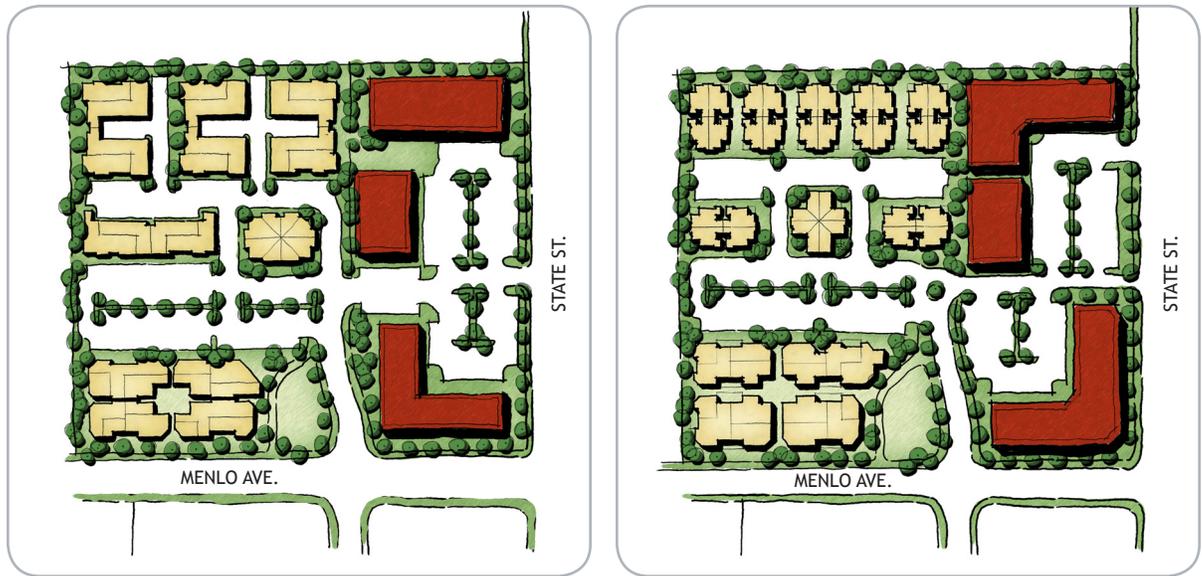


FIGURE 3.3 SITE DESIGN CONCEPTS



reflect circulation and site planning options.

- **Planning Area 3.** Designated as Medium Density Residential, Planning Area 3 is approximately 2.2 acres. It is bounded by Menlo Avenue on the north, Planning Area 5 on the south, Planning Area 4 on the east, and Alessandro Street on the west. This planning area is intended to accommodate a range of housing types in both single-family and multifamily configurations. Section 3.2.2, *Joint Use Parks/Detention Areas*, identifies the need for a detention basin in this planning area to handle the storm drainage from Planning Areas 3, 4, and part of 5. The ultimate location, configuration, and size will be determined in the development approval process. Planning Area 3 can be developed with a maximum of 40 residential dwelling units at 18.0 units per acre.
- **Planning Area 4.** Designated as Neighborhood Mixed Use, Planning Area 4 is approximately 3.5 acres. It is bounded by Menlo Avenue on the north, Planning Area 6 on the south, State Street on the east, and Planning Areas 3 and 5 on the west. This planning area is a flexible mixed-use zone that accommodates a range of neighborhood commercial and offices uses in a one- or two-story configuration, potential live-work units, and well as residential flats above commercial in a mixed-use building configuration. Buildings are intended to front State Street, but should also be easily accessible to residents in the remainder of the project area. Planning Area 4 can be developed with a maximum of 53,361 square feet of commercial uses at an FAR of 0.35 and up to 40 units in a mixed-use configuration.
- **Planning Area 5.** Designated as High Density Residential, Planning Area 5 is approximately 5.0 acres. It is bounded by Planning Area 3 on the north, Planning Area 7 on the south, Planning Areas 4 and 6 on the east, and Alessandro Street on the west. This comparatively large planning area in the heart of project area accommodates a range of higher density product types. Buildings should front the internal roadways to frame the street and create a pedestrian-friendly environment. Planning Area 5 can be developed with a maximum of 150 residential dwelling units at 30.0 units per acre.
- **Planning Area 6.** Designated as Neighborhood Mixed Use, Planning Area 6 is approximately 3.8 acres. It is bounded by Planning Area 4 on the north, Oakland Avenue on the south, State Street on the east, and Planning Areas 5 and 7 on the west. This planning area is a flexible mixed-use zone that accommodates a range of neighborhood commercial and office uses in one- or two-story configurations, potential live-work units, and residential flats above commercial in a mixed-use building configuration. Commercial and office uses are expected to be designed as a high-intensity of activity rather than in traditional strip commercial formats. Planning Area 6 also accommodates a stand-alone residential project that is best suited for the corner of Oakland and State Street. Residential at this location provides a good transition from the planned Stock Farm project to the south. This Specific Plan assumes that a maximum of 2.0 acres are developed as High Density Residential, resulting in 60 residential units at 30.0 units per acre. The remaining area accommodates a maximum 27,443 square feet of commercial uses at an FAR of 0.35.
- **Planning Area 7.** Designated as Medium Density Residential, Planning Area 7 is approximately 2.4 acres. It is bounded by Planning Area 5 on the north, Oakland Avenue on the south, Planning Area 6 on the east, and Alessandro Street on the west. This planning area is intended to accommodate a range of housing types in both single-family and multifamily configurations. Units should be designed to orient to Oakland and the future Historic Park, as well as front the internal local road. Section 3.2.2, *Joint Use Parks/Detention Areas* identifies the need for a detention basin in this planning area to handle the storm drainage from Planning Areas 7, 6, and part of 5. The ultimate location, configuration, and size will be determined in the development approval process. Planning Area 7 could develop a maximum of 43 residential dwelling units at 18.0 units per acre.

3.2.1 RESIDENTIAL PRODUCT TYPES

The City and the County have identified a number of residential product types that are well suited to this project area in terms of scale, site design flexibility, and quality design features. These products were “tested” during preparation of the North Hemet Revitalization Plan to determine density yields within the planning areas, access needs, and other design considerations. They were also determined to meet the housing needs of the Hemet/San Jacinto market area in the market study prepared for the Revitalization Plan. The following residential product types are suggested prototypes for consideration, but do not limit the proposal of other residential products that are consistent with the development standards of the specific plan. The townhome and podium apartment product may be adapted to mixed-use, as shown in Figure 3.7, *Townhomes: Residential and Live-Work*, and Figure 3.8, *Podium Apartments: Residential and Mixed-Use*.

- **Greencourt Homes (8 to 12 du/ac):** Modules of detached single-family, one- to two-story homes create greencourts for common open space, as shown in Figure 3.4, *Greencourt Homes*. Private porches, four-sided architecture, and reduced setbacks emphasize pedestrian scale and strengthen home-to-street relationship. Units are proposed to be two and three bedrooms and range in size from 1,200 to 1,800 square feet. Resident garages are accessible by an alley while street parking is provided for guests.
- **Paired Homes (9 to 12 du/ac):** A pair of attached single-family homes appear as one- or two-story detached units, creating a lively and comfortable neighborhood image, as shown in Figure 3.5, *Paired Homes*. Building frontages are inviting and enhance the pedestrian experience on sidewalks and trails. Units are proposed to be two to four bedrooms and range in size from 1,400 to 2,400 square feet. Units have individual garages accessed by an alley.
- **Courtyard Cluster (18 to 23 du/ac):** A number of detached and attached single-family units form a cluster module sided by green space along three edges, which creates a unique sense of community within the neighborhood. As shown in Figure 3.6, *Courtyard Cluster*, detached units have zero lot lines with an internal courtyard divided for individual open space. The attached units are above the garages, which are accessed through an alley. Units are proposed to be one to two bedrooms and range in size from 650 to 950 square feet.
- **Townhomes (13 to 25 du/ac):** Townhome buildings are configured in various ways to create open green space in front and alleys to the rear. They can be created to achieve the image of one building or a mix of smaller attached units. Live-work townhomes function particularly well along main corridors of pedestrian passage as they offer a friendly street frontage. Examples are shown in Figure 3.7, *Townhomes*. Units are proposed to be two to three stories with one to three bedrooms, and range in size from 1,000 to 2,200 square feet of living space with flexible workspace.
- **Podium Apartments (20 to 30 du/ac):** Townhomes and stacked flats above ground-floor garage parking are mixed in two- to three-story buildings, allowing for a diverse mix of households, as shown in Figure 3.8, *Podium Apartments*. Commercial space or community facilities can be located on the ground floor to activate the street front for an enhanced pedestrian environment. Proposed units are one to three bedrooms and range in size from 800 to 1,800 square feet.
- **Gardencourt Apartments (15 to 32 du/ac):** Two- to three-story buildings form an internal common open space with parking along the exterior of the buildings, as shown in Figure 3.9, *Gardencourt Apartments*. The gardencourts provide a setting for social activities and relaxation. Units are proposed to be one to three bedrooms and range in size from 700 to 1,200 square feet.
- **Senior Housing:** Senior living can be accommodated in any of the aforementioned product types as independent or assisted living. These units should be affordable to the extent feasible and be fully accessible.

FIGURE 3.4 GREENCOURT HOMES (8 to 12 du/ac)

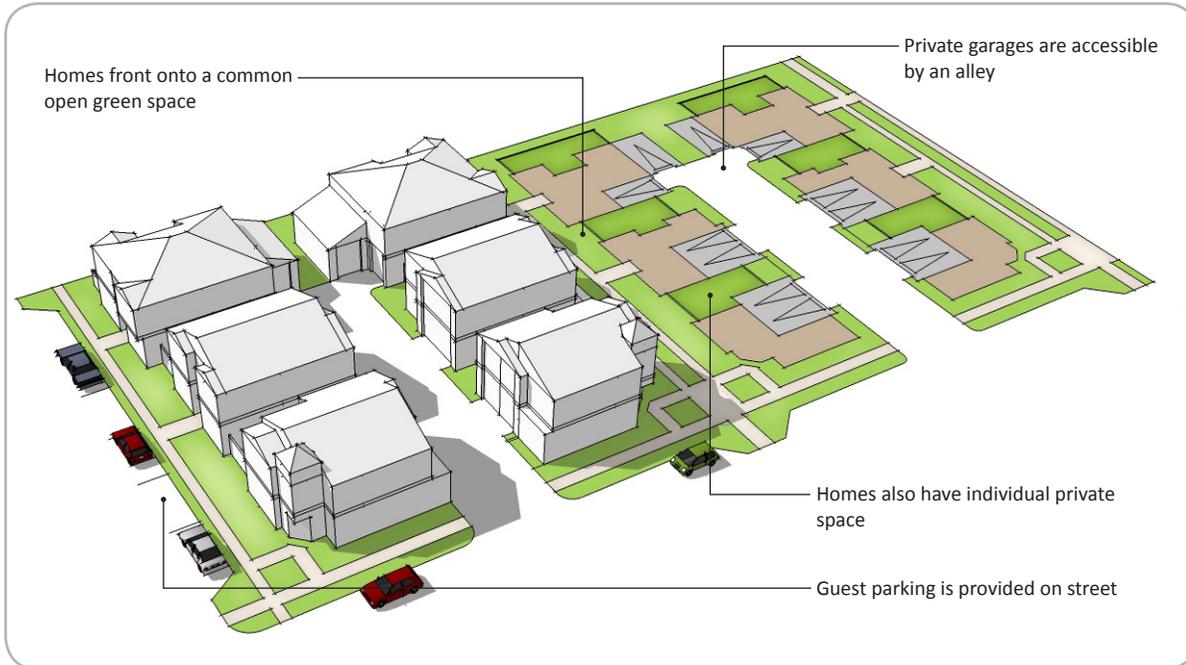


FIGURE 3.5 PAIRED HOMES (9 to 12 du/ac)

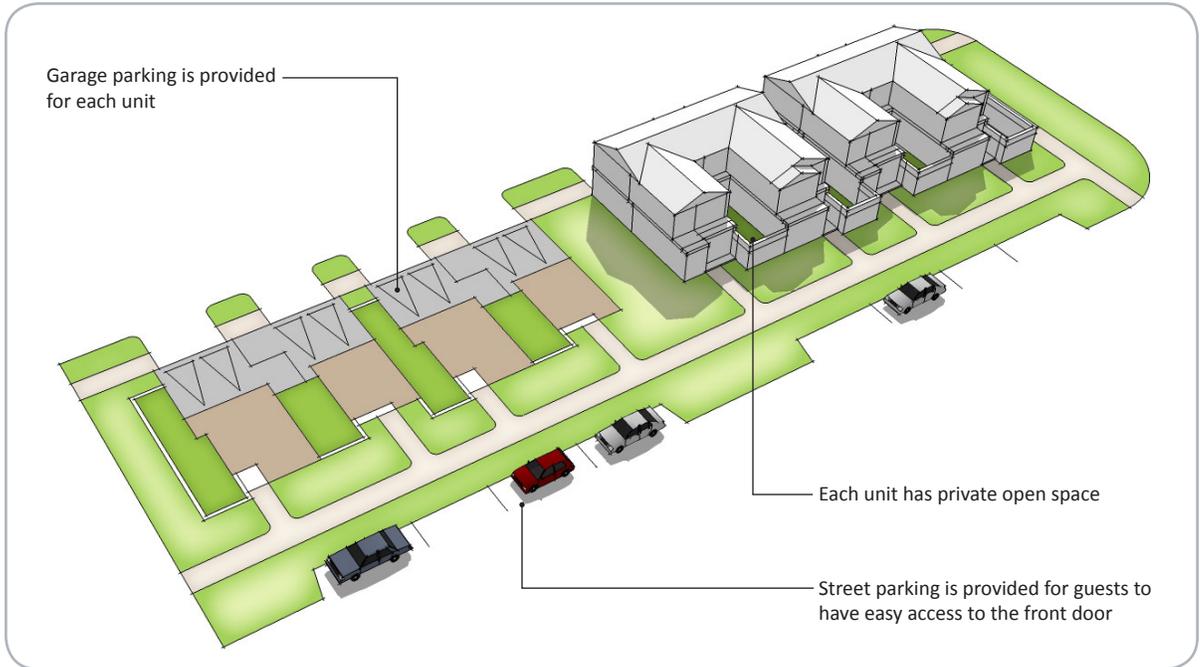


FIGURE 3.6 COURTYARD CLUSTER (18 to 23 du/ac)

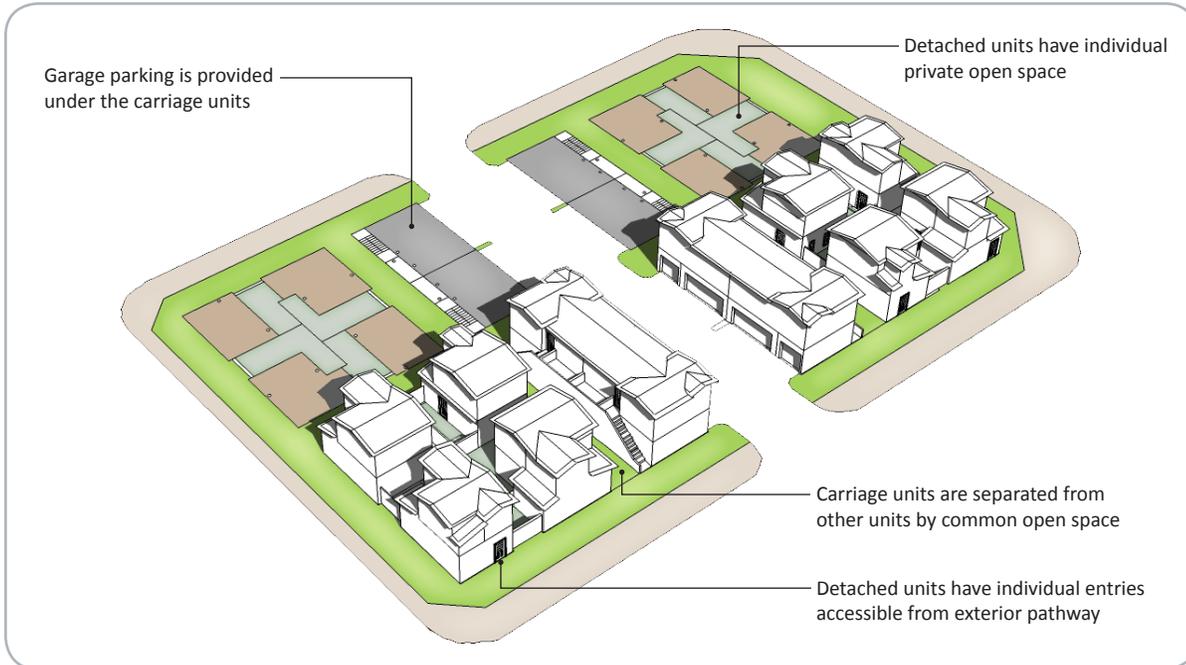
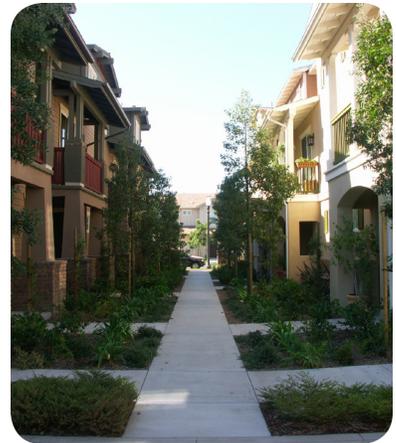
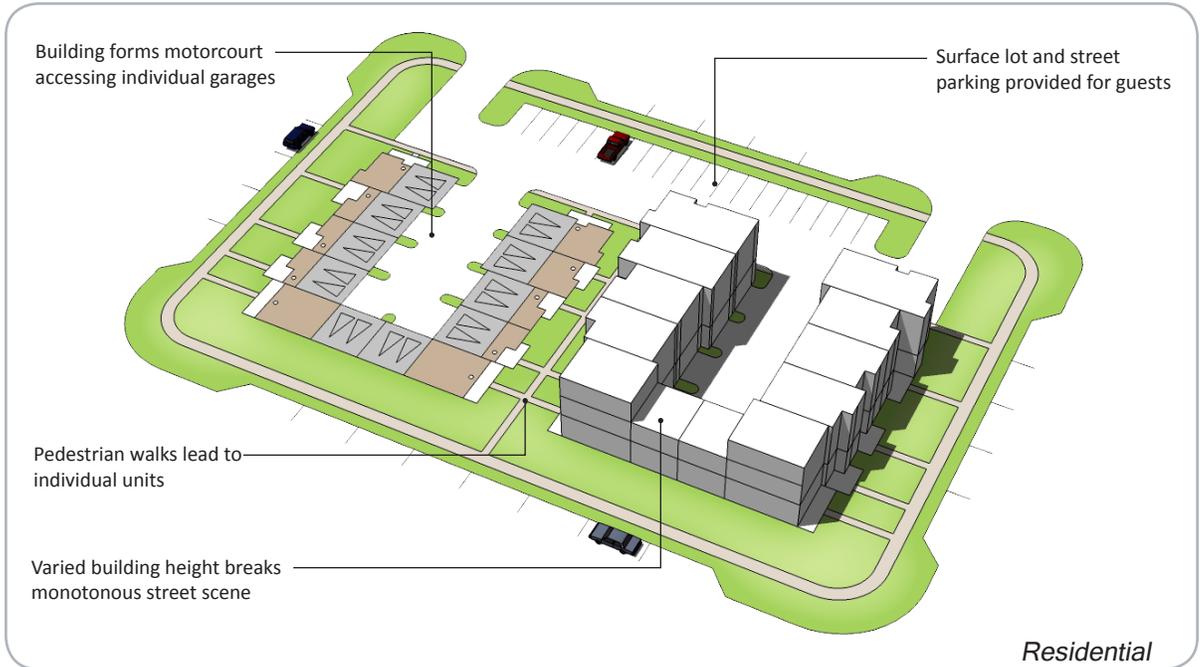


FIGURE 3.7 TOWNHOMES: RESIDENTIAL & LIVE-WORK (13 to 25 du/ac)



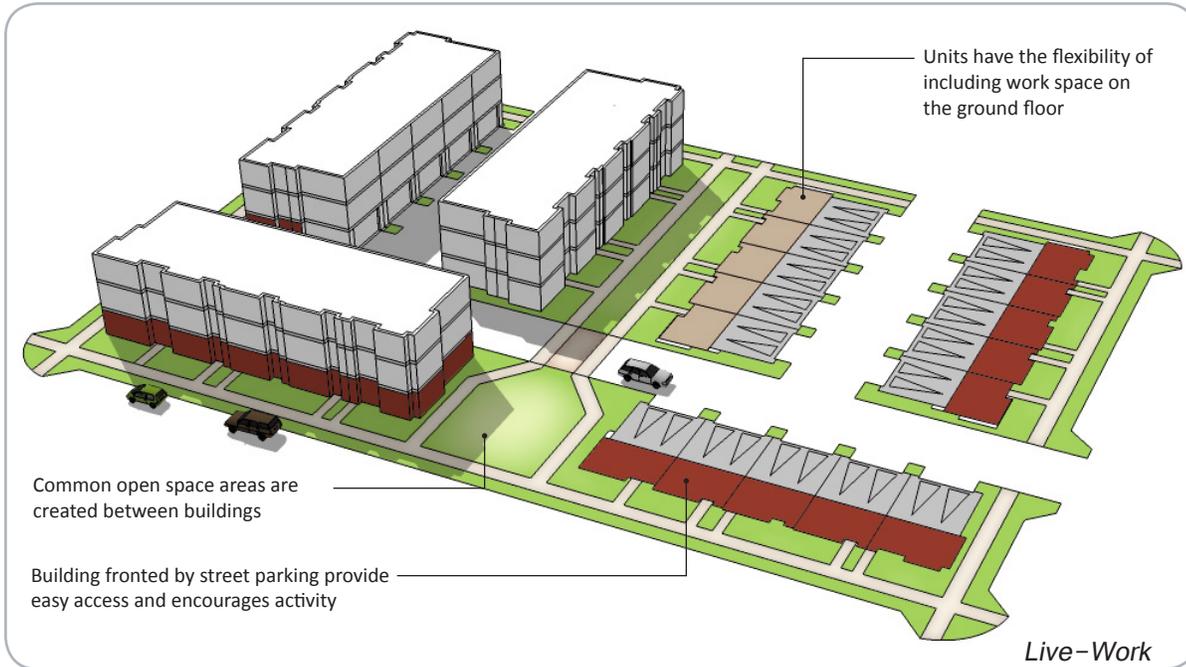
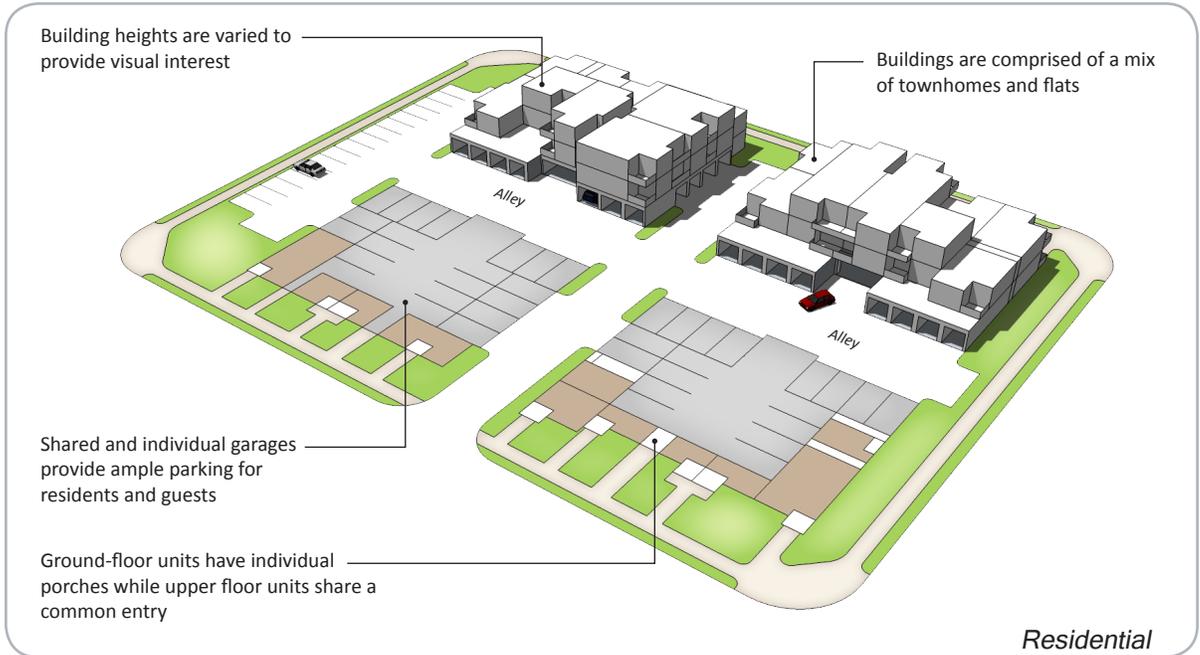


FIGURE 3.8 PODIUM APARTMENTS: RESIDENTIAL AND MIXED-USE (20 to 30 du/ac)



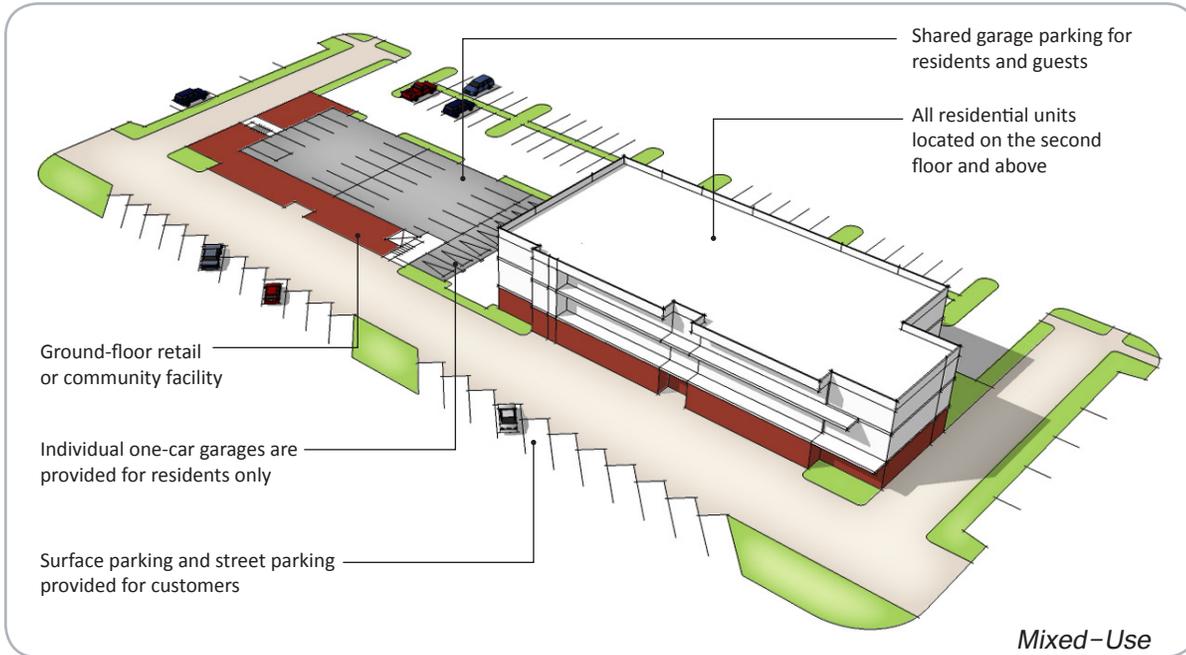
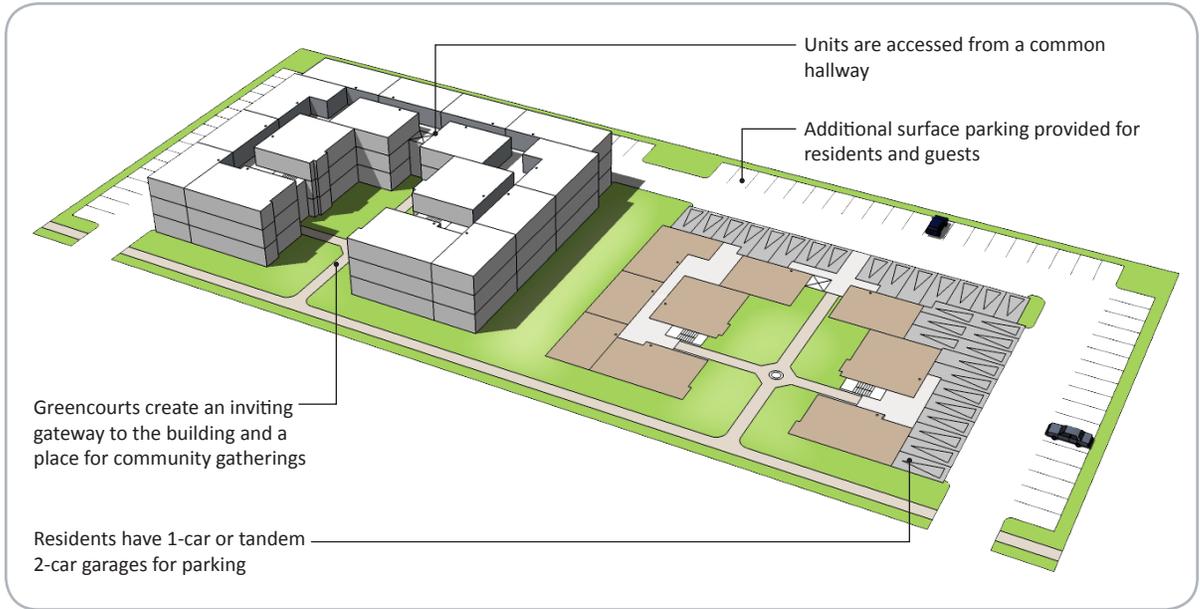


FIGURE 3.9 GARDENCOURT APARTMENTS (15 to 32 du/ac)



3.2.2 JOINT USE PARKS/DETENTION AREAS

Both regional-level and community-level park facilities are close to the project area. Valley Wide Regional Park is about one mile northwest of the site, and Searle Sports Park is a half mile, also northeast of the specific plan area. Local park needs will be met through a combination of several joint-use park/ detention areas, as well as park in-lieu fees. Section 3.7, *Storm Drainage and Conceptual Grading Plan*, identifies the need for a series of onsite detention basins to handle stormwater runoff. Given the existing topography and drainage conditions, these detention basins are generally located in the residential areas of the project. They will be designed to not only handle annual storm runoff, but provide passive and active recreational uses, including fields, tot lots, and picnic areas. These park areas should be directly accessible to surrounding residential via pedestrian paths or sidewalks. Given the dual function, park / detention areas must be designed by a registered landscape architect or civil engineer and approved by the City Engineer. A conceptual plan for the joint-use park/ detention areas is shown in Figure 3.10, *Conceptual Parks/ Detention Areas Plan*.

