



As the City faces a future of certain growth, the goals and policies in this element enhance the quality of life for residents, accommodate residential growth to meet the housing needs of a diverse community, improve blighted or under-performing commercial and industrial areas, direct infrastructure improvements that keep pace with growth, and ensure the City's long-term economic stability with an appropriate balance of land uses.

Hemet has grown from an agricultural town in the early 1900s, to a widely recognized retirement community in the 1960s, and has been one of the fastest growing cities in southern California. The area's affordability, mild climate, and scenic location in the San Jacinto Valley have always made Hemet an attractive destination for seniors and families. These factors combined with proximity to regional employment centers such as Riverside and San Diego have also made Hemet a destination for residents. The Land Use Element reflects and supports the community's desire to establish a clear path to the future, concentrating on the creation of a substantial job base for the City's residents, and the retention of the features that are considered unique and special to Hemet: a scenic setting, historic downtown, recreational and cultural amenities, and diverse and attractive residential neighborhoods.

As the City continues to grow, Hemet will be developed in an orderly and fiscally responsible manner while continuing to rely on the values that are the foundation of our community: a sense of independence, a responsibility to future generations of residents, and strong ties to our community's beauty and heritage.

2.1 SCOPE AND CONTEXT

The Land Use Element meets State general plan requirements for a land use element and incorporates the optional general plan topic of economic development. It directs and defines development patterns by designating allowable uses, requirements, and locations for both existing and future development. This element has the widest ranging scope in the General Plan and affects all of the other elements. This vision of long-term land use will influence short-term plans such as subdivisions, specific plans, and public works projects.

State planning law requires that the Land Use Element designate "the proposed general distribution and general location and extent of the uses of the land" for a variety of purposes (Government Code Section 65302[a]). Through maps and text, the Land Use Element defines the distribution and



intensity of development of residential neighborhoods, commercial and industrial districts, parks and other open spaces, and public uses of property in Hemet. In particular, this element contains the Land Use Map, which presents a pictorial representation of land use policy. To ensure appropriate implementation of the element's goals, the text describes the relationship between General Plan land use policy and zoning.

The Land Use Element presents land use planning and economic development strategies that apply to the Planning Area as a whole. These are supplemented by specific land use, mobility, economic development, and design policies applicable to specific districts and areas throughout the community to guide the City toward achieving its land use goals. The element also provides strategies for downtown Hemet, Diamond Valley Lake, and West Hemet districts that support the creation of distinct communities that complement rather than compete with one another. Finally, the Land Use Element provides a discussion and overview of six mixed-use areas within the Planning Area and the development considerations associated with those mixed-use areas.

2.1.1 RELATIONSHIP TO OTHER ELEMENTS IN THE GENERAL PLAN

The contents of all the General Plan elements are complementary and must be integrated to provide comprehensive and consistent guidelines. The Land Use Element describes long-range goals for the physical development of the community, both in terms of land use type and intensity, as well as character and form. The element also provides the framework for various topics addressed in other General Plan elements, because the manner in which land is used in Hemet affects all the elements.

Community Design The Land Use Map provides a two-dimensional description of land use policy by indicating the location and type of permitted uses. Equally important is the third dimension of character and community form. The Community Design Element describes how new development fits within the established City framework. The Community Design Element also describes how creative site design, architectural treatments, and landscaping can be used to enhance the visual image Hemet conveys to residents and visitors, and the form of development that will best assist the City in accomplishing multiple housing, circulation, land use, and recreation objectives.

Circulation Different land uses generate different trip demands, which in turn influence the capacity and service levels of Hemet's transportation systems. The Circulation Element lays out future transportation services and routes designed to meet the demands of both existing and future development. Road capacity goals and policies addressed in the Circulation Element also affect the type and mix of uses identified in the Land Use Element. Changes in land use policies that promote economic development goals may result in congestion and reduce quality of life for residents, if not serviced with adequate road capacity.



Community Services and Infrastructure The goals and policies of the Community Services and Infrastructure Element ensure adequate infrastructure capacity to mitigate any undesired effects of growth by monitoring and phasing development, so it is concurrent with the provision of infrastructure. Since many of the goals and policies expressed in the Community Services and Infrastructure Element are implemented through tax revenues received by the City, the content of the Land Use Element correlates directly to the funding of public services.

Public Safety Safety and noise abatement issues also relate to land uses. To comply with noise level requirements, land use designations are determined in tandem with noise contour maps in the Public Safety Element. To mitigate or avoid damage and injury from natural and human-made hazards, hazards maps in the Public Safety Element must also be consistent with the Land Use Element.

Open Space, Recreation, and Conservation The Land Use Element designates areas to be used as open spaces, parks, trails, recreation facilities, and areas for the conservation and preservation of natural resources. Goals and policies regarding the use, preservation and maintenance of these areas are addressed in the Open Space and Conservation Element and the Recreation and Trails Element.

Art, History, and Culture The Land Use Element designates districts intended for historic recognition and preservation as well as for economic development and cultural enhancement. The goals and policies in the Historic Resources Element and the Art and Culture Element must be consistent with the district designations and with the Land Use Element's efforts to create a unique identity and sense of community in Hemet.

Housing The ability to attract new employers and to further develop existing ones is aided by the provision of housing options that can accommodate a range of users. The Housing Element provides an assessment of suitable locations for residential in-fill development, identifies barriers to the development of affordable housing, and establishes policies and programs that direct infrastructure investments to support residential growth.

2.2 ISSUES AND OPPORTUNITIES

The City of Hemet is one of the oldest cities in Riverside County (established in 1910) and has recently been one of the fastest growing cities, partly because of the large amounts of vacant land in the western and southern edges of the city suitable for development. The juxtaposition of old versus new presents both opportunities and issues for the City of Hemet. Several of the key land use and development issues currently affecting Hemet are discussed below.

2.2.1 MAINTAINING AND ENHANCING THE CITY'S ROLE IN THE REGION

The City of Hemet has historically been the San Jacinto Valley's primary source of retail, medical, and cultural activity. As the surrounding area



grows, however, the City will need to both maintain and encourage additional activities to help retain our regional role. To this end, the Land Use Element envisions:

- ❖ expanded medical facilities at the existing hospital and elsewhere in the City, Sanderson Avenue, and key interchanges with the realigned Highway 79,
- ❖ regional shopping opportunities on west Florida Avenue, Sanderson Avenue, and key interchanges with realigned Highway 79,
- ❖ art and culture focusing in the downtown area, Ramona Bowl, and the Diamond Valley Lake museum complex,
- ❖ expansion of the civic and governmental facilities downtown and along State Street including the potential for a new Superior Court complex,
- ❖ continued development of regional recreational opportunities at Simpson Park and Diamond Valley Lake,
- ❖ establishment of clean technology industries around the Hemet-Ryan Airport, at the future business park located at future the SR 79 and Stetson Avenue, and along the Domenigoni Corridor, and
- ❖ coordinating the establishment of mixed land use districts with the extension of regional, transportation services such as the Metrolink Commuter rail line, realigned Highway 79, and other transit centers.

2.2.2 INCREASING EMPLOYMENT OPPORTUNITIES

While the retail and residential sectors of the City have been fairly active, the business and industrial sectors need to be enhanced and expanded. Opportunities exist in the health care, manufacturing, “newer technologies”, and recreation industries. Hemet intends to strategically seek key businesses and industries and promote the city as an ideal area for emerging industries to locate. This will provide the city with a balanced land use base and create a stronger, more diversified economy, ensuring long-term fiscal stability.

2.2.3 INTEGRATING LAND USE WITH REGIONAL TRANSPORTATION FACILITIES

The General Plan links future land uses to the mobility components listed below both to ensure that sufficient capacity exists to serve the new development but also, and perhaps more importantly, to promote Hemet’s role in the region as a key destination for facilities such as business parks, shopping centers, recreational and cultural activities, and governmental offices all within the service range of primary transportation nodes. Over the next several years, significant regional transportation improvements are planned and Hemet will need to continue to actively promote the prioritization and funding of these critical transportation facilities:



- ❖ realignment of SR 79 through the City and its tie to the Mid-County Parkway and Interstate 10 (I-10),
- ❖ development of Metrolink and transit stations in the downtown area and the west end of Hemet,
- ❖ improvements to the Hemet-Ryan Airport, and
- ❖ improvements to the regional circulation system such as the widening of Florida Avenue from the City's western boundary-line to Interstate 215 (I-215).

2.2.4 RETAINING A SENSE OF COMMUNITY

Throughout the General Plan process, a recurring theme voiced by almost all participants at meetings and workshops was a strong desire to maintain and enhance a strong sense of community. Concurrent with this sentiment was the acknowledgement that the City is growing. A desire exists to develop a new sense of place and identity for the City. This issue is addressed by developing districts that recognize and respect each area's sense of place and style, while creating new districts that will promote the City's role within the region and expand the job base.

2.2.5 CREATING A UNIQUE IDENTITY FOR THE CITY

Until recently, Hemet was nationally known as a "retirement community" because the bulk of the population was retirees (in 1990, the average age in Hemet was over 60). That perception, however, is contrary to what is currently happening within the community. With an influx of families to the newer master planned communities, the median age in Hemet is now closer to the national average. The City is experiencing a transition from quiet small town to dynamic suburban city. Consequently, the City is in the process of determining its unique identity. Many in the community have expressed a desire to return to "Hemet as it used to be", others insist a new identity is key to Hemet's future. The Land Use Element and other parts of the General Plan explore the following opportunities:

- ❖ Hemet can optimize the recreational and natural amenities that exist locally for residents and visitors. Hemet can be a major provider of healthy living activities such as hiking and biking, especially in the surrounding open spaces and in conjunction with the Diamond Valley Lake area. The General Plan's vision for an extensive trail network would also complement this opportunity.
- ❖ Hemet can take advantage of its existing role in providing health care services for the valley and further enhance those services, providing state-of-the-art clinical, research, and educational health facilities.
- ❖ Hemet can offer a walkable downtown unique in Riverside County in conjunction with new and rehabilitated development and cultural amenities that are models of sustainability.



- ❖ Hemet can be a regional or national center for clean, alternative technology, research, and industry.

2.2.6 ENHANCING AND REVITALIZING EXISTING LAND USES

Older areas of the City need to be revitalized or enhanced. Although newer retail development favors locating in shopping centers rather than stand alone pads along Florida Avenue, existing development along the thoroughfare can be revitalized over time, providing office, residential, and specialty retail shops not typically found in shopping centers. Larger, “Big-box” retail buildings and sites need to be carefully analyzed to retain major retail establishments to the extent practicable. Anticipating and accommodating a transition through creative zoning and redevelopment strategies will create a challenge for the City, but provides tremendous opportunities for future residents and business owners.

Older neighborhoods and housing stock within the central portion of the City has been particularly impacted by the recession and wave of foreclosures. Many of these areas were once stable, well-kept neighborhoods but have deteriorated over time and have increasingly become rental properties owned by absentee landlords. The City is embarking on a comprehensive program to help restore these neighborhoods through a variety of methods involving multiple City departments. A cornerstone of the program is to require landowners to assume greater responsibility for their properties and the screening and compliance of their tenants through education and a series of implementing ordinances.

2.2.7 ENSURING THAT NEW DEVELOPMENT IS COMPATIBLE WITH OLDER DEVELOPMENT

One of the major concerns raised during the development of the General Plan was how new development would affect existing development, especially the historic downtown area. To address this issue, the Land Use Element, the Community Design Element, and the Historic Resources Element contain policies and programs designed to ensure that new development will complement, not compete with, existing land uses. Both the old and the new have a distinct and important role in Hemet’s future.

2.2.8 PROVIDING FOR A BALANCE OF HOUSING OPPORTUNITIES

The City of Hemet is historically known as a retirement community. While senior communities will continue to play a vital role in Hemet’s future, the City is undergoing tremendous demographic changes as a result of young families attracted by reasonable housing prices. A need exists however, in the area of move-up and higher-end housing. To attract high-quality jobs to the area, the City must attract and keep the move-up residential market within the City. This will require the City to focus on providing a safe community with quality of life amenities such as excellent schools, recreational activities, and cultural opportunities in addition to providing master planned neighborhoods and estate-style residential development.



2.2.9 CHANGING DEMOGRAPHICS FOR MOBILE HOME AND RECREATIONAL VEHICLE PARKS

The effects of existing development are also emerging as important issues. Many of the City's mobile home and recreational vehicle parks were originally designed for senior residents or vacationing "snow birds". As demand for affordable housing increased, larger numbers of family households are occupying mobile home and recreational vehicle parks throughout the City that were originally designed for seniors. Senior residential developments create less traffic and school facility impacts than traditional households; therefore, many traffic and school improvements were not completed at the time the mobile home parks were first approved. As families and other non-senior households continue to occupy these parks, impacts on the City's infrastructure, public services, and quality of life for all residents must be addressed. Additionally, the City recognizes that several residential neighborhoods and mobile home parks require improvements. Improvements can be accomplished through incentives contained within the Land Use Element (such as increased density for older mobile home parks along Florida encouraging a shift to condominiums) and through programs such as property maintenance strategies and housing improvement programs.

2.2.10 STRATEGIC DEVELOPMENT OF WESTERN HEMET

The most significant amount of undeveloped land within the City and the Planning Area is located at the western edge of the City. Although this presents outstanding opportunities for future growth, particularly in terms of job creation, there are a number of challenges related to the provision of infrastructure, environmental constraints, and economic opportunities. While the General Plan provides the framework for future development of the area, a comprehensive community plan or specific plan will be needed to address the detailed land use, infrastructure, environmental, and community design components. Strategies and considerations for the successful development of the western Hemet area are presented in Section 2.9.4 of the Land Use Element.

2.3 RELATED PROGRAMS, PLANS, AND REGULATIONS

There are a number of related programs and plans that are considered in the formulation, adoption, and implementation of local land use policy. Related programs and plan are both local and regional in nature. Regional planning agencies such as the Southern California Association of Governments (SCAG) and the Western Riverside Council of Governments (WRCOG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. Relevant local and regional plans related to the Land Use Element are discussed briefly in the following sections.



Hemet Municipal Code and Zoning The Hemet Municipal Code establishes detailed zoning districts and regulations based on the General Plan. The municipal code includes all of the City’s zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and a sign code. Municipal code regulations and maps must be consistent with the land uses, policies, and implementation programs of the General Plan. The municipal code will be updated to reflect the land use and development policies contained in this element.

Hemet Redevelopment Plans The California State Legislature voted to dissolve the redevelopment authorities of California cities with the 2011 Budget Act. Effective February 1, 2012 the following five redevelopment projects were eliminated:

- ❖ Downtown
- ❖ Combined Commercial
- ❖ Farmer’s Fair
- ❖ Hemet
- ❖ Weston Park

Hemet-Ryan Airport Land Use Plan and Airport Master Plan—State law requires that General Plans be consistent with land use compatibility plans approved by Airport Land Use Commissions (ALUC). The Riverside ALUC approved the Hemet-Ryan Airport Comprehensive Airport Land Use Plan (ALUP) in 1992 and a minor amendment in 2009. A new Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) was adopted in 2017. Detailed information on how land uses are integrated with airport planning is provided later in this element under Section 2.10, “Hemet-Ryan Airport.” Riverside County owns and operates the Hemet-Ryan Airport, and the Economic Development Agency has recently prepared an updated layout plan that provides for the possibility of a future 500 foot easterly extension of the primary runway.

State Global Warming/Greenhouse Gas Legislation: AB 32 and SB 375 *Assembly Bill (AB) 32*—The Global Warming Solutions Act of 2006 establishes greenhouse gas reduction goals to reduce greenhouse gas emissions equal to 1990 levels. This requires cutting approximately 30 percent from business-as-usual emissions levels projected for 2020, or about 15 percent from today’s levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide per person down to about 10 tons per person by 2020. The primary agency responsible for implementing AB 32 is the California Air Resources Board, which is establishing a greenhouse gas scoping plan and statewide standards. The intent of AB 32 was to establish a general goal toward reducing greenhouse gas emissions on a statewide basis. Specifics on how that is to be achieved are outlined in companion SB 375.

Senate Bill (SB) 375—SB 375 focuses on greenhouse gas reductions through both mobile and stationary sources, with mobile source reductions being



addressed through changes to land use planning strategies such as mixed use, densification of housing, and adherence to smart planning principals. These land use planning strategies are to be embodied in Sustainable Community Strategy (SCS) plans to be developed by council of governments such as SCAG. While SCAG has yet to develop the region's SCS plan, the City of Hemet has strived to integrate as many of the SB 375 components in the development of this General Plan as possible. For example, the City has identified over six mixed-use locations within the City and Planning Area, in addition to embodying pedestrian and alternative transportation strategies throughout the General Plan.

California Environmental Quality Act The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for more thorough environmental analysis of projects that might affect the environment. Provisions of the law and environmental review procedures are described in the CEQA Statutes and State CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the environmental impacts associated with private and public development projects.

Riverside County Local Agency Formation Commission Provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 will be applied by the Riverside County Local Agency Formation Commission (LAFCO) in making decisions regarding future City annexations of land within the Hemet sphere of influence (SOI) and to any reorganization of other service districts for the Hemet Planning Area. LAFCO's efforts are directed to seeing that services are provided efficiently and economically while agricultural and open space lands are protected.

Western Riverside County Multiple Species Habitat Conservation Plan Hemet has adopted an ordinance implementing the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP addresses habitat protection issues throughout the County and City and establishes "criteria areas," which require high levels of habitat protection. All development projects within criteria areas are first required to undergo an extensive habitat assessment and if necessary, undergo an acquisition process from the Western Riverside County Regional Conservation Authority (RCA). Properties outside of the criteria areas are also subject to provisions of the MSHCP, especially the need to assess and protect endemic plant species unique to the Hemet area.

Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County The HCP for the Stephens' Kangaroo Rat (SKR) is implemented by the Riverside County Habitat Conservation Agency (RCHCA). The SKR HCP mitigates impacts on the SKR caused by development by establishing a network of preserves and a system for managing and monitoring them. Through implementation of the SKR HCP, more than \$45 million has been dedicated to establishing and managing the preserves, resulting in conserving approximately 50 percent of the SKR-occupied habitat remaining in the HCP area. A small portion of the Planning Area is located within the 533,954-acre SKR HCP area. Any



proposed project located within the SKR HCP area will be required to comply with applicable provisions of the plan.

2.4 Land Use Concepts

2.4.1 SMART GROWTH PRINCIPLES

Smart growth is best described in the *Edge Development Study* prepared for the City of Hemet by the Urban Land Institute (ULI) in 2010. In that study, ULI described smart growth as a process of, “making conscious choices about how land, water, and transportation infrastructure are deployed, so that future growth enforces existing communities in positive ways and improves our regional patterns rather than destroys them...”

The City of Hemet has embraced smart growth concepts and has integrated them as underlying principles throughout the General Plan, especially the Land Use Element. The Smart Growth Network, a coalition of nonprofit and government organizations including the U.S. Environmental Protection Agency (EPA), has defined 10 principles of smart growth as follows:*

SMART GROWTH PRINCIPLES

- ❖ Mix land uses to promote a more varied land use pattern.
- ❖ Take advantage of compact building design.
- ❖ Create a range of housing opportunities and choices.
- ❖ Create walkable communities.
- ❖ Foster distinctive, attractive communities with a strong sense of place.
- ❖ Preserve open space, farmland, natural beauty and critical environmental areas.
- ❖ Strengthen and direct development toward existing communities.
- ❖ Provide a variety of transportation sources.
- ❖ Make development decisions predictable, fair and cost effective.
- ❖ Encourage community and stakeholder collaboration in development decisions.

2.4.2 BALANCING GROWTH AND INFRASTRUCTURE

Hemet is a desirable place to live and will continue to grow. It is imperative that the City manages the growth to encourage new housing and job opportunities without overwhelming the infrastructure and transportation systems. Balanced growth values both the historic community character and the rights of individual owners to use, develop, and redevelop their properties.

One of the most noticeable effects of new development is increased demand on the City’s infrastructure. To ameliorate the impact, the City has enacted several fees to ensure that new development projects cover the fair share cost of accommodating the growth. City impact fees aim to reduce the effects of new development on capital facilities, the circulation system, and local schools. The City has also enacted a fee to offset the cost of implementing the goals and objectives of the Western Riverside MSHCP.

The circulation system has a significant role in maintaining balance in Hemet by supporting the types and intensities of land uses proposed in the Land Use Map. The proposed distribution of land uses must also respond to both existing infrastructure and proposed improvements. The City recognizes these factors and will promote development strategies that reduce traffic generated by future projects.

To ensure that traffic effects from new developments are addressed and adequate infrastructure and services are provided, General Plan residential



COMPASS BLUEPRINT GROWTH VISIONING PRINCIPLES

Principle 1: Improve mobility for all residents

- Encourage transportation investments and land use decisions that are mutually supportive
- Locate new housing near existing jobs and new jobs near existing housing
- Encourage transit-oriented development
- Promote a variety of travel choices

Principle 2: Foster livability in all communities

- Promote infill development and redevelopment to revitalize existing communities
- Promote developments that provide a mix of uses
- Promote “people-scaled”, pedestrian-friendly communities
- Support the preservation of stable, single-family neighborhoods

Principle 3: Enable prosperity for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels
- Support educational opportunities that promote balanced growth
- Ensure environmental justice regardless of race, ethnicity, or income class
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement

Principle 4: Promote sustainability for future generations

- Preserve rural, agricultural, recreational, and environmentally sensitive areas
- Focus development in urban centers and existing cities
- Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste
- Utilize “green” development techniques

land use designations offer incentives to new development to provide features the City wishes to promote, such as trip reduction. Designing new projects in a manner that minimizes automobile trips can offset perceived negative effects of increased density and contribute to improved neighborhood character. Trip-reducing design features include locating schools and appropriate commercial amenities close to homes.

Maximum densities identified for each land use designation can only be achieved for residential projects that provide enhanced amenities and trip reduction benefits. This concept will be most important in portions of Hemet’s Planning Area that are currently undeveloped and require a significant level of capital improvements to support development. In these developing areas, a more rapid pace of future growth is expected and with it, more significant infrastructure provision is expected. In these largely undeveloped areas, lower residential densities are expected from new development to accommodate the need to reserve land for new roads. Coordination throughout the development process and flexibility in the application of land use designations will provide the City the tools needed to balance future growth in developing areas.

2.4.3 JOBS AND HOUSING BALANCE

Achieving balance requires looking at the overall jobs-housing composition of Hemet. While the demand for new residential development will guide development in the Planning Area over the life of this General Plan, a commensurate increase in employment opportunities will be required to achieve a balance of jobs and housing. A geographic balance between housing and jobs has many benefits, including reduced traffic and congestion, fewer air emissions, lower costs to businesses and commuters, lower public expenditures on facilities and services, greater family stability, and higher quality of life.

The goal of a jobs and housing balance in Hemet is to both create jobs that can be filled by current residents, as well as to attract job seekers throughout the region to Hemet’s employment and residential opportunities. This concept is supported by SCAG, which promotes higher paying jobs in the Inland Empire to enable Inland Empire residents to find comparable work to residents in the rest of southern California and to shorten their commutes. Unlike many other cities in the region, Hemet’s inventory of developable land puts it in a unique position to create new planned communities that can offer varied employment and housing



options. The General Plan provides sufficient nonresidential land to ensure that space for employment opportunities in the Planning Area will be available for the Hemet workforce, and that an improved balance of jobs to housing can be accomplished.

2.4.4 COMPASS BLUEPRINT GROWTH VISIONING PRINCIPLES

In 2002, SCAG initiated a regional growth visioning process termed the Compass Blueprint Growth Visioning Principles. The principles and associated strategies are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Local decisions regarding growth, transportation, land use, and economic development should be guided by these principles. The principles and strategies identified below are also embodied in the collaborative Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) prepared by SCAG for the region. As part of the Compass Blueprint planning process, SCAG identified “strategic growth opportunity areas” throughout the region where well-planned development could provide demonstrated benefits in balancing jobs, housing, and services. Downtown Hemet was included as an opportunity area due to the potential for a Metrolink station and transit-oriented development adjacent to the railway in the State Street/Menlo Avenue/Oakland Avenue area. Hemet applied for and received a transit-oriented development demonstration plan (graphic rendering) illustrating what could be developed in the future surrounding the Metrolink station.

2.4.5 ACHIEVING A HEALTHY COMMUNITY

Recognizing that chronic health conditions and disease reduce the productivity and quality of life for residents, the County of Riverside adopted a Healthy Communities Element in its general plan in 2011. Many of the diseases prevalent in our society are linked to lifestyle and individual behaviors, particularly the lack of physical activity and unhealthy eating habits. Exposure to environmental toxins in the air, water, and soil are also a factor. Riverside County has encouraged cities to adopt the Healthy Communities Element or similar policies as part of their respective general plans. The City of Hemet General Plan integrates these policies throughout the various elements of the general plan with the goal of fostering the overall health and well-being of the City’s residents. Of particular concern are those individuals that are considered most vulnerable to health risks including children, the elderly, and the disabled.

The topics addressed by Hemet’s healthy community policies fall into seven general categories as summarized below. A compendium of all the General Plan Healthy Community policies, and their respective elements, is provided in Appendix F. General Plan “Healthy Community” Policy Areas are identified below:

- ❖ **Land Use and Urban Design** A healthy community improves physical and mental health through its land use and urban design by creating a range of housing opportunities and choices, supporting mixed-use development, promoting complete and well-structured neighborhoods, encouraging appropriate while prohibiting deleterious



land uses, and advocating development designs that maximize the preservation of permanent open space.

