

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administrative Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside, California

Thursday 9:30 A.M., May 9, 2019

CHAIR

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Lake Elsinore

VICE CHAIR

Russell Betts
Desert Hot Springs

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John Lyon
Riverside

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STAFF

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Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

Live Streaming of the meeting will be available during the meeting on our website at www.rcaluc.org.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rivco.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW ITEMS

MARCH AIR RESERVE BASE

- 3.1 ZAP1360MA19 – Barker Logistics, LLC/Orbis Real Estate Partners (Representative: Raymond Polverini – County of Riverside Case No. PPT190008 (Plot Plan). A proposal to construct a 694,540 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres located on the northeast corner of Placentia Avenue and Patterson Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.2 ZAP1362MA19 – Newcastle/Val Verde LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT190006 (Plot Plan). A proposal to construct a 290,242 square foot industrial manufacturing building with second floor mezzanine on 12.96 acres located on the northwest corner of Harvill Avenue and (Old) Cajalco Road in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.3 ZAP1363MA19 – Newcastle/Harvill Logistics, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT190005 (Plot Plan). A proposal to construct a 345,006 square foot industrial manufacturing building on 16.86 acres located easterly of Harvill Avenue, westerly of Interstate 215 Freeway, southerly of Orange Avenue and northerly of Daytona Cove in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

BERMUDA DUNES AIRPORT

- 3.4 ZAP1077BD19 – Allen Grant (Representative: Benjamin Egan) – County of Riverside Case Nos. PPT190007 (Plot Plan), PM37678 (Tentative Parcel Map). A proposal to establish a 46,800 square foot, 35-unit Recreational Vehicle garage facility with a condominium parcel map for each of the units on 2.77 acres located easterly of Berkey Drive, westerly of Washington Street, northerly of Varner Road, and southerly of Wildcat Drive (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

HEMET-RYAN AIRPORT

- 3.5 ZAP1060HR19 - City of Hemet (Representative: Ronald Running) – City Planning Case No. GPA 19-001 (General Plan Amendment). A proposal by the City of Hemet to amend the text of the Land Use, Public Safety, and Circulation Elements of its 2030 Hemet General Plan to: (1) reflect, and be in conformance with, the recently (2017) adopted Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”); (2) reflect the alignment of State Highway Route 79 adopted by the Riverside County Transportation Commission; and (3) recognize the elimination of Redevelopment Agencies pursuant to State legislation. The City is requesting a finding that the 2030 Hemet General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Such finding would enable the City to conduct airport compatibility reviews for most projects in the Airport Influence Area. (Citywide). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

- 3.6 Resolution No. 2019-02: Adoption of Special Meeting Fees
In order to reduce expenditures, staff has proposed an ALUC meeting calendar for the upcoming fiscal year that provides for a dark month (no regular meeting) in December 2019.

Staff Recommendation

Staff recommends that the Commission adopt Resolution No. 2019-02

4.0 **ADMINISTRATIVE ITEMS**

- 4.1 Director's Approvals
- 4.2 Speculative Nonresidential Multiple Buildings (4 or more) – Revision to Policy
- 4.3 Meeting Calendar for Fiscal Year 2019-2020
- 4.4 Case Fee Study

5.0 **APPROVAL OF MINUTES**

April 11, 2019

6.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

7.0 **COMMISSIONER'S COMMENTS**

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: May 9, 2019

CASE NUMBER: ZAP1360MA19– Barker Logistics, LLC/Orbis Real Estate Partners (Representative: Raymond Polverini)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190008 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the proposed Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes a 694,540 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres.

PROJECT LOCATION: The site is located on the northeast corner of Placentia Avenue and Patterson Avenue, in the unincorporated community of Mead Valley, approximately 13,000 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a total of 694,540 square feet of building area, which includes 684,540 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor mezzanine office area, accommodating 3,473 people, resulting in an average intensity of 115 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (385 spaces) and trailer spaces (86 spaces) provided, the total occupancy would be estimated at 664 people for an average intensity of 22 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 38,560 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 243 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 13,000 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,618 feet AMSL. The site's finished floor elevation is 1,546 feet AMSL and the proposed building height is 47 feet, for a top point elevation of 1,593 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

CONDITIONS:

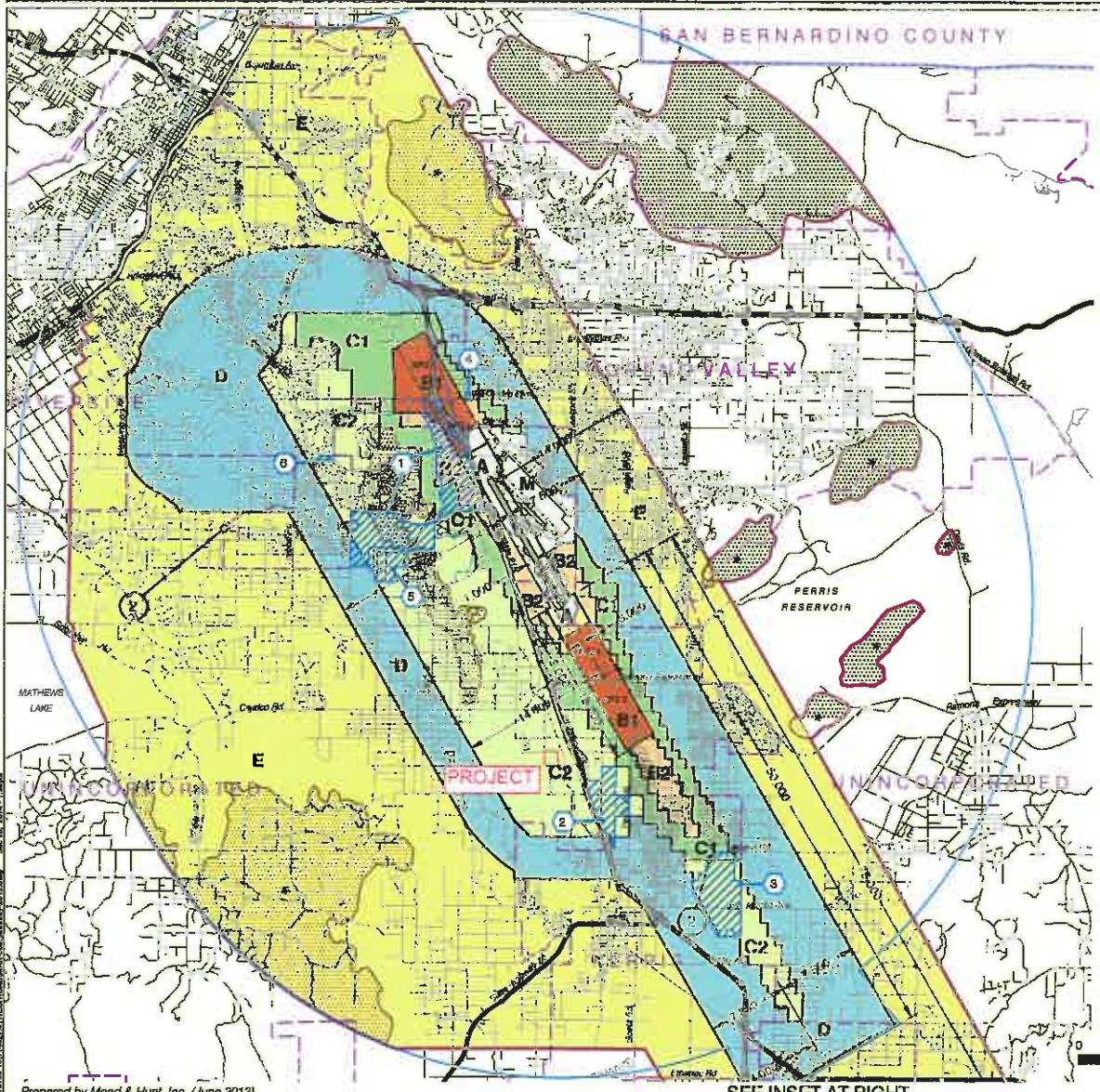
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 684,540 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



LEGEND

Compatibility Zones

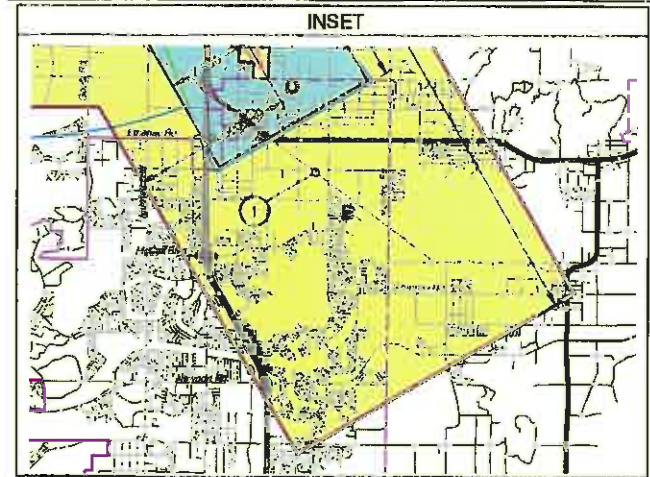
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 1 Point at which aircraft on Runway 32 (I.S) approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

- March JPA: March Business Center/Meridian
- Perris: Harvest Landing
- Perris: Park West
- Moreno Valley: Affordable Housing
- March JPA: Ben Clark Training Center
- Riverside: Ridga Crest Subdivision



Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

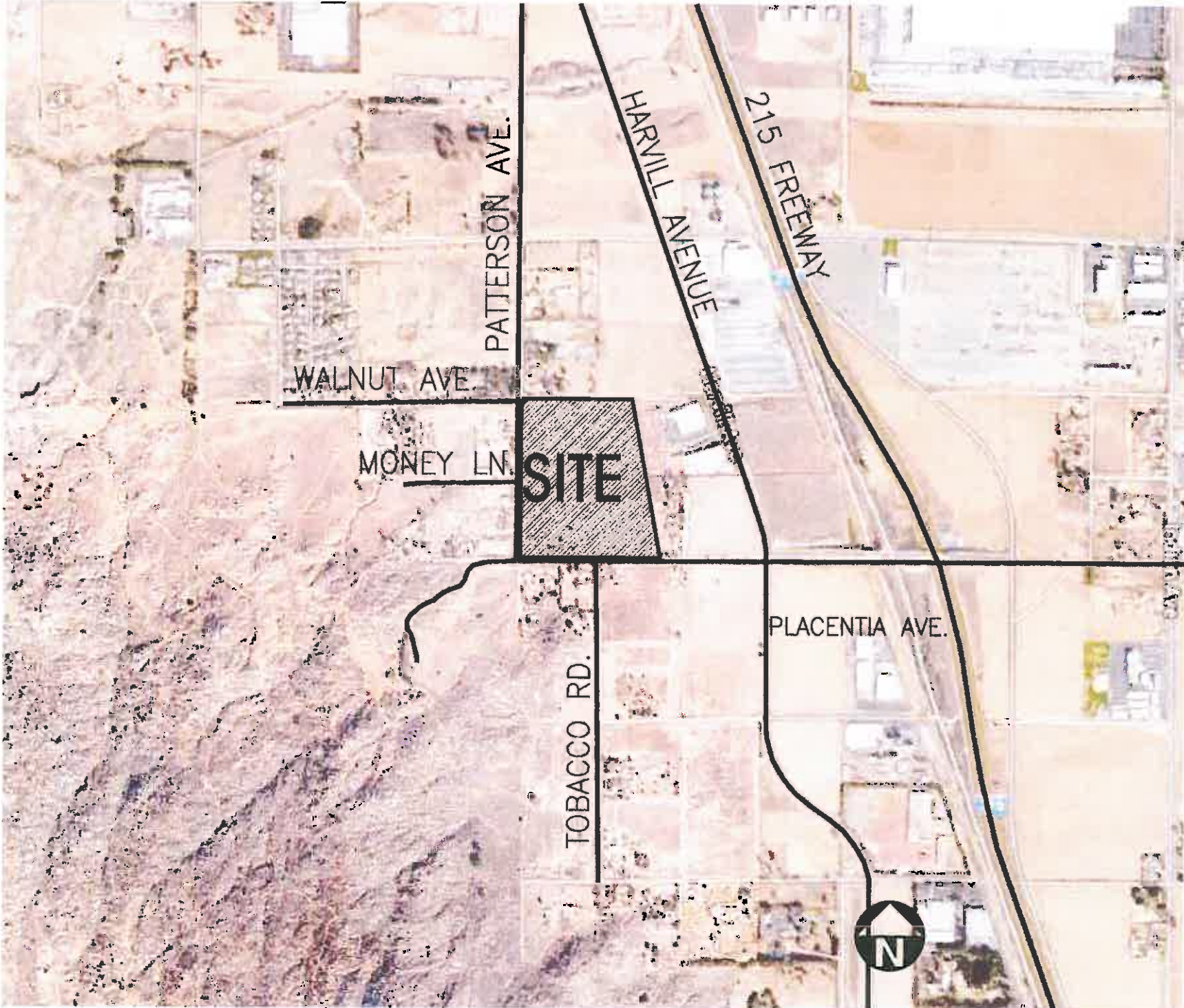
Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

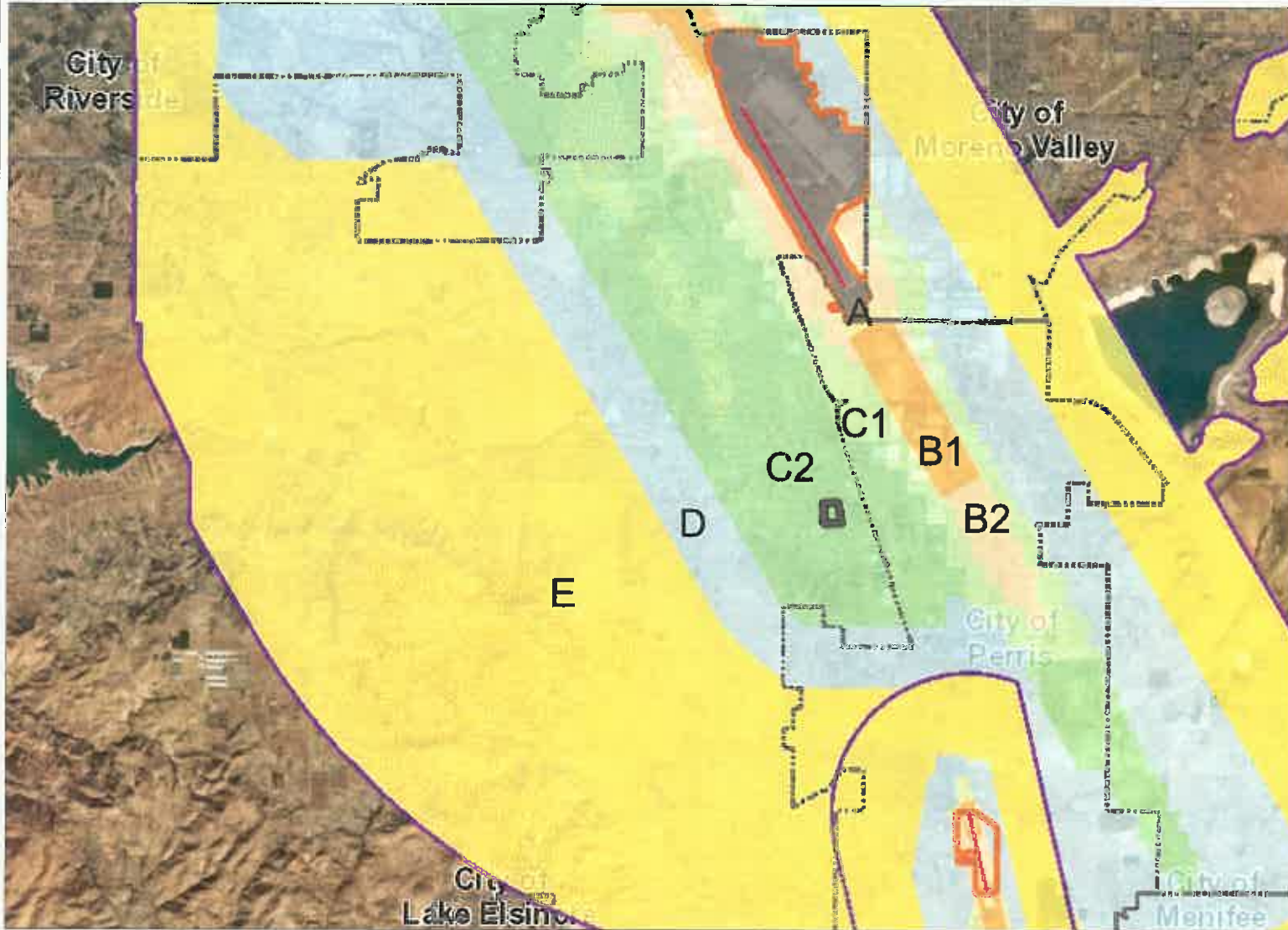
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

VICINITY MAP



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-FXC5
- C2-EXC6



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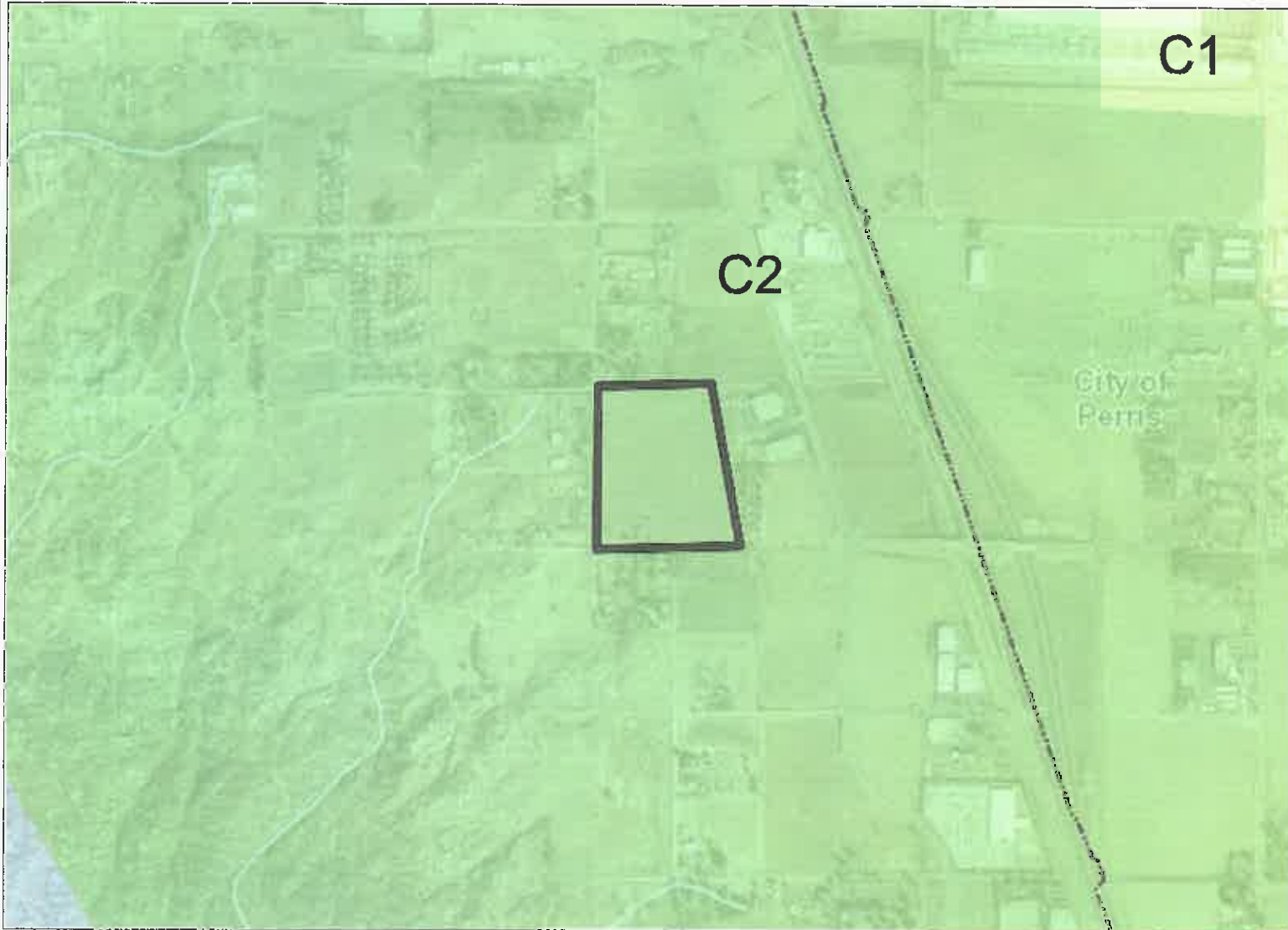


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes

Map My County Map



Legend

- City Areas
- World Street Map



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Notes

Map My County Map



- Legend**
- Blueline Streams
 - City Areas
 - World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

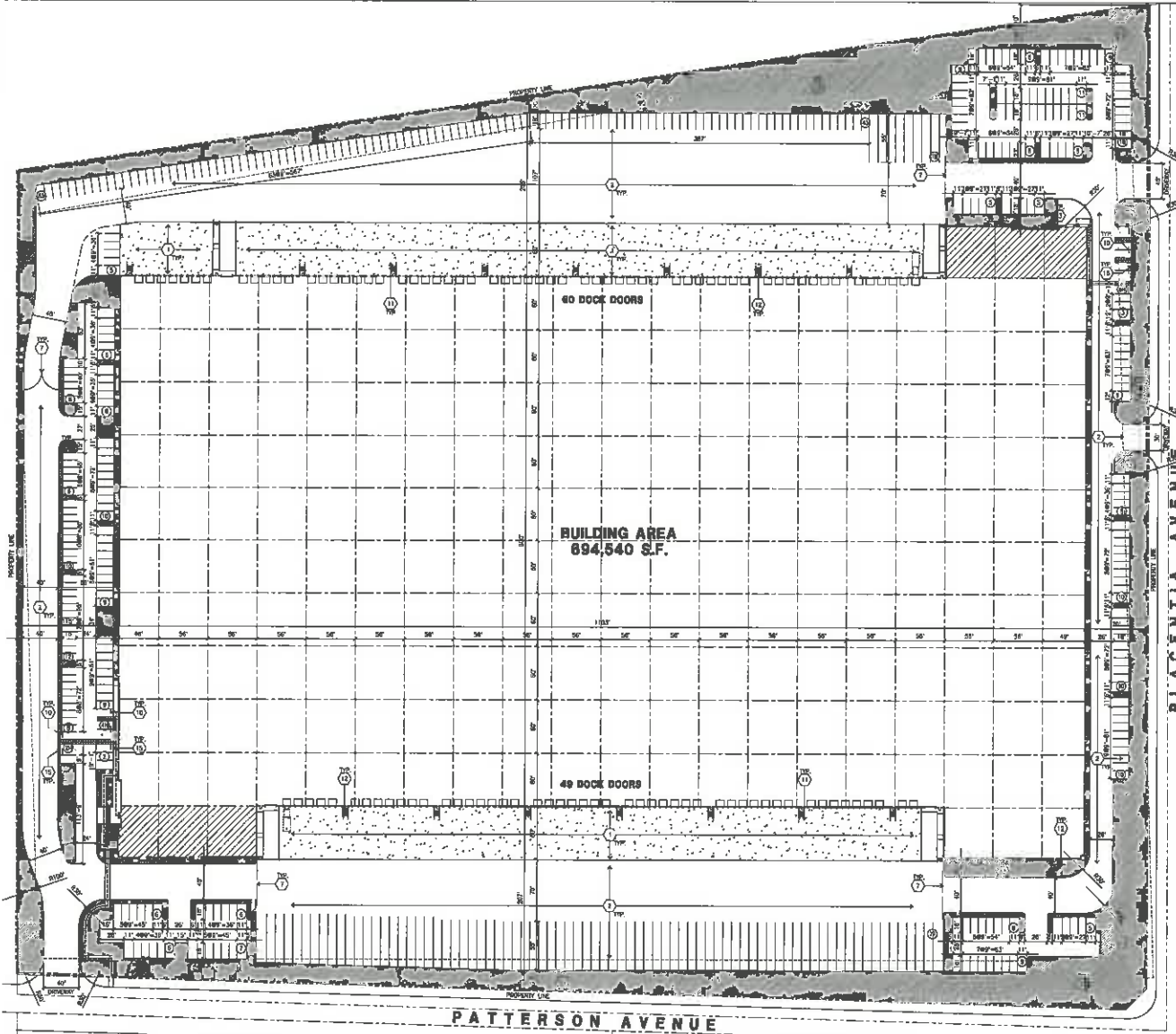


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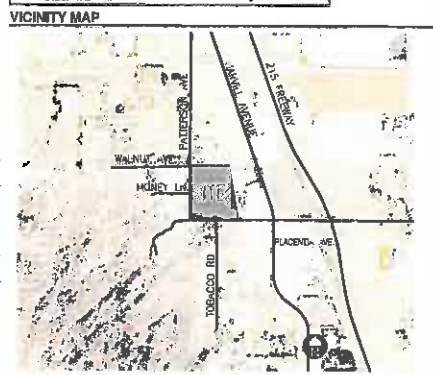
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PROJECT DATA

SITE AREA	
In s.f.	1,315,102 s.f.
In acres	30.19 ac
BUILDING AREA	
Office - 1st floor	5,000 s.f.
Office - 2nd floor	5,000 s.f.
Warehouse	684,540 s.f.
TOTAL	694,540 s.f.
COVERAGE	
AUTO PARKING REQUIRED	69454000.00%
Office - 1/250 s.f.	40 stalls
Whse: 1/2000 s.f.	343 stalls
TOTAL	383 stalls
AUTO PARKING PROVIDED	
Standard (8' x 18')	334 stalls
Accessible (8' x 18')	8 stalls
Compact (8' x 18') (25%)	43 stalls
TOTAL	385 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	66 stalls
TOTAL PARKING	471 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Light Industrial	
Meed Valley Plan	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - to be verified	
MAXIMUM FLOOR AREA RATIO	
FAR - 0.25-0.80	
LANDSCAPE REQUIREMENT	
Percentage - 10%	
LANDSCAPE PROVIDED	
In percentage -	10.8%
In s.f. -	142,301 s.f.
SETBACKS	
Building	Parking/Landscape
Front - 20', 50' if abuts R zone	20'
Side/Rear - 0'	0



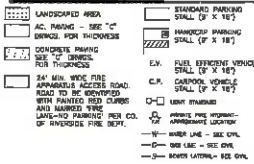
SITE PLAN GENERAL NOTES

1. THE SLOTT REPORT PREPARED BY BOB CAL STEPHENSON, CIVIL ENGINEER, SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IF SLOTT AND EXPANSION IS NATURE, USE STEEL REINFORCING FOR ALL TIE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GIRD LINE W/ALD.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, OUTLETS AND SINKS. DETAILS ON SHEET AC-1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM. PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" PLANS FOR POINT OF CONNECTION TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" PLANS.
8. CONTRACTOR TO REFER TO "C" PLANS FOR ALL EXISTING CURBS, ENCLOSURES, SEE PLANS AND FOR GUARDRAIL AND STAIRING CURB POINTS.
9. SEE "C" PLANS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TYPED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MINIMUM 1/2" DIA. W/ 1/2" DIA. SLIDING JOINTS TO HAVE COMPENSATION FLOOR FINISH OF 1/4" DIA. "C" FINISHES FOR FINISH.
11. FOR TRUCK TURNING TEMPLATE SEE TRUCK TURNING SHEET.
12. PAINT CURBS AND PROVIDE SIGNS TO INDICATE FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE TRACT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEPARTMENT PRIOR TO COMMENCEMENT OF BUILDING POINTS.
14. FINAL LANDSCAPE AND IRRIGATION DESIGN SHALL MEET CURRENT CITY STANDARDS AS LISTED IN STANDARDS OR AS DETERMINED FROM PUBLIC FACILITIES DEPARTMENT.
15. ALL LANDSCAPE AND IRRIGATION DESIGN SHALL MEET CURRENT CITY STANDARDS AS LISTED IN STANDARDS OR AS DETERMINED FROM PUBLIC FACILITIES DEPARTMENT.
16. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MINIMUM 2" HIGH (12") HIGH CURB.
17. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT.

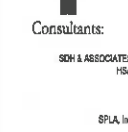
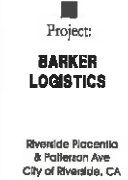
SITE PLAN KEYNOTES

1. HEAVY DRYUM FRESH PORTLAND CONC. CONCRETE FINISH
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY
4. DRIVEWAY APPROX TO BE CONCRETED PER "L" DRAWINGS.
5. 8" THICK (8") THICK CONCRETE EXISTING LANDING AND 1 1/2" AT ALL EXTERIOR WALL CORNERS TO LANDSCAPE. FINISH TO BE SETTING FINISH PER "C" PLANS TO BE 1/4" DIA. PROVIDE SLOPE TO PUBLIC WAY OR DRIVE WAY W/ 1/2" DIA. AS REQ. BY COUNTY INSPECTOR.
6. BRICK AREA PAVG. SEE LANDSCAPE PLANS.
7. PRIVATE METAL MANUAL OPERATED GATES W/ TRUCK AND SIGN. SEE "C" PLANS FOR PUBLIC FACILITIES DEVELOPMENT.
8. LOOK FOR FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
9. TRASH COMPACTOR
10. APPROXIMATE LOCATION OF TRASH COMPACTOR.
11. PRE-CAST CONC. WHEEL STOP
12. CONC. PULLED CURB POST "D" DIA. U.S.G. 4" X 4"
13. EXTERIOR CONC. STAIR
14. LANDSCAPE: SEE "C" PLANS. LANDSCAPE AREAS INDICATED BY SHADDED PATTERNS.
15. HANDICAPPED ENTRY SIGN
16. HANDICAPPED PARKING STALL SIGN
17. BICYCLE RACKS
18. APPROXIMATE LOCATION OF THE TRANSFERDER
19. MAX 2:1 SLOPE SEE CIVIL PLANS.
20. CONCRETE SIDEWALK. SEE CIVIL PLAN
21. 10'00" TRAILER STALLS
22. 14" HIGH GREEN W/ALD W/ ROLLING GATE.
23. 8" HIGH TUBULAR STEEL FENCE.
24. CONCRETE RETAINING WALL. SEE CIVIL FOR DESIGN. PAINT TO MATCH PRIMARY BUILDING COLOR.

SITE LEGEND



OVERALL SITE PLAN SCALE: 1" = 50'-0" (SEE NORTH)

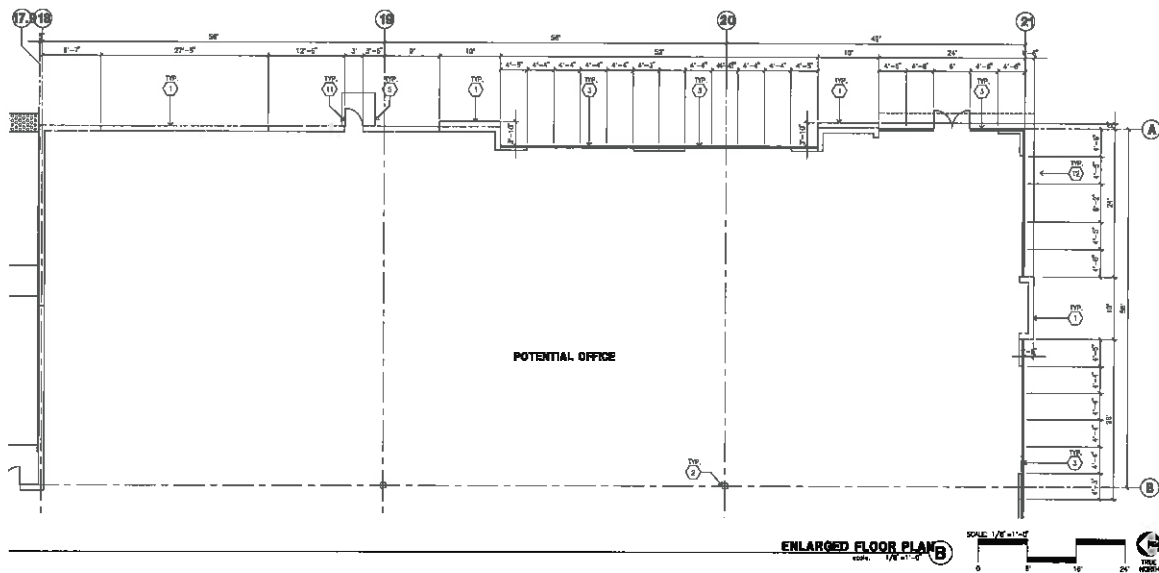
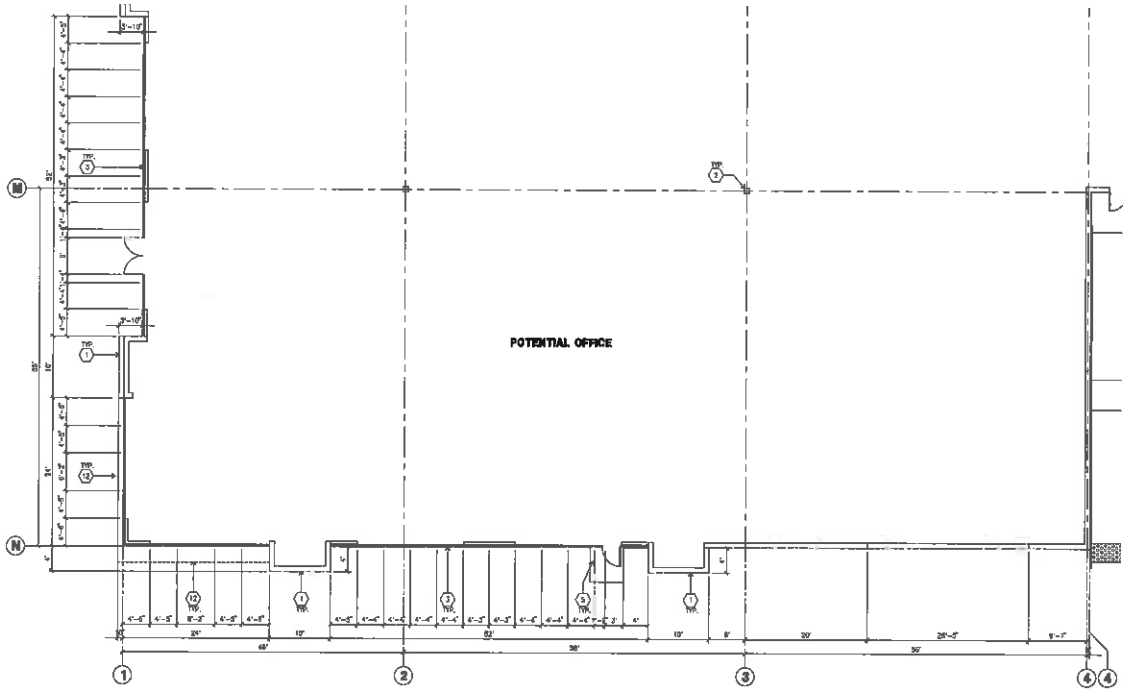


Title: OVERALL SITE PLAN

Project Number: 18490
 Drawn by: AW
 Date: 2/28/18
 Revision:

Sheet: DAB-A1.1

OFFICIAL USE ONLY



GENERAL NOTES - FLOOR PLAN

- A. THE FINISH IS SPECIFIED FOR EACH FLOOR FINISH WITH THE ACCESS AND FINISH AT THE BOTTOM OF EACH FLOOR FINISH. SEE THE FINISH SCHEDULE FOR FINISH SCHEDULES.
- B. FINE FLOOR FINISHES SHALL BE APPROVED FOR THE SUBMITTALS.
- C. THE FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- D. FLOOR FINISH SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- E. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- F. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- G. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- H. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- I. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- J. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- K. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- L. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- M. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- N. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- O. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- P. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- Q. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- R. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- S. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- T. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- U. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- V. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- W. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- X. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- Y. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.
- Z. FINISH FLOOR SHALL BE FINISHED. SEE "C" CONFORMED FOR FLOOR FINISH SCHEDULES.

KEYNOTES - FLOOR PLAN

- 1. CONCRETE 12" x 12" PILES
- 2. STRUCTURAL STEEL COLUMN
- 3. FINISH FLOOR FINISH
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FLOOR SLAB AND POUR STRIPS REQ.

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DISABLED ACCESS NOTES

- 1. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE BY ARROW TO INDICATE ADJACENT ACCESSIBLE EXIT.
- 2. TACTILE EXIT SIGNS SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS:
 - a. EACH GRADE-LEVEL EXIT DOOR MARKED WITH "E", THE TACTILE EXIT SIGN SHALL READ "EXIT".
 - b. TACTILE EXIT DOOR MARKED WITH "E" THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP. THE TACTILE EXIT SIGN SHALL READ "EXIT STAIR DOWN".
- 3. EXIT SIGN SHALL BE PROVIDED PER CBC SECTION 101.1.
- 4. AT LEAST 1 FOOTCANDLE OF LIGHT AT FLOOR LEVEL SHALL BE PROVIDED TO MEANS OF EGRESS FROM ALL OCCUPIED PARTS OF THE BUILDING.

HPA

HPA, INC.
18811 border street, - RM. #100
IRVINE, CA
92612
TEL: 949-853-1770
FAX: 949-853-6881
email: hpa@hpaarch.com

Owner:

ORBI REAL ESTATE PARTNERS

280 Newport Center Dr. Suite 240
Newport Beach, CA 92662
tel: 949-330-7564

Project:

BARKER LOGISTICS

Riverside Placentia & Pateroson Ave
City of Riverside, CA

Consultants:

SDH & ASSOCIATES
HPA

SPLA, Inc.

Title: enlarged floor plan

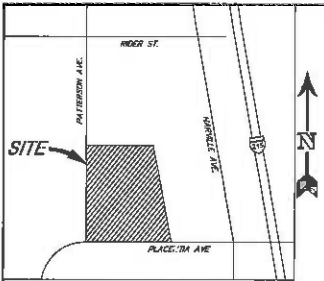
Project Number: 19160
Drawn by: AHT
Date: 2/28/19
Revision:

Sheet:

DAB-A2.2

BARKER INDUSTRIAL PRELIMINARY GRADING PLAN

COUNTY OF RIVERSIDE, CA
MARCH 2019



VICINITY MAP
NOT TO SCALE

OWNER/APPLICANT

ORNS ROK ESTATE PARTNERS
200 NEWPORT DRIVE STE 340
NEWPORT BEACH, CA 92660
VOICE: (949) 434-7054
EMAIL: INFO@ORNSRSEPC.COM

ENGINEER

SDH & ASSOCIATES, INC.
5225 CANYON CREST DRIVE 71439
RIVERSIDE, CA 92503
VOICE: (951) 951-3891
FAX: (951) 788-3314
EMAIL: STEPPENSON@SDHINC.NET

ARCHITECT

HEA ARCHITECTS
10851 SANDHURST AVE, STE 100
IRVINE, CA 92618
VOICE: (949) 853-1770

ASSESSOR'S PARCEL NO.

317-240-001

SITE AREA

30.19 AC.

ZONING & LAND USE

EAST: I-P, M-SC, VICINITY/RESIDENTIAL
EXISTING LAND USE: VICINITY
PROPOSED ZONING: I-P, M-SC
PROPOSED LAND USE: INDUSTRIAL

SURROUNDING ZONING & LAND USE

NORTH: I-P, M-SC, VICINITY/RESIDENTIAL
EAST: I-P, M-SC, INDUSTRIAL/RESIDENTIAL
SOUTH: I-P, M-SC, VICINITY/RESIDENTIAL
WEST: I-P, M-SC, RESIDENTIAL

WASTE AND DISPOSAL

EMWD.

LEGAL DESCRIPTION

(PER NORTH AMERICAN TITLE COMPANY TITLE REPORT NO. 81402-1541640-17 DATED NOVEMBER 28, 2017.)

THE REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 11 AND 14 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP ENTITLED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 13, IN TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASIN AND MERRIDIAN," ON FILE 21 BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED PER NORTH AMERICAN TITLE COMPANY TITLE REPORT NO. 81402-1541640-17 DATED NOVEMBER 28, 2017.

FEMA NOTE

20-*e* "1" DENOTES AREAS OUTSIDE THE 1-PERCENT ANNUAL CHANCE FLOOD PLAN AREAS OF THE ANNUAL CHANCE SHEET FLOW FLOODING WHERE AVERAGE DEPTHS ARE LESS THAN 1 FOOT, AREAS OF THE ANNUAL CHANCE STREAM FLOODING WHERE THE COVERAGE TO DRAINAGE AREA IS LESS THAN 1 SQUARE MILE, OR AREAS PROTECTED FROM THE 1% ANNUAL CHANCE FLOOD BY LEVEES.