If stormwater detention is designed to be handled underground, each residential planning area should provide a small private park area as a focus of the neighborhood. Private park areas shall be designed to meet the City’s Common Open Space Development Standards in Article XIII, Multiple-Family Zones, of the Hemet Municipal Code and the Parks and Open Space design guidelines in Section 5, *Design Guidelines*, of this Specific Plan. In addition, residential projects are subject to Article X, Public Parklands and/or Dedication, of the Hemet Municipal Code.

FIGURE 3.10 CONCEPTUAL PARKS/DETENTION AREAS PLAN



3.3 CIRCULATION PLAN

The North Hemet Specific Plan area is designed for all modes of transportation to provide mobility options and convenient access to the region and surrounding community. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. It is designed with an efficient internal and external circulation system that includes a network of roadways, multi-use trails, and paseos that provide for vehicular, pedestrian, bicycle, and transit mobility in a safe and aesthetically pleasing environment.

3.3.1 VEHICULAR ACCESS AND CIRCULATION

As shown in Figure 3.11, *Vehicular Circulation Plan*, the North Hemet Specific Plan includes a vehicular circulation plan that fits into and complements the existing surrounding roadway system. Similar to the City's circulation system, the roadway system in and around the North Hemet Specific Plan area consists of a hierarchy of streets, including secondary roadways, collectors, and local streets. The characteristics of the streets, however, may vary from the standards set in the Hemet General Plan, as the circulation system is intended to create a more walkable environment with greater activity along the street front and higher connectivity with uses adjacent to the project area.

Perimeter roadways include State Street, Menlo Avenue, Oakland Avenue, and Alessandro Street. These roadways will provide primary access into the North Hemet Specific Plan area. Access points are provided along existing perimeter roadways to allow for minimum disruption in traffic flow while concurrently providing effective ingress and egress to the project area. Signalized intersections are used at critical intersections along State Street, Menlo Avenue, and Oakland Avenue. Access with restricted turning movements and stop-controlled intersections are also provided at various roadway intersections. Access points on all sides of the planned area boundaries coordinate with existing and proposed access to adjacent land uses, including the future Transit Village on the east side of the project site.

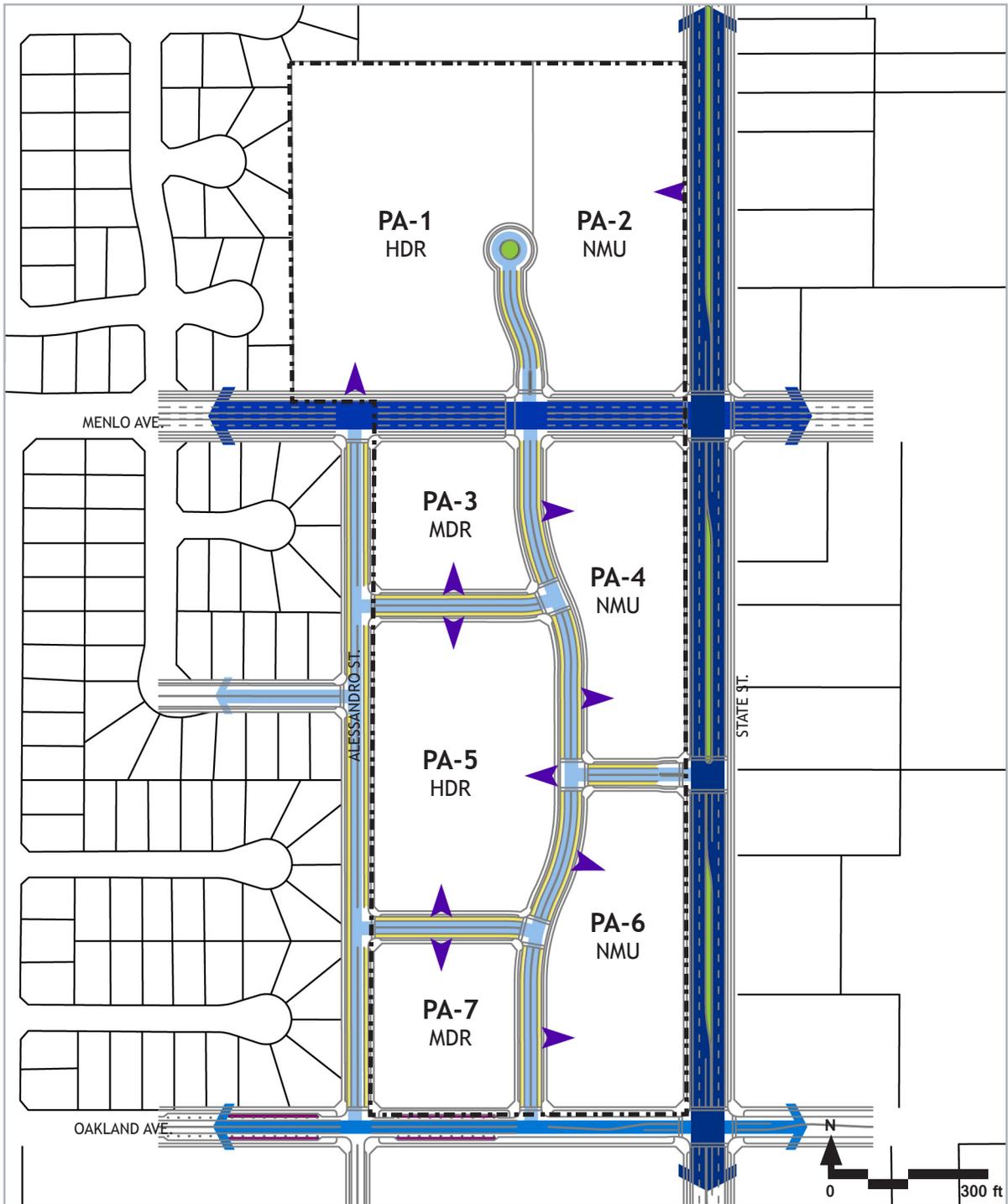
The roadway classifications for the public roads are consistent with the classifications specified in the Hemet General Plan, as listed below. Typical cross-sections of the streets included in the North Hemet Specific Plan circulation system are shown on Figures 3.12 to 3.15.

- Divided Secondary A: State Street
- Secondary: Menlo Avenue
- Collector Street: Oakland Avenue
- Local Street: Alessandro Street and internal streets

An internal local street will accommodate low-speed through traffic, from Menlo Avenue to Oakland Avenue. In addition, indirect east–west connections are provided between State Street and Alessandro Street via internal local streets. The internal streets provide driveway access to each of the Planning Areas within the project site. Internal local street configurations include a bike flex lane which is primarily intended for bicyclists but may function as on-street parking upon approval from the City Engineer. Internal streets may be developed as private streets at the discretion of the developer and approval of the City. Intersections of all roadway classifications will incorporate bulb-outs and reduced medians for left turn lanes as necessary. Intersection configurations are shown on Figures 3.19 to 3.24.

It is the intent of the North Hemet Specific Plan for buildings to front along all streets to the extent possible as specified in the Land Use Plan. Building frontage along major roadways helps to frame the street, create a pedestrian-friendly environment, and activate businesses and neighborhoods. The location, configuration, and sizes of buildings will ultimately be determined in the development approval process.

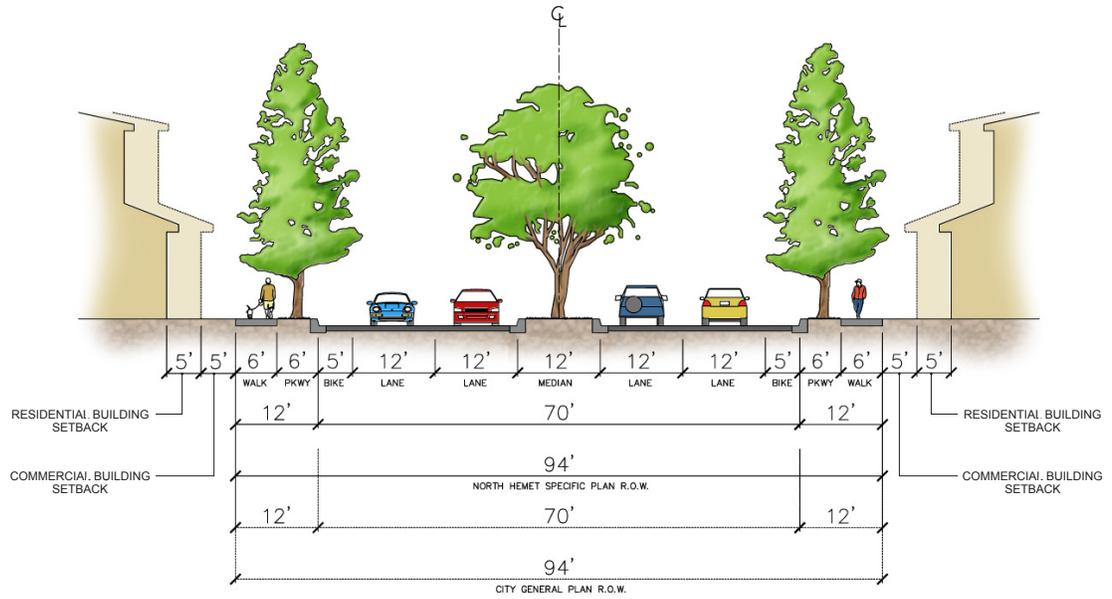
FIGURE 3.11 VEHICULAR CIRCULATION PLAN



- | | | | | | |
|---|-------------------|---|---------------------------|--|------------------------|
|  | Divided Secondary |  | Local Street |  | Street Parking |
|  | Secondary |  | Potential Driveway Access |  | Specific Plan Boundary |
|  | Collector Street |  | Potential Street Parking | | |

FIGURE 3.12 DIVIDED SECONDARY A (State Street)

Street Section



Street Plan View

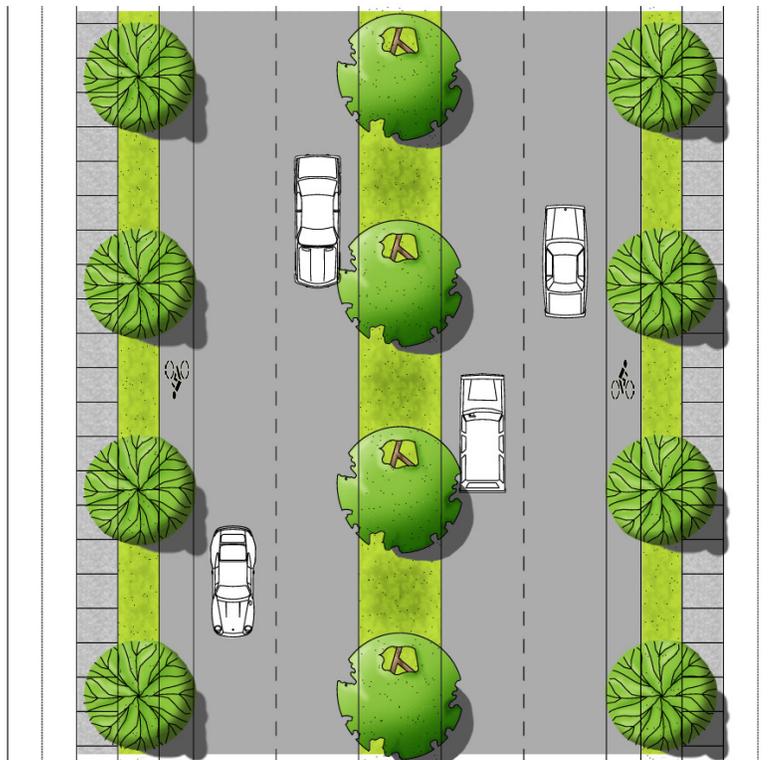
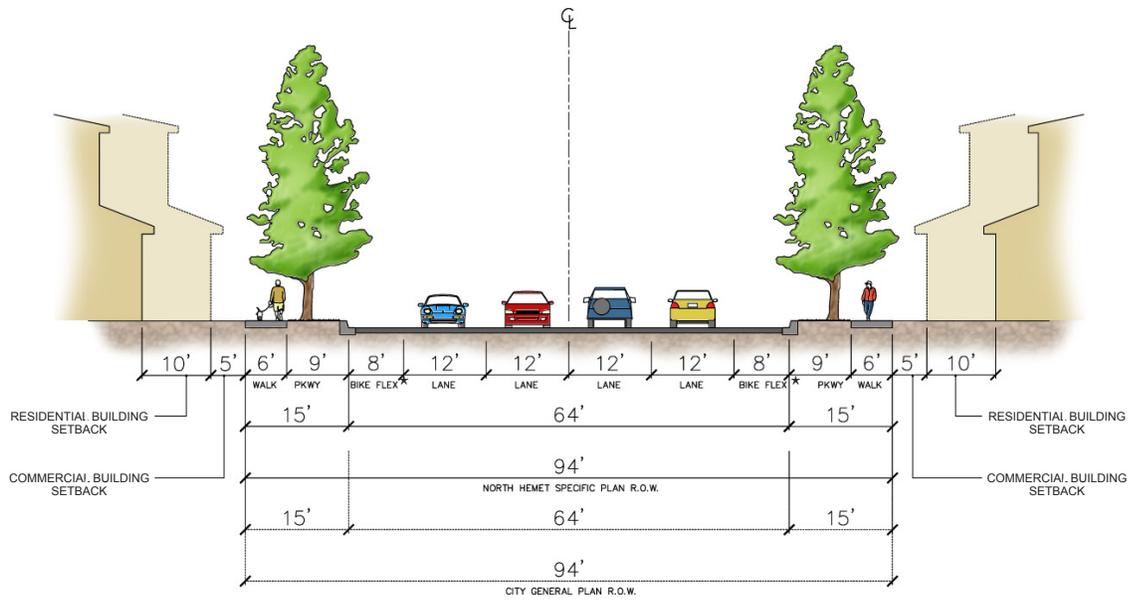
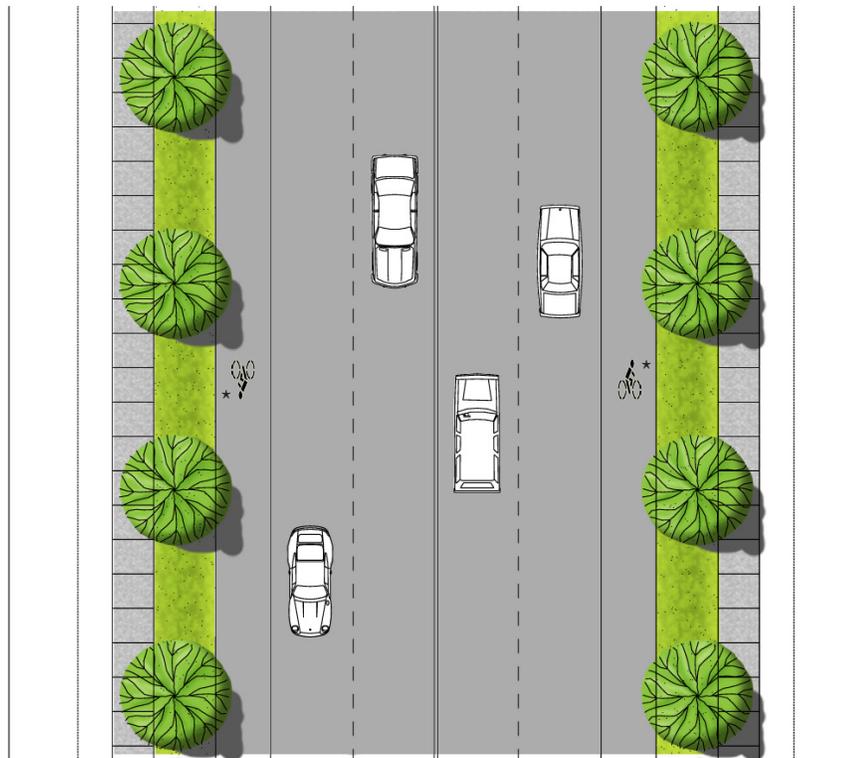


FIGURE 3.13 SECONDARY (Menlo Avenue)

Street Section



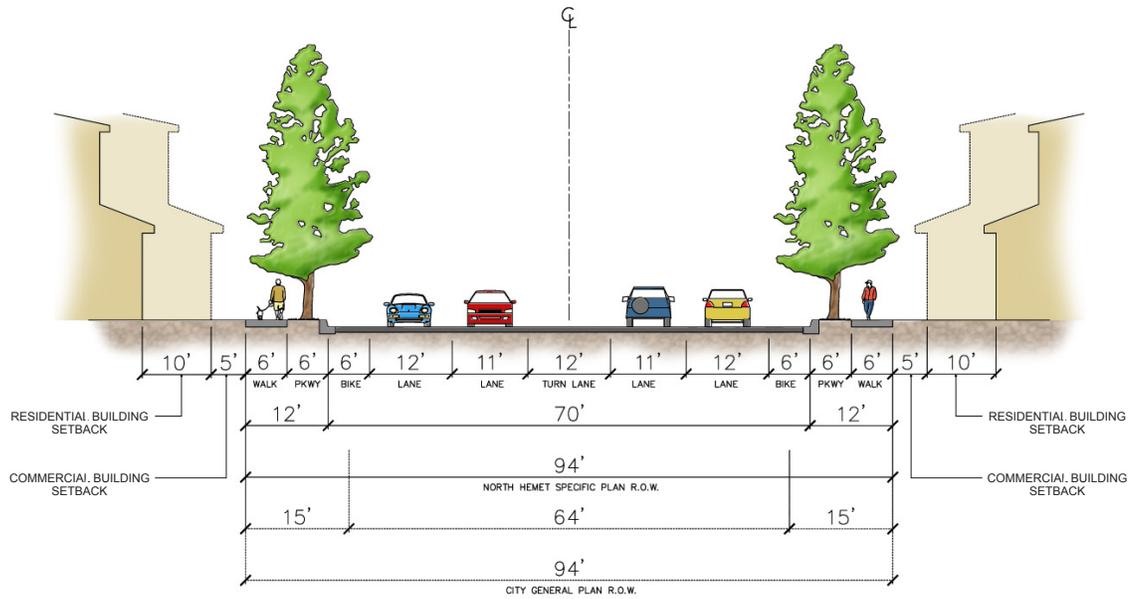
Street Plan View



* May provide for on-street parking upon approval from City Engineer.

FIGURE 3.14 SECONDARY AT INTERSECTION (Menlo Avenue)

Street Section



Street Plan View

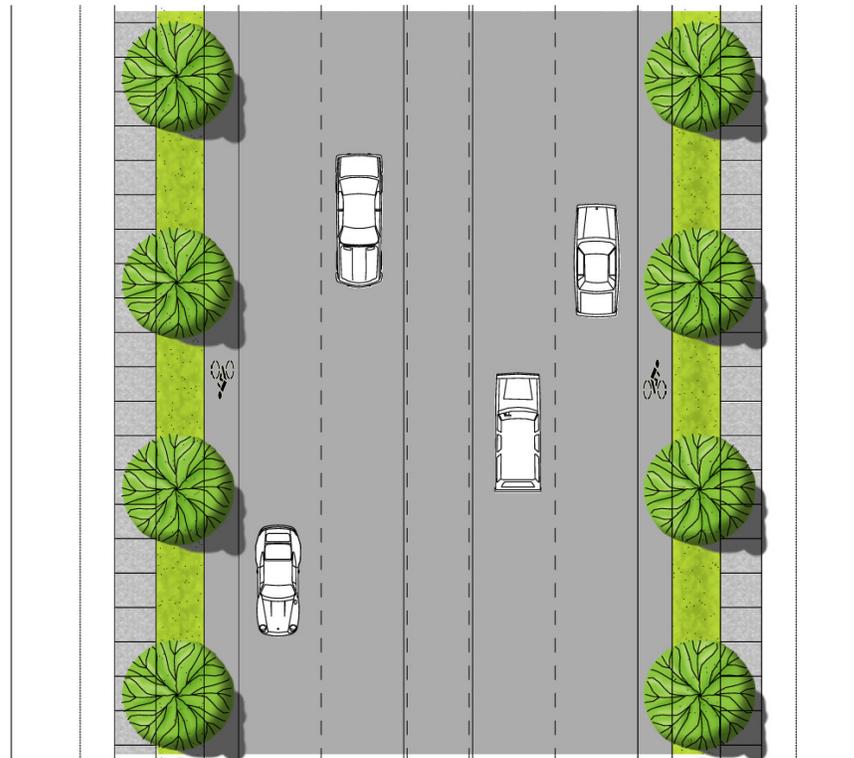
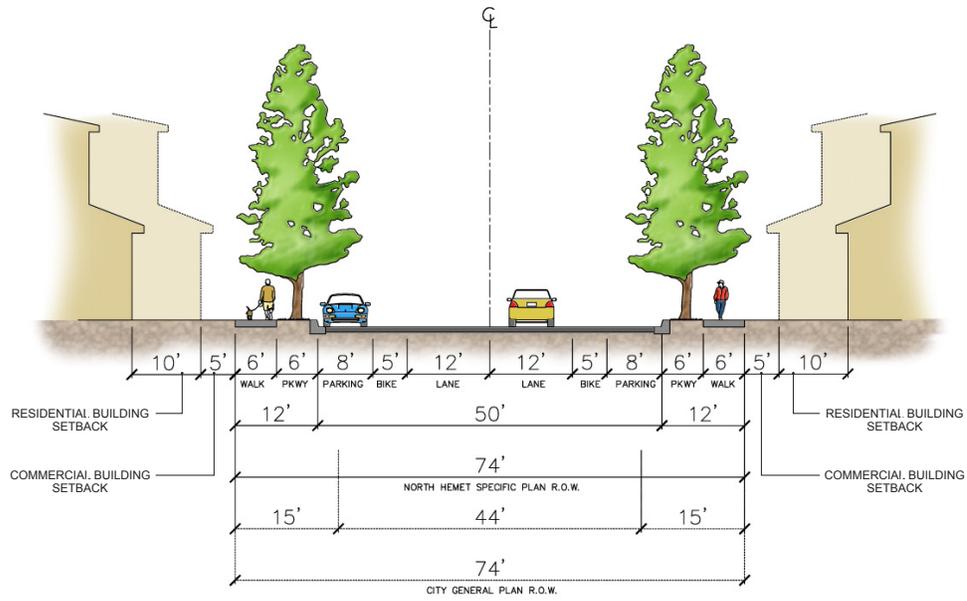


FIGURE 3.15 COLLECTOR STREET (Oakland Avenue)

Street Section



Street Plan View

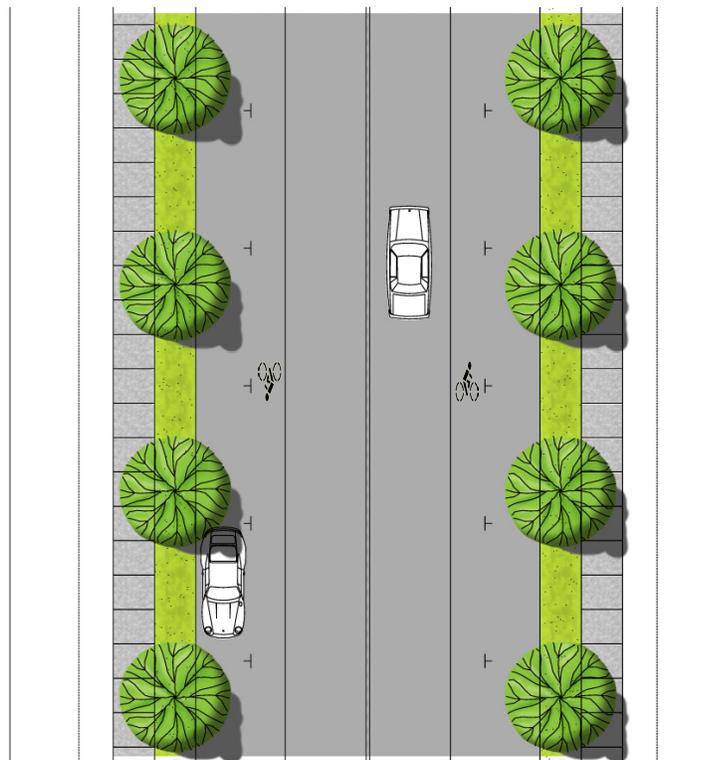
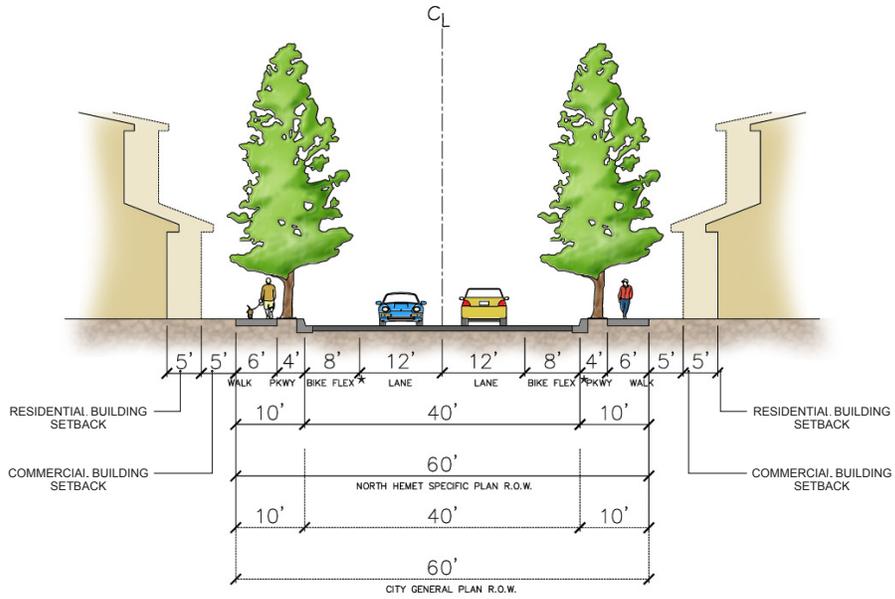
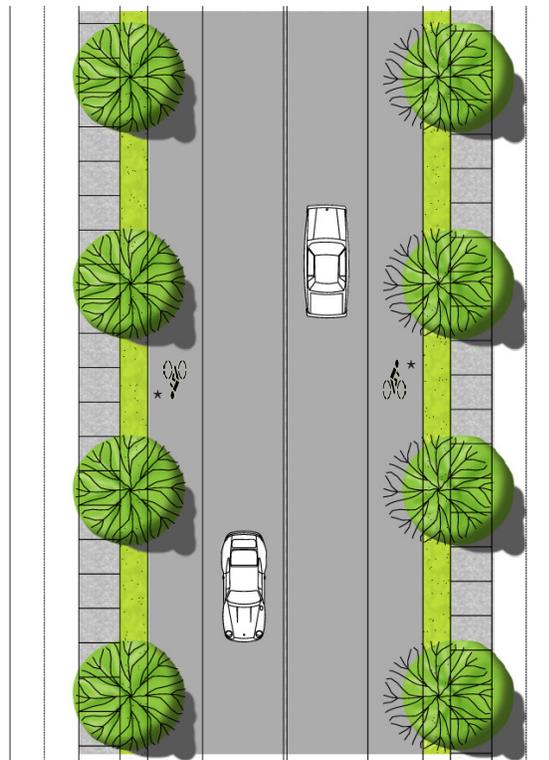


FIGURE 3.16 LOCAL STREET (includes Alessandro Street and internal streets)

▪ Street Section



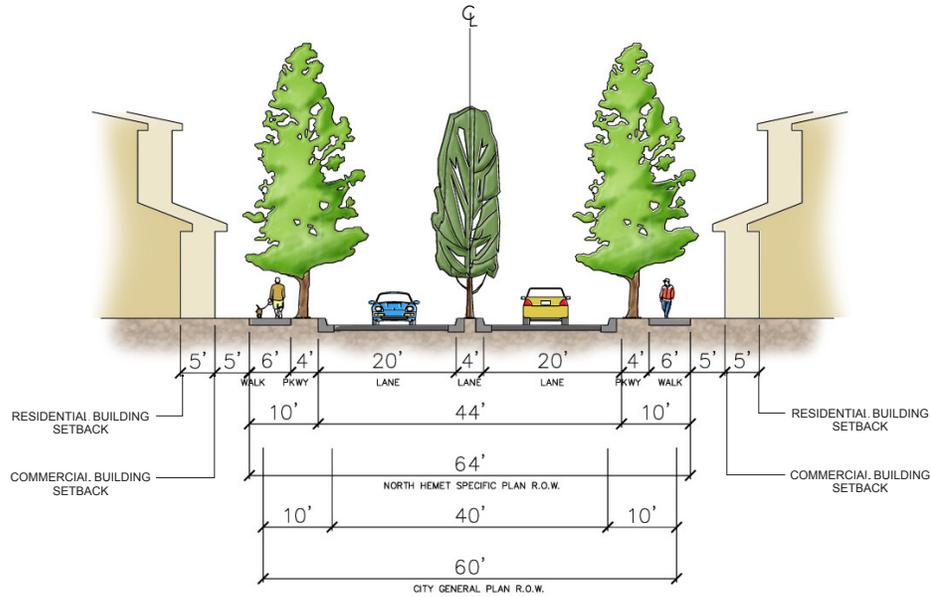
▪ Street Plan View



* May provide for on-street parking upon approval from City Engineer.