- ❖ **Recreation and Open Space** A healthy community promotes physical activity, social cohesion, and contact with natural areas by providing and facilitating access to an abundance of parks, trails, recreational facilities, and community activities.
- ❖ **Public Transit and Active Transportation Alternatives** A healthy community promotes walking, biking, and public transit by requiring transit-oriented design features in new developments, designing streets to accommodate and encourage a variety of transportation means, pursuing opportunities for local and regional transit services, and promoting alternative transportation systems through technology, employer incentives, or innovative practices.
- ❖ **Economic Opportunity** A healthy community promotes an equitable and strong economy by encouraging the development, expansion, and retention of business and industry, and the economic advancement of the local workforce through education, training, and service provision.
- ❖ **Preventive Care through Healthy Foods and Medical Access** A healthy community promotes preventive care and healthy living by ensuring that its residents are well-served with accessible full-service grocery stores, farmers markets or community gardens, and health care facilities.
- ❖ **Safe Neighborhoods and Public Spaces** A healthy community promotes safety, social interaction, neighborhood cohesion, and sense of place through the design of the built environment, art and cultural activities that build community and create a comfortable environment, and the provision of responsive public safety and emergency services.
- ❖ **Environmental Quality** A healthy community is protected from environmental hazards such as air pollutants, contaminated water and soil, hazardous waste and other toxins, and noise through planning, design, technology, education, and monitoring.

2.5 LAND USE MAP AND DESIGNATIONS

The Land Use Map (Figure 2.1) graphically represents the planned distribution and intensity of land use citywide. The colors shown on the map correspond to land use designations that describe the types of uses existing and planned in Hemet.

The residential land use pattern in Hemet today reflects the City's history as a small agricultural community. The densest residential and commercial areas are centered on downtown Hemet, with lower residential development at the edges of the City. Based on the current character of the community, and the amount of underdeveloped and underutilized area within the Planning Area, substantial growth is expected to occur throughout the life of this plan.



2.5.1 DENSITY AND INTENSITY

Areas of Hemet are differentiated from one another by their principal use: homes; shops and restaurants; offices; manufacturing businesses; parks; or schools. To describe the intensity of use—how much development exists on a property or could be built—land use planners have developed quantitative measures called density and intensity. Density and intensity are commonly used in general plans to establish limits on development and provide quantifiable standards of building intensity for each land use designation. State General Plan guidelines require that these standards define the most intensive use that will be allowed under each designation.

Density The term density typically applies to residential uses and refers to the population and development capacity of residential land. Density is described in terms of the number of dwelling units that can be accommodated within one acre of land (dwelling units per acre [du/ac]) and population that can be accommodated within one acre of land (population per acre [pop/ac]) Examples of density and residential development are provided in the illustrations in Diagram 2.1.

Intensity The term intensity typically applies to commercial, industrial, and other nonresidential uses and describes the degree to which a property is, or can be, developed. Intensity is measured by floor-area ratio (FAR), which describes the arithmetic relationship between the total square footage of a development to the square footage of the land area on which it is located. It is determined by dividing the gross floor area of all buildings on a lot by the land area of that lot. FAR and factors such as building square footage, building height, and the percent of lot coverage are all interrelated. For example, a 20,000 square-foot building on a 40,000 square-foot lot yields an FAR of 0.5:1. The 0.5:1 FAR can accommodate a single-story building that covers half the lot or a two-story building on a quarter of the lot. Commonly only the developed footprint portion of the FAR is expressed (e.g., 0.5:1 is expressed as 0.5 FAR) Examples of intensity and FAR on a given property are provided in the illustrations in Diagram 2.2.

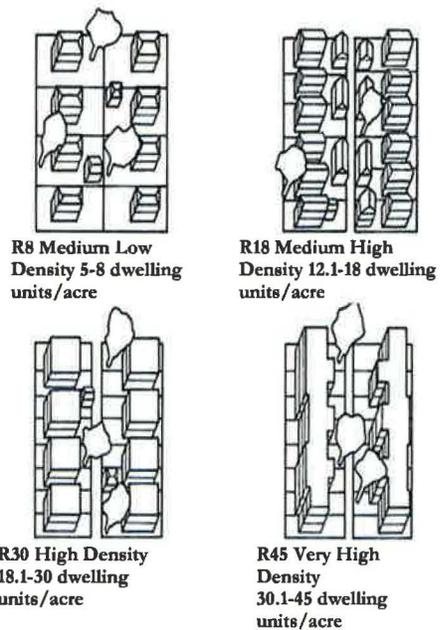


Diagram 2.1 Examples of Density Ranges

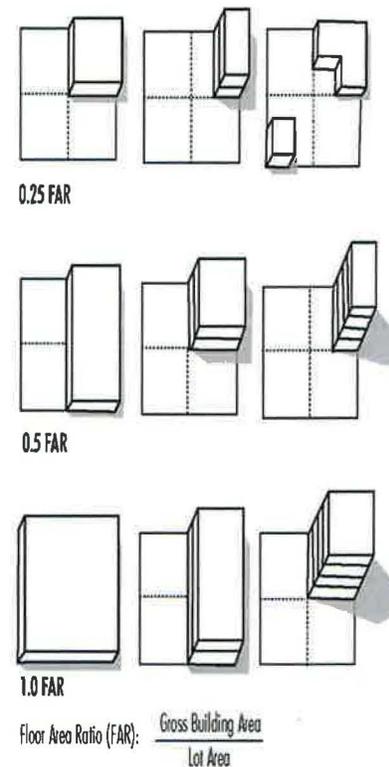
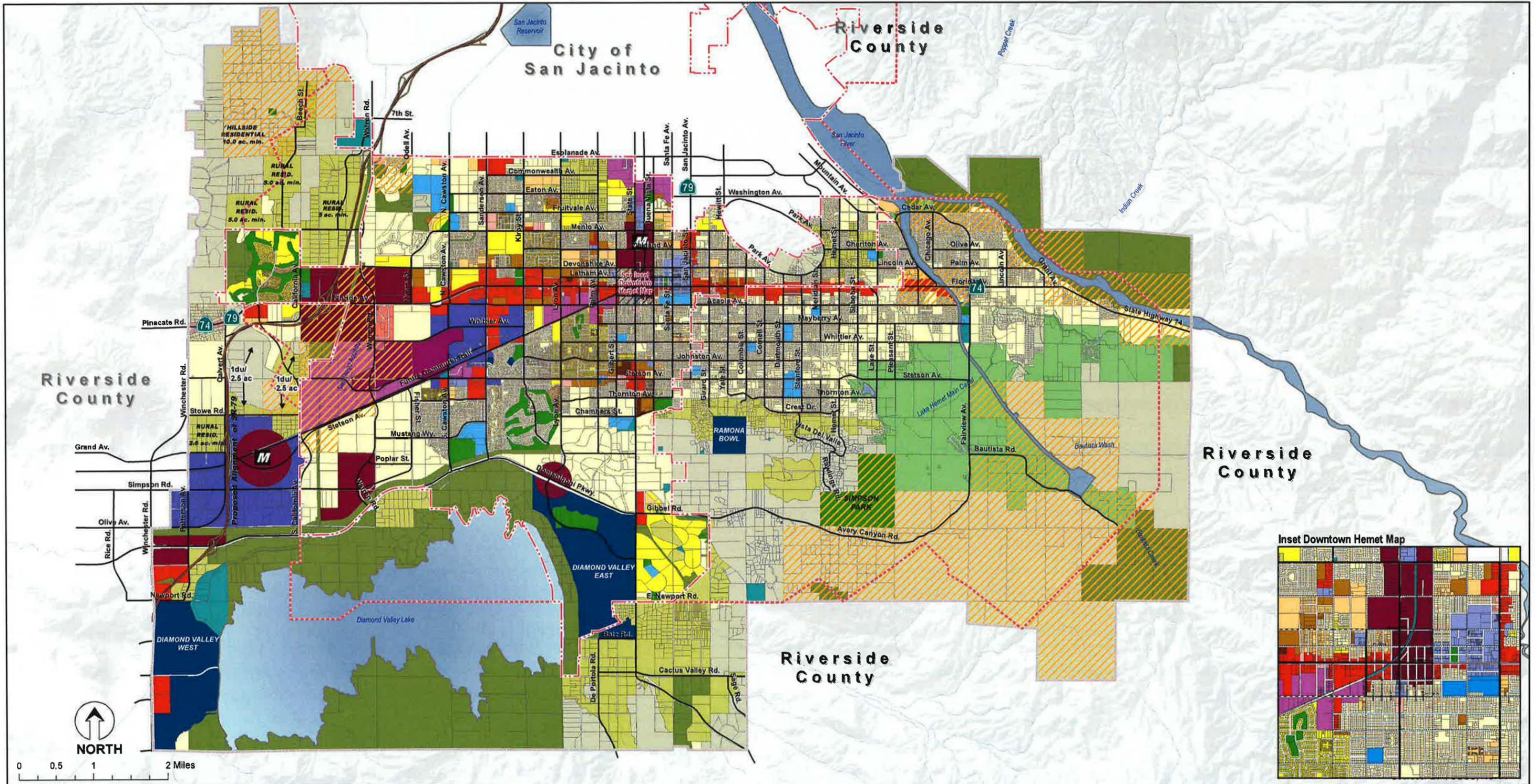


Diagram 2.2 Examples of Floor Area Ratio Calculations



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

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

- Environmental Management Area**
- NC Neighborhood Commercial (FAR 0.35)
 - CC Community Commercial (FAR 0.40)
 - RC Regional Commercial (FAR 0.50)
 - MU Mixed Use (Varies)
 - Areas subject to MSHCP criteria

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

SOURCES: Census Tiger Line Data 2005
Urban Crossroads 2011



Last Updated:
GPA 19-001 May 14, 2019

Figure 2.1
LAND USE PLAN
Hemet General Plan



Table 2.1 lists the General Plan designations used on the Land Use Map, indicating the nature and intensity of development that is permitted in the Planning Area. A total of 21 land use designations are divided among residential, commercial, industrial and public/open space categories. The maximum allowable development on any individual parcel is governed by the maximum measure of density or intensity for each land use designation, with the anticipated yield influenced by the physical characteristics of a parcel, by access and infrastructure issues, and by compatibility considerations. Land use designations are described in terms of general land uses and maximum densities or intensities permitted. Corresponding zone districts specify the permitted uses for each category as well as the applicable development standards. The density or intensity maximums outlined for each designation serve as development caps. Actual development intensities are expected to be lower than the caps, based on market factors and past development trends.

Given the varying levels of development in the City and Planning Area, maximum allowed development capacity is not an accurate gauge of actual future development. In well-established residential areas, existing units have been built close to the allowed maximum densities. Many of these areas also contain new subdivisions that are not expected to change within the life of this plan. Conversely, in areas that are sparsely populated, factors such as the lack of utility infrastructure and roads may inhibit the development potential of these areas and lower densities are expected as a result. To balance these scenarios and to estimate future build-out of the City and resulting impacts on the circulation system, typical levels of density and intensity have also been assumed, as described within the preceding land use designation descriptions. The City anticipates most development will occur at or below these typical levels, although on any single property, development up to the cap is allowed.

2.5.2 ZONING AND LAND USE

The Hemet Zoning Code (Chapter 90 of the Hemet Municipal Code) serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the zoning code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The code also indicates which land uses are permitted in the various zones.

General Law cities are required by California Government Code Section 65860 to administer zoning codes that are consistent with their adopted general plan. Table 2.2 identifies the relationship between Hemet's zone districts and the General Plan land use designations.



**Table 2.1
Land Use Density and Intensity**

Land Use	Intensity Range (min. and max.)	Target Intensity ¹
RESIDENTIAL		
RR—Rural Residential	0-2.0 du/ac	1.0 du/ac
RR 2.5	2.5 acre min.	1.0 du/2.5 acre
RR 5	5.0 acre min.	1.0 du/5.0 acre
HR—Hillside Residential	0-0.5 du/ac	0.5 du/ac
HR-10	1du/10 acres	1 du/10 acres
LDR—Low Density Residential	2.1-5.0 du/ac	3.5 du/ac
LMDR—Low Med. Density Residential	5.1-8.0 du/ac	6.5 du/ac
MDR—Medium Density Residential	8.1-18 du/ac	14 du/ac
HDR—High Density Residential	18.1-30 du/ac	22 du/ac
VHDR-Very High Density Residential	30.1-45 du/ac	35.0 du/ac
COMMERCIAL		
NC—Neighborhood Commercial	FAR 0.35	FAR 0.25
CC—Community Commercial	FAR 0.40	FAR 0.30
RC—Regional Commercial	FAR 0.50	FAR 0.40
OP—Office Professional/Medical	FAR 1.0	FAR 0.50
MU—Mixed Use	Varies	
INDUSTRIAL		
ARPT—Airport/Support Uses	Varies	
BP—Business Park	FAR 0.60	FAR 0.35
I—Industrial	FAR 0.45	FAR 0.4
PUBLIC AND OPEN SPACE		
PF—Public Facility	Varies	
P—Park/Outdoor Recreation	NA	
OS—Open Space/Natural Resource	NA	
A—Agricultural	NA	
SCH—School	NA	
QP—Quasi Public	Varies	Varies
OVERLAY DESIGNATIONS		
SP—Specific Plan	Varies	
EM—Environmental Management	NA	

Notes: du/ac = dwelling units per acre; FAR = floor area ratio; NA = not applicable

¹Target Intensity is range used in the traffic model prepared for the General Plan’s environmental impact report and represents a “reasonable worst case” analysis.



RESIDENTIAL CATEGORIES

Residential uses are located throughout Hemet at varying development densities. The highest residential densities are located near downtown Hemet. The lowest residential densities tend to be located in the hillside areas to the west and south of the City.

Seven land use categories allow for a range of housing types and densities. The City also permits accessory units and nonresidential uses such as schools, parks, child day care, and religious and charitable organizations in these areas, consistent with state law and City zoning requirements. Within several of the residential designations, sub-designations of varying density are established for purposes of determining likely development capacity.

RR—Rural Residential



The RR—Rural Residential designation is intended to reserve areas for the pursuit and protection of rural and equestrian lifestyles and the character of existing rural communities. Representative form of development is single-family homes on lots from one-half acre to 10 acres and larger.

Subcategories

- RR 2.5.....2.5 acre minimum lot size
- RR 5.....5.0 acre minimum lot size

HR—Hillside Residential



The HR—Hillside Residential designation is used in rural portions of the Planning Area that are characterized by hilly topography. Clustering of units and use of other hillside protection techniques are encouraged in these areas, to the extent that such techniques are compatible with the overall rural character desired for the area.

Subcategories

- HR-10.....10 acre minimum lot size

LDR—Low Density Residential



The LDR—Low Density Residential designation provides for traditional residential subdivisions, planned residential developments, mobile home subdivisions, and parks, and low-density senior housing. Typical lot size is 7,200 square feet (sq. ft.) with a range of lot sizes from 6,000 sq. ft. to 20,000 sq. ft.

LMDR—Low Med. Density Residential



The LMDR—Low Medium Density Residential designation provides for traditional residential subdivisions, planned residential developments, mobile home subdivisions, and parks, and low-density senior housing. Common open spaces may be required. Typical lot size is in the 5,000—6,000 sq. ft. range.

MDR—Medium Density Residential



The MDR—Medium Density Residential designation provides for patio homes and attached single-family and multiple-family units. MDR areas are typically located at the edges of single-family neighborhoods, and are often planned as a transition between higher intensity uses and single-family neighborhoods.



HDR—High Density Residential



The HDR—High Density Residential designation provides for attached multiple-family units. HDR areas are typically located near commercial nodes, school sites, parks and other activity centers. Typical housing types include townhomes at the low end of the density range and stacked units at the high end of the density range.

VHDR—Very High Density Residential



The VHDR—Very High Density Residential designation provides for multiple-family units with surface parking, although podium designs or parking structures may be constructed as a means of providing a greater amount of open space than would otherwise be possible. VHDR areas are typically located along major streets and near major activity centers or transit districts.

COMMERCIAL CATEGORIES

Commercial uses in Hemet influence the physical and economic environment of the City. Important distinctions exist between commercial areas that serve the local community and commercial areas that serve the region. Neighborhood commercial areas are located primarily near residential neighborhoods and consist of low-scale stand-alone commercial business and commercial centers. Commercial centers and businesses with a wider customer base are primarily located along the City’s main commercial corridors, such as Florida Avenue and Sanderson Avenue.

Four commercial land use designations are designed to support business activity and provide tools to improve areas that function below their economic potential. Additionally, a mixed-use designation will provide opportunities for developments that integrate retail, office, and residential uses.

NC—Neighborhood Commercial



The NC—Neighborhood Commercial designation provides for general retail, markets, commercial services, and restaurants designed to serve primarily the needs of surrounding residential areas.

CC—Community Commercial



The CC—Community Commercial designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices and financial institutions. CC areas are typically located near residential, office or industrial activity centers and major arterial corridors, and are designed to serve the needs of the community at-large.



RC—Regional Commercial



The RC—Regional Commercial designation provides for intensive and broadly mixed retail concentrations. The representative form is a retail center, anchored by one or more major tenants other than a supermarket, and which draws from a regional rather than local market.

OP—Office Professional/Medical



The OP—Office Professional/Medical designation provides for business, professional, government, and medical offices, and educational institutions. Ancillary and limited support commercial uses are also permitted uses.

MU—Mixed Use



The MU—Mixed Use designation provides for a mix of residential and compatible office and retail/service uses integrated as a cohesive development, or such uses developed side-by-side in a manner that encourages interaction between uses. Density and intensity ranges vary based on location. There are six mixed-use areas identified for this General Plan and which are discussed in more detail later in the Land Use Element.

INDUSTRIAL CATEGORIES

Three categories provide areas for industrial development: one that corresponds to the uses at Hemet-Ryan Airport, a second intended to encourage business park development, and a third to support light industrial uses related to manufacturing, clean technology and logistics. Expanded opportunities for industrial land uses will assist the City in meeting its employment and revenue generating objectives. Maintenance and design standards will encourage attractive and clean industrial developments.

ARPT—Airport/Support Uses



The ARPT—Airport/Support Uses designation allows for airport operations and support facilities, as well as associated industrial and commercial uses, consistent with the Hemet-Ryan Airport Master Plan.

BP—Business Park



The BP—Business Park designation provides for single and multi-tenant light industrial, flex office, and office uses. Suitable uses include corporate and general business offices, medical uses, research and development, e-commerce, and light manufacturing. Ancillary support commercial uses, restaurants, and hospitality uses intended to serve the business community may also be permitted. The BP designation provides for well designed, business and employment centers offering attractive architectural and landscape design. Areas designated as BP are intended to provide an employment base for the City of Hemet, and are to be developed as “clean” industries that do not create nuisances due to levels of noise, odor, air emissions, vibrations, waste, or substantial heavy truck traffic. Potential opportunities exist for rail connections where adjacent to the rail corridor.



I—Industrial



The I—Industrial designation accommodates a range of manufacturing, business office, assembly, fabrication, construction, transportation, logistics, and auto repair uses. The I designation is primarily allocated to areas of the city adjacent to the rail line, the airport, or major transportation corridors. Potential opportunities exist for rail connections along the railway corridor.

PUBLIC AND OPEN SPACE CATEGORIES

Six public and open space land use designations provide for regulation and protection of publicly owned properties or facilities that provide services and are used by the community. The open space designation provides areas for parks, recreation, and resource conservation and production uses.

PF—Public Facility



The PF—Public designation provides for offices, facilities, and areas supporting the conduct of public and institutional activities including, but not limited, to the following:

- ❖ public and private utilities;
- ❖ police and fire station facilities, including drainage facilities;
- ❖ public safety facilities;
- ❖ facilities owned by public agencies and jurisdictions; and
- ❖ other public and institutional uses.

P—Park/Outdoor Recreation



The P—Park/Outdoor Recreation designation provides open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, rivers and streams; and areas that serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

OS—Open Space/Natural Resource



The OS—Open Space/Natural Resource designation provides for open space areas to be managed in as near a natural state as possible in order to provide for wildlife habitat, passive recreational activities such as hiking and nature viewing, and biological resource protection. Typically, the OS designation is reserved for public or quasi public lands.

A—Agricultural



The A—Agricultural designation provides open space for the managed production of resources, including but not limited to, rangeland, agricultural lands, and areas required for recharge of groundwater basins.



SCH—School



The SCH—School designation provides for lands already occupied for public or private school facilities such as elementary, middle, and high schools.

QP – Quasi Public



The QP-Quasi Public category provides for uses such as museums, outdoor cultural venues such as the Ramona Bowl, education and institutional uses, churches, and other activities on properties owned and leased by public and quasi-public agencies. This category is distinct from the PF (Public Facility) category in that it includes uses associated with activities open or available to the public but which are privately owned or operated by a public agency. The Quasi Public district also allows uses and facilities related to the operations of the public agency or utility, including research and design.

OVERLAY DESIGNATIONS

Overlay designations can best be described as a land use “layer” that provides special guidance or considerations for the underlying land uses. For example, the Environmental Management (EM) overlay does not change an underlying designation of residential. Residential is still the primary use. However, the EM overlay “signals” that environmental factors such as streambeds or the presence of endangered species could influence development differently than the same designation without the overlay.

SP—Specific Plan



The SP—Specific Plan designation is for master planned communities (either residential, commercial, mixed use, or business park), which provides for consistent architectural and landscape themes and standards. The existing and proposed Specific Plan districts are shown in Figure 2.2.

EM—Environmental Management



The EM—Environmental Management designation is an overlay designation indicating that the area is within the Multi-Species Habitat Conservation Plan (MSHCP) criteria cells.



Table 2.2
Relationship Between Hemet’s Zone Districts and the General Plan Land Use Designations

Zoning Codes		General Plan Land Use Designations																				
		Residential						Commercial					Industrial			Public and Open Space						
		RR	HR	LDR	LMDR	MDR	HDR	VHDR	NC	CC	RC	OP	MU	ARPT	BP	I	PF	P	OS	A	SCH	QP
A-1	Light Agriculture	X											X			X	X	X	X	X	X	
A-2	Heavy Agriculture	X											X		X	X	X	X	X	X	X	
R-R	Rural Residential	X	X													X	X	X	X	X	X	
R-1-5	Single Family Lot 5,000 sf+			X	X							X									X	
R-1-6	Single Family Lot 6,000 sf+			X	X							X									X	
R-1-7.2	Single Family Lot 7,200 sf+			X																	X	
R-1-10	Single Family Lot 10,000 sf+		X	X																	X	
R-1-20	Single Family Lot 20,000 sf+	X	X	X															X	X		
R-1-40	Single Family Lot 40,000 sf+	X	X																X	X		
R-2	Low Density Multiple Family				X	X						X									X	
R-3	Multiple Family				X	X	X	X				X									X	
R-4	High Density Multiple Family							X				X									X	
SLR	Small Lot Residential				X	X						X									X	
TR-20	Independent Mobile Home Subdivision				X	X	X															
PCD	Planned Community Development	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X			X	X
SP	Specific Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OP	Office Professional									X	X	X	X		X							X
C-1	Neighborhood Commercial								X	X		X	X								X	
C-2	General Commercial									X	X	X	X		X		X					
C-M	Heavy Commercial/Limited Industrial									X	X		X		X	X	X					
BP	Business Park													X	X	X	X					
M-1	Light Manufacturing													X	X	X	X					X
M-2	General Manufacturing													X	X	X	X					
OS-G	Open Space- General	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OS-R	Open Space - Recreation	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X	X
P-I	Public Institutional									X	X	X	X		X	X	X				X	X
S-1	Religious Institutions			X	X	X	X	X	X	X	X	X				X						X



LAND USE

**Table 2.3
Development Capacity**

General Plan Designation	General Plan Designation	Acres			Dwelling Units			Non-Residential Square Feet (1,000s)			Population		
		City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total
Residential		8,425	18,310	26,735	44,229	20,341	64,570	--	--	--	105,393	48,490	153,883
Rural Residential	RR	521	1,306	1,827	567	1,306	1,873	--	--	--	1,346	3,101	4,447
Rural Residential	RR-2.5	72	737	809	215	411	626	--	--	--	511	975	1,486
Rural Residential	RR-5ac	--	1,388	1,388	--	278	278	--	--	--	--	659	659
Hillside Residential	HR	106	8,069	8,175	21	1,780	1,801	--	--	--	50	4,227	4,277
Hillside Residential	HR-10	88	2,076	2,165	9	208	217	--	--	--	21	493	514
Low Density Residential	LDR	5,995	4,167	10,162	21,788	14,528	36,316	--	--	--	51,714	34,398	86,112
Low Medium Density Residential	LMDR	842	429	1,271	6,755	124	6,879	--	--	--	16,016	294	16,310
Medium Density Residential	MDR	415	138	553	5,938	1,706	7,644	--	--	--	13,827	4,343	18,170
High Density Residential	HDR	351	--	351	7,707	--	7,707	--	--	--	18,905	--	18,905
Very High Density Residential	VHDR	35	--	35	1,229	--	1,229	--	--	--	3,003	--	3,003
Commercial/Office		1,211	335	1,546	--	--	--	13,665	3,649	17,314	--	--	--
Neighborhood Commercial	NC	100	21	121	--	--	--	1,089	231	1,320	--	--	--
Community Commercial	CC	892	314	1,206	--	--	--	9,718	3,419	13,137	--	--	--
Regional Commercial	RC	65	--	65	--	--	--	851	--	851	--	--	--
Office Professional/Medical	OP	154	--	154	--	--	--	2,007	--	2,007	--	--	--
Mixed Use		976	492	1,469	2,184	1,639	3,823	5,586	6,380	11,966	5,186	3,893	9,080
Mixed Use 1 - Florida	MU-1	430	130	561	1,089	156	1,245	2,480	790	3,400	2,257	371	2,629
Mixed Use 2 - West Hemet	MU-2	--	241	241	--	578	578	--	3,270	3,270	--	1,372	1,372
Mixed Use 3 - Hemet Gateway	MU-3	--	121	121	--	326	326	--	1,500	1,500	--	773	773
Mixed Use 4 - Page Ranch	MU-4	247	--	247	579	--	579	820	--	820	1,376	--	1,376
Mixed Use 5 - Diamond Valley Lake	MU-5	108	--	108	172	--	172	980	--	980	410	--	410
Mixed Use Downtown	MU-D	191	--	191	1,495	--	1,495	1,996	--	1,996	3,551	--	3,551
Industrial		1,098	823	1,921	--	--	--	14,584	10,925	25,509	--	--	--
Airport	ARPT	263	--	263	--	--	--	1,720	--	1,720	--	--	--
Business Park	BP	385	786	1,171	--	--	--	5,028	10,277	15,305	--	--	--
Industrial	I	450	37	487	--	--	--	7,836	648	8,484	--	--	--
Public Facilities and Open Space		4,576	10,411	14,986	--	146	146	2,503	4,843	7,346	--	348	348
Public Facilities	PF	126	230	356	--	--	--	2,079	4,505	6,584	--	--	--
Parks	P	1,114	129	1,243	--	--	--	258	338	597	--	--	--
Open Space	OS	2,165	6,252	8,417	--	--	--	--	--	--	--	--	--
Agricultural	A	--	2,927	2,927	--	146	146	--	--	--	--	348	348



**Table 2.3
Development Capacity**

General Plan Designation	General Plan Designation	Acres			Dwelling Units			Non-Residential Square Feet (1,000s)			Population		
		City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total
School	SCH	252	148	400	--	--	--	166	--	166	--	--	--
Quasi Public	QP	919	725	1,643	--	--	--	--	--	--	--	--	--
Right-of-Way/Lake		2,699	13,095	15,794	--	--	--	--	--	--	--	--	--
Diamond Valley Lake	DVL	557	4,610	5,167	--	--	--	--	--	--	--	--	--
Right-of-Way	ROW	2,139	8,485	10,624	--	--	--	--	--	--	--	--	--
2030 Estimated Totals		18,985	43,467	62,452	46,571	22,126	68,539	36,338	25,798	62,135	110,579	52,731	163,311
Existing (2006) Totals					<i>32,682</i>	<i>15,113</i>	<i>47,795</i>	<i>10,179</i>	<i>1,602</i>	<i>11,781</i>	<i>65,223</i>	<i>30,161</i>	<i>95,384</i>
Change, 2006-2030					13,731	7,013	20,744	26,159	24,196	50,354	45,487	22,570	67,927

Notes:

1. The numbers shown in Table 2.3 are approximate and represent the maximum development capacity for buildout of the General Plan. It is anticipated that these estimates will fluctuate over time as actual projects are approved.
2. Allocations for mixed use areas are based on anticipated future development. Future modifications to the table will occur when warranted after appropriate environmental analysis to determine if infrastructure capacity is available to serve the proposed changes as explained in Section 2.6.3 of the General Plan.
3. The numbers shown in Table 2.3 include the acres annexed by ANX14-001 and the redistribution by GPA18-001.