WATER QUALITY NOTE

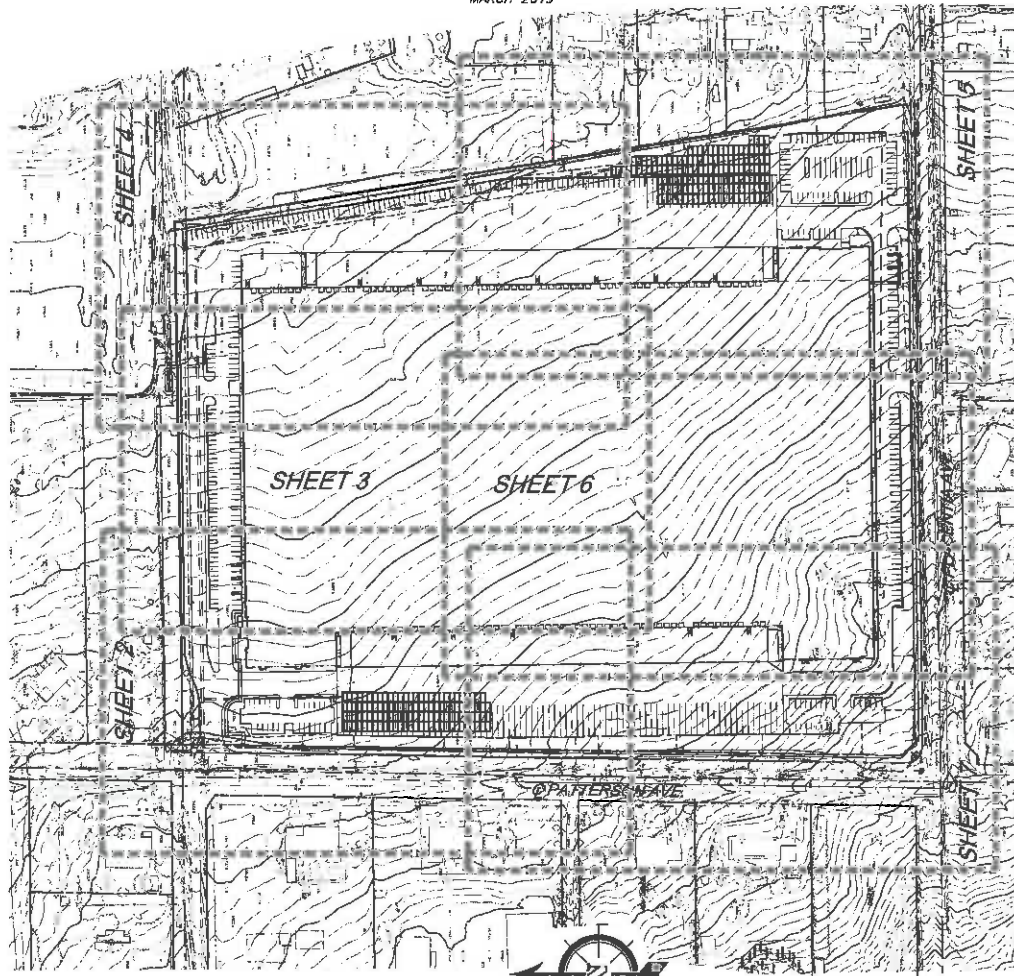
WATER QUALITY DESIGN STORM TO BE CREATED BY INFILTRATION BASIN LOCATED AT NORTH E/S/O OF SITE (SHOWN HEREON), AND 100 YEAR STORM FLOW TO BE ANTICIPATED OR CONVERTED TO MASTER PLAN STORM DRAIN

PROJECT DATA

SITE AREA: 1,315,702 S.F. (30.19 AC.)
NET AREA: 1,253,809 S.F. (28.83 AC.)
BUILDING AREA: 10,000 S.F.
OFFICE: 684,830 S.F.
WAREHOUSE: 694,830 S.F.
TOTAL:

PARKING INFO

REQUIRED PARKING: 40 STALLS
OFFICE AREA: 343 STALLS
WAREHOUSE AREA: 583 STALLS
TOTAL STALLS: 923 STALLS
PROVIDED PARKING: 485 STALLS



CONSTRUCTION NOTES

1. CONSTRUCT P.C.C./A.C. DRIVE ISLE, PARKING AREAS, AND TRUCK COURT
2. CONSTRUCT 6" CURB ONLY (ONSITE)
3. CONSTRUCT 6" CURB AND GUTTER (ONSITE)
4. CONSTRUCT P.C.C. SIDEWALK FINISHED SURFACE MATERIALS PER ARCH. PLANS
5. CONSTRUCT A.I.A. COMPLIANT HANDICAP RAMP
6. CONSTRUCT 3" WIDE CONC. RIBBON GUTTER
7. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
8. CONSTRUCT 8' MULTI-USE TRAIL
9. CONSTRUCT 8" CURB & GUTTER PER COUNTY STANDARDS
10. CONSTRUCT XX" A.C. OVER XX A.S. STREET SECTION PER COUNTY STANDARDS
11. RELOCATE/REMOVE EX. POLE
12. CONSTRUCT SIDE INLET CATCH BASIN PER COUNTY STANDARDS
13. CONSTRUCT XX" RCP MASTER PLANNED STORM DRAIN PER RCFE STANDARDS
14. CONSTRUCT 34" RCP MASTER PLANNED STORM DRAIN PER RCFE STANDARDS
15. CONSTRUCT 24" RCP MASTER PLANNED STORM DRAIN PER RCFE STANDARDS
16. CONSTRUCT 30" RCP MASTER PLANNED STORM DRAIN PER RCFE STANDARDS
17. CONSTRUCT 6" PVC DRAIN PIPE (ONSITE)
18. CONSTRUCT 12" PVC DRAIN PIPE (ONSITE)
19. CONSTRUCT 18" RCP DRAIN PIPE (ONSITE)
20. CONSTRUCT 24" RCP DRAIN PIPE (ONSITE)
21. CONSTRUCT 30" RCP DRAIN PIPE (ONSITE)
22. JOIN EX. PIPE
23. CONSTRUCT BULK HEAD
24. CONSTRUCT 24" CATCH BASIN (BROOKS 24X28 OR APPROVED EQUAL)
25. CONSTRUCT RETAINING WALL
26. CONSTRUCT 2" WIDE X 21" DEEP "V" DITCH

RECORD PLAN CHECK (VERSIGHT) ENGINEER REGISTRATION NUMBER DATE SIGNED
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENGINEERING PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The planee holder hereby certifies that the information contained herein is true and correct to the best of his knowledge and belief, and that he is not aware of any facts or circumstances which would render this information misleading or incomplete.

NO.	DATE	DESCRIPTION

SEAL - PROFESSIONAL ENGINEER

ENGINEERING COMPANY

 SDH & ASSOCIATES, INC.
 14800 Madison Parkway
 Poway, California 92126
 TEL: (951) 958-3001 FAX: (951) 788-3214

BENCHMARK:
 ELEVATIONS SHOWN HEREON ARE BASED UPON THE NCEC BENCHMARK (ASAP, ELEVATION 148.00').
 THE BENCHMARK IS LOCATED AT THE CORNER OF THE INTERSECTION OF HIGHWAY 15 AND HIGHWAY 52, AT THE INTERSECTION OF HIGHWAY 15 AND HIGHWAY 52, AT THE INTERSECTION OF HIGHWAY 15 AND HIGHWAY 52, AT THE INTERSECTION OF HIGHWAY 15 AND HIGHWAY 52.

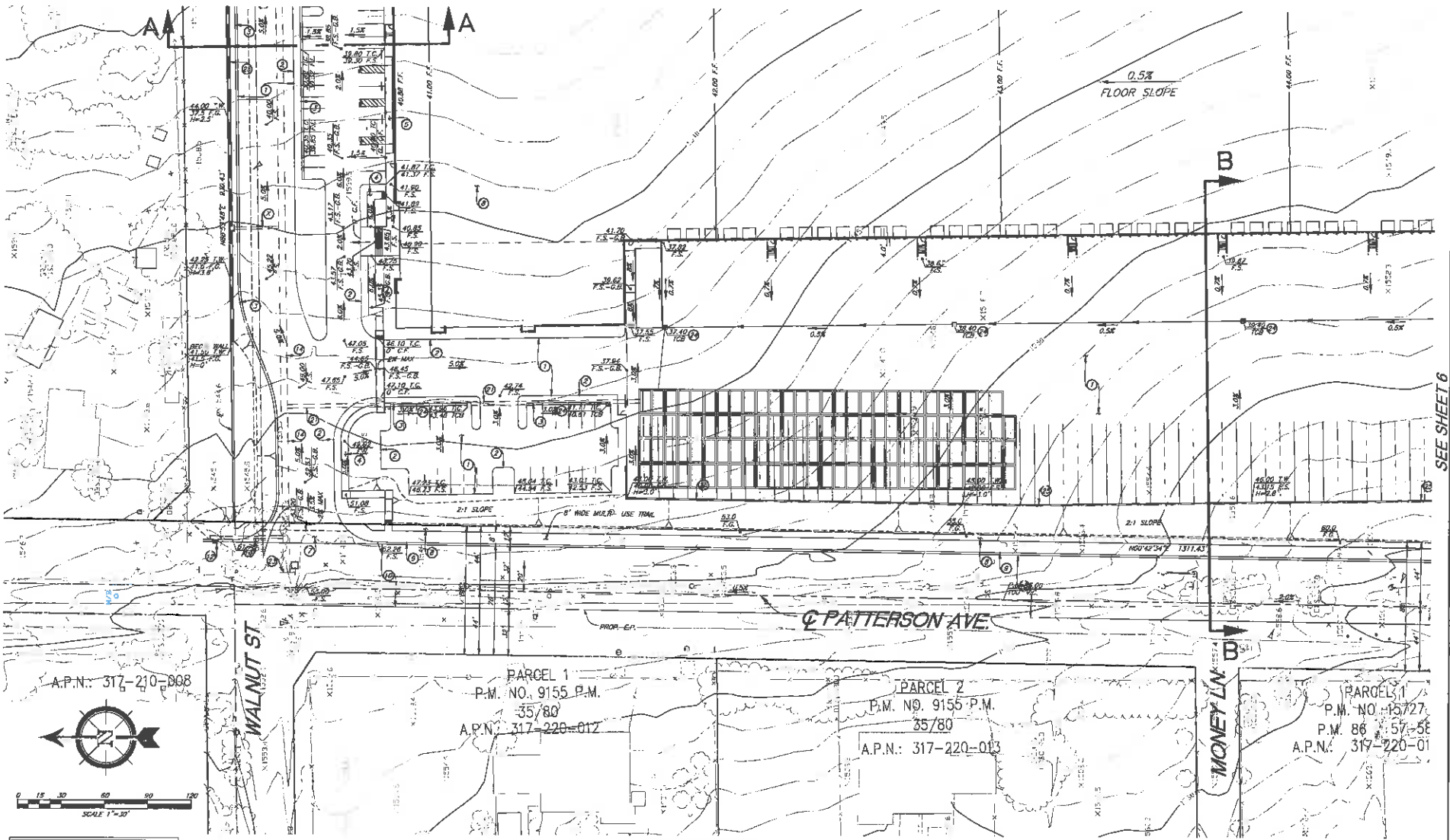
**BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN**

SHEET NO. 1
 OF 6 SHEETS

SCALE: HORIZ. 1"=100' V. 1"=10'

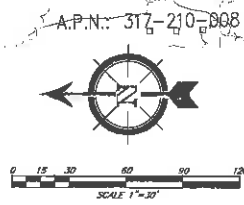
PER: [] VLL [] COUNTY FILE NO. []

SEE SHEET 4



SECOND PLAN CHECK DIVERSITY ENGINEER REGISTRATION NUMBER DATE SIGNED

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES



DIGALERT
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT
 1-800-287-2600
 TWO WARNING DAYS BEFORE YOU DIG

NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The plan preparer accepts these plans as responsible for verifying the accuracy and completeness of the data herein. In the event of discrepancies arising after the date of plan completion, the plan preparer shall be responsible for obtaining an acceptable update and issuing the plan for record in the office.

NO.	DATE	DESCRIPTION	BY	CHECKED

SEE SHEET 2

SEAL-ENGINEER

ENGINEERING COMPANY

 SDH AND ASSOCIATES INC.
 14030 Mariposa Parkway
 Riverside, California 92518
 TEL: (951) 943-0991 FAX: (951) 789-2214

PREPARED BY:
 ROBERT VAN ZANTEN
 R.C.E. NO. 162923
 DATE 9-30-19

BENCHMARK:
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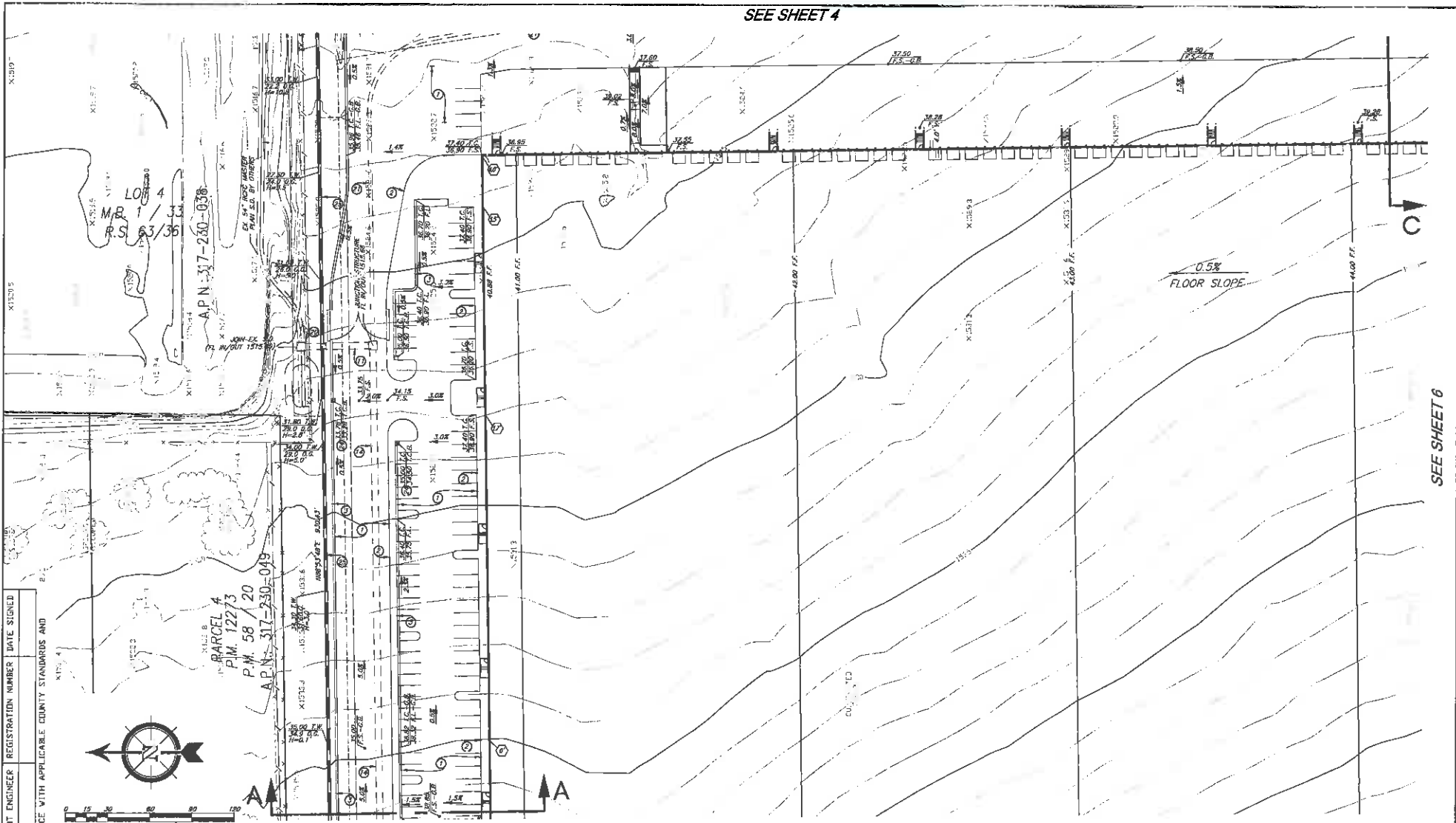
SCALE: 1/4"=30'

BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

SHEET NO. 2
 2 OF 8 SHEETS

FOR: W.D. COUNTY FILE NO.

SEE SHEET 4



SEE SHEET 6

SEE SHEET 2

RECORD PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED

ADAPTED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

DIGALERT
 CALL BEFORE YOU DIG
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

1-800-227-2600
 THIS WORKING DAYS BEFORE YOU DIG

NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The plan's author hereby certifies that the plan is prepared in conformity with the authority and responsibility of the design profession. In the event of distribution or posting of this plan to anyone other than the client, the author agrees to be responsible for obtaining an acceptable solution and making the plan for approval by the county.

NO.	DATE	REVISION

SEAL-ENGINEER

ENGINEERING COMPANY

SDH AND ASSOCIATES INC.
 14000 Madeline Parkway
 Silverdale, California 92619
 TEL: (949) 938-2061 FAX: (949) 788-2214

PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO: 62328
 DATE: 9-30-19

BENCHMARK:
 ELEVATIONS SHOWN HEREON ARE BASED UPON THE U.S.C. DATUM AND ARE NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF SDH AND ASSOCIATES INC. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY DATA TO CORRECT FOR ANY DISTORTION AND FOR ANY OTHER REASON.

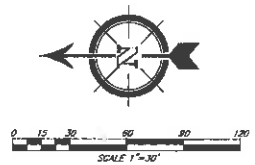
SCALE: H.J. 1"=20' V.L.

RARKER INDUSTRIAL
 PRELIMINARY GRADING PLAN

SHEET NO. 3
 3 OF 4 SHEETS

COUNTY FILE NO.

RECORD PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



DIGALERT
 DIAL BEFORE YOU DIG
 TOLL FREE 1-800-227-2600
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
 The planter engineer (signing these plans) is responsible for ensuring that accuracy and acceptability of the design herein. In the event of discrepancies or if the county engineer or survey contractor, the planter engineer shall be responsible for clarifying any discrepancies and ensuring the plan is correct to the field.

NO.	BY	DATE	REVISION	APP.	DATE

SEE SHEET 3

SEAL-ENGINEER

ENGINEERING COMPANY

 SDH AND ASSOCIATES INC.
 14000 Mendocino Parkway
 Riverside, California 92518
 TEL: (951) 683-3691 FAX (951) 786-2314

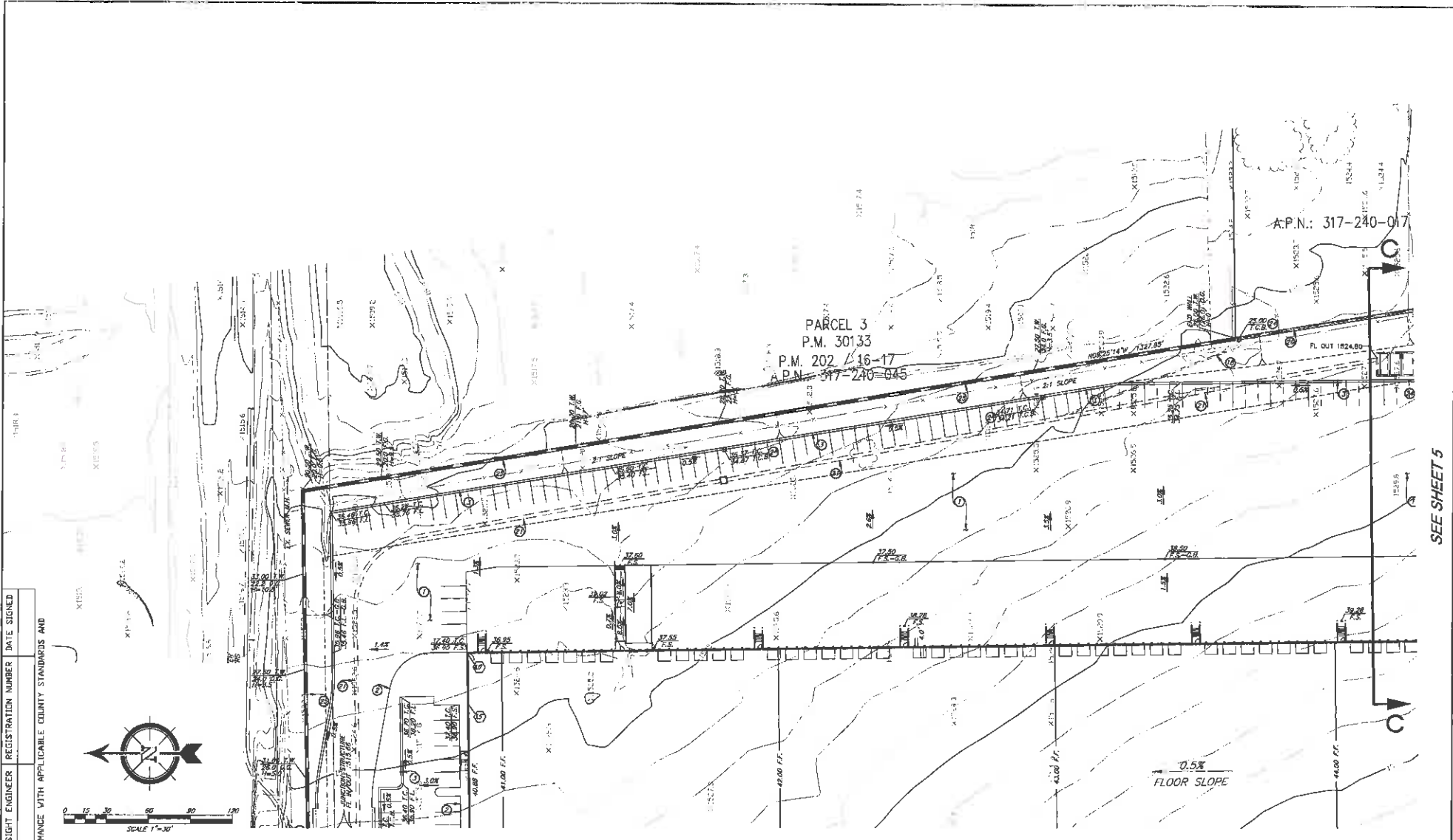
PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO. 68325
 DATE: 9-30-19

BENCHMARK:
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BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

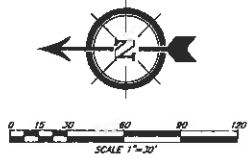
SHEET NO. 4
 OF 8 SHEETS

SCALE: 1"=30'
 COUNTY FILE NO.



SEE SHEET 5

REGISTERED PROFESSIONAL ENGINEER REGISTRATION NUMBER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

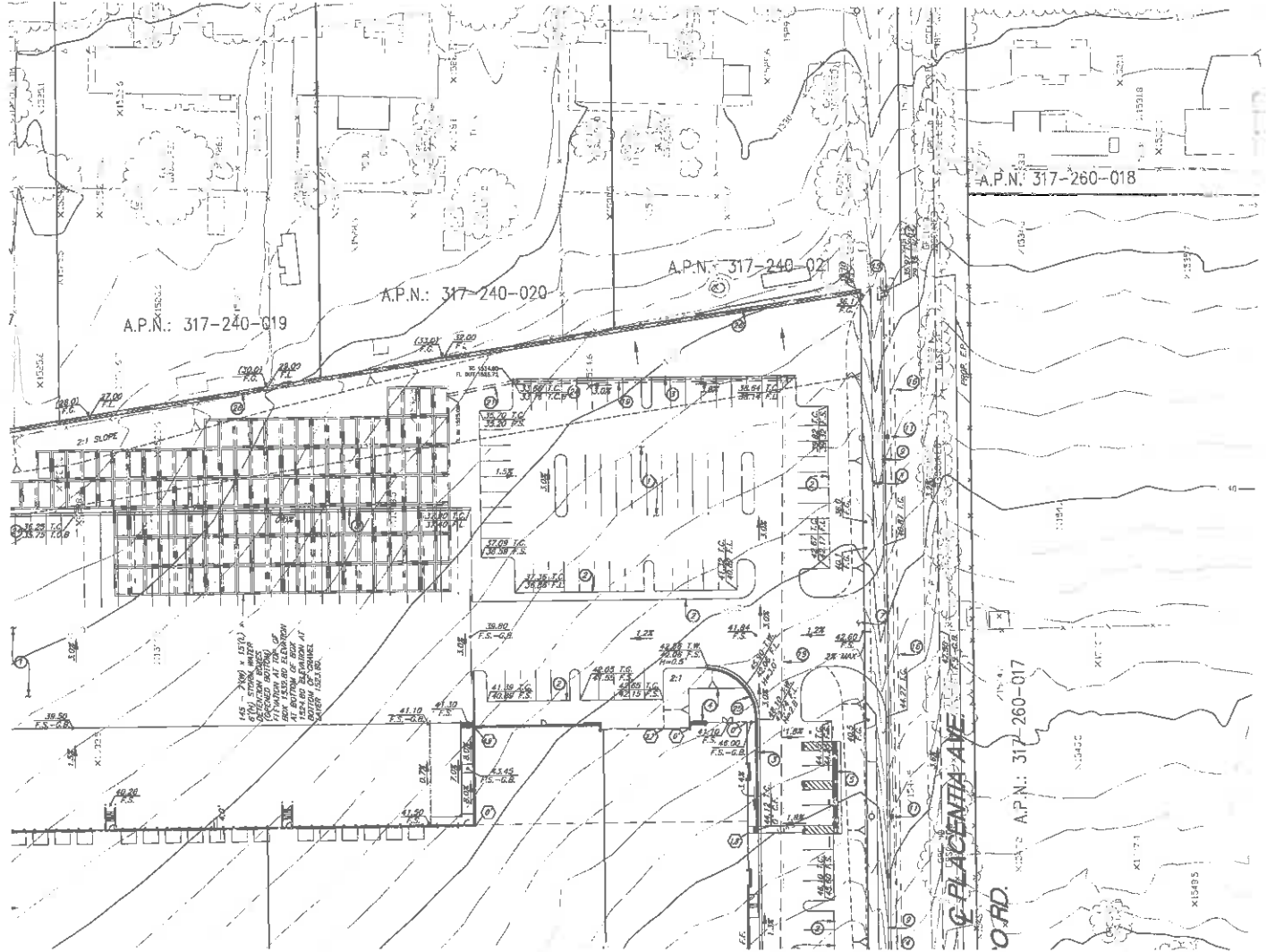


DIGALERT
 CALL BEFORE YOU DIG
 TOLL FREE 1-800-827-2600
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The grader operator shall be responsible for verifying the accuracy and acceptability of the design herein. In the event of discrepancies arising after starting operation or during construction, the grader operator shall be responsible for identifying an acceptable solution and notifying the owner for approval of the work.

SEE SHEET 4



SEE SHEET 6

NO.	DATE	BY	CHK	APP

SEAL ENGINEER

ENGINEERING COMPANY

 SDH AND ASSOCIATES INC.
 14200 Maricopa Parkway
 Phoenix, California 92516
 TEL: (602) 998-3881 FAX: (602) 998-2214

PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO. 62923
 DATE 9-30-19

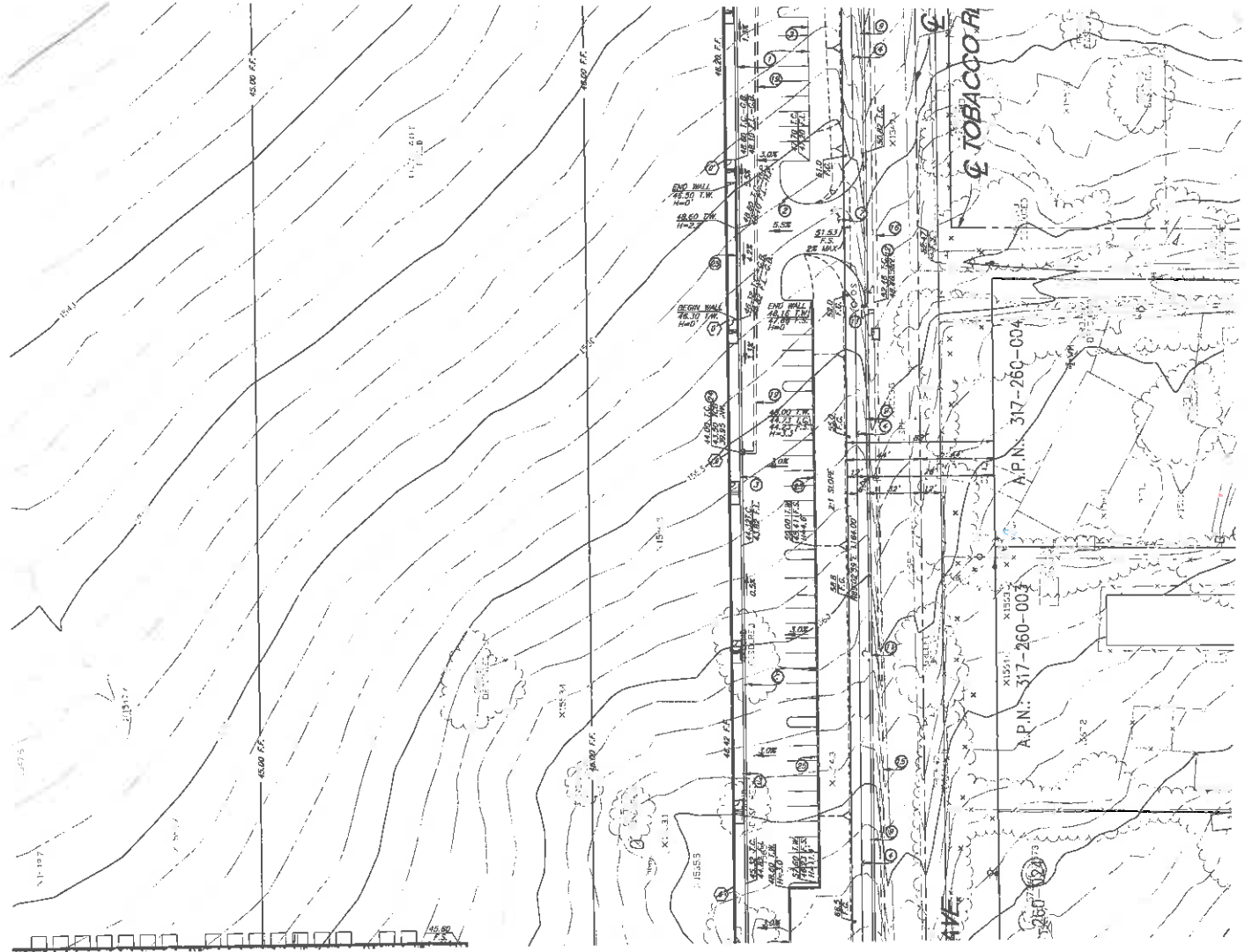
BENCHMARK
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SCALE: H. 1"=20' V.

BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

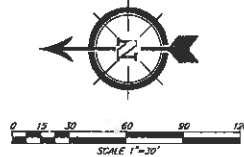
SHEET NO.	5
OF 8 SHEETS	

SEE SHEET 5



SEE SHEET 7

RECORD PLAN CHECK DIVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



DIGALERT
 DIAL BEFORE YOU DIG
 TOLL FREE 1-800-227-2600
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
 The project engineer signing these plans is responsible for verifying the accuracy and completeness of the data herein. In the event of any discrepancy arising after timely approval or during construction, the project engineer shall be responsible for determining an acceptable solution and notifying the permit for approval by the client.

NO.	DATE	DESCRIPTION	BY	CHKD

SEAL-ENGINEER

ENGINEERING COMPANY

 SDHI AND ASSOCIATES INC.
 14000 Marston Parkway
 Riverside, California 92516
 TEL: (951) 885-3899 FAX: (951) 798-2514

PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO.: 58325
 DATE: 9-30-19

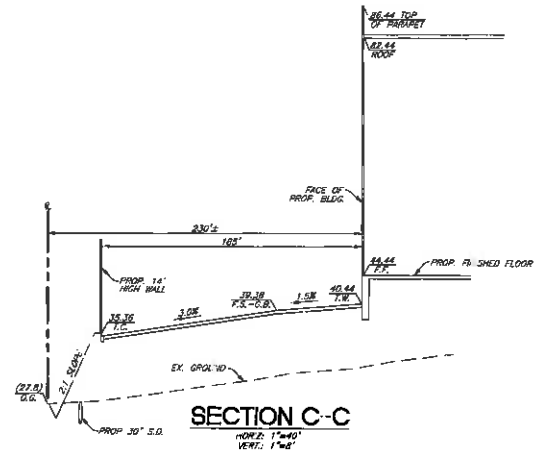
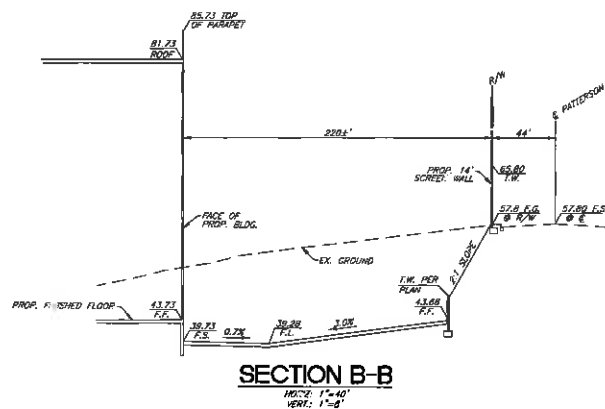
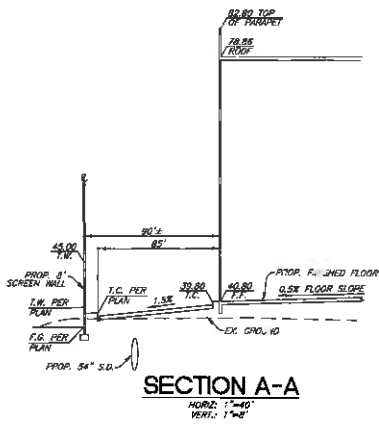
BENCHMARK:
 Stationed at center of existing structure. All elevations shall be taken from this benchmark. The project engineer shall verify the accuracy of the benchmark. If the benchmark is found to be inaccurate, the project engineer shall be responsible for determining an acceptable solution and notifying the permit for approval by the client.

BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

AP.N. 317-260-004
 AP.N. 317-260-003

SHEET NO. 6
 & OF 8 SHEETS

RECORD PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCLOSUREMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
 The grantor neither signs these plans nor is responsible for errors by the issuing and accountability of the design herein. In the event of discrepancies arising after construction, the grantor neither shall be responsible for correcting or accepting neither and issuing the same for approval by the county.

NO.	DATE	BY	CHKD.

SEAL-ENGINEER

 No. 6322
 Exp. 9-30-19
 STATE OF CALIFORNIA

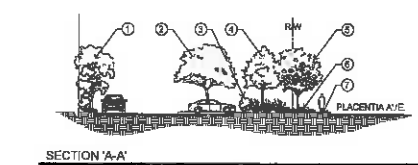
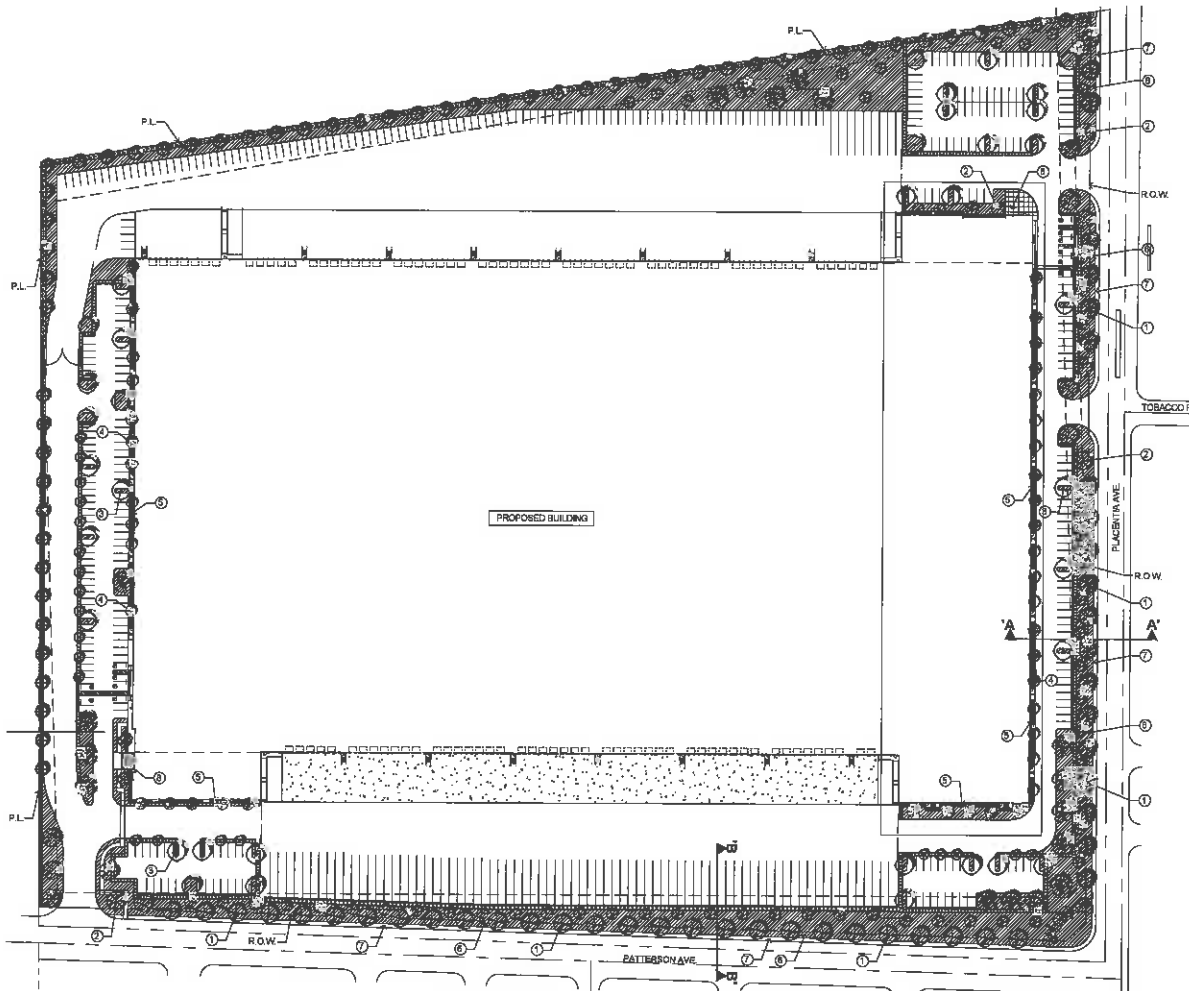
ENGINEERING COMPANY

 SDA AND ASSOCIATES INC.
 15860 Mariposa Parkway
 Riverside, California 92518
 TEL: (951) 585-9891 FAX: (951) 788-2514

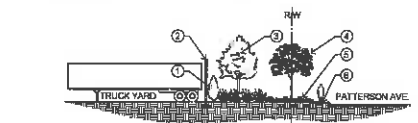
BENCHMARK:
 BENCHMARK DATA PROVIDED BY THE CLIENT. THE ENGINEER HAS REVIEWED THE DATA AND HAS FOUND IT TO BE REASONABLY ACCURATE. THE ENGINEER HAS NOT CONDUCTED A FIELD SURVEY TO VERIFY THE DATA. THE ENGINEER HAS NOT CONDUCTED A FIELD SURVEY TO VERIFY THE DATA.

BARKER INDUSTRIAL SECTIONS
 COUNTY FILE NO.

SHEET NO. 8
 8 OF 8 SHEETS



- SECTION 'A-A' KEY NOTES:**
- VERTICAL TREE ALONG BLDG. PER LEGEND.
 - NEW PARKING LOT SHADE TREE PER LEGEND.
 - EVERGREEN SCREEN SHRUB PER LEGEND.
 - EVERGREEN SCREEN TREE PER LEGEND.
 - NEW STREET TREE PER LEGEND.
 - LAYERED DROUGHT TOLERANT GROUND COVER & SHRUB MASSES PER LEGEND.
 - NEW SIDEWALK PER CIVIL DWGS.



- SECTION 'B-B' KEY NOTES:**
- LARGE SHRUB ALONG WALL PER LEGEND.
 - 14'-0" HT. WALL PER ARCH DWGS.
 - EVERGREEN SCREEN TREE PER LEGEND.
 - NEW STREET TREE PER LEGEND.
 - LAYERED DROUGHT TOLERANT GROUND COVER & SHRUB MASSES PER LEGEND.
 - NEW SIDEWALK PER CIVIL DWGS.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL, GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW VALVES, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AS 1881 WATER ORDINANCE.

MULCHES PLANT FACTOR

THIS PROJECT IS LOCATED IN VALCUBO REGION 4-SOUTH INLAND VALLEY.

H = HIGH WATER NEEDS
 M = MODERATE WATER NEEDS
 L = LOW WATER NEEDS
 VL = VERY LOW WATER NEEDS

DESIGN KEY NOTES:

- NEW STREET TREE PER LEGEND.
- PROPOSED FLOWERING ACCENT TREE AT FOCAL AREAS PER LEGEND.
- PARKING LOT SHADE TREE PER LEGEND.
- VERTICAL TREE ALONG BUILDING PER LEGEND.
- FOUNDATION SHRUB ALONG BUILDING PER LEGEND.
- DROUGHT TOLERANT GROUND COVER PER LEGEND.
- NEW SIDEWALK PER CIVIL DWGS.
- TYP. ENHANCED PAINTING AT BLDG. ENTRIES.

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
Y	ACCENT PALM PHOENIX DACTYLIFERA, DATE PALM 18" BTH	2	L
⊗	NEW STREET TREE ALONG PLACENCIA AVE. PLATANUS FRAXINOSA, CALIFORNIA SYCAMORE 24" BOX SIZE (FINAL SELECTION TO BE APPROVED BY COUNTY OF RIVERSIDE)	20	L
⊗	NEW STREET TREE ALONG PATTERSON AVE. MAGNOLIA GRANDIFLORA MAJESTIC BEAUTY, MAGNOLIA 24" BOX SIZE (FINAL SELECTION TO BE APPROVED BY COUNTY OF RIVERSIDE)	27	L
⊗	LARGE FLOWERING ACCENT TREE GERARDIUM X DESERT MUSEUM, BLUE PALM VERDE 30" BOX SIZE	14	L
⊗	FLOWERING ACCENT TREE LAGERSTROEMIA L. WATERMELON PEET, GRAPE MYRTLE 24" BOX SIZE	7	M
⊗	PARKING LOT SHADE TREE RELIUS LANCEA, AFRICAN SUNAG 24" BOX SIZE	38	L
⊗	SECONDARY PARKING LOT TREE GELIERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE	21	L
⊗	EVERGREEN TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE	25	L
⊗	EVERGREEN TREE ALONG BUILDING BRACHYOTON POPULINEA, BOTTLE TREE 15 GAL. SIZE	10	L
⊗	PROPERTY LINE TREE TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. SIZE	58	L
⊗	CA NATIVE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 24" BOX SIZE	17	L
⊗	EVERGREEN SCREEN TREE PINUS BELICARIA, MONDILL PINE 15 GAL. SIZE	55	L

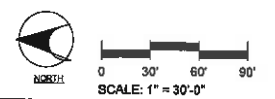
SHRUBS		
SYMBOL	SHRUB NAME	WUCOLS
⊗	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
⊗	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
⊗	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
⊗	ROSMARINUS 'TUCCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE	L
⊗	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L
⊗	LIBURSTULUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L

GROUND COVER AND SHRUB MASSES		
SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
⊗	ROSMARINUS 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
⊗	LANTANA 'DWARF YELLOW', YELLOW LANTANA 1 GAL. SIZE @ 30" O.C.	L
⊗	SALVIA GRECOGIL, AUTUMN SAGE 1 GAL. SIZE @ 30" O.C.	L
⊗	MULLENBERGIA RHODENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
⊗	SALVIA CLEVELANDI, CLEVELAND 'AEGE 5 GAL. SIZE @ 45" O.C.	L
⊗	BACCHARIS PILULARIS, COYOTE BUSH 1 GAL. SIZE @ 42" O.C.	L

NOTE: APPLY A 3" LAYER OF MULCH AT ALL PLANTING AREAS

**CONCEPTUAL LANDSCAPE PLAN
 PLACENCIA AVE. & PATTERSON AVE.**

RIVERSIDE, CA



SPLA
 SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
 2853 VIA RANCHO VIEWS WAY
 FALLBROOK, CA 92028
 PH: 709-642-8899

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
 4080 Lemon Street, 1st Floor Board Chambers
 Riverside California

DATE OF HEARING: May 9, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1360MA19 – Barker Logistics, LLC/Orbis Real Estate Partners (Representative: Raymond Polverini – County of Riverside Case No. PPT190008 (Plot Plan). A proposal to construct a 694,540 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres located on the northeast corner of Placentia Avenue and Patterson Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1360 MA 19 DATE SUBMITTED: 3-5-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Barker Logistics, LLC Phone Number 949-330-7564
Mailing Address c/o Orbis Real Estate Partners 280 Newport Center Drive, #240 Email rpolverini@orbisrep.com
Newport Beach, CA 92660

Representative Raymond A. Polverini Phone Number same
Mailing Address same Email same

Property Owner Robert William Barker, Trustee Barker Family Trust dtd 6/28/1979 Phone Number 310-390-8471
Mailing Address c/o Robert Valandra Email robertvalandra@gmail.com
1851 Outpost Drive, Los Angeles, CA 90068

LOCAL JURISDICTION AGENCY

Local Agency Name County of Riverside Phone Number 951-955-3025
Staff Contact Brady Russel Email rbrady@rivco.org
Mailing Address 4080 Lemon Street, 12th Floor Case Type Plot Plan
Riverside, CA 92501
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 31 acres at the northeast corner of Patterson Street and Placentia Avenue
Riverside County
Assessor's Parcel No. 317-240-001 Gross Parcel Size 31.5 acres
Subdivision Name Barker Logistics Nearest Airport March ARB, 13,500 ft
Lot Number _____ and distance from Airport

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use Agricultural
(describe)

Proposed Land Use (describe)	699,630 SF in a single industrial building.	
	ALCU Zone C	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____	
For Other Land Uses (See Appendix C)	Hours of Operation _____	
	Number of People on Site _____	Maximum Number: _____
	Method of Calculation _____	
Height Data	Site Elevation (above mean sea level) _____	ft.
	Height of buildings or structures (from the ground) _____	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	If yes, describe _____	

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: May 9, 2019

CASE NUMBER: ZAP1362MA19 – Newcastle/Val Verde LLC (Representative: T&B Planning, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190006 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the proposed Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to establish a 290,242 square foot industrial manufacturing building with second floor mezzanine on 12.96 acres.