FIGURE 3.17 LOCAL STREET AT ENTRYWAY

Street Section



Street Plan View (reflects transition from Local Street at Entryway to Local Street without Parking)

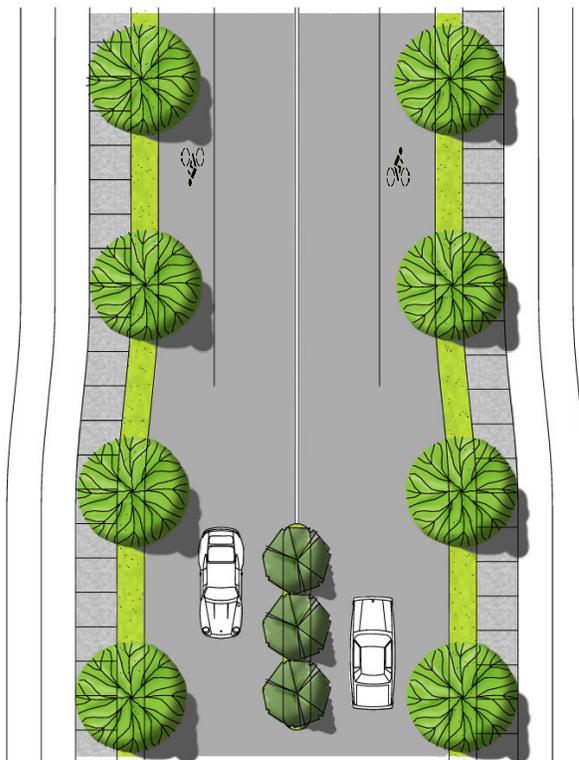
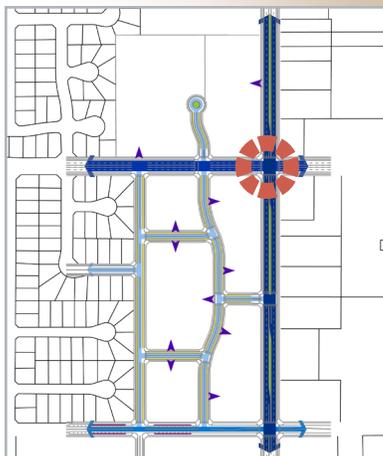
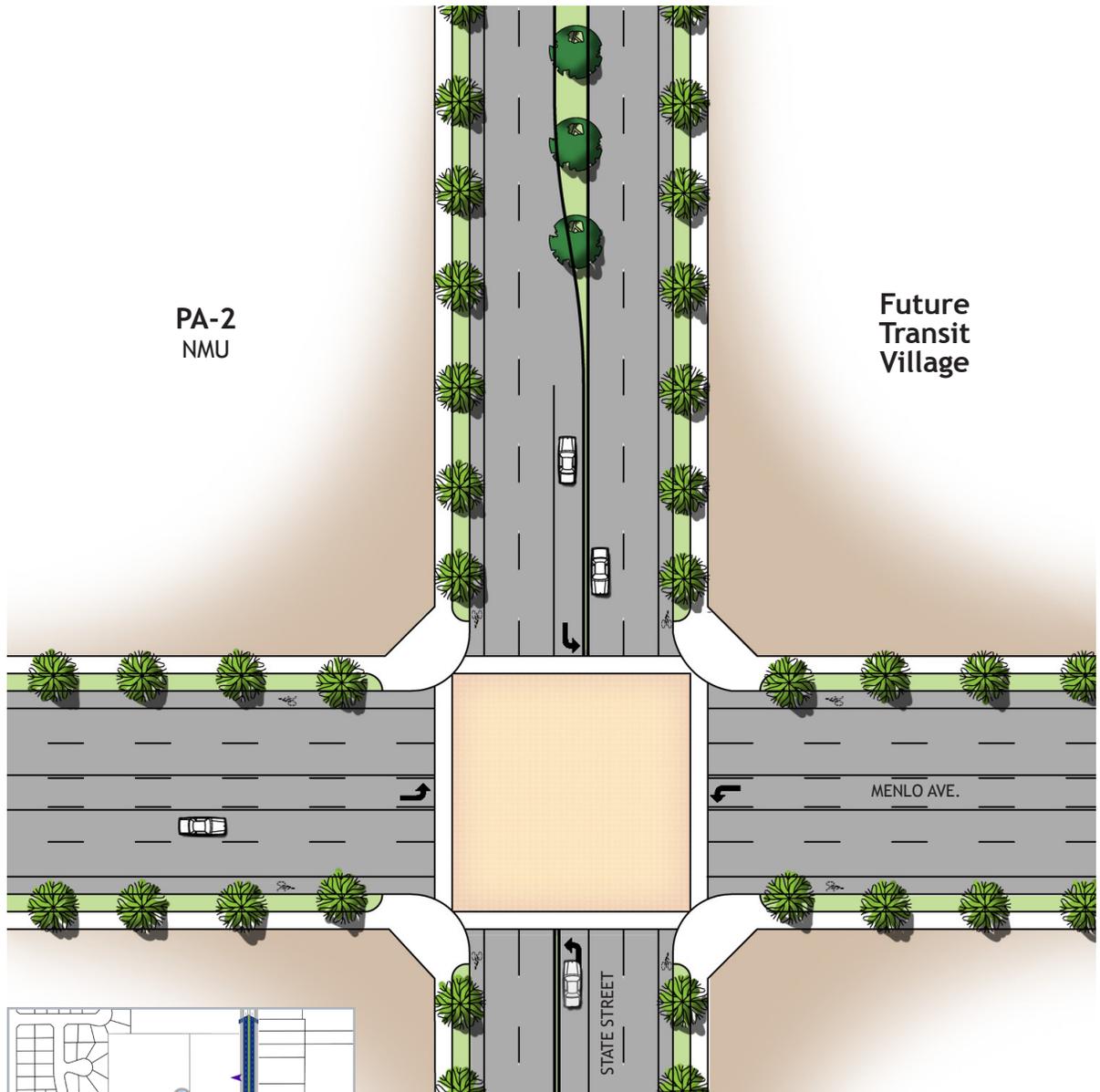
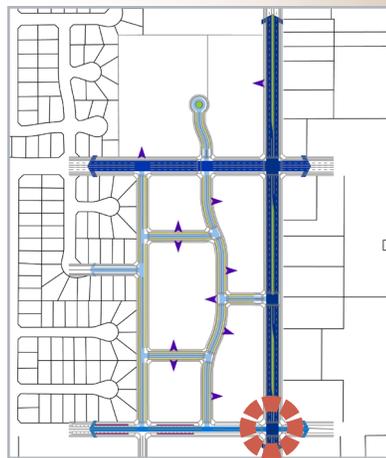
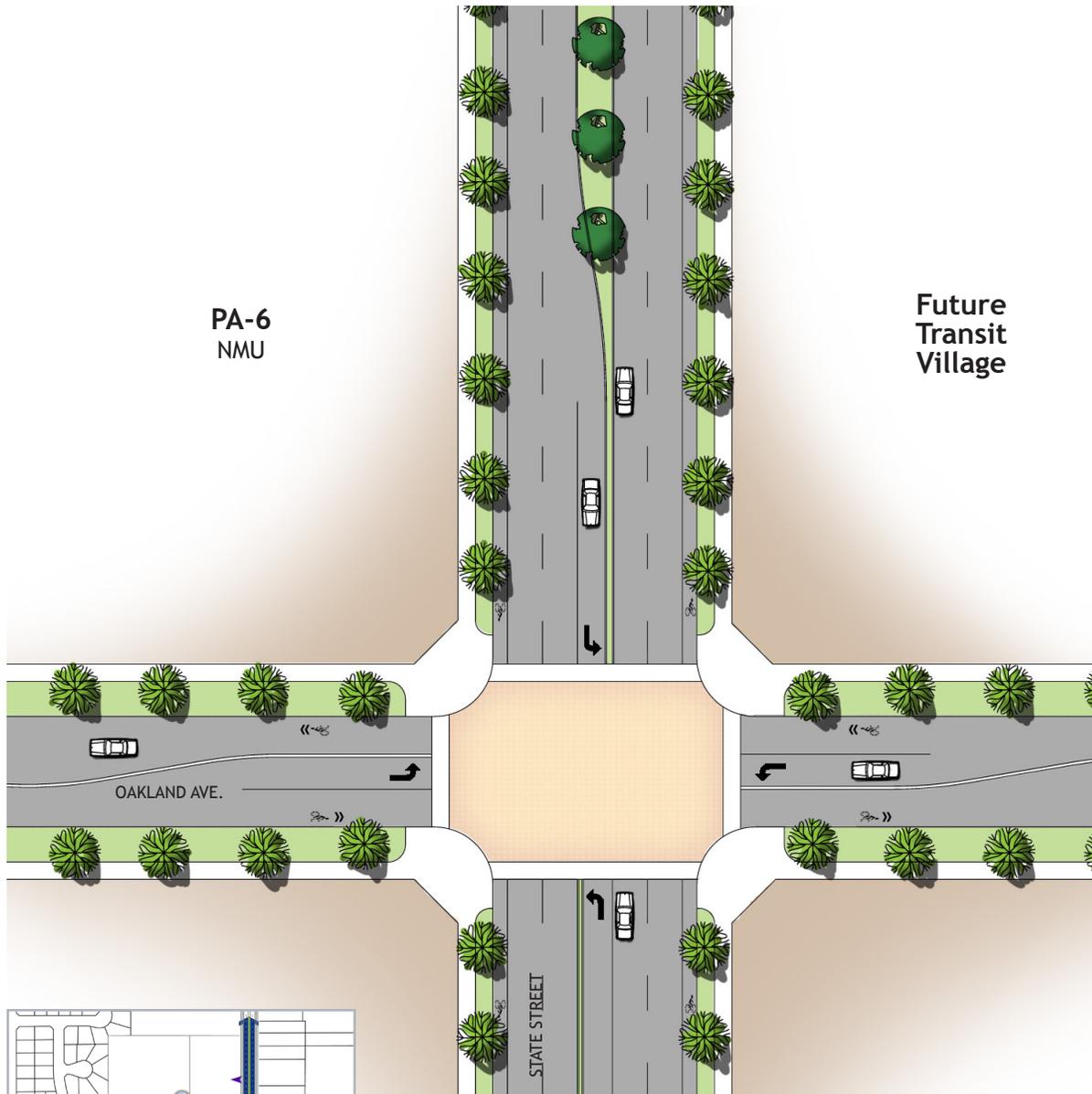


FIGURE 3.18 INTERSECTION OF STATE STREET AND MENLO AVENUE



Key Map

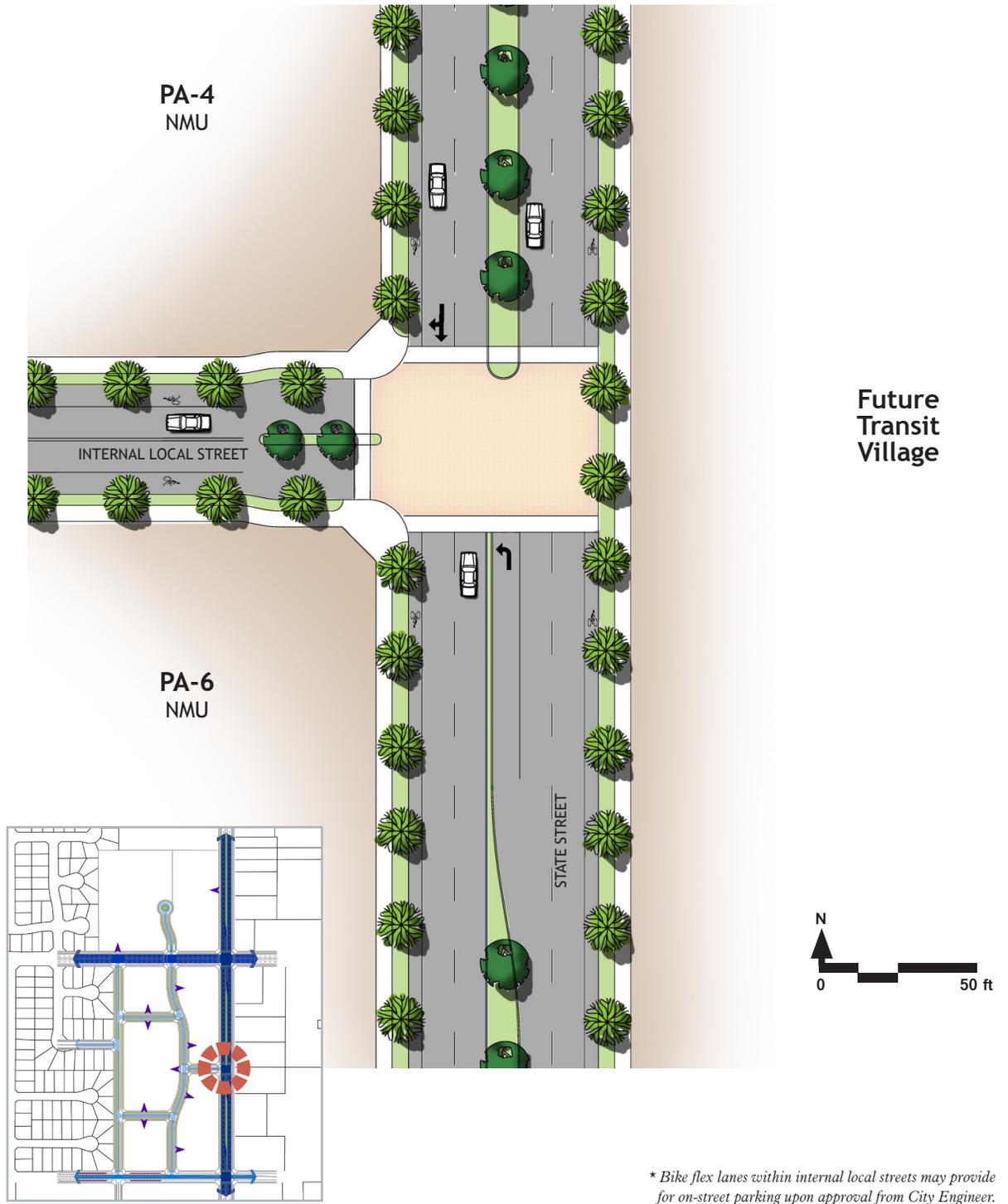
FIGURE 3.19 INTERSECTION OF STATE STREET AND OAKLAND AVENUE



Key Map

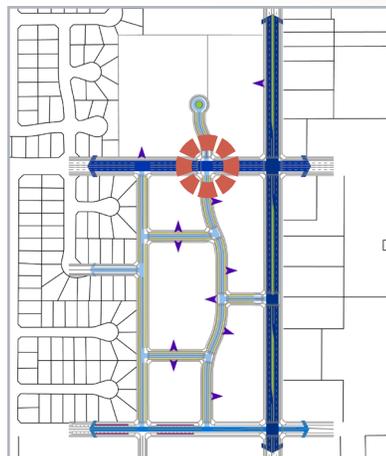
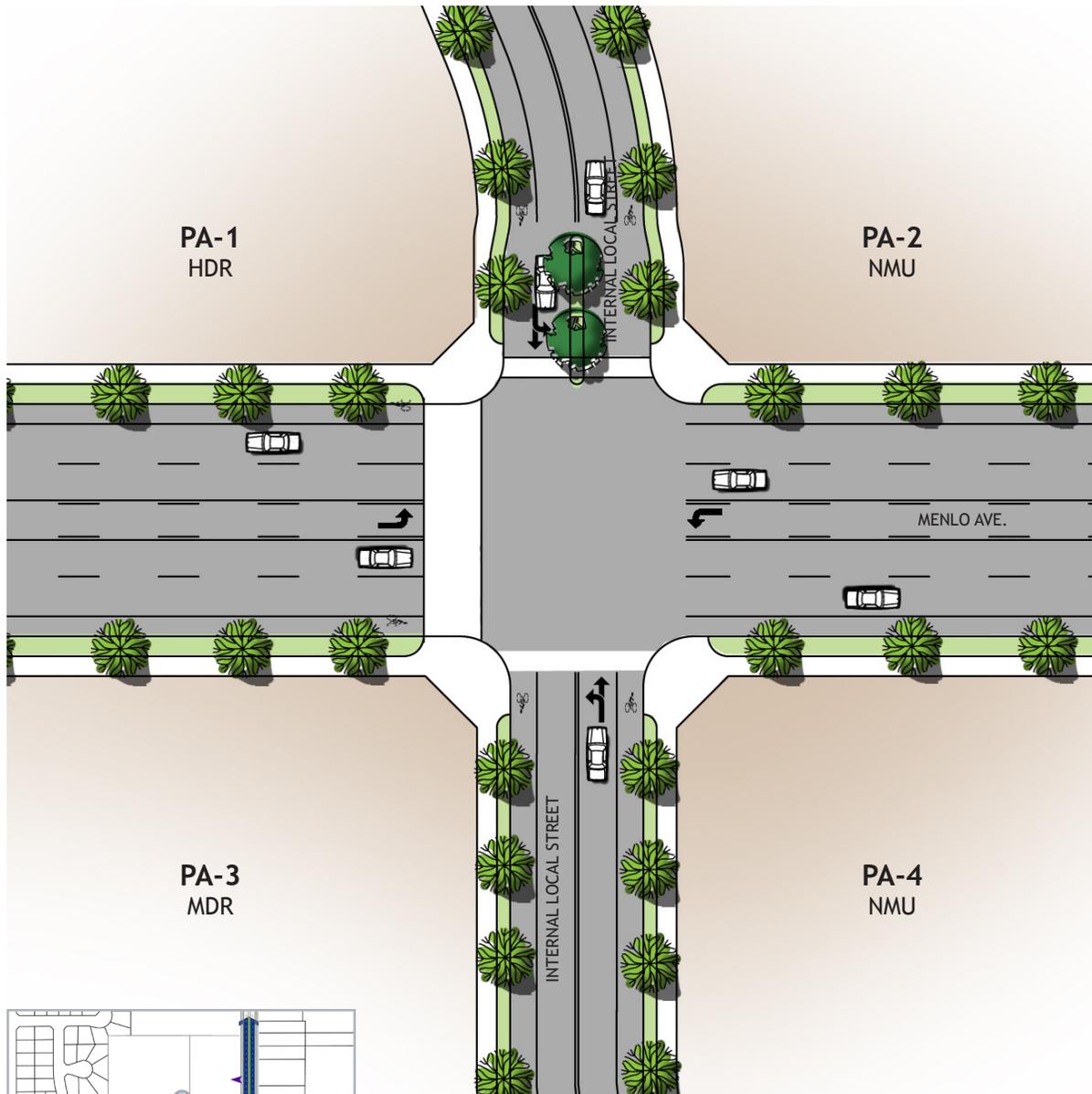


FIGURE 3.20 INTERSECTION OF STATE STREET AND INTERNAL LOCAL STREET



Key Map

FIGURE 3.21 INTERSECTION OF MENLO AVENUE AND INTERNAL LOCAL STREETS



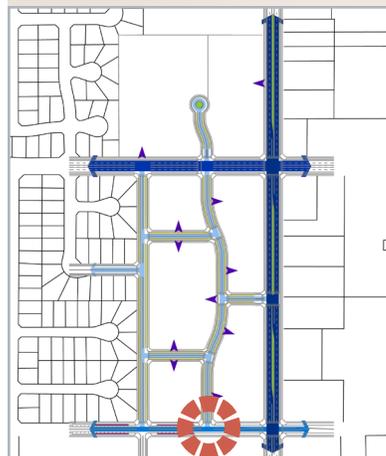
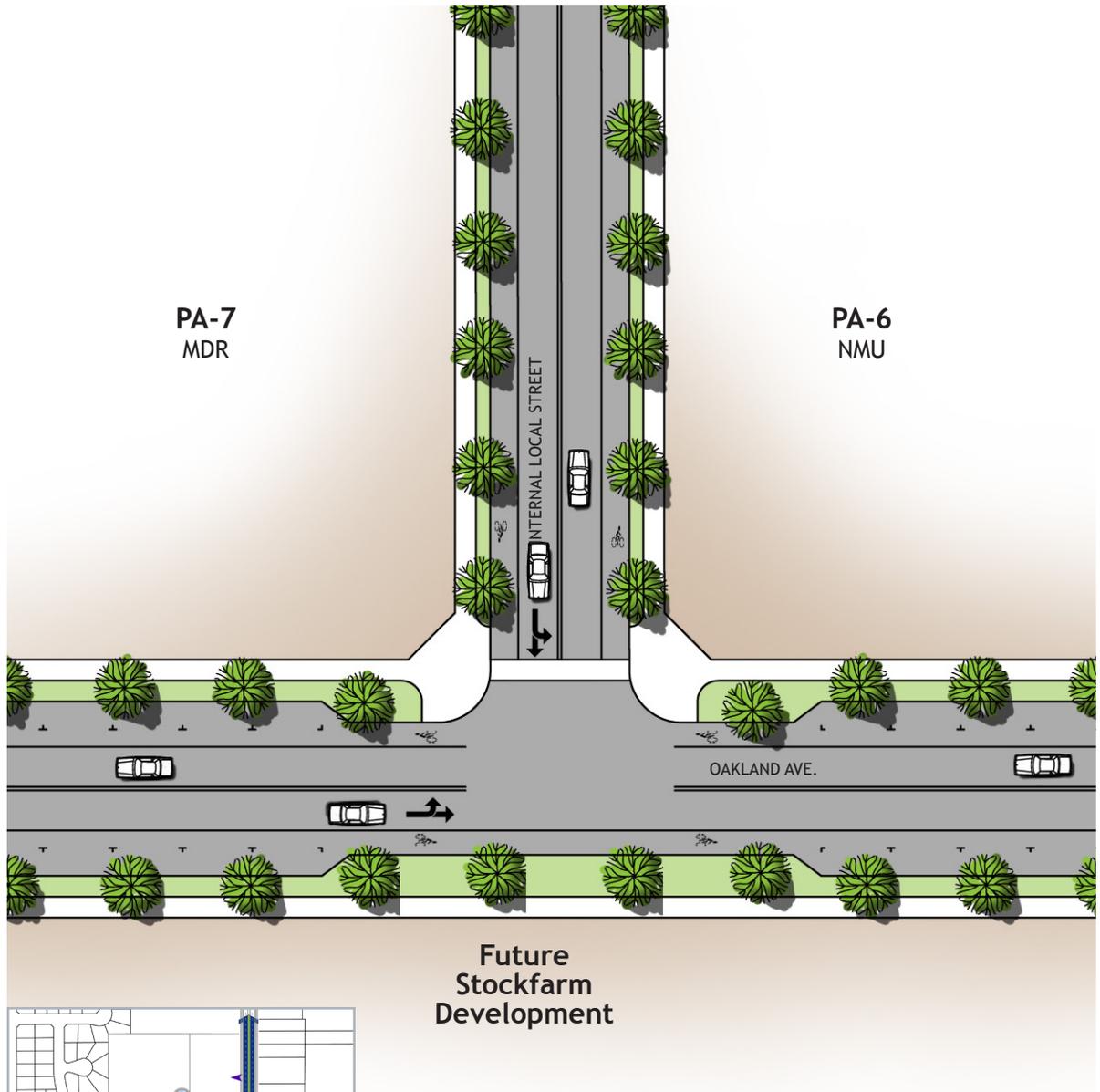
Key Map



* Bike flex lanes within internal local streets may provide for on-street parking upon approval from City Engineer.



FIGURE 3.22 INTERSECTION OF OAKLAND AVENUE AND INTERNAL LOCAL STREET

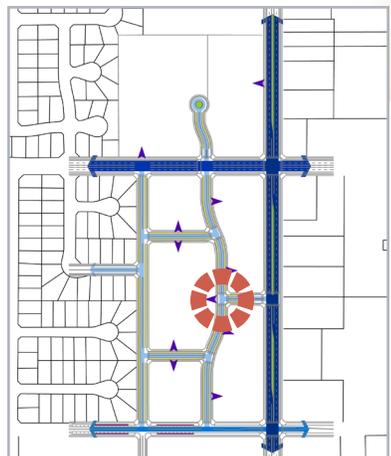
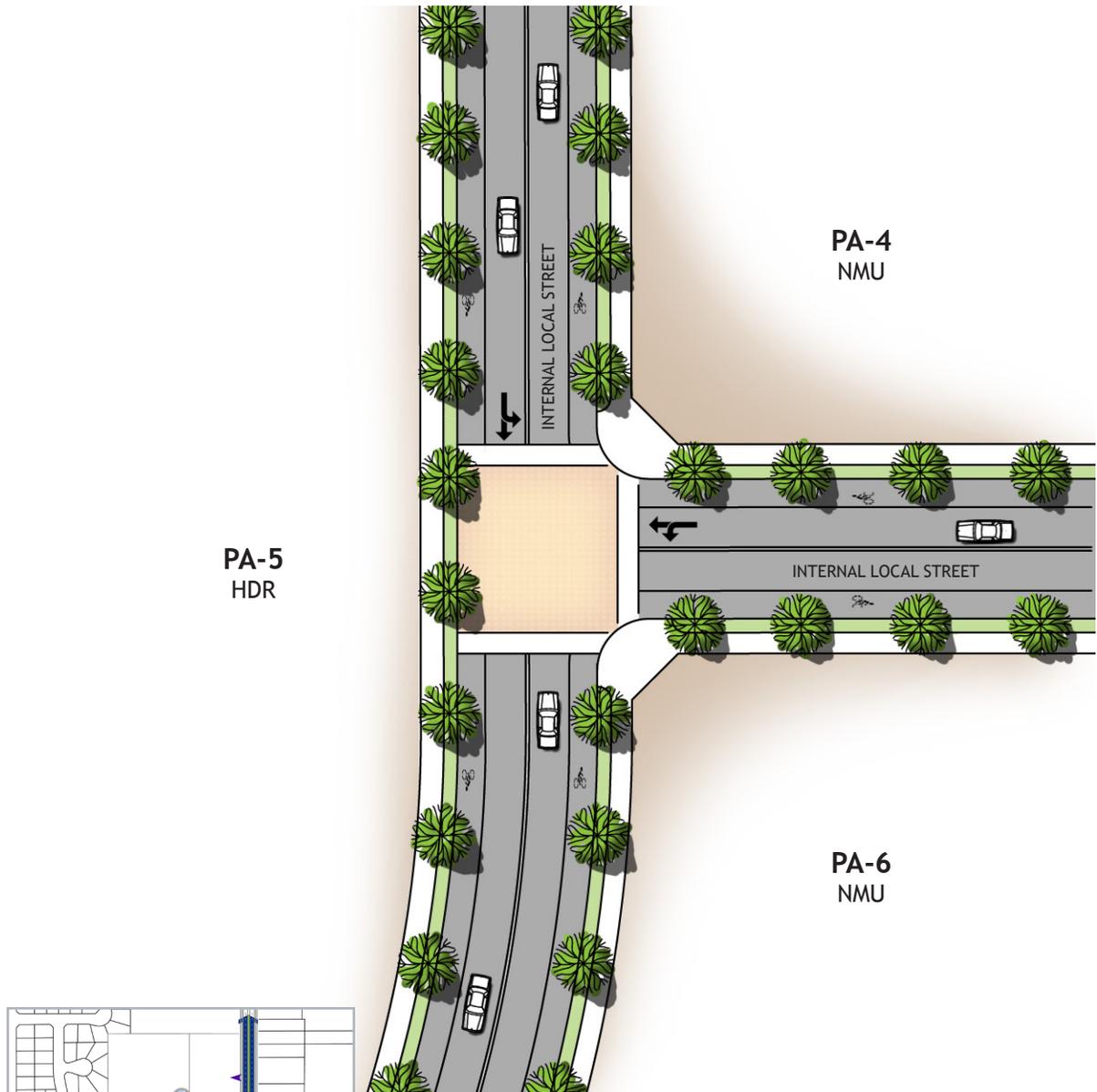


Key Map



* Bike flex lanes within internal local streets may provide for on-street parking upon approval from City Engineer.

FIGURE 3.23 INTERSECTION OF INTERNAL LOCAL STREETS



Key Map



* Bike flex lanes within internal local streets may provide for on-street parking upon approval from City Engineer.



3.3.2 PARKING

Convenient and ample parking shall be provided in the North Hemet Specific Plan area, including surface parking to serve the retail and office uses within the project area. Parking areas shall be located and screened from perimeter streets and adjacent future mixed-use areas to the greatest extent possible. Innovative parking strategies to maintain the pedestrian character of the plan are encouraged, including potential shared parking between future developments in the area, such as the future Transit Village and Stockfarm.

Projects that consolidate and combine individual parking lots into shared parking facilities are eligible to either reduce the overall parking requirement by up to 10 percent or increase the allowable floor area ratio by 2 percent. Reciprocal parking, access, and circulation easements are encouraged and can be executed by owners of contiguous lots subject to approval by the Development Review Committee and Engineering Division. General parking standards by land use designation are included in Section 4, *Development Criteria*, of this Specific Plan.

3.3.3 ALTERNATIVE MODES OF TRANSPORTATION

Pedestrian Network

Pedestrian access is an important feature of the North Hemet Specific Plan, especially in consideration of connectivity with the future Transit Village. All commercial and mixed-use planning areas will be interconnected by perimeter walkways and internal walkways, as depicted in figure 3.24, *Pedestrian, Bicycle, and Transit Network*. A pedestrian circulation system shall be incorporated into the residential development for the purpose of providing direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas. A sidewalk system shall be developed adjacent to all streets, as shown on the street sections contained in this Specific Plan. An enhanced pedestrian crossing is proposed at the intersection of Menlo and proposed internal local streets to safely accommodate higher volumes of pedestrian activity. Other design treatments, such as pavers and lighting, are encouraged along State Street in anticipation of increased pedestrian activity between the project site and the future Transit Village.

Bicycle Network

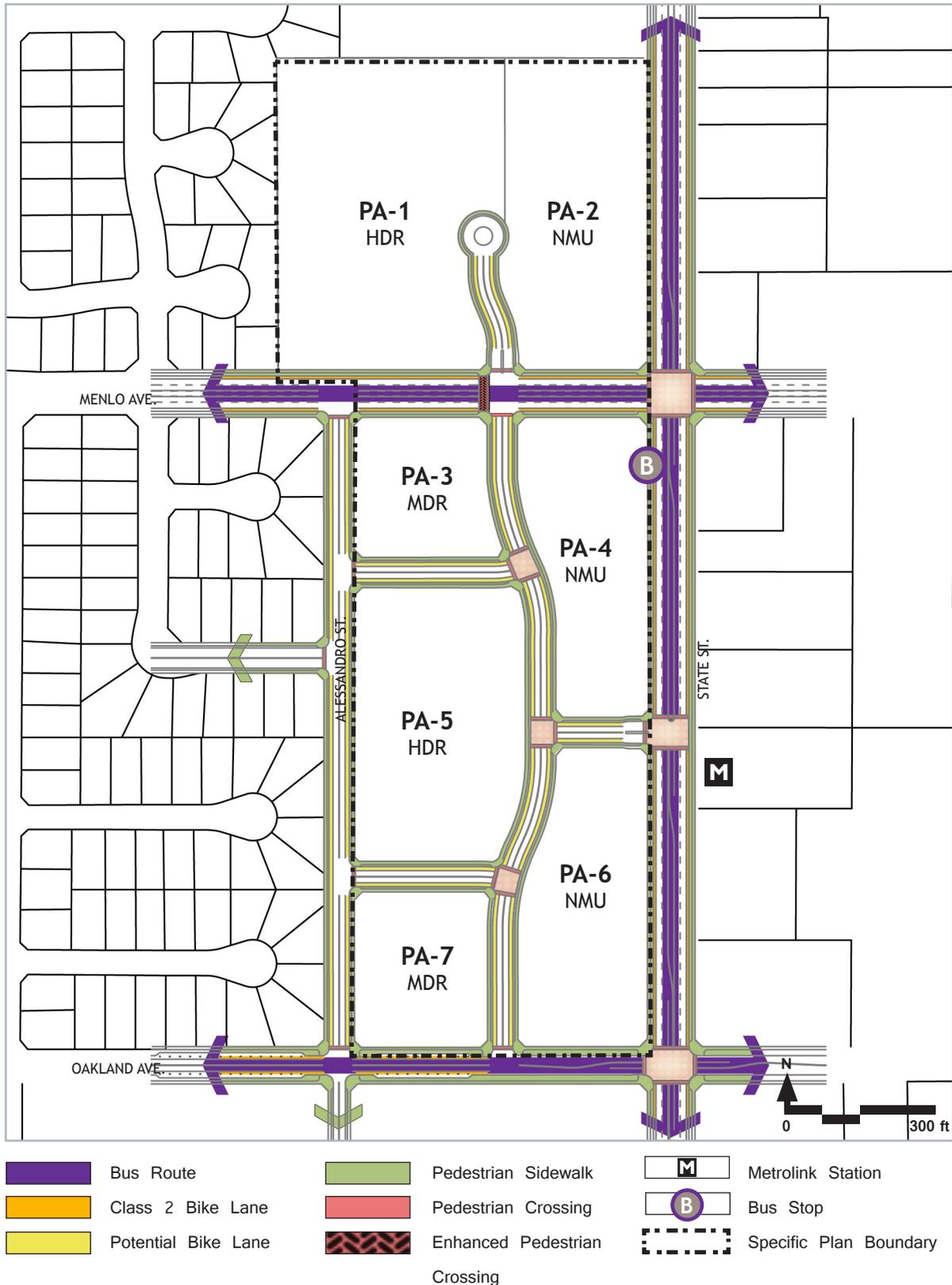
Class 2 bike lanes are proposed on either side of State Street, Menlo Ave, Oakland Ave, and some local streets depending on the function of the street. It is the intent of the North Hemet Specific Plan to be biker-friendly and provide for the daily use of bicycles separate from pedestrian and vehicular traffic. A safe and convenient bicycle network allows easy access to surrounding amenities, such as the Valley Wide Regional Park, and activities within the Downtown Core and future Transit Village.