2.5.3 GENERAL PLAN DEVELOPMENT CAPACITY

Table 2.3 identifies the development capacity associated with the planned distribution of land uses. Over time, as properties transition from one use to another or property owners rebuild, land uses and intensities will gradually shift to align with the intent of this Land Use Element. Table 2.3 summarizes the land use distribution, and the resultant residential and nonresidential levels of development within the established City and the remainder of Hemet’s Planning Area that can be expected from implementation of land use policies established by this General Plan.



Mixed-use projects should incorporate upper-floor balconies, bays, and windows that overlook the street and enliven the street elevation. Windows and balconies also communicate the residential function of upper levels.

2.6 MIXED-USE AREAS

2.6.1 MIXED USE DESIGNATION

The Mixed Use designation facilitates the creation of mixed-use higher intensity environments that offer opportunities for people to live, work, and shop within a compact area. Mixed-use development integrates residential, commercial, and/or office uses into one building or project area. Mixed use in one building is typically referred to as vertical mixed use. For example, a mixed-use building of several floors could have a lower floor dedicated to retail space and upper floor space reserved for offices, apartments, and/or condominiums. Horizontal mixed use refers to a project where retail and residential uses are located in different buildings connected by pedestrian passageways and common design elements. The Land Use Element contains general guidelines for development for each of the six mixed-use areas, and allows for flexibility over time. However, it is anticipated that each district will have a corresponding Specific Plan, Community Plan or Design Guidelines to establish a cohesive identity and land use distribution.

2.6.2 MIXED USE ISSUES AND OPPORTUNITIES

Mixed-use development is a relatively new concept in non-urban environments. Proponents of mixed use cite reduced vehicular emissions, a more pedestrian friendly environment, and a more varied urban atmosphere as reasons to support mixed use. For the City of Hemet, mixed-use development will represent a departure from standard single-use land planning, but if designed correctly and in appropriate locations will be an overall benefit.

To maximize the opportunities associated with mixed use, the City has selected locations that are primarily in emerging activity or transportation corridors or areas which can be readily assimilated into the overall development pattern. The only exception is the downtown area which proposes mixed use as a redevelopment tool to encourage new development as well as to reintroduce people and businesses back to the downtown.

2.6.3 IMPLEMENTATION OF MIXED-USE AREAS

In developing the six mixed-use areas described below, the City of Hemet worked with property owners and other stakeholders in providing a land use mix that will evolve over time. Consequently, mixed-use development should not be seen as a static fixed concept but rather a fluid process that will change over time in response to internal and external conditions. To



this end, implementation of mixed-use concepts will necessarily need to be flexible while respecting the overall vision for the areas. Implementation techniques developed for mixed-use projects are as follows:

1. **Flexibility on percentages of land uses anticipated** Land use percentages were developed at a fixed point in time (2010) based on best available knowledge of how mixed-use projects might be designed. The City recognizes that changes will occur over time and will permit up to a 10 percent adjustment in land use percentages without a General Plan amendment if the proposed change meets the following conditions:
 - ♦ **Traffic generation does not increase.** Morning, afternoon, and average daily trips (ADT) are equal to or less than the baseline land use assumptions; or
 - ♦ **Traffic slightly increases but can be mitigated.** It can be demonstrated that both on- and off- site capacity exists to absorb slight increases in traffic, or alternative transportation strategies are employed; or
 - ♦ **Balance of land uses is maintained.** Proposed changes in land uses do not dramatically alter the adopted land use mix or environmental conditions.
2. **Individual project proposals** Ideally, each designated mixed-used area would be developed under the auspices of a specific or area-wide plan. The City recognizes however, that funding may not be available to prepare such a plan before development of individual properties within a mixed-use area. To ensure long-term viability and to provide for equitable distribution of costs, the City will consider individual projects as long as the following actions take place:
 - ♦ **Integration with surrounding properties** One of the primary functions of mixed use is to permit ease of access between uses and between properties to help reduce vehicular trips. All mixed-use projects need to demonstrate how the project is internally integrated as well as externally integrated through a detailed mobility system and design characteristics. Other factors, including infrastructure components, need to be developed, which shows how a project is served by infrastructure and how a project helps to facilitate the continuation of infrastructure to adjoining properties.
 - ♦ **Public design components are developed in concept** Public design components such as streetscapes, entryway monumentation, signage, and architectural theme and scale should be developed at least in concept so that the project can integrate with future developments and approved plans to the maximum extent possible.



2.6.4 FLORIDA AVENUE MIXED-USE AREA #1



Overview

Mixed-Use Area #1 (MU-1) will serve as the region's primary retail destination taking advantage of the SR 74/79 interchange. Services provided will include specialty retail, restaurants, department stores, and general retail uses. Additionally, the area will provide a vibrant office environment as well as medium to high density residential units. All of the uses will be integrated through a comprehensive pedestrian system as well as the more traditional road system.

Anticipated Land Use Summary

1. Retail, commercial, office and institutional: 35 percent of land area
2. Residential: 10-15 percent of land area
3. Open Space and Rights-of-Way: 45-55 percent of land area
 - a. Vernal pool conservation area: 40-50 percent of land area unless a criteria refinement is adopted for MSHCP cell blocks. With a criteria refinement, the land use distribution would be increased in the same development percentages. Portions of the MSHCP cell groups are currently under public agency ownership and should serve as the core of the conservation area.
 - b. Public open space such as a public plaza, paseos, landscaped setbacks, and trails, but excluding private open space: minimum of 5 percent of land area.

Development Considerations

- ❖ **Design** To achieve a harmonious blend of land uses and development patterns, special care shall be given to a comprehensive circulation system consisting of vehicular and pedestrian access and linkages as well as a consistent and thematic design treatment for streetscapes and architectural elements.
- ❖ **Specific Plan Requirement** Any mixed-use project within MU-1 shall be submitted through a specific plan or Planned Community Development. The 200 acre property on the northeast corner of Florida Avenue and Warren Road) shall be considered through a specific plan.
- ❖ **Single Use Project Proposals** Single use projects may be submitted through standard zoning ordinance procedures but shall demonstrate consistency with the intent of the MU-1 concept and how the project will integrate with adjoining properties.



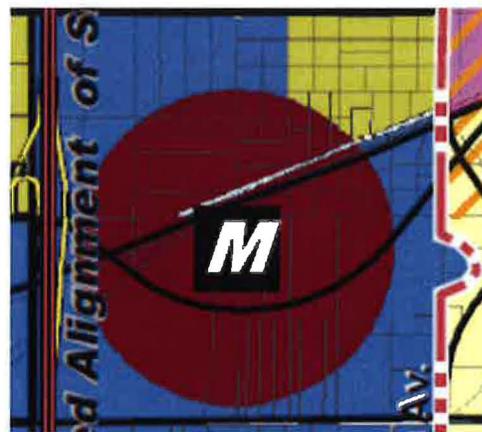
- ❖ **MSHCP Compliance** Over one-half of MU-1 is within Cell Group “D” of the MSHCP criteria area. And approximately 70–80 percent of that area must be conserved for permanent open space purposes unless a criteria refinement is approved. Any development within a criteria area will first have to comply with the habitat acquisition negotiation process (HANS) prior to any development submittal to the City.
- ❖ **Drainage and Infrastructure** Development in MU-1 is constrained by drainage issues and the future realignment of Highway 79. Special consideration will need to be given not only to protecting development from seasonal flooding, but also to ensuring that the hydraulic connectivity to the vernal pool complex is maintained. Additionally, development within MU-1 must address off-site infrastructure as well as on-site infrastructure needs and how the development will be served by with an overall infrastructure plan.

2.6.5 WEST HEMET MIXED-USE AREA #2

Overview

Mixed-Use Area #2 (MU-2) will serve as the region’s primary destination for Research and Development, low intensity industrial, retail and office uses. Of equal importance, the mixed-use area will serve as the support hub for the surrounding business park area. Residential, while permitted, plays a minor role in the overall land use strategy for this area.

It is anticipated that the area will develop over time and will probably follow business park development in the surrounding area. To maintain viability over time, a strong emphasis on architectural controls and a well-planned public infrastructure system will be implemented in the early stages of development. Additionally, MU-2 is the most fluid of the six mixed-use areas in that there is no clear-cut geographically defined boundary. The intent is to promote mixed use in within the business park area but permit flexibility as to where it may occur. In fact, mixed use could occur on two or more sites throughout the business park area as long as overall land uses are consistent with the considerations discussed below. In addition, the mixed use area should be designed in concert with a future Metrolink Station or transit village serving the west end.



Anticipated Land Use Summary

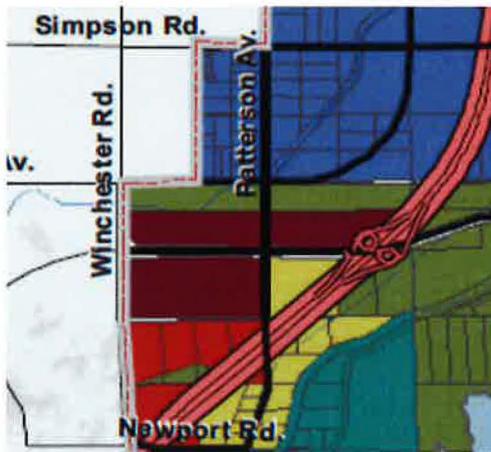
1. Retail/commercial: 30 percent of the land area.
2. Commercial Office: 45 percent of land area.
3. Residential: 20 percent of land area.
4. Open Space: 5 percent of land area, which includes public plazas, trails, and paseos, but excludes private open space.



Development Considerations:

- ❖ **Specific Plan Requirement** Any mixed-use proposal shall be submitted through a specific plan or Planned Community Development.
- ❖ **Drainage and Infrastructure** Parts of MU-2 are located in the 100-year and 500-year flood plain. Development within MU-2 must address off-site infrastructure as well as on-site infrastructure needs and how the development will interface with an overall infrastructure plan.
- ❖ **Proximity to Hemet-Ryan Airport** The MU-2 area as conceptually shown on the Land Use Plan is currently within the Airport Influence Area for the Hemet-Ryan Airport (see Figure 2.6a). The Airport Land Use Compatibility Plan (ALUCP) adopted in 2017 by the Riverside County Airport Land Use Commission may restrict certain types of and intensities of new development within this area.
- ❖ **Area-wide Planning Required** Ideally, MU-2 and the adjoining business park area would be analyzed and developed under an area-wide plan or community plan. However, the City recognizes that developing the plan may be cost prohibitive in the short term. Until such a plan is developed any project proposal will need to address how the project can provide and integrate with future infrastructure needs and address streetscape design and overall design framework for the area.
- ❖ **Transit Village** A future Metrolink station is proposed within MU-2, which will provide for regional mobility both to and from the West Hemet business park area. The City anticipates that a transit village will be developed adjacent to the future station and will work with property owners in the development of transit-oriented design concepts and an appropriate mix of retail/office/residential uses within one-quarter to one-half mile of the Metrolink or transit stop.

2.6.6 HEMET GATEWAY MIXED-USE AREA #3



Overview

Mixed-Use Area #3 (MU-3) serves as the “Gateway” to the City along Domenigoni Parkway as well as a major regional center. It is anticipated that the site will be owned in total by the Soboba Band of Luiseño Indians and will develop into a retail, office, and residential project.

Anticipated Land Use Summary

1. Retail/commercial/office: 80 percent of the land area.
2. Residential: 15 percent of land area.
3. Open Space: 5 percent of land area, which includes public plazas, trails, and paseos, but excludes private open space.



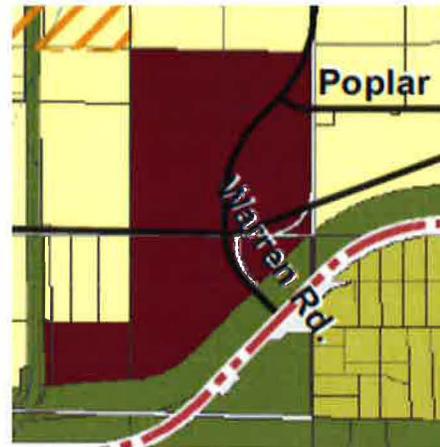
Development Considerations:

- ❖ **Specific Plan Requirement** MU-3 will be under single ownership (at least initially); therefore, the entire area shall be developed under one specific plan.
- ❖ **Aesthetics** As a gateway project, it will be critical to establish a cohesive and architecturally integrated theme. The City of Hemet will work with the property owner on developing this theme and promote a gateway land use concept will be beneficial both to the property owner and the City of Hemet.

2.6.7 WARREN AVENUE MIXED-USE AREA #4

Overview

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



Anticipated Land Use Summary

1. Retail/commercial: 25 percent of the land area.
2. Commercial office/medical/light industrial: 40 percent of land area
3. Residential: 30 percent of land area.
4. Open Space: 5 percent of land area, which includes public plazas, trails, and paseos, but excludes private open space.

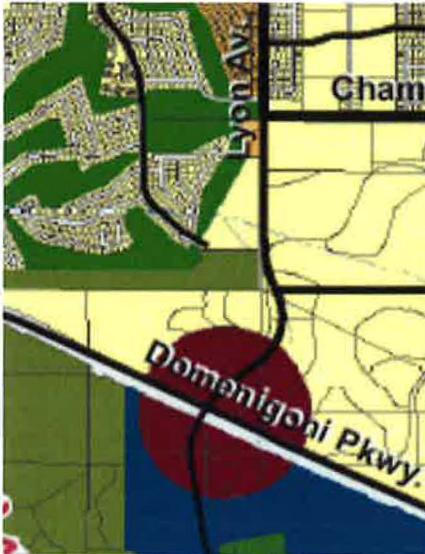
DEVELOPMENT CONSIDERATIONS:

- ❖ **Specific Plan Requirement** The Mixed Use Area #4 is fortunate to only have a couple of land owners for a relatively large area. This makes it ideal for implementation through a Specific Plan or Planned Community Development process.
- ❖ **Residential Development** Generally, a higher residential density is proposed for MU-4 as opposed to surrounding development. However, residential development shall be varied in design and density and shall avoid a preponderance of any one product type. All residential development shall be integrated through an internal pedestrian system and shall show a strong connectivity to adjoining uses both on and off site.
- ❖ **Proximity to Hemet-Ryan Airport** Portions of the MU-4 area are within the Airport Influence Area for the Hemet-Ryan Airport (see Figure 2.6a). The Airport Land Use Compatibility Plan (ALUCP)



adopted in 2017 by the Riverside County Airport Land Use Commission may restrict certain types of and intensities of new development within this area.

2.6.8 DIAMOND VALLEY LAKE MIXED-USE AREA #5



Overview

Mixed Use Area #5 is intended to provide a synergistic blend of retail, restaurant, office, educational and related uses as part of the larger Diamond Valley Lake East planning area to the south and includes a portion of the McSweeney Ranch specific plan area to the north. It is anticipated that that area will serve as a complement to the existing museums, Diamond Valley Lake Visitor Center and the Western Science Center, which curates Metropolitan Water Districts (MWD) paleontological and archeological artifacts from the construction of Diamond Valley Lake, Valley Wide Recreation & Park District's regional aquatic center and ball fields, the Western Center Academy – a charter middle school, and finally the Diamond Valley Lake marina, allowing public access to Diamond Valley Lake for boating, fishing, hiking, and biking.

It is envisioned that this area will become the City's Southern Gateway as well as the regional hub for recreation, education, and renewable energy research and development technologies set in a sustainable campus environment and would include providing services such as specialty retail, restaurants, and hotels. It is also envisioned that alternative energy facilities and technologies may be included in this area to exemplify the commitment to sustainability and renewable energy.

Anticipated Land Use Summary

1. Retail/commercial: 30 percent of the land area.
2. Commercial office/sustainable campus business park/research and development/educational facilities: 50 percent of land area
3. Open Space: 20 percent of land area, which includes public plazas, trails, paseos, drainage channel parkland etc. but excludes private open space.

Development Considerations:

- ❖ **Specific Plan Requirement** A specific plan or specific plan amendment will be required for the mixed use area. Though the development of the sustainable campus is only conceptual at this time, a solar energy facility is currently in the preliminary planning stages for the northern 195 acres of the McSweeney Ranch Specific Plan. The specific plan for Mixed Use Area #5 may be integrated into the specific plan for McSweeney Ranch.
- ❖ **Mix of uses** The primary impetus for a mixed-use node at this location was the proximity of the museums, cultural, educational and



recreational resources immediately to the south. It is the City’s intent to provide a land use pattern that complements the museums, educational and recreation complex in Diamond Valley Lake with uses such as commercial, renewable energy resources, retail, education, and hospitality.

- ❖ **Linkages** MU-5 can serve as a “hub” for non-motorized linkages between the Diamond Valley Lake Planning Area and the residential communities north of McSweeny Ranch as well as the rest of the City. Special care should be given to integration with the Salt Creek non-motorized trail and tying into the future trail system proposed in and around Diamond Valley Lake.

2.6.9 DOWNTOWN MIXED-USE AREA #6

OVERVIEW:

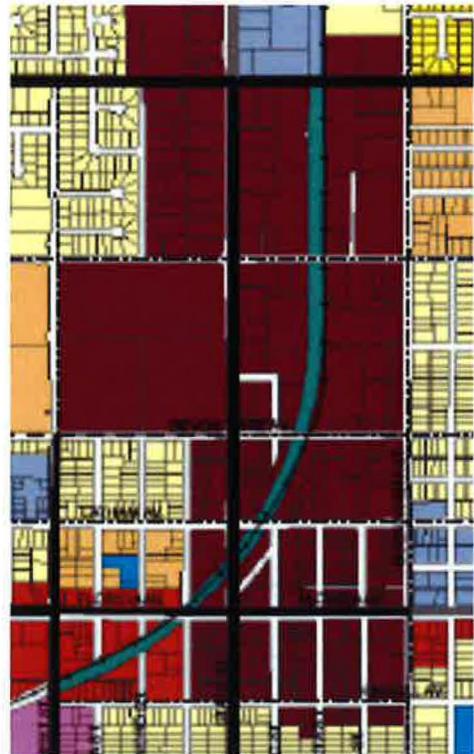
Mixed-Use Area #6 (MU-6) represents the City’s efforts to revitalize its historic downtown and North State Street corridor. government, retail, multi-modal, entertainment, and cultural hub as well as providing a variety of higher density residential opportunities. For more information, see the “Downtown District” discussion in Section 2.9.1.

ANTICIPATED LAND USE SUMMARY

1. Commercial: 25 percent of land area
2. Business Park: 20 percent of land area
3. Office and Government: 15 percent of land area
4. Residential: 35 percent of land area
5. Open Space: 5 percent of public open space such as parks, plazas and paseos, but does not include private open space requirements associated with residential development.

DEVELOPMENT CONSIDERATIONS:

- ❖ **Specific Plans Encouraged/Required** Generally, due to the small parcels involved in downtown, requiring a specific plan would be cost prohibitive. However, for larger projects (over 25 acres) specific plans will be required.
- ❖ **Compatibility** Integration with existing uses and enhancing the historic context in the downtown is a key consideration in this area.
- ❖ **Transit Oriented Design** A future Metrolink station and transit center is proposed in MU-6, which will provide for regional mobility both to and from the downtown area. The City anticipates that a transit village will be developed adjacent to the future station and will work with property owners in the development of transit-oriented design concepts and an appropriate





mix of retail/office/residential uses within one-quarter to one-half mile of the Metrolink or transit stop.

- ❖ **Gateways and streetscapes:** Developing entry gateways, community signage and consistent landscaped streetscapes for North State Street and the Downtown area is an important element to establishing an identity for this area.

2.7 SPECIFIC PLAN AREAS

Many areas within the City and Planning Area are subject to the plans, policies and implementation measures of currently adopted or anticipated future specific plans. These areas are shown in Figure 2.2. The purpose of specific plans is to provide comprehensive planning of large areas consistent with the General Plan. Specific plans must be prepared in accordance with the requirements of Section 65451 of the California Government Code and the City's Development Code, which contains some additional requirements tailored to meet local needs and conditions. Designated areas will require detailed plans indicating land uses, circulation, major infrastructure and facilities, open space and parks, and appropriate implementation measures. All specific plans will be evaluated for consistency with the goals, policies, plans and programs of the General Plan. Additionally, Specific Plans must be consistent with the adopted Airport Land Use Compatibility Plan and reviewed by the Airport Land Use Commission, unless approved by the City through an overrule process.



APPROVED SPECIFIC PLAN AREAS

As shown in Table 2.4 and Figure 2.2, a total of 19 specific plans have been approved within the Planning Area as of January 2011. Specific plan documents for each of these areas are available for reference at the City of Hemet Planning Department. Approved land uses for each specific plan are shown on the Land Use Map.