PROJECT LOCATION: The site is located on the northwest corner of Harvill Avenue and (Old) Cajalco Road, in the unincorporated community of Mead Valley, approximately 8,580 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a total of 290,242 square feet of building area, which includes 282,242 square feet of manufacturing area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor mezzanine office area, accommodating 1,451 people, resulting in an average intensity of 112 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (177 spaces) and docking spaces (27 spaces) provided, the total occupancy would be estimated at 293 people for an average intensity of 23 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 39,560 square feet of manufacturing area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 238 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 8,580 feet from the runway to the site, Federal Aviation Administration review would be required for any structures with top of roof elevation exceeding 1,573.8 feet AMSL. The site's finished floor elevation is 1,518 feet AMSL and the proposed building height is 51 feet, for a top point elevation of 1,569 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is not required. However, a condition is included requiring FAA OES review for any structure with a top point elevation exceeding 1,573 feet

AMSL.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

CONDITIONS:

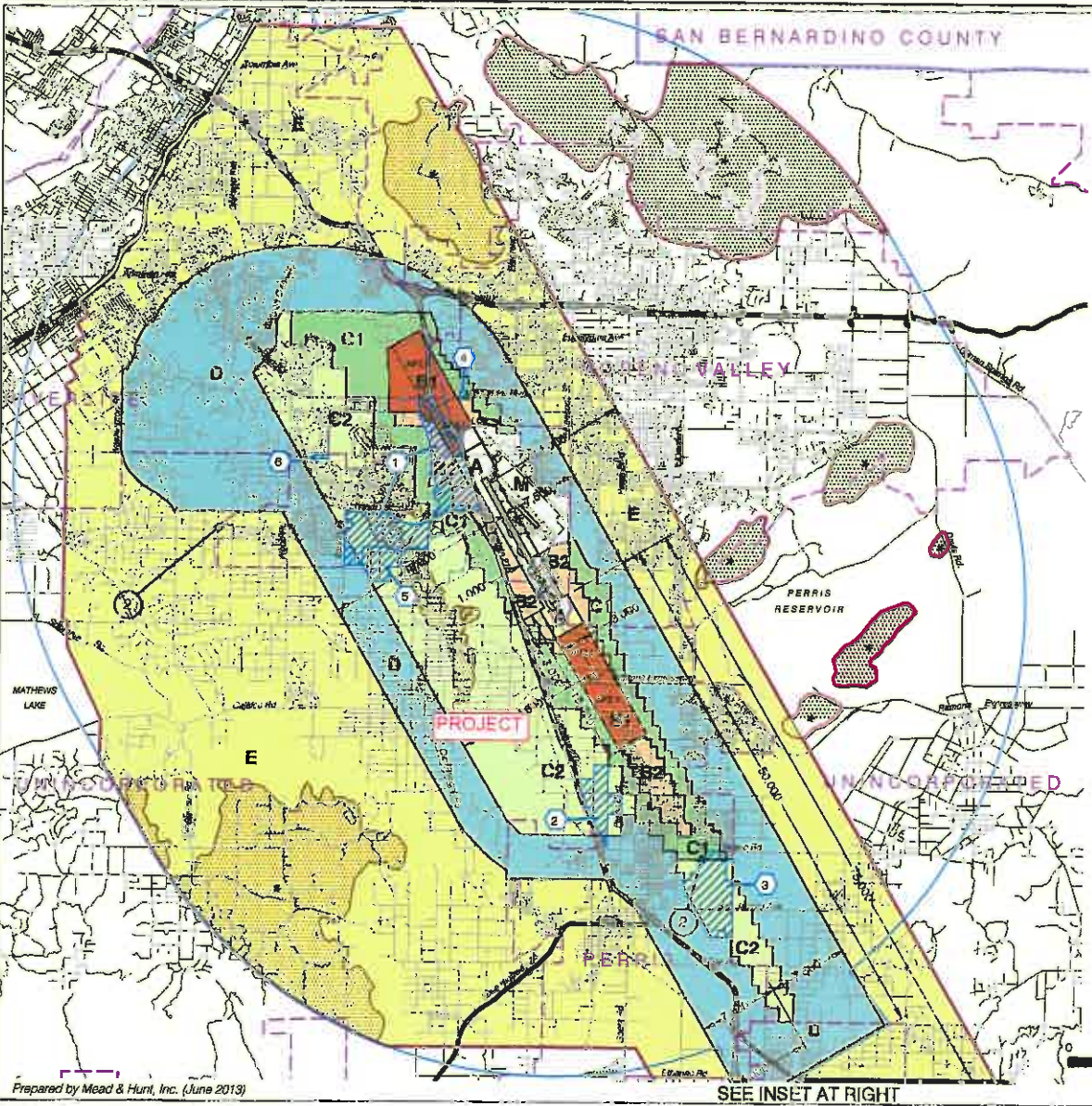
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 282,242 square feet of manufacturing area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
11. The maximum height of the building, including all roof-mounted equipment, if any, shall be limited to 55 feet, and the maximum top point elevation shall not exceed 1,573 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



LEGEND

Compatibility Zones

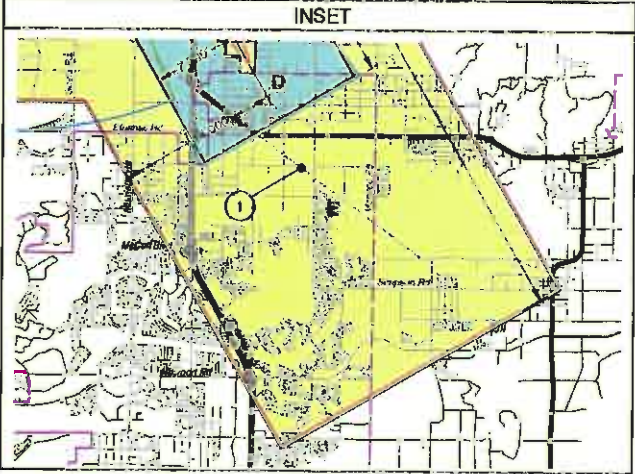
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

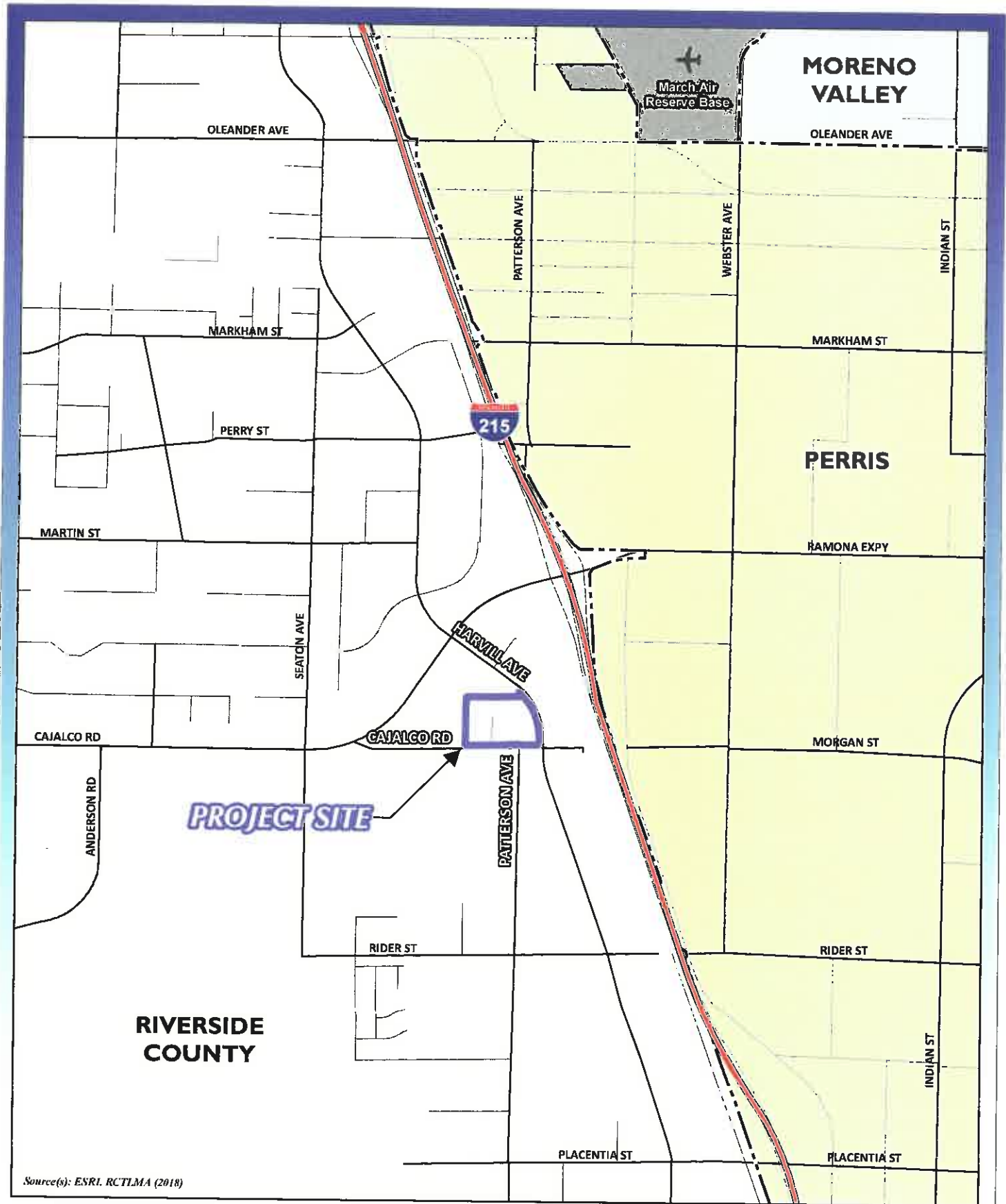
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT



Source(s): ESRI, RCTMA (2018)

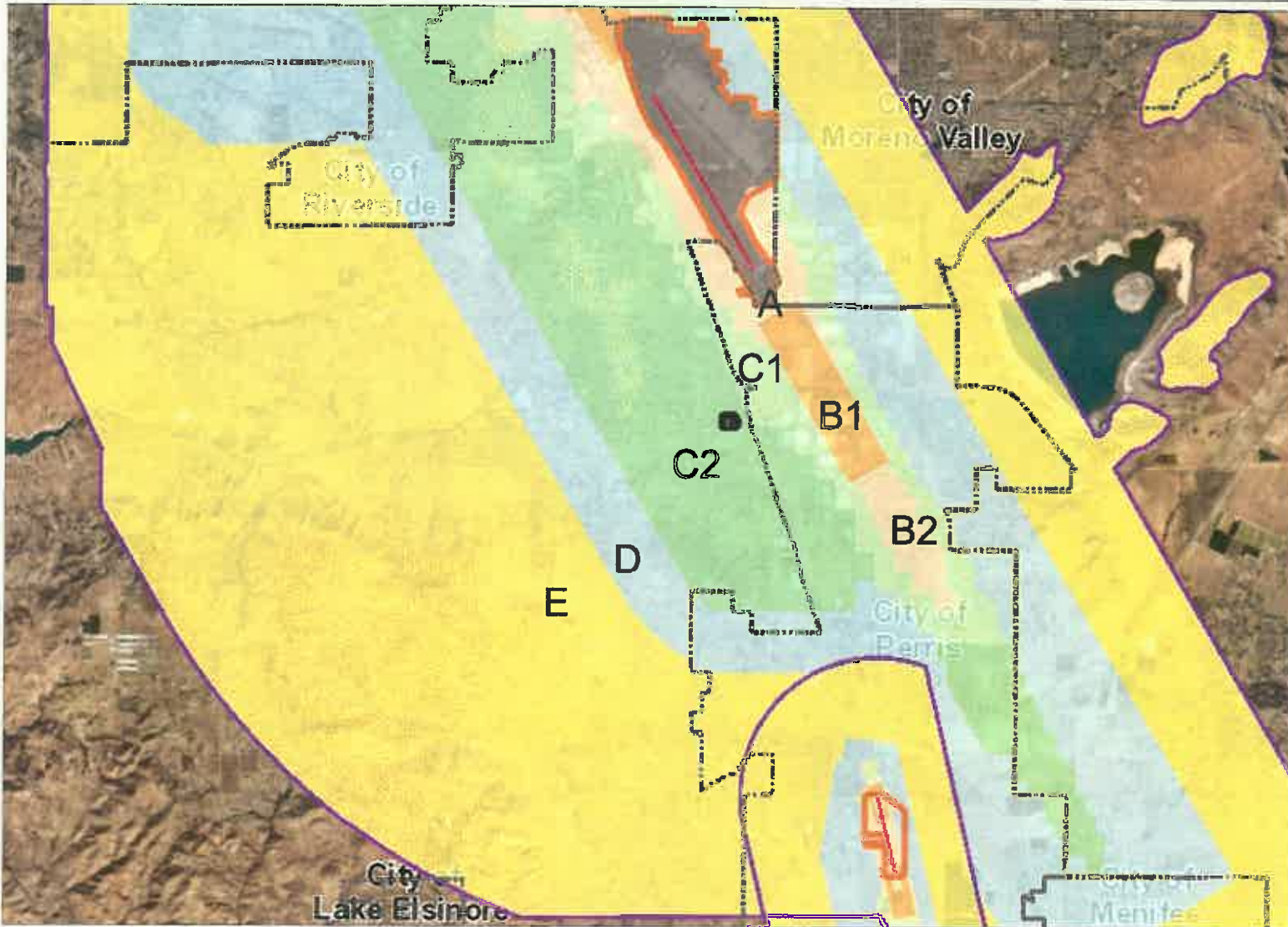
VAL VERDE LOGISTICS CENTER

Date: November 2018



VICINITY MAP

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGH IT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

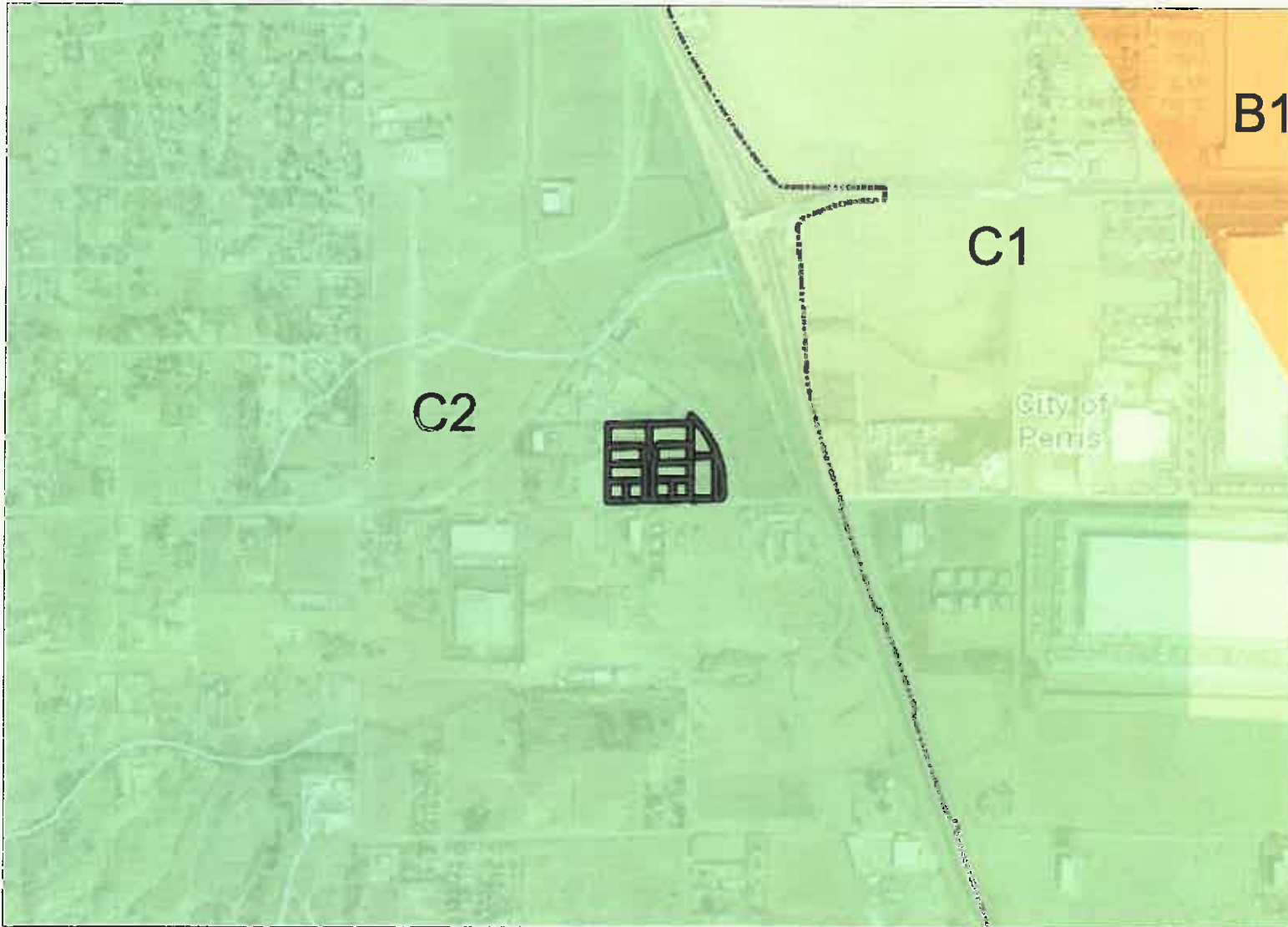


REPORT PRINTED ON... 3/25/2019 10:30:06 AM

© Riverside County GIS

Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY_ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-FXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-FXC5
- C2-EXC8



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



REPORT PRINTED ON... 3/25/2019 10:29:05 AM

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



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Notes

Map My County Map



Legend

-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map

Notes



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REPORT PRINTED ON... 3/25/2019 10:31:31 AM

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IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA:

SITE PLAN VAL VERDE LOGISTICS CENTER

T.4S., R.4W., SEC 12
SDH & ASSOCIATES, INC.
FEBRUARY 2019

LEGAL DESCRIPTION

PARCEL A:
THAT PORTION OF LOT 5 IN BLOCK 9 OF VAL VERDE TRACT AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE 6 OF MAPS, RECORDS OF SAID COUNTY BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 2;
THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID LOT 2, 386 FEET;
THENCE EAST AND PARALLEL TO THE SOUTH BOUNDARY LINE OF SAID LOT 2, 386 FEET;
THENCE SOUTH AND PARALLEL TO THE WEST BOUNDARY LINE OF SAID LOT 2, 386 FEET;
THENCE WEST 220 FEET TO THE POINT OF BEGINNING.

EXCEPT THE INTEREST IN THE SOUTHERLY 40 FEET OF SAID LOT 1 WHICH WAS CONVEYED BY THE COUNTY OF RIVERSIDE FOR PUBLIC HIGHWAY AND PUBLIC UTILITY PURPOSES BY THE DEED OF CONVEYANCE HAD IN THE SUPERIOR COURT, RIVERSIDE COUNTY, CASE NO. 13459, A CERTIFIED COPY OF SAID DEED BEING RECORDED FEBRUARY 16, 1942, IN BOOK 368, PAGE 481, OFFICIAL RECORDS.

PARCEL B:
PARCEL 38 OF PARCEL MAP 24110, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 165, PAGES 11 THROUGH 18, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAID COUNTY, DESCRIBED IN THE TAX DEED FROM THE TAX COLLECTOR OF RIVERSIDE COUNTY TO ALL SINGLE MAPS, RECORDED JUNE 22, 2001 AS INSTRUMENT NO. 2001-285515, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASIN AND MERRIAM; THENCE NORTH ALONG THE CENTER LINE OF SAID SECTION 12, 661.82 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 80° 50' WEST, 878.04 FEET; THENCE NORTH 36° 45' EAST, 591.68 FEET TO THE SOUTHERLY LINE OF MARVEL AVENUE; SAID LINE IS ALSO THE NORTHERLY LINE OF SAID PARCEL; THENCE SOUTHWESTERLY ALONG THE NORTHERLY LINE OF SAID MARVEL AVENUE, 584.32 FEET TO A WAGNER CURVE; CURVE SOUTHWESTERLY HAVING A RADIUS OF 800'; THENCE SOUTHWEST ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 09° 12' AND A DISTANCE OF 71.73 FEET TO THE CENTER LINE OF SAID SECTION 12; THENCE SOUTH ALONG SAID CENTER LINE, 82.91 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL C:
PARCELS 1 THROUGH 10, INCLUSIVE, TOGETHER WITH LOT 8 OF PARCEL MAP NO. 21,015, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 170 OF PARCEL MAPS, PAGES 60, 61 AND 62, RECORDS OF SAID COUNTY.

APNs: 317-110-037-8 (AFFECTS PARCEL A)
317-110-038-0 (AFFECTS PARCEL B)
317-110-041-2 (AFFECTS PARCEL 1 OF PARCEL C)
317-110-042-3 (AFFECTS PARCEL 2 OF PARCEL C)
317-110-043-4 (AFFECTS PARCEL 3 OF PARCEL C)
317-110-044-5 (AFFECTS PARCEL 4 OF PARCEL C)
317-110-045-6 (AFFECTS PARCEL 5 OF PARCEL C)
317-110-046-7 (AFFECTS PARCEL 6 OF PARCEL C)
317-110-047-8 (AFFECTS PARCEL 7 OF PARCEL C)
317-110-048-9 (AFFECTS PARCEL 8 OF PARCEL C)
317-110-049-0 (AFFECTS PARCEL 9 OF PARCEL C)
317-110-050-0 (AFFECTS PARCEL 10 OF PARCEL C)
AND
317-110-051-1 (AFFECTS LOT 8 OF PARCEL C)

PROJECT DATA
PARCEL A: 78,158.10 SF (1,798 AC)
PARCEL B: 68,403.30 SF (1,570 AC)
PARCEL C: 416,180.70 SF GROSS (9,400 AC GROSS)
298,270.00 SF NET (6,814 AC NET)

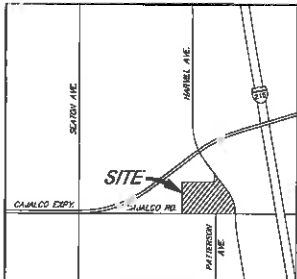
GROSS AREA: 562,742.10 SF (12,869 AC)
NET AREA: 531,037.00 SF (12,262 AC)

BUILDING AREA:
FIRST FLOOR OFFICE: 4,000 SF
SECOND FLOOR OFFICE: 4,000 SF
BENCHMARK: 292,242 SF

TOTAL FLOOR AREA: 288,242 SF (63,302)
LANDSCAPED AREA: 84,038 SF (19,72)
PAVED AREA: 182,600 SF (41,78)

PARKING INFO
REQUIRED PARKING: 39 STALLS
OFFICE AREA: 39 STALLS
LANDSCAPED AREA: 141 STALLS
TOTAL STALLS: 179 STALLS

PROVIDED PARKING
STANDARD STALLS: 158 STALLS
ADA STALLS: 6 STALLS
EV/CHARGE STALLS: 11 STALLS
TOTAL STALLS: 177 STALLS



VICINITY MAP
NOT TO SCALE

OWNER/APPLICANT

VENKATRAJAN, INC.
470 GREEN RIDGE, STE 118
CORONA, CA 92680
TEL: (951) 522-0900
ATTN: JACKSON SMITH

ENGINEER

SDH & ASSOCIATES, INC.
14080 MERRIAM PARKWAY
RIVERSIDE, CA 92518
VOICE: (951) 583-3691
FAX: (951) 788-2314

TOPOGRAPHY SOURCE

AERIAL PHOTODIAPHRAMETRY PERFORMED BY:
AERIAL PHOTOGRAPHY - JUNE 2018
PHONE: (909) 889-2420

ARCHITECT

RSA OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, STE 100
IRVINE, CA 92618
VOICE: (949) 341-0920
FAX: (949) 341-0922

UTILITY PURVEYORS

WATER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SO CAL GAS
ELECTRIC: SCE
TELEPHONE: VERIZON
SEWER: EASTERN MUNICIPAL WATER DISTRICT

SCHOOL DISTRICT

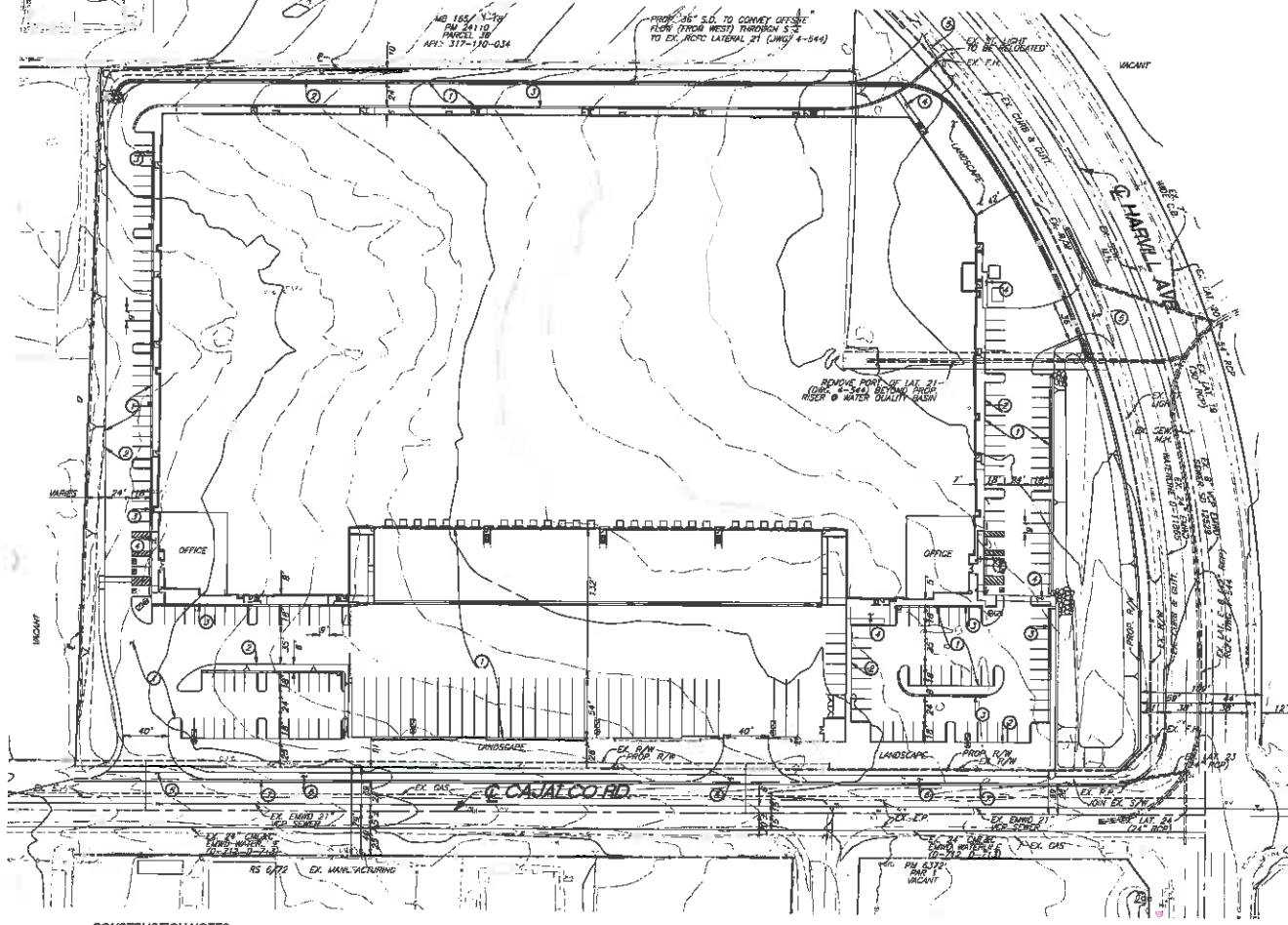
VAL VERDE SCHOOL DISTRICT

EARTHWORK

CUT: 33,000 C.Y.
FILL: 23,000 C.Y.

LEGEND

- TRACT BOUNDARY
- CENTERLINE
- CURB
- TOP OF LINE
- LOW LINE
- PAD ELEVATION
- SQUARE FEET
- POWER POLE



CONSTRUCTION NOTES

- 1. CONSTRUCT P.C.C./A.C. DRIVE ISLE & PARKING AREAS
- 2. CONSTRUCT 6" CURB ONLY
- 3. CONSTRUCT 6" CURB AND GUTTER (ONSTRT)
- 4. CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH) PLANS
- 5. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
- 6. CONSTRUCT 6" WIDE CURB ADJACENT SIDEWALK PER CITY STD.
- 7. CONSTRUCT 6" CURB AND GUTTER PER COUNTY STD. (OFFSITE)

RECORD PLAN CHECK INVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

DIGALERT
CALL BEFORE YOU DIG
1-800-227-2500
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCUMBRANCE PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
The engineer signing these plans is responsible for verifying the accuracy and completeness of the data herein. In the event of discrepancies, the client is responsible for obtaining all necessary data and verifying the data for accuracy before the start of construction.

NO.	REV.	DATE	REVISION

SEAL-ENGINEER
SDH & ASSOCIATES, INC.
No. 0238
Exp. 1-30-18
STATE OF CALIFORNIA

ENGINEERING COMPANY
SDH & ASSOCIATES, INC.
14080 MERRIAM PARKWAY
RIVERSIDE, CALIFORNIA 92518
TEL: (951) 583-3691 FAX: (951) 788-2314
PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO. 62325
DATE: 9-30-19

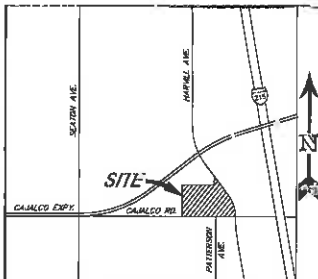
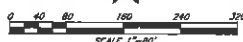
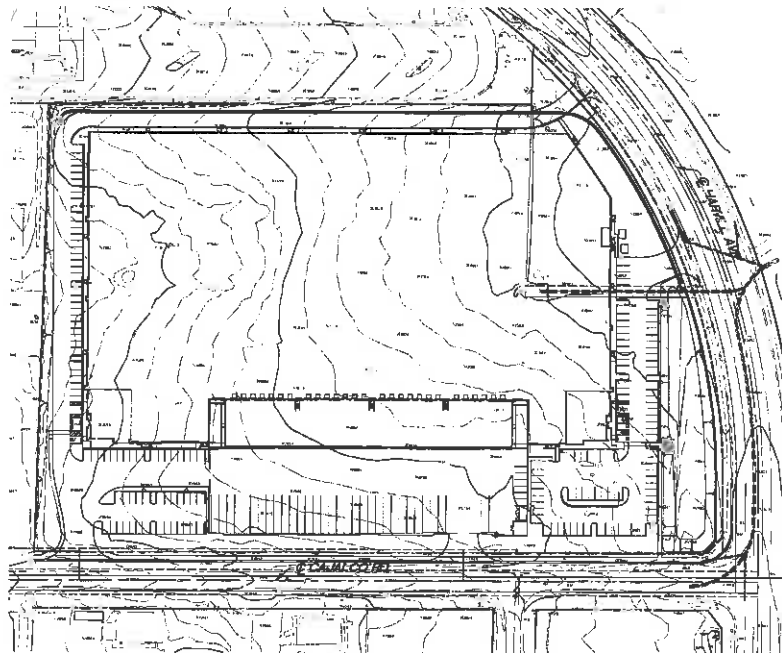
BENCHMARK: BM 025443
Established within limits of the 2011 California Building Code, the position of bench mark BM 025443 is established by the intersection of the centerline of Harbor Avenue and the centerline of Harbor Avenue at the center of the street.

**SITE PLAN
VAL VERDE LOGISTICS CENTER**
SCALE: 1/8"=30'
SHEET NO. 1
OF 1 SHEETS

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PLOT PLAN PRELIMINARY GRADING PLAN VAL VERDE LOGISTICS CENTER

T.4S., R.4W., SEC 12
SDH & ASSOCIATES, INC.
FEBRUARY 2019



VICINITY MAP
NOT TO SCALE

ARCHITECT
RGA OFFICE OF ARCHITECTURAL DESIGN, INC.
15271 ALTON PARKWAY, STE. 100
IRVINE, CA 92618
VOICE: (949) 341-0200
FAX: (949) 341-0222

LANDSCAPE ARCHITECT
HUNTER LANDSCAPE
711 FEE AVE STREET
PLEASANTON, CA 94566
VOICE: (714) 858-2400

GEOLOGIC CONDITIONS
SITE IS NOT WITHIN A GEOLOGIC HAZARD AREA,
SPECIAL STUDIES ZONE, OR SUBJECT TO
LIQUIDATION.

FEHMA FLOOD ZONE DESIGNATION
THE SUBJECT PROPERTY LIES WITHIN THE COUNTY OF RIVERSIDE
OF FLOOD INSURANCE RATE MAP PANEL NUMBER 00068C1410C,
HAVING AN EFFECTIVE DATE OF 04/28/2008, IN RIVERSIDE, CALIFORNIA,
ZONE "X", AREA OF MINIMAL FLOOD HAZARD.

HAZARDOUS MATERIALS
THERE IS NO EVIDENCE OF STORED HAZARDOUS
MATERIAL ABOVE OR BELOW GROUND.

PROJECTS DESCRIPTION
THIS PROJECT PROPOSES A 280,676 SQUARE FOOT INDUSTRIAL
WAREHOUSE AND DISTRIBUTION FACILITY COMPOSING OF 4,000 SQUARE
FEET OF OFFICE SPACE AND 272,676 SQUARE FEET OF WAREHOUSE.
THERE ARE NO EXISTING STRUCTURES ON THIS PROPERTY.

PROJECT DATA
PARCEL A: 76,358.10 SF (1.798 AC)
PARCEL B: 65,403.30 SF (1.570 AC)
PARCEL C: 416,180.70 SF GROSS (9.000 AC GROSS)
88,272.00 SF NET (8.913 AC NET)

GROSS AREA: 564,942.10 SF (12.959 AC)
NET AREA: 335,033.40 SF (12.282 AC)

BUILDING AREA:
FIRST FLOOR OFFICE: 4,000 SF
SECOND FLOOR OFFICE: 4,000 SF
WAREHOUSE: 272,676 SF

TOTAL AREA: 280,676 SF (6.625 AC)
LANDSCAPED AREA: 18,889 SF (15.45X)
PAVED AREA: 165,488 SF (37.80X)

UTILITY PURVEYORS
WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRICAL: SCE
TELEPHONE: VERIZON

PARKING INFO
REQUIRED PARKING: 39 STALLS
OFFICE AREA: 136 STALLS
WAREHOUSE AREA: 148 STALLS
TOTAL STALLS: 186 STALLS

ZONING DISTRICT
LANE MATTHEWS DISTRICT

BUILDING INFO
OCCUPANCY: M
BUILDING TYPE: V-D

SCHOOL DISTRICT
VAL VERDE SCHOOL DISTRICT

COMMUNITY FACILITIES DISTRICT
SITE IS NOT WITHIN A COMMUNITY
FACILITIES DISTRICT

OWNER/APPLICANT
NEWCASTLE PARTNERS, INC.
430 OREN RIVER, STE 118
CORONA, CA 92880
TEL: (951) 503-3880
ATTN: JACKSON SMITH

ENGINEER
SDH & ASSOCIATES, INC.
14080 MERRIDAY PARKWAY
RIVERSIDE, CA 92518
VOICE: (951) 683-3881
FAX: (951) 788-2314

TOPOGRAPHY SOURCE
AERIAL PHOTOGRAMMETRY PERFORMED BY:
ARROWHEAD MAPPING - JUNE 2018
PROJECT: 0901-088-2420

THOMAS BRCS MAP COORDINATES
PAGE 777 GRID 32

SITE INFORMATION
PARCEL A: 76,358.10 SQ FT (1.798 AC)
PARCEL B: 65,403.30 SQ FT (1.570 AC)
PARCEL C: 416,180.70 SQ FT GROSS (9.000 AC GROSS)
88,272.00 SQ FT NET (8.913 AC NET)
TOTAL 564,942.10 SQ FT (12.959 AC) GROSS
TOTAL 335,033.40 SQ FT (12.282 AC) NET

WATER QUALITY
A PROJECT SPECIFIC WQMP WILL BE PREPARED
FOR THIS PROJECT.

EARTHWORK
CUT: 23,000 C.Y.
FILL: 23,000 C.Y.

CONTIGUOUS OWNERSHIP
SUBOWNER DOES NOT OWN CONTIGUOUS PROPERTY

IMPROVEMENTS
PER SCHEDULE "M"

ZONING AND LAND USE
EXISTING ZONING: R-A-5/RC-VLDR
EXISTING LAND USE: VACANT
PROPOSED ZONING: M
PROPOSED LAND USE: INDUSTRIAL

SURROUNDING ZONING
NORTH: RC-VLDR
SOUTH: OS-C
EAST: RC-VLDR
WEST: RC-VLDR

GENERAL PLAN DESIGNATION
R-A-5/RC-VLDR

SPECIFIC PLAN DESIGNATION
PROJECT IS NOT WITHIN A SPECIFIC PLAN

LEGEND
TRACT BOUNDARY
CENTERLINE
CURB
TOP OF LINE
LOT LINE
P.E. PAD ELEVATION
S.E. SQUARE FEET
P.F. POWER POLE

DIG ALERT
CALL BEFORE YOU DIG
TOLL FREE 1-888-287-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTICE:
WORK CONTAINED WITHIN THESE PLANS
SHALL NOT COMMENCE UNTIL AN
ENFORCEMENT PERMIT AND/OR A
GRADING PERMIT HAS BEEN ISSUED.
The grantor agrees that they are responsible for securing the necessary
and availability of the necessary permits. It is the responsibility of the grantor to
obtain the necessary permits and to ensure that the plans are approved by the
grantor before construction begins.

NO.	DATE	REVISION	BY	CHK.

SEAL-ENGINEER
SDH & ASSOCIATES, INC.
REGISTERED PROFESSIONAL ENGINEER
No. 62325
Exp. 9-30-19

ENGINEERING COMPANY
SDH & ASSOCIATES, INC.
14080 MERRIDAY PARKWAY
RIVERSIDE, CALIFORNIA 92518
TEL: (951) 683-3881 FAX: (951) 788-2314
PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO. 62325
DATE: 9-30-19

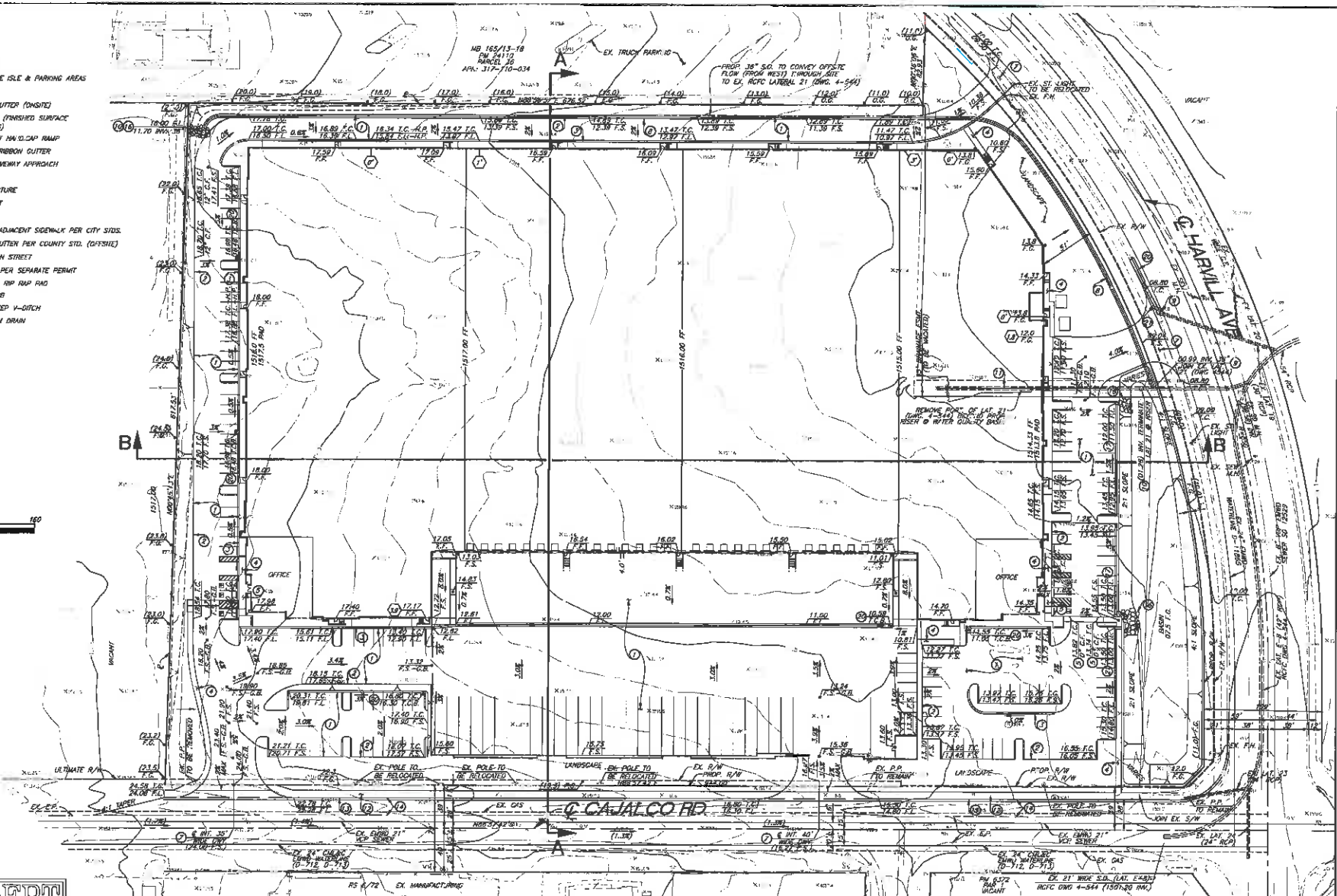
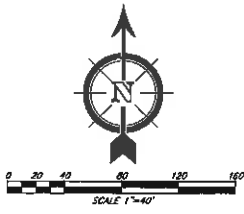
BENCHMARK: BM 54543
1851.11
ELEVATION: 1851.11
DATE: 9-30-19
SCALE: 1"=80'

NEWCASTLE PARTNERS
VAL VERDE LOGISTICS CENTER
TITLE SHEET
SHEET NO. 1
OF 3 SHEETS
FILE NO.

RECORD PLAN CHECK OVERSIGHT ENGINEER DATE SIGNED
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

CONSTRUCTION NOTES

- 1) CONSTRUCT P.C.C./A.C. DRIVE ISLE & PARKING AREAS
- 2) CONSTRUCT 6" CURB ONLY
- 3) CONSTRUCT 6" CURB AND GUTTER (ON-SITE)
- 4) CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
- 5) CONSTRUCT A.D.A. COMPLIANT HANDICAP RAMP
- 6) CONSTRUCT 3" WIDE CONC. REBORN GUTTER
- 7) CONSTRUCT CONCRETE DRIVEWAY APPROACH
- 8) CONSTRUCT 36" BRASS PIPE
- 9) CONSTRUCT JUNCTION STRUCTURE
- 10) CONSTRUCT C&P RISER INLET
- 11) REMOVE EX. PIPE
- 12) CONSTRUCT 6" WIDE CURB ADJACENT SIDEWALK PER CITY STD.
- 13) CONSTRUCT 6" CURB AND GUTTER PER COUNTY STD. (OFF-SITE)
- 14) CONSTRUCT A.C./A.B. BASE IN STREET
- 15) CONSTRUCT RETAINING WALL PER SEPARATE PERMIT
- 16) CONSTRUCT 12" DIAMETER & 100 R&P R&D
- 17) CONSTRUCT 12" GAP IN CURB
- 18) CONSTRUCT 12" WIDE 6" DEEP V-DITCH
- 19) CONSTRUCT 15" HOPE STORM DRAIN



RECORD PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

DIGALERT

CALL BEFORE YOU DIG

1-800-227-2640

A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The printer engineer signing these plans is responsible for securing the accuracy and completeness of the design herein, in the event of discrepancies arising after the ready approval or during construction, the printer engineer shall be responsible for obtaining an acceptable solution and making the plans be amended by its client.