Public Transit: Bus and Metrolink

As discussed previously, the City of Hemet, in partnership with other agencies, undertook the preparation of a Vision Plan for the future Hemet Transit Village in 2006. The Transit Village is proposed to accommodate multimodal transportation, encompassing local, regional, and express bus services in addition to Metrolink service. A preferred station location is proposed immediately east of the project site on State Street, between Menlo Avenue and Oakland Avenue, as shown on Figure 3.24.

The project area is currently served by the Riverside Transit Agency (RTA) with an existing RTA bus stop located southbound on State Street. The bus stop is currently served by Routes 31 and 33. Route 31 is a regional route that travels from Banning and Beaumont to San Jacinto and Hemet, and Route 33 is a local route within the Hemet area. With the development of the North Hemet Specific Plan, the existing bus stop shall be improved to comply with the Americans with Disabilities Act (ADA), with transit amenities and convenient access from the project site by way of complete sidewalks to enhance pedestrian mobility, particularly for seniors and disabled persons who may reside in the project area.

FIGURE 3.24 PEDESTRIAN, BICYCLE, AND TRANSIT NETWORK



3.4 WATER AND SEWER PLANS

Water treatment facilities filter and/or disinfect water before it is delivered to customers. Water is provided to the project site by the Eastern Municipal Water District (EMWD) and the Lake Hemet Water District (LHWD) from underground wells. Existing water and sewer lines are located within the streets surrounding the project area, as shown on Figure 3.25, *Utilities Plan*. Wastewater treatment services are provided to the project area by EMWD at the Hemet/San Jacinto Regional Water Reclamation Facility. Future development will be served by connections to these existing lines, subject to the approval of the City Engineer.

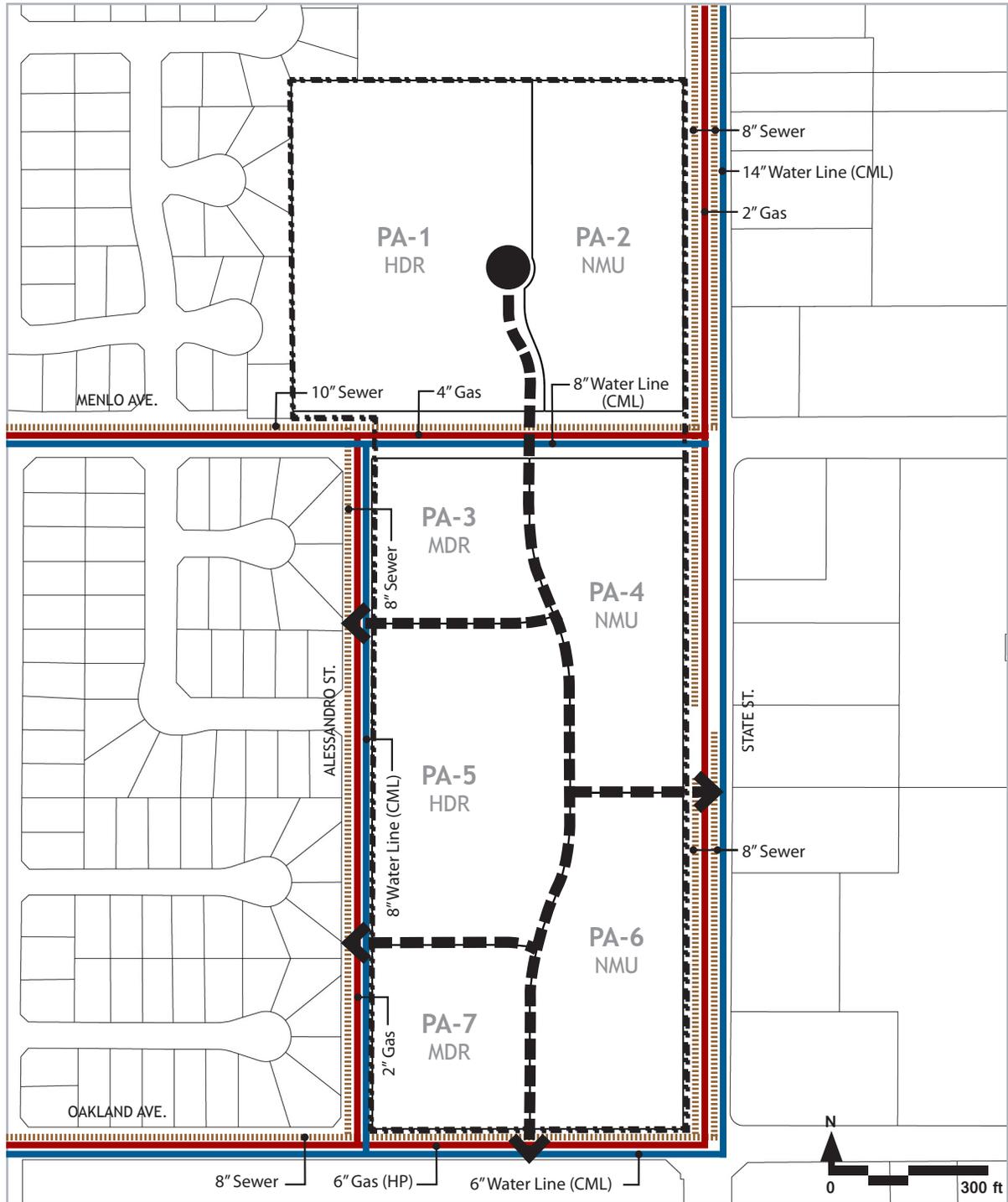
3.5 SOLID WASTE

The Riverside County Waste Management Department provides solid waste collection service for the San Jacinto Valley. Two landfill facilities are currently in use: the Lamb Canyon Sanitary Landfill in the City of Beaumont and the Badlands Sanitary Landfill in the City of Moreno Valley. The project would comply with federal, state, and local laws and regulations governing solid waste. AB 939 (Integrated Solid Waste Management Act of 1989, Public Resources Code §§ 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting that best meets the needs of their residents while achieving the diversion requirements of the act. Much of the solid waste generated in Hemet is diverted from landfills. The City of Hemet operates 36 solid waste diversion programs, including recycling, composting, household hazardous waste, and public education programs.

3.6 DRY UTILITIES

Southern California Gas Company will provide gas service to the project area. Gas connections will be made to existing lines within the surrounding roads, as shown on Figure 3.25. Southern California Edison will provide electric service via existing distribution lines.

FIGURE 3.25 UTILITIES PLAN

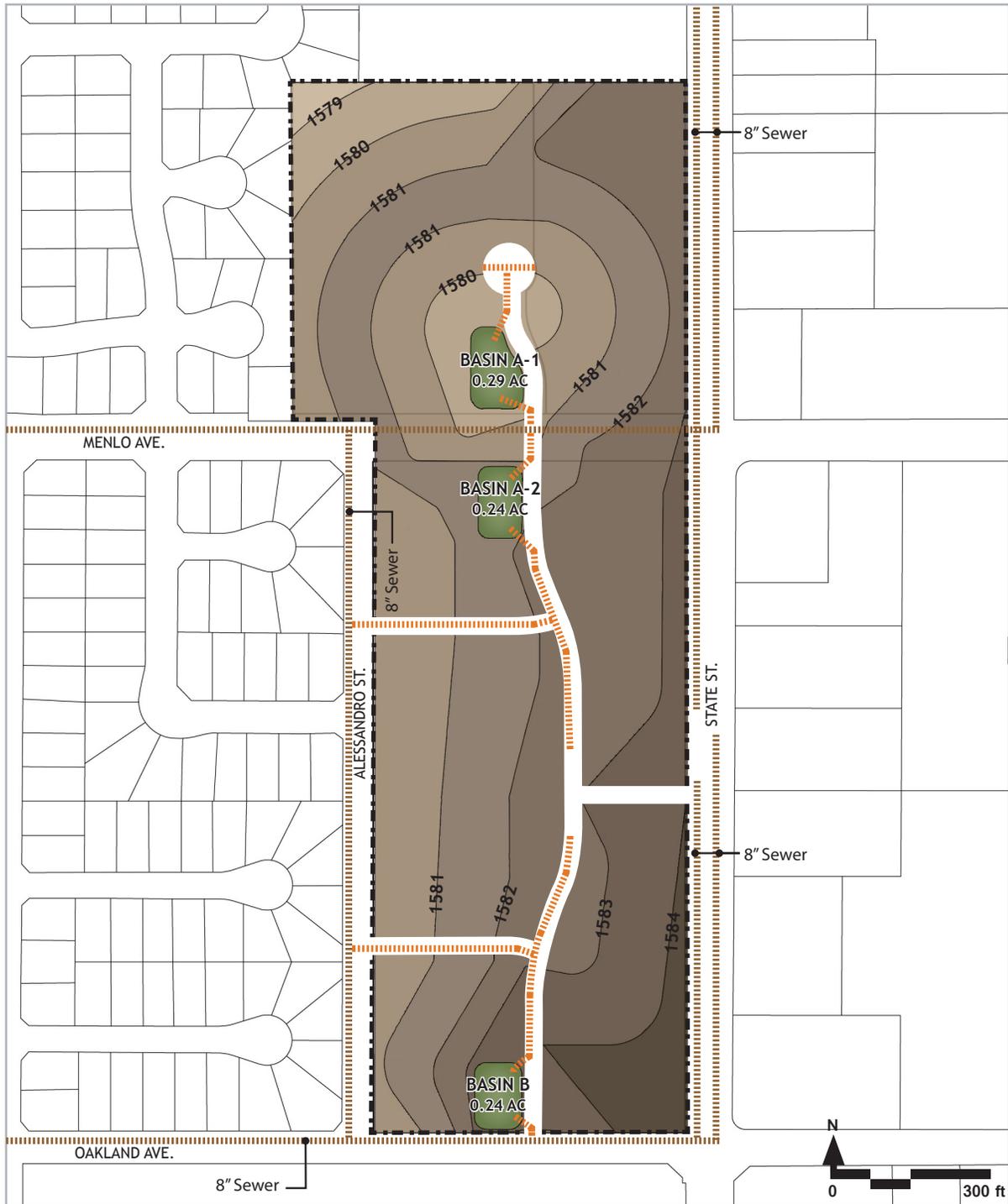


3.7 STORM DRAINAGE AND CONCEPTUAL GRADING PLAN

A Preliminary Hydrology and Hydraulics Study was prepared for the Specific Plan area and is in the Appendix of the Environmental Impact Report. The study identified the required drainage improvements to protect the project site from the 10-year and 100-year flooding limits. Current conditions for flood hazards as identified by the Federal Emergency Management Agency (FEMA) are shown on a figure included within the EIR. In addition, the study identified the preliminary sizing of the facilities to effectively mitigate the increase in flows associated with site development for the 2-year and 10-year 24-hour storm duration. Offsite flows tributary to the project site will not be conveyed through onsite storm drainage facilities, but will continue in their existing flow patterns.

The onsite flows will be collected through inlets and conveyed through subsurface storm drains that will discharge the flows into one of the three proposed extended detention basins. The proposed location of the detention basins and a conceptual grading plan, based on the preliminary sizing and location of the detention basins, is shown on Figure 3.26, *Conceptual Drainage and Grading Plan*. Basin A-1 is located north of Menlo Avenue, collecting flows from Planning Areas 1 and 2. Basin A-2 collects flows from the northern half of the part of the project site between Menlo Avenue and Oakland Avenue. Basin A-1 and A-2 will be connected via a subsurface pipe that will cross Menlo Avenue. Basin B is located north of Oakland Avenue along the southerly border of the project site, and collects from the lower portion of the project site. The flows will be treated for water quality purposes and mitigated for increased runoff. The proposed detention basins have been sized to provide adequate storage volume to store the increase in runoff associated with development, as well as treat onsite flows for water quality purposes. Detailed basin analyses will be required during final engineering. In addition, more detailed hydraulic analyses, including street capacity calculations and inlet calculations, will be required in subsequent development processing. Detention basins are encouraged to be designed for dual use, as discussed in Section 3.2.2, *Joint Use Parks/ Detention Areas*.

FIGURE 3.26 CONCEPTUAL DRAINAGE AND GRADING PLAN



- Grading Contours (1 ft intervals)
- Detention Basins
- Specific Plan Boundary
- External Sewer Line
- Internal Sewer Line

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4.0 Development Criteria

The North Hemet Specific Plan provides detailed regulations for new development within the Specific Plan area. The standards are intended to ensure that new development will be compatible internally as well as with adjacent neighborhoods. Permitted uses and development standards are tailored to the desired uses and design character envisioned for the project.

The North Hemet Specific Plan area comprises three land use designations, Medium Density Residential, High Density Residential, and Neighborhood Mixed Use Node, as shown in Section 3, *Development Plan*. Of these land use designations, Neighborhood Mixed Use Node allows for the development of single-use and mixed-use projects. Single-use projects shall adhere to the appropriate development standards set forth in Section 4.3, *Residential Development Standards*, or Section 4.4, *Commercial Development Standards*. For mixed-use projects, vertical and horizontal integration of compatible residential and nonresidential uses is allowed, with emphasis on connectivity between the uses with appropriate pedestrian linkages, public open space, and parking. Standards within Section 4.5, *Mixed-Use Development Standards*, shall apply to all mixed-use projects.

TABLE 4.1 APPLICABLE DEVELOPMENT STANDARDS BY LAND USE

USE	HDR	MDR	NMU
Residential Development Standards	●	●	●
Commercial Development Standards	-	-	●
Mixed-Use Development Standards	-	-	●

4.1 PERMITTED USES

Permitted uses, uses requiring an Administrative Use Permit, and uses requiring a Conditional Use Permit are listed in Table 4.2, *Permitted Uses*. Administrative Use Permits allow for shorter reviews and approval by the Planning Director at an Administrative Hearing pursuant to the procedures set forth in Section 90-43 of the City of Hemet's Municipal Code. It is the preferred approval process for land uses with minimal environmental impact and that generally have minimal public interest. The Planning Director has the discretionary authority to move any use listed for the Administrative Use Permit process to the Conditional Use Permit process if public interest, environmental impacts, or complexity warrant Planning Commission review and approval.

Conditional Use Permits shall be processed in accordance with the procedures set forth in Section 90-42 of the City of Hemet's Municipal Code. Conditional Use Permits are approved by the Planning Commission at a noticed public hearing after making the findings as specified in Section 90-42.5 of the Municipal Code. For any use not specifically listed in Table 4.2, *Permitted Uses*, upon written request or his/her initiative, the Planning Director shall determine whether the use is sufficiently similar to a listed use to justify a finding that it should be deemed a permitted use or a conditionally permitted use, in accordance with the procedures set forth in Section 90-1481 of the Municipal Code.

New buildings of permitted uses are subject to design review by the Development Review Committee. Except for detached, single-family residential units, all uses listed in this section, whether permitted or conditionally permitted, that involve construction of any building or structure will require Site Development Plan review by the Planning Commission in accordance with the provisions of Article XLI, Sections 90-1451 to -1457, of the Municipal Code.

TABLE 4.2 PERMITTED USES

USE	PA-1	PA-2	PA-3	PA-4	PA-5	PA-6	PA-7
	HDR	NMU	MDR	NMU	HDR	NMU	MDR
Residential Uses							
Single-Family Detached Dwellings	-	-	P	-	-	-	P
Multifamily Attached Dwellings	C	-	P	-	P	C	P
Senior Housing ¹	P	-	P	C	P	C	P
Mixed Uses							
Residential-Commercial	-	-	-	C	-	C	-
Live-Work	-	-	-	A	-	A	-
Commercial Uses							
Art Supply Shops and Studio	-	P	-	P	-	P	-
Bakery	-	P	-	P	-	P	-
Barber and Beauty Shops	A	P	-	P	-	P	-
Bicycle Shops	-	P	-	P	-	P	-
Book Stores	-	P	-	P	-	P	-
Camera Shops	-	P	-	P	-	P	-
Catering Establishments	-	P	-	P	-	P	-
Drug/Pharmacy Stores	C	P	-	P	-	P	-
Dry Cleaners	-	A	-	A	-	A	-
Flower/Gift Shops	-	P	-	P	-	P	-
Flower/Produce Stand	-	A	-	A	-	A	-
Grocery Stores	-	P	-	P	-	P	-
Hardware Stores	-	P	-	P	-	P	-
Health/Athletic Clubs and Services	-	P	-	P	-	P	-
Locksmith Shops	-	P	-	P	-	P	-
Medical Supplies (excluding medical marijuana dispensaries)	-	P	-	P	-	P	-
Office Equipment/Supplies	-	P	-	P	-	P	-
Plant Nurseries	-	-	-	-	-	-	-
Postal Supplies and Services	-	P	-	P	-	P	-

USE	PA-1	PA-2	PA-3	PA-4	PA-5	PA-6	PA-7
	HDR	NMU	MDR	NMU	HDR	NMU	MDR
Restaurants - with drive-thru	-	-	-	-	-	-	-
Restaurants - sit-down	-	P	-	P	-	P	-
Restaurants - with entertainment and/or serving alcoholic beverages	-	A	-	A	-	A	-
Retail Shops - General Merchandise (new)	-	P	-	P	-	P	-
Tailor/Shoe Repair	-	P	-	P	-	P	-
Specialty Food Stores	-	P	-	P	-	P	-
Sporting Goods Stores	-	P	-	P	-	P	-
Veterinary Services/Grooming	-	A	-	A	-	A	-
Administrative and Executive Offices	-	P	-	A	-	A	-
Clerical and Professional Offices	-	P	-	A	-	A	-
Financial Services and Institutions	-	P	-	P	-	P	-
Law Offices	-	P	-	P	-	P	-
Medical, Dental and Related Health Services	A	P	-	P	-	P	-
Real Estate Services	-	P	-	P	-	P	-
Social Service Offices	-	P	-	-	-	-	-
Recreational Uses							
Open Spaces/Parks	P	P	P	P	P	P	P
Recreational Facilities - unlighted game courts, swimming pool/spa, playground, exercise facilities, community meeting rooms	P	A	P	A	P	A	P
Recreational Facilities - lighted game courts, community centers	A	-	A	-	A	-	A
Other Uses							
Religious Facilities	-	C	-	-	-	-	-
Day Care Facilities	C	C	C	-	C	-	-
Libraries	-	P	-	-	-	-	-
Public Facilities ²	A	A	-	C	-	C	-
Utilities ³	A	A	A	A	A	A	A
Temporary Uses							
Community Garden	A	A	A	A	A	A	A

P: Permitted A: Administrative Use Permit C: Conditional Use Permit - : Not Permitted

Notes:

1. Senior housing is defined as living facilities for residents aged 55 years and older, which includes independent living, assisted living, congregate care, and convalescent homes.
2. Public facilities provides for offices, facilities, and areas supporting the conduct of public and institutional activities as indicated in the Hemet General Plan.
3. Utilities must be consistent with the Hemet Municipal Code, Chapter 82.



4.2 GENERAL DEVELOPMENT STANDARDS

The general development standards set forth in the North Hemet Specific Plan are intended to provide site design flexibility, allowing a mix of uses to be integrated into the area. This section includes general development standards for pedestrian circulation, outdoor gathering spaces, landscaping, lighting, signage, fences, and service areas that shall apply to all development within the Specific Plan project area. The City may require the preparation of market feasibility studies demonstrating the economic viability of the proposed development prior to or concurrently with a development application.

4.2.1 PEDESTRIAN CIRCULATION

A pedestrian circulation system shall be incorporated into the development to provide direct access to and from all uses within the North Hemet Specific Plan area.

1. A sidewalk system shall be developed adjacent to all streets as shown in Figure 3.24, *Pedestrian, Bicycle, and Transit Network*. Meandering sidewalks may be utilized along streets with pedestrian pathways wider than 6 feet.
2. Interior pedestrian paths shall also be developed where needed to provide convenient access from buildings to adjacent streets.
3. The minimum width of pedestrian walks along the interior streets shall be 6 feet as shown in the cross-sections of typical Local Streets in Figures 3.15 to 3.18. Walkway systems shall utilize materials such as concrete, brick, flagstone, or other materials.
4. Pedestrian pathways shall provide connectivity within the project by connecting each project to neighboring properties and emphasizing links between different uses.
5. Pedestrian access shall be provided to link public transportation stops to adjacent building entrances and pedestrian connections to surrounding uses.
6. All pedestrian access routes and facilities shall be designed and constructed to comply with the Americans with Disabilities Act.



Street front with paved walkway and landscaped parkway.



Pedestrian connection to parking between buildings.

4.2.2 OUTDOOR GATHERING SPACES

A shared outdoor space creates an open gathering area between the multiple uses within the North Hemet Specific Plan area. Areas that are not occupied by buildings shall be enhanced with landscaping and hardscape amenities such as seating areas, trellises, trees, benches, planters, and water features. The following standards shall apply to outdoor gathering spaces. See Sections 4.3 to 4.5 for specific open space requirements and standards by land use.

1. Land uses shall coordinate their outdoor gathering space requirements to provide larger public spaces that are centrally located, functional, and serve multiple uses.
2. Outdoor gathering spaces shall be strategically located along areas of pedestrian activity, such as shopping areas and major pedestrian thoroughways. Outdoor gathering spaces shall be oriented to maximize their visual and physical link from adjacent streets and pathways.
3. Safety and visibility shall be considered in the design of both outdoor gathering spaces and pathways for the security of residents and their guests.
4. The incorporation of public art installations is encouraged in outdoor gathering spaces to enhance the appearance and identity of the community.



Outdoor gathering space with seating and shade.

4.2.3 LANDSCAPING

In addition to the landscaping standards contained in Section 90.1700 to 90.1707 of the Hemet Municipal Code, the following standards shall apply.

1. All setback areas fronting on or visible from a public street and recreation/common open space areas shall be landscaped and permanently maintained in an attractive manner. Permanent, 100 percent automatic irrigation facilities shall be provided in all landscaped areas.
2. In residential projects, areas in front of the building not used for pedestrian access shall be landscaped with grass or groundcover. Trees, shrubs, or other living plants may be planted in this area.

4.2.4 LIGHTING

The following standards shall apply to the all outdoor lighting provided for the safety and aesthetic appeal of North Hemet.

1. All developments shall provide lighting on all vehicular access ways and along major walkways.
2. Lighting shall be installed within all covered and enclosed parking areas, and light control switches shall not be controlled or be accessible to residents.



Walkway with pedestrian lighting.

3. Security lighting fixtures shall not project above the fascia or roof line of the building.
4. Outdoor lighting associated with commercial uses shall be shielded so as not to not adversely impact surrounding residential uses, but shall provide sufficient illumination for access and security purposes.
5. Outdoor lighting shall not blink, flash, oscillate, or be unusually bright or intense. Landscaping shall be used with other features to reduce potential light and glare impacts.

4.2.5 SIGNAGE

Signs within the North Hemet Specific Plan area shall comply with the signage standards contained in Sections 90.1241 to 90.1286 of the Hemet Municipal Code, except as follows.

1. Large noncommercial murals, graphic designs, and statuary shall be subject to review by the Community Development Director to ensure that such displays will not pose a hazard to public health, safety, or welfare.
2. A freestanding or wall identification sign shall be located at the entrance to each neighborhood/community. Storefront window signs shall not exceed 25 percent of each storefront window or 25 percent of the total area of all windows combined.
3. Multistory mixed-use buildings with three stories or more may have up to a maximum of two identification signs per building unless otherwise approved as part of a special sign permit. All other multistory mixed-use buildings with less than three full stories shall have only one identification sign per building unless otherwise approved as part of a special sign permit.
4. Signs shall not be located above the ground-floor level of a multistory building with the exception of those signs identifying the name of a building.
5. Signs for businesses or uses occupying a space above the ground floor of a multistory building shall be grouped and located within the ground-floor building entrance area providing access to those businesses. One sign, not exceeding one square foot, is allowed per business unit occupying a space above the ground-floor level.
6. Signs shall adhere to the design guidelines as set forth in Section 5.1.5, *Signage*, of the North Hemet Specific Plan.



Community marker on wall.

4.2.6 FENCES, WALLS, AND HEDGES

The following standards shall apply to fences and landscape buffers within the North Hemet Specific Plan.

1. Block walls shall not be placed within any required yard area. Where necessary, fences and/or landscaping shall be used to provide buffer between adjacent uses.
2. Fences and hedges located within any required front setback area and corner cut-out areas shall have a maximum height of 3 feet. All other fences, walls, and hedges shall have a maximum height of 6 feet.

3. Both sides of all fences and walls shall be articulated with materials and colors that are similar or complementary to the development’s buildings. Use of wrought iron and/or decorative blocks are encouraged.
4. Chain-link, barbed, and razor wire are not permitted. Chain-link may be used on a temporary basis at construction sites and where it is required by any law or regulation of the City, the State of California, federal government, or agency thereof. Vinyl-coated chain-link may only be used as a fencing material for outdoor park facilities such as tennis courts and dog parks.
5. Swimming pools shall be entirely enclosed by buildings or fences. Prior to filling the pool the required fencing must be in place and approved by the City Building Department.
6. Nothing in this section shall be deemed to set aside or reduce the requirements established for security fencing by either local, state or federal law, or by safety requirements of the board of education. A fence shall be constructed along the perimeter of all areas considered by the director to be dangerous to the public health and safety.

TABLE 4.3 FENCES, WALLS, AND HEDGES - HEIGHT AND TYPE LIMITS

Location	Maximum Permitted Height
Front yard area	3’ – Open fence or plants
Outdoor storage areas visible from public rights-of-way	6’

4.2.7 SERVICE, TRASH, AND UTILITY AREAS

Covered enclosures are required and shall comply with the City’s trash enclosure standards. Any equipment, whether on the roof, side of structure, or ground, shall be screened. Screening method and design shall be architecturally compatible with building and landscape design in terms of material, color, shape, and size.

1. Common trash collection and recycling areas, if required, shall be provided within 250 feet of the farthest unit they are to serve. Trash and recycling receptacles shall be completely screened from public rights-of-way and parking areas through site orientation, screening materials (walls/ landscaping), or a combination of both, and shall be situated so as to eliminate noise and visual intrusion and eliminate fire hazards.
2. Businesses using commercial vehicles that weigh more than 15,000 pounds or vehicles with more than two axles are prohibited. No use shall allow loading or unloading of heavy trucks between the hours of 8 p.m. and 6 a.m.
3. Loading/unloading, delivery, packing, or refuse areas shall be screened from any abutting lot or any public street or right-of-way.
4. Transformers and backflow devices shall be completely screened from view with landscaping or other building materials.
5. All new and existing public and private utility lines and distribution facilities, on street frontages, including but not limited to electric, communications, street lighting, and cable television lines, shall be installed underground per the requirements of Article IV, Underground Utilities, of the Municipal Code.
6. Each dwelling unit shall be provided individual services and utility meters concealed from public view.



7. A central television antenna or connection to a cable television system shall be provided and shall be connected to each dwelling unit by underground/screened wiring.
8. A central television antenna or satellite antenna may be installed on a lot in any zoning district provided that it is concealed from public view following: (1) it is not located in a required front yard; (2) when roof-mounted, the antenna or satellite antenna is located on the rear half of the roof, and; (3) the antenna does not exceed 10 feet if installed on the ground or, if roof-mounted, does not exceed the maximum building height for the district in which the satellite antenna is located.
9. Roof-mounted equipment, such as air conditioning units, in residential zones shall be screened from view from the adjoining public right-of-way

4.2.8 PARKING

1. The parking or storing of commercial and/or recreational vehicles, dismantled campers, camper shells, boats, trailers, or similar recreational items on lawns, landscaped areas, or other unpaved surfaces within the front yard or on streets is prohibited. In attached developments without yards, parking of these recreational items shall be in a common storage area or offsite.
2. Handicapped parking spaces shall be provided as required by state and federal law and shall comply with the Uniform Building Code as adopted by the City.
3. Maximum height of parking structures shall not exceed the maximum building height requirement and shall be measured from the adjacent street grade.
4. Setbacks for all above-grade parking structures shall comply with the building setback requirements in this Specific Plan.
5. Parking structures shall be screened with vertical landscaping. Parking structure facades facing streets, plazas, or paseos shall be designed with pedestrian-scale architectural features and details.
6. A 36-inch-high hedge or other landscaping screen shall be placed along the frontage adjacent to parking spaces to screen surface parking areas at the street periphery.
7. Screening shall not conceal or hide but rather soften the visual impact of the parking area. Parking areas shall remain visible to passersby and police.

4.3 RESIDENTIAL DEVELOPMENT STANDARDS

Residential uses within the North Hemet Specific Plan area shall comply with the site development standards in Table 4.4, *Residential Development Standards*. If a standard in this section is found to conflict with standards contained in the Hemet Municipal Code, the standards contained in this section shall apply.

TABLE 4.4 RESIDENTIAL DEVELOPMENT STANDARDS

Standard		MDR	HDR
Density			
Density Range		8–18 du/ac	18–30 du/ac
Site Specifications			
Minimum Project Size ¹		1 ac	1 ac
Maximum Lot Coverage		60 %	60 %
Minimum Landscape/Open Space ²		5 %	5 %
Building Setbacks³			
Minimum/Maximum Front ⁴	to State Street	10 ft/15 ft	10 ft/20 ft
	to Menlo Avenue, Oakland Avenue, Alessandro Street	15 ft/20 ft	15 ft/25 ft
	to Internal Streets	10 ft/15 ft	10 ft/20 ft
Minimum Rear	to Habitable Structure	10 ft	10 ft
	to Alley Entrance/Garage	3 ft	3 ft
Minimum/Maximum Side Street		10 ft/15 ft	10 ft/20 ft
Building to Building ^{5,6}		5 ft/story	5 ft/story
Building Frontage⁷			
Minimum at State Street		60 %	60 %
Minimum at Menlo Avenue		50 %	50 %
Minimum at Oakland Avenue		50 %	50 %
Height			
Maximum Height ⁸		35 ft	40 ft
Maximum Stories		2 stories	3 stories

Notes:

1. On-site building manager is required for any rental project of 2 or more units.
2. Refer to Section 4.3.5 for detailed standards for open space within residential areas.
3. All setbacks shall be measured from the property line to the exterior wall of a structure unless otherwise noted.
4. Buildings with three stories will have an additional 10 ft setback for the third story.
5. Building separation is measured from the exterior wall of a structure to the exterior wall of another structure. The following may encroach into the required separation: 1) architectural projections, bay windows, towers, and eaves-1 ft, 2) covered porches and stoops-3 ft, 3) balconies and stairways-3 ft.
6. Windows on opposing building walls shall be offset for privacy. Where this is not possible, an additional 5 ft setback will be required.
7. Building Frontage requirement is the minimum portion of a building fronting upon and having access to a street measured continuously along the street line. Percentage of building frontage may be reduced by the City to accommodate detention/retention basins.
8. Maximum building height is defined as the height from the top of the finished grade to the top of the roof peak.