**Table 2.4
Specific Plans Approved in the Hemet Planning Area**

Number	Name	Description
PCD 79-91	Terra Linda	Residential single family community
PCD 79-93	Page Ranch Community Plan	Residential single family community with limited multi-family units. More than 6,000 homes are approved for this project
PCD 80-002	Seven Hills	Senior community surrounding an 18-hole golf course
SP 84-001	Sunwest Village	
SP 85-001	Arthofer	Residential single family community
SP 87-28	Hemet Auto Mall	Commercial site specializing in auto sales and other automobile related uses
SP 88-01	Heartland Village (Now called Four Seasons)	Senior community surrounding an 18-hole golf course and 300 non-age-restricted units adjacent to the senior community
SP 88-13	City Sponsored	Single family residential and large lot residential
SP 88-19	McSweeny Ranch	Single family residential served by a neighborhood shopping center
SP 89-19	Hemet Marketplace	Community commercial, office and industrial uses
SP 90-009	Hemet Valley Country Club Estates	Single family residential development
SP 96-001	Diamond Valley Gateway	Commercial and office uses
SP 00-001	Page Plaza	Community commercial retail site
SP 01-002	Mc Sweeny Farms	Single family residential community served by neighborhood commercial
SP 01-003	Peppertree	Senior residential community comprised of single family and multi-family units
SP 02-001	Diamond Valley Lake Park	Cultural and regional recreation uses
SP 05-003	Sanderson Square	Commercial and business park uses
SP 06-004	Florida Promenade	Commercial uses
SP 07-004	Stetson Crossing	Commercial uses
SP 12-001	Ramona Creek	Commercial and residential uses
SP16-001	Downtown Hemet	Commercial and residential uses



FUTURE SPECIFIC PLAN AREAS

The Zoning Code contains requirements for the content and processing procedure for specific plans. The Planned Community Development Overlay process, detailed in the Zoning Code, may also be used to satisfy specific plan requirements for development within these areas. Future specific plans will be required for all properties shown as “future specific plan” on the specific plan map. Specific plans will also be required when any of the following conditions are met:

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

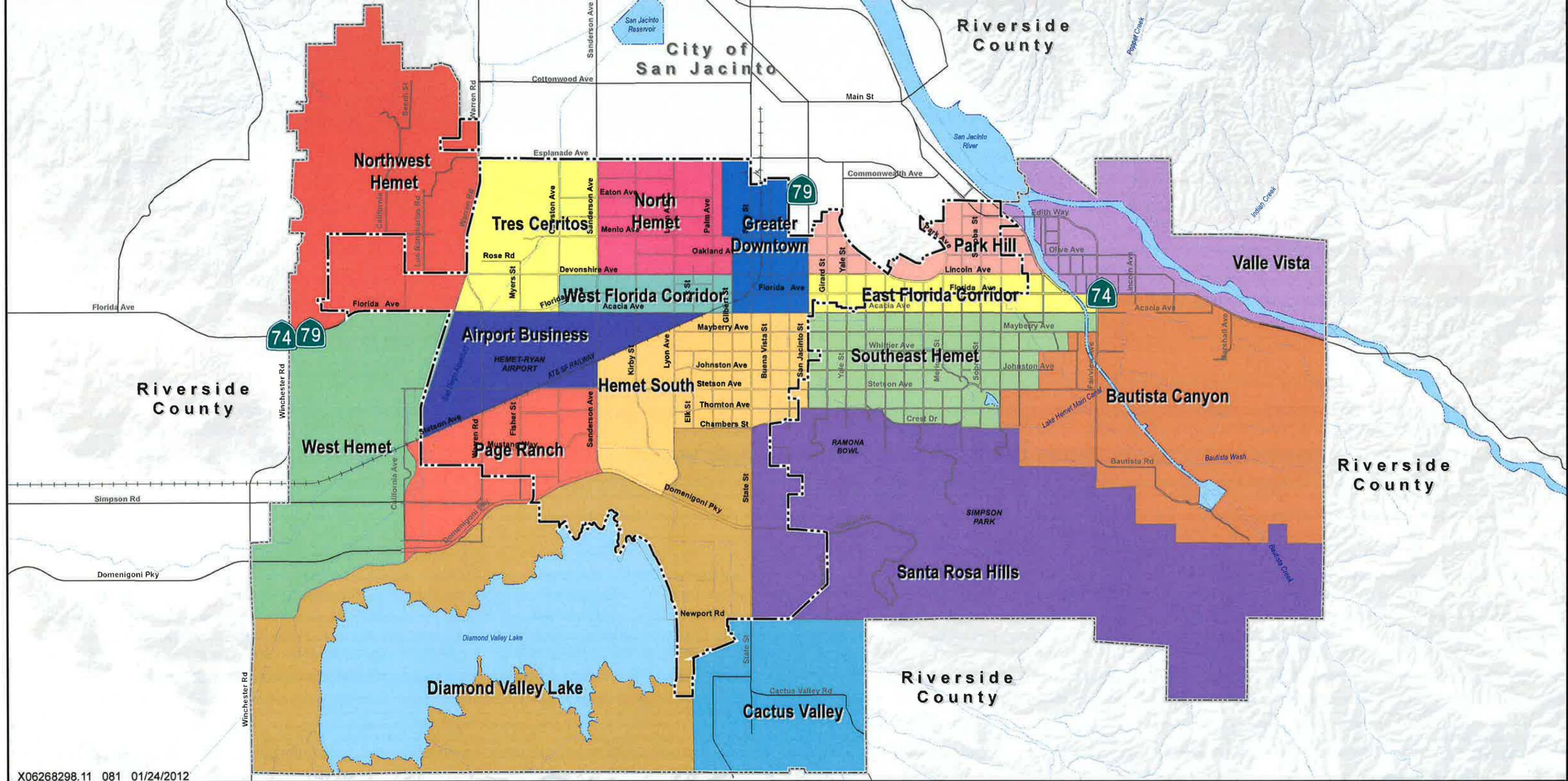
2.8 LAND USE DISTRICTS

Dividing the City into districts has been a way to create neighborhood identity and foster a “small town” feeling desired in the 1992 General Plan and reiterated as part of this General Plan Update process. These districts are shown in Figure 2.3. Generally, a district is an area that shares similar characteristics such as massing, scale, and age of structures, most of which developed during a similar time period. For example, the Greater Downtown District developed primarily from the late 1890s into the early 1930s. Storefronts are located adjacent to the sidewalk and parking is to the rear. The district is recognized by a defined street grid system and homes in the area are generally one story or 12–15 feet tall. Other districts focus on housing areas developed in the 1960s to serve retirees as well as the emerging family areas being located to the south and west of the City. Each area is unique and serves as a neighborhood focal point for residents, employers and employees who live and work in the district.

The district discussion provides a brief overview of the City’s primary districts in regard to existing land use patterns, major opportunities and constraints, as well as future land use concepts. The Greater Downtown District, the West Hemet District, and the Diamond Valley Lake District are discussed in more detail in the Focused District Plans in Section 2.8 immediately following this overview.

2.8.1 DISTRICT ISSUES AND OPPORTUNITIES

Maintaining Established Character While the districts reflect a unique sense of place and time, the City’s Zoning Ordinance (by law) requires that



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Sources:
Census Tiger Line Data 2005
ESRI 2010



LEGEND

- | | | | |
|-----------------------|------------------|-----------------------|---------------------|
| Airport Business | Hemet South | Southeast Hemet | Hemet City Boundary |
| Bautista Canyon | North Hemet | Tres Cerritos | Planning Area |
| Cactus Valley | Northwest Hemet | Valle Vista | Street |
| Diamond Valley Lake | Page Ranch | West Florida Corridor | Railroad |
| East Florida Corridor | Park Hill | West Hemet | Creek/Canal |
| Greater Downtown | Santa Rosa Hills | | River/Lake |

Figure 2.3
LAND USE DISTRICTS
Hemet General Plan



all uses within the same zone be treated equally. Therefore, a house built in the 1890s is subject to the same regulations as a new tract home built in 2010 if within the same zone classification or is considered “legally non-conforming”. This General Plan begins to address this issue through varying the land use designations for the various districts as well as identifying special areas that require additional attention in terms of policies and procedures.

Variety Versus Consistency While districts may share common characteristics such as age of buildings or similar massing and scale of structures, they also demonstrate variety. Single family neighborhoods can be adjacent to multi-family projects all which are served by local neighborhood stores. In fact, variety typically strengthens the attractiveness of a district as daily needs for living are met, such as the ability to have schools and parks nearby. This General Plan attempts to promote the positive aspects of variety through land use while respecting the character and scale of neighborhoods and districts through the Community Design Element. Utilization of both elements is critical for the successful development and protection of districts.

Accommodating Infill Development Several of the neighborhoods within the districts have pockets of vacant land suitable for infill development. The concept for these areas is to allow infill development that is in keeping with the general land use character of the surrounding area, but enhances the neighborhood through appropriate design, intensity and provision of needed infrastructure.

2.8.2 HEMET’S DISTRICTS

Northwest Hemet District

This large rural area is comprised of large-lot equestrian residential uses, vacant land, hillside and the Heartland/Four Season golf community. Reinhardt Canyon lies between two steep hillside areas: the Lakeview and Gunn Mountains. The Maze Stone County Park, which is located in the canyon, contains Indian petroglyphs for public viewing. Primary constraints for the district include factors such as a high fire danger, distance from public services such as police and fire, limited access, and lack of existing and planned sewer lines. Portions of the District are also within Compatibility Zone E of the Hemet-Ryan Airport Influence Area.

Future development in the area allowed by the General Plan will preserve the existing rural life style by limiting development to single family residential on large 5-acre and 10-acre lots in the hillside areas. South of Devonshire Avenue, the land use concept changes to promote mixed use adjacent to SR 79 and north of Florida Avenue. Devonshire Avenue is a critical edge road serving to buffer the more rural areas to the north with the higher intensity uses to the south. Construction of the future SR 79 on the eastern boundary of the district will require adequate buffering of adjacent sensitive receptor uses.



Tres Cerritos District

This unique area of the City contains the Tres Cerritos Hills, a significant land form. The area also includes the important Warren Road/Esplanade Avenue gateway which will be adjacent to the future SR 79 alignment. The area has several large scale residential developments along with Cawston Elementary, Rancho Viejo Middle School, and Tahquitz High School facilities. City services to the area, along with planned water and sewer lines, will be available to serve future residents. The primary issues that will affect future development will be the fact that the undeveloped portions of the district are outside of the City's existing master storm drain plan and which future development will have to address. Additionally, the westernmost portions of the district contain some vernal pools and endemic plant species that are protected under the MSHCP. This District is within Compatibility Zone E of the Hemet –Ryan Airport Influence Area.

Anticipated future development includes residential infill in large master planned communities, a large 20-acre park serving as a community focal point, and the Garrett Ranch and Florida Promenade properties which the City anticipates will develop as a regional mixed-use project providing retail, residential, and employment opportunities.

East Florida Corridor District

Running from San Jacinto Street east to Bautista Creek is the East Florida Corridor. While this corridor is similar to the West Florida Corridor in terms of a commercial orientation, the commercial is of a smaller scale and interspersed with residential development both along Florida and along the rear property lines. The primary land use focus for this area is to promote commercial and office uses that serve the east Hemet area and which is compatible with the adjacent residential uses. These commercial uses can either be new uses on infill properties or adoptive reuse of existing buildings.

Airport Business District

The environs immediately surrounding the Hemet-Ryan Airport form an industrial center. North of the airport toward Florida Avenue, the uses begin to transition to commercial and limited residential. The primary influence on this district is the Airport Land Use Compatibility Plan which promotes light industrial and support commercial land uses, as well as the existence of the MSHCP criteria cells. Each of the six Airport Land Use Compatibility Zones is present in this area. Refer to Section 2.10 regarding land use restrictions under the Airport Land Use Compatibility Plan for properties within this District.

Page Ranch District

Page Ranch is a large specific plan area developed north of Salt Creek and Domenigoni Parkway and generally west of Sanderson Avenue and south of Stetson Avenue. The area is largely flat with single family residential communities built from the late 1980s to present with the development of the Del Webb Active Adult community and also includes a future mixed-use node. The area is the location of West Hemet High School and the 60-acre Brubaker Park facility. Most of the Page Ranch District are located in Airport Compatibility Zone D of the Hemet-Ryan Airport Land Use



Compatibility Plan. A portion is located in Compatibility Zone C. Although most of these areas within the City are already developed, the westerly portion of the District is currently undeveloped. Refer to Section 2.10 and Land Use Policy LU-10-4 for additional information regarding land use constraints related to the Airport.

- ❖ **South Warren Road Area** MWD owns approximately 175 acres of property north of Domenigoni Parkway on both sides of Warren Road for facilities related to Salt Creek Channel and Domenigoni Parkway, which was required as partial mitigation for construction of Diamond Valley Lake. However, not all land was required for mitigation purposes enabling use of the property for other purposes. The City of Hemet has identified the South Warren Road area for mixed use (see Mixed Use Area #4). An alternative land use plan would allow for a sustainable campus complex with clean technology businesses and research and design uses.

North Hemet District

This district is located immediately northwest of the downtown area. The area is comprised of agriculturally zoned (low density) lots with some conventionally zoned residential and mobile home development in the southern area of the neighborhood. The agriculturally zoned areas have large ranch style homes with horsekeeping in many of the areas. Portions of the District are located within Compatibility Zone E of the Hemet-Ryan Airport Influence Area, but are generally developed already. Future development will be infill development with concerns of compatibility with existing surrounding neighborhoods. Esplanade Avenue forms the northern boundary of the City with the City of San Jacinto. A major City gateway will be developed at the intersection of Sanderson Avenue and Esplanade Avenue. Two issues confronting the area are as follows:

- ❖ **Conversion of Senior Facilities to Family** There are several age restricted communities within the district. Over the past several years however, there has been increased pressure to convert some of these communities to nonage restricted. The City's response to this issue is require property owners seeking conversion to apply for a conversion permit from the Planning Commission. If conversion cannot be prevented, the process insures that impacts associated with conversion (e.g. impacts to traffic and schools due to an increase in school aged children) are addressed.
- ❖ **Pockets of blight** While a majority of the district is well maintained, blight has become a problem in certain areas or pockets, especially the southeastern edge of the district. The City encourages that these areas undergo improvements such as the introduction of new facilities such as the Sahara and Oasis Senior Villas, a joint project between the City of Hemet, the State of California, and Housing and Urban Development (HUD).

Hemet South District

This vibrant senior-oriented area of the City is anchored by the Seven Hills Golf Course community on the south and the large Sierra Dawn South



Mobile Home and Terra Linda communities in the central portion. The area is largely built out with the exception of a large vacant portion south of Stetson Avenue. The neighborhood has a few scattered multi-family complexes located near the Stetson and State Street intersection. Future concerns of the area will be neighborhood preservation, in particular with respect to senior neighborhoods. New development will focus along Stetson Avenue between State Street and Lyon Avenue and will provide retail and multi-family residential housing opportunities. The Hemet South District is located in Compatibility Zones D, E and C of the Hemet-Ryan Airport Influence Area. Although most of these areas are already developed, the portion of the District along Stetson Avenue has opportunities for infill development. Refer to Section 2.10 and the Land Use Policies for additional information regarding land use constraints related to the Airport.

Park Hill District

This northeast neighborhood area of the City encompasses a variety of residential land use densities from multi-family, duplex and single family and large estate lots as the district transitions west to east. The area is framed by Park Hill which provides a back drop for the area and boundary with the City of San Jacinto. A majority of Park Hill is outside of the corporate boundary of Hemet. The viewshed of the hill is to be preserved as much as possible through ridgeline preservation and large lot development.

Southeast Hemet District

This established residential area is characterized by low density single family and rural development that transitions from the East Florida Avenue corridor to the Santa Rosa hills. Most of the area is presently in the County of Riverside with a roadway network that has retained its rural character of curbsless streets. Presently there is a County government center, library and other governmental services within this district. The area is envisioned to maintain its existing single family residential character.

Santa Rosa Hills District

This district frames the City on the south and includes the Santa Rosa hills, the Ramona Bowl, Simpson Park, large homes with valley views, and pristine mountain habitat. The westernmost edge of the district is State Street, which serves as a major north south corridor into the downtown area of the City. The area is envisioned to be preserved as a major viewshed through restrictions of density and development. Immediately adjacent and east of State Street is a relatively flat plain intended for future and existing residential development with limited neighborhood commercial.

Cactus Valley District

This southernmost district area is characterized by rural and equestrian uses along with active agricultural activities. The Diamond Valley Golf Course provides the district's dominant recreational activity and will serve as a focal point for future upscale homes on large lots. Future development in this district should respect the existing land use patterns and focus on large estate type homes, equestrian uses, and a more relaxed rural lifestyle.



Valle Vista District

This northeasternmost neighborhood area is largely single family residential outside of the City limits in the County of Riverside. The area is framed by the San Jacinto River and the San Jacinto hillside. Future development will be infill single family development. Multifamily development will be limited to buffer areas between commercial areas along East Florida Avenue and the single family areas to the north.

Bautista Canyon District

This large County area is predominately agricultural with citrus groves. The area serves as part of the eastern gateway to the City for motorists entering from Idyllwild and other SR 74 destinations. Development in this area should continue to reflect the agricultural and rural lifestyles already well established.

Hemet's Mobile Home Parks and Subdivisions

While not technically a district in the sense of having a distinct geographical boundary, Hemet's mobile home parks and subdivisions warrant special attention due to the fact that mobile homes constitute almost 1/3 of the entire housing stock for the City and are concentrated in just under 50 parks. These parks and subdivisions range in size from the Sierra Dawn Estates with well over 1400 mobile homes to several smaller parks with 30 or fewer units and provide affordable housing for many of the City's senior population, as well as some family-oriented parks. The City expects to see the continued viability of the larger mobile home parks such as Sierra Dawn, Hemet West, Colonial Country Club Estates and others but would encourage the transition of the smaller, more distressed parks lacking sufficient infrastructure and resident amenities (mostly within the Acacia-Florida-Devonshire Corridor) to higher density residential projects, commercial or alternative uses over time.

2.9 FOCUSED DISTRICT PLANS

While the above districts are presented as an overview, there are four districts that the City has identified for receiving additional attention in this Land Use Element:

- ❖ Greater Downtown District,
- ❖ West Florida Corridor District,
- ❖ Diamond Valley Lake District, and
- ❖ West Hemet District.

2.9.1 GREATER DOWNTOWN DISTRICT

Like many older cities, Hemet has a distinct greater downtown area characterized by a traditional street grid system, older homes and buildings, and a varied land use pattern. Smaller neighborhoods and areas within the Greater Downtown District are grouped by similar uses with consistent character. These areas are represented graphically in Figure 2.4 and are discussed in detail as follows:

Esplanade Ave

Palm Ave

Eaton Ave

Fruitvale Ave

Menlo Ave



Future Commuter Rail

Oakland Ave

Devonshire Ave

Florida Ave

Acacia Ave

Gilbert St

State St

Buena Vista St

Santa Fe St

San Jacinto St

LEGEND

- Parks
- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Potential Metrolink/Transit Station
- Greater Downtown Districts
 - Historic Downtown Core
 - Old Florida Corridor
 - State Street Mixed Use District
 - Hemet Stock Farm
 - State Street Business Park
 - Downtown Residential Neighborhoods
 - Hemet Medical Centre Complex

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Sources:
Census Tiger Line Data 2005
ESRI 2010

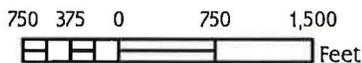


Figure 2.4
**GREATER DOWNTOWN
DISTRICT PLAN**

Hemet General Plan



Issues and Opportunities

Throughout the General Plan process, a constant focus of attention was on Hemet's downtown area. A vast majority of people interviewed saw the downtown area as a social and economic focal point for the City. Many people also pointed to the downtown area as a reminder of Hemet's past and symbolic of Hemet's small town atmosphere. Conversely however, most people did not visit downtown on a regular basis as they felt the area did not provide the retail services they desired or was it perceived as a safe environment to shop and dine. Essentially, people yearned for what downtown used to be, not what it is today. From this, two main themes begin to emerge which are:



Harvard Street, circa 1907.

Hemet's downtown is one of the most historic places in Riverside County.

❖ **Downtown has an historic framework that should be preserved.** In the words of one of the General Plan consultants working on downtown, the downtown area, "has good bones." ... meaning that the buildings are in generally structurally sound, the street system is well designed, and major infrastructure components are in place. This General Plan focuses on improving what is in place with concepts such as adoptive reuse and intensification of the area over time versus, measures such as wholesale demolition and restructuring. A major emphasis for the future will have to be improving the look of downtown, encouraging new shopping and entertainment options, creating a safe environment for people by improving lighting and providing a strong public safety presence, and creating attractive public spaces such as plazas and gathering places.

❖ **Downtown must develop a unique mix of uses.** The downtown area will not be the primary retail source for the City and residents. Too much competition is occurring both within the City (new shopping centers on the City's edges) as well as competition from Temecula, San Jacinto and Menifee. Competition for downtown, however, will mean providing uses and activities that other areas do not offer. By taking advantage of the area's small town atmosphere, a unique dining experience could be created along with the provision of specialty retail and services not typically found in traditional shopping centers. State Street could evolve over time to provide a unique mixed-use experience that serves both as a destination and origin for the future Metrolink, and a strong potential exists for the provision of art and cultural activities at sites such as the historic stock farm. Simply stated, Hemet's downtown can compete with other areas by promoting and enhancing what is unique about Hemet versus, trying to replicate what the competition has already built. General revitalization strategies for the Downtown and North State Street area is also discussed in Section 2.11.3 of this element.

Downtown Planning Principles

Classic architecture and street orientation make Historic Downtown Hemet a valuable area for pedestrian-friendly shopping and recreation. Surrounding and interior development must be compatible with the overall



environment of the Downtown planning area. In order to ensure the orderly development of quality communities and conservation of valuable resources, the following planning principles are proposed. These principles should set the groundwork for the development area in and around the Downtown community. Downtown Hemet, also known as the “Hub of the Valley”, was founded in 1887, at a time when all of Hemet was contained within Devonshire Avenue on the north, Gilbert Street on the west, Acacia Avenue on the south, and Buena Vista Street on the east. The historic downtown core focused plan area extends further than downtown’s original boundaries, roughly from Inez Street to the west, to Acacia Avenue to the south, and from Buena Vista Street to the east, to Devonshire Avenue to the north. Goals and policies applicable to the downtown core are a result of community workshops addressing downtown revitalization efforts.

Historic Downtown Core

Since Hemet’s incorporation in 1910, many changes have been made to the original character of the City. However, Hemet’s historic downtown has remained a staple in the community. Downtown Hemet, also known as the “Hub of the Valley”, was founded in the late nineteenth century, at a time when all of Hemet was contained within Devonshire Avenue on the north, Gilbert Street on the west, Acacia Avenue on the south, and Buena Vista Street on the east. The historic downtown core focused plan area extends further than downtown’s original boundaries, roughly from Inez Street to the west, to Acacia Avenue to the south, and from Buena Vista Street to the east, to Devonshire Avenue to the north. Goals and policies applicable to the downtown core are a result of community workshops addressing downtown revitalization efforts.

Additional information, goals, and policies regarding historic resources are located in Chapter 9 Historic Resources.

The downtown core consists of historic commercial districts and single-family neighborhoods that show signs of their age. The California bungalow style of architecture was heavily favored in the early 1900s, and a range of housing sizes and styles were constructed, from small four- and five-room cottages to large three-story mansions. This General Plan intends to protect the downtown core by encouraging new investment in deteriorating areas. Infill redevelopment will be utilized as much as possible, with new, higher intensity development on the outer edges to complement the existing character of the area.

A large part of Hemet’s quaint character is defined by the scale and configuration of its downtown parcels, block dimensions, and regular street grid. The land use and design concept for the downtown core builds on downtown’s existing assets, encourages the continuation of uses that the City favors in downtown, incorporates mixed-use development, provides for economic incentives, and preserves both current uses and historic structures.



DOWNTOWN PLANNING AND DESIGN PRINCIPLES

1. *Create a unique sense of place that maintains the character of Hemet and differentiates the Downtown from other downtowns in southern California. Land uses and architectural design should convey civic pride and identity.*
2. *Build upon the City's character-defining elements for revitalization. Great downtowns are made up of buildings and spaces that have evolved over time. Future buildings should contribute to Downtown's character by employing one of Hemet's historic commercial styles.*
3. *Preserve the historic integrity of Downtown. Encourage preservation of significant historic buildings and resources in the Downtown and discourage use of generic architecture style used by corporate and franchise businesses that may undermine Downtown's character.*
4. *Save the best land uses for Downtown. Keep inappropriate uses such as warehouses, liquor stores, and drive-through restaurants out of Downtown and promote uses that encourage significant pedestrian activity. Encourage uses, such as book stores, coffee houses, outdoor restaurants and entertainment venues.*
5. *Encourage government and cultural uses in Downtown. Government and cultural uses give the Downtown a civic pulse that should be preserved. Cultural uses, including a performing arts center, movie theatres, and art galleries, and civic uses, such as City Hall and other government facilities should be concentrated in Downtown.*
6. *Use urban design to identify Downtown's entries, edges and districts. Improvements that call attention to these parts of Downtown may include landscaping, entry features, signage, street furniture, and public art and other design features.*
7. *Protect the character of lot sizes and the street grid. A large part of Hemet's quaint character is defined by the scale and configuration of its Downtown parcels, block dimensions, and regular street grid.*
8. *Convert vacant lots into attractive and viable infill uses. It is important to maintain a continuous street façade. Empty/vacant lots are eyesores that take away from the quality of the overall streetscape.*
9. *Define the future Metrolink Station as Downtown's hub. If Hemet is to develop into a vibrant and rich Downtown environment, the Metrolink station must become a multi-modal hub surrounded by high density residential and mixed-use projects located within a quarter mile of the station. To encourage connectivity to the Downtown, the Metrolink Station should be located within a 10 minute walking distance.*
10. *Make Florida Avenue pedestrian-friendly. Currently, Florida Avenue acts as a barrier to safe pedestrian movement causing "one-stop" shopping trips and a dependence on automobile use. Incorporating street trees and shade canopies, and pursue the construction of a landscaped median in the downtown portion of Florida Avenue.*
11. *Make signs more appropriate for a pedestrian scale. Downtown signs are currently too big, too plastic, and poorly designed. Develop sign regulations more appropriate for a pedestrian scale.*
12. *Increase shade within pedestrian environment. Select merchant-friendly trees with semi-transparent canopies and minimal leaf litter that add shaded pedestrian areas in the Downtown. Replace old-brow storefront canopies with newer, thinner, and stronger canopies that allow some light to shine through.*
13. *Maintain high quality residential design and property maintenance standards that encourage resident satisfaction and community pride, inspiring ongoing concern and care for the community. Design standards should encourage diversity in residential designs to avoid monotonous-looking developments.*
14. *Create connections between land uses that make alternatives to the automobile safe and attractive. Community designs should encourage both pedestrian and bicycle use.*
15. *Encourage the creation of cultural and recreational resources that are unique to Downtown Hemet and that benefit from close proximity to other attractions in Hemet and nearby communities. Incorporate Downtown parks, recreational services and/or open space elements into the overall design.*



The Hemet Heritage Foundation (HHF), a California nonprofit corporation, is the sponsoring agency for the Hemet Museum located in the historic Santa Fe Depot on Florida Avenue. The museum is run entirely by volunteers and receives no governmental support. The Hemet Redevelopment Agency also plays a role in existing and future redevelopment efforts in downtown.

In 1999, the *Hub of the Valley Downtown Plan (1999)* was created to encourage the provision of a “hub” of activity within downtown. It was replaced in 2016 with the Downtown Hemet Specific Plan, which is a city-initiated plan that demonstrates a clear vision for the future of Downtown Hemet and provides an economic development tool to facilitate development.

Old Florida Corridor

Flanking the east and west ends of the historic downtown along Florida Avenue is the Old Florida Corridor as shown in Figure 2.4. This area provides for a retail and office transition from the downtown area to the more shopping center oriented businesses further to the east and west from downtown. It is anticipated that the area will change over time and the City will encourage the adaptive reuse of buildings to uses such as restaurants, office and specialty retail as well as encouraging new infill development commensurate with the size and scale of surrounding buildings.