DATE	BY	CHK	APP	REV

SEAL-ENGINEER

ENGINEERING COMPANY

SDH INCORPORATED

SERI AND ASSOCIATES INC.
 14000 Marston Parkway
 Riverside, California 92518
 TEL: (951) 883-3891 FAX: (951) 788-2514

PREPARED BY: ROBERT VAN ZANTEN

R.C.E. NO. 52325

DATE 9-30-19

BENCHMARK: 041 025443

DATE: 09/12/19

SCALE: 1"=40'

FOR: NEWCASTLE PARTNERS VAL VERDE LOGISTICS CENTER PRELIMINARY GRADING PLAN

SHEET NO. 2

OF 3 SHEETS

COUNTY FILE NO.

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: May 9, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1362MA19 – Newcastle/Val Verde LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT190006 (Plot Plan). A proposal to construct a 290,242 square foot industrial manufacturing building with second floor mezzanine on 12.96 acres located on the northwest corner of Harvill Avenue and (Old) Cajalco Road in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1362MA19 DATE SUBMITTED: 3/20/19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Newcastle/Val Verde LLC (Contact: Jackson Smith)	Phone Number	951.852.9800
Mailing Address	4740 Green River Road, Suite 118 Corona, CA 92880	Email	Jackson@newcastlepartners.com

Representative	T&B Planning, Inc (Contact: George Atalla)	Phone Number	714.505.6360 x 107
Mailing Address	17542 E 17th Street, Suite 100 Tustin, CA 92780	Email	gatalla@tbplanning.com

Property Owner	Saba A. Saba and Shirley L. Saba	Phone Number	951.676.1602
Mailing Address	41309 Avenida Biona Temecula, CA 92591	Email	fourteengkids@aol.com

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	951.955.3025
Staff Contact	Russell Brady	Email	rbrady@rivco.org
Mailing Address	Riverside County Planning Department 4080 Lemon Street, 12th Floor Riverside, CA 92501	Case Type	Land Use/Planning
Local Agency Project No	Riverside County PPT190006	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address	North of Cajalco Road and west of Harvill Avenue		
Assessor's Parcel No.	317-110-037, -038 and 317-110-041 through -051	Gross Parcel Size	12.96
Subdivision Name	N/A	Nearest Airport and distance from Airport	MARB - approx. 1.4 miles
Lot Number	N/A		

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)	The site is currently vacant, is routinely disturbed by weed abatement activities, and contains a solid block wall along the site's eastern border.
------------------------------	---

MAR 21
C2

Proposed Land Use (describe)	(See attached Project Description)		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours/day	
	Number of People on Site	N/A	Maximum Number 1,432
	Method of Calculation	RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted for Manufacturing uses is 1 person per 200 square feet.	
Height Data	Site Elevation (above mean sea level)	1,518	ft.
	Height of buildings or structures (from the ground)	46*	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	If yes, describe	N/A	

* Req for ap of an feet c buildi: heigh Projec Desc. add'l details

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

Riverside County ALUC – Major Land Use Action Review

Val Verde Logistics Center

PROJECT DESCRIPTION

This Project entails the future development of a conforming logistics center on a 12.96-acre property located east of Harvill Avenue and north of Cajalco Road, within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County. The Project site encompasses the following 13 Assessor's Parcel Numbers (APNs): 317-110-037, -038, -041, -042, -043, -044, -045, -046, -047, -048, -049, -050, and -051.

Under existing conditions, the Project site is vacant, has been largely disturbed by weed abatement activities, and contains a solid block wall along its eastern border. The Project site is designated for "Light Industrial" uses by the Riverside County General Plan and is zoned for "Industrial Park (I-P)" and "Manufacturing – Service Commercial (M-SC)" uses by the County's Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in "Flight Corridor Zone (C2)" for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Newcastle/Val Verde, LLC) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 12.96-acre site with one conforming logistics center. Specifically, the Project Applicant is proposing the development of one approximately 286,242 square foot (s.f.) building with 282,242 s.f. of warehouse space, 4,000 s.f. of ancillary ground floor office space, 4,000 s.f. of ancillary second floor office space, and 27 dock doors located on the south side of the proposed building. Notable Project improvements include ornamental landscaping, drive aisles, utility infrastructure, passenger vehicle parking, truck trailer parking spaces, and a water detention basin at the eastern portion of the Project site.

Due to the potential for changes to the Project's finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project's Plot Plan application, the Project Applicant is requesting that the ALUC approve the maximum building height and maximum height above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. The Val Verde Logistics Center is designed to be approximately 46 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 51 ft.

The proposed building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the site's perimeter, along the Project's frontages to public streets, at building entries, within the parking areas, and within the water drainage basin.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: May 9, 2019

CASE NUMBER: ZAP1363MA19 – Newcastle/Harvill Logistics LLC
(Representative: T&B Planning, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190005 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the proposed Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct a 345,006 square foot industrial manufacturing building on 16.86 acres.

PROJECT LOCATION: The site is located easterly of Harvill Avenue, westerly of Interstate 215 Freeway, southerly of Orange Avenue, and northerly of Daytona Cove, in the unincorporated community of Mead Valley, approximately 18,220 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a total of 345,006 square feet of building area, which includes 337,006 square feet of manufacturing area and 8,000 square feet of office area, accommodating 1,725 people, resulting in an average intensity of 102 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (242 spaces) and docking spaces (46 spaces) provided, the total occupancy would be estimated at 409 people for an average intensity of 24 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 35,560 square feet of manufacturing area and 8,000 square feet of office area, resulting in a single acre occupancy of 218 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 18,220 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,670 feet AMSL. The site's finished floor elevation is 1,498 feet AMSL and the proposed building height is 51 feet, for a top point elevation of 1,549 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

CONDITIONS:

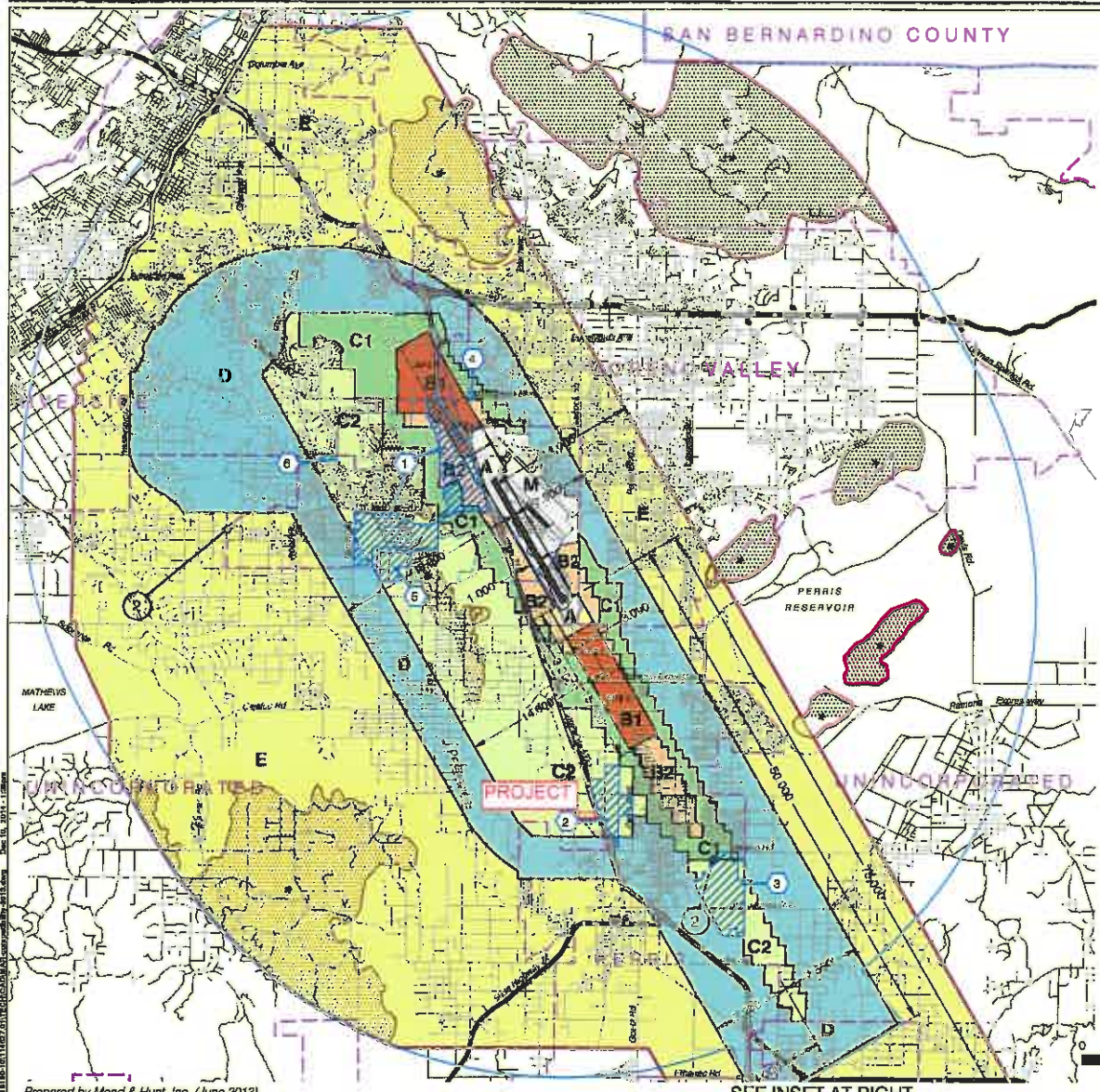
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 337,006 square feet of manufacturing area and 8,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



LEGEND

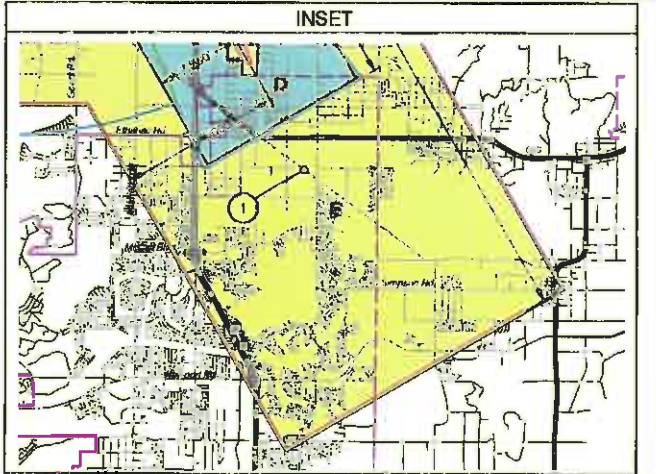
Compatibility Zones

- Al Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.
- 3 March JPA: March Business Center/Meridian
- 4 Perris: Harvest Landing
- 5 Perris: Park West
- 6 Moreno Valley: Affordable Housing
- 7 March JPA: Ben Clark Training Center
- 8 Riverside: Ridge Crest Subdivision



Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

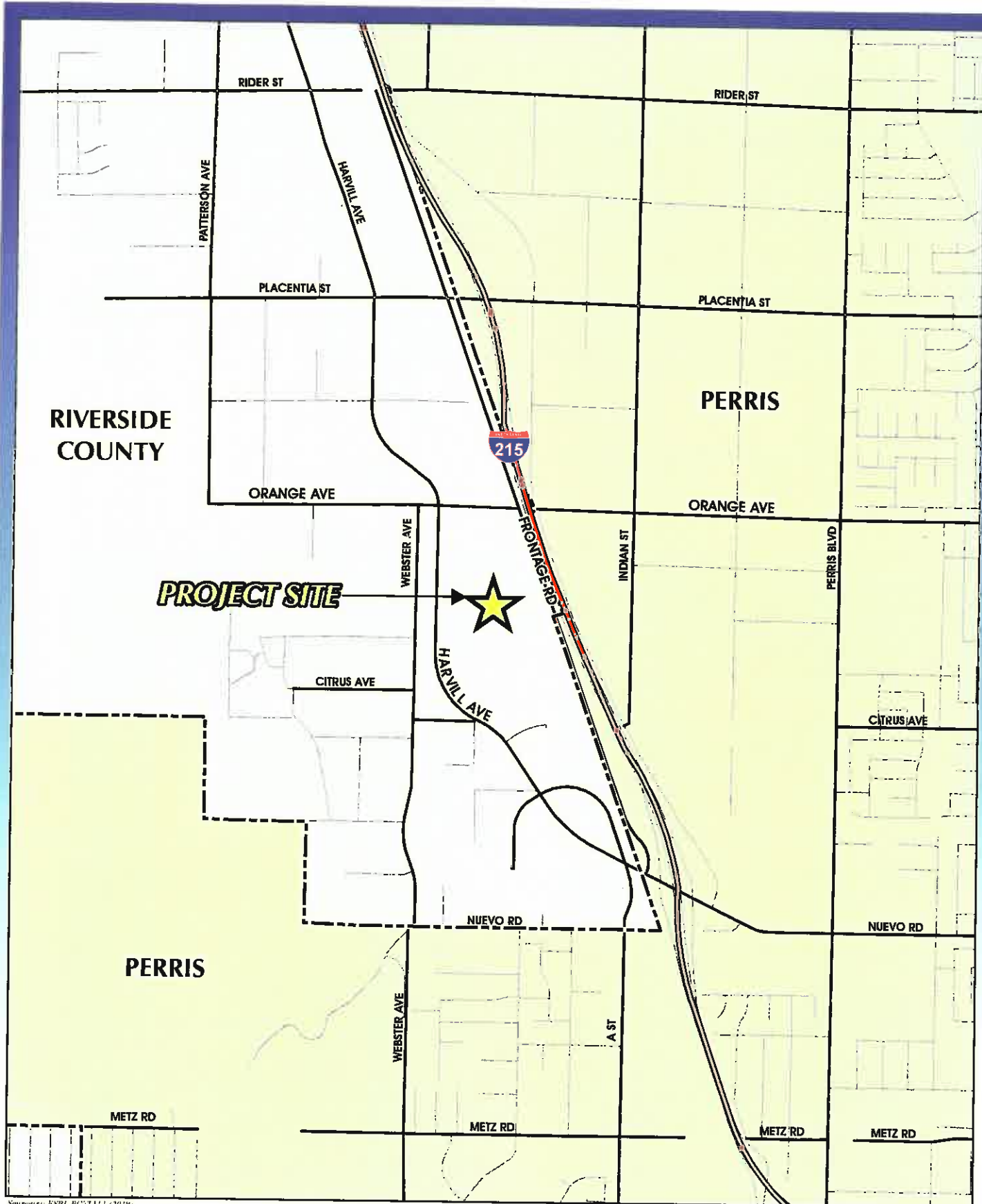
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT



Source: ESRI, RCYMA (2018)

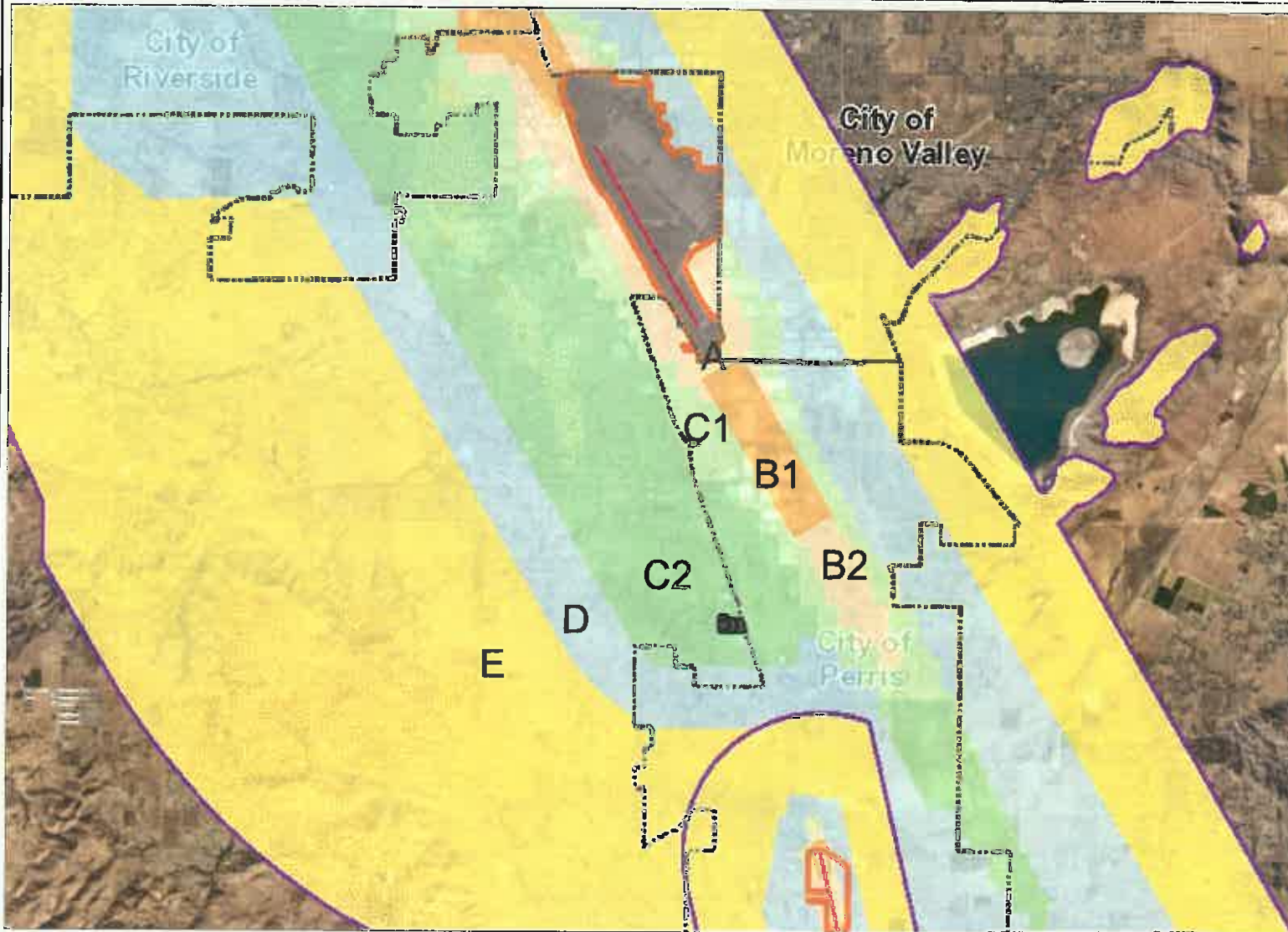
HARVILL DISTRIBUTION CENTER

Date: February 2019



VICINITY MAP

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-FXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

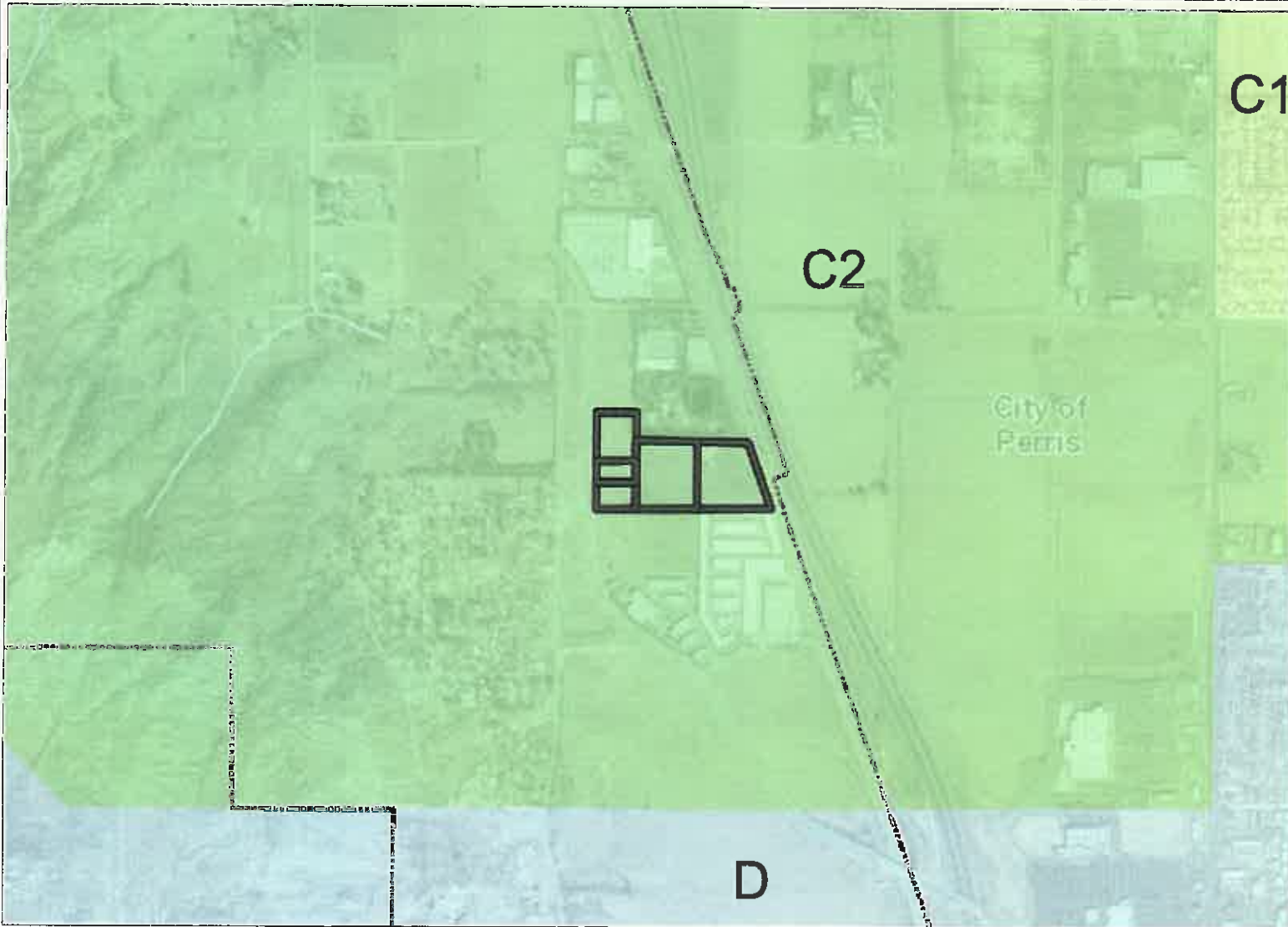


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Notes

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas
- Airport Compatibility Zones**
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-FXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes

Map My County Map



Legend

-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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0 1, 3,032 Feet
516

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

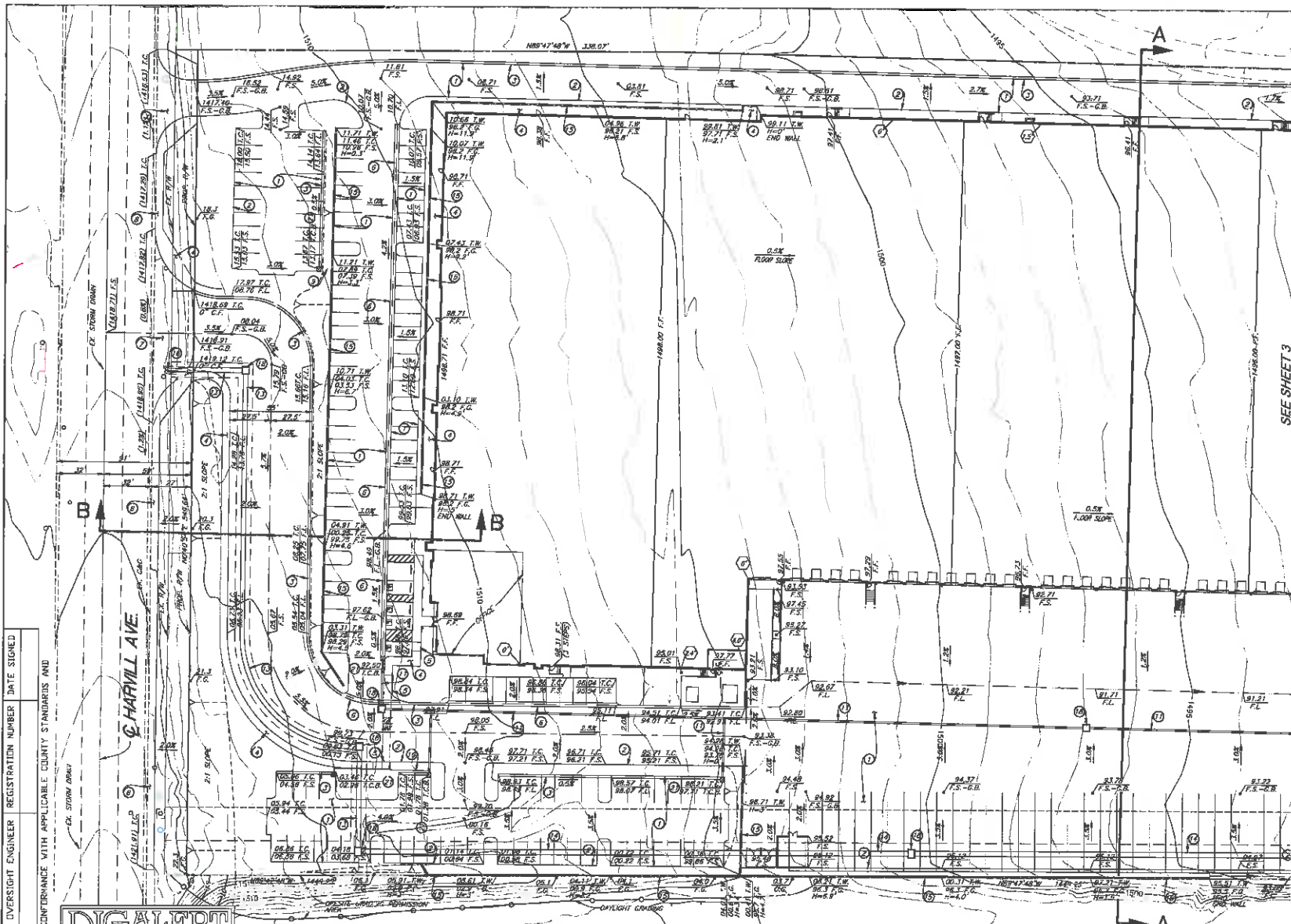


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0 758 1,516 Feet

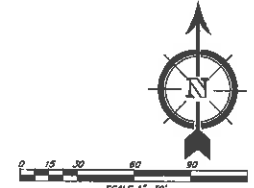
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- CONSTRUCTION NOTES**
- 1 CONSTRUCT P.C.C. DRIVE ISLE, PARKING AREAS, AND TRUCK COURT
 - 2 CONSTRUCT 6" CURB ONLY (ONSITE)
 - 3 CONSTRUCT 6" CURB AND GUTTER (ONSITE)
 - 4 CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER APCH PLANS)
 - 5 CONSTRUCT A.D.A. COMPLIANT HANDICAP RAMP
 - 6 CONSTRUCT 3" WIDE CONC. RIBBON GUTTER
 - 7 CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
 - 8 CONSTRUCT CURB ADJACENT SIDEWALK PER COUNTY STD.
 - 9 CONSTRUCT 3" PVC DRAIN PIPE
 - 10 CONSTRUCT 6" PVC DRAIN PIPE
 - 11 CONSTRUCT 12" PVC DRAIN PIPE
 - 12 CONSTRUCT 18" RCP DRAIN PIPE
 - 13 CONSTRUCT 24" RCP DRAIN PIPE
 - 14 CONSTRUCT 48" RCP DRAIN PIPE
 - 15 CONSTRUCT 72" RCP DRAIN PIPE (RCPD MASTER PIPE)
 - 16 JONN EX. PIPE
 - 17 CONSTRUCT BULK HEAD
 - 18 CONSTRUCT CONCRETE OVERSIDE DRAIN
 - 19 CONSTRUCT CMP RISER INLET
 - 20 CONSTRUCT 12" GAP IN CURB
 - 21 CONSTRUCT 24" CATCH BASIN (BROOKS 2424CB OR APPROVED EQUAL)
 - 22 CONSTRUCT 30" RCP DRAIN PIPE
 - 23 CONSTRUCT 5.75" RCP RAMP PAD HALF DROUTED (6"-8" DIA.)

SEE SHEET 3



**PRELIMINARY
NOT FOR CONSTRUCTION**

RECORD PLAN CHECK DIVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED

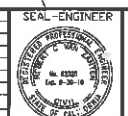
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES:

DIGALERT
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The plans engineer signs these plans as responsible for accuracy for accuracy and approval of the data herein. In the event of discrepancies arising after final approval or during construction, the plans engineer shall be responsible for obtaining all necessary solutions and making the plans conform to the same.

REV	BY	DATE	DESCRIPTION



SEAL-ENGINEER ENGINEERING COMPANY

SDR
INCORPORATED

SDR AND ASSOCIATES INC.
14500 Mendocino Parkway
Riverside, California 92518
TEL: (951) 885-3061 FAX: (951) 784-2514

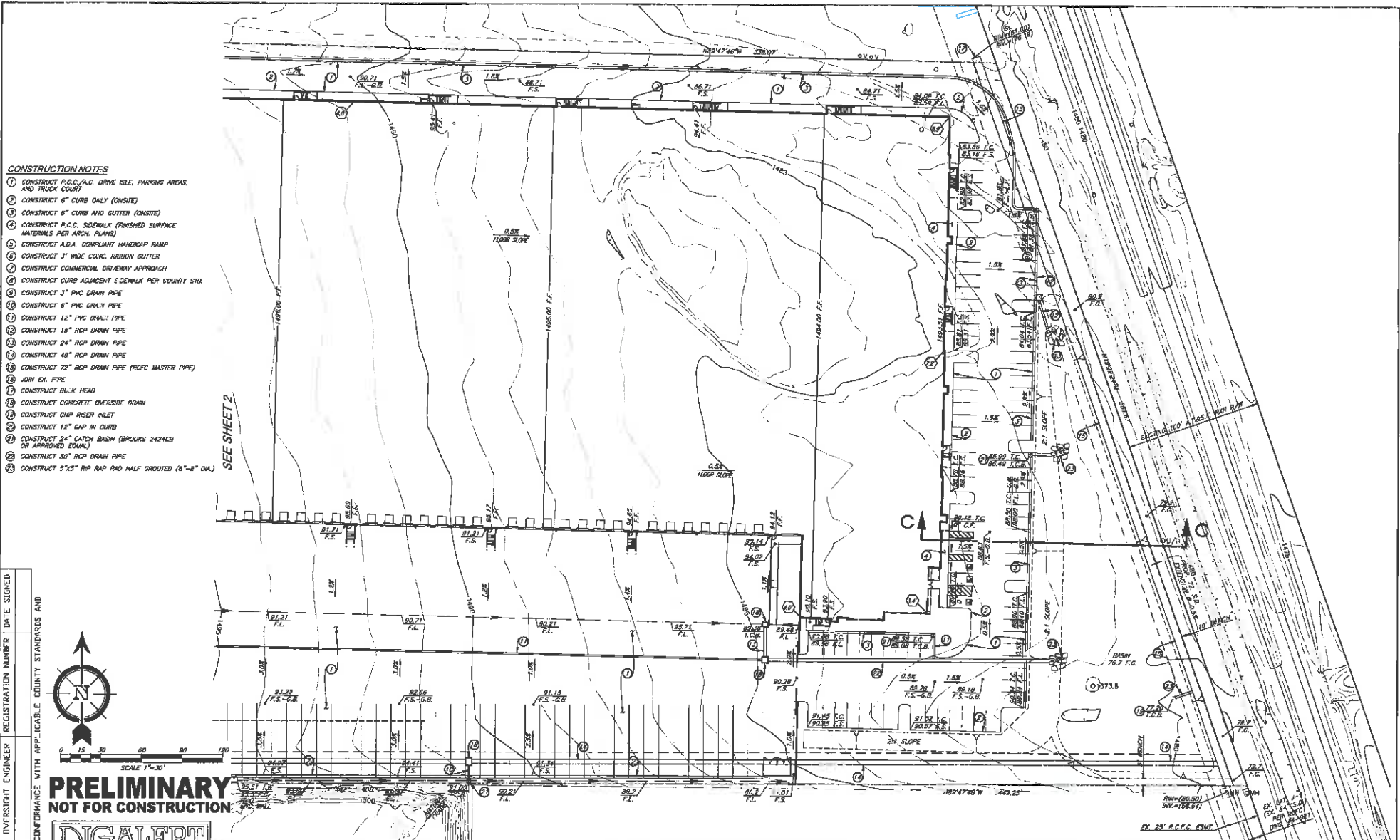
PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO: 62425
DATE: 9-20-19

BENCHMARK:
SCALE: H. 1"=30' V.

NEWCASTLE DEVELOPMENT
PLOT PLAN
HARVILL AVE. INDUSTRIAL

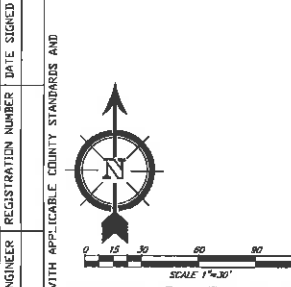
SHEET NO: 2
2 OF 4 SHEETS

FOR: W.D. COUNTY FILE NO.



- CONSTRUCTION NOTES**
- ① CONSTRUCT P.C.C./A.C. DRIVE ISLE, PARKING AREAS, AND TRUCK COURT
 - ② CONSTRUCT 6" CURB DAILY (ONSITE)
 - ③ CONSTRUCT 6" CURB AND GUTTER (ONSITE)
 - ④ CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
 - ⑤ CONSTRUCT A.D.A. COMPLIANT HANDICAP RAMP
 - ⑥ CONSTRUCT 3" WIDE CONV. RUBBER GUTTER
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 - ⑯ JOIN EX. 15"PE
 - ⑰ CONSTRUCT BULK HEAD
 - ⑱ CONSTRUCT CONCRETE OVERSIDE DRAIN
 - ⑲ CONSTRUCT CMP RISER INLET
 - ⑳ CONSTRUCT 12" GAP IN CURB
 - ㉑ CONSTRUCT 24" CATCH BASIN (BROOKS 2424CB OR APPROVED EQUAL)
 - ㉒ CONSTRUCT 30" RCP DRAIN PIPE
 - ㉓ CONSTRUCT 37.5" RCP RCP PAD HALF GROUTED (8"-8" DIA.)

SEE SHEET 2



PRELIMINARY
NOT FOR CONSTRUCTION

RECORD PLAN CHECK DIVERSIGHT ENGINEER DATE SIGNED

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

DIGALERT
DIAL BEFORE YOU DIG
TOLL FREE 1-800-227-8000
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer doing these plans is responsible for notifying the agency and compliance of the filing herein. In the event of discrepancies existing after county approval or during construction, the private engineer shall be responsible for obtaining an acceptable solution and meeting the plan for approval by the agency.

NO.	DATE	DESCRIPTION	BY	CHKD.

SEAL-ENGINEER

ENGINEERING COMPANY

SDH
SOUTH DIVERSIGHT DESIGN INCORPORATED

SDH AND ASSOCIATES INC.
14026 Mariposa Parkway
Livermore, California 94551
TEL: (925) 895-3681 FAX: (925) 788-2514

PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO: 62325
DATE: 9-30-19

BENCHMARK:

SCALE: H=1"=30'

NEWCASTLE DEVELOPMENT
PLOT PLAN
HARVILL AVE. INDUSTRIAL

SHEET NO. 3
2 OF 4 SHEETS

FUR: VIL: COUNTY FILE NO:

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
 4080 Lemon Street, 1st Floor Board Chambers
 Riverside California

DATE OF HEARING: May 9, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1363MA19 – Newcastle/Harvill Logistics, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT190005 (Plot Plan). A proposal to construct a 345,006 square foot industrial manufacturing building on 16.86 acres located easterly of Harvill Avenue, westerly of Interstate 215 Freeway, southerly of Orange Avenue and northerly of Daytona Cove in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1363MA19 DATE SUBMITTED: 3/20/19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Newcastle/Harvill Logistics, LLC (Contact: Jackson Smith) Phone Number 951.582.9800
Mailing Address 4740 Green River Road, Suite 118 Email Jackson@newcastlepartners.com
 Corona, CA 92880

Representative T&B Planning, Inc. (Contact: George Atalla) Phone Number 714.505.6360 x 107
Mailing Address 17542 E 17th Street, Suite 100 Email gatalla@tbplanning.com
 Tustin, CA 92780

Property Owner (See attached - Property Owners) Phone Number
Mailing Address Email

LOCAL JURISDICTION AGENCY

Local Agency Name County of Riverside Phone Number 951.955.3025
Staff Contact Russell Brady Email rbrady@rivco.org
Mailing Address Riverside County Planning Department Case Type Land Use/Planning
 4080 Lemon Street, 12th Floor General Plan / Specific Plan Amendment
 Riverside, CA 92501 Zoning Ordinance Amendment
Local Agency Project No Riverside County PPT190005 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address North of Daytona Cove, south of Orange Avenue, immediately east of Harvill Avenue, and immediately west of Interstate 215.
Assessor's Parcel No. 305-100-034 and 305-100-048, -049, -050, -051 **Gross Parcel Size** 16.8
Subdivision Name **Nearest Airport and distance from Airport**
Lot Number **port** MARB approx. 3.2 miles

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) The site is vacant and has been largely disturbed by weed abatement activities. A small portion of the project site is utilized as a truck trailer staging/storage lot.

MARCM
C2

Proposed Land Use (describe)	(See attached Project Description)		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours/day	
	Number of People on Site	N/A	Maximum Number 1,726
	Method of Calculation	RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted for Manufacturing uses is 1 person per 200 square feet.	
Height Data	Site Elevation (above mean sea level)	1,499	ft.
	Height of buildings or structures (from the ground)	46*	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	If yes, describe	N/A	

* Requires for approval of an additional Project Description for additional details.)

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

Riverside County ALUC – Major Land Use Action Review

Harvill Logistics Center

PROPERTY OWNERS

APNs: 305-100-048, -049, -050, -051

Tramco, Inc.

John Harvill, President

PO Box 1969

Cordova, AK 99574-1569

PH: (907) 253-4512

e-mail: jharvill@gmail.com

APNs: 305-100-034

The Salvation Army

Henry Graciani

180 E Ocean Boulevard, 3rd Floor

Long Beach, CA 90802

PH: (562) 491-4146

e-mail: henry.graciani@usw.salvationarmy.org

Riverside County ALUC – Major Land Use Action Review

Harvill Logistics Center

PROJECT DESCRIPTION

This Project entails the future development of a conforming logistics center on an approximately 16.8-acre property located west Interstate 215 (I-215) and approximately 0.2 miles south of the Harvill Avenue/Orange Avenue intersection, within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County. The Project site encompasses the following five (5) Assessor's Parcel Numbers (APNs): 305-100-048, -049, -050, -051, and a portion of 305-100-034.

Under existing conditions, the Project site is vacant and has been largely disturbed by weed abatement activities. A small, northern portion of the Project site is utilized as a truck trailer staging/storing lot. The Project site is designated for "Light Industrial" uses by the Riverside County General Plan and is zoned for "Manufacturing – Heavy (M-H)" uses by the County's Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in "Flight Corridor Zone (C2)" for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Newcastle/Harvill Logistics, LLC) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 16.8-acre site with one conforming logistics center. Specifically, the Project Applicant is proposing the development of one approximately 345,006 square foot (s.f.) building with 337,006 s.f. of warehouse space, 8,000 s.f. of ancillary office space, and 46 dock doors located on the south side of the proposed building. Notable Project improvements include ornamental landscaping, drive aisles, utility infrastructure, passenger vehicle parking, truck trailer parking spaces, and a water detention basin at the eastern portion of the Project site.

Due to the potential for changes to the Project's finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project's Plot Plan application, the Project Applicant is requesting that the ALUC approve the maximum building height and maximum height above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. The Harvill Logistics Center is designed to be approximately 46 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 51 ft.

The proposed building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the site's perimeter, along the Project's frontages to public streets, at building entries, within the parking areas, and within the water drainage basin.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: May 9, 2019

CASE NUMBER: ZAP1077BD19 – Allen Grant (Representative: Benjamin Egan)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190007 (Plot Plan), PM37678 (Tentative Parcel Map)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Plot Plan and Tentative Parcel Map be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to establish a 46,800 square foot, 35-unit recreational vehicle/boat garage storage facility with a condominium parcel map for each of the units on 2.77 acres.

PROJECT LOCATION: The site is located easterly of Berkey Drive, westerly of Washington Street, northerly of Varner Road, and southerly of Wildcat Drive, approximately 7,190 feet northwesterly of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Compatibility Zone C
- c. Noise Levels: 55 - 60 CNEL contour

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C which restricts average intensity to 75 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rate could potentially be used to calculate the occupancy for the proposed building in

Compatibility Zone C:

- Storage – 1 person per 300 square feet, and
- Office – 1 person per 200 square feet.

The project proposes a total of 46,800 square feet of building area, which includes 45,300 square feet of RV/boat garage storage area and 1,500 square feet of office area, accommodating 159 people, resulting in an average intensity of 57 people per acre, which is consistent with the Compatibility Zone C criterion of 75.

This number is artificially high in this situation, since it is unlikely that all units would be open simultaneously. The Building Code 1 person per 300 square feet storage standard is meant to be applied to storage areas within a commercial or industrial business, and a storage facility generates significantly far less occupancy than calculated using the Building Code.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces (2 spaces) provided, the total occupancy would be estimated at 3 people for an average intensity of 1 person per acre, which is consistent with the Compatibility Zone C average criterion of 75.

Non-Residential Single-Acre Intensity: As previously noted, the proposed buildings are located within Compatibility Zone C which restricts non-residential intensity to 150 people in any given single acre.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 31,050 square feet of RV/boat storage area and 1,500 square feet of office area, resulting in a single acre occupancy of 112 people, which is consistent with the Compatibility Zone C single acre criterion of 150.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone C of the Bermuda Dunes Airport Influence Area.