4.3.1 MINIMUM LIVEABLE AREA

Minimum liveable areas are calculated by measuring from the outside of walls. It excludes garages, carports, exterior courtyards, patios or balconies, and common areas in single- and multiunit structures.

TABLE 4.5 MINIMUM LIVEABLE AREAS

Unit Type	Minimum Livable Area
Studio/Senior	500 sf
1 bedroom	600 sf
2 bedroom	700 sf
3 bedroom	1,000 sf
3+ bedroom	1,200 sf

4.3.2 SENIOR HOUSING

Senior housing shall be restricted to persons aged 55 or older. Residential units may be market-rate, rental, or institutional to accommodate the needs of the residents.

1. Senior housing shall be located close to shopping and in reasonable proximity to medical facilities and churches, or within 600 feet of suitable public transportation facilities or routes providing access to these services.
2. Senior housing of more than 10 units shall provide a community recreation facility containing a clubhouse and outdoor recreational areas. The community recreation facility shall count toward the common open space requirements, as specified in Section 4.3.5., *Open Space*. The final design and location of community recreation facilities shall be subject to planning commission review and approval in accordance with Section 90-831 of the Hemet Municipal Code.

4.3.3 PARKING

All onsite parking within residential development areas of the North Hemet Specific Plan shall be provided in accordance with Table 4.6, *Required Residential Parking Spaces*. All other parking requirements in residential areas, except as noted below, shall be set forth in Article XL., Off-Street Parking, of the Hemet Municipal Code.

1. Parking for residential projects shall be provided onsite.
2. Guest parking shall be provided at 0.25 space per unit. Guest parking may be provided in off-street lots or on-street.
3. Required parking shall be provided for each use, calculated in accordance with the individual requirements for the particular uses. Parking requirements may be reduced in developments where it can be demonstrated that shared parking facilities will meet parking demand without providing separate facilities for each use.

TABLE 4.6 REQUIRED RESIDENTIAL PARKING SPACES

Use	Resident Parking
Senior	1 covered space per unit
Studio	1 covered space per unit
1 bedroom	1.5 covered spaces per unit
2+ bedrooms	2 covered spaces per unit
Parks and Recreation Areas	1 space per 5,000 gross sf

4.3.4 OPEN SPACE

Open spaces are areas that are used for private or common use and do not include public or private streets, alleys, driveways, parking spaces, parkways, or recreational storage areas. Private open spaces are areas that are designed and intended to be used exclusively by the individual homeowner. Common open spaces are areas designated for the use and enjoyment of all residents and developed for recreational or leisure-time activities. Accordingly, private recreation facilities and public parks count toward the required common open space requirement.

1. Projects that include residential units shall provide a minimum of 150 square feet of private and common open space per dwelling unit as follows:
 - a. A minimum of 50 square feet per unit shall be provided in the form of private outdoor space with a minimum dimension of 7 feet in any direction.
 - b. A minimum of 100 square feet per unit shall be provide in the form of common outdoor space.
2. The residential open space requirements of mixed-use buildings shall be met in addition to any public plaza space requirements generated by nonresidential portions of the mixed-use building.
3. Private outdoor space shall be accessible directly from the living area of the unit, in the form of a fenced yard, patio, courtyard, balcony, or roof garden.
4. Private outdoor space shall be open on at least one side but need not be open to the sky.
5. A 3-foot maximum height wall or hedge shall physically separate individual private outdoor spaces and private outdoor space from common areas.
6. Usable common outdoor space shall have a minimum level surface dimension of 15 feet in any direction and a minimum area of 400 square feet. The dimensions for usable common outdoor space areas shall be measured from the outside of any private open space attached to a unit at ground level.
7. Projects with more than 20 units shall include at least one amenity, such as a community room, a swimming pool, outdoor cooking facility, or other recreation facility. Such common amenity spaces shall count toward the common outdoor space requirements.

4.4 COMMERCIAL DEVELOPMENT STANDARDS

The Neighborhood Mixed Use Node land use designation allows for commercial development as a single-use or mixed-use project. Stand-alone commercial uses, including all retail, office, and related services, within the North Hemet Specific Plan area shall comply with the site development standards in Table 4.7, *Commercial Development Standards*. If a standard in this section is found to conflict with standards in the Hemet Municipal Code, the standards in this section shall apply.

TABLE 4.7 COMMERCIAL DEVELOPMENT STANDARDS

Standard	Retail
Intensity	
Maximum Floor Area Ratio ¹	0.5
Site Specifications	
Minimum Project Size	1 ac
Maximum Lot Coverage	50 %
Minimum Landscape/Open Space ²	10 %
Building Setbacks³	
Minimum/Maximum Front	5 ft/10 ft
Minimum Rear	10 ft
Minimum/Maximum Side Street	5 ft/10 ft
Building to Building ⁴	7 ft/story
Building Frontage⁵	
Minimum at State Street	75 %
Minimum at Menlo Avenue	50 %
Minimum at Oakland Avenue	50 %
Height	
Maximum Height ⁶	35 ft
Maximum Stories	2 stories

Notes:

1. Floor Area Ratio (FAR) is the total building area divided by the total lot area.
2. Refer to Section 4.4.2 for detailed standards for open space within commercial areas.
3. All setbacks shall be measured from the property line to the exterior wall of a structure unless otherwise noted.
4. Building separation is measured from the exterior wall of a structure to the exterior wall of another structure. The following may encroach into the required separation: 1) architectural projections, bay windows, towers, and eaves-1 ft, 2) covered porches and stoops-3 ft, 3) balconies and stairways-3 ft.
5. Building Frontage requirement is the minimum portion of a building fronting upon and having access to a street measured continuously along the street line. Percentage of building frontage may be reduced by the City to accommodate pedestrian plazas located between the building and street.
6. Maximum building height is defined as the height from the top of the finished grade to the top of the roof peak.

4.4.1 PARKING

All onsite parking within commercial development areas of North Hemet shall be provided in accordance with Table 4.8, *Required Commercial Parking Spaces*. All other parking requirements, except as noted below, shall be as set forth in Article XL., Off-Street Parking, of the Hemet Municipal Code.

TABLE 4.8 REQUIRED COMMERCIAL PARKING SPACES

Use	Parking
Office	1 space per 300 sf gross leasable area
Retail and Services	1 space per 250 sf gross leasable area

1. Parking areas for commercial uses shall be located internally where possible. Where parking areas must be located adjacent to a public street, a minimum 5-foot-wide (inside dimension) landscaped planting strip shall be provided between the back of sidewalk and the parking area.
2. Parking shall be conveniently located near public rear or front entrance areas and connected via pedestrian walkways, where possible.
3. Shopping cart corral areas shall be located within each parking aisle that fronts the retail store. Placement shall be within 50 feet of 85 percent of the retail store parking stalls.
4. No additional parking is required for outdoor dining.
5. Joint use of parking facilities and alternative parking arrangements are encouraged and allowed subject to the provisions of Section 90-1426 of the Hemet Municipal Code.



Landscaped buffer between public street and parking.



Pedestrian connection to commercial stores from parking.

4.4.2 PUBLIC OPEN SPACE

Standards for public open space in commercial development are intended to establish safe and inviting outdoor spaces where residents, employees, and visitors may gather, interact, rest, shop, and eat within an attractive and vibrant pedestrian environment. These areas may be publicly or privately owned and maintained.

1. Public open spaces shall be accessible to the general public and may include plazas, pedestrian paseos, balconies, and/or terraces. A maximum of 25 percent of the required public open space may be provided above the street level.
2. Each development project with a commercial gross leasable area of 15,000 square feet or more shall provide or contribute 50 square feet of outdoor gathering space for every 1,000 square feet of gross leasable area.
3. Public open spaces shall have a minimum dimension 15 feet in any direction and a minimum area of 400 square feet.

- 4. A minimum of 30 percent of the public open space area shall contain landscaping, including shade trees, accent trees, potted plants, and other landscaping. Hard-surfaced areas and specialty paving shall also be incorporated into the public open space design.
- 5. Public open spaces shall incorporate a variety of pedestrian amenities to promote regular use. Pedestrian amenities may include, but are not limited to, seating, lighting, bicycle racks, special paving, water features, landscaping, artwork, and/or special urban recreational features.

- 6. Outdoor eating areas provided as part of private eating establishments shall not be counted toward the public open space requirement unless the eating areas are open and accessible to the public, with no fencing or other barriers or obstructions.



Internal public open space with water feature.

- 7. Public open space requirements do not need to be located immediately next to their individual buildings, and are instead encouraged to coordinate with other projects to provide larger outdoor spaces that serve multiple buildings and are centrally located within 300 feet of the buildings.

- 8. In order to encourage the assemblage of public open space requirements, the following incentives are offered:

- a. Reduction in required parking for commercial uses, up to a maximum of 10 percent.
- b. Reduction in public open space requirements, up to a maximum of 10 percent.
- c. Increase in maximum parcel coverage, up to a maximum of 10 percent.
- d. Priority (e.g., fast-track) permit processing.



Public open space common to surrounding businesses.

- 9. Public open space requirements of a proposed project may be added to an existing open space area, so long as the proposed open space area is contiguous to the existing open space area and permission is granted by the existing property owner.



Outdoor eating area adjacent to businesses.

- 10. To ensure the visibility and security of public open spaces, buildings adjacent to an existing or planned pedestrian plaza or paseo shall provide at least one of following elements along the building facade abutting the public open space:

- a. A building entry;

- b. Windows meeting the street frontage standards facing onto the outdoor amenity;
- c. Outdoor seating areas or cafes;
- d. A similar feature that the Community Development Director finds will, to at least the equivalent degree, bolster security and encourage pedestrian use of the outdoor amenity.

4.4.3 OUTSIDE DISPLAY

- 1. News racks and other vending machines shall be located behind sidewalks and out of the public right-of-way. News racks shall not exceed 8 feet in width and 2 feet in depth, and shall be no higher than 4 feet as part of any development project.

4.5 MIXED-USE DEVELOPMENT STANDARDS

Mixed-use development refers to a mix of residential and nonresidential uses that are integrated either vertically and horizontally. Such development shall be measured for both residential density (dwelling units per acre) and nonresidential intensity (floor area ratio) as if they were separate projects. Residential density includes only the number of residential units and does not consider the square footage of each unit or any nonresidential square footage. Maximum FAR incorporates only nonresidential square footage and excludes all areas used for structured parking. The standards listed in Table 4.9, *Mixed-Use Development Standards*, intend to regulate building placement, height, and frontages of mixed use within the designated planning areas of the Specific Plan.

TABLE 4.9 MIXED-USE DEVELOPMENT STANDARDS

Standard	Res.-Comm.	Live-Work
Density		
Density Range	18–30 du/ac	18–30 du/ac
Intensity		
Maximum Floor Area Ratio ¹	1.0	1.0
Site Specifications		
Minimum Project Size	1 ac	1 ac
Maximum Lot Coverage	70 %	70 %
Minimum Landscape/Open Space ²	10 %	5 %
Building Setbacks³		
Minimum/Maximum Front ⁴	5 ft/10 ft	5 ft/10 ft
Minimum Rear	10 ft	10 ft
Minimum Side	5 ft	5 ft
Minimum/Maximum Side Street	5 ft/10 ft	5 ft/10 ft
Building to Building ^{5,6}	5 ft/story	5 ft/story
Building Frontage⁷		
Minimum at State Street	70 %	70 %
Minimum at Menlo Avenue	50 %	50 %
Minimum at Oakland Avenue	50 %	50 %
Height		
Maximum Height ⁸	45 ft	40 ft
Maximum Stories	3 stories	3 stories

Notes:

1. Floor Area Ratio (FAR) is the total building area divided by the total lot area.
2. Refer to Section 4.5.4 for detailed standards for open space within residential areas.
3. All setbacks shall be measured from the property line to the exterior wall of a structure unless otherwise noted.
4. Buildings with three stories will have an additional 10 ft setback for the third story.
5. Building separation is measured from the exterior wall of a structure to the exterior wall of another structure. The following may encroach into the required separation: 1) architectural projections, bay windows, towers, and eaves-1 ft, 2) covered porches and stoops-3 ft, 3) balconies and stairways-3 ft.
6. Windows on opposing building walls shall be offset for privacy. Where this is not possible, an additional 5 ft setback will be required.
7. Building Frontage requirement is the minimum portion of a building fronting upon and having access to a street measured continuously along the street line. Percentage of building frontage may be reduced by the City to accommodate detention/retention basins and/or pedestrian plazas located between the building and street.

8. Maximum building height is defined as the height from the top of the finished grade to the top of the roof peak.

4.5.1 LIVE-WORK

Live-work units are a unique type of mixed-use development that combines residential living space and commercial space. Live-work units and buildings are subject to the following standards.

1. The minimum total floor area of a live-work space shall be 750 square feet within each unit. All floor area other than that reserved for living space shall be reserved and regularly used for working and display space.
2. Work on the premises of a live-work unit shall not be limited to persons who live in the unit. Living and working spaces may be rented separately. The owner of a live-work unit shall notify the City of any change in use or occupancy. Any change of use or occupancy shall require a new administrative use permit.
3. Live-work units and buildings shall comply with any requirements imposed by the Building, Fire, Community Development, Police, and Public Works Departments intended to protect the public health, safety, and welfare.

4.5.2 FRONTAGE AND ACCESS

1. Mixed-use development fronting a public street and located at street level shall have a pedestrian-oriented frontage that publicly displays the interior of the nonresidential areas of the structure.
2. Residential units, with the exception of live-work units, shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the nonresidential uses and are directly accessible to resident parking areas. Live-work units may provide a single point of access for all users of the unit.
3. Where more than one live-work unit is proposed within a single structure, each live-work unit shall be separated from other live-work units and other uses in the structure. Access to each unit shall be provided from common access areas.



Mixed-use building oriented toward the street.



Live-work units with street parking and pedestrian access.

4.5.3 PARKING

1. A mixed-use building shall be required to meet the parking standards as if each use in the building were a separate use unless a shared-parking study is approved by the Community Development Director and City Engineer.
2. In a mixed-use building, parking for the residential unit(s) shall be provided onsite, in addition to what is required for the commercial use(s); or off-site by evidence of an agreement, acceptable to the City.
3. Live-work units shall provide an additional 1 space per 500 sf of nonresidential floor area in each unit.

TABLE 4.10 REQUIRED MIXED-USE PARKING SPACES

Use	Parking
Residential	Refer to residential parking standards
Commercial	Refer to commercial parking standards
Live-Work	2 spaces per unit + 1 space per 500 sf of nonresidential floor area

4.5.4 OPEN SPACE

1. Mixed-use development shall satisfy both the residential open space and public plaza space requirements. The public plaza space requirements shall be calculated using only the square footage of the nonresidential portions of the building.
2. Mixed-use development may reduce the public open space requirement to 3 percent of the gross site area, upon approval by the Community Development Director, but shall provide all private and common open space for residential projects as required in this Specific Plan.

5.0 Design Guidelines

This section provides guidance for the physical design of the North Hemet Specific Plan area at the community, neighborhood, and building level to create an attractive and cohesive community identity. While promoting quality design, these design guidelines provide necessary flexibility to encourage creativity on the part of property owners, designers, and developers.

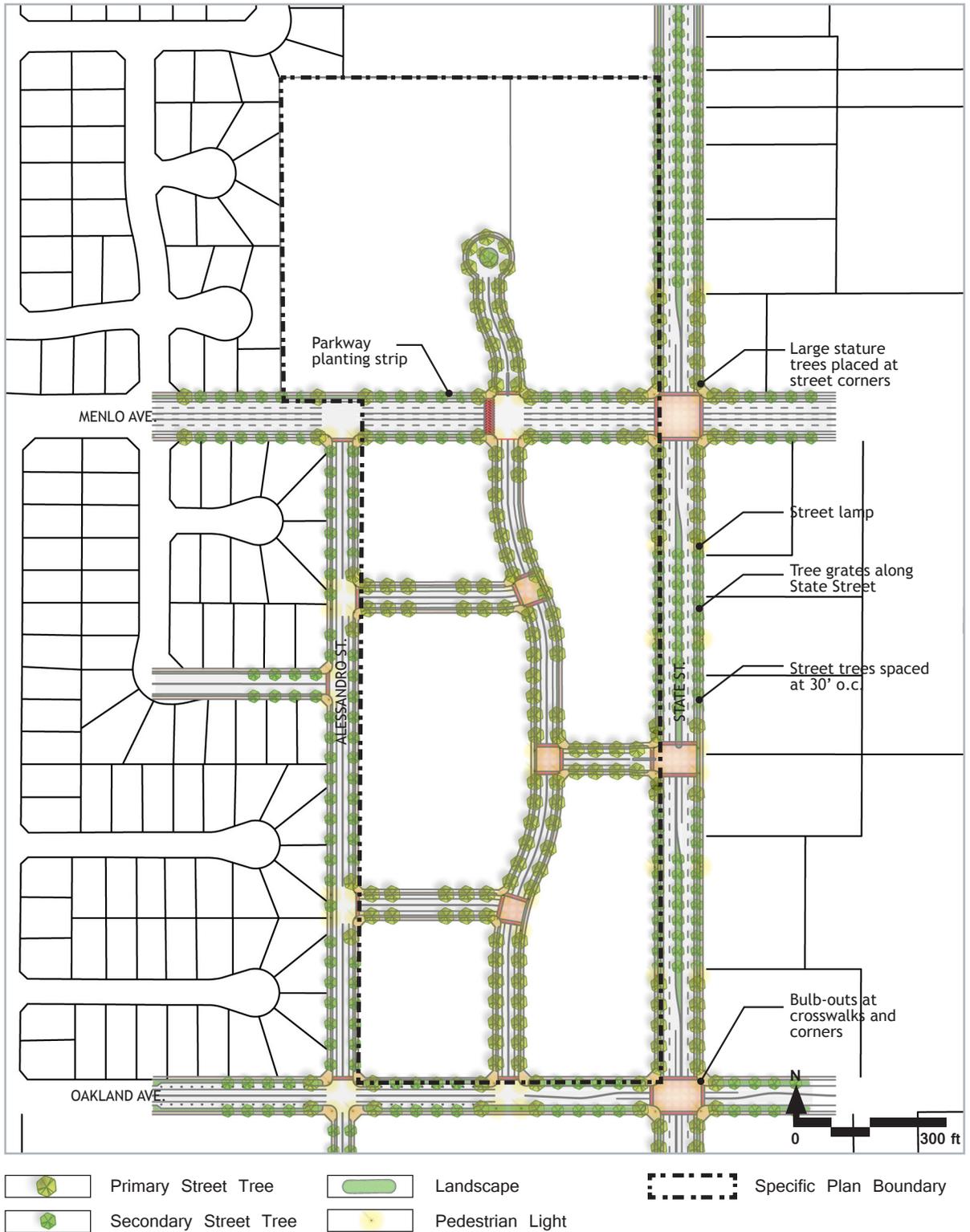
5.1 COMMUNITY LANDSCAPE DESIGN

The guidelines in this section apply to the entire project area of the North Hemet Specific Plan and provide design guidance relating to general landscaping, parks and open space, streetscapes, walls and fences, signage, and lighting. While these elements, in combination, contribute to the image and identity of the North Hemet Specific Plan, they should also be environmentally friendly for the long-term sustainability of the project area and ultimately the City.

5.1.1 GENERAL LANDSCAPE GUIDELINES

- Where possible, landscaping, as opposed to walls, should be used to buffer adjacent land uses that are different in scale, use, or design and parking areas from the street.
- Landscaping on the perimeter and within parking lots should provide shade and visual accents.
- Large groupings of plant materials are encouraged to create a logical sense of order and continuity throughout the community. Hydrozoning, the grouping of plants with similar water requirements, should be applied where possible.
- Water conservation measures should be incorporated into all irrigation systems pursuant to the Hemet Municipal Code. The use of reclaimed water, grey water, and/or collected rainwater for landscape irrigation is encouraged.
- The use of landscaped medians at neighborhood entries is encouraged. As practical, utilize medians and parkways for water treatment and to reduce runoff.
- Plant material should be selected from the proposed landscape plant palette which contains a mix of trees and shrubs that grow well in Hemet's climate.

FIGURE 5.1 CONCEPTUAL LANDSCAPE PLAN



- In general, the landscape palette should contain drought-tolerant and native plants, including highlights of ornamentals for accents and identification of key areas. The use of exotic plant materials should be avoided. Plant material should be varied in height, flower color, and texture to provide a robust, diverse landscape experience. The street tree palette should provide a mix of broadleaf and evergreen trees to accommodate shade and winter sun needs depending on tree and building locations.
- Street trees will be planted according to the palette in the North Hemet Specific Plan. Species not found in the City’s Approved Street Tree List may require approval from the City of Hemet Park Commission. Species not found in Figure 5.2, *Preferred Street Tree Palette*, and Figure 5.3, *Alternative Street Tree Palette*, may be included in parkways and/or medians subject to the approval of the Department of Public Works. *Cinnamomum camphora* should be used as the primary street tree and *Magnolia grandiflora* as the secondary street tree as represented in Figure 5.1, *Conceptual Landscape Plan*.

FIGURE 5.2 PREFERRED STREET TREE PALETTE

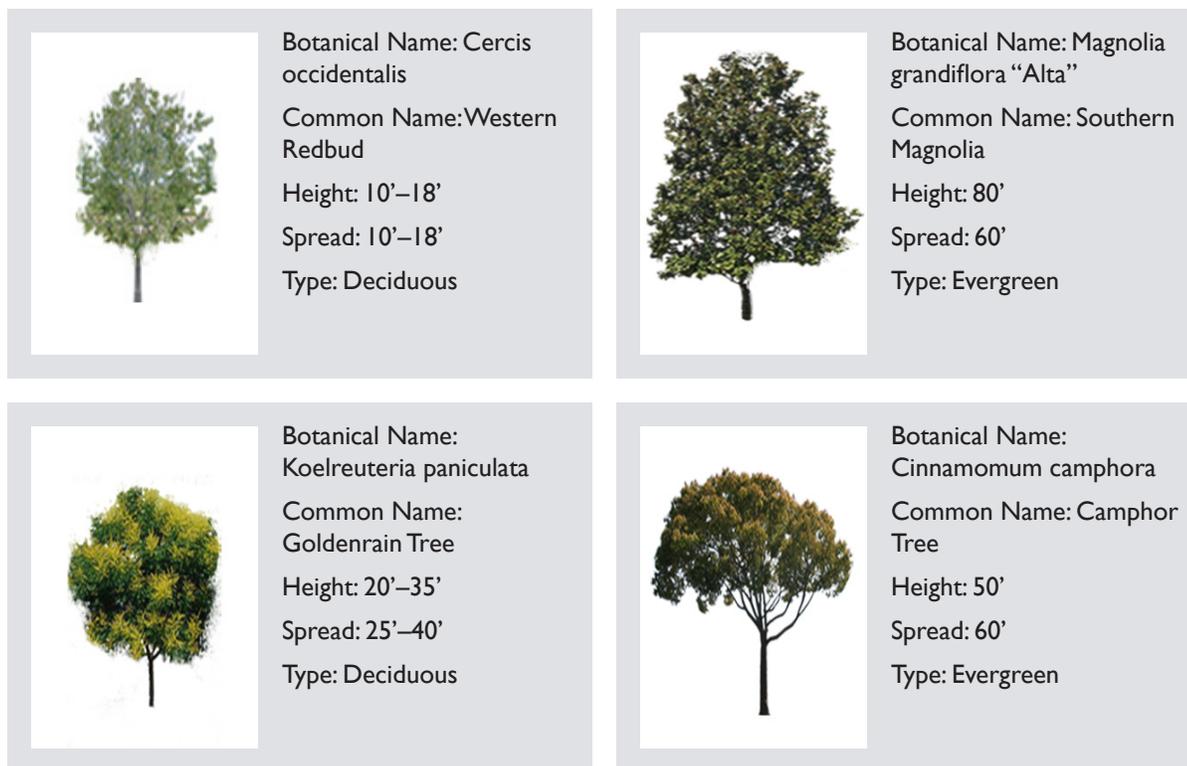


FIGURE 5.3 ALTERNATIVE STREET TREE PALETTE

	<p>Botanical Name: <i>Arbutus 'marina'</i> Common Name: Marina Madrone Height: 20'–30' Spread: 15'–20' Type: Evergreen</p>		<p>Botanical Name: <i>Fraxinus uhdei</i> Common Name: Evergreen Ash Height: 70'–80' Spread: 60' Type: Evergreen</p>
	<p>Botanical Name: <i>Geijera parvifolia</i> Common Name: Australian Willow Height: 30' Spread: 25' Type: Evergreen</p>		<p>Botanical Name: <i>Ginkgo biloba</i> Common Name: Maidenhair Tree Height: 35' Spread: 30' Type: Deciduous</p>
	<p>Botanical Name: <i>Pistacia chinensis</i> Common Name: Chinese Pistache Height: 30'–60' Spread: 30'–60' Type: Deciduous</p>		<p>Botanical Name: <i>Platanus racemosa</i> Common Name: California Sycamore Height: 30'–80' Spread: 20'–50' Type: Deciduous</p>
	<p>Botanical Name: <i>Platanus x acerifolia</i> Common Name: London Plane Tree Height: 40'–80' Spread: 30'–40' Type: Deciduous</p>		<p>Botanical Name: <i>Prunus cerisifera</i> Common Name: Cherry Plum Height: 30' Spread: 30' Type: Deciduous</p>

FIGURE 5.3 ALTERNATIVE STREET TREE PALETTE (cont'd)

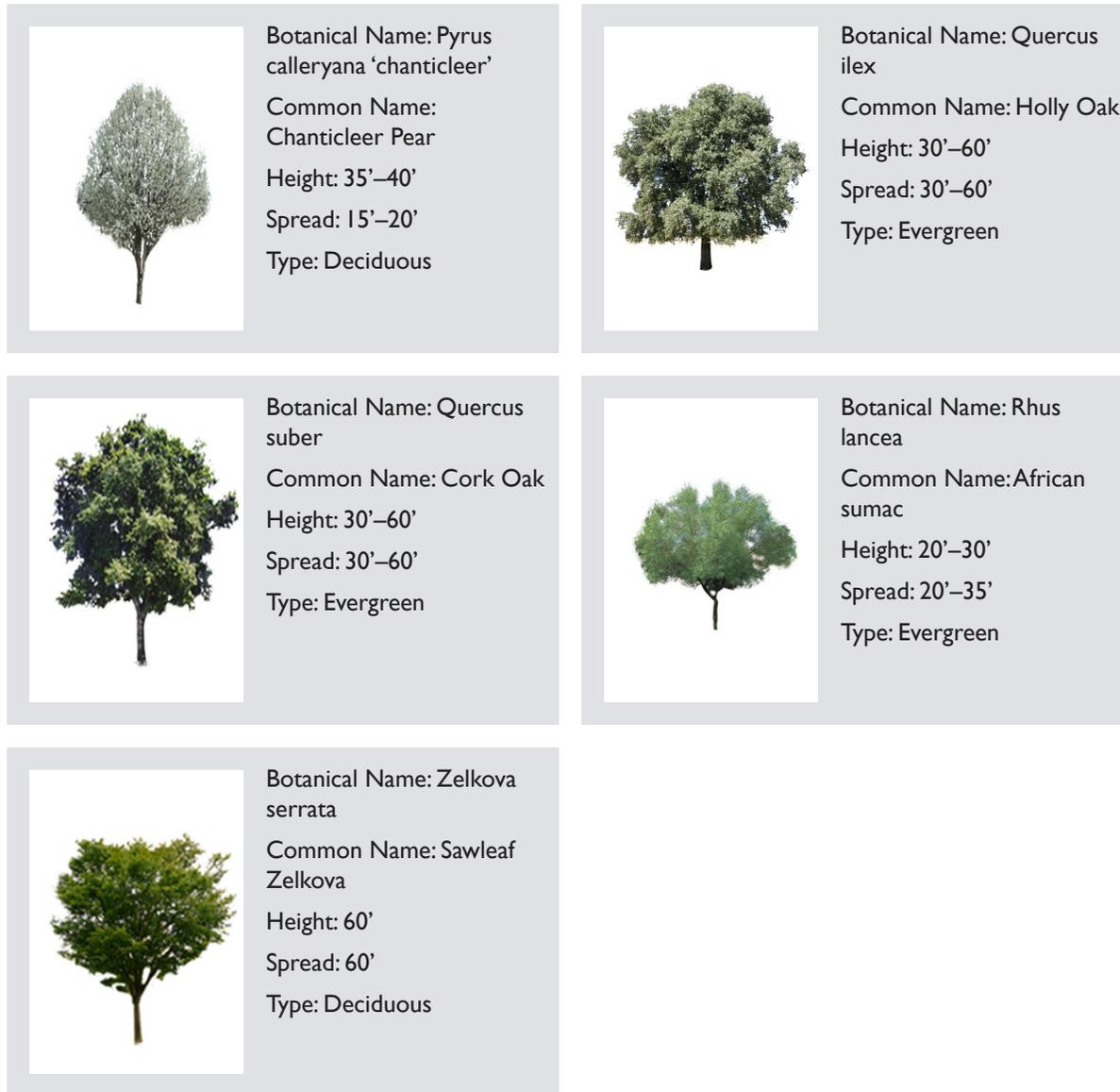


FIGURE 5.4 SHRUB PALETTE



Botanical Name: *Agave americana*
Common Name: Century Plant
Height: 6'–10'



Botanical Name: *Artemisia californica*
Common Name: California sagebrush
Height: 3'–5'
Spread: 5'–7'



Botanical Name: *Ceanothus 'Julia Phelps'*
Common Name: Wild Lilac
Height: 4.5'–7'
Spread: 7'–9'



Botanical Name: *Eriogonum giganteum*
Common Name: Saint Catherine's Lace
Height: 8'–10'
Spread: 8'–10'



Botanical Name: *Euphorbia characias*
Common Name: Large Mediterranean Spurge
Height: 3'–4'
Spread: 3'–4'



Botanical Name: *Phormium tenax*
Common Name: New Zealand flax
Height: 5'
Spread: 5'



Botanical Name: *Rhamnus californica*
Common Name: California Coffeeberry
Height: 10'–18'
Spread: 10'–18'



Botanical Name: *Salvia microphylla*
Common Name: Cherry Sage
Height: 3'
Spread: 4'–5'

FIGURE 5.5 GROUNDCOVER AND GRASS PALETTE



Botanical Name: *Helianthemum nummularium*
 Common Name: Rock rose
 Height: 6'–8"
 Spread: 2'–3'



Botanical Name: *Juncus patens*
 Common Name: California Gray Rush
 Height: 18'–24"



Botanical Name: *Lantana montevidensis*
 Common Name: Trailing Lantana
 Height: 12'–18"
 Spread: 5'–10'



Botanical Name: *Lavandula angustifolia*
 Common Name: English Lavender
 Height: 2'–3'
 Spread: 2'–3'



Botanical Name: *Lupinus excubitus*
 Common Name: Grape Soda Lupine
 Height: 3'
 Spread: 4'



Botanical Name: *Muhlenbergia rigens*
 Common Name: Deer Grass
 Height: 2'–3'



Botanical Name: *Santolina chamaecyparissus*
 Common Name: Lavender Cotton
 Height: 1'–2'
 Spread: 2'–3'

5.1.2 PARKS AND OPEN SPACE

- The creation of pocket parks and pedestrian trails and paths within neighborhoods is encouraged.
- Recreation and open space areas should be designed to accommodate the needs of different ages and abilities.
- Informal groupings of canopy trees should be used to provide shade and create visual interest.
- Ample outdoor furniture should be provided, compatible with the surrounding architectural styles, materials, and colors.
- A combination of hard and soft paving may be used depending upon the function of the recreational amenity.
- Active areas may utilize turf, grasses, and ornamental plantings. Passive areas should primarily be composed of nonirrigated or drought-tolerant species.
- Pedestrian and bicycle access within the site is required. This access should include well-defined and convenient pedestrian walkways between buildings, from buildings to parking lots, and especially between the commercial and residential uses.