State Street Mixed-Use Neighborhood

The City will encourage transformation of areas along State Street and throughout the downtown district into single-use and mixed-use neighborhood centers. Development designs along State Street should focus on creation of an activity center that opens onto the downtown core. Discouraging heavy industrial and warehousing uses, especially in areas adjacent to residential uses, will reduce the potential for intrusion of noise and truck traffic into surrounding residential areas. Other residential uses, mixed-use projects, and neighborhood-serving commercial, office and retail uses should be encouraged, as well as incubator light manufacturing uses, which provide jobs for local residents.

Special areas within the State Street mixed-use neighborhood include:

Hemet Stock Farm A prominent future development site within the Downtown District is the Hemet Stock Farm. W. F. Whittier, one of Hemet’s founding fathers, built the Hemet Stock Farm to satisfy his passion for trotting races. A cottage originally built in 1888 as a bunkhouse near Park Hill is located on the property along with a half-mile race track. In the mid-1890s, the bunkhouse was relocated to Latham Avenue, and then to the Stock Farm in 1909 where a wide porch was added and the building converted to an office and later a manager’s cottage. As of 2010, the cottage is the oldest building in the Hemet.



Hemet’s Stock Farm, located on Devonshire Avenue, provides both historic character and adaptive reuse potential.



The City seeks to build on the Hemet Stock Farm’s character and history to create an exceptional mixed-use project. The site’s history should guide its future redevelopment into a mixed-use development that both preserves its historical integrity and complements downtown.



Higher density residential housing can be accommodated near the planned Metrolink station near Oakland Avenue.

High Density Transit-Oriented Development The City will work with Southern California Regional Rail Authority (SCRRA), Riverside County Transportation Commission (RCTC), and others to define the future Metrolink station as a new destination in Hemet. The Metrolink station should become a multi-modal hub surrounded by high density residential and mixed-use projects located within a quarter-mile walking distance of the station site. Higher buildings of up to four stories and increased residential densities could be supported in areas within walking distance of the future Metrolink station.

The City also supports the concept of a pedestrian link along the rail line in the Downtown District area. The future Metrolink station could be linked to the historic downtown core by way of an attractive and inviting greenbelt providing both practical mobility and visual interest.



A greenbelt paralleling the train tracks would provide bicycle and pedestrian access to and from the future Metrolink station

Hemet Medical Centre Complex

Expanding the Hemet Valley Medical Center and adding supporting uses, such as medical office space, will help the Center to keep up with population growth expected within the region. The City seeks to maintain and expand the medical campus complex based along St. John’s Place and Latham Avenue through to San Jacinto Avenue. Proximity to the Hemet Valley Medical Center is an asset that all new development in this area could build upon. Improving through circulation in the area by the extension of Devonshire Avenue will also enhance the potential for new development in the area.

State Street Business Park

Currently, the area north of the State Street mixed-use area, south of Esplanade, and on both sides of State Street is being used for industrial purposes. The area is geographically distinct from the adjoining neighborhoods and districts because the San Jacinto Fault lies along the southern boundary with the result that this area is 20–30 feet lower than its southerly neighbors. As the northerly gateway to the City of Hemet, the area is underutilized and lacks attractive design elements and identity. The long term vision for this area is that it transitions to clean industrial, business park uses within a landscaped framework, particularly along State Street. Distinctive entry monumentation and signage should be provided at the State Street and Esplanade Avenue intersection.



The Hemet Valley Medical Center is the only medical center in the San Jacinto Valley.

Downtown Residential Neighborhoods

Historically, the Gilbert Street, Franklin Street, and Kimball Avenue neighborhoods have complemented Hemet’s downtown core by housing residents who worked or shopped in the core area. The neighborhoods’ history has shaped its current land uses, and due to its proximity to and symbiotic relationship with the core area, this historic integrity should be maintained and enhanced where neighborhoods are stable and well



maintained. Development of infill lots in this area should be of a compatible scale and density to the surrounding neighborhoods.

2.9.2 WEST FLORIDA CORRIDOR DISTRICT

Issues and Opportunities

Florida Avenue is the most important road in Hemet, both historically and today. It is both the principal east-west circulation route through Hemet, and the City’s primary commercial corridor. Although other east-west roadways provide routes through the City, most of these routes are disconnected and none provides access to local businesses as efficiently as Florida Avenue. Buildings along Florida Avenue today are uneven and irregular, and much vacant land remains between developed parcels, despite the tremendous growth Hemet has experienced in recent decades. As a result, Florida Avenue fails to communicate a unified, clear, and distinct community identity to visitors. In addition, while historically Florida Avenue was attractively lined with Palm trees, these have been removed over the years and no consistent street tree theme is present.



Development along Florida Avenue today appears haphazard, characterized by a variety of uses incompatible with a major state highway and busy commercial corridor.

Florida Avenue is also a state highway (SR 74), and an important regional transportation corridor connecting Hemet to other communities in southern California and beyond. The road is designed to carry high levels of through traffic, as well as to provide access to shopping and facilities of regional importance. Hemet residents need viable alternatives for east-west travel through the Planning Area beyond Florida Avenue. Acacia Avenue and Devonshire Avenue can provide alternative through routes, while Florida Avenue can continue to serve as the principal access route for Hemet businesses.



Land Use Considerations

Florida Avenue will continue to provide retail and office uses in the foreseeable future with industrial and service providers focusing along Acacia Avenue. An area of change however, will be the gradual transitioning of smaller mobile home parks within the corridor to higher intensity residential uses such as condominiums and apartments. The City encourages this transition and has included an implementation program to change the zoning code to address the appropriate transition of mobile home parks within the Florida-Acacia-Devonshire Corridor. Florida



Avenue also has a number of large parcels or existing “big box” stores than continue to be sites for regional retail or entertainment uses and need to be developed or retained for their “highest and best use”.

Portions of the West Florida Corridor District are located Compatibility Zones C, D and E of the Hemet-Ryan Airport Influence Area, as shown in Figure 2.6a and discussed in more detail in Section 2.10. Land Use Policies 10-1 through 10-5 further address potential land use constraints related to the Airport.

2.9.3 DIAMOND VALLEY LAKE DISTRICT

Consisting of approximately 23+ square miles, the Diamond Valley Lake District is one of the largest districts within the City’s Planning Area and serves as the City’s primary focal point for open space and recreation centered activities. Almost all of the land area within the District is under the ownership of Metropolitan Water District (MWD).

The centerpiece of the district is Diamond Valley Lake itself. Diamond Valley Lake can hold 800,000 acre-feet of water, or roughly 260 billion gallons, making the lake the largest reservoir in southern California. Its capacity is more than six times that of Lake Perris (124,000 acre feet). The construction of Diamond Valley Lake’s West Dam, East Dam, and Saddle Dam represents the largest earthwork project in the history of the United States, involving over 40 million cubic yards of foundation excavation and 110 million cubic yards of embankment construction. One of the unique characteristics of Diamond Valley Lake is the fact that the lake’s surface is elevated over 200 feet above the surrounding land. Bracketing both the east and west sides of the lake are lands owned by MWD. The Diamond Valley Lake East End Planning Area (within City limits), is home to the Western Science Museum, the world’s first Leadership in Energy and Environmental Design (LEED) Platinum-certified museum.

Issues and Opportunities

As the west and east Diamond Valley Lake Planning Areas are primarily owned by the MWD, any future activity will have to be done through a cooperative effort involving MWD, the City of Hemet, Valley Wide Recreation and Park District, and private enterprises. At present, the MWD Board has indicated that although MWD will participate in the development process, the actual development of the MWD-owned areas would be done through private investment.

A major issue facing the east side planning areas is the fact that most of the DVL site was used for excavation and fill activities during lake construction resulting in the need to overexcavate and recompact any area (sometimes to a depth of over 40 feet) where new structures are proposed. Due to the costs of overexcavation, it is anticipated that much of the east side area will be given to primarily recreational uses with retail and educational/museum facilities occupying the edges.

MWD also owns property north of Domenigoni Parkway both along State Street and Warren Road. The Warren Road properties are located in the Page Ranch District. Originally, these properties were purchased by MWD



for purposes associated with flood retention capabilities. Subsequent activities, however, such as locating the flood control basin further to the south, have removed the need to use the parcels for flood retention. Consequently, MWD has initiated preliminary planning studies to identify alternative uses for their properties that focus on provision of a sustainable campus business park with research and development facilities as well as educational facilities that promote sustainability and renewable energy. One of the primary issues associated with evolving changes to land uses is the fact that the General Plan designates these two property areas primarily for residential uses which may be contrary to the long term plans being contemplated by MWD. The City of Hemet recognizes this issue and contemplates changes by MWD to land uses and has included portions of these properties within Mixed Use Areas #4 and #5 (see Section 2.5 for discussion of these areas). A future amendment to the General Plan for the MWD owned properties north of Domenigoni Parkway would be in keeping with the overall goals and vision of the General Plan if the following were to occur:

- ❖ The change of land uses results in development of truly sustainable uses such as a business park focusing on renewable energy and which would be comprehensively developed to include items such as internal transportation opportunities, provision of educational facilities, and a balance of public as well as private business opportunities.
- ❖ The change of land uses provides for jobs which in turn, would reduce vehicle miles travelled as residents will not have to leave the valley for employment and result in an overall reduction in traffic generation. This in turn will result in reduced vehicular emissions and further the City’s goal of reducing greenhouse gases.

Land Use

The Diamond Valley Lake District has five distinct areas described as follows:

- ❖ **Diamond Valley Lake West** Located between Winchester Road and the West Dam face, the 1,100-plus acre area could serve as a regional destination for both passive and active recreation uses. One of the primary restrictions in this area is the lack of direct access to the lake, which limits lake related activities such as boating and fishing. Conversely, SR 79 is immediately adjacent to Diamond Valley Lake West, which could attract users that rely on regional access such as camping or a water park. MWD is also currently exploring the potential of a solar power facility and development of other renewable energy resources and sustainable tourism at this





location.

- ❖ **Diamond Valley Lake East** Located within City boundaries between State Street and the East Dam face, 538 acres of this 1,300+ acre area is currently shown for recreational development under an existing specific plan (Diamond Valley Lake Park Specific Plan SP02-001). Anchored by the Western Science Center, MWD's Diamond Valley Lake Visitor's Center and the Diamond Valley Lake Regional Park, the area will provide regional recreation uses such as ball fields, educational facilities, hiking, camping, equestrian trails, aquatic center, and lake marina. MWD also has leased portions of the existing facilities to the Western Center Academy Charter School, and is exploring possibilities to expand educational facilities and establish a research based institute focused on renewable energy and water conservation technologies.
- ❖ **Alamar Mesa** This 7.5 acre enclave is the only residential area within the district and is characterized by rural estates providing equestrian and animal husbandry uses. No further expansion of the area is anticipated as all surrounding properties are within permanent open space / habitat areas.
- ❖ **Open Space/Lake** The majority of the Diamond Valley Lake District is utilized by MWD for water storage with the surrounding hills set aside as permanent open space / habitat conservation area. The lake offers recreational opportunities such as fishing and boating while the surrounding open space area is served by an existing trail network accessible to hikers and mountain bikes. Equestrian uses are limited to the existing trail north of the lake on the other side of the ridgeline and adjacent to Domenigoni Parkway.

McSweeney Ranch Specific Plan Area MWD purchased the 740 acre McSweeney Ranch Specific Plan property to provide flood control facilities associated with construction of Diamond Valley Lake. However, no change to the McSweeney Ranch Specific Plan was ever initiated by MWD; the property is still governed by the Specific Plan provisions and provides primarily for single family residential uses. An alternative land use proposal for this site is an environmental campus and/or business park focusing on sustainable and renewable energy, educational facilities, and incidental retail/commercial support services. Such an alternative will require an amendment to the Specific Plan and General Plan. MWD is currently in the process of preparing plans for a solar energy project that would encompass approximately 200 acres in the northern portion of the McSweeney Ranch Property. Future development plans may include a sustainable campus and clean technology business park which would encompass an additional 400 acres, with the remaining approximately 150 acres devoted to open space and recreation.

Future Development

Development of the east and west side planning areas shall be done through a specific plan. Currently, a specific plan has been approved for the east side planning area. However, the City anticipates that changes to the

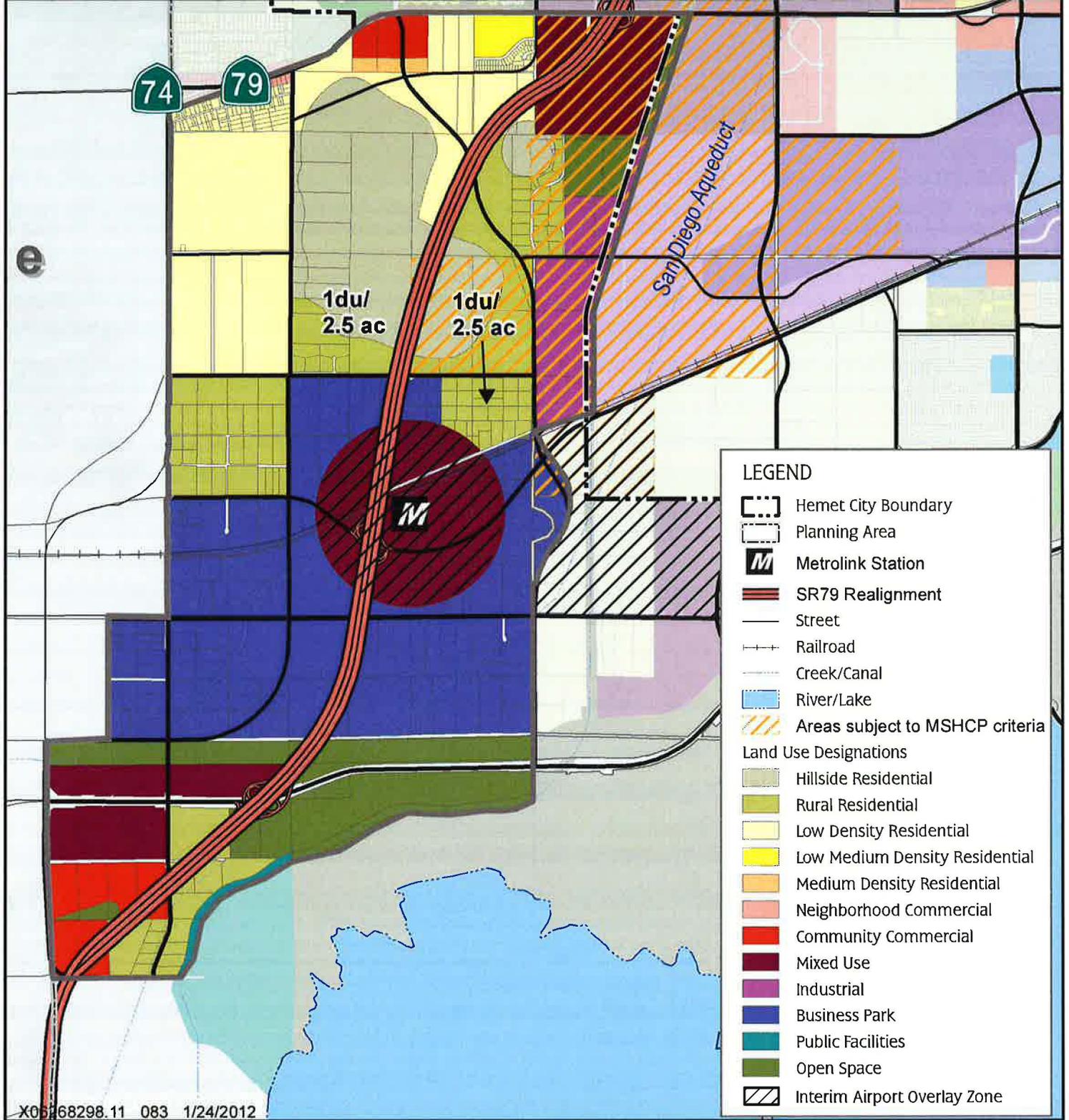


plan will be made in the future. Additionally, any development in the McSweeney Ranch area contrary to the existing specific plan would require either a specific plan amendment or preparation of a new specific plan in lieu of the existing McSweeney Ranch plan. In preparing the specific plans, General Plan considerations should include items such as:

- ❖ land uses that are compatible with and enhance the areas' existing museum complex, science based charter school and recreation facilities;
- ❖ integration of the planning area with the City's and County's regional and local trail systems through connections and continuation of trails through the project area;
- ❖ provision of ancillary services such as restaurants, hotels, coffee shops, specialty retail, and similar hospitality uses which provides for the daily and short term needs of visitors;
- ❖ optimizing sustainable concepts such as green streets, use of alternative energy such as solar and use of recycled water and alternative modes of transportation; and
- ❖ consistency of design themes throughout the area and within the public right of way, with a special focus on wayfinding signs and streetscape landscaping.

2.9.4 WEST HEMET DISTRICT

The West Hemet area is located at the west end of the planning area, north of Diamond Valley Lake, west of the Hemet-Ryan Airport and south of Florida Avenue as shown in Figures 2.3 and 2.5. Today, the West Hemet area can be generally characterized as sparsely populated and rural. The size of West Hemet along with the relocation of SR 79 offers the City the opportunity to comprehensively plan a new community within the San Jacinto Valley that will complement present development in the City; meet the retail, office and manufacturing needs of the community; add new jobs and contribute to the City's economic foundation. Although much of West Hemet is currently under the County's jurisdiction, planning for the future of this area can encourage development that reflects the City's vision for the future and promotes logical and orderly development. By taking a proactive planning approach, Hemet is positioning itself, and West Hemet in particular, to be a vibrant area featuring attractive new residential communities, mixed-use activity centers, and unparalleled retail and employment opportunities.



Sources:
 Census Tiger Line Data 2005
 ESRI 2010

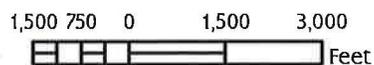


Figure 2.5
WEST HEMET PLAN
 Hemet General Plan



Development Context

There are several major factors that influence the future development of West Hemet and the surrounding areas as noted below:

- ❖ **SR 79 Highway Realignment** RCTC and Caltrans have developed a plan for the realignment of SR 79 between Gilman Springs Road and Domenigoni Parkway. The SR 79 realignment will provide a more direct north-south route for through traffic, improve mobility on local streets and expedite the movement of goods and people within the San Jacinto Valley. The Burlington Northern and Santa Fe (formerly Atchison, Topeka and Santa Fe) railroad that traverses West Hemet also serves to guide land uses and is an important link to the City and region. This rail line is anticipated to support the addition of Metrolink service to West Hemet in the future as well as further east to the City's Downtown.
- ❖ **Hemet-Ryan Airport** The Hemet-Ryan Airport safety zones and the potential for a runway extension also influenced the creation of the West Hemet land use plan. The airport can also present an opportunity to integrate the surrounding area as a business district. Compatibility Zones surrounding airports are established by the Riverside County Airport Land Use Commission based upon regulations and guidelines of the California Department of Transportation (Caltrans), Division of Aeronautics and the Federal Aviation Administration (FAA), to limit land uses and the size of new construction near airports. The most recent Airport Layout Plan provides for a 500 foot runway extension to the east.. The Airport Land Use commission adopted a new Hemet-Ryan Airport Land Use Plan (ALUP) in February 2017. The new plan establishes six compatibility zones surrounding the airport as shown in Figure 2.6a. Certain land uses are limited as a result of proximity to the Airport.
- ❖ **Multi-Species Habitat Conservation Plan** Development in West Hemet is also constrained by the Western Riverside County MSHCP. The MSHCP is a comprehensive, multi-jurisdictional effort that includes the County and fourteen cities. Rather than providing habitat mitigation for endangered species on a case-by-case basis, the MSHCP focuses on the conservation of 146 species throughout western Riverside County. The MSHCP consists of a reserve system of approximately 500,000 acres; of which approximately 347,000 acres are currently within public ownership, and 153,000 acres are currently in private ownership. The reserve system is broken down into criteria cells, 160-acre areas with specifically designated conservation criteria. In the Hemet Planning Area, the habitat reserve system consists primarily of vernal pool communities, which provide habitat for the federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*); federally endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*); and the federally endangered Riverside fairy shrimp (*Streptocephalus woottoni*). Vernal pools are seasonally flooded depressions with an impermeable layer that allows the pools to retain water much longer than the



surrounding lands. Vernal pools often fill and empty several times during the rainy season.

Part of the habitat reserve system lies within portions of West Hemet (see Figure 2.1) and any future development within a reserve must be consistent with the conservation requirements of the MSHCP. Development proposals outside of criteria cells will also be evaluated for MSHCP consistency as the MSHCP contains requirements that are applicable to proposed projects whether or not they are within criteria cells. A portion of the land in the West Hemet Planning Area lies within the 1,600 acre MSHCP-defined criteria cells. Within these cells, the City may not achieve the full development potential of the land use designations shown on the Land Use Map, as portions of the cell will be maintained as open space to comply with the MSHCP habitat conservation efforts. Under current MSHCP criteria, approximately 70-80 percent of the total 1,600 acres will need to be conserved representing approximately 1,100 acres of land. This amount could be reduced through a criteria refinement, a process which permits a refinement of the MSHCP criteria and acreage through development of alternatives such as improving drainage flows to rehydrate the vernal pool complex. Under this scenario, habitat quality could actually improve, promoting MSHCP objectives of endangered species preservation while freeing marginal habitat lands for other uses such as commercial or business park opportunities.

- ❖ **Existing Rail Line** The existing San Jacinto Branch rail line traverses the area from west to east and is planned by RCTC as a future commuter rail line. The line has also been used for limited industrial and rail activity. As rail activity increases, the issue of at-grade rail crossings and the need for grade-separated street crossings at key intersections will be a major consideration for future development.
- ❖ **Hydrology and Drainage** A large portion of the West Hemet Area is currently within the 100 year flood plain, and the existing Salt Creek drainage channel is located in the southern portion of the district. An updated storm water management plan and drainage infrastructure systems will be needed to remove development areas from the flood plain.
- ❖ **Infrastructure and Services** There is a lack of existing infrastructure within the West Hemet District and a comprehensive infrastructure and community facilities plan will need to be developed to properly serve new development. An equitable funding mechanism will also need to be put into place to ensure a “fair share” distribution of the costs of new infrastructure and services to new development.

West Hemet Development Strategies

Proactive planning by the City will ensure that development in West Hemet adheres to the City’s vision and occurs in an orderly manner with infrastructure and public services provided to adequately support development.



In 2010, the City of Hemet was chosen by the Urban Land Institute Edge Development Initiative Council as a case study for development on the City's western edge (ULI, October, 2010). Essentially, the purpose of the study was to analyze rapidly growing cities such as Hemet and explore how development at the City's edge affects factors such as urban sprawl, loss of open space and loss of identity. While the study is a separate document and encompassed more land area than that identified as the West Hemet District in Figures 2.3 and 2.5, there are several goals identified within the study that have been used by the City as overarching development goals for the west end. They are:

- ❖ Promote the proposed development of a realigned SR 79 as a significant opportunity to attract new businesses and jobs.
- ❖ Provide a better balance of jobs and housing to help build a stronger, healthier City economy.
- ❖ Create a unique identity for West Hemet and the City.
- ❖ Annex unincorporated land around the proposed SR 79 realignment to maintain and control the City's edge, entrance and job appeal.
- ❖ Capture the synergy of regional transportation facilities such as the future SR 79, commuter rail, and the airport to create regional serving commercial, office and industrial uses.
- ❖ Protect existing residential areas and associated lifestyles by making sure new development is complimentary.
- ❖ Initiate a Criteria Refinement process to identify potential development potential within the west end area
- ❖ Update the City's Master Drainage Plan to address the unique drainage and habitat characteristics with the area.

Future development in West Hemet will occur in the context of specific physical constraints. Foremost are the realignment of SR 79, the presence of steep hillside areas, the railroad that bisects the area in the south, and proximity to the Hemet-Ryan Airport.

Improved access to West Hemet due to the realignment of SR 79, availability of large vacant parcels, and recreation potential associated with Diamond Valley Lake make West Hemet an ideal location for future development. However, West Hemet also includes valuable habitat resources that must be conserved and existing communities that must be respected. The following concepts provide a foundation for the City's strategy to ensure the orderly development of quality communities.

Create a Unique Place

The land use plan for West Hemet strives to create a unique place that maintains the character of Hemet, yet differentiates West Hemet from other newly built, traditional suburban communities in southern California.



The City will work to maintain high quality design and property maintenance standards that encourage owner satisfaction and community pride, inspiring ongoing concern and care for the community. Creating a new community, as opposed to merely providing additional housing and businesses, will require such amenities as parks, recreational services, educational facilities, and open spaces for residents to enjoy. Additionally, the City recognizes that the form and function of new developments in West Hemet will be inherently different than within the established City and will need to accommodate a broad range of land uses.

To ensure that development occurs in an orderly manner, major developments should occur within the context of an overall community plan or specific plans. Using specific plans provides the right balance of City and developer involvement in major projects to ensure that all parties' goals are met, while allowing the majority of land to develop in response to market trends. Planning for West Hemet will also encourage creation of cultural and recreational resources that are unique to Hemet and that benefit from close proximity to Diamond Valley Lake and other nearby attractions. Establishing West Hemet as a destination and a job center will contribute to the City's economic development goals and provide expanded opportunities for Hemet residents and businesses.

Establish a Complementary Mix of Land Uses

Planning for West Hemet should stress the importance of establishing neighborhoods that balance the need for a diverse range of retail centers, mixed-use projects, business parks, industrial uses, offices and housing with a viable economy that sustains the area's tax and jobs base. In West Hemet, residential, commercial, and employment-creating land uses will be balanced to establish a sustainable economic foundation characterized by solid financial resources, multiple employment opportunities, and a diversified tax base.

A major component of the West Hemet area is the proposed business park complex shown on both sides of the future SR 79 and north of Salt Creek. It is anticipated that concurrent with the development of the realigned SR 79, the business park will evolve over time to provide service sector jobs, clean technology industries, manufacturing opportunities, and ancillary support services for not only Hemet but much of southwestern Riverside County. Development of the business park will help bring Hemet's job to housing balance ratio in line with the southern California average as well as help to reduce greenhouse gas emissions by locating jobs closer to residents thereby reducing vehicular emissions.