Noise: The site is located within the 55-60 CNEL contour range from aircraft noise. The project does not propose any uses that would be sensitive to noise, and, therefore, would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 10-28 at its westerly terminus is approximately 73 feet above mean sea level (AMSL). At a distance of approximately 7,190 feet from the runway, FAA review would be required for any structures with top of roof exceeding 144.9 feet AMSL. The project's finished floor elevation is 112.5 feet AMSL, and the maximum height of the proposed building is 26 feet, for a maximum top point elevation of 138.5 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

Open Area: The site is located within Compatibility Zone C of the Bermuda Dunes Airport Influence Area, which requires projects 10 acres or larger to designate 20% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

CONDITIONS:

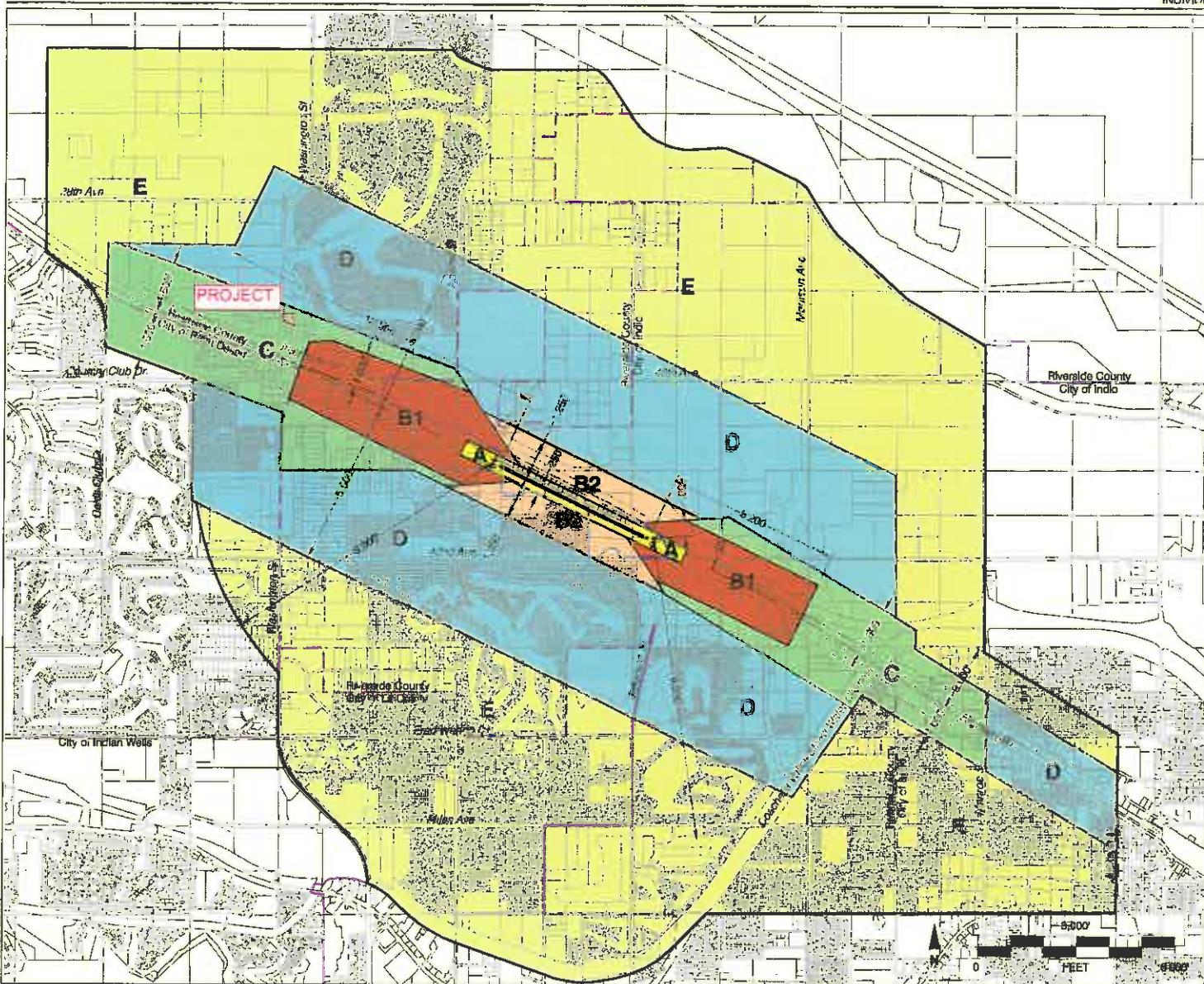
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; children's schools; daycare centers; libraries; hospitals; nursing homes.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations

shall not be utilized in project landscaping.

6. The project has been evaluated as 45,300 square feet of RV/boat garage storage area and 1,500 square feet of office area. Any increase in building area or conversion to any use other than storage or warehousing will require review by the Airport Land Use Commission.
7. Buildings shall be limited to a maximum height of 32.5 feet and a maximum top point elevation of 144.9 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.



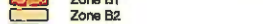




NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



Legend

Compatibility Zones

-  Airport Influence Area Boundary
-  Zone A
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E

Boundary Lines

-  Airport Property Line
-  City Limits

Note

Southwestern edge of Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

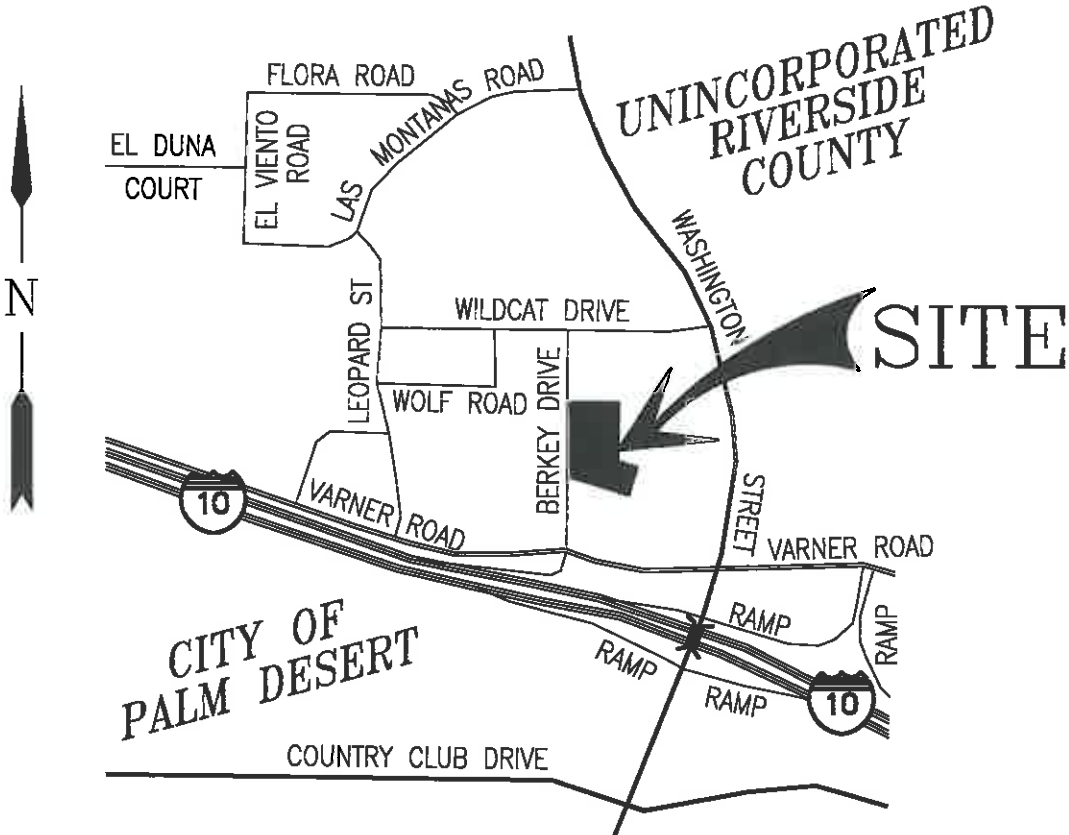
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (Adopted December 2004)

Map BD-1

Compatibility Map
 Bermuda Dunes Airport

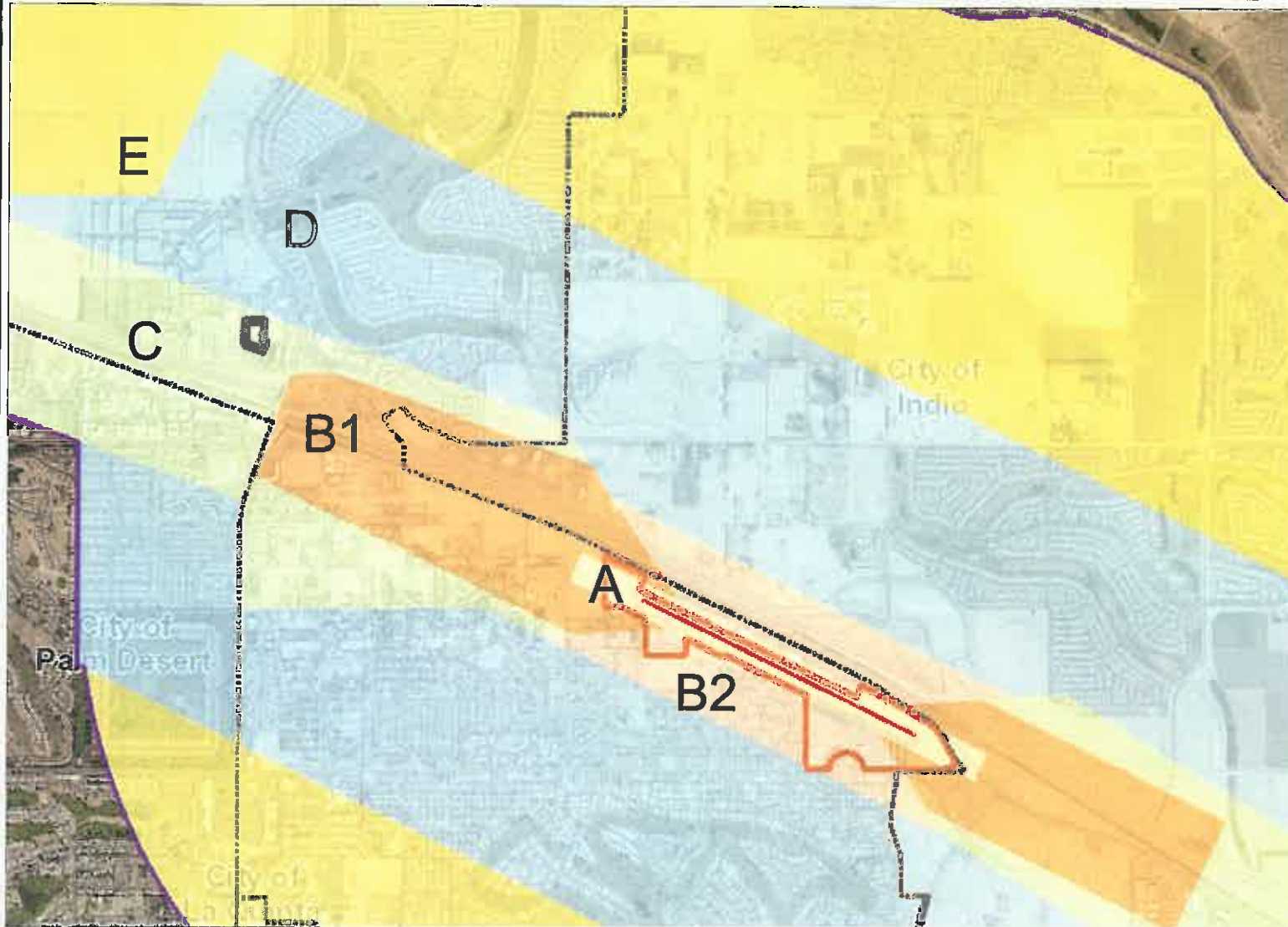
BERKEY GARAGE PROJECT



VICINITY MAP

NOT TO SCALE

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-FXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-FXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes



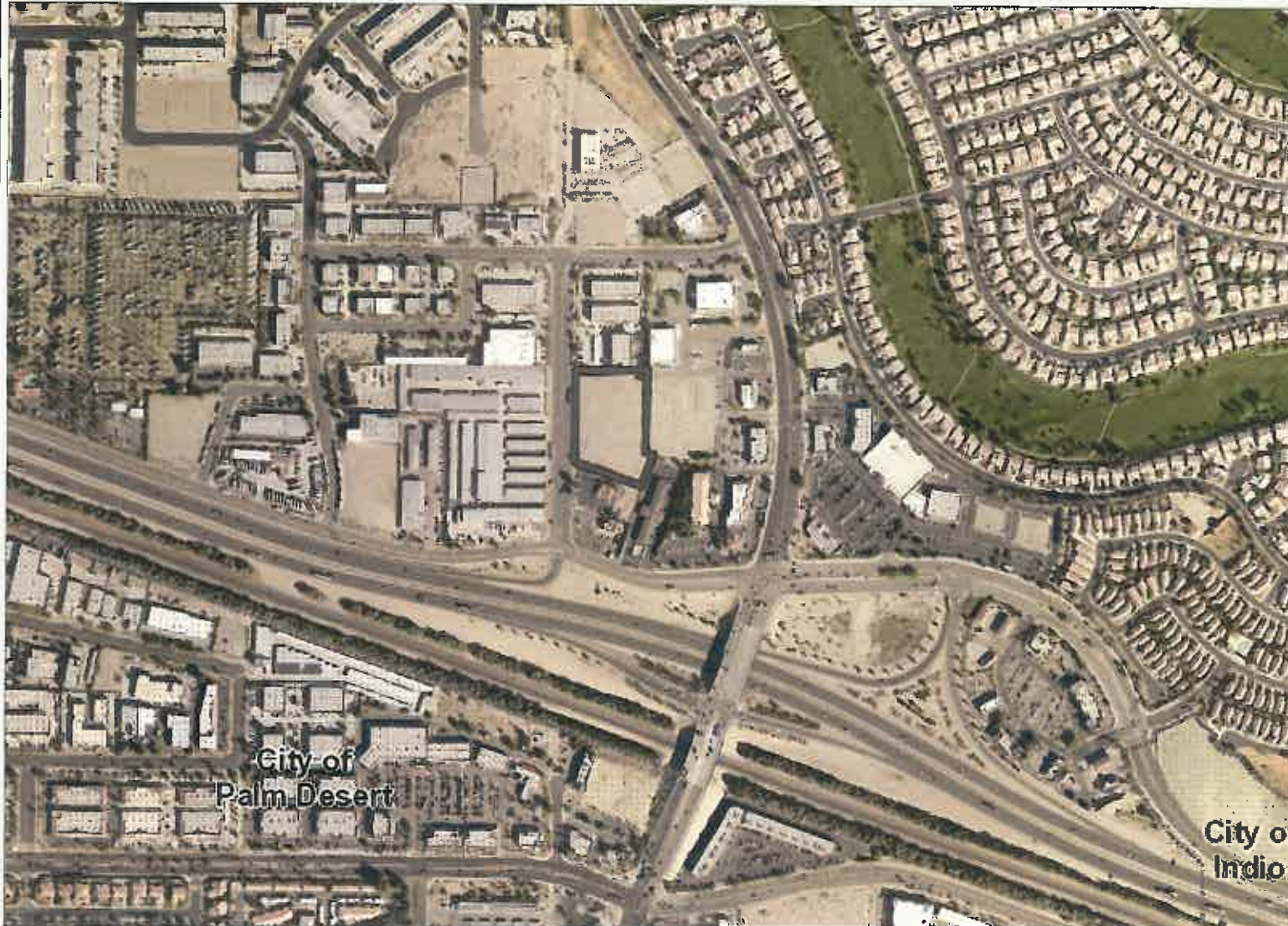
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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 758 1,516 Feet

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Notes

Map My County Map



- Legend**
- Parcels
 - Blueline Streams
 - City Areas
 - World Street Map



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0 379 758 Feet

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Notes

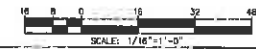


BUILDING A & B DESCRIPTION:

TWO 23,400 GROSS SQ. FT. TILT-UP CONCRETE BUILDINGS. CONCRETE TILT-UP PANELS 8" THICK, 24" HIGH AND 24', 25', OR 30' WIDE. 26" HIGH CORNER ELEMENT WITH CORNICHE DETAIL ON UNITS 1, 18, 19, AND OFFICE (SEE ELEVATIONS). ROOFING: COMPOSITION ASPHALT OVER PLYWOOD SHEATHING ON BAR TRUSS ROOFING SYSTEM, SEE TYP. SECTIONS SHEET 6.

PRELIMINARY BUILDING FLOORPLANS

PROPOSED BERKEY DRIVE TOY GARAGE PROJECT



PREPARED FEB 28, 2019

NO.	DATE	REVISIONS

EGAN CIVIL, INC.
 10000 W. 14TH AVE. SUITE 200
 DENVER, CO 80202
 PHONE: 303-755-1111
 FAX: 303-755-1112

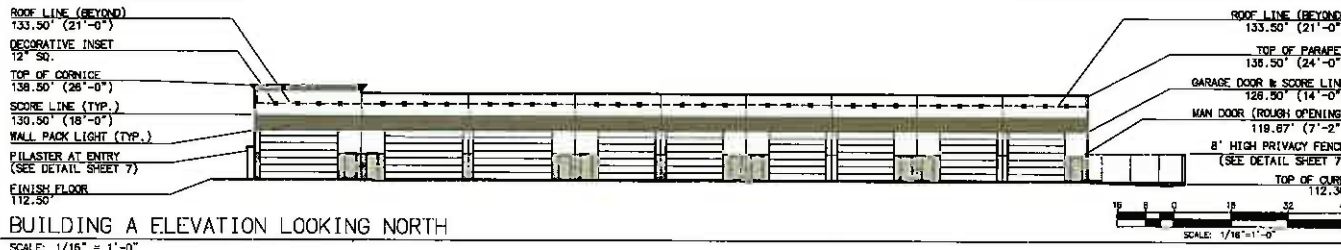


GRANT DEVELOPMENT - ALLEN GRANT
 7235 MANUFACTURING ROAD, SUITE A
 C-70 ALLEN GRANT
 PALM BEACH, FL 33411
 PH 561-991-2272

UNINCORPORATED TOWN OF PALM BEACH, COUNTY OF PALM BEACH, STATE OF FLORIDA
 BERKEY DRIVE
 PALM BEACH, FL 33411
FLOOR PLANS
PARCEL "D" OF LLA 4740
 VACANT LAND
 GRANT DEVELOPMENT - ALLEN GRANT

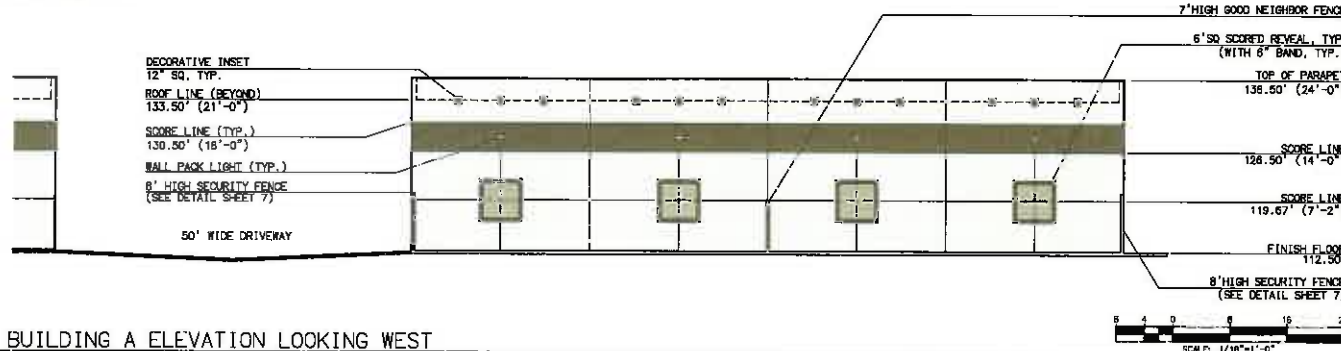
DESIGNED BY: [Signature]
 CHECKED BY: [Signature]
 SCALE: AS NOTED
 DATE: FEBRUARY 28, 2019

SHEET
A-1
 FILE NO. 20190219



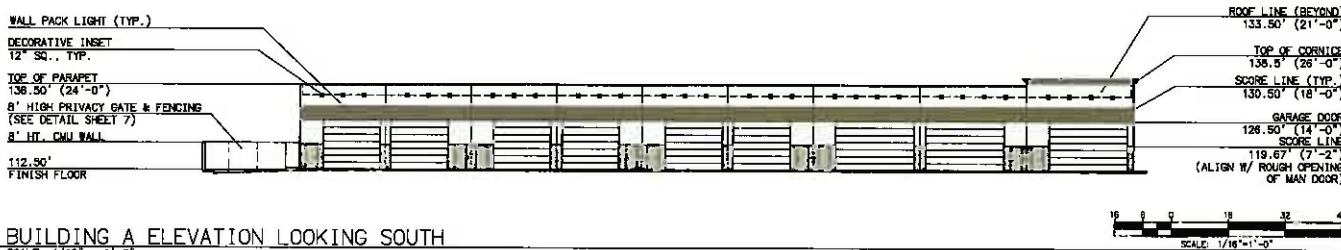
BUILDING A ELEVATION LOOKING NORTH

SCALE: 1/16" = 1'-0"



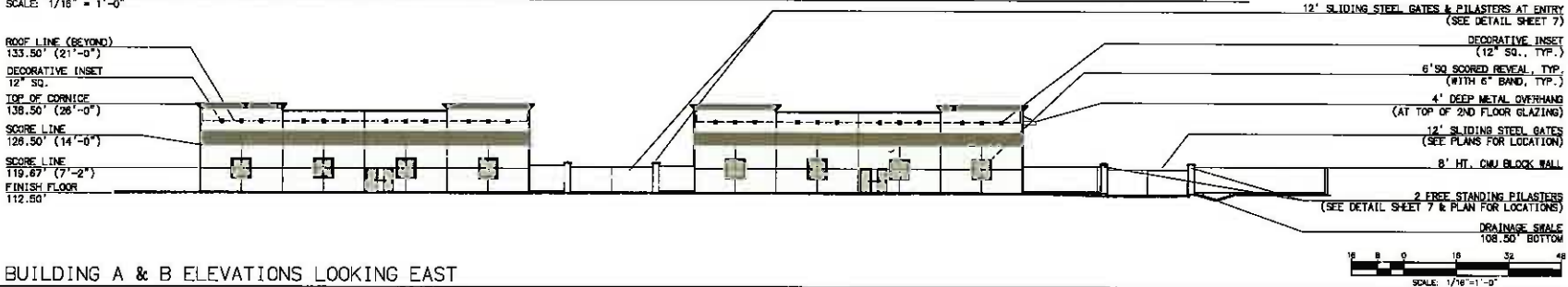
BUILDING A ELEVATION LOOKING WEST

SCALE: 1/16" = 1'-0"



BUILDING A ELEVATION LOOKING SOUTH

SCALE: 1/16" = 1'-0"



BUILDING A & B ELEVATIONS LOOKING EAST

SCALE: 1/16" = 1'-0"

PRELIMINARY BUILDING A ELEVATIONS

PROPOSED BERKEY DRIVE TOY GARAGE PROJECT

PREPARED FEB 28, 2019

NO.	DATE	BY	REVISIONS

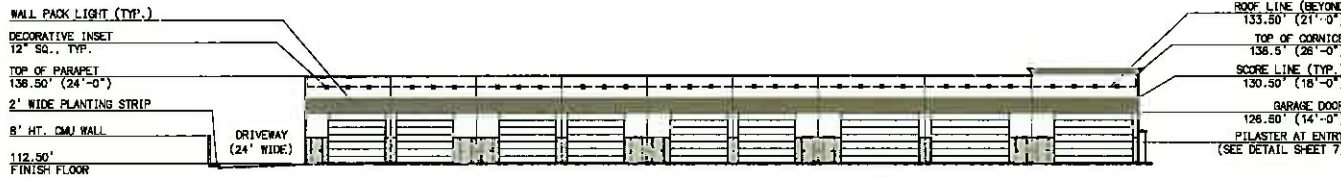
EGAN CIVIL, INC.
 10000 WILSON AVENUE, SUITE 100
 PALM BEACH, FLORIDA 33411
 (407) 850-1100
 WWW.EGANCIVIL.COM



ALL RIGHTS RESERVED
 CIVIL ENGINEERING
 7200 MANUFACTURING ROAD, SUITE A
 PALM BEACH, FLORIDA 33411
 (407) 850-1100

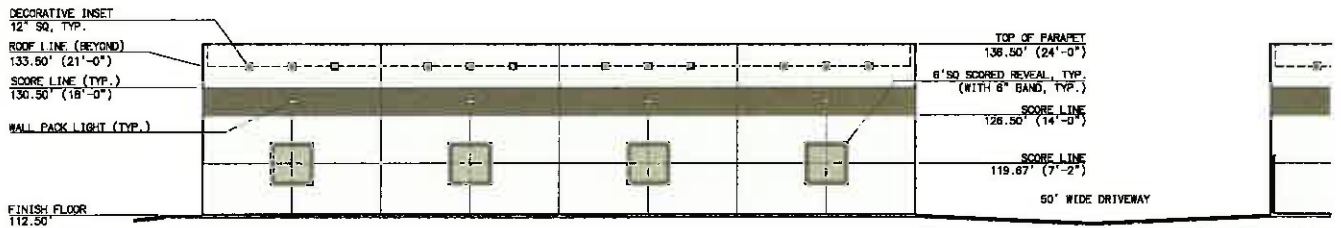
UNINCORPORATED TERRITORY, COUNTY OF INDIANA, STATE OF CALIFORNIA
 BERKEY DRIVE
 PALM BEACH, CA 92211
BUILDING A ELEVATIONS
PARCEL "D" OF LLA 4740
 VACANT LAND
 GRANT DEVELOPMENT - ALLEN GRANT

DATE: FEBRUARY 28, 2019
 SCALE: AS SHOWN
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
SHEET A-2
 FILE NO. 20190208



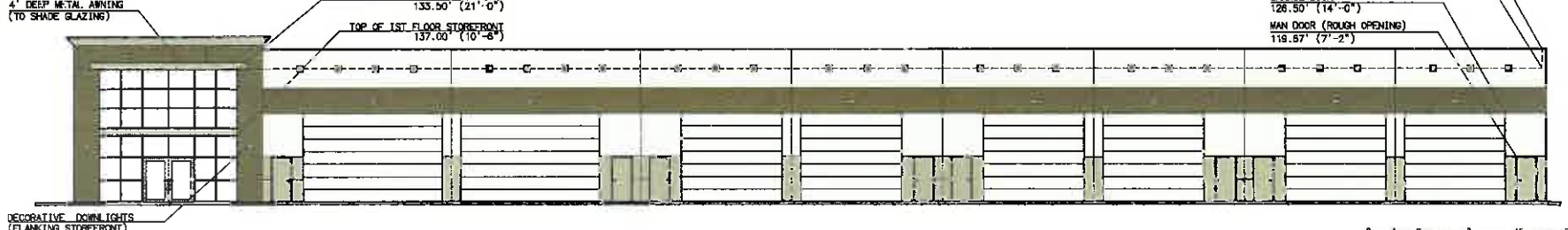
BUILDING B ELEVATION LOOKING SOUTH

SCALE: 1/16" = 1'-0"



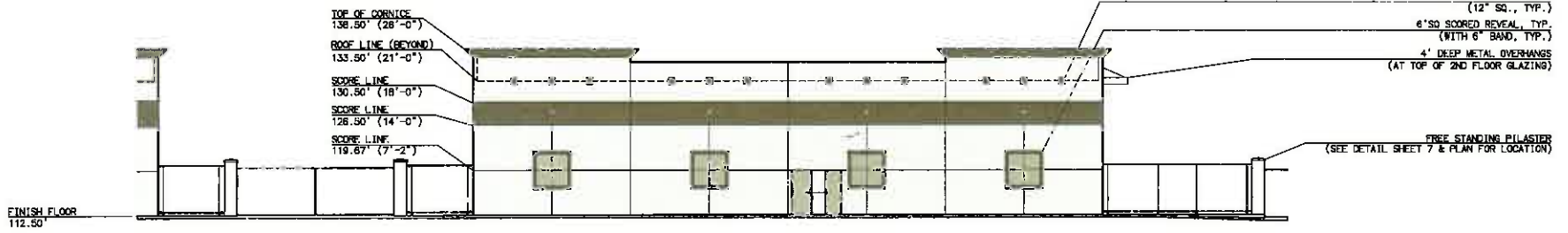
BUILDING B ELEVATION LOOKING WEST

SCALE: 1/8" = 1'-0"



BUILDING B ELEVATION LOOKING NORTH

SCALE: 1/8" = 1'-0"



BUILDING B ELEVATION LOOKING EAST

SCALE: 1/8" = 1'-0"

PRELIMINARY BUILDING B ELEVATIONS

PROPOSED BERKEY DRIVE TOY GARAGE PROJECT

PREPARED FEB 28, 2019

PROJECT NO.	19-0000
DATE	02/27/2019
BY	REVISI O N S
REVISION	
APPROV	

EGAN CIVIL, INC.
 1000 S. GARDEN ST., SUITE 100
 ANAHEIM, CA 92805
 (714) 933-8888
 WWW.EGANCIVIL.COM



GRANT DEVELOPMENT
 11508 MANUFACTURING ROAD, SUITE A
 VAN HOUTEN, CA 92776
 PH: 360-810-2272

UNINCORPORATED TERRITORY, COUNTY OF INVERNE, STATE OF CALIFORNIA
 BERKEY DRIVE
 PALM DESERT, CA 92211
BUILDING B ELEVATIONS
PARCEL "D" OF ILA 4740
 VACANT LAND
 GRANT DEVELOPMENT - ALLEN GRANT

PROJECT BY	NET
DESIGNED BY	AS NOTED
CHECKED BY	DATE
DATE	REVISION

SHEET
A-3
 FILE NO.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Jay Olivas at (760) 863-7050.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: May 9, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1077BD19 – Allen Grant (Representative: Benjamin Egan) – County of Riverside Case Nos. PPT190007 (Plot Plan), PM37678 (Tentative Parcel Map). A proposal to establish a 46,800 square foot, 35-unit Recreational Vehicle garage facility with a condominium parcel map for each of the units on 2.77 acres located easterly of Berkey Drive, westerly of Washington Street, northerly of Varner Road, and southerly of Wildcat Drive (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

B.D.
2016 C

ALUC CASE NUMBER: ZAP 1077BD19 DATE SUBMITTED: March 25, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Allen Grant Phone Number 360 910 2272
Mailing Address 72325 Manufacturing Road Email allen@grantdevelopment.com
Thousand Palms, CA 92276

Representative Benjamin Daniel Egan, PE, PLS Phone Number 760 404 7663
Mailing Address 42945 Madio Street, Suite A Email began@egancivil.com
Indio, CA 92201

Property Owner Allen Grant Trust Phone Number 360 910 2272
Mailing Address 72325 Manufacturing Road Email allen@grantdevelopment.com
Thousand Palms, CA 92276

LOCAL JURISDICTION AGENCY

Local Agency Name County of Riverside Phone Number Ph: (760) 863-7050
Staff Contact Jay Olivas Email jolivas@rivco.org
Mailing Address 77-588 El Duna Court, Suite H Case Type Plot Plan
Palm Desert, CA 92211
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
Local Agency Project No PPT190007 Use Permit
CEQ190015 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address Berkey Drive
Palm Desert, CA 92211
Assessor's Parcel No. 748-370-042 Gross Parcel Size 2.77+/- Acres
Subdivision Name Lot Line Adjustment No. 4740 Rec. 2/2/2005 as Doc. #2005-0093996 Nearest Airport and distance from Airport
Lot Number Parcel D Bermuda Dunes - 1.5 Miles

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use Vacant Desert
(describe)

Proposed Land Use (describe)	(2) 23,400 Square Foot, 18 bays each, RV Storage Garage Buildings, 24 foot high, with 26 foot tower element sitting on 2.7 acres of associated drive aisles, landscaping and parking and retention basin space		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	1	
For Other Land Uses (See Appendix C)	Hours of Operation	N/A - Self Serve RV Storage	
	Number of People on Site	4	Maximum Number 100 to 150 for special occasion or event
	Method of Calculation	Minimal Use - RV Storage Garages, 1 Family of 4 parking RV	
		For Maximum, special event - figure 1 person per 15 square feet of one unit	
Height Data	Site Elevation (above mean sea level)	110	ft.
	Height of buildings or structures (from the ground)	26	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

Project Description

A proposed Commercial Condominium Project for Vehicle, RV and Boat Storage consisting of two (2) 23,400 square foot buildings divided into twelve (12) 30 foot x 50 foot units, and twenty-four (24) 24 foot by 50 foot units, with one 30 foot x 50 foot unit being used as an office/clubhouse, along with associated parking, drive aisles, utilities and storm drainage improvements.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: May 9, 2019

CASE NUMBER: ZAP1060HR19 - City of Hemet (Representative: Ronald Running)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: GPA 19-001 (General Plan Amendment)

MAJOR ISSUES: The proposed amendments to the City of Hemet’s 2030 General Plan are consistent with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”).

Additionally, the City’s intent is to also obtain a finding that its entire 2030 General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Staff identified conflicts that needed to be resolved before staff could recommend such a determination. Specifically, some properties designated Business Park are partially within Compatibility Zone A, and some areas within Compatibility Zone C are designated Low Density Residential (2 to 5 dwelling units per acre). Ideally, this would be addressed by designating the areas within Compatibility Zone A outside airport grounds as Open Space and re-designating the Compatibility Zone C uncommitted areas for nonresidential uses. However, the City is not proposing any changes to the land use designations of individual properties as part of this amendment proposal.

Ultimately, the City agreed to include a table (“Table 2.5”) based on Table 2A of the Countywide Policies, but incorporating the compatibility criteria of the Hemet-Ryan ALUCP, into the Land Use Element of its General Plan, and further agreed to a provision stating that “In the event of an inconsistency between Table 2.5 and other provisions of the General Plan, within the AIA this table will control.”

RECOMMENDATIONS:

Staff recommends that the Commission find the proposed General Plan Amendment CONSISTENT with the Hemet-Ryan ALUCP.

Provided that Table 2.5 and the above proviso are added to the Land Use Element, staff recommends that the Commission make the additional finding that the entire 2030 Hemet General Plan, as amended, is CONSISTENT with the Hemet-Ryan ALUCP.

PROJECT DESCRIPTION:

GPA 19-001 (General Plan Amendment) is a proposal to amend the text of the Land Use, Public Safety, and Circulation Elements of its 2030 Hemet General Plan to: (1) reflect, and be in conformance with, the recently (2017) adopted Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”); (2) reflect the alignment of State Highway Route 79 adopted by the Riverside County Transportation Commission; and (3) recognize the elimination of Redevelopment Agencies pursuant to State legislation.

ANALYSIS OF PROPOSED GENERAL PLAN AMENDMENT:

Staff has reviewed all of the proposed amendments to the text of the Land Use, Public Safety, and Circulation Elements of the City of Hemet General Plan. Copies of the proposed Element texts are attached hereto. The proposed new text of the Land Use Element is provided in **redline** font and deletions in **strikethrough** font. City officials graciously provided previews of the proposed text amendments to ALUC staff, who provided input into the final proposal brought forward by the City.

The Land Use Element is Chapter 2 of the City’s General Plan. As amended, it is 116 pages in length. The proposed changes affect pages 8, 32, 34, 39, 43 through 46, 53, 56, 62, 63, 69 through 78, 82 through 86, 103, 107, 108, and 111. (Actual page numbers are labeled 2-8, 2-32, 2-34, etc.) Pages 69 through 78 discuss the Hemet-Ryan Airport and the Airport Land Use Compatibility Plan. The associated Goal LU-10 and Policies are found on pages 107 and 108. The Airport and the ALUCP are initially introduced on page 8 in Section 2.3 of the Element, “Related Programs, Plans, and Regulations.” The amendments on pages 32, 34, 43 through 46, 56, 62, and 63 basically replace references to the zones (Area I, Area II, Transition Area, and Area III) of the prior Hemet-Ryan Airport Comprehensive Airport Land Use Plan (“HRACALUP”) in Sections 2.6, 2.8, and 2.9 of this Element. The amendments on pages 39, 53, 82 through 86, 103, and 111 are not related to the Airport or to airport land use compatibility.

The Public Safety Element is Chapter 6 of the City’s General Plan. As amended, it is 56 pages in length. A final redline/strikethrough edition is not available, but the amended text relating to the Airport, the ALUCP, and/or the Airport Influence Area is marked with red brackets and occurs on pages 6-3, 6-18, 6-39, 6-47, and 6-48. Most of the changes are simply to update the text to reflect the ALUCP rather than the HRACALUP. These amendments include reference to the potential for a 500 foot easterly extension of the primary Hemet-Ryan Airport runway for westbound takeoffs. Goal PS-4 and the associated Policies are found on pages 6-47 and 6-48. Avigation easement requirements are updated to reflect the ALUCP. Policy PS-4.4 is updated to incorporate reference to notification to the Federal Aviation Administration Obstruction Evaluation Service as may be required for development projects.

The Circulation Element is Chapter 4 of the City’s General Plan. As amended, it is 63 pages in length. A final redline/strikethrough edition is not available, but the amended text is marked with red brackets and occurs on pages 4-4, 4-6, 4-9, 4-10, and 4-46. Pages 4-6, 4-9, 4-10, and 4-46 include text relating to the Airport, the ALUCP, and/or the Airport Layout Plan.

These amendments to the text of the City of Hemet General Plan are all consistent with the Hemet-Ryan ALUCP.

Beyond the actual text amendments submitted for review, the City’s intent is also to obtain a finding that its entire 2030 Hemet General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Such finding would enable the City to conduct airport compatibility reviews for most projects in the Airport Influence Area (those not involving a general plan amendment, specific plan, specific plan amendment, change of zone, development agreement, or ordinance amendment).

STATE HANDBOOK RECOMMENDATIONS:

Chapter 5 of the California Airport Land Use Planning Handbook (“Handbook”) published in 2011 by the California Department of Transportation, Division of Aeronautics, “Responsibilities of Local Agencies,” includes a Table 5A, General Plan Consistency Checklist, which is “intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP.” While the checklist “is not intended as a state requirement,” failure to incorporate most of the items referenced would be a cause for concern. (Table 5A, Handbook Compatibility Criteria page 5-6).

One of the requirements is that there be no direct conflicts “between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.” (*ibid.*) ALUC staff has conducted a comprehensive review of the City’s General Plan Land Use Map and has identified conflicts between the General Plan land use designations and ALUCP compatibility criteria relating to Compatibility Zones A and C. Additional detail is provided below (beginning on page 6 of this staff report) addressing land use designations and consistency concerns within specific half-sections (generally 320-acre areas) or quarter-sections (generally 160-acre areas) located wholly or partially within Compatibility Zones A, B1, B2, C, and/or D.

Section 5.2.3 of the Handbook (“Means of Achieving Consistency”) states that bringing a local agency’s plan(s) into consistency with the ALUCP “involves more than elimination of direct conflicts.” The “plans and/or policies must:

- Delineate the compatibility criteria to be applied to individual development actions;
- Identify the mechanisms to be used to ensure that applicable compatibility criteria are incorporated into site specific development projects; and
- Indicate the procedures to be followed in review and approval of development actions affecting lands within the airport influence area....” (Handbook, page 5-3)

An additional requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable “must be made consistent with the equivalent ALUCP criteria.” However, it also states that “a general plan may establish a different limit with

respect to aviation-related noise than for noise from other sources,” noting that “this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises.” (Table 5A, Handbook Compatibility Criteria – General Plan Document – Noise Element page 5-6)

The remaining recommended requirements may be included in either a General Plan or an implementing document such as a Zoning Code. Such document should incorporate ALUCP standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

In addition to incorporation of ALUCP compatibility criteria, Table 5A states that “local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.” (Table 5A, Review Procedures, page 5-7) This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

Incorporation of policies into one or more existing General Plan elements is one of four general strategies for achieving consistency, pursuant to the Handbook (Chapter 5, Means of Achieving Consistency, page 5-4).

A copy of Section 5.2 of the Handbook (Local Plans Consistency with ALUCP) is included herewith.

HEMET GENERAL PLAN 2030 POLICIES, AS AMENDED:

Policy LU-10.1 in the Land Use Element (page 2-107) states as follows: “**Airport Influence Area** Ensure that legislative land use proposals 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 that are located 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.”

Policy LU-10.2 in the Land Use Element (*ibid.*) states as follows: “**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 warranted for projects within the Airport Influence area.”

Goal PS-4 of the Public Safety Element (page 6-47) states as follows: “Protect life and property from

the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.”

Policy PS-4.1 (*ibid.*) states as follows: “**Land Use Compatibility** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the 2017 *Hemet-Ryan Airport Land Use Compatibility Plan*, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport Land Use Commission (ALUC).”

Policy PS-4.2 (*ibid.*) states as follows: “**Airport Safety Zones** Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 *Hemet-Ryan Airport Land Use Compatibility Plan*. ”

Policy PS-4.4 (*ibid.*) states as follows: “**Project Compatibility Review** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a “Determination of No Hazard to Air Navigation.””

Policy PS-4.7 (page 6-48) **Avigation Easements** updates the requirement in accordance with the Hemet-Ryan ALUCP. Avigation easements would be required for new land uses in Compatibility Zones A, B1, and B2, and deed notices would be required for new development in Compatibility Zones C and D. (The previous 1992 Plan had required avigation easements throughout the AIA – an approach that is not recommended in the 2011 Handbook.)

Policy PS-4.8 (*ibid.*) **Project Operating Compatibility** references the standard prohibitions regarding misleading light, glare, smoke, water vapor, bird attraction, and electronic interference, and adds a provision that uses 200 feet or more in height must be reviewed by ALUC and the FAA.

There are also references to the Hemet-Ryan Airport in the sections of the Municipal Code introducing the various single-family residential, multiple-family residential, commercial, manufacturing, and public/institutional zones. Section 90-894(b), for example, pertaining to commercial zones, states as follows: “Development projects established within the boundaries of the Hemet-Ryan Airport Influence Area are subject to the requirements of the city's general plan and the Hemet-Ryan Airport Land Use Plan.” The wording of these sections varies, however, with the section pertaining to single-family residential zones stating that such projects shall be “in accordance with state airport land use law,” rather than with the ALUCP.

Additionally, all of the City's planners are provided copies of the Riverside County Airport Land Use Compatibility Plan and the Hemet-Ryan ALUCP.

LAND USE MAP:

The City is not proposing to amend the land use designation of any parcel as part of this General Plan Amendment. However, as noted in the City of Hemet Planning Department staff report prepared for its Planning Commission meeting on this matter, the City's intent is also to obtain a finding that its entire 2030 Hemet General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Therefore, it was necessary to also examine the existing General Plan land use map to assure that there are no direct conflicts between land use designations and the Hemet-Ryan ALUCP compatibility criteria. So staff evaluated those areas within Compatibility Zones A, B1, B2, C, and D. See section map, included herewith.

South half of Section 13, Township 5 South, Range 2 West

The south half of Section 13, Township 5 South, Range 2 West is located northerly of Stetson Avenue, westerly of Warren Road, and predominantly easterly of California Avenue. This half-section includes lands in Compatibility Zones A, B1, C, and D. However, the land within Zones A and B1 is within the airport grounds. The area within Compatibility Zone C is designated Industrial. Land within Compatibility Zone D currently within city limits is also designated Industrial. The City proposes designations of 1 dwelling unit per 2.5 acres and Open Space for areas outside current city limits in Compatibility Zone D. Pursuant to Additional Compatibility Policy 2.3, residential densities less than or equal to one dwelling unit per 2½ acres are permitted within Compatibility Zone D.

North half of Section 24, Township 5 South, Range 2 West

The north half of Section 24, Township 5 South, Range 2 West is located southerly of Stetson Avenue, westerly of Warren Road, and easterly of California Avenue. This half-section includes lands in Compatibility Zones A, B1, C, and D. Except for two parcels within the airport grounds designated Airport, all of this area northerly of the rail line is designated Industrial.

Southerly of the rail line, lands within Compatibility Zones C and D are designated Low Density Residential (2 to 5 dwelling units per acre) ["LDR"]. This designation is not consistent within Compatibility Zone C. A portion of this area is included within Tentative Tract Map No. 35394, approved by the City via an overrule of ALUC's determination of inconsistency issued on October 9, 2008. The overrule was acknowledged in the text of the 2017 Hemet-Ryan ALUCP. This tract map is deemed an existing land use unless it expires without being recorded.

Additionally, the landowner is processing a new tract map that would replace the one approved through the overrule, along with a Specific Plan Amendment that would provide for a Commercial designation on a large portion of the area in Compatibility Zone C.

However, there remain some areas along this corridor that were not included in the overrule action. These areas – mainly portions of larger parcels, except for one property owned by the City – would not be able to be developed for residential densities greater than one dwelling unit per five acres.

South half of Section 24, Township 5 South, Range 2 West

The south half of Section 24, Township 5 South, Range 2 West includes lands in Compatibility Zones C and D. Except for parcels northerly of the rail line, which are designated Industrial, this area is designated LDR and reflects the above-referenced overrule.