Active open space with playground equipment.



Passive open space with shade and seating.



Fenced active and passive open space with covered shade structure, playground, and picnic tables.

5.1.3 STREETScape

- Streetscape elements, such as landscaping, lighting, street furniture, and signage, should be consistent to create an attractive and cohesive community image and complement the surrounding architectural styles.
- Attractively landscaped medians should be provided along major roadways to reduce vehicular speed, create a pedestrian-friendly environment, and create a distinctive community identity. Median plantings should reflect the use of the roadway of which they are a part.
- Parkway landscaping should be utilized to minimize the visual impacts of on-street parking and provide a buffer for the pedestrian.
- Traffic-calming measures, such as bulb-outs and roundabouts, may be used in and adjacent to residential areas to reduce the speed of traffic and create a more pedestrian-friendly environment. If used, they should be placed in areas of high pedestrian movement to slow traffic and improve pedestrian safety and comfort.
- Special patterned paving should be provided at major intersections and pedestrian crossings within the Specific Plan area, such as the intersection of State Street and Menlo Avenue.
- Trees within private medians and parkways will be maintained by the Master Home Owners Association.



Parkway landscaping in residential neighborhood.



Patterned paving at pedestrian crossing.



Attractive streetscape with unifying street elements such as lighting and landscaping in median and parkways.

- Streetscape design elements should be selected from one of the proposed three alternative palettes to create a unified theme. The three alternative palettes are provided as options for a historic, modern, or architectural atmosphere
- The Historic streetscape elements reflect the small town character of the City of Hemet. Signage and street furniture evoke and celebrate a historic quality.
- The Modern streetscape elements reveal a more contemporary edge through sleek furniture and lighting and simple signage.
- The Artistic streetscape elements bring a creative approach to street furniture through mosaic and painting, alongside varied paving patterns and murals.

FIGURE 5.6 STREETScape DESIGN ELEMENTS - HISTORIC



FIGURE 5.7 STREETScape DESIGN ELEMENTS - MODERN



FIGURE 5.8 STREETScape DESIGN ELEMENTS - ARTISTIC



5.1.4 WALLS AND FENCES

- Solid walls and fences should not dominate the street scene. They should only be used when landscaping is insufficient and/or impractical for noise attenuation, privacy, and shielding of incompatible adjacent uses.
- Wall faces that are visible to the public should be constructed of durable attractive materials that complement the adjacent architecture. When solid walls are necessary, split-face block, stone, or materials with similar visual qualities should be used. Likewise, view fences should incorporate visually attractive materials such as tubular steel, wrought iron, and stone (or faux stone) in areas where they are highly visible. Chain-link fences and precision block walls are not permitted.
- Walls and/or wall surfaces not visible to the public do not need the same high level of design detail. Pilasters should be incorporated into wall design, especially at entries, along neighborhood perimeters, and at important community intersections.
- View fences and/or decorative walls should be placed where land uses are adjacent to open space areas such as parks and paths. They allow for safety and privacy while preserving views and creating a more visually appealing neighborhood.
- Trees, vines, and landscaping should be used to soften the visual appearance of walls and fences as well as deter graffiti. Intermittent undulation of walls is encouraged as it will help to create a varied street scene.
- Walls should provide convenient pedestrian gates to ensure ease of pedestrian circulation.



Arbor gateway for neighborhood entry.



View fence with wrought iron and decorative pilasters.



Vine planting along perimeter wall.

5.1.5 SIGNAGE

- Project signage should have a consistent design theme and color palette throughout the development to achieve a coordinated sense of identity.
- Signs should be compatible with the building and site design in terms of scale, color, material, style, and placement. The exposed backs and sides of signs shall be architecturally treated to blend with the exterior character of the buildings and site.
- Signage should be visually interesting and informative. Cluttered designs and excess advertising should be avoided.
- Canned signs are prohibited. Illuminated channel letters should be used instead.
- Signs should be backlit or down-lit to prevent glare and spillover onto adjacent properties.
- All signs shall be maintained in good repair.
- Signs shall comply with Sections 90.1241 to 90.1286 of the Hemet Municipal Code.



Channel letter signage with backlighting.



Signage with individual lettering.



Hanging blade signage.



Projecting blade signage.

5.1.6 LIGHTING

- Lighting fixtures should be compatible with the architectural styles of surrounding buildings and yet consistent throughout the community.
- Attractive and consistent lighting elements should be provided along roadways within the neighborhood. The height, brightness, and spacing of the lighting elements should be appropriate to the scale and speed of the roadway.
- Pedestrian-scale lighting should be provided in areas with nighttime use, such as paths and walkways. The type, style, and intensity of pedestrian lighting should reflect the use and character of the area.
- To preserve views of the night sky, lighting elements should minimize glare, spillover, and light pollution. Direct outdoor lighting downward and away from neighboring properties.
- Provide low-contrast lighting and use low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent (CFL) and light emitting diode (LED) bulbs, when feasible.
- Lighting standards should be consistent with City safety and illumination requirements.



Down lighting for commercial signage.



Lighted bollards for pedestrian walkway.



Pedestrian lighting for walkway.



Signage with down lighting.

5.2 SITE DESIGN GUIDELINES

The purpose of site design guidelines is to address development, as site design controls the proper placement of buildings and roads that service and access the various uses within the community. General site design guidelines are provided to establish consistency and continuity throughout the entire North Hemet Specific Plan area. Distinguishing guidelines are provided in greater detail for the different areas of residential, live-work, and retail commercial.

Residential design guidelines are intended to provide direction for the development of attractive, functional, and safe residential neighborhoods within the North Hemet Specific Plan area. Adherence to these guidelines is intended to create high-quality neighborhoods conveying a special sense of place that will distinguish North Hemet as a desirable place to live. These guidelines also apply to any residential-only development projects sited within the Neighborhood Mixed-Use planning areas.

Live-work units within the North Hemet Specific Plan area will primarily consist of flexible-space floor plans, with home office space on the ground floor and residential private living space behind or above. These residential units combine potential semipublic space with private living space, and therefore require focused design guidance to achieve the kind of living environment envisioned for live-work.

Guidelines for the commercial area are intended to guide site development and design to create attractive public areas and provide efficient, convenient, and safe access for vehicular and pedestrian traffic. Adherence to these guidelines is intended to create a special sense of place that will ensure lasting quality in North Hemet.

5.2.1 GENERAL SITE DESIGN GUIDELINES

- Neighborhoods should be designed to be walkable, with highly visible and well-lit connections to adjacent commercial, residential, and open space areas.
- Vehicular access to each site should be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs.
- Buildings should be located and oriented to positively define edges at streets, roads, and parks and create a clear sense of enclosure. Structures should be designed to relate to each other and the surrounding area.
- The placement and design of structures should facilitate and encourage pedestrian activity and convey a physical and visual link to the adjacent residential developments, streets, and sidewalks.
- When possible, adjacent buildings should be designed with shared open spaces, plazas, and courtyards that can serve as outdoor eating and gathering places.
- In particular, the Senior Center should be strategically located within the North Hemet Specific Plan area for convenient pedestrian access from adjacent residential and commercial uses, as well as access to transit services.
- Parking should be dispersed into multiple smaller lots as opposed to one large lot, where feasible, and screened with berms and landscaping.
- Storage, loading areas, and service entrances should be located to the rear of the structure and oriented away from noise-sensitive uses. Landscaping, berms, and walls should be used to buffer adjacent uses from these areas.

5.2.2 RESIDENTIAL SITE DESIGN GUIDELINES

- Landscaped parkways, consistently spaced canopy street trees, continuous sidewalks, and pedestrian-scale streetlights should be incorporated in all residential neighborhoods.
- Neighborhood entries should be located at points with convenient accessibility and clearly defined with distinctive architectural elements.
- Buildings should be oriented and clustered in such a way as to provide courtyards and usable open space areas.
- Alley-loaded products help to create a pedestrian-friendly streetscape and are encouraged. Alleys should be landscaped to improve their aesthetic quality.



Neighborhood entry with signage and lighting.



Internal green space with pedestrian walkway.



Parkway with perimeter landscape treatment.



Alley-loaded homes fronting greencourt,

5.2.3 LIVE-WORK SITE DESIGN GUIDELINES

- Live-work should provide accessible ground-floor work spaces that comply with applicable accessibility standards.
- Ground-floor home office uses should be physically separated from residential uses within the live-work unit while maintaining a cohesive building façade.
- Residential areas should be oriented away from potentially noisy or incompatible adjacent uses.
- Residential areas should be placed and oriented to ensure reasonable levels of privacy.
- The main entrance to the ground floor space should be directly accessible from the street. The residential dwelling unit should be accessible by a separate entrance.
- Residential parking areas should be located as close as possible to residential uses.
- Parking lot designs are encouraged to maximize shared parking potential of uses onsite and accommodate efficient vehicular movement throughout the Specific Plan area.
- Parking lots should not dominate the street scene but should be tucked behind buildings and/or landscaping, where possible.



Ground-floor work space is accessible from the street.



Stoops provide semipublic space for ground-floor uses.



Parking is provided near the live-work units.

5.2.4 RETAIL COMMERCIAL SITE DESIGN GUIDELINES

- The neighborhood commercial center should be oriented to create a vibrant and comfortable pedestrian environment with attractive public amenities such as walkways, plazas, and shaded sitting areas.
- Public plazas shall be located near major building entrances, access points, or areas of high pedestrian traffic, to ensure their use and highest functionality. They should be either contiguous or connected via landscaped pedestrian walkways.
- Entryways should be treated with special design features, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants that are consistent with the community theme.
- Storage, loading areas, and service entrances should be designed so service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation or vehicular parking.



Outdoor seating area with landscaping.



Gateway shade structures for pedestrians.



Plaza area for gathering and outdoor eating with landscaping and shade structures.

5.3 ARCHITECTURAL DESIGN GUIDELINES

These architectural guidelines apply to all projects within the North Hemet Specific Plan area and are intended to ensure architectural quality and attention to detail. The North Hemet Specific Plan presents a selection of compatible architectural styles that convey the historical character of the City of Hemet while also allowing for variety and individuality. These styles include Traditional Farmhouse, English Tudor/Victorian, California Craftsman, Spanish Revival, and Mediterranean architectural styles.

Architectural styles and detailing are extremely important to the identity and appeal of residential neighborhoods and individual homes. With residential densities ranging from moderate to high, careful attention should be given to maintaining a comfortable neighborhood scale, unified streetscape elements, and functional private and public space.

Architectural interest should be provided in live-work and commercial retail uses through varied roof lines, architectural detailing, accent lighting, and massing. Consistency should be maintained through commonalities of architectural style, color, landscaping, signage, and lighting. The senior center should utilize specialized design features consistent with the design theme of the North Hemet Specific Plan to create a focal point within the project area, yet maintain compatibility with the adjacent commercial use.

5.3.1 ARCHITECTURAL STYLE

The architectural styles recommended for the North Hemet Specific Plan are:

- Traditional Farmhouse
- English Tudor/Victorian
- California Craftsman
- Spanish Revival
- Italianate/Tuscan

Each architectural style is represented in Table 5.1, *Architectural Styles*, in the form of a summary description of its main components. Proposed architectural plans are not required to contain all the elements identified for each particular style. Rather, the matrix is intended to provide guidance by describing style elements and features generally associated with the architectural style.

- Architectural styles should be accurate and appropriate for the building typology.
- The massing, character, and detailing of the architectural styles should be as authentic to the selected styles as possible. However, contemporary adaptation of traditional vernaculars is acceptable.
- Although historical architectural vernacular is encouraged, direct replication or mimicry is discouraged.
- The choice of architectural expression should be derived, primarily, from the respective building typology.
- Within the same architectural style, variation in floor plans, unit types, roof form, colors, and materials should be used to differentiate adjacent units and add character and visual interest to a neighborhood.

Retail commercial buildings should incorporate elements of the recommended architectural styles to ensure consistency and continuity throughout the North Hemet Specific Plan area. However, they are not restricted to these styles, as commercial retail uses typically have different architectural features and requirements.

TABLE 5.1 ARCHITECTURAL STYLES

Style	Form & Massing	Entry	Roof	Details	Materials
Typical Farmhouse	<ul style="list-style-type: none"> One-and-one-half to two-and-one-half stories Simple building massing 	<ul style="list-style-type: none"> Front porch 	<ul style="list-style-type: none"> Simple ridged roofs with no dormers Gambrel roof 	<ul style="list-style-type: none"> Simple wood columns Centrally located chimney Double-hung windows 	<ul style="list-style-type: none"> Horizontal sheathing Wood shingles and/or clapboards
English Tudor/ Victorian	<ul style="list-style-type: none"> Asymmetrical building massing Recessed 2nd or 3rd floor 	<ul style="list-style-type: none"> Articulated door surround or covered porch 	<ul style="list-style-type: none"> Gable roof Hipped roof 0"-12" overhangs 	<ul style="list-style-type: none"> Large prominent chimneys Half-timbering Small leaded casement windows 	<ul style="list-style-type: none"> Concrete flat tile or asphalt shingles Light sand finish stucco
California Craftsman	<ul style="list-style-type: none"> Rectangular plan One to one-and-one-half stories Simple building massing on raised foundation 	<ul style="list-style-type: none"> Front porch with stoop 	<ul style="list-style-type: none"> Low-pitched gable roof Wide, unenclosed eave overhang 	<ul style="list-style-type: none"> Full-width porch with tapered columns Exposed roof rafters and ridge beams 	<ul style="list-style-type: none"> Stone, brick, concrete, and/or stucco with natural finish
Spanish Revival	<ul style="list-style-type: none"> Simple rectangular volumes or combinations of simple volumes Thick walls with deep recessed openings 	<ul style="list-style-type: none"> Covered patios or porches Substantial doors with ceramic tiles, dark wood and metals 	<ul style="list-style-type: none"> Heavily tiled, low-pitched roofs 	<ul style="list-style-type: none"> Arched openings Decorative ironwork as trim or ornamental elements Tower elements 	<ul style="list-style-type: none"> Plain white-washed plaster surface Stucco walls with a hand-made appearance Terra-cotta barrel tile
Italianate/ Tuscan	<ul style="list-style-type: none"> Rectangular massing Emphasis on vertical proportions 	<ul style="list-style-type: none"> Front bay entrance Heavily molded and decorated doors 	<ul style="list-style-type: none"> Low-pitched or flat hipped roofs Wide overhangs and eaves supported by corbels 	<ul style="list-style-type: none"> Tall windows Cupolas and towers Balconies with wrought-iron detailing or columns 	<ul style="list-style-type: none"> Stucco walls of light earthy tones Stone and wrought iron Wood and metal for doors and windows

Images (Residential)

Images (Commercial)



5.3.2 BUILDING MASS AND ROOFS

- Appropriate and adequate variation in setbacks, frontal planes, massing, and building footprints should be used to minimize bulk and create variety with rhythm and order.
- Massing breaks such as entry courts and stepped-back corners are encouraged to promote visibility and allow block transparency.
- Buildings over two stories should provide an intermittent recession of the vertical wall face to provide visual relief and maintain pedestrian-scale ambience along the street. This also allows for solar access, opens views, and creates opportunities for upper-level patios and decks.
- Variations in roof type, style, and height should be used to provide visual interest and to reduce the overall mass of the building. Overly complex and distracting roofs are not encouraged.
- Parapet walls and roof systems should be designed to conceal all roof-mounted equipment from adjacent properties and public rights-of-way. Flat roofs should be disguised through the use of parapet walls.
- Taller building elements, such as towers, should be reserved for areas of visual focus such as corners or central areas.
- Roof forms of residential buildings should have variations in plane accomplished by use of dormers, gables, hipped roofs, and variations in pitch appropriate to the chosen architectural style.
- A reasonable amount of usable private space, such as porches, balconies, patios, and terraces should be provided for each residential use.



Varied roof lines provide visual relief and shade.



Breaks in frontal planes provide visual interest.



Simple variations in roof lines and massing prevent monotonous design.

5.3.3 BUILDING ARTICULATION

- All dimensions of the building should contain architectural details that convey the quality and attention to detail of the project (360-degree architecture). Buildings that are prominently visible from the public view shall receive special design attention to assure that architectural forms are consistently detailed on all sides.
- Architectural elements should form an integral part of the building. Use of ornamentation and features that appear to be attached or of poor quality is discouraged.
- Establish a clear pattern and provide appropriate articulation of windows, doors, and balcony openings, utilizing a variety of architectural detailing and projections to accentuate specific features and ensure a visually pleasing and varied experience.
- The use of architectural accents appropriate for each of the design styles such as porches, stoops, and timber beams is encouraged.
- The façade detailing of multistory live-work buildings should visually differentiate ground-floor uses from upper-story residential uses.
- Building interaction with the street level is important to a well-defined street scene. Porches, detailed entries, stoops, arcades, colonnades, and retail storefronts will provide a strong transition from the street to each building.
- Building entries should be prominent and visible to create a sense of transition between the public and semiprivate area. Residential entries should be subtle through the use of recessed entries and the incorporation of entries into the architectural design of the building façade.
- Residential designs with the garage as a dominant feature along the street are strongly discouraged. The placement, orientation, size, and design of the garage should be varied and include a mixture of front, side, rear, and alley-loaded garages, as feasible.



Architectural details are consistent on all sides of the building.



Stoops and other design elements front the street.

5.3.4 MATERIALS AND COLORS

- Quality materials with appropriate use of colors, textures, and details should be used to enrich building character and emphasize human scale.
- Color schemes should be appropriate to the architectural style and used to add variety and richness to the architecture.
- Adjacent buildings should have a variety of color, material palettes, and architectural detailing to provide a distinct identity for each building.
- Façades should utilize low-reflecting, subtle, neutral, or earthy colors, with more vibrant colors used for trim, accents, and signage. The use of high-intensity colors, metallic, black, and reflecting surfaces is discouraged. Applied paint over brick and stone is strongly discouraged.
- Special paving should be incorporated into parking lot design, driveway entries, pedestrian walkways, crosswalks, and plazas, where feasible.
- Materials and construction details that do not require repeated or expensive maintenance should be used.
- Use of materials with high levels of recycled content is encouraged, where possible.



Pedestrian walkway with special paving.



Attractive street scene of landscaped parkway and homes with porches, pitched roofs, and gables.

5.3.5 SUSTAINABLE ARCHITECTURE

- Whenever possible, building articulation and form should be expressive of and driven by environmental and site conditions such as solar orientation, views, noise, prevailing winds, and local climate. Plan forms that employ features such as courtyards, plazas, and patios are encouraged.
- Builders are encouraged to incorporate sustainable design features, such as solar panels, light shelves, eyebrows and overhangs, reflective rooftop materials, and use of the water district’s reclaimed water system.
- Energy efficiency, achieved through building design or orientation, materials, window overhangs, arcades or loggia, solar hot water heating, proper placement of shade trees, advanced heating and cooling systems, or other conservation measures, is encouraged.



Automated windows conserve energy.



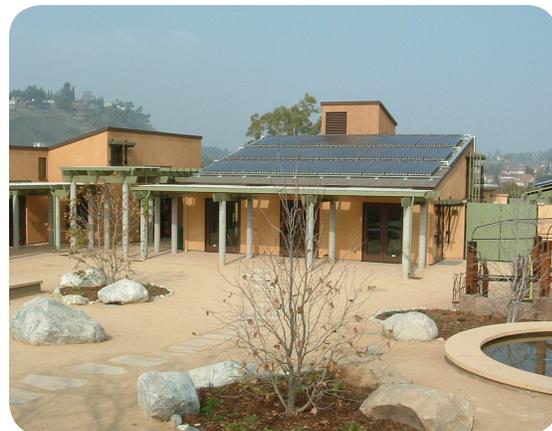
Bioswales are sustainable drainage alternatives.



Covered courtyards take advantage of the warm local climate.



Green roof with reclaimed water system.



Green development with solar panels and low maintenance landscaping.

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6.0 Administration & Implementation

All specific plans must contain a “program of implementation measures, including regulations, programs, public works projects, and financing measures” pursuant to state code to guide implementation. This chapter defines the administration of the Specific Plan and the implementation process for approving new development, including the accompanying financing, phasing, and other necessary programs.

6.1 GENERAL ADMINISTRATION

The Community Development Director shall be responsible for the administration and enforcement of the provisions of this Specific Plan, including: processing assistance, interpretations of provisions, approval of administrative permits, issuance of permits, approval of temporary or interim uses, specification of conditions of approval, and authorization of certificates of occupancy for new development.

The Planning Commission shall be responsible for approving subdivisions, site development plans for residential and commercial uses, conditional use permits, and variances from the Specific Plan; recommending Specific Plan amendments to the City Council; certifying subsequent CEQA documentation as appropriate; and acting on appeals from decisions by the Community Development Director.

The City Council shall be responsible for adopting amendments to the Specific Plan, approving final subdivision maps, certifying subsequent CEQA documentation as appropriate, and acting on appeals from decisions by the Planning Commission.

6.1.1 PROJECT COORDINATING COMMITTEE

A Project Coordinating Committee shall be established consisting of representatives of the City and the Housing Authority of the County of Riverside. The Committee will meet regularly to coordinate, review, and monitor implementation of the specific plan.

6.1.2 INTERPRETATION

The Community Development Director has the authority to interpret the intent of the Specific Plan if ambiguity arises concerning the meaning or appropriate application of provisions of the plan. In so doing, the Community Development Director shall consider the following factors:

1. The case is similar to previous interpretations of similar provisions;
2. The interpretation responds satisfactorily to the vision, intent and purpose of the Specific Plan;
3. The resulting project is consistent with the General Plan;
4. The decision constitutes sound precedent for other similar situations;
5. The interpretation does not alter the policy intent of the Specific Plan.

The Community Development Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Determinations of interpretation shall be documented and kept in an administrative file. Future amendments to the Specific Plan shall reflect the record of interpretations.

6.1.3 SUBSTANTIAL CONFORMANCE

Minor modifications are permitted to the specific plan regulations or requirements if the Community Development Director determines that the modifications do not change the meaning or intent of the Specific Plan (i.e., a finding of Substantial Conformance with the Specific Plan). The Community Development Director shall also have the discretion to refer any such requests for Substantial Conformance to the Planning Commission. The following are examples of aspects of the Specific Plan that may be considered for Substantial Conformance:

1. Minor realignment of internal roads, as shown on Figure 3.11, to respond to final design of the planning areas, and minor modifications to street cross-sections, if approved by the City Engineer;
2. Modification of design guidelines, such as architectural styles and details, paving treatments, fencing, and lighting and entry treatments;
3. Changes in the phasing plan, provided the City Engineer determines that infrastructure will be available in a timely manner to serve the project;
4. Transfers of unused commercial square footage from one Planning Area to another, as long as the maximum commercial square footage for the Specific Plan is not exceeded;
5. Transfers of unused residential units from one Planning Area to another, as long as the maximum residential unit count for the Specific Plan is not exceeded. The City Engineer has the authority to request a focused traffic study to evaluate the proposed transfer of development if deemed necessary;
6. Variations in height or setbacks that do not exceed 10 percent of the prescribed dimensions;

7. Changes in the Maintenance Plan, provided the City Engineer approves the proposed modifications,

If proposed modifications are not determined to be in substantial conformance, a Specific Plan amendment will be required.

6.1.4 SEVERABILITY

If any section, subsection, or phrase of this Specific Plan (including future amendments) is found to be invalid or unconstitutional by a decision of the court, such decision shall not affect the validity of the remaining portions of the plan.

6.1.5 ENVIRONMENTAL REVIEW

The Final Environmental Impact Report (FEIR) is prepared as a project EIR, as defined by Section 15161 of the CEQA Guidelines. This FEIR describes the environmental setting and the potential impacts that may result from implementation of the specific plan. Environmental impacts are mitigated to a level of insignificance, where feasible. Future development projects that are within the scope of this FEIR and are consistent with this Specific Plan do not require additional environmental review. However, such projects may be subject to a more limited environmental review process if determined necessary by the Community Development Director.

6.1.6 AMENDMENTS TO THE SPECIFIC PLAN

A Specific Plan amendment may be initiated by the City Council, the Planning Commission, or upon application, by a property owner or their designated representative. An amendment is required to implement any of the following:

1. A proposed change in property from one land use designation to another;
2. New or modified regulations that are not determined to be in substantial conformance, pursuant to Section 6.1.4, *Substantial Conformance*.

All proposed amendments to the Specific Plan shall be processed and acted upon pursuant to the Zone Change amendment provisions contained in the City of Hemet Municipal Code Zoning Ordinance.

Amendment Findings

1. The Plan or amendment systematically implements and is consistent with the General Plan.
2. The Plan or amendment provides for the development of comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications.
3. The Plan or amendment provides for the construction, improvement, or extension of transportation facilities, public utilities and public service required by the long-term needs of the project and/or other area residents, and complements the orderly development of the City beyond the project's boundaries.

6.1.7 NONCONFORMING USES

Existing, nonconforming uses will remain subject to the nonconformity provisions of Division 2, Nonconformities, of the Hemet Municipal Code.

6.2 DEVELOPMENT REVIEW

6.2.1 SITE DEVELOPMENT PLAN REVIEW

A site development plan review by the Planning Commission is required for all proposed projects. The purpose of this review is to ensure compliance with the regulations of this Specific Plan and other applicable regulations prior to the issuance of building permits. The site development plan review process shall be in accordance with the Site Development Plan Review of the Hemet Municipal Code.

6.2.2 ADMINISTRATIVE AND DISCRETIONARY PERMITS

Permitted, conditional, and administrative use permits shall be subject to all application, review, and approval processes contained in the Hemet Municipal Code.

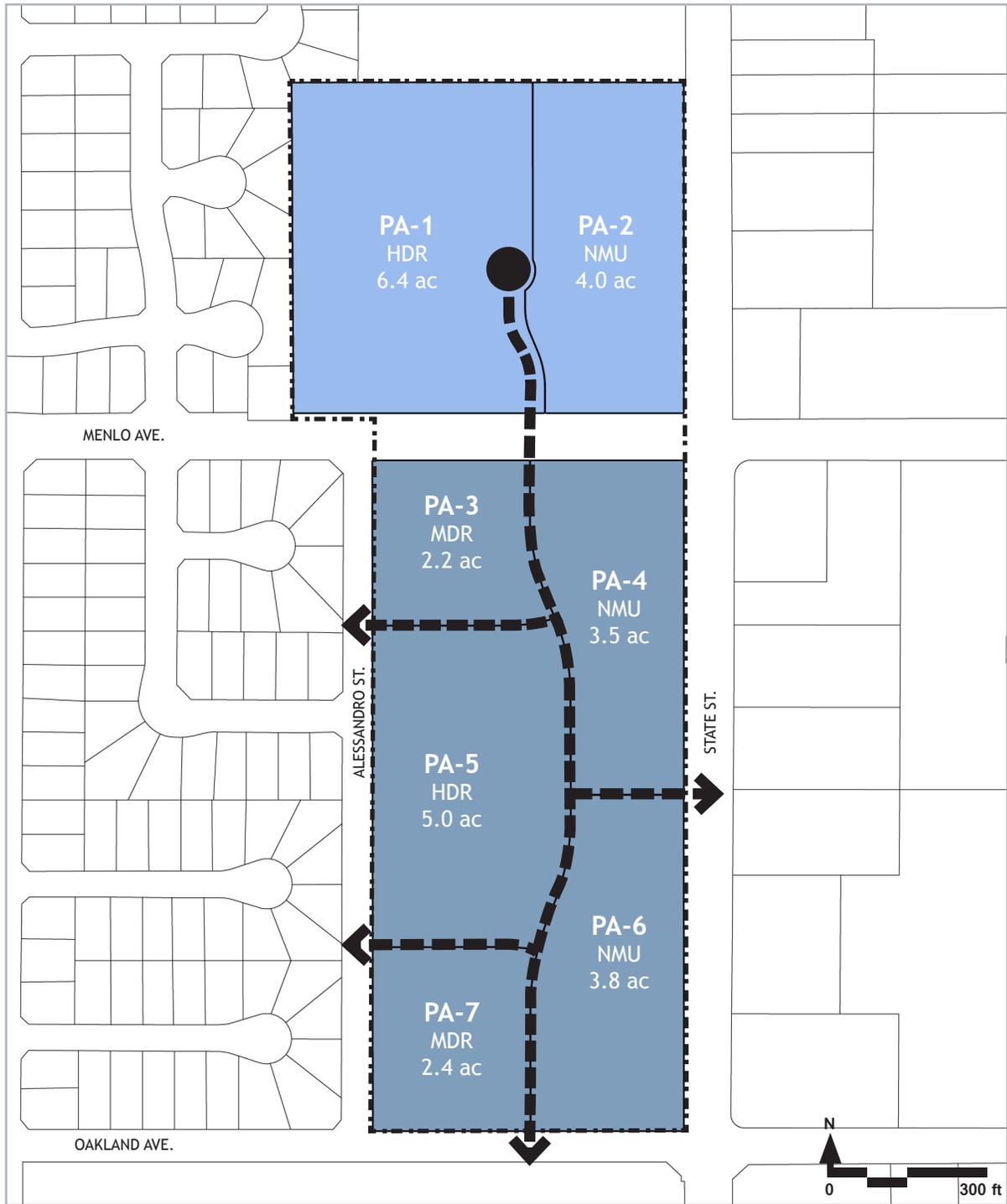
6.3 PHASING PLAN

Figure 6.1, *Phasing Plan*, identifies the conceptual phasing plan for the Specific Plan to facilitate development of the Specific Plan area in consideration of sufficient market demand and the provision of necessary infrastructure. Envisioned are two major phases of development. Phase 1 is the project area north of Menlo Avenue and encompasses Planning Areas 1 and 2. This first phase has commenced with the conversion of the former Smart & Final building to a community service center owned and managed by the County of Riverside. Phase 2 is the remainder of the project area south of Menlo Avenue and encompasses Planning Areas 3, 4, 5, 6, and 7. The exact timing, location, and extent of the phasing of development is largely dependent on market conditions and capital costs. On- and offsite infrastructure improvements will be completed as necessary to support each phase of development. Ultimately, the City will determine the appropriate phasing of infrastructure to serve new development. The phasing plan may be revised from time to time without the need for a Specific Plan Amendment.

TABLE 6.1 PHASING SCHEDULE

Phase	PA	Land Use	Units	Square Feet
1	1	HDR	192	-
	2	NMU	-	54,450
Subtotal			192	54,450
2	3	MDR	40	-
	4	NMU	40	53,361
	5	HDR	150	-
	6	NMU	60	27,443
	7	MDR	43	-
Subtotal			333	80,804
Total			525	135,254

FIGURE 6.1 PHASING PLAN



- Phase 1
- Phase 2
- Specific Plan Boundary

6.4 FINANCING PLAN

6.4.1 ONSITE AND PERIMETER IMPROVEMENTS

The landowner and/or developer will be responsible for financing the construction of infrastructure improvements required to support an application for development, including construction of internal roads and access drives, perimeter street improvements, water and sewer systems, storm drainage facilities, and all dry utilities.