The new alignment of SR 79 and proximity to Diamond Valley Lake present tremendous opportunities for new development in West Hemet. To leverage these opportunities while protecting residents from noise and increased activity levels associated with transportation, new developments must establish land uses compatible with and complementary to SR 79.

Protect Natural Resources

The large scale of development that may occur in West Hemet over the next 10 to 20 years compels the City to carefully consider potential effects



Commercial uses in West Hemet will expand retail and employment opportunities and complement land uses in other Hemet activity centers.



on natural resources from the construction and occupation of Hemet’s newest communities. To protect the area’s natural resources, the City will ensure that sensitive habitat areas are protected, habitat connectivity is preserved, and habitat areas are used and preserved as scenic resources to the extent feasible. In areas of high scenic value, such as hillsides, land use designations will accommodate some development while also preserving scenic resources and ensuring safety for new developments.



Pedestrian walkways and access points facilitate easy and safe walks to neighboring development without automobiles.

To help conserve energy resources, green building design, construction and operation techniques will be used during construction and through the life of West Hemet developments. Green building design includes use of building materials and methods that promote resource conservation and energy efficiency, particularly alternative energy solutions.

Encourage Alternatives to Driving

Land use planning and circulation planning must be coordinated. West Hemet developments will be designed to provide adequate automobile circulation as well as alternatives to driving. Many newly built communities in southern California focus on getting residents and visitors in and out of the area in their cars. In West Hemet, new developments will create connections between land uses that also make alternatives to the automobile safe and attractive. Community designs should encourage both pedestrian and bicycle use.

Traveling within the community on bikes, by walking or taking public transportation will become attractive, safe, and economical options for residents and visitors. In areas with a large number of residents or visitors, increased levels of traffic control strategies must be established to ensure that that car traffic does not become unmanageable. The City’s strategy will be to locate higher intensity uses, such as higher density residential uses and commercial and employment activity centers, around major transportation nodes, such as SR 79, a future Metrolink station in West Hemet, and transit routes. This strategy allows access to these uses, minimizes disruptions to the local circulation system, and makes auto travel alternatives practical.



Achieve Balance with Other Parts of Hemet

The vision and plan for West Hemet does not create competition for properties in other parts of Hemet such as downtown. The land uses and character of the area south of Florida Avenue will differ from other parts of Hemet, as it will be more urban in nature than most parts of the City. West Hemet has the available land to accommodate uses that are not appropriate downtown, such as major commercial activity centers and employment-generating business parks that may not fit in size or character within downtown.



Mixed-use development should support a street-oriented pattern, with buildings sited at or near the sidewalk edge.

West Hemet Land Use Plan Features

Specific strategies and recommendations for the West Hemet area are incorporated into the goals, policies and implementation programs for the West Hemet area. The overall land use plan for West Hemet sets a framework for orderly and fiscally responsible development that avoids the haphazard development patterns present in many developing communities. The plan was created through a collaborative process involving



stakeholders, property owners, and City leaders. The end-goal for this collaboration was not to develop for development's sake, but rather to create a community that balances the need for economic development, through sales tax revenue and job generation, and creates a variety of housing opportunities. The circulation plan for this area was formulated in tandem with the land use plan to ensure that circulation infrastructure is able to support the proposed level of development.

Business Park

The business park complex will include corporate and general business offices, medical uses, technical and trade schools, research and development, e-commerce, new clean technologies, and light manufacturing. Ancillary support commercial uses, restaurants, and hospitality uses intended to serve the business community may also be permitted. The City will need to identify and encourage industrial uses that are not dependent on the proximity to a major freeway, such as the distribution uses that existing along I-215. Exploring a business niche opportunity will assist in creating an image and identity for Hemet that will distinguish it from other sub-regions.

The business park complex will focus on providing high end employment opportunities, especially in emerging technologies such as solar and alternative energy in a campus like setting. Central to the business park concept is the integration of all land uses along a comprehensive trail network serving pedestrians and bicyclists which serves not only to facilitate alternative modes of transportation, such as the Metrolink, transit and NEV's, but also to encourage recreational opportunities such as walking during lunch time.

A critical factor to the business park's success is the eventual construction of the realigned SR 79 and interchange at Stetson Road. As the business park develops, the circulation pattern will evolve to facilitate access to and from SR 79 as well as taking advantage to rail access which traverses the complex, and the potential for a West Hemet Metrolink train station.

Mixed Use

There are three mixed uses nodes in West Hemet, Mixed Use #2 and Mixed Use #3 and the southerly portion of Mixed Use #1, as discussed in more detail in Section 2.5 of this element. The mixed-use areas in West Hemet will create activity centers for regional retail, office and entertainment uses, supported by medium- to high-density residential development. Such development is intended to facilitate groupings of retail, entertainment, and office uses along with residential development, public gathering spaces, and other community amenities. Key considerations include high-quality pedestrian-oriented design, incorporation of community open spaces, innovative housing options, and ease of access from major highways, freeways and alternative transportation modes. Successful completion of high-quality mixed-use projects will assist the City in accomplishing multiple land use and economic development objectives. A key component will also be the potential for a Metrolink station and transit oriented development in the West Hemet area.



Residential

As shown in Figure 2.5, the planned residential land uses range in density and character from Hillside Residential and Rural Residential to Multifamily Residential associated with the mixed-use areas of the plan. In order to preserve the character and quality of life that exists in the low density residential and rural areas of the plan, landscaped buffers and setbacks will need to be created where these areas are adjacent to more intense land uses. The development of the Highway 79 alignment through West Hemet will also change the character of the area, and new residential development should be separated from this major transportation facility.

Commercial and Institutional

In addition to retail areas within the mixed use nodes, community commercial uses are identified in the land use plan for West Hemet. To establish a strong commercial and employment base include growth industries such as health care, environmental services, computer technology and education facilities. Increasing the education potential and opportunities for residents in the area will have a direct benefit on the community's economic well-being. Higher education and vocational schools such as nursing, environmental and clean technology specialists and professional support services are also desirable.

Recreation and Leisure

Natural features and open space such as trails and other linkages for bikes and pedestrians should be woven throughout future development in the area, linking commercial, office, industrial, residential and recreational facilities. The Salt Creek Channel provides an excellent opportunity for a multi-use trail and serves as a visual buffer adjacent to new development. As more detailed specific plans are developed, sites also need to be reserved for public open spaces and plazas, creating opportunities for the community to gather and socialize. Wherever possible, open space should be preserved and enhanced and used to define the edges of the West Hemet District from other communities.

West Hemet Circulation Plan

To ensure that residents and visitors have access to West Hemet and other activity centers throughout the City, circulation system improvements and transit connectivity are key priorities. The circulation system for West Hemet was created in tandem with the land use plan and provides the backbone arterial streets needed to serve new development. The goal of the circulation plan is to accommodate potential future growth in the area and improve regional access. The most significant design feature within the Circulation Plan is the realignment of SR 79.

The major north-south feature of the circulation plan is SR 79. Interchanges and activity nodes are currently proposed at Esplanade, Tres Cerritos Road, Florida, and Stetson Avenues and Domenigoni Parkway. The Florida Avenue and Stetson Avenue interchanges will provide access to proposed mixed-use and business park activity centers in these areas. Florida Avenue and future extensions of Stetson Avenue, Simpson Road, and Domenigoni Parkway form the major east-west roadways that provide access between the City center, West Hemet and areas to the west. Regional



access will be improved through a proposed Metrolink station near the Stetson Avenue intersection with the existing railroad alignment. These locations will benefit from increased activity from future mixed-use, business park, and manufacturing/logistics uses and from the extension of the main runway at Hemet-Ryan Airport.

2.10 HEMET-RYAN AIRPORT

Noise and safety factors resulting from airport operations and overflight patterns at the Hemet-Ryan Airport affects much of the western portion of the City. Due to the strategic role the airport plays in determining land uses, the Land Use Element provides an overview of the Hemet-Ryan Airport and a discussion of land use policies associated with its continued operation.

The Hemet-Ryan Airport was founded in 1940, shortly before World War II, as a federal pilot training center run by the Ryan School of Aeronautics. After the war, the County assumed management of the 318-acre facility. Today, the County-owned, public use airport covers 440 acres and is managed by the Riverside County Economic Development Agency. The Airport primarily serves the Cities of Hemet and San Jacinto, but also offers easy access to the various mountain resorts around Hemet.



Hemet-Ryan Airport is an important development constraint and asset located in the western portion of the Planning Area

As a general aviation facility, Hemet-Ryan Airport provides a base of operations for local pilots while also supporting a variety of recreational, medical, fire suppression and business uses. Between 2011 and 2031 aircraft activity at the airport is expected to increase by 25 percent from the existing 69,500 annual flight activity to approximately 87,150 operations annually.

The primary runway is 4,315 feet long and 100 feet wide and can accommodate an 80,000-pound, single wheel aircraft. Future plans assume a 500' extension for Runway 5-23 to 4,815 feet. The runway extension will only be used for take offs to the west.

Fire and police protection for the airport is provided by the City of Hemet, with additional fire protection assistance from the California Department of Forestry and Fire Protection (CAL FIRE). Since 1957, CAL FIRE has based its regional air attack base at Hemet-Ryan Airport. The decision to provide for a future runway extension was directly related to CAL FIRE's needs and a previously anticipated increase in airport activity due to future development at the airport and in the area.

The City recognizes that the airport can and should have a critical and positive role for the City and supports Hemet Ryan Airport's ongoing activities and desires to ensure that ongoing operations and expansion plans benefit all interested parties without adversely affecting critical transportation needs.

Additional discussion, goals, and policies regarding the Hemet-Ryan Airport are contained in the Circulation and Public Safety Elements of the General Plan.



2.10.1 AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

The variety of air services and separate flight paths in southern California require regional coordination in order to prevent confusion in flight patterns and to maintain safety. Potential damage to aircraft may also result in loss of life and property within flight paths. Aircraft noise may also affect residents and businesses located close to the flight path. To avoid such outcomes, the Federal Aviation Administration (FAA) has established land use restrictions for areas surrounding airports and flight paths. To comply with FAA regulations, the 2017 *Hemet-Ryan Airport Comprehensive Airport Land Use Compatibility Plan* was adopted by the Riverside County Airport Land Use Commission. The land use plan responds to concerns of encroachment of incompatible uses in the airport vicinity.

Land use policies in the 2017 ALUP are structured around six distinct land use compatibility areas within and surrounding the airport determined using the following land use compatibility criteria: intensity of use, residential versus non-residential function, and sensitive uses that require special protection from aircraft related hazards. The ALUP is also based upon the Airport Layout Plan, the runway configurations and level of operations, and the California Airport Land Use Handbook published by the California Department of Transportation Division of Aeronautics in 2011.

Figure 2.6a shows the airport land use compatibility areas for Hemet-Ryan Airport, based upon the six land use compatibility zones set forth in the 2017 ALUCP and overlaid on the General Plan Land Use Map. The six zones comprise the Airport Influence Area. Figure 2.6b illustrates the Airport Safety Zones and permitted land uses. The ALUCP is the adopted plan by which the Riverside County Airport Land Use Commission makes its findings and recommendations regarding land use consistency. The majority of the land within the Airport Influence Area shown in Figure 2.6a is already developed or entitled, and therefore not subject to the land use restrictions unless land use changes are proposed. However, there are several undeveloped parcels located to the west and south of the airport that are under the ALUCP, as well as certain infill parcels located to the north and east of the airport.

Development criteria for the new airport land use compatibility zones are summarized in Table 2.5. Exact criteria descriptions and allowances are found in the *Riverside County Airport Land Use Compatibility Plan Policy Document* and the *Hemet-Ryan Airport Land Use Compatibility Plan*. In the event of an inconsistency between Table 2.5 and other provisions of the General Plan the Hemet-Ryan ALUCP will control.

New development projects that are located within the compatibility zones will undergo various levels of City discretionary review, depending upon the proposal. At a minimum, a Site Development Review will be required to be approved by either the Community Development Director or Planning Commission, and will include review of compatibility with the standards of the Hemet-Ryan Airport Land Use Compatibility Plan. Any legislative proposals (General Plan Amendments, Specific Plans, Ordinances, etc.) will be submitted to the County Airport Land Use Commission for determinations as to consistency with the Plan. Proposed discretionary



projects will need to demonstrate compliance with the Airport Land Use Compatibility Plan and comply with the General Plan policies regarding the airport as contained in the Land Use, Circulation, and Public Safety elements of this General Plan. This may be accomplished through the preparation of an Airport Land Use Compatibility Study by the project proponent. State law requires that General Plans be consistent with land use compatibility plans established by airport land use commissions. The City worked with the ALUC to create an ALUCP that allows for compatible urban development while safe, and efficient operation of the airport.

The General Plan requires that an analysis of the project's consistency with the ALUP, the latest *California Airport Land Use Planning Handbook*, and relevant General Plan policies pertaining to airport safety be provided to the approving body to ensure consistency with adopted airport goals and policies. In addition, the City's Municipal Code Article VI, Section 70-163 can require subdivision developers to submit an airport land use compatibility study as a requirement of an application for vesting tentative maps, and policy LU-10.2 authorizes the City to require the preparation of an airport land use compatibility study when warranted for legislative or discretionary projects within the Airport Influence Area.

2.11 ECONOMIC DEVELOPMENT AND REDEVELOPMENT

Land use decisions and the City's long-range economic development strategy are directly interrelated. This element emphasizes creation of business parks with employment generating land uses, proposes new development strategies for a number of the City's most important commercial corridors, and advocates intensification of certain areas as mixed-use corridors. These proposals are designed to maximize the economic potential of untapped or underutilized resources within the City, such as potential future commuter rail service, medical uses near Hemet Valley Medical Center, and access to the SR 79 freeway. Economic development and growth within the Planning Area is enabled by the General Plan land use plan, and are key to achieving the long-term fiscal objectives of the City. A strong tax and employment base will allow the City to support a higher quality of life for its residents by providing adequate public services and creating skilled and higher paying jobs. The community's value is also increased by the provision of infrastructure improvements and the elimination of blight, which raises property values and the overall standard of living for all residents.

Successful economic development in Hemet begins by preserving and promoting the area's special qualities, resources, and local businesses. Tourists and businesses alike are attracted to a community which values its natural resources, appreciates the richness of its cultures and traditions, and reflects an image of pride and well-being. The external image presented by Hemet can determine the location decisions of new or relocating businesses. Existing businesses are more likely to expand and reinvest in a community with a positive self-image and a strong sense of civic pride, confidence, and well-being.

**Table 2.5
Hemet-Ryan Airport Land Use Compatibility Criteria**

Zone	Location	Maximum Densities/Intensities			Require Open Land	Prohibited Uses	Other Development Considerations
		Residential (du/acre)	Other Uses (people/acre)				
			Average	Single-Acre			
A	Runway Protection Zone and within Building Restriction Line (runway and area at either end of the runway).	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight 	<ul style="list-style-type: none"> Avigation easement dedication required
B1	Inner Approach/Departure Zone (4000' past the end of the runway)	0.05 (average parcel size ≥20.0 ac.)	40	80	None Required (Met by HR ALUCP see figure HR-4)	<ul style="list-style-type: none"> Children's schools, day care centers, and libraries Hospitals, nursing homes Places of worship, meeting halls, theaters, stadiums, other assembly facilities Buildings with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses Aboveground bulk storage of hazardous materials Critical community infrastructure facilities Hazards to flight 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹ Airspace review required for objects >35 feet tall Avigation easement dedication required
B2	Adjacent to Runway Zone (two rectangular-shaped areas running parallel to the runway. 1500' from the centerline of the runway)	0.1 (average parcel size ≥10.0 ac.)	100	300	None required	Same as Zone B1	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in r residences (including mobile homes) and office buildings Airspace review required for objects >35 feet tall Avigation easement dedication required
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	100	300	20% (Only required for areas east of Cawston Ave)	<ul style="list-style-type: none"> Children's schools, day care centers, and libraries Hospitals, nursing homes Theaters, meeting halls, stadiums, and assembly facilities Buildings with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses Hazards to flight 	<ul style="list-style-type: none"> Minimum NLR of 25 dB in residences (including mobile homes) and office buildings Airspace review required for objects >70 feet tall Avigation easement dedication required
D (West of Cawston Ave)	Primary Traffic Patterns and Runway Buffer Area Zone	(1) ≤0.4 (average parcel size ≥2.5 ac.) or (2) >3.0 d.u./ac.	200	800	None Required (Met by HR ALUCP See figure HR-4)	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses² Hazards to flight 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall Children's schools, hospitals, nursing homes discouraged Deed notice required Existing uses/structures established prior to adoption of ALUCP shall not be counted against the intensity limits of new development or expansions. Residential densities shall be calculated on a "net" rather than a "gross" basis.



**Table 2.5
Hemet-Ryan Airport Land Use Compatibility Criteria**

Zone	Location	Maximum Densities/Intensities		Require Open Land	Prohibited Uses	Other Development Considerations	
		Residential (du/acre)	Other Uses (people/acre)				
			Average				Single-Acre
D (East of Cawston Ave)	Primary Traffic Patterns and Runway Buffer Area Zone	(1) ≤ 0.2 (average parcel size ≥ 5.0 ac.) or (2) > 3.0 d.u./ac.	300	1200	None Required (Met By HR ALUCP See figure HR-4)	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses Hazards to flight 	<ul style="list-style-type: none"> Airspace review required for objects > 70 feet tall Children's schools, hospitals, nursing homes discouraged Deed notice required Existing uses/structures established prior to adoption of ALUCP shall not be counted against the intensity limits of new development or expansions. Residential densities shall be calculated on a "net" rather than a "gross" basis.
E	Other Airport Environs Zone (Area measured 14,000' from the runway)	No Limit	No Limit		Not applicable	<ul style="list-style-type: none"> Hazards to flight 	<ul style="list-style-type: none"> Airspace review required for objects > 100 feet tall Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principle flight tracks

Note: * Refer to the Hemet-Ryan Airport Land Use Compatibility Plan for more information regarding land use intensities and restrictions

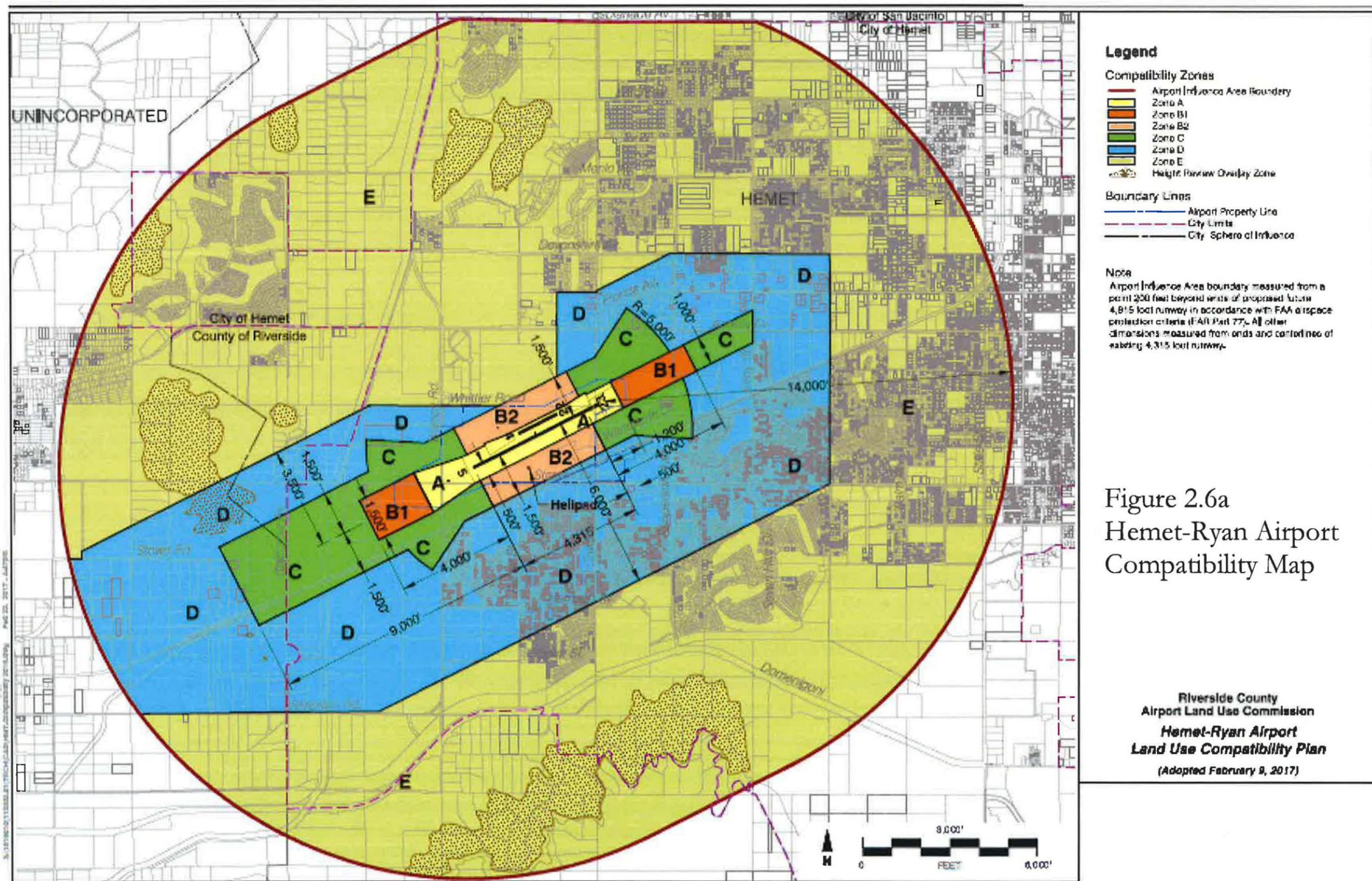


Figure 2.6a
 Hemet-Ryan Airport
 Compatibility Map

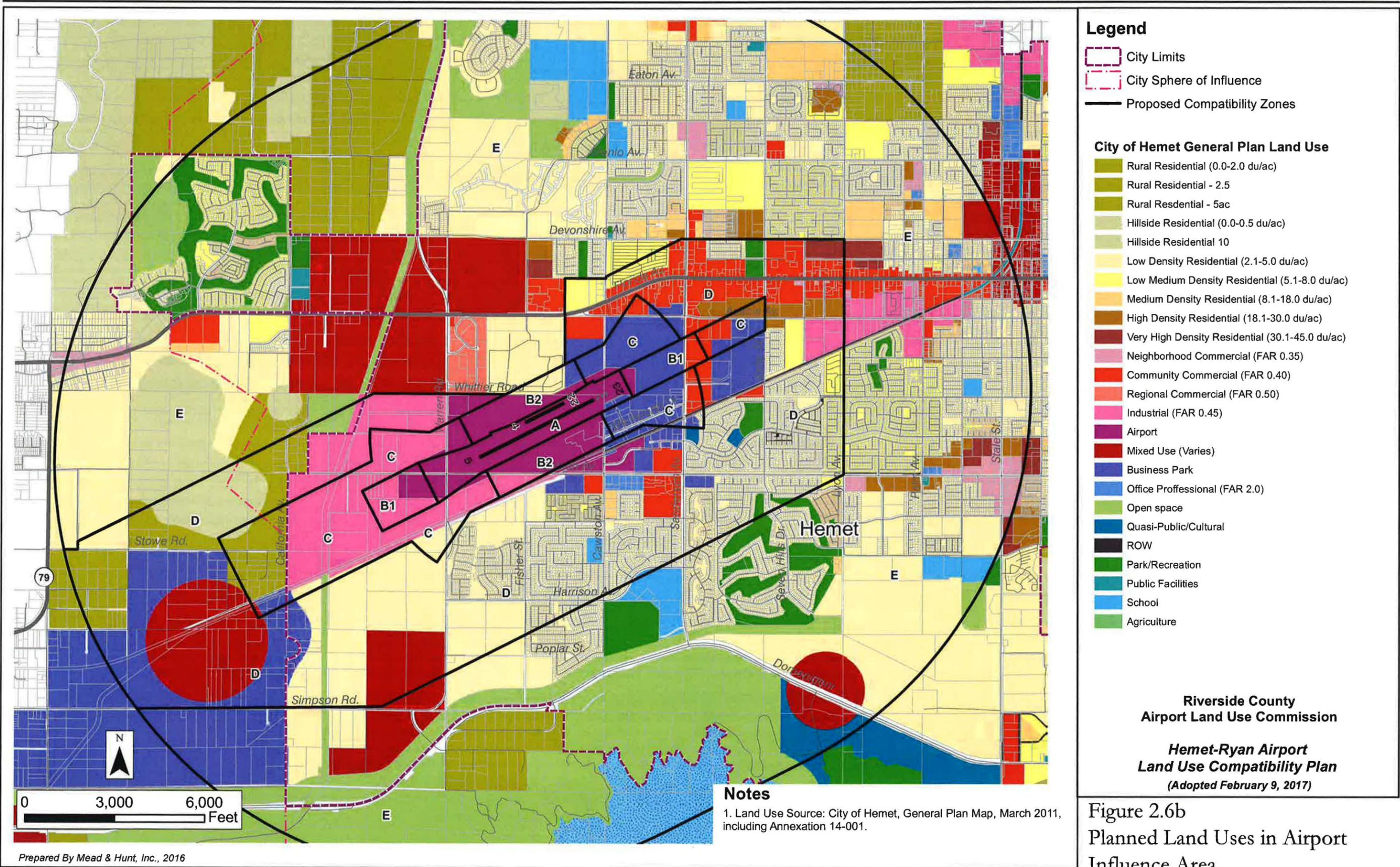


Figure 2.6b
Planned Land Uses in Airport
Influence Area



- ❖ Enhance Hemet's position relative to surrounding communities to appeal to higher paying employers and more affluent and educated residents.
- ❖ Attract new retail, entertainment and dining establishments that are currently underserved in Hemet and the Valley.
- ❖ Encourage the establishment of expanded educational institutions and facilities including skilled technical school opportunities.