North half of Section 25, Township 5 South, Range 2 West

The north half of Section 25, Township 5 South, Range 2 West is located westerly of Warren Road, northerly of Simpson Road, and easterly of California Avenue. This half-section includes land within Compatibility Zone D. The northwest quarter of the section is designated LDR, except for Metropolitan Water District land designated Open Space and a couple of parcels outside current city limits, where the City proposes a Business Park designation. The northeast quarter is designated Mixed Use and is part of the Warren Avenue Mixed-Use Area #4 discussed on page 2-34 of the Land Use Element.

South half of Section 7, Township 5 South, Range 1 West

Section 7 is located predominantly northerly of Florida Avenue and Acacia Avenue, westerly of Cawston Avenue, and easterly of Warren Road. The SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 7 is located in Compatibility Zone D. General Plan land use designations in this area include Community Commercial, Low Medium Density Residential 5-8 dwelling units per acre, and Low Density Residential 2-5 dwelling units per acre. The parcel designated Low Density Residential is only 0.34 acre in size and is owned by the City. The parcel designated Medium High Density Residential is an existing mobile home park.

North half of Section 18, Township 5 South, Range 1 West

The north half of Section 18, Township 5 South, Range 1 West is located southerly of Florida Avenue/Acacia Avenue, westerly of Cawston Avenue, and easterly of Warren Road. This half-section includes lands within Airport Compatibility Zones A, B2, C, and D; however, the portion within Compatibility Zone A is located within airport grounds. Land use designations in this area include LDR, Business Park, and Community Commercial. The LDR land use designation does cover land within Compatibility Zone B2, where it would not normally be consistent. However, this designation reflects the existing land use, as this is a portion of the Hemet West mobile home park, which is the most dominant feature of the half-section. To the east of the mobile home park is a large vacant parcel split among Compatibility Zones B2, C, and D. The portions within Compatibility Zones B2 and C are designated Business Park, as are portions in Compatibility Zone D, while the front portion facing onto Acacia Avenue is designated Community Commercial. The airport parcel includes land within Compatibility Zones A, B2, and C.

South half of Section 18, Township 5 South, Range 1 West

The south half of Section 18, Township 5 South, Range 1 West is located northerly of Stetson Avenue and easterly of Warren Road, and is the location of most of the airport, including the existing runways. This half-section includes lands within Airport Compatibility Zones A, B2, C, and D; however, the portions within Airport Compatibility Zones A and C are located within airport grounds. Land use designations in this half-section include Airport, Industrial, and Public Facilities, with the Public Facilities designation applicable to a single parcel located entirely in Compatibility Zone D.

North half of Section 19, Township 5 South, Range 1 West

The north half of Section 19, Township 5 South, Range 1 West is located southerly of Stetson Avenue, easterly of Warren Road, and westerly of Cawston Avenue. This half-section includes lands within Compatibility Zones A, B2, C, and D; however, the portions within Airport Compatibility Zone A are located within airport grounds. Land use designations within this half-section include Industrial northerly of the rail line within Compatibility Zones B2 and C (and a portion of D). Southerly of the rail line, one parcel designated LDR is entirely within Compatibility Zone C and two other parcels designated LDR are split between Compatibility Zones C and D. The remaining area is located in Compatibility Zone D; designations include LDR, Low Medium Density Residential (5 to 8 dwelling units per acre) ["LMDR"], Business Park, Community Commercial, and School (existing elementary school).

South half of Section 19 and North half of Section 30, Township 5 South, Range 1 West

The south half of Section 19, Township 5 South, Range 1 West continues the development pattern of the portion of the north half southerly of the rail line, as does the north half of Section 30, Township 5 South, Range 1 West. Both half-sections include lands designated LDR within Compatibility Zone D. Pursuant to Additional Compatibility Policy 2.3 of the Hemet-Ryan ALUCP, residential densities greater than or equal to 3.0 dwelling units per net acre are permitted within Compatibility Zone D.

South half of Section 8, Township 5 South, Range 1 West

The south half of Section 8, Township 5 South, Range 1 West is located northerly of Acacia Avenue, westerly of Kirby Street, and southerly of Devonshire Avenue and is bisected by Florida Avenue and Sanderson Avenue, which intersect here. This half-section includes lands within Compatibility Zones C and D. Most of the parcels in this half-section, excluding one residential tract in Compatibility Zone D, are designated Community Commercial. Six parcels designated Community Commercial are located wholly or partially within Compatibility Zone C, in addition to apportion of a parcel designated Business Park. Designations in Compatibility Zone D include LMDR (an existing mobile home park), LDR (the aforementioned tract), Business Park, High Density Residential (18-30 dwelling units per acre), and Park/Recreation.

North half of Section 17, Township 5 South, Range 1 West

The north half of Section 17, Township 5 South, Range 1 West is located southerly of Acacia Avenue and westerly of Kirby Street and is bisected by Sanderson Avenue. This half-section includes lands within Compatibility Zones A, B1, C, and D. Except for one parcel within the airport located primarily within Compatibility Zone A, these properties are designated either Community Commercial or Business Park. Compatibility Zone B1 extends through the large parcel northeasterly of the airport in use as a photovoltaic solar energy generation facility and onto three properties designated Community Commercial easterly of Sanderson Avenue. Several other parcels designated Community Commercial and/or Business Park are located wholly or partially within Compatibility Zone C.

South half of Section 17, Township 5 South, Range 1 West

The south half of Section 17, Township 5 South, Range 1 West is located northerly of Stetson Avenue and westerly of Kirby Street and is bisected by Sanderson Avenue. This half-section includes lands within Compatibility Zones A, B1, B2, C, and D. While the areas within Compatibility Zones A, B1, and B2 are small, Compatibility Zone A covers most of one privately owned parcel and portions of three others. In order to assure that the areas within Compatibility Zone A are not developed, the Land Use Element needs to be further amended so as to specify the provisions in Table 2A of the Countywide Policies relating to Compatibility Zone A. Compatibility Zone B1 extends into one parcel and Compatibility Zone B2 into four parcels. All of these parcels are designated Business Park. Many parcels designated Business Park are wholly or partially within Compatibility Zone C, as are a few parcels designated Community Commercial. Approximately 13 developed residential parcels designated LDR are also located in Compatibility Zone C, although the vast majority of the residential parcels are within Compatibility Zone D. The 13 developed residential parcels in Compatibility Zone C are not subject to further division. Additional designations of lands within Compatibility Zone D (besides LDR, Community Commercial, and Business Park) include Park/Recreation, Industrial, and Quasi Public Cultural.

North half of Section 20, Township 5 South, Range 1 West

The north half of Section 20, Township 5 South, Range 1 West is located southerly of Stetson Avenue, easterly of Cawston Avenue, and westerly of Kirby Street. This half-section includes lands within Airport Compatibility Zone D. Land use designations in this area include LDR, Medium Density Residential (8 to 18 dwelling units per acre), Community Commercial, Office Professional, Business Park, and Park/Recreation.

South half of Section 20, Township 5 South, Range 1 West

The south half of Section 20, Township 5 South, Range 1 West includes lands within Airport Compatibility Zone D. Areas within this Compatibility Zone are designated LDR, except for a small portion of the campus of West Valley High School, which is designated School. (The majority of the campus is in Compatibility Zone E.)

Southwest quarter of Section 9, Township 5 South, Range 1 West

The southwest quarter of Section 9, Township 5 South, Range 1 West is located northerly of Acacia Avenue, easterly of Kirby Street, westerly of Lyon Avenue, and southerly of Devonshire Avenue, and is entirely within Compatibility Zone D. Land use designations in this quarter-section include Community Commercial, High Density Residential (18 to 30 dwelling units per acre) ["HDR"], and Neighborhood Commercial.

Northwest quarter of Section 16, Township 5 South, Range 1 West

The northwest quarter of Section 16, Township 5 South, Range 1 West is located southerly of Acacia Avenue, easterly of Kirby Street, and westerly of Lyon Avenue, and is entirely within Compatibility Zone D. Land use designations in this quarter-section include LDR, LMDR, HDR, and Industrial.

Southwest quarter of Section 16, Township 5 South, Range 1 West

The southwest quarter of Section 16, Township 5 South, Range 1 West is located northerly of Stetson Avenue, easterly of Kirby Street, and westerly of Lyon Avenue, and is entirely within Compatibility Zone D. Land use designations in this quarter-section include LMDR and LDR.

Northwest quarter of Section 21, Township 5 South, Range 1 West

The northwest quarter of Section 21, Township 5 South, Range 1 West is located southerly of Stetson Avenue, easterly of Kirby Street, and westerly of Lyon Avenue, and includes land within Compatibility Zone D. Land use designations in this quarter-section include LDR, LMDR, and Park/Recreation.

SUMMARY OF MAP ISSUES:

Based on the above analysis, it was staff's finding that additional modifications to the General Plan would be needed before staff could recommend a determination that the entire General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Specifically, the designation of off-airport properties located primarily or partially within Compatibility Zone A in the south half of Section 17, Township 5 South, Range 1 West as Business Park and the designation of properties located wholly or partially within Compatibility Zone C in the north half of Section 24, Township 5 South, Range 2 West as Low Density Residential (2 to 5 dwelling units per acre) loomed as direct conflicts. Ideally, this would be addressed by designating the off-airport areas within Compatibility Zone A as Open Space and by designating uncommitted areas within Compatibility Zone C for nonresidential uses. However, ALUC staff understood that this proposed General Plan Amendment does not involve any changes to mapped land use designations.

POLICY RESOLUTION:

In order to provide for consistency, the City has agreed to include in the General Plan Land Use Element a table (Table 2.5) modeled after Table 2A of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, but incorporating the Additional Compatibility Policies of the Hemet-Ryan ALUCP. Additionally, a provision will be added to the Land Use Element text that states the following: "In the event of an inconsistency between Table 2.5 and other provisions of the General Plan, within the AIA this table will control." With these additional provisions, staff can now recommend consistency.

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Chapter 5

Responsibilities of Local Agencies

Topics in this chapter include:

- Consistency of local plans and ordinances with ALUC plans;
- Submitting land use actions for ALUC review;
- Compatibility planning in counties that do not have an ALUC;
- Overruling an ALUC action;
- The role of airport proprietors in airport land use compatibility planning.

5.1 OVERVIEW

Effective airport land use compatibility planning is not and cannot be solely a function of airport land use commissions (ALUCs). Ideally, airport land use compatibility planning recognizes the objectives of the local municipal agency which has ultimate authority for land use planning and regulation, the airport operator which has responsibility for airport operations planning, and the ALUC which has statutory authority for preparation of airport land use compatibility plans (ALUCPs) and review of local land use plans and actions. Indeed, as outlined in Chapter 1 (pg. 1-2), state law specifically limits ALUC authority over various actions that directly affect compatibility. Much of the responsibility for airport land use compatibility clearly remains with local agencies whether in the role of controlling land use or operating an airport.

Local agency responsibility for airport land use compatibility planning is particularly critical in counties that have chosen to utilize the alternative process. As indicated in Chapter 1, establishment of the alternative process in a county only eliminates the requirement for formation of an airport land use commission, not the obligation to plan for and achieve compatible land uses surrounding airports. The obligation for preparation, adoption, and implementation of an ALUCP remains and rests directly and more fully upon local jurisdictions when an ALUC does not exist than when it does.

5.2 LOCAL PLANS CONSISTENCY WITH ALUCP

5.2.1 Requirements

State statutes require that, once an airport land use commission has adopted or amended an ALUCP, general plans and any applicable specific plans be amended, as necessary, in order to be consistent with the ALUCP (Government Code § 65302.3, subs. (a)-(b)). Alternatively, local agencies have the option of taking the special steps necessary to overrule all or part of the ALUCP (*id.* at (c)). If a local agency fails to take either action (i.e., amend local plans to be consistent with the ALUCP *or* overrule), then it is required

to submit all land use development actions involving property within the airport influence area to the ALUC for review (PUC § 21676.5, subd. (a)).

This section addresses the options available to local agencies when revising their plans to be consistent with the ALUCP. The latter two topics—requirements for overruling of the ALUC and submitting actions for ALUC review—are examined later in this chapter.

5.2.2 General Plan Review and Amendment Process

Two key facets of the process by which a local agency modifies its general plan and any specific plans for consistency with the ALUCP are important to highlight.

Preliminary Review by ALUC

In conjunction with an action to prepare or amend an ALUCP, ALUCs may conduct a preliminary review of affected local plans. The review should focus on identifying any obvious direct conflicts between the plans, to the extent feasible. Equally important to note are significant omissions from the local plans with respect to compatibility criteria and review procedures. These preliminary reviews are not dictated by state law; however, depending on ALUC staff resources, and the comparative resources of the local agency, an ALUC may undertake such an effort. With this information in hand, local agencies can better understand the implications of a proposed ALUCP with respect to their own plans. Furthermore, the preliminary review may enable local agencies to be more focused in their efforts to modify their plans. The process of making the necessary changes to general plans and specific plans can thus be eased.

It is important for all parties to recognize, however, that any such reviews are preliminary and advisory. Ultimately, the onus for revising a local plan to be consistent with an ALUCP plan rests with the local agency. And, local agencies still must go through the steps of submitting the specific policy language, maps, and other plan components to the ALUC for formal review and approval.

180-Day Time Limit

State law provides that a local agency must either modify its local plan(s) or to take the steps necessary to overrule the ALUC within 180 days of when an ALUC adopts or amends its ALUCP (Gov. Code, §65302.3, subds. (b)-(c)). As a practical matter, this time limit can be difficult to accomplish. Unless the necessary changes to the local plan(s) are minor, the time required to draft, circulate, and adopt the modifications together with essential environmental review can easily exceed 180 days. This fact notwithstanding, it is incumbent upon local agencies to move forward as expeditiously as possible to meet the deadline.

Counties, cities, special districts, school districts, and community college districts are collectively referred to in this Chapter as "local agencies." Additionally, all plans adopted or implemented by any of the referenced local agencies are collectively referred to in this Chapter as "local plans."

The 180-day time limit is a statutory deadline that ALUCs have no authority to modify. ALUCs, though, can agree not to bring a judicial action against local agencies for taking extra time to amend their affected plans. Any such agreement should be predicated upon those local agencies making substantial progress toward the necessary plan changes based upon a mutually agreed schedule that recognizes the relative ease or difficulty of preparing needed plan changes and related environmental documentation, the legal requirements for public review of environmental documents, and the need for public participation in plan changes. ALUCs should recognize that forcing jurisdictions to hold to formal adoption of plan changes within the 180-day schedule could merely lead those jurisdictions to overrule the ALUC since that process can more easily be accomplished within the time limit than can adoption of plan changes.

The chief consequence of not meeting this deadline is that the ALUC can begin requiring—if it is not already doing so—that all of the jurisdiction’s land use actions, regulations, and permits be submitted to the commission for review (PUC § 21676.5, subd. (a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the ALUC, which may cost more time and money on the part of applicants and local jurisdictions.

5.2.3 Means of Achieving Consistency

Making a local plan consistent with the ALUCP involves more than elimination of direct conflicts. Other aspects of compatibility planning also must be addressed. In particular, local agencies must establish procedures that implement and ensure compliance with compatibility policies. To do this, local plans and/or policies must:

- ◆ Delineate the compatibility criteria to be applied to individual development actions;
- ◆ Identify the mechanisms to be used to ensure that applicable compatibility criteria are incorporated into site specific development projects; and
- ◆ Indicate the procedures to be followed in review and approval of development actions affecting lands within the airport influence area, recognizing that certain types of land uses are not subject to discretionary approvals (but can be subject to appropriate ministerial development standards).

As widely applied in airport land use planning, “consistency” does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the ALUCP to which the comparison is being made.

An expanded list of the various factors to be considered by local agencies when modifying their plans and policies is included in Table 5A. This checklist is not necessarily all-encompassing. Depending upon the nature of the policies adopted by the ALUC, other factors may need to be addressed and some of those listed may not be applicable.

The primary purpose of the checklist provided in Table 5A is to assist local agencies with necessary modifications and additions to their plans and policies. The checklist is also designed to facilitate ALUC reviews of local plans. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.

Local plans can be made consistent with an ALUCP through various methods. The method that is most suitable to a particular local agency depends in part upon the manner in which the ALUCP criteria and maps are formatted, but even more upon choices to be made by each individual local agency as to the structure of its planning programs, policies, development regulations and review processes. As discussed in Chapter 3 (pg. 3-52), some ALUCPs rely primarily upon composite, performance-type criteria, while others use list-oriented criteria or detailed land use mapping. The first key decision to be made by each affected local agency is whether to fully incorporate compatibility criteria and procedures into their land use plans, ordinances, and regulations and thus mostly internalize the project review process or to defer review of major land use actions to the ALUC. Next, the local agency needs to decide whether to incorporate compatibility criteria into its plans and ordinances in the same format (e.g., performance criteria, prescriptive regulations, or mapping) as the airport land use plan, or to adapt the format of the airport plan's compatibility criteria to better fit with the format of the local agency's plans, ordinances, and development review processes.

Four general strategies for fully achieving consistency are outlined below.

- ◆ Incorporate policies into one or more existing general plan elements—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, (1) airport land use compatibility policies could be inserted into the land use element or (2) noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local agency's general plan.¹ The primary limitation with this approach is that ministerial development project approvals might not be specifically reviewed for consistency with the agency's General Plan, relying instead on the presumption that a ministerial project that meets the development standards set forth in its development code is consistent with the General Plan. Thus, using this approach needs to be followed up with ordinance requirements that would ensure implementation of applicable policies for ministerial development approvals.

Local agencies cannot simply ignore the need to respond to an ALUC's adoption of an ALUCP. If a local agency neither amends its plans as necessary nor overrules the ALUC, it must cooperate with any commission request that all or selected land use actions, regulations, and permits affecting the airport influence area be submitted for review.

¹ This approach could equally apply to a specific plan, area plan, community plan or other similar land use planning document.

- ◆ **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community’s general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.² As with incorporating airport compatibility policies into existing General Plan elements, care should be taken to ensure that the policies are applied to both discretionary and ministerial development reviews.
- ◆ **Adopt ALUCP as Stand-Alone Document**—Local agencies selecting this option could simply adopt as a local policy document the relevant portions of the ALUCP. Changes to the community’s existing plan(s) would be minimal. Policy reference to the separate ALUCP document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed from local plan(s). Limited discussion of compatibility planning issues could be included in the local plan(s), but the substance of most compatibility policies would appear only in the stand-alone ALUCP. The key to this method lies in ensuring that the provisions of the stand-alone document carry over to discretionary and ministerial development project approvals.
- ◆ **Adopt Airport Combining District or Overlay Zoning Ordinance**—Local agency adoption of an airport combining district or overlay zoning ordinance is a way to codify airport compatibility criteria identified only in concept in the local plan(s). Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would essentially be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the local plan(s) could be as simple as mentioning support for the airport land use commission and its ALUCP, stating that policy implementation is by means of the combining zone.

5.2.4 Land Use Compatibility Strategies

Beyond the issue of achieving mandated consistency between local plans and an ALUCP is the broader question of what local agencies can do to preserve and enhance compatibility between airport activities and the land uses around the airport. Several strategies are available to help attain this objective. If the local agency takes land use actions such as the ones discussed here, any inconsistencies between its local plan(s) and the ALUCP are likely to be few. These strategies also are appropriate for jurisdictions in counties using the alternative compatibility planning process.

If airport land use compatibility objectives are to be obtained, local agencies must take direct actions such as those described here.

² This approach could equally apply to a specific plan, area plan, community plan or other similar land use planning document.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:	
COMPATIBILITY CRITERIA	
This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.	
General Plan Document	
The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP	
Page 6-17	<ul style="list-style-type: none"> • Land Use Map—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria. <ul style="list-style-type: none"> • Residential densities (dwelling units per acre) should not exceed the set limits. Differences between gross and net densities and the potential for secondary dwellings on single parcels (see below) may need to be taken into account. • Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below). • No new land uses of a type listed as specifically prohibited should be shown within affected areas.
Pages 3-8	<ul style="list-style-type: none"> • Noise Element—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is often judged to be more objectionable than other types of equally loud noises).
Zoning or Other Policy Documents	
The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.	
Page 4-26, Appendix G	<ul style="list-style-type: none"> • Intensity Limitations on Nonresidential Uses—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.
Pages 3-11, 4-29, Figures 4B - G	<ul style="list-style-type: none"> • Identification of Prohibited Uses—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.
Page 4-31	<ul style="list-style-type: none"> • Open Land Requirements—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.
Page 3-56, 4-18, 4-42	<ul style="list-style-type: none"> • Infill Development—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.
Pages 3-29, 4-35	<ul style="list-style-type: none"> • Height Limitations and Other Hazards to Flight—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see: Pages 3-9, 4-14	<p>COMPATIBILITY CRITERIA</p> <ul style="list-style-type: none"> • Buyer Awareness Measures—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
Page 4-42	<ul style="list-style-type: none"> • Nonconforming Uses and Reconstruction—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any. <p>REVIEW PROCEDURES In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.</p>
Page 6-1	<ul style="list-style-type: none"> • Actions Always Required to be Submitted for ALUC Review—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.
Page 6-5	<ul style="list-style-type: none"> • Other Land Use Actions Potentially Subject to ALUC Review—In addition to the above actions, ALUCPs may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard.
Pages 5-10, 6-13	<ul style="list-style-type: none"> • Process for Compatibility Reviews by Local Agencies—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
Page 6-9	<ul style="list-style-type: none"> • Variance Procedures—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.
Page 5-10	<ul style="list-style-type: none"> • Enforcement—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

Land Use Designations

If compatibility between an airport and its surroundings is to be achieved, designation of appropriate land uses in local plans is essential. This is particularly true in developing areas—good planning today can avoid significant conflicts later. The value of designating compatible land uses in built-up areas should not be overlooked, however. Appropriate designations can serve to identify already incompatible uses as nonconforming and thus limit the potential for expansion or modification of the uses to worsen the incompatibility. Designating compatible uses also can facilitate redevelopment and economic development activities and encourage eventual change of currently incompatible uses to ones that are better suited to the environs of an airport.

Overlay Zones or Combining Districts

For purposes of airport land use compatibility planning, land use plan and zoning designations as commonly adopted by local agencies have a notable shortcoming. Specifically, such plans and designations are generally intended to identify types of permitted land use and development intensities in terms of numbers of units or building area, as well as set general purpose development standards. Seldom do such plans and designations have an aviation orientation or address the specific issue of compatibility with aviation activities (i.e., noise and safety). The Table 5A checklist of factors is essential to making a local plan consistent with an ALUCP and highlights many of the reasons why consistency is seldom achieved without explicit consideration of aviation issues.

One way local agencies can address the need for an aviation orientation in basic land use designations within airport influence areas is to adopt an airport compatibility overlay zone or combining district ordinance. A combining district can supplement local land use designations by adding specific noise and, often more importantly, safety criteria (e.g., maximum number of people permitted on the site, site design and open space criteria, height restrictions, etc.) applicable to future development in the airport vicinity. Project review procedures and other implementation mechanisms specific to airport area development proposals can also be defined. Geographically, the combining district should cover at least the entire airport influence area as defined by the ALUC in its ALUCP.

Possible components of an airport compatibility combining zoning ordinance are listed in Table 5B. The compatibility concerns which form the basis for these components are described as well.

An airport overlay zoning ordinance has several important benefits. Most importantly, it permits the continued utilization of the majority of the design and use guidelines contained in the existing local plan and zoning ordinance. At the same time, it provides a mechanism for implementation of airport area related restrictions and conditions that may apply to only a few types of land uses within a given land use category or zoning district. This avoids the need for a large number of discrete zoning districts. It also enables local plans to attain consistency with an ALUCP through reference to basic compatibility criteria rather than through redefinition of existing land use designations.

Buyer Awareness Measures

Buyer awareness measures serve to alert prospective airport vicinity residents about the airport and its impacts. Three basic forms of buyer awareness measures are most common in airport land use compatibility practice:

- ◆ Avigation easements;
- ◆ Recorded deed notices; and
- ◆ Real estate disclosure statements.

TABLE 5B: POSSIBLE AIRPORT COMBINING ZONE COMPONENTS

An airport compatibility combining zoning ordinance might include some or all of the following components:

Airspace Protection—A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of FAR Part 77, Objects Affecting Navigable Airspace, Subpart C. Additions or adjustment to take into account TERPS surfaces should be made as necessary. Provisions prohibiting smoke, glare, bird attractions, and other hazards to flight should also be included.

FAA Notification Requirements—Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations requires that the proponent of any project which exceeds a specified set of height criteria submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in FAR Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.

State Regulation of Obstructions—State law prohibits anyone from constructing or altering a structure or permitting an object of natural growth to exceed the heights established by FAR Part 77, Subpart C, unless the FAA has determined the object would not or does not constitute a hazard to air navigation (PUC § 21658 and 21659).

Designation of High Noise-Impact Areas—California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to ensure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings.

Maximum Densities/Intensities—Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre for residential uses and people per acre for other land uses. While general plans typically use these measures of maximum density/intensity for land uses, zoning ordinances generally use minimum lot sizes and setbacks, along with building height restrictions. These standards often supplement, but do not translate directly into general plan density/intensity standards. Incorporation of airport area-related density/intensity standards measured in the same manner as a General Plan can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the method of calculating the intensity limitations needs to be defined. Alternatively, a matrix can be established indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories need to be more detailed than typically provided by general plan or zoning ordinance land use designations.

Open Areas for Emergency Landing of Aircraft—In most circumstances in which an accident involving a small aircraft occurs near an airport, the aircraft is under control as it descends. When forced to make an off-airport emergency landing, pilots will usually attempt to do so in the most open area readily available. To enhance safety both for people on the ground and the occupants of aircraft, ALUCPs often contain criteria requiring a certain amount of open land near airports. These criteria are most effectively carried out by planning at the general or specific plan level, but may also need to be included in a combining district so that they will be applied to development of large parcels. Adequate open areas can often be provided by clustering of development on adjacent land.

Areas of Special Compatibility Concern—A significant drawback of standard general plan and zoning ordinance land use designations is that they can be changed. Uses that are currently compatible are not assured of staying that way in the future. Designation of areas of special compatibility concern would serve as a reminder that airport impacts should be carefully considered in any decision to change the existing land use designation. [A legal consideration that supports the value of this concept is that down-zoning of a property to a less intensive use is becoming more difficult. It is much better not to have inappropriately up-zoned the property in the first place.]

Real Estate Disclosure Policies—The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance.

While ALUCs may define policies establishing how and where each of these measures should be used, the effectiveness of each is enhanced by actions that local agencies can take. Chapter 3 contains a discussion of the applicability of each of these measures to accomplishment of airport land use compatibility planning objectives.

5.2.5 CEQA Considerations

The adoption or amendment of a local plan by a local agency generally is considered a “project” pursuant to CEQA (see Chapter 3 for a discussion of CEQA).

5.3 SUBMITTING PROJECTS FOR REVIEW

5.3.1 Reviews by Airport Land Use Commissions

In counties where an ALUC exists, the obligations of local agencies with regard to submitting land use projects and other actions for the commission’s review are well defined in state law. If local agencies choose to ignore the legal requirement for such review, ALUCs can initiate the review process on their own and seek a writ of mandate to force the local agency to provide the necessary project information.

The types of land use projects to be submitted depend upon:

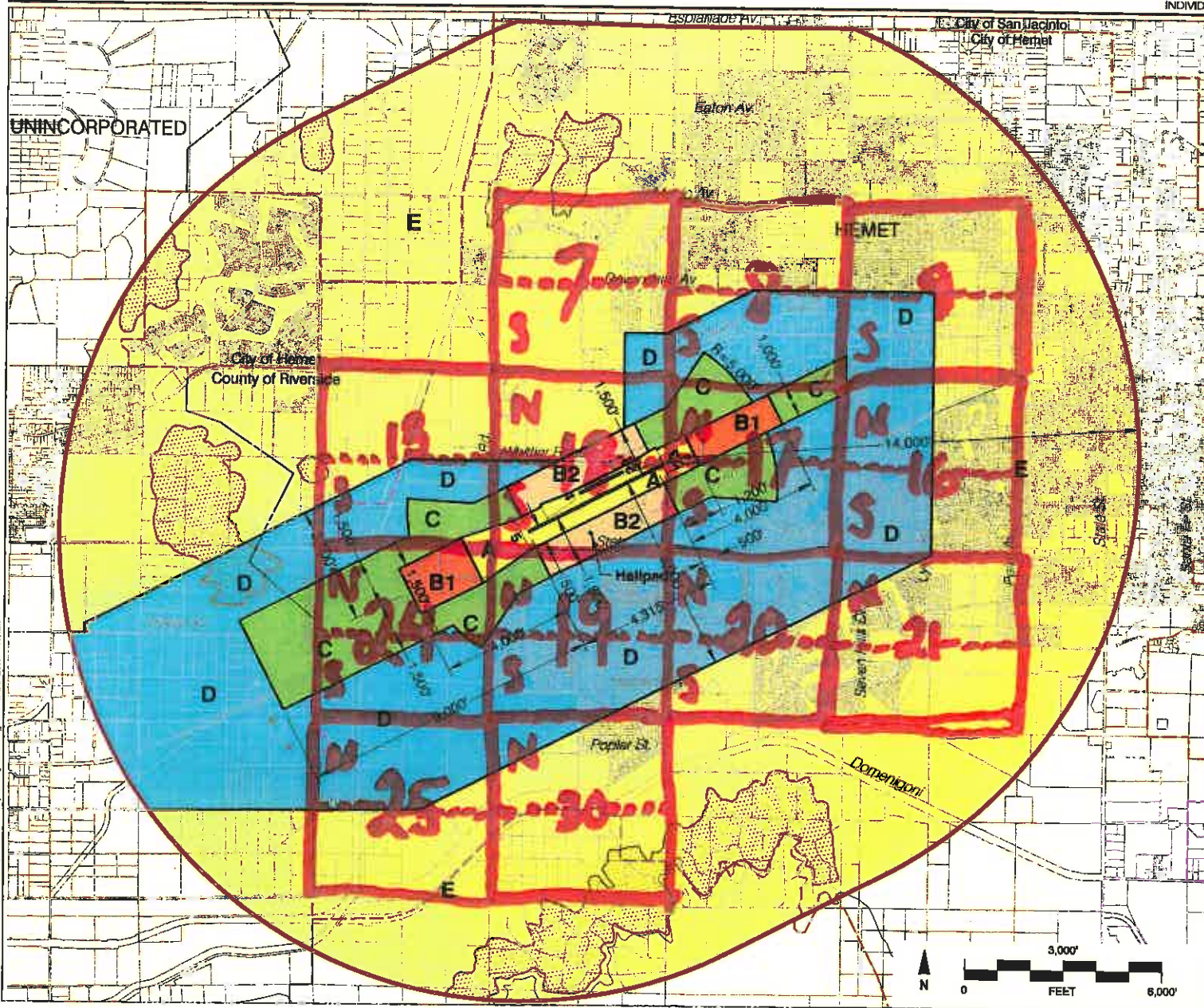
- ◆ Whether an ALUCP has been adopted by the ALUC;
- ◆ What action the local agency has taken with regard to making its local plan(s) consistent with the ALUCP;
- ◆ Whether the project requires an amendment to the local plan; and
- ◆ Whether voluntary agreements for the review of projects have been established.

Note that local agencies that also are airport proprietors are obligated to submit certain airport plans for ALUC review.

The requirements for project review can be summarized as follows:

Any environmental documents prepared in conjunction with these actions also should be provided to the ALUC inside the AIA during public review periods and submitted concurrent with submittal of the project for ALUC review.

- ◆ Local Plans, including General Plans and Specific Plans—As discussed in the preceding chapter, local agencies must refer any proposal to adopt or amend a local plan to the ALUC for review if the proposal involves land within an airport influence area defined by the ALUC (Section 21676, subd. (b)). This requirement applies regardless of whether the proposal has community-wide applicability or affects only a single parcel (unless the parcel is not in the airport influence area). It also applies both to actions initiated by the local agency or a property owner or other applicant, and to amendments proposed for the purpose of making a local plan consistent with an ALUCP.



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone

- Boundary Lines**
- Airport Property Line
 - City Limits
 - City Sphere of Influence

Note
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,815 foot runway.

Riverside County
Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
(Adopted February 9, 2017)

Map HR-1

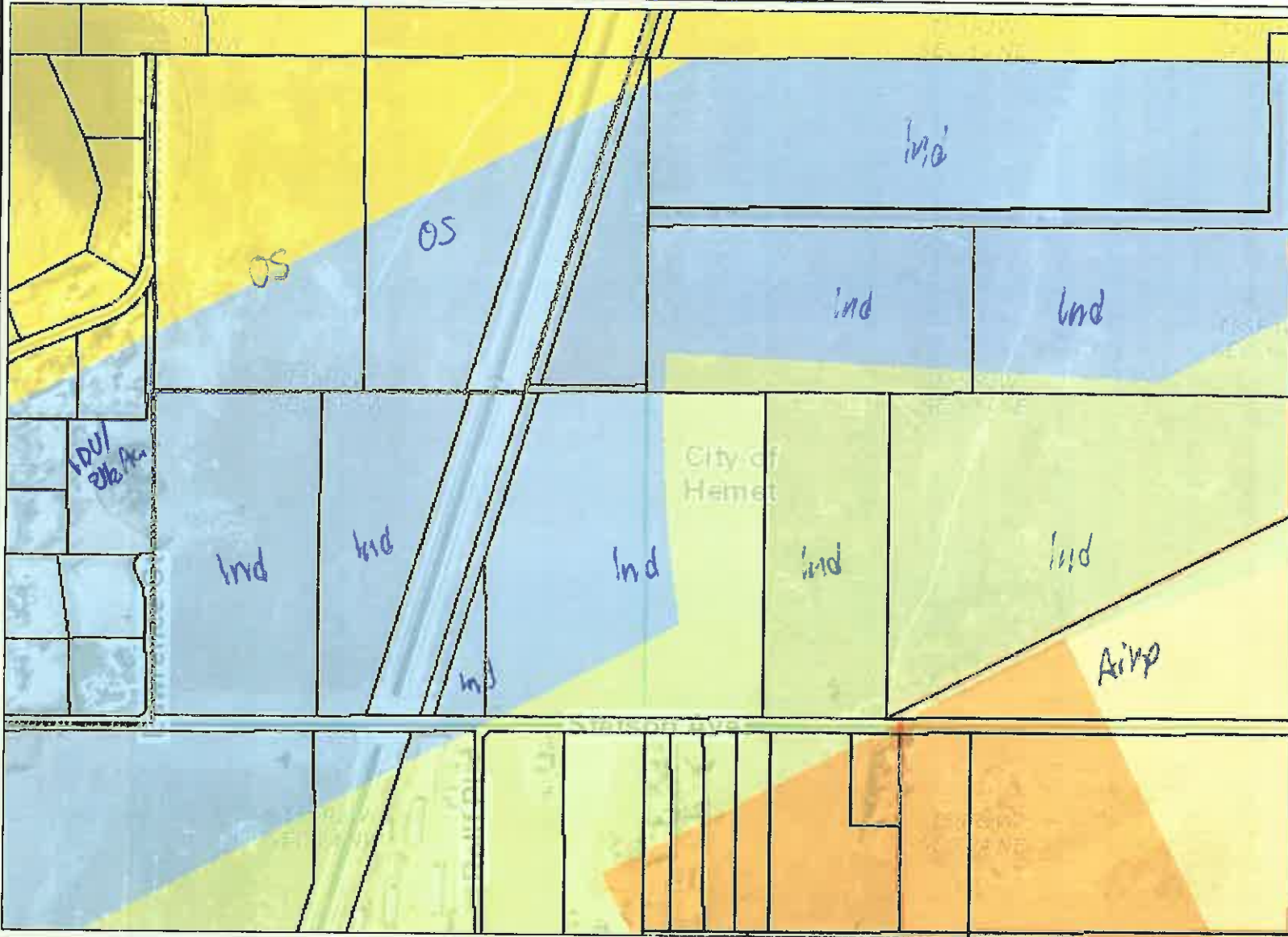
Compatibility Map
Hemet-Ryan Airport



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Map My County Map

S 1/2 of Sec. 13, T.5S., R.2W.



- ### Legend
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
- #### Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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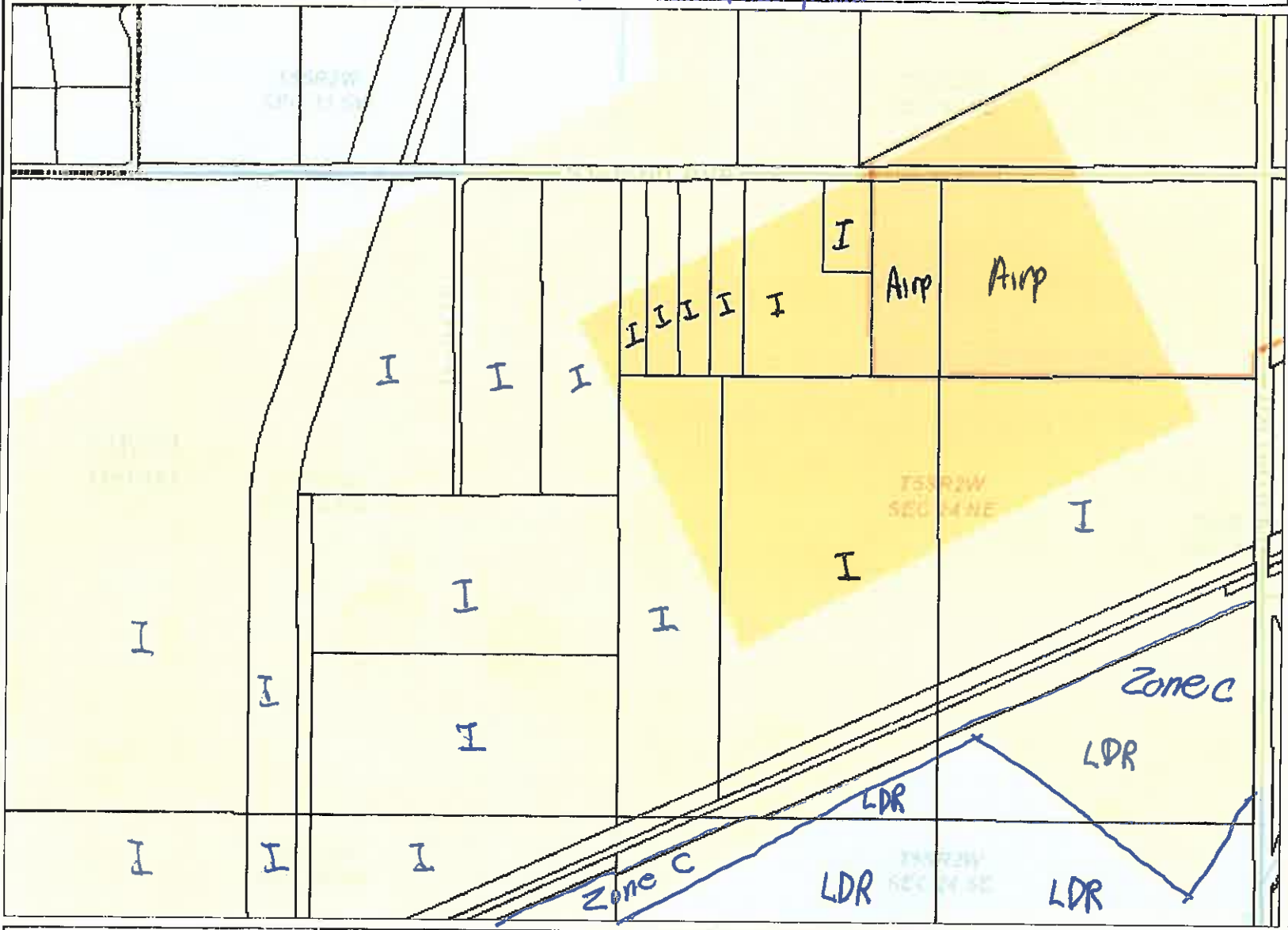
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Notes

Map My County Map

N 1/2 of Sec. 24, T.5S, R.2W



- ### Legend
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones**
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
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 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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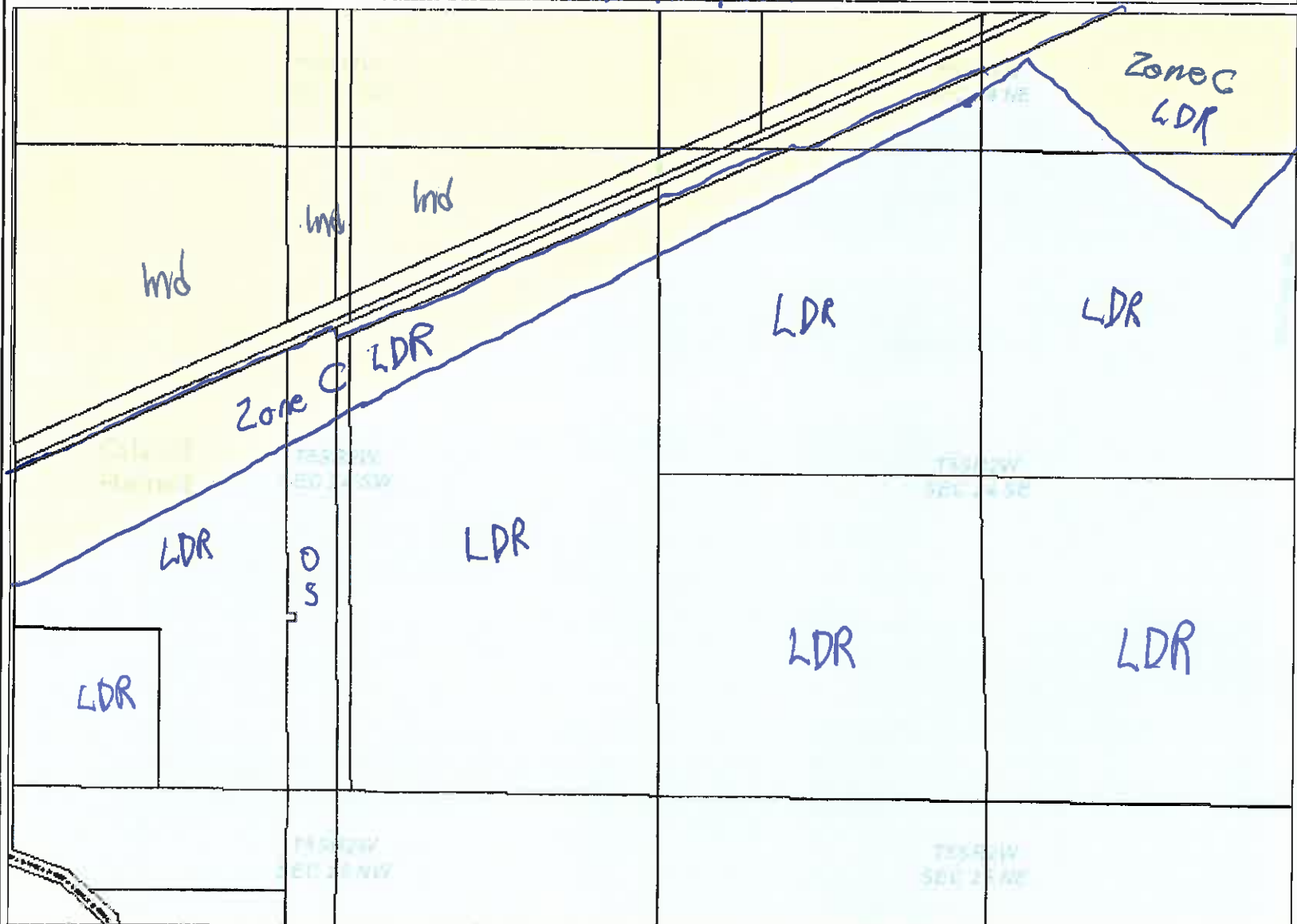
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Notes