Various financing strategies will be used to fund the required infrastructure improvements. Financing may involve a combination of impact fees and exactions, joint public/private financing arrangements with the Housing Authority of the County of Riverside, the formation of a special assessment district, landscaping and lighting district, or other similar district as agreed to by the City, County, and developer.

County- and developer-funded improvements may be subject to a reimbursement agreement or credits against fees pursuant to provisions of a developer agreement of conditions of approval.

6.4.2 CAPITAL FACILITY FEES

In addition to project-specific improvements, the landowner/developer will also be responsible for fair share payment of capital facility fees, pursuant to Division 1, Sections 58-61 through 67, of the Hemet Municipal Code. Fees are levied based on square feet or dwelling units prior to either issuance of building permits or certificate of occupancy.

6.4.3 REGIONAL TRANSPORTATION IMPROVEMENTS

The landowner/developer is required to participate in the Western Riverside County Transportation Uniform Mitigation Fee Program, in accordance with the criteria in Division 2, Section 58-70, of the Hemet Municipal Code.

6.5 MAINTENANCE PLAN

Table 6.2, *Maintenance Responsibilities*, identifies maintenance responsibilities for the various facilities and improvements in the Specific Plan area. Final maintenance responsibilities will be determined at time of subdivision.

TABLE 6.2 MAINTENANCE RESPONSIBILITIES

	Owner/Merchants Association and HOA	City of Hemet	Eastern Municipal or Lake Hemet Water District	LLMD
Flood Retention Facilities	●			●
Public Street ROW		●		
Private Drives	●			
Sewer (on- and offsite)			●	
Water (on- and offsite)			●	
Parks/Open Space	●			●
Commercial Landscaping	●			

Appendix A

General Plan Consistency Analysis



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General Plan Consistency Analysis

The proposed project would be consistent with the land use designations in the City's 2030 General Plan. A detailed analysis of the proposed project's consistency with the applicable goals and policies of the various elements of the 2030 Hemet General Plan is provided in Table 5.8-1, General Plan Consistency Analysis, of the North Hemet Specific Plan Draft EIR and attached here. The analysis in Table 5.8-1 concludes that the proposed project would be consistent with the applicable goals and policies of the Hemet General Plan.

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**Table 5.8-1
General Plan Consistency Analysis**

<i>Applicable City of Hemet General Plan Policies</i>	<i>North Hemet Specific Plan Consistency</i>
Land Use Element	
LU-1 Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community.	
<p>LU-1.1 Land Use Mix. Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.</p>	<p>Consistent: The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. In addition to two residential land use designations, a Neighborhood Mixed-Use Node designation is proposed that allows for a range of uses in a mixed-use setting.</p>
<p>LU-1.2 Job Creation. Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City's job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City's population.</p>	<p>Consistent: The proposed project promotes a jobs-housing balance by planning for a neighborhood where residential, commercial, and office uses are immediately adjacent to each other. The mixed-use, walkable nature of the project would allow local residents to walk to work, either to commercial and office uses in the specific plan area or in nearby downtown Hemet. This would reduce commute distances/times and lower vehicle emissions. The proposed project would also be physically oriented to the site across State Street, identified as the preferred station location for a potential Metrolink extension. Development of that potential station and rail service would provide future specific plan residents with an additional mode of travel.</p>
<p>LU-1.3 Housing Opportunities. Create a broad range of housing opportunities for all segments of the community and ensure that a balance of housing types and densities are available for existing and future residents.</p>	<p>Consistent: The City and the County have identified a number of residential product types that are well suited to the project area in terms of scale, site design flexibility, and quality design features. These products were analyzed during preparation of the North Hemet Revitalization Plan to determine density yields in the planning areas, access needs, and other design considerations and presented for public review at the City Council workshops. They were determined to meet the housing needs of the Hemet/San Jacinto market area in the market study prepared for the Revitalization Plan. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing.</p>
<p>LU-1.4 Walkable Neighborhoods. Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.</p>	<p>Consistent: Pedestrian access is an important feature of the North Hemet Specific Plan, especially in consideration of connectivity with the future transit village. All commercial and mixed-use planning areas will be interconnected by perimeter and internal walkways. A pedestrian circulation system would be incorporated into the residential development for the purpose of providing direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas. A sidewalk system would be developed adjacent to all streets. Meandering sidewalks may be utilized along those streets with landscaped easements behind the sidewalks.</p>

5. Environmental Analysis

LAND USE AND PLANNING

**Table 5.8-1
General Plan Consistency Analysis**

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-1.5 Strong Sense of Place. Foster distinctive, attractive community districts and neighborhoods with a strong sense of place.	Consistent: The vision for the project is to create a new place that is a gateway into Hemet's historic downtown; complements the downtown as a mixed-use village that is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses. Human-scaled building design shall be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. Key elements to be considered are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, parks, and public parking.
LU-1.7 Integrate Land Use and Transportation Networks. Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.	Consistent: The North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. Streets shall be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses. It is designed with an efficient internal and external circulation system that includes a network of roadways, multiuse trails, and paseos that provide for vehicular, pedestrian, bicycle, and transit mobility in a safe and aesthetically pleasing environment.
LU 1.9 Consistency with Land Use Districts. Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.	Consistent: See response to GP policy LU-1.5.
LU-1.10 Land Use District Identity. Encourage the establishment of distinct districts and neighborhoods that have a unique identify and character defined by design elements that include edge and entry treatments, architectural features, landscape pallet, streetscape, and community signage elements.	Consistent: See response to GP policy LU-1.5.
LU-1.11 Master Planned Development. Promote the preparation of Community Area Plans, Specific Plans, and Planned Unit Developments as appropriate to foster comprehensive, cohesive and well-designed residential, commercial, industrial projects and mixed-use projects.	Consistent: The proposed project is a specific plan and is therefore consistent with this policy.

**Table 5.8-1
General Plan Consistency Analysis**

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
<p>LU-1.12 Flexibility Over Time. Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such uses are consistent with the overall vision, goals, and policy intentions of the General Plan.</p>	<p>Consistent: The land use mix, circulation and storm drainage plans, design guidelines, and implementation components included in the proposed project are intended to provide sufficient flexibility to enable development proposals to adapt to future market conditions and financing opportunities.</p>
<p>LU-1.13 Build a Strong Community. Support the development of a strong, socially connected and ethically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and activities, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.</p>	<p>Consistent: See response to GP policies LU-1.1 and LU-1.2.</p>
<p>LU-1.14 New Residential Communities. Design new residential communities to complement existing neighborhoods and assure a high level of livability. Establish cohesive development patterns united by a landscape and architectural design framework, and recreational amenities that create a distinct sense of place.</p>	<p>Consistent: See response to GP policy LU-1.5.</p>
<p>LU-2 Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.</p>	
<p>LU-2.1 Adequate Infrastructure. Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services, and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.</p>	<p>Consistent: Existing water and sewer lines are located within the streets surrounding the project area. Wastewater treatment services are provided to the project area by EMWD at the Hemet/San Jacinto Regional Water Reclamation Facility. Future development will be served by connections to these existing lines, subject to the approval of the City Engineer. Southern California Gas Company will provide gas service to the project area. Gas connections will be made to existing lines within the surrounding roads. Southern California Edison will provide electric service via existing distribution lines.</p>
<p>LU-2.2 Public Service Levels. Ensure that new development does not lower services levels for parks, schools, fire, police, libraries, medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.</p>	<p>Consistent: As concluded in DEIR Section 5.11, <i>Public Services</i>, after implementation of existing City plans, programs, and policies and project design guidelines, the impacts of the proposed project related to public services would be less than significant. Similarly, DEIR Sections 5.12, <i>Recreation</i>, and 5.14, <i>Utilities and Service Systems</i>, concluded that in consideration of existing facilities, City of Hemet policies, and project design guidelines, impacts to recreation and utilities services would be less than significant.</p>

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-2.3 Public Improvement Costs. Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.	Consistent: All future development projects occurring under the specific plan would be required to comply with all public improvements fees.
LU 2.4 Concentrate Land Uses. Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.	Consistent: The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing. In addition to two residential land use designations, a Neighborhood Mixed-Use Node designation is proposed that allows for a range of uses in a mixed-use setting. Further, the North Hemet Specific Plan is intended to be “transit ready” in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region’s transportation network, particularly by facilitating convenient pedestrian and bicycle access to the proposed Metrolink station to be developed adjacent to the project site.
LU-2.5 Interconnected Neighborhoods. Support the development of compact neighborhoods that locate stores, offices, residences, schools, recreational spaces and other public facilities within walking distance of each other and that facilitate social interaction and alternative modes of transportation.	Consistent: See response to GP policy LU-2.4.
LU-2.6 Alternative Modes of Transportation. Promote alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.	Consistent: The North Hemet Specific Plan includes a vehicular circulation plan that fits into and complements the existing surrounding roadway system. Similar to the City’s circulation system, the roadway system in and around the North Hemet Specific Plan area consists of a hierarchy of streets, including secondary roadways, collectors, local streets, and private streets. The characteristics of the streets, however, may vary from the standards set in the Hemet General Plan, as the circulation system is intended to create a more walkable environment and higher connectivity with uses adjacent to the project area. Access points are provided along existing perimeter roadways to allow for minimum disruption in traffic flow while concurrently providing effective ingress and egress to the project area. Access points on all sides of the planned area coordinate with existing and proposed access to adjacent land uses, including the future transit village on the east side of the project site.
LU-2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.	Consistent: Design guidelines included as part of the proposed specific plan outline objectives for sustainable architecture on the project site, including the following guidelines:

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
	<ul style="list-style-type: none"> • Whenever possible, building articulation and form should be expressive of and driven by environmental and site conditions such as solar orientation, views, noise, prevailing winds, and local climate. Plan forms that employ features such as courtyards, plazas, and patios are encouraged. • Builders are encouraged to incorporate sustainable design features, such as solar panels, light shelves, eyebrows and overhangs, reflective rooftop materials, and use of the water district's reclaimed water system.
<p>LU-2.10 Master Planning of Public Facilities. In specific plans and master planned communities, identify and reserve sites for public facilities, schools, recreation, and civic uses, and integrate recreational opportunities with natural open space.</p>	<p>Consistent: The North Hemet Specific Plan incorporates recreation and public facilities into its vision and design guidelines. Local park needs will be met through a combination of several joint-use park/detention areas, as well as park in-lieu fees. The Storm Drainage and Conceptual Grading Plan identifies the need for a series of onsite detention basins to handle stormwater runoff. Given the existing topography and drainage conditions, these detention basins are generally located in the residential areas of the project. They will be designed to not only handle annual storm runoff, but provide passive and active recreational uses, including fields, tot lots, and picnic areas. These park areas should be directly accessible to surrounding residential via pedestrian paths or sidewalks. Additionally, the senior center would be strategically located within the North Hemet Specific Plan area for convenient pedestrian access from adjacent residential and commercial uses, as well as access to transit services.</p>
<p>LU-2.11 Stormwater Management. Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and services as an attractive community amenity. Promote naturalized, soft-bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.</p>	<p>Consistent: The Storm Drainage and Conceptual Grading Plan identifies the need for a series of onsite detention basins to handle stormwater runoff. Given the existing topography and drainage conditions, these detention basins are generally located in the residential areas of the project. They will be designed to not only handle annual storm runoff, but provide passive and active recreational uses, including fields, tot lots, and picnic areas. These park areas would be directly accessible to surrounding residential via pedestrian paths or sidewalks</p>
<p>LU-2.12 Use of Recycled Water Systems. Require connections and use of recycled water facilities where possible to integrate public landscapes and create water elements that will add to community value.</p>	<p>Consistent: The North Hemet Specific Plan Design Guidelines incorporate water conservation measures, stating: "Water conservation measures should be incorporated into all irrigation systems pursuant to the Hemet Municipal Code. The use of reclaimed water, grey water, and/or collected rainwater for landscape irrigation is encouraged."</p>

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-2.14 Maximize Existing Infrastructure. Promote the use and reuse of existing developed areas with available infrastructure and service systems, and reinvest in the maintenance, rehabilitation and expansion of existing infrastructure to serve new development.	Consistent: Only a few areas within the North Hemet Specific Plan are currently developed. The plan would incorporate and reuse one of the existing buildings, the former Smart & Final building has been redesigned as a community service center operated by the County. The service center is expected to include programs for Hemet residents, such as a career resource area/skills lab, offices for County employees overseeing senior programs, and general meeting space.
LU-3 Avoid land use conflicts and provide for compatible development.	
LU-3.1 Residential Variety. Encourage a variety of residential development types which are physically and functionally compatible with surrounding neighborhoods.	Consistent: See response to GP policy LU-1.3.
LU-3.4 Compatible Residential Development. Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to scale, neighborhood architectural character, setbacks, and other neighborhood design aspects. Assure that the type and intensity of residential uses is consistent with that in the immediate neighborhood.	Consistent: The vision for the project is to create a new place that is a gateway into Hemet's historic downtown; complements the downtown as a mixed-use village that is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses. Human-scaled building design would be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. Key elements to be considered are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, parks, and public parking.
LU-3.5 Buffering of New Development. Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping and building scale and orientation.	Consistent: The North Hemet Specific Plan provides detailed regulations for new development within the specific plan area. The standards are intended to ensure that new development will be compatible internally as well as with adjacent neighborhoods. Permitted uses and development standards are tailored to the desired uses and design character envisioned for the project.
LU-5 Create opportunities for mixed use and Transit-Oriented Development to complement and support vibrant city centers, regional commercial nodes, and business districts.	
LU-5.1 Siting of Mixed Use Districts. Encourage the development of mixed use and higher intensity residential, commercial, and employment centers along major transportation corridors and near future Metrolink rail stations.	Consistent: In addition to two residential land use designations, a Neighborhood Mixed-Use Node (NMUN) designation would allow for a range of uses in a mixed-use setting. Additionally, the North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. The vision for the project is to create a new place that is a gateway into Hemet's historic downtown, complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-5.2 Land Use Connections. Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.	Consistent: See response to GP policy LU-5.1.
LU-5.3 Specific Plans. Promote the use of specific plans as a means to ensure an adequate, integrated, and complementing mix of land uses within mixed use districts that exhibit a high level of quality design and cohesiveness.	Consistent: See response to GP policy LU-5.1.
LU-5.4 Multi-Family Residential in Mixed-Use District Design. Mixed use districts to avoid an over-concentration of multi-family units of similar density, scale, and architecture; and enhance the visual quality and character of the development with extensive landscape features and architectural diversity.	Consistent: The North Hemet Specific Plan acknowledges that architectural styles and detailing are extremely important to the identity and appeal of residential neighborhoods, and it incorporates architectural design guidelines into the plan. With residential densities ranging from moderate to high, careful attention would be given to maintaining a comfortable neighborhood scale, unified streetscape elements, and functional private and public space. The plan presents a selection of compatible architectural styles that convey the historical character of the City of Hemet while allowing for variety and individuality. These styles include Traditional Farmhouse, English Tudor/ Victorian, California Craftsman, Spanish Revival, and Mediterranean.
LU-5.5 Public Spaces. Establish interesting and attractive focal points, public spaces or community uses within mixed use and transit oriented developments that are within walking distance and provide a source of activity and identity for the district.	Consistent: The North Hemet Specific Plan includes design guidelines specific to the provision of community spaces. For example, the guidelines state that public open space requirements do not need to be immediately next to their individual buildings. Developers are instead encouraged to coordinate with other projects to provide larger outdoor spaces that serve multiple buildings and are centrally located within 300 feet of the buildings. In order to encourage the assemblage of public open space requirements, the following incentives are outlined in the North Hemet Specific Plan: <ul style="list-style-type: none"> • Reduction in required parking for commercial uses • Increase in maximum parcel coverage, up to a maximum of 10 percent • Priority (i.e., fast-track) permit processing
LU-5.6 Transitions and Buffers Provide appropriate transitions and buffers to minimize the potential incompatibilities of mixed use or transit oriented developments on adjacent neighborhoods and land uses.	Consistent: Planning Areas 2, 4, and 6, which will be developed as mixed use, will not be adjacent to existing neighborhoods. Rather, they will be sited along State Street across from the proposed transit village. Planning Areas 1, 3, 5, and 7, which will be developed as medium and high density residential areas, will be strategically located between the mixed-use sites and existing residential neighborhoods. Additionally, Alessandro Street is between the North Hemet Specific Plan site and existing residential development to the west, and will function as an additional buffer between new and existing development.

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-5.7 Land Use Flexibility. Accommodate flexibility in the overall form and integration of land uses within the mixed use districts provided that the district conforms to the purpose and principles of mixed use and smart growth concepts as embodied in the General Plan and implementing plans and ordinances.	Consistent: The general development standards set forth in the North Hemet Specific Plan are intended to provide site design flexibility, allowing a mix of uses to be integrated into the area.
LU-5.8 Open Space. Require that adequate open space and for larger projects, recreational or community serving uses, be incorporated in mixed use development to serve the needs of the residents and businesses.	Consistent. See response to GP policy LU-5.7.
LU-7 Promote the Downtown District as the centerpiece of community identity, activity, culture and governance.	
LU-7.1 Vibrant Land Use Mix. Encourage the revitalization and development of retail, office, restaurant, entertainment, cultural, civic, and housing uses within the Downtown District that create a pedestrian style living environment and sense of place.	Consistent: The vision for the project is to create a new place that is a gateway into Hemet's historic downtown; complements the downtown as a mixed-use village that is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, neighborhood-level commercial, and small office uses. Human-scaled building design shall be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses.
LU-7.8 Downtown Neighborhoods. Maintain the special character and identity of the Downtown District as a collection of distinct neighborhoods with unique assets, functions and traits, each contributing to the overall image of the community. Support programs that meet each neighborhood's needs.	Consistent: See response to GP policy LU-7.1.
LU-7.13 Centralized Parking Facilities. Continue to promote the development of centralized parking facilities that can be shared by multiple businesses.	Consistent: Innovative parking strategies to maintain the character of the plan are encouraged. In anticipation of future development around the area, on-street parking, in addition to other parking opportunities, is proposed as potential shared parking between the primary use and the uses found within proposed development plans, such as the future transit village and Stockfarm. The plan also provides incentives for sharing parking sites. For example, projects that consolidate and combine individual parking lots into shared parking facilities are eligible to either reduce the overall parking requirement by up to 10 percent or increase the allowable floor area ratio by 2 percent.
LU-7.14 Residential Synergy. Encourage the development of new residential uses in proximity to supporting uses such as medical offices, transit facilities, community centers, parks and grocery stores.	Consistent: See response to GP policy LU-5.1.

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<i>Applicable City of Hemet General Plan Policies</i>	<i>North Hemet Specific Plan Consistency</i>
LU-15 Foster a healthy community through land use and urban design practices that support healthy and sustainable lifestyles for all Hemet residents.	
<p>LU-15.1 Balance of Land Uses. Through the General Plan Land Use and Zoning Maps, establish a balance of land use opportunities for jobs, housing, and services within the community that help achieve the mobility, access, open space, and air quality goals and policies of the City.</p>	<p>Consistent: The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. In addition to two residential land use designations, a Neighborhood Mixed-Use Node allows a range of uses in a mixed-use setting. Further, the North Hemet Specific Plan is intended to be “transit ready” in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region’s transportation network. Streets would be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.</p>
<p>LU-15.3 Pedestrian Linkages and Connectivity. Encourage a built environment that promotes physical activity and access to goods and services while reducing driving and pollution by directing new commercial growth to existing and planned residential areas, incorporating pedestrian linkages and connectivity between land uses, and requiring development and design standards that create walkable streets and neighborhoods.</p>	<p>Consistent: The vision for the project is to create a new mixed-use village that is a gateway into Hemet’s historic downtown; is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, neighborhood-level commercial, and small office uses. Human-scaled building design shall be based on Hemet’s historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. All commercial and mixed-use planning areas would be interconnected by perimeter walkways and internal walkways. A pedestrian circulation system would be incorporated into the residential development for the purpose of providing direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas.</p>
<p>LU-15.6 Complete Communities. Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents.</p>	<p>Consistent: See response to GP Policy LU-15.3.</p>
<p>LU-15.7 Public Spaces. Support the creation of public spaces that foster positive human interaction and healthy lifestyles such as public plazas, sidewalk and other outdoor dining opportunities, public art displays, and central gathering and meeting spaces.</p>	<p>Consistent: The North Hemet Specific Plan includes design guidelines specific to the provision of community spaces. For example, the guidelines state that public open space requirements do not need to be immediately next to their individual buildings, and project developers are instead encouraged to coordinate with other projects to provide larger outdoor spaces that serve multiple buildings and are centrally located within 300 feet of the buildings. This would encourage the creation of spaces that can accommodate greater numbers of people and therefore foster human interaction and public gatherings. Additionally, streets in the plan area would be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.</p>

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<i>Applicable City of Hemet General Plan Policies</i>	<i>North Hemet Specific Plan Consistency</i>
Community Design	
CD-1 Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment.	
CD-1.1 Unique Sense of Place. Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles	Consistent: The vision for the project is to create a new mixed-use village that is compact and pedestrian oriented and comprises a mix of housing types, senior facilities, neighborhood-level commercial, and small office uses. Human-scaled building design would be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. The plan presents a selection of compatible architectural styles that convey the historical character of the City of Hemet while also allowing for variety and individuality. These styles include Traditional Farmhouse, English Tudor/Victorian, California Craftsman, Spanish Revival, and Mediterranean. The City and the County have identified a number of residential product types that are well suited to the project area in terms of scale, site design flexibility, and quality design features. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing. All commercial and mixed-use planning areas would be interconnected by perimeter walkways and internal walkways.
CD-1.5 Design Excellence. Require design excellence and compatibility in site planning, architecture, landscape design and signage.	Consistent: See response to GP policy CD-1.1.
CD-1.6 Sustainable Design Require new developments to incorporate sustainable design amenities and features.	Consistent: See response to GP policy LU-2.9.
CD-1.10 Neighborhood Street Trees. Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest	Consistent: The North Hemet Specific Plan contains design guidelines that identify particular species of trees to be used in the area. In general, the landscape palette should contain drought-tolerant and native plants, including highlights of ornamentals for accents and identification of key areas. The street tree palette should provide a mix of broadleaf and evergreen trees to accommodate shade and winter sun needs depending on tree and building locations.
CD-2 Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations.	
CD-2.2 Neighborhood Identification. Entry nodes should be established in neighborhoods to provide neighborhood identity and pride of community.	Consistent: The design guidelines specify that a freestanding or wall identification sign would be located at the entrance to each neighborhood/community.
CD-3 Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts.	

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
<p>CD-3.1 Public Streetscapes. Provide public streetscapes that unify the City of Hemet and contribute to the unique identity of its neighborhoods, districts, open space corridors, and public places.</p>	<p>Consistent: It is the intent of the North Hemet Specific Plan for buildings to front along all streets to the extent possible. Building frontage along major roadways would help to frame the street, create a pedestrian-friendly environment, and activate businesses and neighborhoods. A sidewalk system would be developed adjacent to all streets. Meandering sidewalks may be utilized along those streets with landscaped easements behind the sidewalks.</p>
<p>CD-3.2 Residential Subdivisions. Require residential subdivisions to provide a 15-foot wide landscape setback adjacent to the public right-of-way when perimeter walls or fences are constructed and access to residential units is interior to the subdivision. Landscaped setbacks shall be a separate lettered lot and maintained by a property owners association or maintenance district.</p>	<p>Consistent: The proposed project includes Development Criteria, including provisions regarding landscape setbacks and provisions requiring maintenance as part of a homeowner's association.</p>
<p>CD-3.7 Drought Tolerant Landscaping. Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.</p>	<p>Consistent: See response to GP policy CD-1.10.</p>
<p>CD-3.11 Street Trees. Select species of trees for parkways and medians that create an attractive visual framework, are large enough to provide shade and identity, are water conserving, and are relatively low maintenance.</p>	<p>Consistent. See response to GP policy CD-1.10.</p>
<p>CD-5 Promote attractive community design to make Hemet a more desirable place to live.</p>	
<p>CD-5.1 Complete and Well-Structured Neighborhoods. The City shall promote the design of complete and well structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use, foster community pride, enhance neighborhood identity; ensure public safety, and address the needs of all ages and abilities.</p>	<p>Consistent: The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing. In addition to two residential land use designations, a Neighborhood Mixed-Use Node designation is proposed for the site. The NUMN designation allows a range of uses in a mixed-use setting. Further, the North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. Streets would be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.</p>

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-5.2 Scale and Character of Development. New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.	Consistent: See response to GP policy CD-1.1.
CD-5.3 Scale of Development. Require new development to follow site planning and architectural design principles that maintain the historic character, scale and integrity of the City's neighborhoods and districts, where applicable.	Consistent: See response to GP policy CD-1.1.
CD-5.5 Specific Plans. Require specific plans to promote cohesive and integrated patterns of development for large undeveloped areas, especially areas designated for mixed use.	Consistent: See response to GP policy CD-1.1.
CD-5.7 Design Standards and Guidelines. Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.	Consistent: The North Hemet Specific Plan includes Design Guidelines and standards that will shape future development in the area.
CD-5.10 Residential Variety. Encourage a variety of residential development types which display attractive design features and amenities, and are physically and functionally compatible with surrounding neighborhoods.	Consistent: See response to GP policy CD-1.1.
CD-5.11 Buffers Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities.	Consistent: The North Hemet Specific Plan includes requirements for building setbacks and buffers, such as landscape buffers and walls, to separate adjacent land uses that are different in scale or type. Landscaping, berms, and/or walls are required to shield storage, loading areas, and service entrances from noise-sensitive uses and be oriented in a manner that minimizes noise intrusions.
CD-5.14 Buildings that Front Streets. Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, façade articulation, ground-floor transparency, and location of parking.	Consistent: See response to GP policy CD-3.1.

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
<p>CD-5.15 Screening of Off-Street Parking. Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.</p>	<p>Consistent: The specific plan stipulates that parking would be conveniently located and screened from perimeter streets and adjacent future mixed-use areas to the greatest extent possible.</p>
<p>CD-6 Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.</p>	
<p>CD-6.1 Sign Design Encourage interesting, creative, and unique approaches to sign design with the following:</p> <ul style="list-style-type: none"> a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building. b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character. c. Signs within the Downtown District should promote retail and street activity and enhance the pedestrian experience. d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color. e. Signs and sign monuments should be enhanced with the use of landscaping at their base. 	<p>Consistent: Signage within the North Hemet Specific Plan is guided by the development criteria. Signs must comply with the City of Hemet's Municipal Code's standards (Section 90.1241 to 90.1286), with limited exceptions, which would require review by the Community Development Director.</p>
<p>CD-7 Enhance the visual image of the City through landscaping and perimeter walls and fencing</p>	
<p>CD-7.3 Landscape Design. Encourage the use of creative landscape design to enhance visual interest and reduce conflicts between different land uses and incorporate drought tolerant landscape materials.</p>	<p>Consistent: The North Hemet Specific Plan Landscape Guidelines require use of landscaping to encourage bicycle and pedestrian movement, enhance public spaces, and buffer sensitive land uses. The plant palette would be California friendly for the long-term sustainability of the project areas, including requirements for drought-tolerant plant species.</p>
<p>CD-7.4 Public Landscaping. Improve the appearance of neighborhood areas through public landscaping, location of open space buffers, and special landscape features.</p>	<p>Consistent: The North Hemet Specific Plan incorporates landscape guidelines into its design guidelines. The guidelines apply to the entire project area of the North Hemet Specific Plan and provide design guidance relating to general landscaping, as well as parks and open space and streetscapes. In accordance with the landscape guidelines, landscaping, as opposed to walls, would be used to buffer adjacent land uses that are different in scale, use, or design and parking areas from the street.</p>

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<i>Applicable City of Hemet General Plan Policies</i>	<i>North Hemet Specific Plan Consistency</i>
<p>CD-8 Facilitate good community design featuring pedestrian access and amenities that offer a pleasurable walking environment, and encourages residents to consider alternatives to the automobile.</p>	
<p>CD-8.2 Residential Pedestrian Connections. Require the provision of safe, walkable connections between residential developments, schools and park sites.</p>	<p>Consistent: The North Hemet Specific Plan stipulates that streets be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses. A pedestrian circulation system would be incorporated into the residential development to provide direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas. A sidewalk system would be developed adjacent to all streets, and meandering sidewalks may be utilized along streets with landscaped easements behind the sidewalks.</p>
<p>CD-8.4 Increase Walkability. Require new development to create walkable, pedestrian scaled blocks, publicly accessible midblock paseos, and pedestrian routes where appropriate, with sidewalks appropriately scaled for anticipated pedestrian use. Walkability can be enhanced by:</p> <ul style="list-style-type: none"> a. Discouraging wide expanses of parking lots. b. Minimizing pedestrian-auto conflicts and ensuring a high-level of safety for pedestrians. c. Providing pedestrian linkages between uses and buildings. d. Creating an appealing street scene through the use of attractive street furniture and landscaping. e. Designing commercial projects to feature a central plaza or main visual focus oriented toward pedestrian and transit connections. f. Designing commercial projects with building façades that are interesting and in scale with the pedestrian. Ground floor elevations should avoid long bland walls. Windows and entrances should be located at frequent intervals. g. Integrating features such as awnings and verandas that shield visitors from the elements. h. Discourage projects that face inward, are surrounded by walls, or have no connection to neighboring uses. 	<p>Consistent: See response to GP policy CD-8.2 and CD-3.1.</p>

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-8.5 Neighborhood Amenities. Encourage appropriately scaled neighborhood-supportive facilities and services to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents.	Consistent: The Mixed-Use designation in the specific plan is intended to create environments of higher intensity and an integrated mix of residential, commercial, and/or office uses to provide greater opportunities for people to live, work, and shop within a compact area. By locating neighborhood-serving commercial uses in proximity to residential units, the specific plan aims to reduce vehicular dependence and enhance the use of alternative modes of travel such as walking and biking.
CD-8.6 Connections to Open Space. Ensure that new residential neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents.	Consistent: The North Hemet Specific Plan’s Design Guidelines state that: <ul style="list-style-type: none"> ▪ The creation of pocket parks and pedestrian trails and paths within neighborhoods is encouraged. ▪ Recreation and open space areas should be designed to accommodate the needs of different ages and abilities. ▪ Pedestrian and bicycle access within the site is required. This access should include well-defined and convenient pedestrian walkways between buildings, from buildings to parking lots, and especially between the commercial and residential uses.
CD-8.7 Walkable Streets. Require design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveways curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.	Consistent: See response to GP policy CD-3.1
CD-9 Maintain and create public spaces for people to gather within the City.	
CD-9.7 Common Space in Residential Areas. Encourage common areas and facilities within residential developments to provide gathering areas for social and recreational activities.	Consistent: See response to GP policy LU-15.7
CD-10 Establish mixed-use development standards that facilitate design excellence and compatibility with neighboring uses.	
CD-10.1 Mixed Use Development. Mixed use development should: <ol style="list-style-type: none"> a. Encourage pedestrian activity by providing sidewalks with ample width, encourage on-street parking, include street furniture sited adjacent to the curb as a barrier to auto traffic, and encourage commercial spaces featuring frequent sidewalk entrances. 	Consistent: See response to GP policies CD-5.1 and LU-15.7.