B. Champion the Realignment of SR 79 and the Metrolink extension to Hemet

The realignment of SR 79 presents the City with new opportunities to develop uses along the freeway that encourage people to get off the road and visit Hemet and provides the mechanism to attract new industries. The City will set the tone for expected development quality through its encouragement of desired uses and businesses along SR 79. The extension of the Perris Valley Metrolink line into Hemet will be a valuable transportation link with other communities and allow Hemet to be a destination as well as encouraging an efficient commuter option for residents and employees.

C. Retain and Expand Hemet's Employment Base

The prosperity of Hemet's business community is of paramount importance to the future economic well-being of the City. Retention and expansion efforts should focus on industries such as manufacturing and targeted industry clusters, which provide higher wages and better benefits such as health care, professional services and new technology. The City, in coordination with economic development agencies in the Valley, will proceed with proactive programs that foster the retention and expansion of existing successful enterprises in the community.

Health care facilities in Hemet are an important source of employment for area residents. Demand in the health care industry is expected to grow and can benefit Hemet through state-of-the-art medical services and a variety of well-paid professional jobs. As a result of increased medical services demand, the employment outlook for medical personnel is excellent. This increased demand can benefit Hemet, as average earnings of most nonsupervisory health care workers are generally higher than those in other professions.

D. Attract New Businesses that Benefit Hemet

Attracting and retaining businesses is only a first step to securing Hemet's economic stability. The City will also need to prioritize attracting new businesses that benefit the City through revenue generation and job creation, as well as businesses that will help diversify the City's tax base. Attracting businesses that offer higher-wage jobs with benefits and training potential will create a skilled, well-paid population base, strengthen the City's overall economic health, and improve Hemet's quality of life. Economic diversification creates a broader tax base to position Hemet with long-term benefits and economic stability, and it can also help reduce retail leakage.



The Southern California Association of Governments (SCAG) released its Economic Recovery and Job Creation Strategy (May, 2011) which identified key job growth industries for Riverside County. Job growth in the area is projected to occur primarily in the following industries:

- ❖ Healthcare Services
- ❖ Green Technology/Renewable Energy
- ❖ Leisure and Hospitality
- ❖ Manufacturing
- ❖ Construction
- ❖ Transportation and Logistics
- ❖ Agriculture/Organic Foods

In addition to the potential for these industries in Hemet, the City has a successful base of service industries, financial institutions, government services, auto sales, and general retail businesses that can be further expanded and diversified to serve the population of the City and surrounding areas. Continuing to pursue new retail businesses to meet the demand and expanding the City's retail position within the sub-region will continue to be a priority. Hemet is also currently underserved in terms of department stores, apparel, entertainment venues and fine dining options. As the overall economic viability of the community improves, these uses will be more in demand and should be actively pursued to locate in Hemet.

To provide land for new businesses, the City must preserve land zoned for employment uses. With increased demand for housing in the region, pressures are increasing to rezone commercial and industrial lands for residential use. The City will seek to maintain an inventory of strategically located commercial and industrial land for future development, as designated in the Land Use Plan.

Attracting industrial firms to the City will lead to better paying jobs for Hemet residents and will attract new professional employees that may choose to live in the community. In West Hemet, employment-generating uses will be located in the Business Park and Industrial land use designations. Visually attractive developments that reflect high-quality development standards will define these areas, rather than typical, unattractive industrial uses. Providing for upscale residential development in the city will also help attract high-end businesses and their employees to Hemet.

Develop a Marketing and Image Plan

As underserved employment categories and niche industries are identified for the City, a marketing and image/branding plan should be created to best position the City for the next wave of development. The image plan should explore ways to blend the old with the new Hemet and maintain what is unique and desirable with future opportunities. In addition to marketing materials for targeted businesses and industries, the image campaign should extend to creating a physical gateway to the City at key points, developing



attractive public directional signage, updating the City's logo, and establishing distinct neighborhood or district design themes.

Expanding and retaining the employment base requires area-specific market research to determine what types of industry can be attracted to the city. Factors that will be analyzed include the adequacy of the infrastructure, availability of land and buildings, quality of life in the community, level of skill and education in the labor force, proximity to transportation corridors, and business incentives or hurdles to operate a business in the City

2.11.2 REDEVELOPMENT

The redevelopment process was established by the state to assist local governments in eliminating blight and revitalizing designated project areas. However, as a result of the 2011 California Budget the authority to establish and maintain redevelopment projects was dissolved effective February 1, 2012. For historical reference the five former redevelopment project areas are shown in Figure 2.7 and listed below:

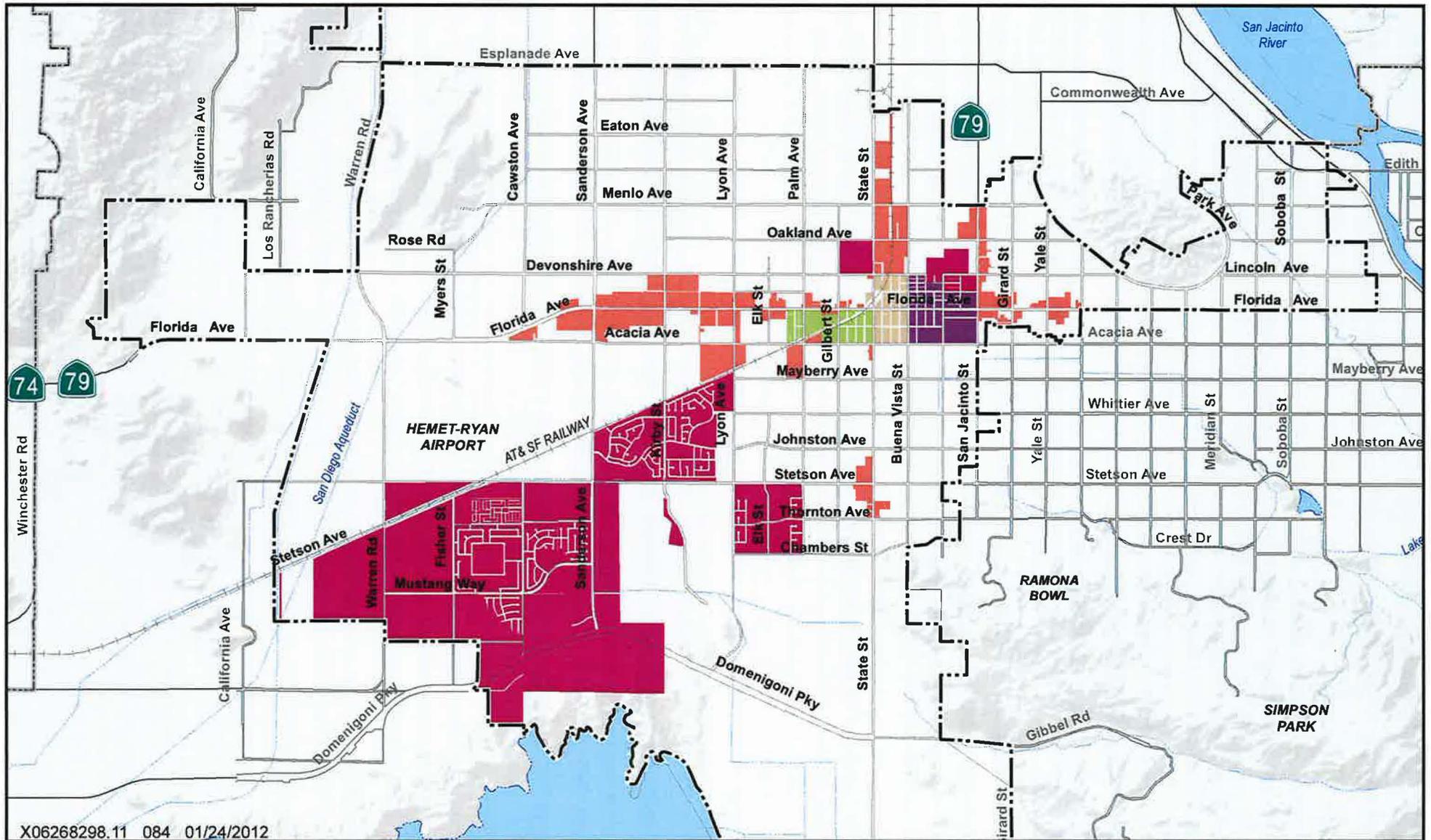
- ❖ Downtown,
- ❖ Combined Commercial
- ❖ Farmer's Fair,
- ❖ Hemet, and
- ❖ Weston Park.

2.11.3 REVITALIZING HEMET'S NEIGHBORHOODS AND DISTRICTS

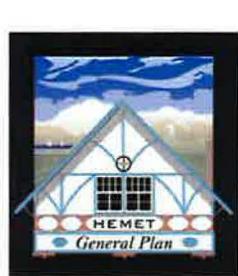
As Hemet continues to grow, additional emphasis needs to be placed on maintaining and enhancing the City's older residential neighborhoods and commercial and industrial areas. As new development occurs, private investment in these areas is often overlooked. These areas still serve an important function in Hemet as they provide housing opportunities for residents and offer commercial services and employment opportunities. Thus, a comprehensive approach to business retention, property maintenance and improvement will play an important part in ensuring that these areas do not become obsolete or undesirable.

Revitalization through Infill Development

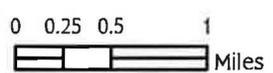
Hemet contains numerous vacant or underutilized lots that can accommodate infill development. By absorbing growth into the existing city framework, such infill relieves growth pressures on rural areas and can improve quality of life, property values, and investment within older areas of the City. Infill can also benefit Hemet by revitalizing older areas of the City, preserving open space and other natural areas, and minimizing the high cost of building infrastructure to support development that has spread far from the traditional City center



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Sources:
Census Tiger Line Data 2005
ESRI 2010



LEGEND

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

Note: Redevelopment was dissolved by the State of California on February 1, 2012.

Figure 2.7
FORMER REDEVELOPMENT PROJECT AREAS
Hemet General Plan



Hemet Valley Mall represents a key development asset to the City

Hemet Valley Mall

Hemet Valley Mall is located on Florida Avenue at Kirby Avenue and is home to over 20 stores and specialty shops within approximately 250,000 square feet of retail space. As commercial centers have been added throughout the City and in nearby communities, the Mall's role as the Valley's major shopping center has diminished. Many Hemet residents, and those in nearby communities, now frequent large retailers located in Hemet, or travel to Murrieta or Temecula for their shopping needs. The importance of keeping retail dollars within Hemet cannot be understated, as retail sales tax revenues are a major source of income for the City. Retail sales leakage to other areas is occurring, and can be minimized by locating retail businesses in Hemet to capture sales from its residents. Because of its central location, the Hemet Valley Mall is an ideal location for new retailers offering merchandise that can attract shoppers. The mall also owns adjacent vacant property and has the ability to expand and remodel to address new retail trends and shopping environments.

Numerous recommendations have come forth in recent years to transform the mall into a regional shopping center with uses that keep Hemet residents from having to shop outside the City. Future development in this area will seek to create an attractive and functionally compatible center that can serve as a central focus for the Florida Avenue commercial corridor. The City also encourages a tenant mix at the Mall that offers commercial uses desired by residents, such as clothing stores, or entertainment uses such as theaters and bookstores.

Revitalization of Neighborhoods

Many of the older neighborhoods and mobile home parks in the central area of the City have deteriorated, in terms of property value, structural integrity and overall property maintenance. The extended downturn in the economy and lack of job opportunities has also been a major contributing factor. Neighborhoods that were once stable, well-maintained and owner-occupied have transitioned to a preponderance of rental properties. The City is addressing this issue with a multi-pronged approach including the following programs:

- ❖ **Neighborhood Stabilization Program** Federal grant program to purchase and rehabilitate foreclosure homes and re-sell them to home owners.
- ❖ **Hemet ROCS (Restoring Our Community Strategy)** A series of ordinances and implementation programs to improve property maintenance, hold landowners more responsible for rental units and tenants, and target factors and behaviors that lead to crime and the destabilization of neighborhoods.
- ❖ **Housing Programs** The City's Community Investment Department implement a variety of housing assistance programs designed to improve living conditions and housing stock within the existing neighborhoods.



Downtown and North State Street Corridor

A description of the characteristics and opportunities within the Downtown and North State Street Corridor is provided in detail in Section 2.6.9 and 2.9.1 of this Element. In addition to the land use and design objectives for this area of the City, certain less tangible attributes must be in place to bring about true revitalization. Some of these key factors are identified below:

1. **Create and Champion the Vision** The vision for the future of Downtown needs to be clear, well known, and accepted by the general community, the property owners, business owners, City leadership and staff. Revitalization efforts need to be intentional, deliberate, consistent and have political and landowner support to be successful.
2. **Recognize that Downtown Revitalization is Incremental and long term** The revitalization process for downtowns takes time, sometimes as long as 20 years to be fully realized. Individual opportunities and successes need to be celebrated and new investment encouraged to keep a momentum going over the long term.
3. **Revitalization is a Private/Public Partnership** To a large extent, private sector investment will be the driving force in revitalization with public sector assistance in certain targeted areas, such as the public domain and infrastructure.
4. **Develop a Strategic Plan/Specific Plan** Land use and business potential for the Downtown should be explored in a market-based technical analysis to determine what is supportable in the near and longer term, and what uses can be a catalyst for renewal. A Specific Plan would identify and appropriately locate these uses, and include infrastructure, streetscape, landscape and architectural guidelines, as well as financing mechanisms.
5. **Fix the Basics** Revitalization will have the best chance of success and new investment if the area is perceived to be safe, well lighted, accessible, well maintained, and with adequate infrastructure to accommodate rehabilitation. One of the primary roles of redevelopment is to ensure the needs are met as the framework for new investment.
6. **Make the Right Things Easy** In the context of the Specific Plan, establish specific zoning standards, design guidelines and building, signage, and landscaping codes that can be implemented without a cumbersome review process. Encourage the “best uses” as permitted “by right” and adopt business friendly policies and procedures.
7. **Provide Ongoing Activities and Events** Successful downtowns have a business or chamber-based organization that markets and promotes Downtown businesses and events on a regular basis. These events give people new and interesting reasons to gather downtown.



2.12 SPHERE OF INFLUENCE AND ANNEXATIONS

The Planning Area boundary depicted on the Land Use Map and throughout the General Plan document is comprised of three main components: the existing incorporated City of Hemet (28.3 square miles), the adopted Sphere of Influence (SOI) for the City (37 square miles), and the surrounding unincorporated territory (32.1 square miles). Each component is directly related to, or may affect future development, plans or policies within the City. As required by state law, the SOI is an official boundary established by the Riverside County LAFCO for every city and special district within the County, and represents a probable future boundary for an agency. Land area within the SOI and the Planning Area is not subject to the City's jurisdiction; it is unincorporated and governed by the County of Riverside until it is annexed to the City. The establishment of the Planning Area boundary and land use designations under the City's General Plan allows for the possible expansion of the SOI, and ultimately the City's boundaries, at some point in the future. Any changes to the City's SOI or annexation of territory must be approved by LAFCO. Additionally, there is no requirement or obligation for a city to annex properties within the SOI or the Planning Area.

The state's intention in creating LAFCOs was to discourage "leap frog" development and urban sprawl by encouraging the orderly formation of cities and districts within the counties, and ensuring the timely extension of infrastructure and services to new development areas. Ideally, growth is concentrated in the cities and has a logical outward extension as a more urban/suburban level of public services is provided. However, sometimes significant population and development enclaves are created within the unincorporated areas over time. These areas may ultimately become their own city, or annex to an adjacent existing city.

As shown in Figure 2.8, the City's Planning Area located outside of the corporate boundaries can generally be divided into two main areas: the unincorporated area east of State Street and encompassing the Santa Rosa Hills, and the unincorporated area located west of the city limits and encompassing Diamond Valley Lake. These areas are briefly described below, and in more detail within the Land Use Element and other applicable elements within the General Plan. The entire Planning Area has been included and discussed within each element of the General Plan due to the proximity, ongoing relationship, annexation potential, and future effects these areas will have on the City of Hemet.

2.12.1 EAST HEMET SPHERE OF INFLUENCE AND PLANNING AREA

The majority of the Planning Area located east of Hemet is coterminous with the existing SOI for this area. The Planning Area boundaries on the east end of Hemet generally include privately owned property located south



of the City of San Jacinto and the Soboba Indian Reservation, and west of the San Bernardino National Forest. The Santa Rosa Hills form the backdrop for this area to the south. The East Hemet area encompasses approximately 23,905 acres or 37.35 square miles, and is largely developed. There are existing and proposed commercial and multi-family uses along the Florida Avenue corridor, and primarily single-family subdivisions throughout the valley floor. This area also includes Simpson Park, the Ramona Bowl, Batista Creek, hillside residential estates, and large expanses of agricultural land and citrus groves. The East Hemet area has some of the most scenic and historic features within the Planning Area. The land use designations for the East Hemet area generally mirror the existing uses and County of Riverside General Plan designations. Over the long term, development potential for the area will primarily be infill development with some opportunities for low-density development in the hillsides or if the agricultural land converts to residential uses. Residents within the area have long considered themselves part of the community of Hemet and are active in many organizations within Hemet and San Jacinto.

2.12.2 WEST HEMET SPHERE OF INFLUENCE AND PLANNING AREA

The Planning Area located to the west of the City's corporate boundaries encompasses approximately 18,208 acres or 28.45 sq. miles. The portion of the Planning Area located north of Devonshire Avenue is primarily large lot residential and incorporates the Reinhart Canyon area and portions of the Lakeview Mountains. The General Plan designates this area for Rural Residential and Hillsides. The southernmost portion of the Planning Area includes the Diamond Valley Lake Reservoir and the surrounding land areas owned by the MWD, portions of which are already within the City of Hemet.

The portion of the West Hemet Planning Area located south of Florida Avenue and north of Newport Road is currently residential and open farmland. This area presents the most significant land use opportunities for Hemet in terms of expanding the City's job base with the designation of a future business/industrial park, and associated mixed-use nodes at key intersections with the future alignment and expansion of SR 79. The development opportunities and infrastructure constraints associated with the West Hemet area are described in detail in Section 2.9.4 of the Land Use Element. This area will define the western edge of the City of Hemet and is a logical candidate for annexation.

Adjacent to (and partially encompassing) the West Hemet Planning Area is the existing community of Winchester. In 2010, Winchester property owners requested that the County of Riverside form a Municipal Advisory Council (MAC) for their community in order to enhance the representation of their area and to examine the potential for either independent Cityhood, or becoming part of the adjacent cities of Hemet or Menifee. The City recognizes the desire of Winchester to retain its own unique identity, whether it forms a new city or becomes a distinct part of an existing city. An opportunity exists for Winchester to be retained as a community within



Throughout the General Plan update process, residents voiced a desire to create a stronger sense of place or a unique local identity for Hemet to keep the City fiscally strong. A major goal of this General Plan is to create a sense of place by promoting development of attractive new planned communities, reinventing downtown Hemet, attracting better jobs, and expanding commercial and recreational activities. Hemet's location near recreation and open space amenities can be used as a selling point to bring tourism and a strong tax base to the City. Hemet can build on the tourism and recreation potential offered by Diamond Valley Lake, and its scenic and historic attributes, art and culture events, outdoor activities, and the potential creation of convention and conference facilities to emphasize its appeal to tourists, visitors, and new businesses and residents.

Community image also has a profound effect on economic development activities. Beautification, revitalization and economic development must go hand-in-hand. To ensure a coordinated, comprehensive approach to economic growth, Hemet's economic development activities should address an articulated, shared vision and goals that echo the values and vision of residents and the businesses community. The City has identified a series of strategies to promote economic development and encourage redevelopment investment as identified in this section and the corresponding goals, policies and implementation programs.

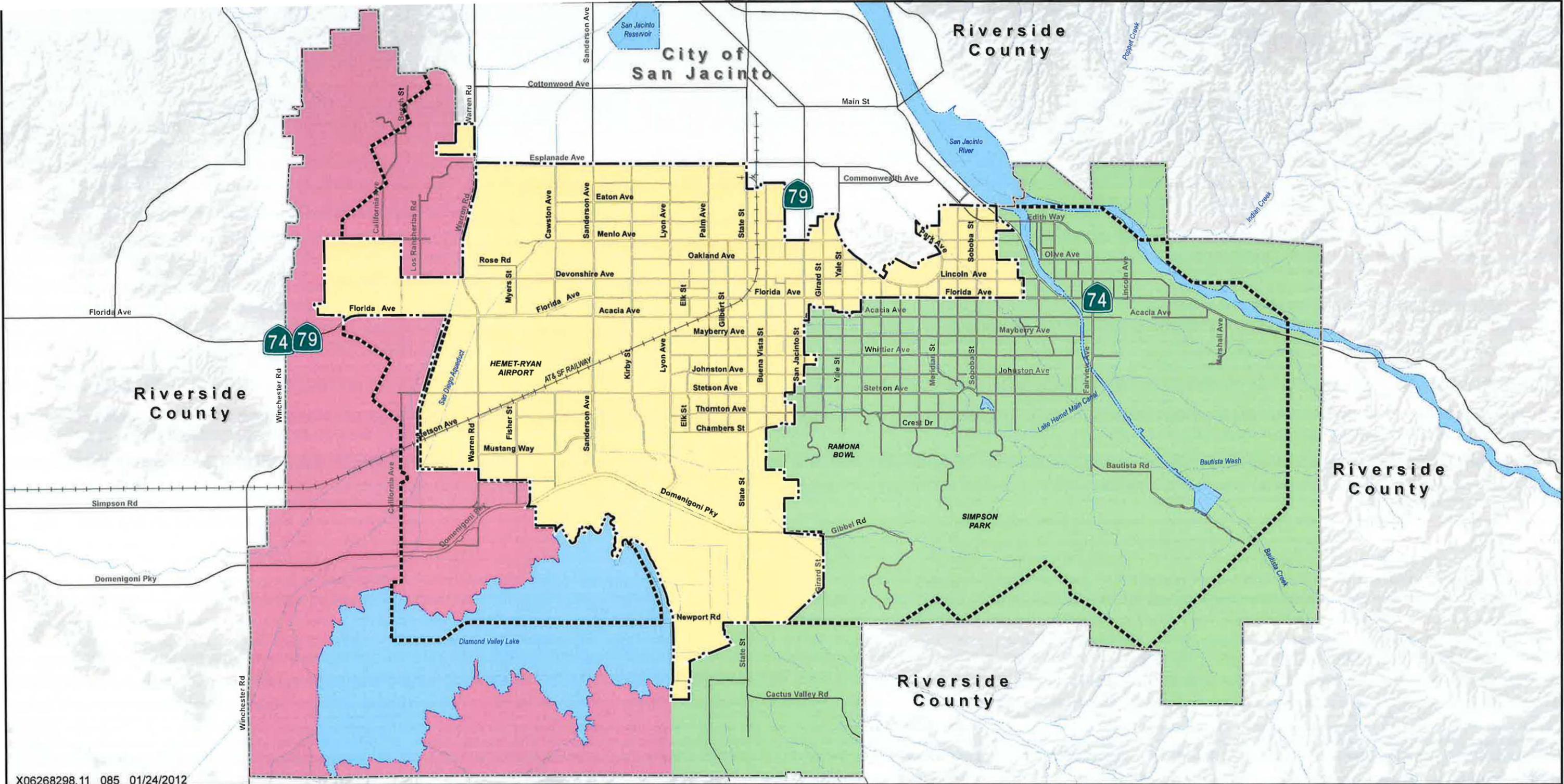
2.11.1 ECONOMIC DEVELOPMENT STRATEGIES

The following sections identify key components of an overall economic development strategy for the City. Many of these concepts are also discussed in other elements and sections within this general plan, and are supported by goals, policies and implementation programs designed to achieve a fiscally and economically thriving community over time.

A. Focus Economic Efforts

The City needs to take a more comprehensive and strategic approach to economic development that can be implemented over the long term and should be embodied in an Economic Development Strategy. Over-arching themes to focus these efforts include the following:

- ❖ Enhance the City's image as a desirable place to live, work and play.
- ❖ Promote employment opportunities particularly in higher paying, higher skilled jobs.
- ❖ Provide quality of life features attractive to maturing families and a professional workforce such as low crime, move-up housing, and ample cultural and recreational activities.
- ❖ Promote the use of recreation, art and culture in the City's economic development efforts of marketing, branding, communication, increasing the pool of educated and qualified employees, attracting the creative industries, and creating an aesthetic environment for tourists and potential businesses.



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LEGEND

- | | |
|-------------------|---------------------|
| Plan Areas | Hemet City Boundary |
| East Area | Planning Area |
| West Area | Sphere of Influence |
| | Street |
| | Railroad |
| | Creek/Canal |
| | River/Lake |
| | Hemet City Boundary |



Sources:
Census Tiger Line Data 2005
ESRI 2010



Figure 2.8
SPHERE OF INFLUENCE
AND PLANNING AREAS
Hemet General Plan



the larger City, and could be established as a separate district with local agency representation and its own specific plan or area plan to guide future development, if the residents so desired. LAFCO is required to notify the Winchester MAC of any potential requests for annexations or SOI amendments within the boundaries of the MAC, and provide them the opportunity for review and comment.

2.12.3 CONSIDERATIONS FOR FUTURE ANNEXATIONS

Although the inclusion of properties within the City's SOI and Planning Area demonstrates a logical extension of the City's boundaries, several factors must be taken into consideration in reviewing the appropriateness and timing of an annexation. The overall fiscal impacts of an annexation both direct and indirect; as well as the willingness of the property owners to be annexed, are critical components to any annexation proposal. Particularly in times of limited government resources, the City will need to assess whether the ongoing cost of services can be adequately borne by the revenues generated by the land uses, and not result in an undue burden on the City's existing services. Overall, if the entire Planning Area was annexed to the City, it would result in an ongoing positive fiscal situation, assuming build-out of the various land uses. In the interim, individual annexations will need to be assessed based on the phasing of infrastructure and public services to meet the need, and the potential revenues or project benefits associated with the annexation.