Map My County Map

S 1/2 of Sec. 24, T.5S, R.2W



Legend

- Parcels
- Runways
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- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
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- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
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- C1-EXC3
- C1-EXC4
- C1-HIGHT
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- C2-EXC3
- C2-EXC5



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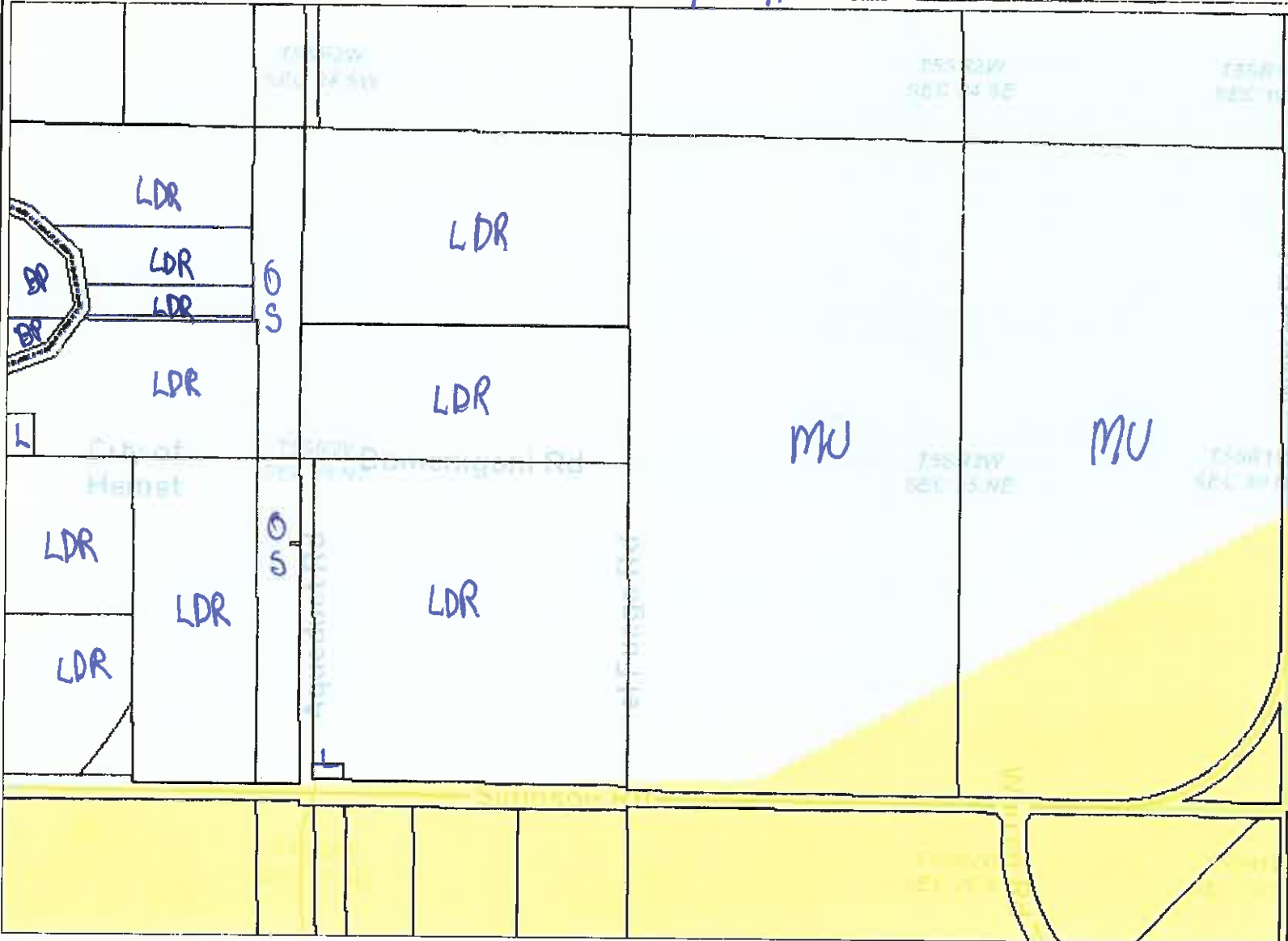
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Notes

Map My County Map

N 1/2 of Sec. 25, T. 55, R. 2W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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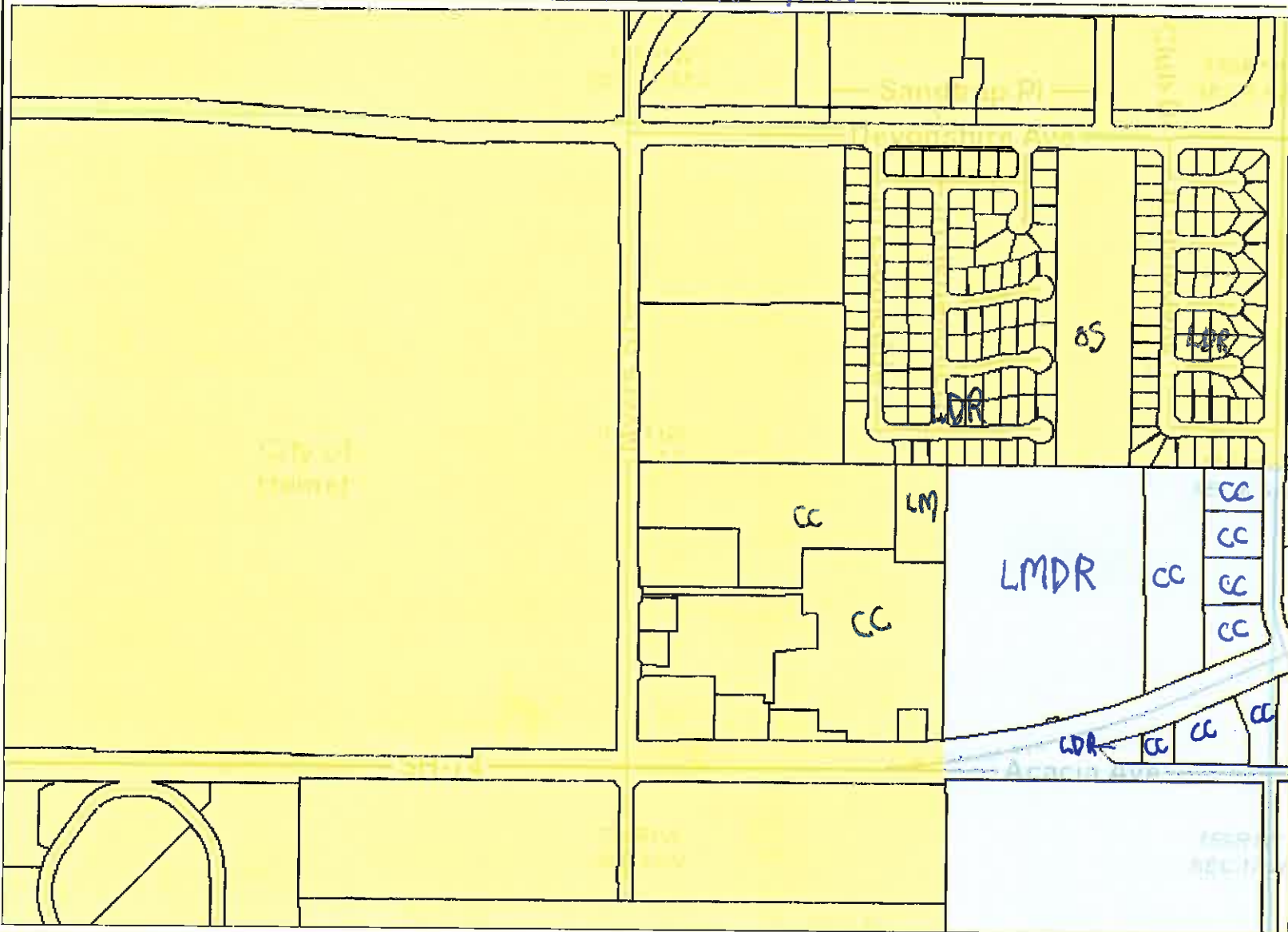
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Notes

Map My County Map

S 1/2 of Sec. 7, T. 5 S., R. 1 W.



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

OTHER COMPATIBILITY ZONE

- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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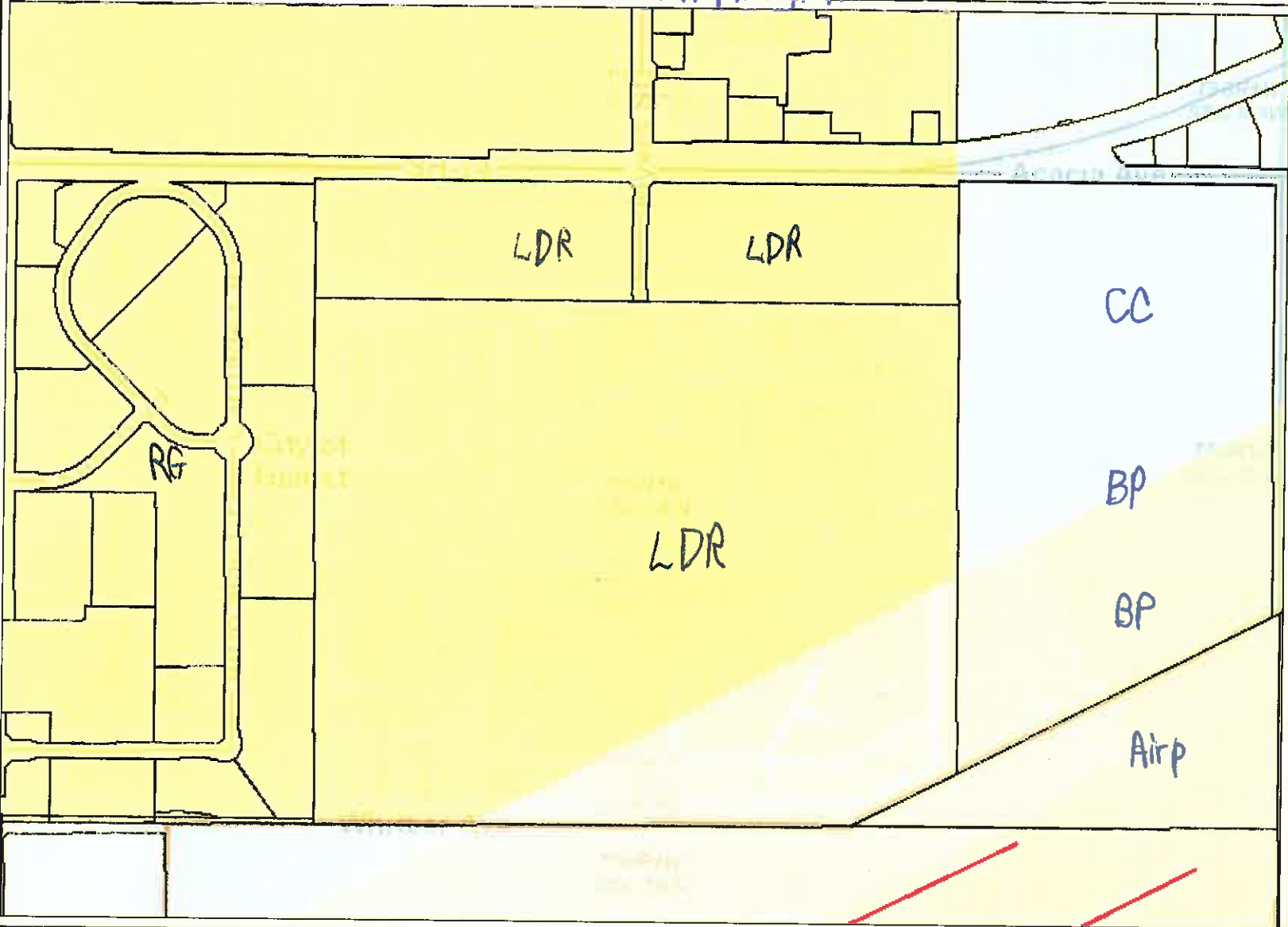
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Notes

Map My County Map

N 1/2 of Sec. 18, T. 5S, R. 10E



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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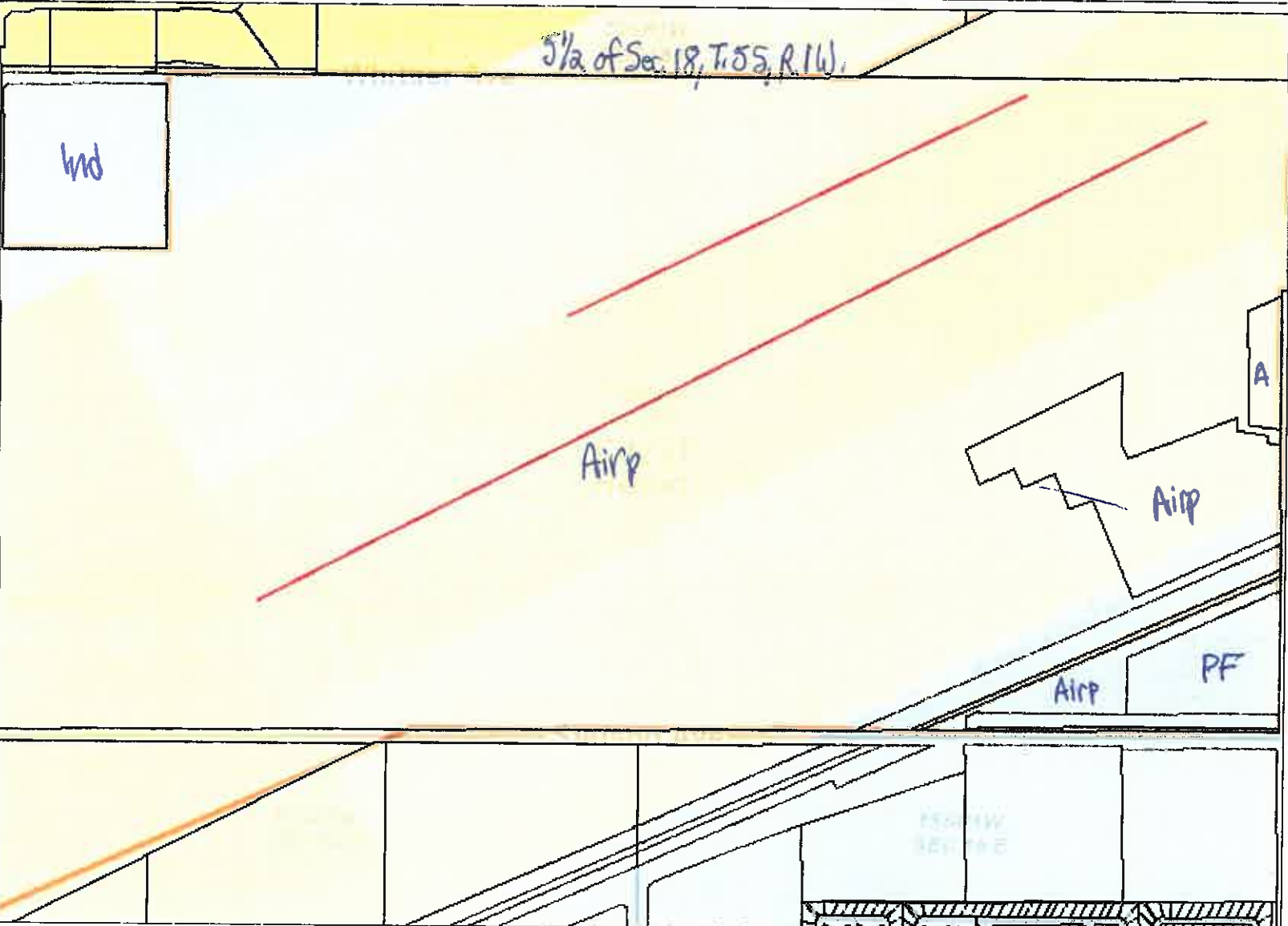


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Notes

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY_ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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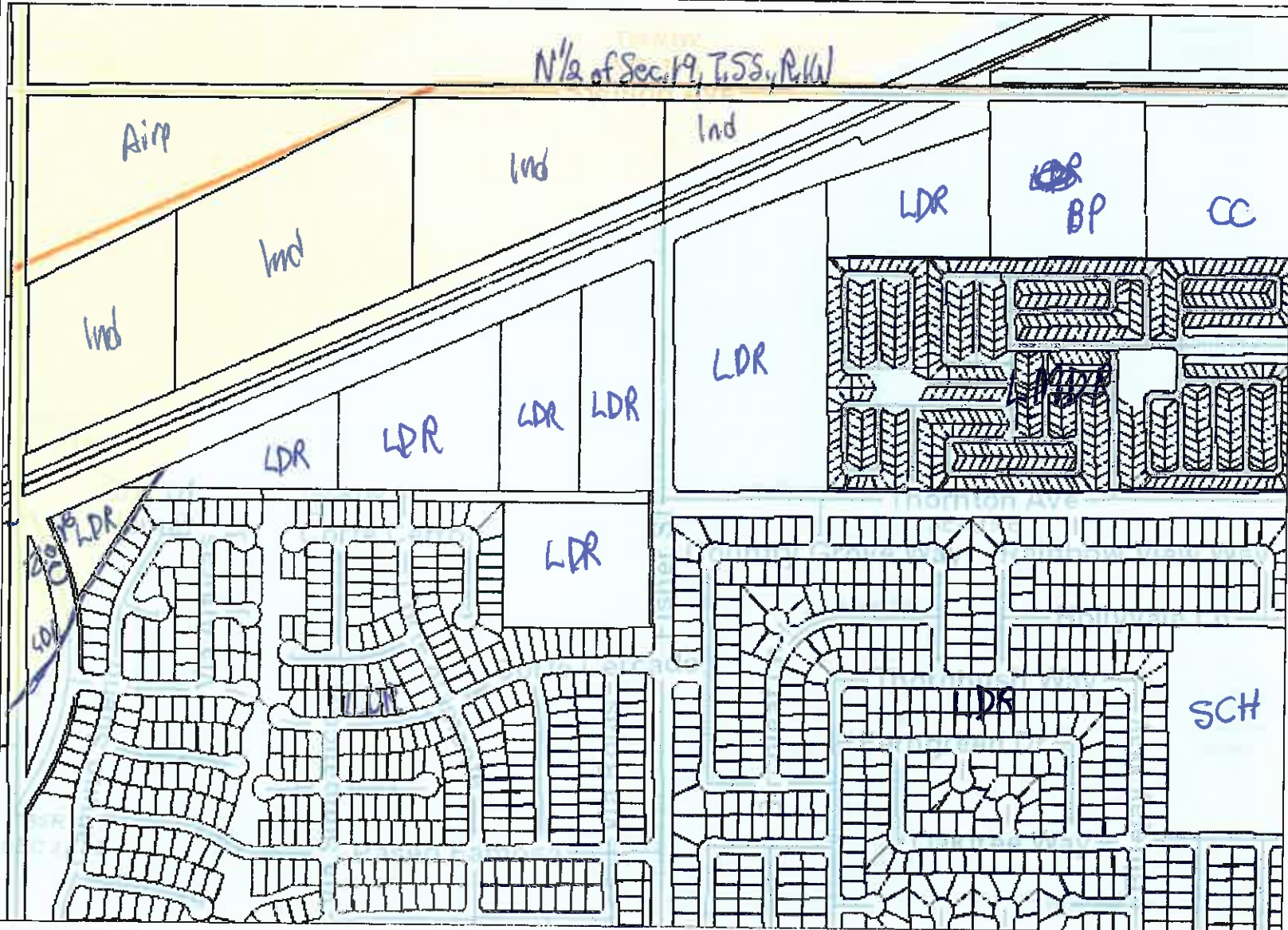
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Notes

Map My County Map

N 1/2 of Sec. 19, T.5S, R.16W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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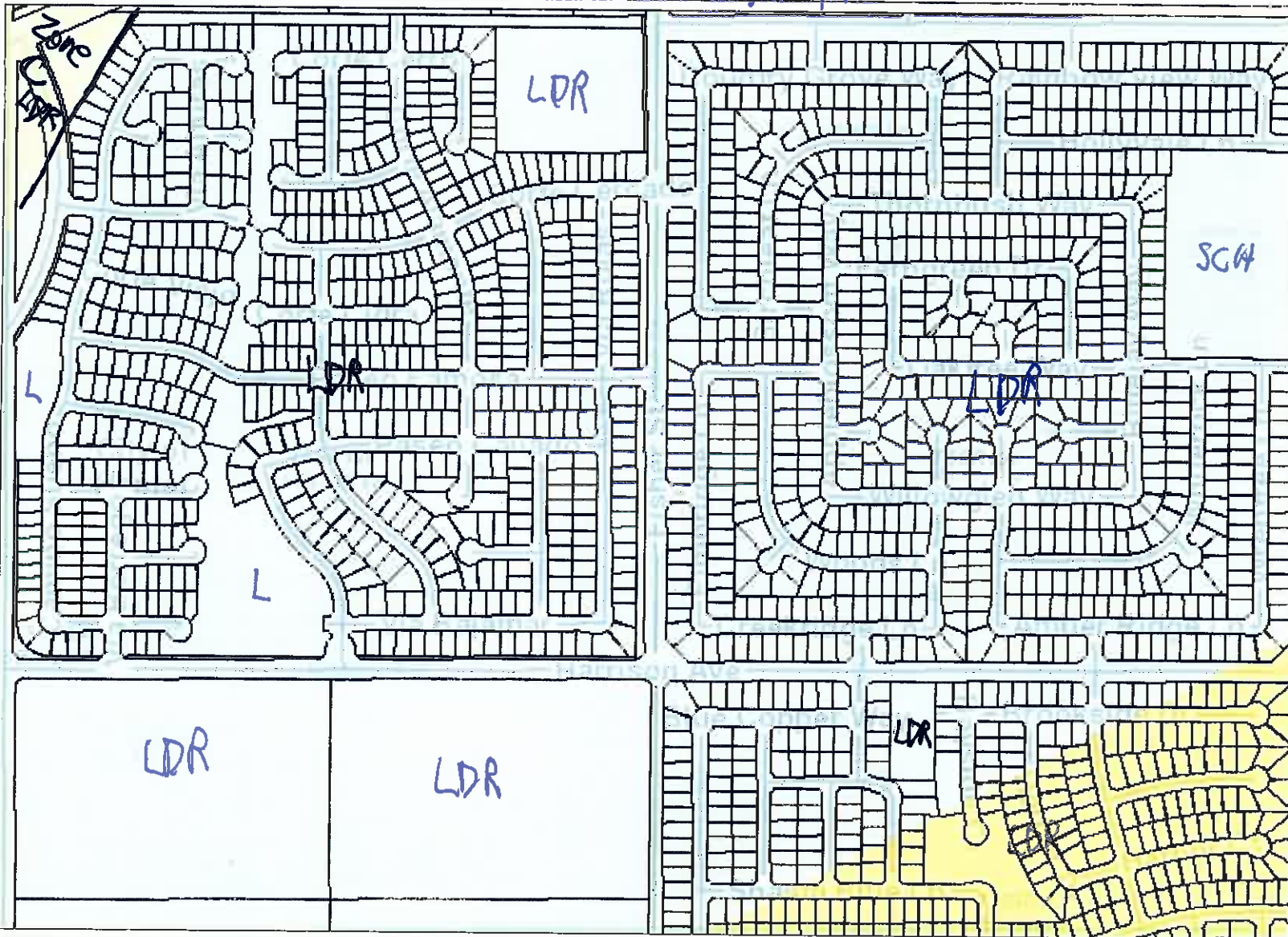
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Notes

Map My County Map

5 1/2 of Sec. 19, T. 55, R. 1W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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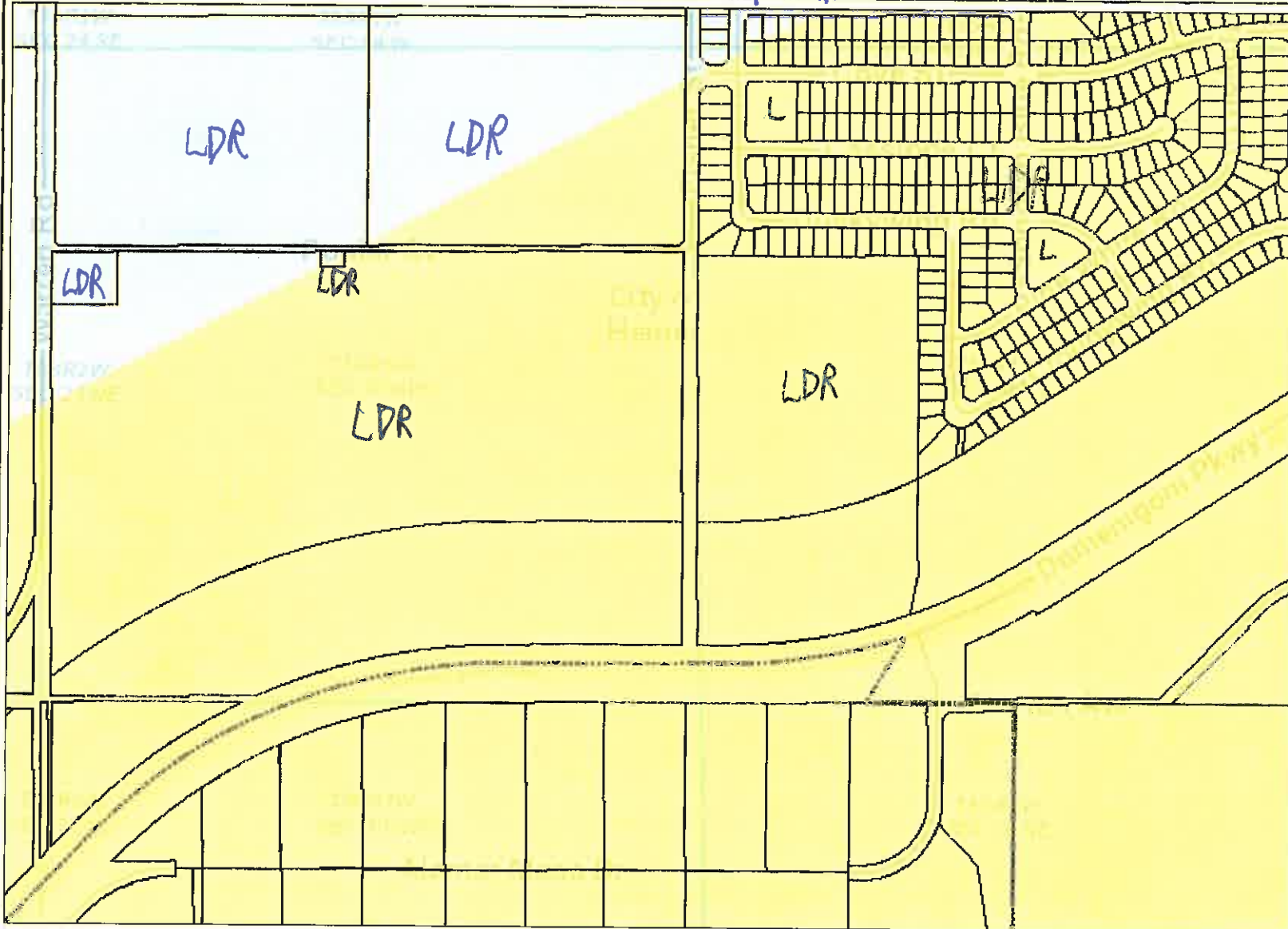
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Notes

Map My County Map

N $\frac{1}{2}$ of Sec. 30, T. 5S, R. 14W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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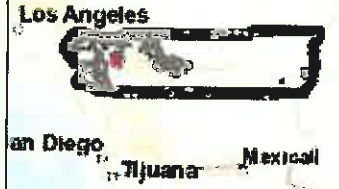
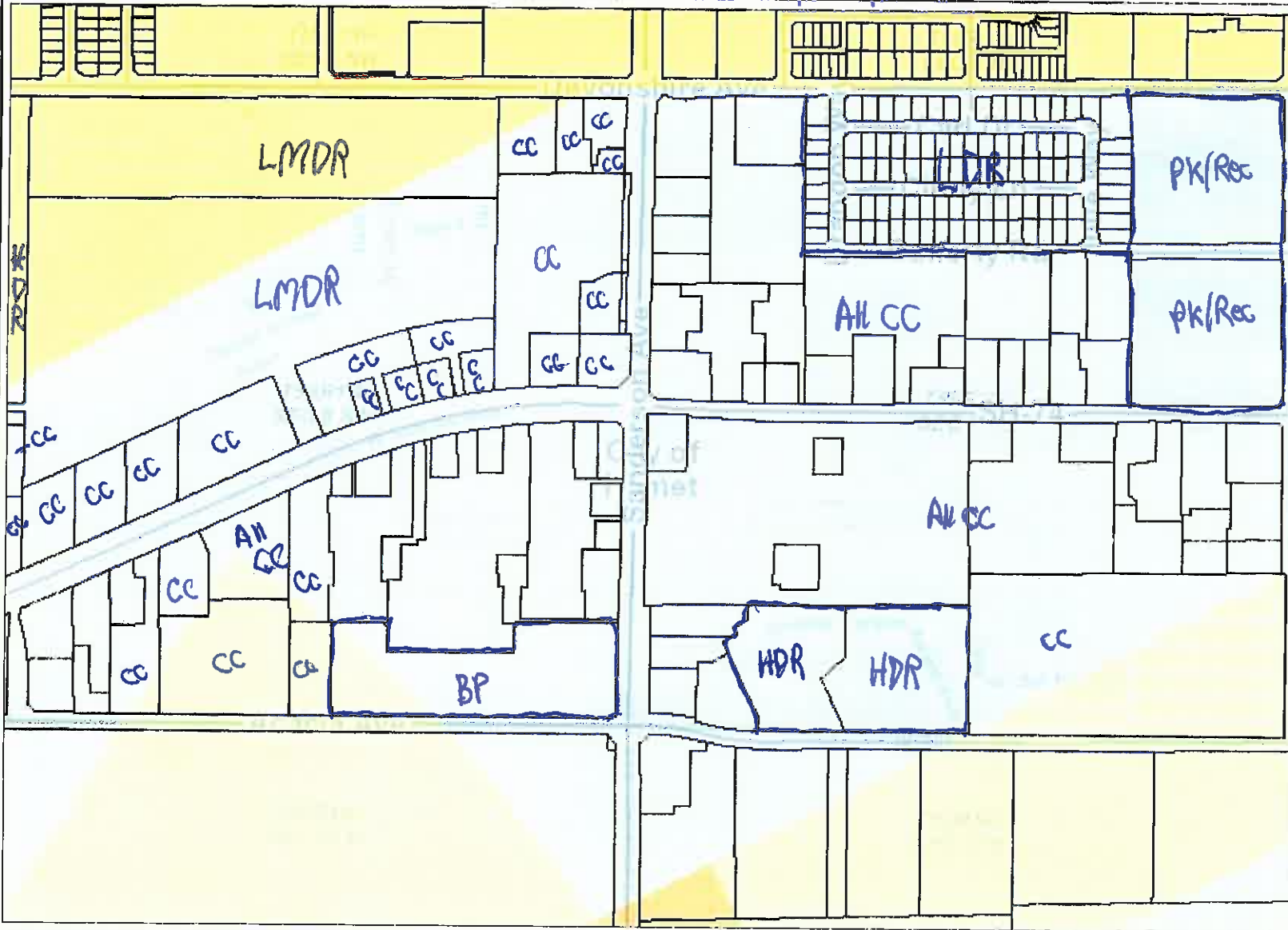
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Notes

Map My County Map

5/8 of Sec. 8, T.55, R.1W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE:
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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Notes

Map My County Map

N 1/2 of Sec. 17, T. 55, R. 10E.



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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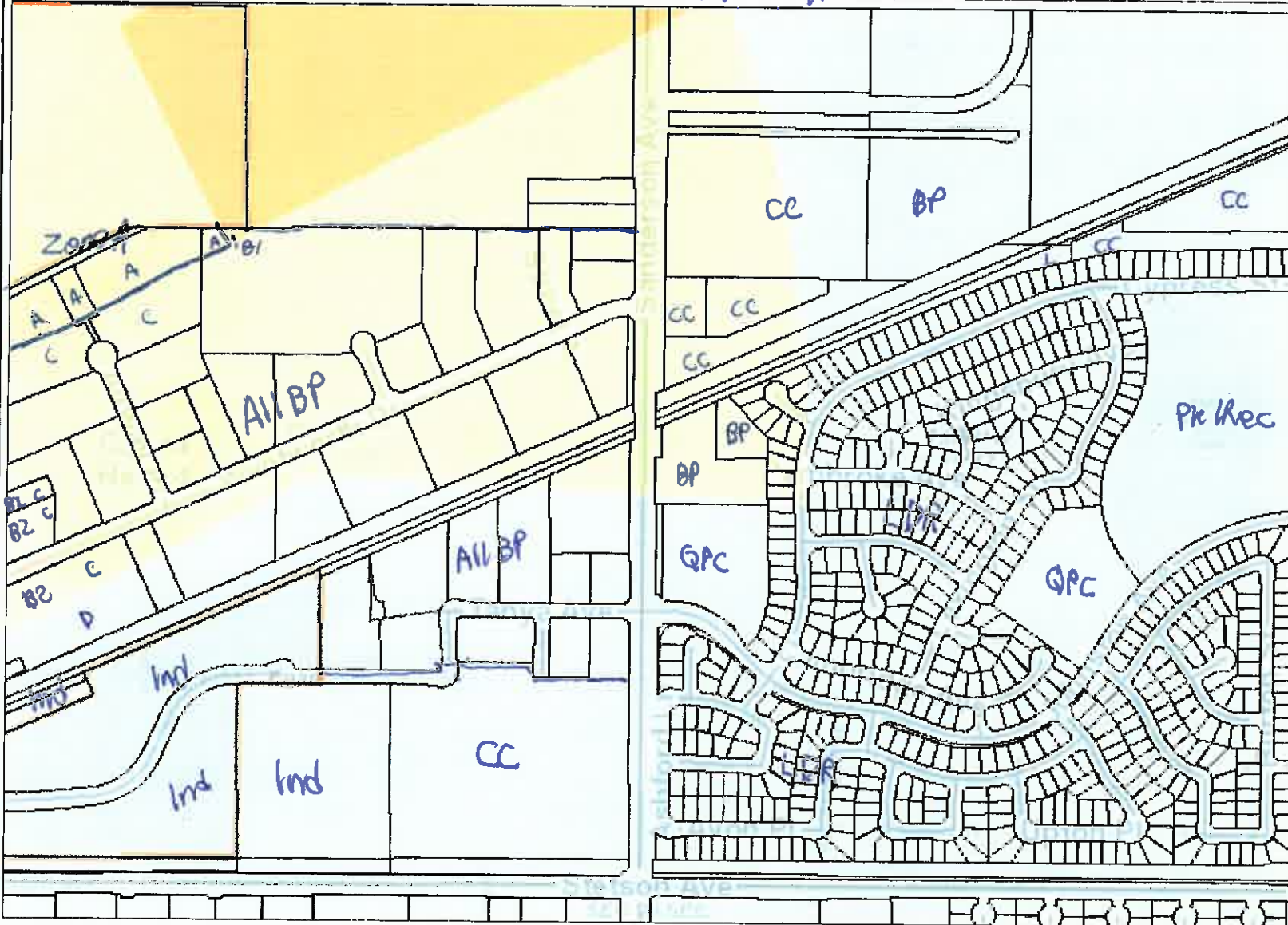
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Notes

Map My County Map

3/2 of Sec. 17, T55S, R16W.



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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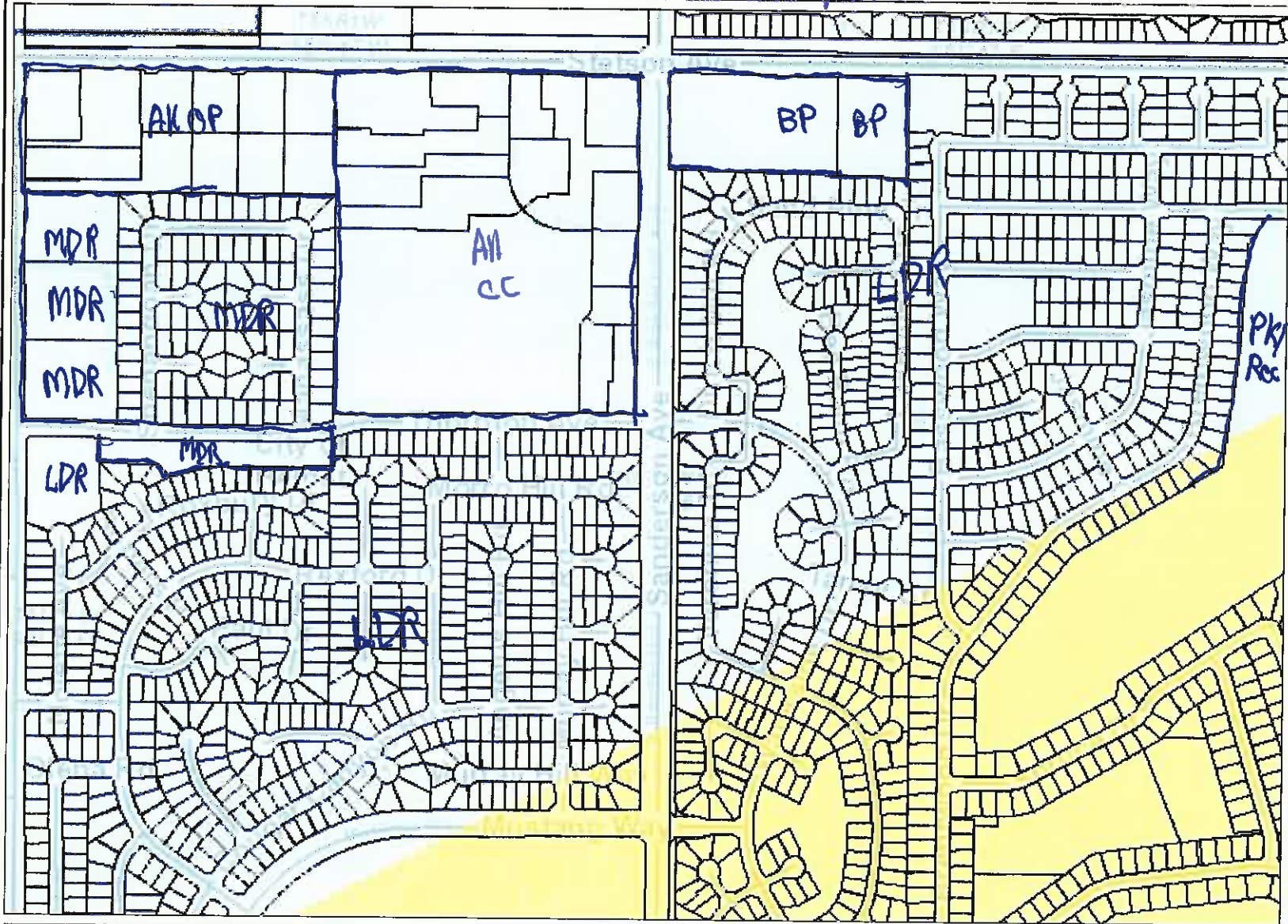
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Notes

Map My County Map

N $\frac{1}{2}$ of Sec. 20, T. 55, R. 1W



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones**
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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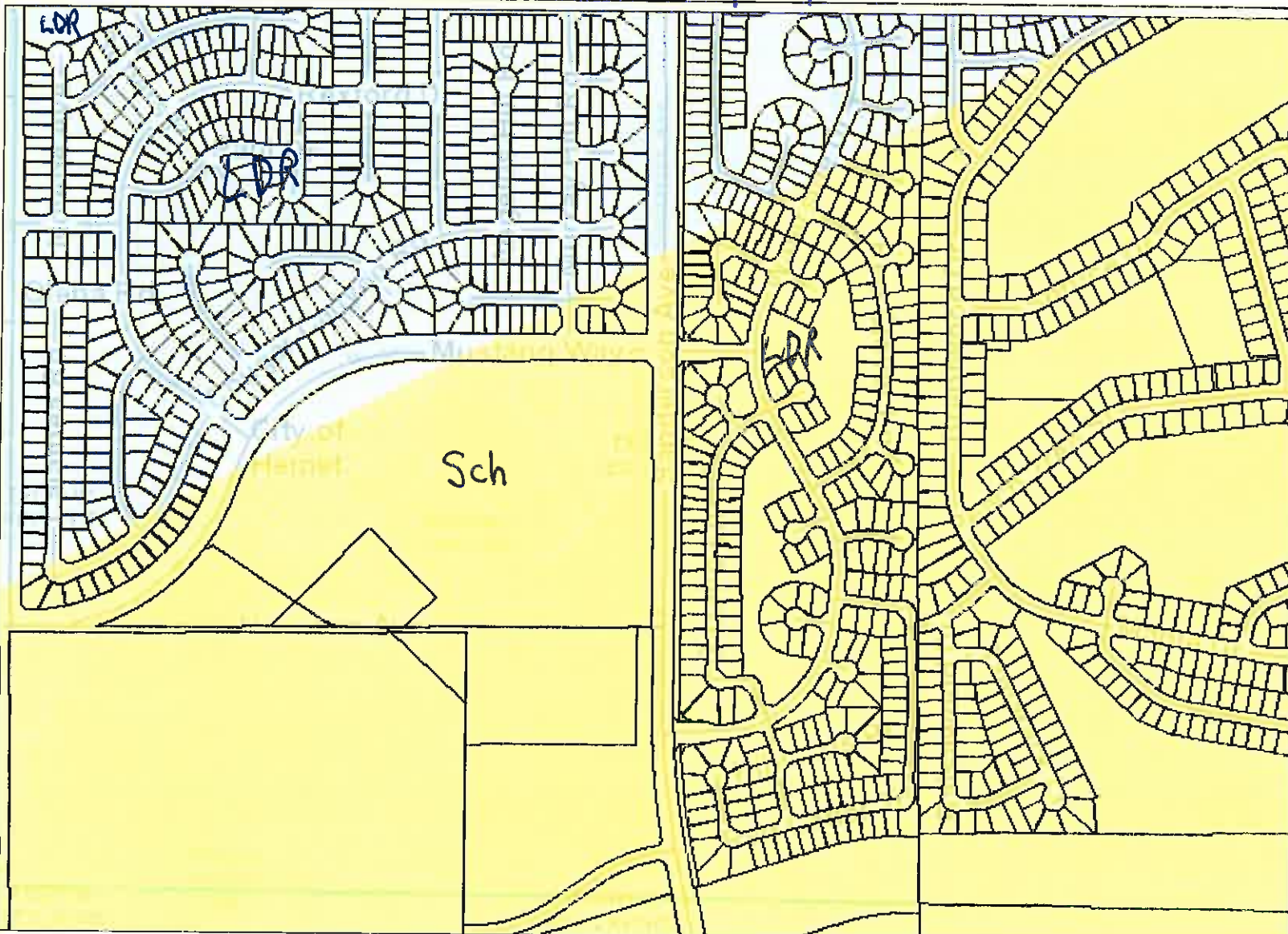
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Notes

Map My County Map

S 1/2 of Sec. 20, T. 55, R. 1W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-FXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-FXC2
- C2-EXC3
- C2-EXC5