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<ul style="list-style-type: none"> b. Create a credible residential environment by making commercial uses visually distinct from residential spaces. Dwelling units should exhibit a residential character, and residential entrances should read differently from entrances to commercial businesses. c. Include public plazas that attract visitors to the public portions of the development, and offer private open space areas that limit intrusion by nonresidents. d. Encourage the use of outdoor dining and gathering areas to provide street activity. e. Incorporate transit systems and amenity within or serving the project, such as local jitney services, shuttle loops, or nonmotorized vehicular trails within the project area. f. Inclusion of special landscape design improvements such as: streetscape design in the public right-of-way, pedestrian plazas, courtyards, sidewalk cafes and overall landscape design of project open space. g. Provision of public park facilities, pedestrian connections and easements, bicycle routs that link activity centers and other mixed use areas. 	
<p>CD-11 Utilize the principles of safescape and defensible space to improve community image and personal safety.</p>	
<p>CD-11.3 Building Design. Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.</p>	<p>Consistent: It is the intent of the North Hemet Specific Plan for buildings to front along all streets to the extent possible as specified in the land use plan. Porches, detailed entries, stoops, arcades, colonnades, and retail storefronts would provide a strong transition from the street to each building. Building frontage along major roadways would help to frame the street, create a pedestrian-friendly environment, and activate businesses and neighborhoods.</p>
<p>CD-12 Preserve and enhance the character of existing neighborhoods and districts while incorporating infill development and revitalization.</p>	
<p>CD-12.3 Residential Infill Development. Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to transition of scale of buildings, neighborhood architectural character, color, lot size and setbacks.</p>	<p>Consistent: The vision for the project is to create a new place that is a gateway into Hemet's historic downtown, complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.</p>

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-12.4 Neighborhood Character. Ensure that the distinct character of each neighborhood/district is respected and reflected in all new development, especially infill development.	Consistent: See response to GP policy CD-1.1.
CD-13 Enhance the vitality and appearance of the Downtown District through Community Design.	
CD-13.7 Landscaping. Landscaping within the Downtown District should be utilized to: <ul style="list-style-type: none"> ▪ define public spaces; ▪ create color and interest through varying heights of landscape materials used to define areas or “step up” to architectural features or by creating linear plantings of trees and groundcover to create strong visual corridors; ▪ provide shade for people and vehicles; and ▪ provide visual relief, color, and interest to pedestrians and persons in vehicles. 	Consistent: The North Hemet Specific Plan contains design guidelines specific to landscaping and addresses issues such as shading, color, and space definition.
CD-13.10 Architectural Style. The architectural style of the Downtown District shall enhance the existing architectural elements in the downtown core. New buildings should incorporate the architectural features which are generally present in the structures within the area. Architectural features may include the following design elements: <ul style="list-style-type: none"> ▪ cornices, ▪ façade sign area, ▪ canopies, ▪ display windows, ▪ masonry accents, and ▪ columns and molding. 	Consistent: See response to GP policy CD-1.1.
CD-14.1 Mixed Use Hub. Transform the area surrounding the future Metrolink station area as a mixed use transit village.	Consistent: The North Hemet Specific Plan would be designed to be transit ready. Development of the proposed project would ensure that mobility and accessibility for people and goods would be maximized. As a part of North Hemet Specific Plan, a comprehensive pedestrian and bicycle linkage system would be created that would provide convenient linkage throughout the specific plan area.

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-14.2 Pedestrian Design Concepts. Incorporate pedestrian-friendly design concepts in new development surrounding the transit village. Establish a pedestrian/bicycle trail to link activity nodes in the area.	Consistent: See response to GP policies LU-15.3 and CD-3.1.
CD-14.3 Higher Density Housing. Promote higher density housing and live-work housing in the transit village area.	Consistent: See response to GP policy CD-8.5.
CD-14.4 Mixed Land Uses. Promote new neighborhood retail, parks and structured parking in the transit village area.	Consistent: See response to GP policies CD-8.5 and CD-8.6.
Circulation	
C-1 Build and maintain a transportation system that is designed to meet the current and future needs of Hemet’s residents and businesses while providing a balance between mobility, cost, and the quality of the City’s living environment.	
C-1.1 Complete Streets. Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.	Consistent: See response to GP policies LU-1.7 and CD-8.2.
C-1.3 Traffic Flow Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.	Consistent: Section 5.13, <i>Transportation and Traffic</i> , of the draft environmental impact report concluded that after mitigation measures to improve traffic intersection performance, all project-related and cumulative impacts to traffic would be less than significant. That is, all roadway segments and intersections in the traffic study area would operate at acceptable levels of service.
C-1.7 Connectivity Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.	Consistent: See response to GP policy CD-8.2.

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<p>C-1.16 Mixed Use District Street Design. To facilitate transit- and–pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.</p>	<p>Consistent: The North Hemet Specific Plan encourages shared parking for mixed-use projects to meet parking demand. If shared parking is proposed, a shared-parking study is required to be submitted and approved by the Community Development Director and City Engineer. In addition, the North Hemet Specific Plan would be designed to be transit ready. Development of the proposed project would ensure that mobility and accessibility for people and goods would be maximized. As a part of North Hemet Specific Plan, a comprehensive pedestrian and bicycle linkage system would be created that would provide convenient linkage throughout the specific plan area. In addition, several offsite transportation system improvements would be implemented by the proposed project—in addition to payment of development impact fees and transportation uniform mitigation fees for cumulative local and regional transportation improvements, respectively.</p>
<p>C-4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road.</p>	
<p>C-4.1 Sustainable Urban Design. Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.</p>	<p>Consistent: See response to GP policies LU-1.7 and CD-8.2.</p>
<p>C-4.2 Transportation Alternatives Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.</p>	<p>Consistent: See response to GP policies LU-1.7 and CD-8.2.</p>
<p>C-4.5 Development Alternatives. Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.</p>	<p>Consistent: See response to GP policies LU-1.7 and CD-8.2.</p>
<p>C-4.15 Transit-oriented Development Design Features. Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:</p> <ul style="list-style-type: none"> a. requiring bus turnouts and shaded bus stops where appropriate; b. requiring all new transit stops be equipped with bicycle 	<p>Consistent: See response to GP policies LU-1.7 and CD-8.2.</p>

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<p>racks and/or bicycle lockers;</p> <p>c. encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities</p>	
<p>C-5 Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.</p>	
<p>C-5.6 Pedestrian Linkages. Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.</p>	<p>Consistent: See response to GP policy CD-8.2.</p>
<p>Community Services and Infrastructure</p>	
<p>CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, energy, and communications.</p>	
<p>CSI-1.1 Infrastructure Availability. Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.</p>	<p>Consistent: Existing water and sewer lines are located within the streets surrounding the project area. Wastewater treatment services are provided to the project area by Eastern Municipal Water District at the Hemet/San Jacinto Regional Water Reclamation Facility. Future development will be served by connections to these existing lines, subject to the approval of the City Engineer.</p>
<p>CSI-1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.</p>	<p>Consistent: As concluded in Section 5.14, <i>Utilities and Service Systems</i>, existing water, wastewater, and stormwater infrastructure would be adequate to serve the project area at buildout.</p>
<p>CSI-2 Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.</p>	
<p>CSI-2.1 Agency Coordination Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.</p>	<p>Consistent: As identified in the water supply assessment, water suppliers would have sufficient supplies to meet demands generated by the proposed North Hemet Specific Plan, as well as other existing and forecast water demands in each supplier's service area.</p>
<p>CSI-2.8 Best Management Practice Features/Equipment. Require installation of best management practice features for water for all new development and for applicable rehabilitation.</p>	<p>Consistent: All development within the North Hemet Specific Plan would comply with all applicable best management practice requirements.</p>

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CSI-3 Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.	
CSI-3.1 Performance Standards. New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.	Consistent: As concluded in Section 5.14, <i>Utilities and Service Systems</i> , existing sewer facilities would be adequate to serve development in the North Hemet Specific Plan.
CSI-4 Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.	
CSI-4.1 Sufficient Service. Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.	Consistent: See response to GP policy CSI-1.2.
CSI-4.4: Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities.	Consistent: The North Hemet Specific Plan proposes several joint use parks/detention basins onsite. These areas are intended to handle seasonal stormwater runoff, as well as provide recreation opportunities and visual open space. The areas will also enable groundwater recharge through the provision of open, softscaped areas that will detain water where it may percolate into the groundwater table.
CSI-4.5 Drainage System Mitigation. In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated.	Not Applicable: As concluded in Section 5.14, <i>Utilities and Service Systems</i> , existing stormwater conveyance would be adequate to serve the drainage requirements of the North Hemet Specific Plan site, and no significant impacts to storm drain systems would occur as a result of the project.
CSI-4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.	Consistent: See response to GP policy CSI-4.4.
CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.	
CSI-5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.	Consistent: As concluded in Section 5.14, <i>Utilities and Service Systems</i> , no significant impacts to electricity or natural gas services are anticipated as a result of project buildout. Additionally, the North Hemet Specific Plan Design Guidelines address energy conservation through encouragement of sustainable architectural and other design features, including solar orientation and use of energy-efficient building materials.

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CSI-5.8 Agency Coordination. Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner.	Consistent: Service provider letters were sent to Southern California Edison and the Southern California Gas Company to identify any constraints to providing energy and natural gas for the proposed project. In addition, a project-specific water supply assessment was conducted that identified sufficient water supplies to meet the project's water demand in addition to regional water demand.
CSI-7 Consult with local educational institutions to coordinate the provision of adequate and appropriate educational facilities and services.	
CSI-7.1: City/School Districts Coordination Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.	Consistent: The San Jacinto Unified School District and the Hemet Unified School District were contacted to identify any constraints to providing school services within the project area. In addition, future developments within the North Hemet Specific Plan would be required to pay school impact fees to mitigate potential impacts to school facilities.
CSI-7.2 Early Participation Involve area school districts in the review process for new development to ensure that the school district can serve the new development and to minimize associated impacts.	Consistent: See response to Policy CSI-7.1.
CSI-9 Maintain and enhance a City library system that contributes to quality of life through accessible and diverse library collections, technologically improved services, and a welcoming environment.	
CSI-9.5 Impact Fees. Continue to use City-collected, library-specific impact fees for the development, expansion, or rehabilitation of existing library facilities.	Consistent: As discussed in section 5.11, <i>Public Services</i> , development within the North Hemet Specific Plan area would be required to comply with library facility development impact fees.
CSI-10 Facilitate the provision of social services that provide a benefit to the existing residents of Hemet, and are an asset to the overall community.	
CSI-10.2 Senior Facilities Support and encourage the development of independent living or care facilities for seniors in locations with convenient access to social services, commercial areas, medical services, and transportation.	Consistent: The North Hemet Specific Plan incorporates senior living and senior facilities into its proposed land uses. Planning Area 1 of the specific plan is intended to be developed as a senior housing complex that may include nonassisted senior apartments or condominiums and a potential assisted-living facility. Convenient pedestrian access between the mixed uses proposed for Planning Area 2 and the senior housing in Planning Area 1 would be provided. Additionally, senior housing would be permitted in Planning Areas 3, 5, and 7.
Public Safety	
PS-1 Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.	
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.	Not Applicable: As discussed in Section 5.4, <i>Geology and Soils</i> , no evidence of past landslides or slope instabilities was observed during the geotechnical investigation, and the potential for landslides onsite is considered negligible. This policy is therefore not applicable.

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PS-1.6 Alquist-Priolo. Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.	Consistent: As discussed in Section 5.4, <i>Geology and Soils</i> , there are no known faults in or immediately adjacent to the project site, and the nearest known fault to the site is the Casa Loma Fault 0.4 mile to the northeast (CGS 2010). The project is not within an Alquist-Priolo Earthquake Fault Zone or a State of California Special Studies Zone. Therefore, development within the North Hemet Specific Plan would be in compliance with the Alquist-Priolo Earthquake Fault Zoning Act, which requires that developments be located a minimum of 50 feet from active faults.
PS-2 Reduce risk of property damage and human injury from flood hazards.	
PS-2.3 New Development. Minimize additional flood risk exposure in developing areas.	Consistent: As discussed in Section 5.7, <i>Hydrology and Water Quality</i> , a portion of the North Hemet Specific Plan is within the 100-year flood plain; therefore, the future development of this portion of the site must be reviewed by FEMA to determine whether or not the project meets the criteria of the National Flood Insurance Program, and if revisions will be needed to the FEMA maps for the community as a result of the project's construction. At project completion the proposed storm drains, detention basins, and pumps would protect the specific plan area from 100-year flooding and would control runoff from the project site so that the site would not contribute to 100-year flooding downstream. In addition, the elevations of any proposed habitable spaces in a flooding hazard area would be required to be placed above the 100-year flood elevations. Final elevations would be verified by FEMA. Therefore, impacts related to flood zones are considered less than significant. Implementation of the specific plan would not subject people or structures to substantial hazards from 100-year floods.
PS-2.6 100-Year Flood Zone. Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.	Consistent: See response to GP policy PS-2.3.
PS-3 Protect lives and property from the potential dangers associated with ground transportation.	
PS-3.1 Safe Pedestrian Design. Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.	Consistent: See response to GP policy LU-1.4.
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.	
PS-4.1	Not Applicable: The North Hemet Specific Plan Area is not located near Hemet-Ryan Airport. This policy is therefore not applicable.

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PS-6 Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.	
<p>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.</p>	<p>Consistent: New development within the North Hemet Specific Plan would comply with the current Title 24 Building Code, including provisions for fire sprinklers and fire protection systems.</p>
PS-7 Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.	
<p>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.</p>	<p>Consistent: As discussed in Section 5.11, <i>Public Services</i>, the project would add up to 525 high density and medium-high-density residential units and up to 135,254 square feet of commercial and office uses into the HFD's service area. Thus, the project would result in some increase in calls for HFD fire protection and emergency medical services. Existing fire protection facilities and staffing are expected to be sufficient to provide services to the project, and project development is not anticipated to require that HFD construct new or expanded facilities or increase its staff. In addition, development within the North Hemet Specific Plan would be required to pay development impact fees for their proportional share of new fire and emergency services demand to enable the construction of new fire service facilities.</p>
<p>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.</p>	<p>Consistent: See response to GP policy PS-7.1.</p>
<p>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.</p>	<p>Consistent: Roadway cross-sections proposed within the North Hemet Specific Plan are consistent with the 2030 General Plan Circulation Element and would provide adequate access for emergency vehicles. Individual development projects would be reviewed by the Riverside County Fire Department for consistency with standards for emergency vehicle access.</p>
<p>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.</p>	<p>Consistent: See response to GP policy PS-7.1.</p>

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<i>Applicable City of Hemet General Plan Policies</i>	<i>North Hemet Specific Plan Consistency</i>
PS-8 Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.	
<p>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. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.</p>	<p>Consistent: As discussed in Section 5.11, <i>Public Services</i>, the project would add up to 525 high density and medium-high-density residential units and up to 135,254 square feet of commercial and office uses into the HPD's service area. HPD would be able to provide police protection to the project from existing police facilities. However, HPD's staffing has been reduced substantially in recent years due to budget cuts as a result of the recession. Any increase in population would have an adverse effect on police service to the proposed project as well as to the entire community. Individual developments within the North Hemet Specific Plan would be required to pay development impact fees for police services that contribute police staffing and facilities. Additional tax revenue generated by the development of the proposed project would also contribute funds to the City's General Fund. Police department needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. Impacts to police services generated by the North Hemet Specific Plan would be less than significant.</p>
<p>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.</p>	<p>Consistent: See response to GP policy PS-8.1.</p>
PS-9 Improve community safety and reduce opportunities for criminal activity through appropriate physical design.	
<p>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.</p>	<p>Consistent: The North Hemet Specific Plan addresses lighting in its development criteria and design guidelines. Requirements for lighting include the following standards:</p> <ul style="list-style-type: none"> ▪ All developments shall provide lighting on all vehicular access ways and along major walkways. ▪ Lighting shall be installed within all covered and enclosed parking areas, and light control switches shall not be controlled or be accessible to residents. ▪ Security lighting fixtures shall not project above the fascia or roof line of the building. ▪ Outdoor lighting associated with commercial uses shall be shielded so as not to not adversely impact surrounding residential uses, but shall provide sufficient illumination for access and security purposes. ▪ Outdoor lighting shall not blink, flash, oscillate, or be unusually bright or intense. Landscaping shall be used with other features to reduce potential light and glare impacts.
PS-11 Manage noise levels through land use planning and development review.	
<p>PS-11.1 Noise Standards. Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.</p>	<p>Not Applicable: This is not a project-specific policy and is therefore not applicable.</p>

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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.	Consistent: Future development projects in a high noise environment would be required to submit an acoustics study identifying architectural treatments and design recommendations to achieve the City of Hemet's indoor and exterior noise standards.
PS-11.4 Protect Noise-Sensitive Uses. Protect noise-sensitive uses from new noise sources.	Consistent: New development would be required to adhere to the stationary noise standards of the City of Hemet Municipal Code to prevent noise intrusions from land uses within the North Hemet Specific Plan to existing noise-sensitive land uses and proposed noise-sensitive uses in the project area. In addition, new noise-sensitive land uses onsite would be required to adhere to the interior and exterior noise compatibility standards of the City of Hemet.
PS-12 Minimize noise conflicts from transportation sources and airports.	
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.	Consistent: The North Hemet Specific Plan includes requirements for building setbacks and buffers, such as landscape buffers and walls, to separate adjacent land uses that are different in scale or type. Landscaping, berms, and/or walls are required to shield storage, loading areas, and service entrances from noise-sensitive uses and be oriented in a manner that minimizes noise intrusions. In addition, future development projects in a high noise environment would be required to submit an acoustics study identifying architectural treatments and design recommendations to achieve the City of Hemet's indoor and exterior noise standards.
PS-12.2 Railroad Noise Minimize noise conflicts between current and proposed land uses and railroad corridors by protecting railroad corridors from encroachment of incompatible land uses and by adhering to the City's noise standards presented in Table 6.4.	Consistent: Future development projects in a high noise environment would be required to submit an acoustics study identifying architectural treatments and design recommendations to achieve the City of Hemet's indoor and exterior noise standards.
Open Space and Conservation	
OS-2 Conserve open space areas and hillsides to provide for a balance of recreation, scenic enjoyment, development, and protection of natural resources and features.	
OS-2.1 Development Design. Encourage the use of clustered development and other site planning techniques to maximize the preservation of permanent open spaces.	Consistent: The North Hemet Specific Plan guides development of a compact, mixed-use community that is integrated with existing and planned surrounding development. When built out, the project area will contain a variety of neighborhood-serving commercial and office uses; a range of residential product types, including affordable and senior living facilities; and supporting recreational land uses. The overall design intent is to create a small-block fabric and mix of uses similar to the historic areas in the downtown. By integrating housing with necessary commercial and recreation amenities and providing convenient connections to the retail opportunities located in Hemet's downtown, less land is required to meet Hemet residents' needs, and open space in the City may be preserved.

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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
<p>OS-2.4 Landscaping Guidelines. Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.</p>	<p>Consistent: The North Hemet Specific Plan incorporates landscape guidelines into its design guidelines. The guidelines apply to the entire project area of the North Hemet Specific Plan and provide design guidance relating to general landscaping, as well as parks and open space and streetscapes. The design guidelines stipulate that plant material should be selected from the proposed landscape plant palette, which contains a mix of trees and shrubs that grow well in Hemet’s climate.</p>
<p>OS-5 Conserve and protect surface water, groundwater, and imported water resources.</p>	
<p>OS-5.3 Development Design. Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.</p>	<p>Consistent: All development within the North Hemet Specific Plan would comply with all required best management practices.</p>
<p>OS-5.5 Water Efficient Landscaping. Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.</p>	<p>Consistent: The North Hemet Specific Plan Design Guidelines address landscaping and water efficiency. The Design Guidelines state that:</p> <ul style="list-style-type: none"> ▪ Large groupings of plant materials are encouraged to create a logical sense of order and continuity throughout the community. ▪ Hydrozoning, the grouping of plants with similar water requirements, should be applied where possible. ▪ Water conservation measures should be incorporated into all irrigation systems pursuant to the Hemet Municipal Code. The use of reclaimed water, grey water, and/or collected rainwater for landscape irrigation is encouraged. ▪ Plant material should be selected from the proposed landscape plant palette, which contains a mix of trees and shrubs that grow well in Hemet’s climate.
<p>OS-6 Conserve energy resources through the use of available technology and conservation practices.</p>	
<p>OS-6.1 CALGreen Standards Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.</p>	<p>Consistent: Proposed structures would be consistent with the development criteria of the current Title 24 Building and Energy Efficiency Standards and the California Green Building Code (CALGreen). Project buildings would be energy efficient and water efficient in accordance with these design standards.</p>

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LAND USE AND PLANNING

**Table 5.8-1
General Plan Consistency Analysis**

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
OS-7 Improve air quality and seek to reduce green house gas emissions.	
OS-7.1 Development Design and Practices. Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.	Consistent: All development within the North Hemet Specific Plan would comply with all required best management practices.
OS-7.5 Trip Reduction. Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.	Consistent: See response to GP policies LU-1.2, LU-1.3, and LU-1.4.
OS-7.11 Fugitive Dust Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.	Consistent: Development projects within the North Hemet Specific Plan would be subject to the South Coast Air Quality Management District's Rule 403 for fugitive dust control. Adherence to this existing regulation during project-related construction activities and additional mitigation measures in this EIR for exhaust and particulate matter emissions would ensure compliance.
OS-7.12 Best Management Practices. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.	Consistent: All development within the North Hemet Specific Plan would comply with all required best management practices.
OS-8 Promote practices that fulfill present and future housing and economic needs while not harming natural resources, depleting renewable energy resources, or disrupting environmental systems.	
OS-8.2 Land Use Planning. Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates off-road trails for pedestrians and cyclists to reduce the length and number of vehicle trips.	Consistent: See response to GP policies LU-1.2, LU-1.3, and LU-1.7.
OS-8.3 Mixed Use Development. Support mixed-use commercial-residential development in accordance with the Land Use Element as an opportunity to improve the City's current jobs-housing ratio and work-live balance.	Consistent: See response to GP policies LU-1.2, LU-1.5 and LU-1.7.

**Table 5.8-1
General Plan Consistency Analysis**

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Recreation and Trails	
RC-1 Provide an appropriate range of active and passive parkland facilities to meet park acreage standards and the recreational needs of residents.	
<p>RC-1.2 Park Standard. Require adequate open space in new development for both passive and active recreation. Achieve and maintain a standard of 5 acres of parkland per 1,000 residents in the City.</p>	<p>Consistent: As discussed in Section 5.12, <i>Recreation</i>, a portion of the proposed project’s parkland needs would be met through provisions for parkland onsite, including joint-use detention basins and private recreational areas. The project would develop three joint-use parks/detention areas totaling 0.77 acres. The North Hemet Specific Plan also includes requirements for common outdoor spaces as part of the development standards. Pursuant to these standards, residential developments would be required to provide 100 square feet of common outdoor space per dwelling unit for residential development. The specific plan would permit development of up to 525 dwelling units; therefore, up to 52,500 square feet (1.205 acres) of common outdoor spaces would be required. Combined with the 0.77 acre of parks/detention areas, the project would provide total park space of up to 1.975 acres. While a portion of parkland demand (based on the City’s standard of 5 acres per 1,000 residents) would be met onsite by these 1.975 acres, project residents would create demand for an additional 4.15 acres of parkland that would need to be met elsewhere in the City. In order to meet the City’s parkland requirements, development within the North Hemet Specific Plan would be required to pay in-lieu fees in accordance with Chapter 70 Subdivisions, Article 5, of the Hemet Municipal Code, authorized by the Quimby Act. The in-lieu fees would be used to provide and/or improve neighborhood parks that would be available to project residents.</p>
<p>RC-1.5 Conversion of Marginal Land. Require the utilization and maintenance of stormwater basins and undevelopable areas of any project (e.g., utility easements, undersized lots) for recreational uses such as tot lots, picnic areas, community gardens, or passive open space, as feasible.</p>	<p>Consistent: See response to GP policy LU-2.11 and RC-1.2.</p>
RC-2 Increase the amount and diversity of recreation areas and facilities within the City through the development process, multi-agency partnerships, and the use of creative funding strategies.	
<p>RC-2.1 Development Standards. Require developers of new residential developments to provide on-site recreational amenities commensurate with the size of the project or contribute in-lieu fees for the development of facilities in accordance with the nexus standard.</p>	<p>Consistent: See response to GP policy RC-1.2.</p>
<p>RC-2.3 Quimby Act Continue to implement the Quimby Act to provide park dedication and in-lieu fees for community recreational facilities.</p>	<p>Consistent: See response to GP policy RC-1.2.</p>

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**Table 5.8-1
General Plan Consistency Analysis**

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
<p>RC-2.4 Specific Plan Requirement. Require a parks and recreation component in specific plans for new residential developments that:</p> <ul style="list-style-type: none"> identifies public and private park sites in accordance with approved service standards; defines park types, design guidelines, landscape standards, and user demand; integrates parks with neighborhood centers and schools; physically links parkland to residential areas and facilities through an integrated system of green spaces and the City's off-road and on-road trail system; defines design standards and programming needs consistent with the demographic trends of the City; and incorporates principles of energy, water, and natural resources conservation. 	<p>Consistent: The North Hemet Specific Plan addresses parks and recreation in its design guidelines. Issues related to parks addressed in the document include pedestrian and bicycle accessibility, connectivity between parks and residential and commercial uses, as well as recommended landscape and hardscape design materials.</p>
<p>RC-4 Design and manage a parkland system that is compatible with adjacent land uses.</p>	
<p>RC-4.2 Accessibility. Provide well-designed and easily accessible linkages to pedestrian and bike trails to encourage park users to access the park by nonvehicular means.</p>	<p>Consistent: See response to GP policy CD-8.6.</p>
<p>RC-5 Design and manage a parkland system that respects the features of the natural environment and incorporates conservation features into park design and operations.</p>	
<p>RC-5.3 Environmentally Sensitive Design and Landscaping. Require that new parks be sited and developed in an environmentally sensitive manner with drought-tolerant landscaping, recycled water for irrigation, and natural drainage courses that recharge groundwater.</p>	<p>Consistent: The landscape guidelines included as part of the North Hemet Specific Plan Design Guidelines apply to parks. See response to GP policy OS-5.5.</p>
<p>RC-6 Establish and maintain a public trail system that provides residents and visitors with safe, useable, and attractive hiking, cycling, and equestrian opportunities, linking areas within the City.</p>	
<p>RC-6.2 Development Requirement. Require new development to provide trails in accordance with the City's recreation and park master plan, specific plan requirements, and the policies of the General Plan.</p>	<p>Consistent: The proposed project would include a comprehensive network of bicycle and pedestrian trails that connect residential areas with nonresidential areas and to the future transit station.</p>

**Table 5.8-1
General Plan Consistency Analysis**

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Historic Resources	
HR-2 Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.	
<p>HR-2.1 Consultation Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.</p>	<p>Consistent: The proposed project is a specific plan and therefore subject to the consultation requirements of Senate Bill 18. In accordance with SB 18, the City of Hemet consulted with the tribes requested by the Native American Heritage Commission.</p>
<p>HR-2.2 Monitoring. Require monitoring of new developments where resources or potential resources have been identified in the review process</p>	<p>Consistent: As discussed in section 5.3, <i>Cultural Resources</i>, applicants for new development projects within the North Hemet Specific Plan will retain a qualified archaeologist to periodically monitor ground-disturbing activities. Mitigation measures discussed in Section 5.3 stipulate that the archaeologist will determine the required duration and extent of monitoring, and that the construction manager will adhere to the stipulations of the archaeological monitoring plan. Additionally, the archaeologist has the authority to halt any project-related activities in the event cultural resources are uncovered. Archaeological resources must be recovered, analyzed in accordance with CEQA Guidelines, and curated with either the University of California, Riverside, or the Western Science Center at the Diamond Valley Reservoir in Hemet.</p>
<p>HR-2.3 Evaluation. Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.</p>	<p>Consistent: See response to GP policy HR-2.2.</p>
Housing	
H-1 Provide for the attainment of quality housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet.	
<p>H-1.2: Promote a variety of housing types to meet the special needs of persons with disabilities, elderly households, and others who may need assisted living, group home, institutional care, and other alternative residential environments.</p>	<p>Consistent: The North Hemet Specific Plan incorporates high-density and medium-high density housing in a mixed-use setting. Planning Area 1 of the specific plan is intended to be developed as a senior housing complex that may include nonassisted senior apartments or condominiums, along with a potential assisted living facility. The North Hemet Specific Plan also requires a minimum of 50 percent of the units developed to be affordable to very low, low, and moderate income families. The overall vision of the specific plan is to develop a variety of housing choices, so that the young and old, singles and families, and others of varying economic ability may find places to live.</p>

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**Table 5.8-1
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Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
H-2 Assist in provision of affordable housing.	
H-2.2: Encourage the provision and continued availability of a range of housing types throughout the community, including mobile homes and rental housing, for all economic segments of the community.	Consistent: See response to GP policy H-1.2. The proposed project would include a mix of housing types, including senior housing and affordable housing products.
H-2.3: Continue to plan and facilitate the implementation of low and moderate income housing through all relevant federal, state, and county housing assistance programs, as well as local development standards.	Consistent: See response to GP policy H-1.2. The proposed project would provide a mix of housing types and include provisions for affordable housing.
H-3 Assure adequate provision of sites for housing.	
H-3.1: Locate appropriate residential uses with convenient access to employment centers and services.	Consistent: See response to GP policies CD-5.1 and LU-15.7. The proposed project would provide commercial and office uses that would be linked to the residential neighborhoods through a comprehensive system of roadways, bicycle lanes, and pedestrian pathways.
H-3.6: Promote the inclusion of a percentage of affordable units in market-rate development projects.	Consistent: See response to GP policy H-1.2. The proposed project would include provisions for affordable housing. Not less than 50 percent of the total housing units on county-owned land shall be reserved for persons of low and moderate income at an affordable housing cost (for either purchase or rental).
H-4 Preserve existing neighborhoods and rehabilitate the existing housing stock.	
H-4.4: Provide and maintain an adequate level of community facilities and municipal services in all community areas.	Consistent: The North Hemet Specific Plan would provide both passive and active recreational uses within the project site. The project would develop joint-use basins that would function as park space and water quality control. Additional parkland needs would be provided through payment of in-lieu fees required by the City. In addition, the proposed project provides bicycle and pedestrian trails that link the project site. Future development within the North Hemet Specific Plan would be required to pay development impact fees to ensure that public services provided by the City and local agencies would be adequate to service the proposed project.
H-5 Maintain affordable housing costs.	
H-5.3: Promote compact, mixed-use development patterns that use land efficiently, reduce pollution and increase energy and resource efficiency.	Consistent: See response to GP policies CD-5.1 and LU-15.7. The proposed project would increase development intensity within the City of Hemet's greater downtown area. The proposed land uses would be designed to be transit ready and walkable, thus reducing VMT and being consistent with regional smart growth policies. In addition, buildings would incorporate sustainable design elements in accordance with the Design Guidelines of the North Hemet Specific Plan.

Source: Hemet 2011b

Appendix B

Ordinance Adopting Specific Plan



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Appendix C

Mitigation Monitoring Plan





THE
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