Goal LU-14 and its policies and programs address annexation areas.

Proposed implementation plans and additional criteria for annexation applications are included in Chapter 12, "Implementation Programs."

In addition to the considerations noted above, LAFCO has certain basic criteria and requirements that it uses to analyze the appropriateness of annexation proposals. Riverside County LAFCO has also adopted a set of Policies and Procedures to guide its decision making. The following points are general criteria for most annexations:

- ❖ Annexation areas must be physically contiguous with existing City boundaries.
- ❖ Annexation areas should represent a logical extension of the City and create an easily identifiable and appropriate boundary for service delivery.
- ❖ Annexations should not create "islands" of unincorporated County territory.
- ❖ Areas to be annexed must have general plan and rezoning designations adopted by the annexing City for the subject property.
- ❖ The annexing City must provide a Plan of Services for how the annexed area will be served with existing or expanded infrastructure and public service capabilities and the funding mechanisms to insure the ongoing provision of services.
- ❖ Annexations of over 100 acres shall provide a fiscal impact analysis.
- ❖ Annexations with more than 12 registered voters residing in the annexation area are considered "inhabited," and less than 12 registered voters are considered an "uninhabited annexation." There are different processes for approval depending on the classification of the annexation.



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GOALS AND POLICIES

CITYWIDE LAND USE

GOAL 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.
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POLICIES

- 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.

- 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.

- LU-1.3** **Housing Opportunities** Create a broad range of housing opportunities for all segments of the community and ensure that a balance of housing types and densities are available for existing and future residents.

- LU-1.4** **Walkable Neighborhoods** Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.

- LU-1.5** **Strong Sense of Place** Foster distinctive, attractive community districts and neighborhoods with a strong sense of place.

- LU-1.6** **Open Space Preservation** Recognize and preserve open space, prominent landforms, natural beauty and critical environmental areas through creative design and integrate open space and trail networks within the urban fabric to enhance the character and quality of life.

- LU-1.7** **Integrate Land Use and Transportation Networks** Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.



- LU-1.8 Balance Land Uses with Services** Accommodate and locate the types, densities, and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure and public services such as schools, parks and emergency services.
- 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.
- LU-1.10 Land Use District Identity** Encourage the establishment of distinct districts and neighborhoods that have a unique identity and character defined by design elements that include edge and entry treatments, architectural features, landscape pallet, streetscape, and community signage elements.
- 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.
- 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.
- LU-1.13 Build a Strong Community** Support the development of a strong, socially connected and ethnically 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.
- 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.



**GOAL
LU-2**

Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.

POLICIES

- LU-2.1 Adequate Infrastructure** Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development
- LU-2.2 Public Service Levels** Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.
- LU-2.3 Public Improvement Costs** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.
- LU-2.4 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.
- 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.
- LU-2.6 Alternative Modes of Transportation** Promote alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.
- LU-2.7 Capital Improvement Plans** Ensure that the provision of infrastructure master plans and capital improvement programs to serve new development are in place in anticipation of development demands, in order to facilitate the viability and quality of new residential, commercial and industrial development.



- LU-2.8** **Agriculture as a Permitted Use** Allow for the continued production and use of agricultural lands as interim uses preceding urban development, or as a long term use.
- 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.
- 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.
- 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 serves as an attractive community amenity. Promote naturalized, soft-bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.
- LU-2.12** **Use of Recycled Water Systems** Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.
- LU-2.13** **Criteria Cell Refinement** In conjunction with affected land owners and agencies, pursue a criteria cell refinement to the Multi-Species Habitat Conservation Plan (MSHCP) to provide for a more viable vernal pool habitat complex while accommodating a comprehensive development footprint and habitat interface buffer for future development.
- 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.

GOAL	Avoid land use conflicts and provide for compatible development.
LU-3	

POLICIES

- LU-3.1** **Residential Variety** Encourage a variety of residential development types which are physically and functionally compatible with surrounding neighborhoods.
- LU-3.2** **Preservation of Stable, Existing Neighborhoods** Preserve the integrity, quality and livability of Hemet's



existing residential neighborhoods by requiring that new and infill development be designed to complement existing residential uses, density and character.

- LU-3.3** **Transitional Uses** Use multi-family development as a transition between commercial to single-family uses where appropriate. Avoid density increases or intrusion of non-residential uses that are incompatible with existing neighborhoods.
- LU-3.4** **Compatible Residential Development** Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to scale, neighborhood architectural character, setbacks, and other neighborhood design aspects. Assure that the type and intensity of residential use is consistent with that in the immediate neighborhood.
- LU-3.5** **Buffering of New Development** Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping and building scale and orientation.
- LU-3.6** **School Site Compatibility** Ensure that new development is compatible with the location of existing and planned school sites, particularly in relation to senior housing projects or nonresidential uses.
- LU-3.7** **Rural Residential Neighborhoods** Promote the preservation and continuation of rural residential and low density neighborhoods that maintain the existing rural character within the canyons, foothills, and equestrian areas of the City and Planning Area, in accordance with the Land Use Plan's applicable density designations and General Plan development policies.
- LU-3.8** **Agricultural Buffers** Maintain open space buffers between agricultural operations and new residential development to reduce potential conflicts.
- LU-3.9** **Incompatible Uses** Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect it's safety or residential character.



GOAL LU-4	Revitalize and enhance older deteriorating neighborhoods and business districts.
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POLICIES

- LU-4.1** **Building Rehabilitation** Encourage building rehabilitation and maintenance, façade improvements and landscaping improvements, to revitalize Hemet’s older neighborhoods and districts.

- LU-4.2:** **Rehabilitation Programs.** Establish rehabilitation programs and incentives for older commercial centers to prevent blight and maintain the quality of the built environment.

- LU-4.3** **Infill Development and Re-Use** Actively promote the adaptive re-use and infill of economically underutilized, obsolete, and dilapidated commercial and industrial sites, and foster rehabilitation consistent with surrounding uses and the needs of the community.

- LU-4.4** **Age-Restricted Conversions** Ensure that conversions of age-restricted to non-age-restricted residential developments, mobile home parks and recreational vehicle parks are evaluated and pay their full fair share of fees not previously assessed in addition to the provision of required parking, open space, and other development standards applicable to family housing.

- LU-4.5** **Redevelopment of Existing Properties** Support the upgrading and maintenance of the City’s housing inventory, commercial and industrial buildings, and aging infrastructure replacement, through technical and economic assistance where appropriate in Redevelopment and CDBG areas, and in partnerships with community-based efforts.

- LU-4.6** **Code Compliance** Provide pro-active, equitable, consistent and effective code compliance activities, nuisance abatement, property maintenance enforcement, and rental housing registration and inspection functions to ensure that Hemet’s neighborhoods and business districts are attractive, safe and retain property values.

- LU-4.7** **Maintain and Enhance Property Values** Monitor the appearance of residential, commercial and industrial properties to prevent areas of decline by requiring improved maintenance or rehabilitation, as necessary and practical.

- LU-4.8** **Healthy and Safe Housing** Ensure that the City’s housing stock, including mobile home and RV parks, is clean, healthy, and safe for the benefit of all income levels and segments of the community.



**GOAL
LU-5**

Create opportunities for mixed use and Transit-Oriented Development to complement and support vibrant city centers, regional commercial nodes, and business districts.

POLICIES

- 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.
- LU-5.2** **Land Use Connections** Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.
- LU-5.3** **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.
- 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.
- 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.
- LU-5.6** **Transitions and Buffers** Provide appropriate transitions and buffers to minimize the potential incompatibilities of mixed use or transit oriented developments on adjacent neighborhoods and land uses.
- LU-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.
- 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.



GOAL LU-6	Establish a comprehensive range of attractive and economically viable commercial centers throughout the City that meet the needs of the community.
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POLICIES

- LU-6.1** **Commercial District Diversity** Maintain a land use pattern that accommodates a diversity of commercial districts that avoids unnecessary competition and are differentiated by their function, customer base, and physical character.
- LU-6.2** **Integrated Commercial Centers** Promote the establishment of new commercial development as integrated centers rather than disjointed, small strip commercial projects. Concentrate driveway locations, integrate pedestrian access, parking, architectural design, landscape themes and signage throughout the center to unify the development.
- LU-6.3** **Commercial Growth** Encourage the establishment of retail and other support and entertainment uses that provide a broader selection of high-quality goods and services for residents, workers, and tourists to enjoy, and to minimize sales leakages to other communities.
- LU-6.4** **Parcel Consolidation** Encourage the consolidation and assemblage of adjacent commercial parcels to provide more viable commercial development opportunities.
- LU-6.5** **Joint Use Parking** Promote reciprocal access and parking agreements between adjacent commercial centers and businesses to facilitate improved traffic safety and flow and to minimize land area devoted to surface parking lots.
- LU-6.6** **Regional Access** Facilitate the location of major transportation facilities and convenient highway access to regionally serving commercial and mixed use centers to encourage a regional customer base.
- LU-6.7** **Regulate Sensitive Land Uses** Appropriately control the location, concentration and number of community sensitive land uses such as alcohol sales, tobacco products, adult businesses, medical marijuana dispensaries, and entertainment venues, and require operational measures to prevent adverse impacts to adjoining residences, businesses, schools, parks, medical facilities, and religious facilities consistent with City, State and Federal laws.



DOWNTOWN DISTRICT

GOAL LU-7	Promote the Downtown District as the centerpiece of community identity, activity, culture and governance.
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POLICIES

- 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.

- LU-7.2** **Downtown Principles** Utilize the Downtown Principles concepts and strategies to create a major activity “hub” in the Downtown District.

- LU-7.3** **Civic Focus** Support the civic focus of the downtown by keeping the locations of government and public facilities within or near the downtown district.

- LU-7.4** **Cultural Facilities** Promote the location of community amenities such as libraries, museums, galleries, theatres, entertainment and other cultural activities within the historic downtown core.

- LU-7.5** **Nurture Pedestrian Activity** Support a vibrant and active downtown core by requiring street level uses to be pedestrian friendly such as bookstores, coffee houses, restaurants, and specialty stores within appropriate lot sizes.

- LU-7.6** **Auto-related Uses** Require uses such as auto sales, drive-through restaurants, liquor stores, and warehouses to be located outside of the historic downtown core as such uses are automobile oriented and detract from the goal of achieving a vibrant and active downtown.

- LU-7.7** **Traditional Grid Design** Continue the traditional development pattern, grid street design, and historic design flavor within the Downtown Core.

- 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.

- LU-7.9** **Metrolink Station** Actively support the location of a future Metrolink station and transit-oriented village within the Downtown District.



- LU-7.10 Pedestrian Linkages** Create a pedestrian link that connects the Metrolink train station to various points of interest, activity, and employment in the Downtown District and Historic Core.
- LU-7.11 Medical Center** Encourage and facilitate the expansion of professional offices, medical and associated institutional uses surrounding the Hemet Valley Medical Center.
- LU-7.12 Adaptive Reuse of Buildings** Permit the adaptive reuse of buildings such as older residential homes converting to low intensity office/retail uses, where consistent with the General Plan land use designation.
- LU-7.13 Centralized Parking Facilities** Continue to promote the development of centralized parking facilities that can be shared by multiple businesses.
- LU-7.14 Residential Synergy** Encourage the development of new residential uses in proximity to supporting uses such as medical offices, transit facilities, community centers, parks and grocery stores.
- LU-7.15 Revitalization Programs** Continue utilizing other available programs for infrastructure and property investment, business recruitment, and beautification efforts to stimulate the revitalization of the Downtown District.
- LU-7.16 Special Events** Collaborate with local business organizations to establish special events that attract residents and visitors to the Historic Downtown core.
- LU-7.17 Public Safety** Enhance street lighting, improve the condition of pathways and parking areas, and provide a visible presence of law enforcement to foster public safety in the Downtown.
- LU-7.18 District Identity** Create and implement streetscape improvement plans that establish distinct identities for various Downtown District neighborhoods, including entries, signage, paving, lighting, landscaping and public art.



FLORIDA CORRIDOR

GOAL LU-8	Revitalize and enhance the land uses and appearance of the Florida-Devonshire-Acacia Corridors to create an integrated mix of commercial, office, hospitality and residential uses.
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POLICIES

- LU-8.1** **Desirable Commercial Uses** Promote and recruit desirable commercial and office uses within the Florida Avenue Corridor that serve a citywide or regional customer base.
- LU-8.2** **Incompatible Land Uses** Discourage inappropriate uses such as storage or mobile home parks when they are found to be incompatible with Florida Avenue’s primary function as a regional transportation and commercial corridor.
- LU-8.3** **Traffic Diversion** Complete planned circulation improvements to Devonshire Avenue and Acacia Avenue and divert through trips to these routes to alleviate traffic congestion on Florida Avenue.
- LU-8.4** **Transit Connections** Establish transit connections along Florida Avenue, and require incorporation of transit- and pedestrian-friendly design features.
- LU-8.5** **Transition Older Mobile Parks** Encourage the transition of older and smaller mobile home parks between Acacia Avenue and Devonshire Ave. to newer housing developments or alternative commercial, office or institutional uses.
- LU-8.6** **Lot Consolidation** Promote the consolidation of small, underutilized lots into larger parcels to support more viable and cohesive development parcels.
- LU-8.7** **Unified and Updated Image** Coordinate with area businesses to create a unified marketing, image, and design strategy for the Florida Avenue commercial corridor.
- LU-8.8** **Revitalization of the Mall** Promote the revitalization of the Hemet Valley Mall to become a regional commercial destination.



WEST HEMET

GOAL LU-9	Establish a unique sense of place for West Hemet and enhance its role in the region.
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POLICIES

- LU-9.1 Community Plan** Encourage the preparation of a comprehensive Community Plan for West Hemet in conjunction with landowners, stakeholders, and local agencies; that sets the overall land use, transportation, infrastructure and public facilities framework for future development in the area.
- LU-9.2 Quality Design and District Identity** Create a West Hemet community comprised of distinctive, high-quality, attractive development having its own unique identity in the region. Develop a distinct image and physical gateway improvements for the West Hemet area.
- LU-9.3 State Route 79 Realignment** Actively promote at the regional level for the prioritization and funding of the State Route Highway 79 improvement project, with an alignment and street connection pattern consistent with the City's Circulation Element.
- LU-9.4 New Metrolink Station** Actively promote the prioritization and funding of the Hemet segment of the Perris Valley Line of the Metrolink System and establish a Metrolink station and transit-oriented development in West Hemet near the intersection of the proposed alignment of Stetson Road with the existing tracks.
- LU-9.5 Multi-modal Transportation System** Establish a multi-modal transportation network to serve West Hemet and connect to other destinations within the City. Integrate a phased system of master planned, "green streets", transit opportunities, bike paths and pedestrian linkages to connect land uses and activity nodes with the area.
- LU-9.6 Employment Center Focus** Focus the majority of the land area within West Hemet to accommodate employment based uses including business parks, office, clean industrial and high tech, light manufacturing, medical, regional and community commercial, hospitality, education and professional schools, and other employment-generating uses to build a stronger, healthier City economy.
- LU-9.7 Mixed Use Districts** Encourage comprehensive development of the mixed use nodes designated for West Hemet and incorporate high-quality pedestrian oriented design, innovative housing options, community open



spaces and public plazas, and retail commercial and visitor serving establishments. Concentrate major retail areas along key interchanges with the future Highway 79 and in conjunction with transit oriented development at the future Metrolink station.

- LU-9.8 Plan for Orderly Development** Ensure the orderly development of West Hemet by updating the City's infrastructure master plans, capital improvement program, and financing mechanisms in anticipation of new development, and coordinate with other public service agencies, adjacent jurisdictions, utilities, resource agencies, and property owners to facilitate a comprehensive approach to new development.
- LU-9.9 Natural Resource Protection and Refinement** Require that development in West Hemet occur in a manner that respects and protects natural resources; while encouraging a criteria cell refinement to the MSHCP to enhance habitat value and provide improved land use opportunities and synergy.
- LU-9.10 Rural Residential Preservation** Protect the character and function of existing rural neighborhoods by ensuring that new development is adequately buffered, future traffic growth in rural areas is minimized, and transportation routes offer adequate emergency access.
- LU-9.11 Sustainable Infrastructure and Development** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized "conjunctive use" drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity.
- LU-9.12 Annexation** Work cooperatively with landowners, stakeholders and residents within West Hemet to promote annexation of the unincorporated land area to enhance the City's edge, entrance, public service delivery, and job base.



HEMET-RYAN AIRPORT

GOAL LU-10	Ensure that Hemet-Ryan Airport meets the transportation and public safety needs of the community and the region while maintaining compatibility with surrounding land uses.
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POLICIES

LU-10.1 Airport Influence Area Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Compatibility Plan (ALUCP) and General Plan policies. All legislative land use proposals, i.e. General Plan amendments, zone changes, Specific Plans, Specific Plan amendments, and ordinance amendments, that are citywide or located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUCP. All non-legislative land use proposals located ~~are~~ within the Airport Influence Area will be reviewed by City staff as to consistency with the Compatibility Plan and considered by the City’s approving body.

LU-10.2 Airport Land Use Compatibility As part of the development review process, ensure appropriate land use compatibility within airport compatibility zones by utilizing the *Hemet-Ryan Airport Land Use Compatibility Plan (2017)* and the latest *Department of Aeronautics Handbook* developed by the State of California, an Airport Compatibility Study may be ~~as~~ warranted for projects within the Airport Influence area.

LU-10.3 Cooperation with Other Agencies Continue to work closely with the County of Riverside on the implementation of the Hemet-Ryan Airport Master Plan to facilitate workable, cooperative plans that are consistent with the City of Hemet’s General Plan goals and policies and provide a safe and functioning general purpose airport to serve the community and the surrounding areas.

ECONOMIC DEVELOPMENT

GOAL LU-11	Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City.
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POLICIES

LU-11.1 Attract New Businesses Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet’s tax revenue base, improve wage and salary levels, increase the variety of job opportunities, and employ the resident labor force.



- LU-11.2 Job Growth Industries** Facilitate job growth and business attraction and retention in areas such as green technology, tourism, airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical schools in the City.
- LU-11.3 SR 79 Development Corridor** Require development of high quality, attractive development surrounding the new alignment of SR 79 to attract businesses and visitors to Hemet and provide positive economic development outcomes to the City, its residents, and business community.
- LU-11.4 Industrial Development** Retain industrial land for businesses that provide jobs for manufacturing and processing of goods, research and design, and other uses that create local revenue sources and employment opportunities.
- LU-11.5 Sustainable Industries** Recruit “green technology” entrepreneurs and encourage existing businesses to incorporate sustainable business practices in their daily operations.
- LU-11.6 Skilled Labor Force** Encourage a variety of businesses and industries to locate in the City, including clean, high-technology industries, innovative start-up companies, and commercial/professional office uses that provide high-skill/high-wage job opportunities.
- LU-11.7 Recruit New Business** Pro-actively recruit new businesses that are currently under-represented in the City, and will create synergy in attracting other retailers to locate in the City.
- LU-11.8 Expansion of Medical Services** Encourage and promote the future expansion of the Hemet Valley Hospital medical campus and other health-related facilities throughout the City to continue to establish Hemet as a center for medical and health services, training and technology.
- LU-11.9 Consider Industrial Use Locations** Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.
- LU-11.10 Industrial Development Standards** Require development standards that appropriately control the location and operation of industrial uses that use, store,



transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.

LU-11.11 Establish a Secure Local Revenue Base Develop a secure, balanced sustainable local revenue base to provide the full range of public services and capital improvements needed to provide an exceptional quality of life for residents, and businesses within the community.

GOAL LU-12	Enhance Hemet’s sense of place and local identity to attract visitors and expand the tourist tax base.
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POLICIES

LU-12.1 Sustainable Tourism Maintain and enhance year-round opportunities for sustainable tourism based on the area’s natural resources, historic heritage, and cultural amenities without diminishing the quality of life of current residents.

LU-12.2 Hospitality Oriented Encourage the retention and development of hospitality uses such as hotels, dinner house restaurants, entertainment venues, golf courses, and other visitor serving uses.

LU-12.3 Regional Tourism Coordination Coordinate with other tourism organizations and destinations within the San Jacinto Valley, Riverside County and the larger region to partner on the marketing of events, attractions, and hospitality establishments within the City.

LU-12.4 Tourism Venues and Events Promote tourism venues including museums, cultural establishments and activities, entertainment, recreational and sporting events, and conventions that attract visitors to Hemet and the Valley.

LU-12.5 Downtown as a Tourist Destination Support and expand the role of Downtown Hemet in attracting tourism, and continue to improve its economic viability, appearance, function, and mix of retail, dining, and entertainment businesses to foster Downtown as a desirable destination.

LU-12.6 Recreation Development Support ongoing recreational uses at Diamond Valley Lake by developing the area into regional recreational and cultural destinations including uses such as museums, active recreation, fishing, water park, trails, equestrian, educational facilities, and specialty retail and hospitality uses.



**GOAL
LU-13**

Provide a strategic and proactive economic development program in order to attract, retain and expand businesses, create sustainable jobs for the local work force, and generate revenue to support municipal functions, services, and reinvestment back into the community.

POLICIES

- LU-13.1** **Regional Economic Development** Participate in regional economic development activities and partnerships that address strategic economic development efforts benefiting and promoting Hemet and the surrounding areas.
- LU-13.2** **Building, Revitalization and Improvements** Prioritize building restoration, property improvements and maintenance, removal of nonconforming signs, abatement of blighted buildings, provision of public and private landscaping, and revitalization of existing businesses as essential elements for economic development.
- LU-13.3** **Revitalization** Continue to implement financing tools for City-initiated revitalization and to spark private investment.
- LU-13.4** **Job Creation** Promote economic development programs that link residents with businesses in the City, such as jobs training and development.
- LU-13.5** **Art and Culture** Promote the use of art and culture in the City's economic development efforts of marketing, branding, communication, increasing the pool of educated and qualified employees, attracting the creative industries, and creating an aesthetic environment for tourists and potential businesses.
- LU-13.6** **Business Retention** Support the retention and expansion of existing businesses and encourage local employment.
- LU-13.7** **Reuse of Underutilized Properties** Encourage the reuse of vacant, underutilized, or obsolete commercial and industrial buildings with higher value uses that are consistent with the General Plan goals and policies.
- LU-13.8** **Facilitate Reinvestment** Coordinate with property owners of older, declining, industrial and commercial buildings to facilitate reinvestment and adaptive reuse and upgrades to comply with current codes, encourage new tenants, and contribute to the overall vitality of the business district.



- LU-13.9** **New Business Incentives** Facilitate the growth and expansion of new businesses and industry by providing high quality municipal services, public facilities, and economic development assistance.
- LU-13.10** **Abate Blighted Conditions** Continue to monitor and evaluate conditions of blight and provide Redevelopment Programs that assist in responding to these issues and that reflect the community's needs.
- LU-13.11** **Educated Labor Force** Support educational institutions in providing quality academic and skill-based programs that provide a qualified workforce able to meet the full range of educational attainment and job skills required in the future economy.
- LU-13.12** **Higher Education Institutions** Encourage colleges, universities and technical schools to locate campuses or facilities in Hemet to provide a highly skilled employment pool for business, industry, and life-long learning.

ANNEXATIONS

GOAL	Promote the orderly annexation and development of unincorporated areas within the City of Hemet's Sphere of Influence and Planning Area.
LU-14	

POLICIES

- LU-14.1** **Consistency with Overall Goals** Annexation proposals shall be consistent with the overall goals and policies of the City of Hemet General Plan, and will not adversely impact the City's existing neighborhoods, infrastructure and services, fiscal viability, environmental resources, and quality of life.
- LU-14.2** **Compatibility** Annexation proposals shall enable cost-effective service delivery to existing and future residents and businesses, and ensure compatibility with surrounding land uses.
- LU-14.3** **Ongoing Fiscal Stability** Development within proposed annexation areas shall generate sufficient property tax or other revenue base to support the project area's demand for city services, or otherwise demonstrate ongoing fiscal viability.
- LU-14.4** **Jobs and Housing Balance** Development within proposed annexation areas should further the City's objective of creating a balance between jobs and housing opportunities within the City.
- LU-14.5** **Provision of Services** Development within proposed annexation areas shall be required to provide the



infrastructure, facilities and public services necessary to adequately support the development. The provision of services to the annexation area shall not compromise the existing levels of public services provided within the City.

- LU-14.6 Land Use Compatibility** Existing and future land uses in proposed annexation areas shall be compatible with the adjoining land uses and character within the City.
- LU-14.7 Employment Opportunities** Promote annexations that increase the City's industrial land base and employment opportunities.
- LU-14.8 Access and Gateways** Promote the annexation of territory that increases access to primary transportation corridors and prominent gateways into the City.
- LU-14.9 Requirement for Overall Benefit to the City** Annexations shall provide an overall benefit to the City and its residents and fulfill a demonstrated need for additional housing, industrial, commercial or open space uses.
- LU-14.10 Rezoning through Specific Plans** Specific plans shall be the preferred method to assign rezoning to annexation areas in order to allow design flexibility for properties with topographic or environmental constraints, permit site-specific land uses and development standards, ensure compatibility with surrounding areas, create distinctive open space and recreational opportunities, promote innovative site and architectural design, and identify required infrastructure to serve the development.
- LU-14.11 Coordination with the County** Coordinate with the County of Riverside to create consistencies in land use designations within the City's Sphere of Influence area, and promote effective inter-governmental cooperation to insure land use compatibility and minimize development and service delivery impacts.
- LU-14.12 Coordination with local and regional agencies** Coordinate with other local and regional agencies and landowners as appropriate to create master infrastructure plans and public service delivery plans for large scale areas subject to potential annexation.