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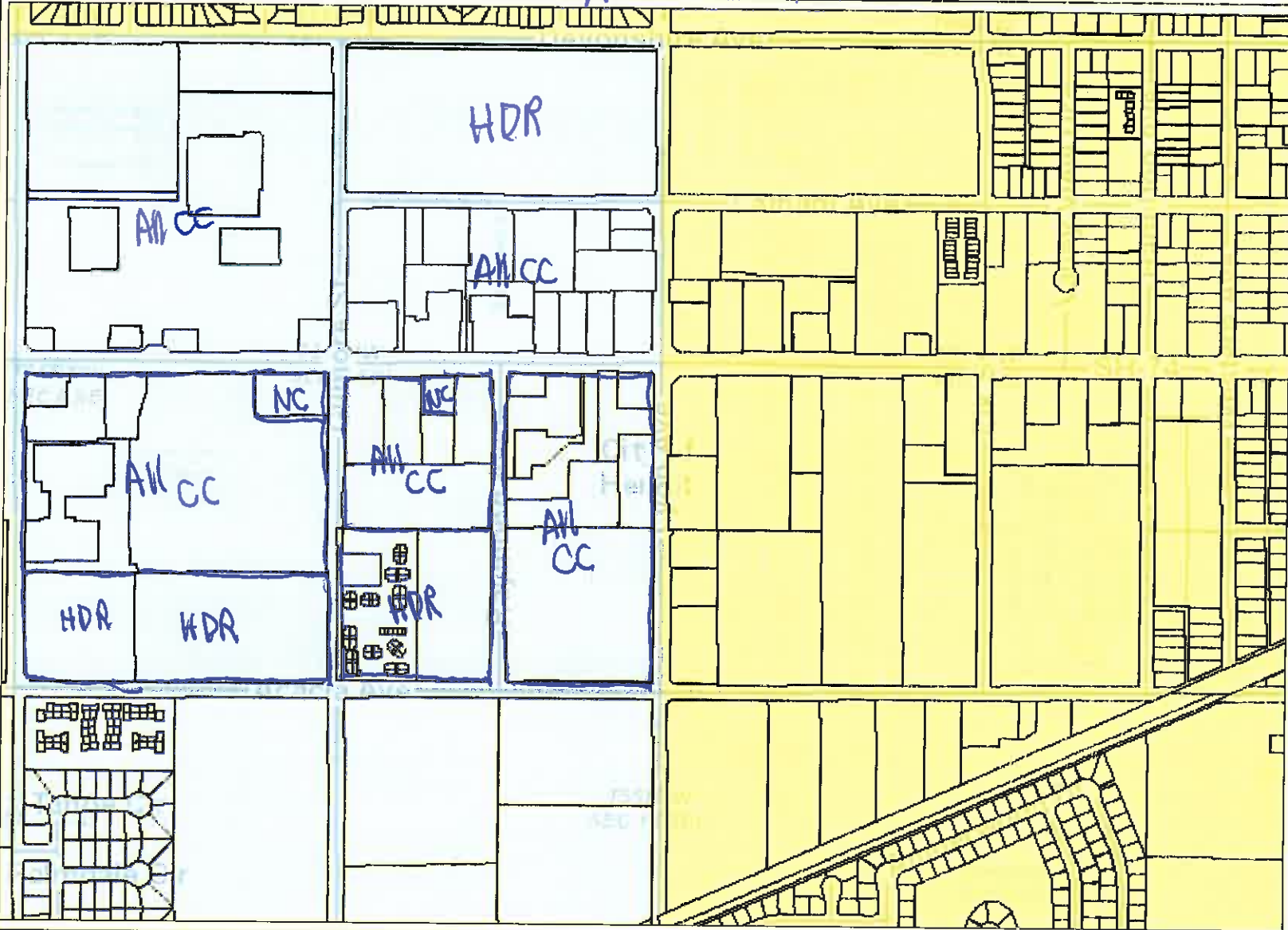
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Notes

Map My County Map

SW 1/4 of Sec. 9, T5S, R. 1W



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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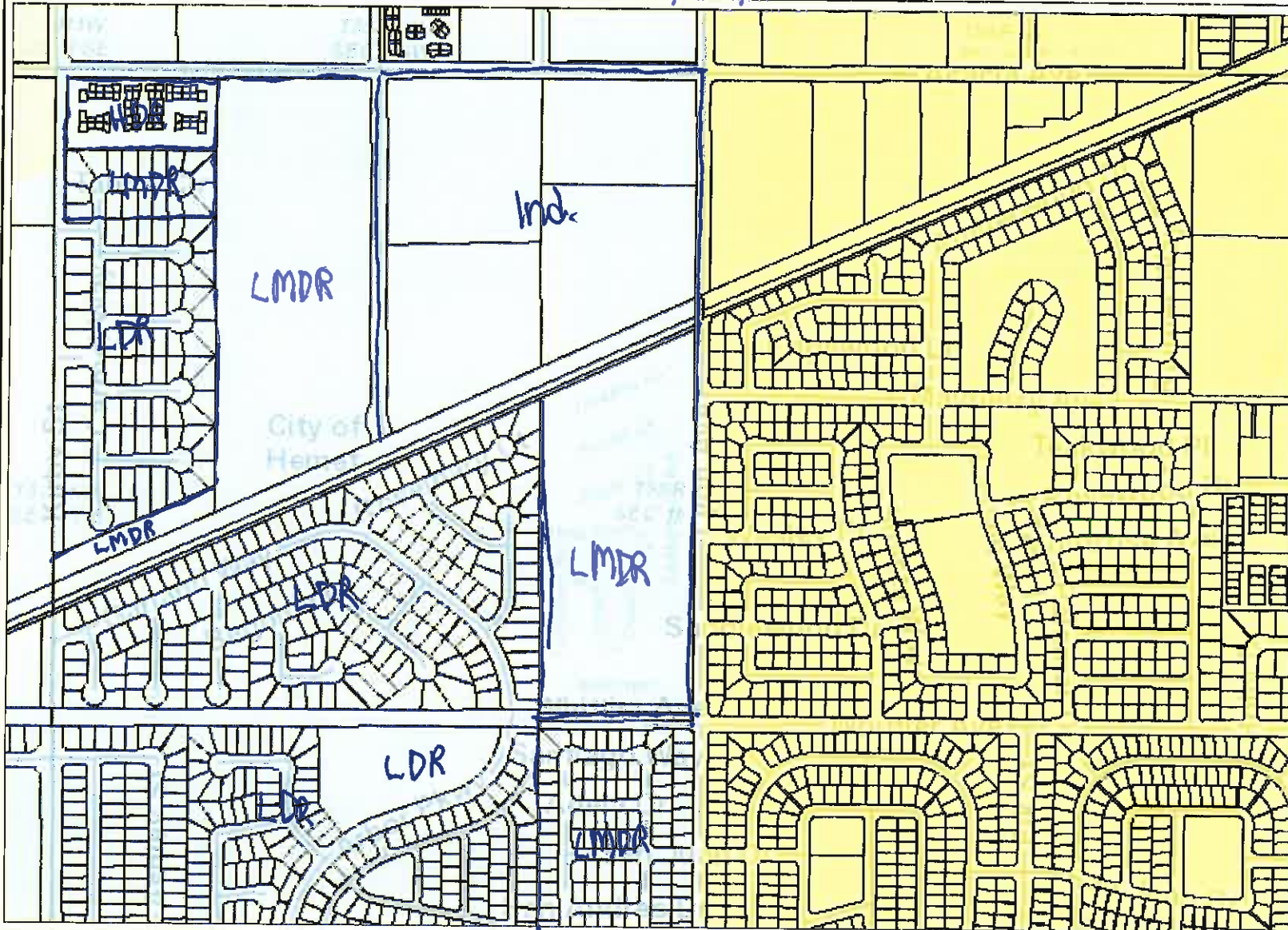
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Notes

Map My County Map

NE 1/4 of Sec. 16, T.55, R. 1W



- ### Legend
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones**
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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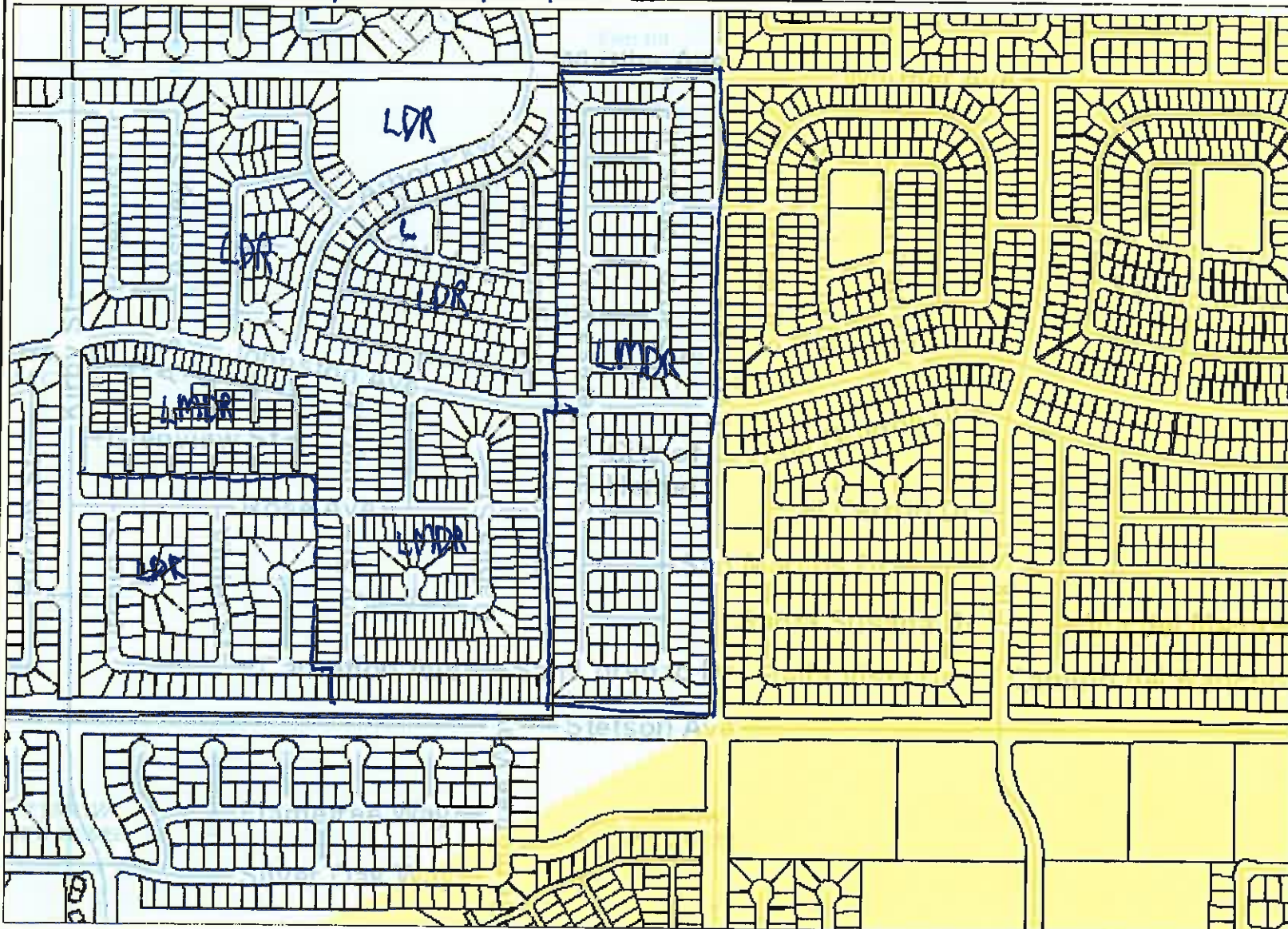
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Notes

Map My County Map

SW 1/4 of Sec. 16, T. 5S, R. 1W



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-FXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-FXC2
 - C2-EXC3
 - C2-EXC5



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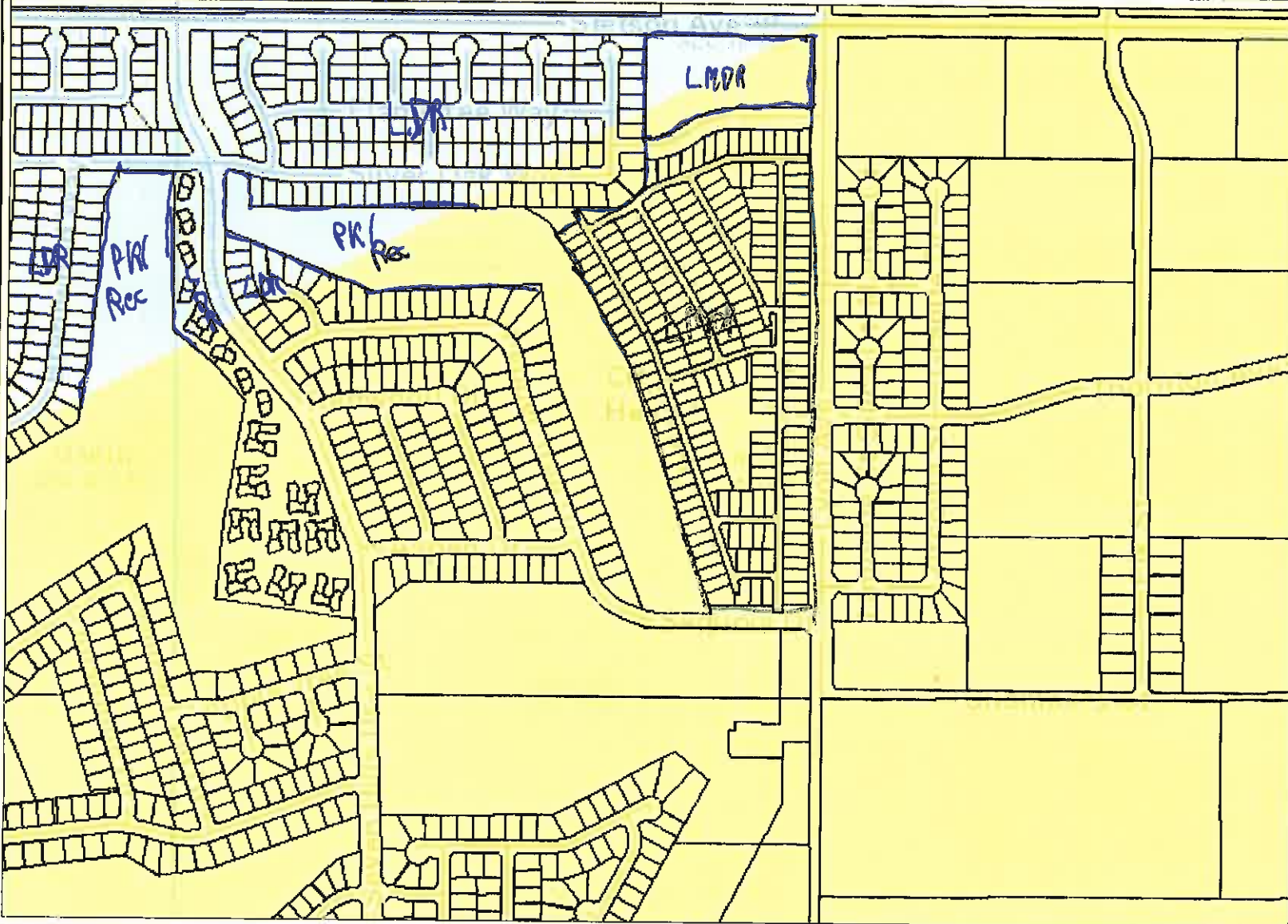
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Notes

Map My County Map

NW 1/4 of Sec. 24, T.55, R.1W.



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY_ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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0 752 1,505 Feet

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Notes



Staff Report

TO: City of Hemet Planning Commission

FROM: Deanna Elliano, Community Development Director *DE*
 Ronald Running, Project Planner *RR*

DATE: April 2, 2019

RE: **GENERAL PLAN AMENDMENT NO. 19-001: HEMET-RYAN AIRPORT LAND USE COMPATIBILITY PLAN, REDEVELOPMENT AND SR-79 ALIGNMENT AMENDMENTS (Cycle 1 of General Plan Amendments for 2019)** - A request for Planning Commission consideration of a proposed amendment to the 2030 Hemet General Plan Land Use, Circulation and Public Safety elements to bring the text into conformance with recently adopted Riverside County Hemet-Ryan Airport Land use Compatibility Plan, the Riverside County Transportation Commission (RCRC) adopted State Route 79 re-alignment, and to recognize cessation of the Redevelopment Agency and Programs, in addition to minor technical edits in the General Plan text.

PROJECT APPLICANT INFORMATION

Applicant: City of Hemet
 Project Location: Citywide
 Planner: Ronald Running, BMLA, Project Planner

RECOMMENDED ACTION:

1. *Adopt Planning Commission Resolution Bill No. 19-009 (Attachment No. 1) recommending that the City Council adopt Resolution Bill No. 19-022 APPROVING GPA 19-001 based on the findings outlined therein.*

BACKGROUND

The proposed General Plan amendment is a combined application to update the 2030 General Plan. In 2017 the Riverside County Airport Land Use Commission approved the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) which updated the 1992 land use plan for the airport. Additionally the Riverside County Transportation Commission (RCTC) approved the final alignment for the proposed SR 79 which varied from the alignment shown in the adopted Hemet General Plan. Finally, in 2012 the state eliminated all of the local redevelopment agencies. Consequently, all of the references in the General Plan regarding redevelopment need to be eliminated.

The adoption of the Hemet-Ryan ALUCP will allow the City to review projects for consistency with the ALUCP, General Plan and applicable zoning and Specific Plan requirements without requiring additional review by the Riverside County Airport Land Use Commission (ALUC). This will result in both time and economic savings to applicants.

PROPOSED GENERAL PLAN AMENDMENT

Hemet-Ryan Airport Land Use Plan

State law requires that General Plans be consistent with land use compatibility plans approved by Airport Land Use Commissions (ALUC). The Riverside County ALUC approved the Hemet-Ryan Airport Comprehensive Land Use Plan (ALUCP) in 1992 and a minor amendment in 2009. The ALUC adopted a new ALUCP on February 2017. The new ALUP aligns with a newer airport master plan and Caltrans land use compatibility guidelines. Consequently, the Land Use Element, Circulation Element and the Public Safety Element of the Hemet 2030 General Plan need to be updated. Amendment of the General Plan will allow the City of Hemet to review development projects in the various compatibility zones without the need to have County ALUC review.

The new ALUP establishes six (6) land use compatibility zones surrounding the airport. These zones are determined by aircraft movement, and safety standards set forth in the Caltrans 2002 Division of Aeronautics Handbook.

The proposed text changes to the 2030 General Plan are shown in Exhibit 1A. Minor text updates are made in the introduction of Chapter 2 - Land Use Element. The Development Context discussion in Section 2.9.4 West Hemet District is updated with the new ALUP shown in Figure 2.6a. Likewise, Section 2.10 Hemet-Ryan Airport is also updated. Future plans assume a 500 foot extension for Runway 5-23 to 4,815 feet. The runway extension will only be used for take offs to the west. The references to the future Cawston Road alignment (north-south) through the airport have been eliminated. The proposed road alignment is not feasible with current airport safety standards.

Section 2.10.1 of the Land Use Element discusses the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). References to the 1992 Plan have been updated to the 2017 Plan. The new six compatibility zones are listed in Table 2.5 along with their respective development intensities. Zone A comprises the airstrip itself and crash zones at either end of the runway. No development is allowed in this zone. All properties in this zone are owned by the airport.

Zone B1 extends to an area 4,000 feet past the end of the runway. Limited development is allowed in this zone at an average of 40 persons/acre not to exceed 80 persons/acre in any single acre of the property. Zone B2 are two rectangularly shaped areas running parallel to the runway at a distance of 1,500 feet from the runway centerline. Development intensity in B2 is allowed at 100 persons/acre not exceeding 300 persons/acre for any single acre.

Zone C are large areas located to the east and west of the airport property. The development intensity for this zone is similar to that in zone B2 but allowable land uses are broader. Zone D is divided into two parts. Zone D (west) is the area west of Cawston Avenue with allowable intensities of 200 persons/acre not to exceed 800 persons/acre in any single acre. Zone D (east) allows greater intensities of 300 persons/acre not to exceed 1,200 person/acre in any single acre.

Zone E is a large area surrounding the airport within a distance of 14,000 feet from the runway. This area has no residential or intensity limits.

Figure 2.6 Planned Land Uses map is included showing the limits of the ALUP zones over the proposed General Plan Land Uses.

New development projects located within the compatibility zones will undergo various levels of City discretionary review depending on the proposal. At a minimum, a Site Development Review (SDR) 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 ALUCP and the California Airport Land Use Planning Handbook. Any legislative proposals (General Plan Amendments, Specific Plans, Ordinances, etc.) are still required to be forwarded to the County ALUC for review.

Land Use Goal LU-10 policies are adjusted to reference the City's new role in development approval and implementation of the ALUP. Policies LU10-4 and LU 10-5 are eliminated as the need for the Interim Airport Overlay policies are unnecessary with the adoption of the new ALUP.

The Circulation Element also needs to be amended as it relates to the Hemet-Ryan ALUP. Section 4.2.7 is updated concerning the 500 foot easterly extension of Runway 5-23 which would only allow for increased takeoff capacity to the west. This will facilitate added capacity for Cal Fire fighting operations in summer months. Section 4.9 Air Transportation section has been updated to reflect the current status of the ALUCP. Figure 4.7 will show the latest master plan for the airport.

Chapter 6 - Public Safety Element of the General Plan needs to be updated concerning the new ALUCP. The ALUCP is described in Section 6.2 Related Programs, Plans and Regulations. Similarly Section 6.5.2 Air Transportation has been revised to reference the County's adoption of the ALUCP in February 2017.

General Plan Land Use Policies LU 10-4 and LU-5 are proposed to be eliminated due to their references to the Interim Airport Overlay and Residential Density Limitations that are no longer applicable with the adoption of the 2017 ALUCP.

State Highway Route 79

Chapter 4 – Circulation Element of the General Plan needs to be modified as it relates to the approved re-alignment of SR-79 and its adoption date. The re-alignment was approved by RCTC and CalTrans in December 2016 which varied from that originally shown in the General Plan adopted in 2012. The agencies selected Alternative 1bf as the adopted alignment alternative. As such Figure 4.1 Roadway Circulation Map in the Circulation Plan needs to be updated as well as its depiction on the General Plan Land Use Plan shown in Figure 2.1.

Redevelopment Law

The California State Legislature voted to dissolve the redevelopment authorities of all California cities with the 2011 Budget Act. Effective February 1, 2012 five existing redevelopment projects were eliminated in the City (i.e. Downtown, Combined Commercial, Farmer's Fair, Hemet, and Weston Park). Additionally the County of Riverside had one project area on North State Street.

In the Land Use Element, Section 2.11.2 "Redevelopment" has been modified to eliminate references to redevelopment authority. However, the listing of the five redevelopment project areas and the redevelopment area map is retained for historical reference.

Section 2.11.3 "Revitalizing Hemet's Neighborhoods and Districts" has been modified by eliminating the Adopted Redevelopment Plan Goals from 2009 to 2014.

The Land Use Element's goals and policies are only slightly modified in Policy LU-7.15 with the elimination

of reference to "redevelopment" in revitalization programs. LU-13.3 is slightly modified to remove the term "redevelopment" and replacing it with "revitalization" as it relates to economic development tools.

APPROVAL AUTHORITY

Pursuant to State law and the 2030 City of Hemet General Plan, Chapter 1.7.1 allows General Plans to be amended up to four (4) times per year. General Plan Amendment No. 19-001 is the first General Plan Amendment for 2019. All proposed amendments are evaluated to ensure that the amendment is in the public interest, is not detrimental to the public health, safety and welfare, and is consistent with the overall Vision, Goals, and objectives contained in the General Plan. Proposed amendments are reviewed by the Planning Commission and recommendations are made to the City Council for the final approval.

COORDINATION AND PROJECT REVIEW

City staff worked in conjunction with the Riverside ALUC staff in developing the new Hemet-Ryan ALUCP. Staff was able to provide land use data that allowed for more flexibility in determining open space requirements in the Plan. Planning staff has also coordinated with ALUC staff regarding the text change proposed. Because this is a General Plan Amendment, ALUC required the City to submit GPA 19-001 to ALUC for a formal review of consistency with the ALUCP. This hearing by ALUC is tentatively scheduled for May 9, 2019.

General notice of the public hearing was given in an advertisement in the Press Enterprise newspaper on March 21, 2018. No comments concerning GPA 19-001 were received prior to the release of this report.

PROJECT ANALYSIS & GENERAL PLAN CONSISTENCY FINDINGS

The proposed GPA 19-001 fulfills many of the 2030 General Plan goals and policies. The 2017 Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) follows the Land Use and Safety Principles found in the Land Use Element and the Public Safety elements. A detailed listing of those are listed in the recommended Planning Commission Resolution Bill No. 19-009 (Exhibit 1). Specifically for GPA 19-001 the City's General Plan was reviewed and it was determined that the proposed amendments to the Land Use Plan, Circulation Plan, and Public Safety Element are consistent with the goals and policies of the 2030 General Plan.

CEQA REVIEW

The proposed General Plan Amendment is considered a project under the California Environmental Quality Act (CEQA) Guidelines. The project consists of edits to the General Plan to bring the General Plan into conformity with what was previously approved and analyzed in three environmental documents. Furthermore, the General Plan Amendment includes edits to eliminate references to the Redevelopment Agency in the General Plan, which was eliminated by State law. These edits are not subject to CEQA review because CEQA does not apply to organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

A Negative Declaration (ND) was prepared and circulated for a 30-day comment period for the proposed application by the County of Riverside on November 4, 2016 for the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). The Initial Study and ND are found in Attachment 4. At that time, the County had only received comments from various property owners in the area concerning how the ALUCP affected

their property. The Initial Study/Negative Declaration includes an analysis of the effects of the ALUCP on land use and planning with the Additional Compatibility Policies 2.1, 2.2, and 2.3. There was no substantial evidence that adoption of the Hemet-Ryan ALUCP would have a significant effect on the environment consequently no mitigation measures were proposed.

The Riverside County Transportation Commission (RCTC) and CalTrans approved the Final Environmental Impact Report (EIR) on December 16, 2016 for the selected Alternative 1br as the preferred alternative route for SR 79. The document is available for review at the RCTC agency location in Riverside.

Finally, the 2030 Hemet General Plan EIR is used as the background environmental document which was certified on February 9, 2017.

CONCLUSION

Staff recommends that the Commission adopt Planning Commission Resolution Bill No. 19-009 recommending approval of GPA 19-001 to the City Council in order to bring the General Plan into conformity with the adopted plans regarding the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP), the RCTC realignment of SR 79, and the State of California's legislation to abolish Redevelopment Agencies.

FISCAL IMPACT

The proposed adoption of GPA 19-001 will have no fiscal impacts to the City of Hemet.

Respectfully submitted,


Ronald Running
Project Planner

Reviewed by,


Deanna Elliano
Community Development Director

ATTACHMENTS

- 1) Planning Commission Resolution Bill No. 19-009 for GPA 19-001
 - a. Draft City Council Resolution Bill No. 19-022
Exhibit 1 – General Plan Amendment 19-001 Text and Exhibits
- 2) Riverside County Airport Land Use Commission Staff Report dated December 8, 2016
- 3) Hemet-Ryan Airport Land Use Compatibility Plan & Background Report (February 9, 2017)
- 4) Initial Study and Negative Declaration for the Airport Land use Compatibility Plan for Hemet-Ryan Airport (November 2016)

INCORPORATED HEREIN BY REFERENCE

City of Hemet 2030 General Plan
City of Hemet 2030 General Plan Final EIR
City of Hemet Zoning Ordinance
Riverside County Transportation Commission SR79 Final EIR
Contents of City of Hemet Planning Department Project File(s) GPA19-001

□ City of Hemet - Planning Division □

Planning Commission Meeting of April 2, 2019



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:~~ ~~Redevelopment is a process created to assist local governments in eliminating blight and revitalizing designated "project areas". A portion of redevelopment funds (20 percent) must also be used to promote affordable housing opportunities within the community. Hemet has five redevelopment project areas:~~

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

~~Generally, the redevelopment project areas focus on the central built areas of the City including the historic downtown area and along Florida Avenue. When established, the project areas encompassed sections of the community with conditions such as abandoned buildings, substandard housing, empty parcels, and vandalism that may impede the City's development. The Hemet Redevelopment Agency has prepared an implementation plan for the redevelopment areas which is updated every 5 years. Redevelopment plans are one of the tools the City uses to implement Land Use Element policies.~~

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 ~~master plan that evaluates the potential for future expansion at the airport, but does not propose a specific runway extension at this time. The updated Master Plan is anticipated to be adopted by the County of Riverside in 2012~~ **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 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.

**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



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,



Figure 2.1 Land Use Map



Back of Figure 2.1



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.

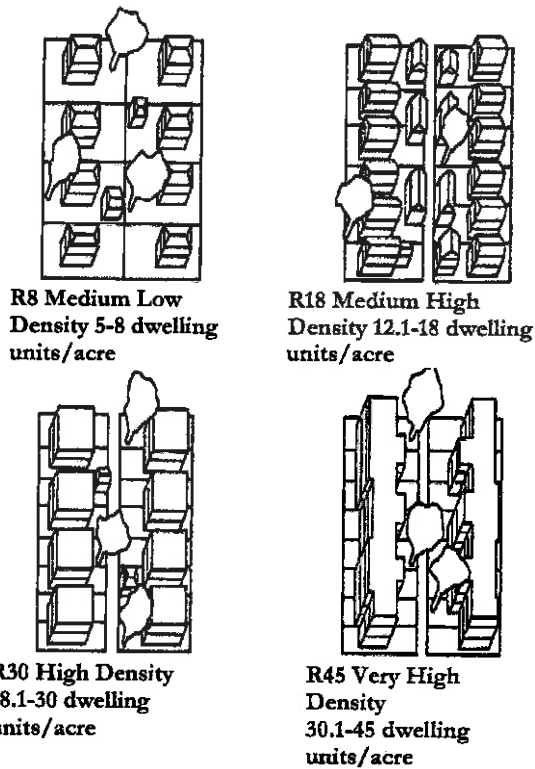


Diagram 2.1 Examples of Density Ranges

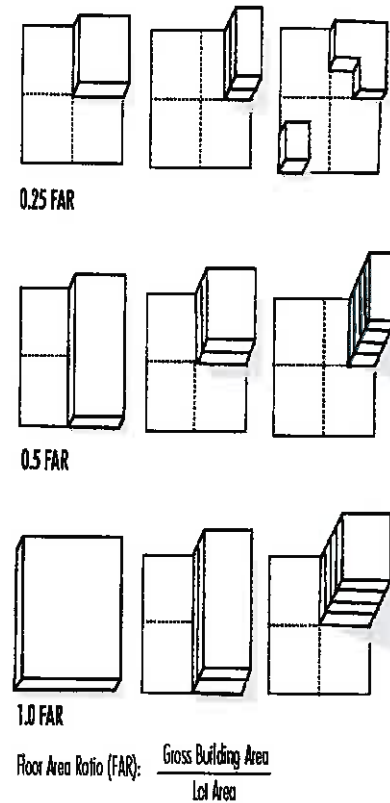


Diagram 2.2 Examples of Floor Area Ratio Calculations



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.



LAND USE

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	Agriculture	X												X			X	X	X	X	X	X	
A-1-C	Light Agriculture	X												X			X	X	X	X	X	X	
A-2-C	Heavy Agriculture	X												X		X	X	X	X	X	X	X	
R-A	Residential Agriculture	X															X	X	X	X	X	X	
R-1-D	Single Family Downtown			X	X								X									X	
R-1-H	Single Family Hillside	X	X															X	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	Two Family				X	X							X									X	
R-3	Multiple Family				X	X	X	X					X									X	
SLR	Small Lot Residential			X		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	X
MHP	Mobile Home Park				X	X	X																
TR-20	Independent Mobile Home Subdivision				X	X	X																
R-P	Residential Professional			X	X	X			X			X	X									X	
OP	Office Professional									X	X	X	X		X		X					X	
C-1	Neighborhood Commercial								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						
D-1	Downtown 1											X	X										
D-2	Downtown 2											X	X				X						
M-1	Light Manufacturing													X	X	X	X					X	
M-2	General Manufacturing													X	X	X	X						
OS	Open Space	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
I	Institutional									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	X
S-1	Church			X	X	X	X	X	X	X	X	X	X				X					X	



**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		8,211	18,680	26,891	44,814	21,627	66,441	--	--	--	106,884	51,538	158,422
Rural Residential	RR	547	1,306	1,853	595	1,306	1,901	--	--	--	1,413	3,101	4,515
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	194	8,069	8,264	39	1,780	1,819	--	--	--	92	4,227	4,320
Hillside Residential	HR-10	88	2,076	2,165	9	208	216	--	--	--	21	493	514
Low Density Residential	LDR	5,666	4,536	10,202	20,593	15,815	36,408	--	--	--	48,878	37,445	86,323
Low Medium Density Residential	LMDR	810	429	1,239	6,498	124	6,622	--	--	--	15,407	294	15,701
Medium Density Residential	MDR	429	138	567	6,138	1,706	7,845	--	--	--	14,293	4,343	18,636
High Density Residential	HDR	263	--	263	5,775	--	5,775	--	--	--	14,166	--	14,166
Very High Density Residential	VHDR	141	--	141	4,952	--	4,952	--	--	--	12,102	--	12,102
Commercial/Office		1,145	335	1,480	--	--	--	12,940	3,649	16,589	--	--	--
Neighborhood Commercial	NC	134	21	155	--	--	--	1,459	231	1,689	--	--	--
Community Commercial	CC	794	314	1,108	--	--	--	8,650	3,419	12,068	--	--	--
Regional Commercial	RC	65	--	65	--	--	--	851	--	851	--	--	--
Office Professional/Medical	OP	152	--	152	--	--	--	1,981	--	1,981	--	--	--
Mixed Use		725	641	1,366	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	--	149	149	--	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	187	--	187	1,495	--	1,495	1,996	--	1,996	3,551	--	3,551
Industrial		1,122	824	1,945	--	--	--	14,558	10,925	25,484	--	--	--
Airport	ARPT	297	--	297	--	--	--	1,942	--	1,942	--	--	--
Business Park	BP	402	786	1,188	--	--	--	5,250	10,277	15,527	--	--	--
Industrial	I	423	37	460	--	--	--	7,366	648	8,014	--	--	--
Public Facilities and Open Space		4,214	10,666	14,881	--	146	146	787	4,843	5,631	--	348	348
Public Facilities	PF	22	230	252	--	--	--	363	4,505	4,868	--	--	--
Parks	P	1,123	129	1,252	--	--	--	258	338	597	--	--	--
Open Space	OS	1,899	6,508	8,407	--	--	--	--	--	--	--	--	--
Agricultural	A	--	2,927	2,927	--	146	146	--	--	--	--	348	348



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
School	SCH	252	148	400	--	--	--	166	--	166	--	--	--
Quasi Public	QP	919	725	1,643	--	--	--	--	--	--	--	--	--
Right-of-Way/Lake		2,699	13,095	15,791	--	--	--	--	--	--	--	--	--
Diamond Valley Lake	DVL	557	4,610	5,167	--	--	--	--	--	--	--	--	--
Right-of-Way	ROW	2,139	8,485	10,624	--	--	--	--	--	--	--	--	--
2030 Estimated Totals		18,113	44,241	62,354	47,571	37,928	70,983	33,741	25,798	59,539	113,083	55,779	168,863
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					14,316	8,299	22,615	23,692	24,196	47,888	46,487	25,618	72,466

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.



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.



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.



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.

2.6.2 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:

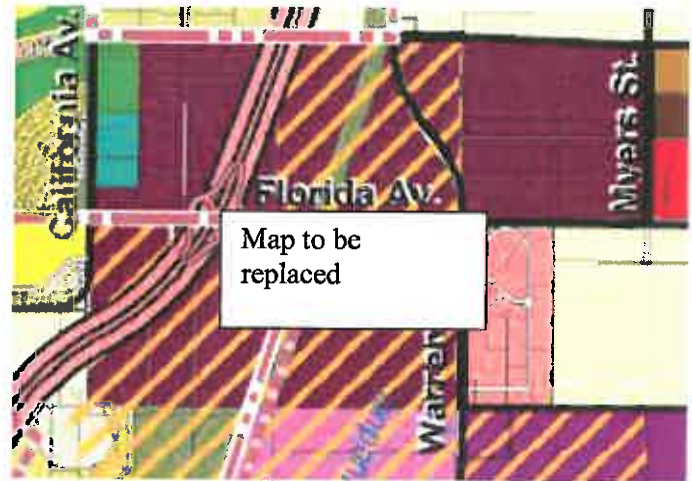
- **Integration with surrounding properties** One of the primary functions of mixed use is to permit ease of access between uses and between properties to help reduce vehicular trips. All mixed-use projects need to demonstrate how the project is internally integrated as well as externally integrated 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.

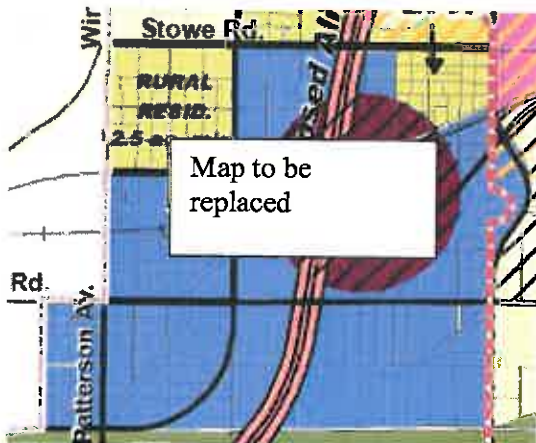


- ❖ **MSHCP Compliance** Over one-half of MU-1 is within Cell Group “D” of the MSHCP criteria area. And approximately 70–80 percent of that area must be conserved for permanent open space purposes unless a criteria refinement is approved. Any development within a criteria area will first have to comply 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.

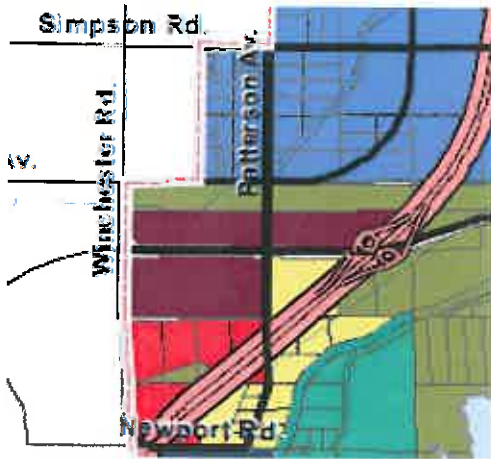


Development Considerations:

- ❖ **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.** ~~The existing Airport land Use Plan (ALUP) adopted in 1992 for Hemet Ryan is proposed to be updated once a new Airport Master Plan is adopted by the County of Riverside. Until the new Airport Land Use Plan is adopted by the Airport Land Use Commission, an Interim Airport Overlay has been established for the MU 2 area as well as other similar undeveloped properties in Areas I and II of the Airport Land Use Plan (per Figure 2.6a) that may be incompatible with the 1992 ALUP. For example, at present, the 1992 ALUP restricts residential development in this area to one du/2.5 acres. Land Use Element Policy LU 10 4 addresses uses allowed in the Interim Airport Overlay. At such time as the new Airport Land Use Plan is adopted, the City will update the General Plan for consistency and remove the Interim Airport Overlay.~~
- ❖ **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.

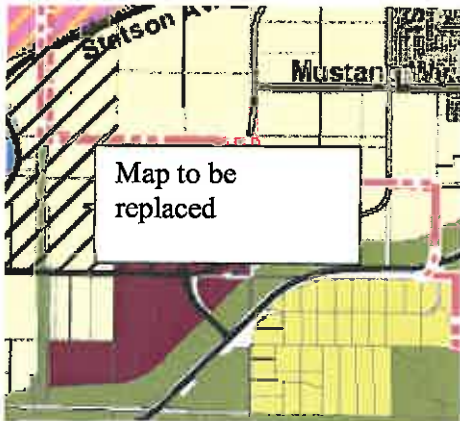
Development Considerations:

- ❖ **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.



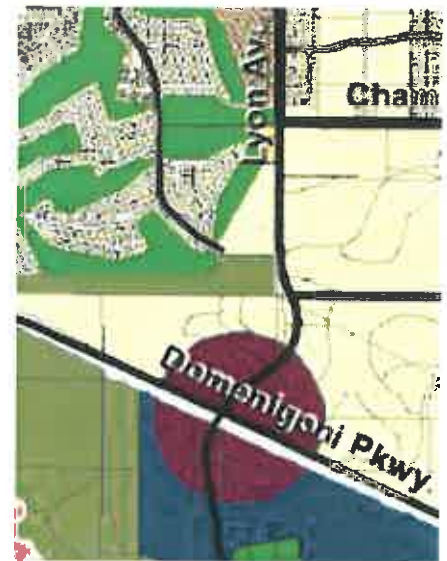
DEVELOPMENT CONSIDERATIONS:

- ❖ **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. The existing Airport Land Use Plan (ALUP) adopted in 1992 for Hemet-Ryan is proposed to be updated once a new Airport Master Plan is adopted by the County of Riverside. Until the new Airport Land Use Plan is adopted by the Airport Land Use Commission, an Interim Airport Overlay has been established for portions of the MU 4 area as well as other similar undeveloped properties in Areas I and II of the Airport Land Use Plan (per Figure 2.6a) that may be incompatible with the 1992 ALUP. For example, at present, the 1992 ALUP restricts much of the residential development located north of Simpson Road to one du/2.5 acres. Land Use Element Policy LU-10-4 addresses uses allowed in the Interim Airport Overlay. At such time as the new Airport Land Use Plan is adopted, the City will update the General Plan for consistency and remove the Interim Airport Overlay.**

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 McSweeney 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.

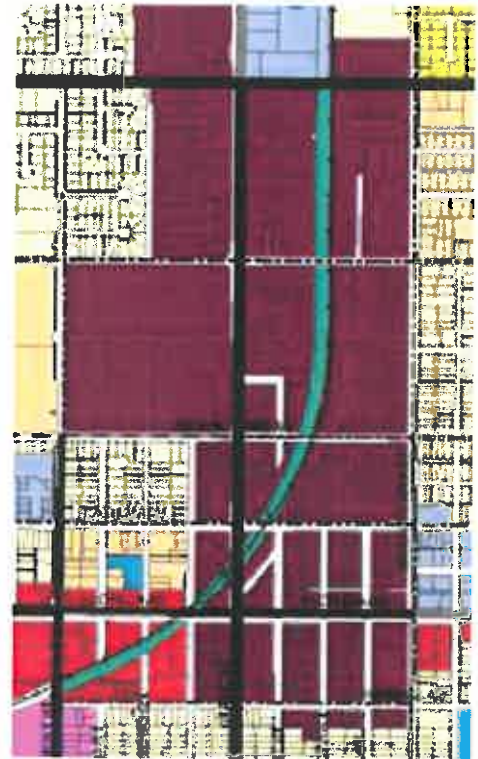


ANTICIPATED LAND USE SUMMARY

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.



LAND USE

Figure 2.2 Specific Plan map



back of Figure 2.2



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



Figure 2.3 Planning Area Map



Back of Figure 2.3



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 **Area III Compatibility Zone E** of the 1992 Hemet-Ryan Airport Influence Area. ~~(see Section 2.10 for additional information regarding land use constraints related to the Airport).~~

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. ~~Portions of This District are subject to~~ **is within Compatibility Zone E** of the Hemet –Ryan Airport Influence Area. ~~(see Section 2.10 for additional information regarding constraints related to the Airport).~~

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. ~~Portions~~ Most of the Page Ranch District are located in ~~Area II, III, and the Transition Area~~ **Airport Compatibility Zone D** of the 1992 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, ~~and has been included within the Interim Airport Overlay while the 1992 ALUP is being updated by the Airport Land Use Commission.~~ 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 ~~Area III~~ **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. Portions of The Hemet South District are located in Area II, III, and the Transition Area Compatibility Zones D, E and C of the 1992 Hemet-Ryan Airport Land Use Plan 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 curbless 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:



Figure 2.4 Downtown Neighborhoods



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 Iiverside 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.

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.

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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. The *Hub of the Valley Downtown Plan* 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.** emphasized links to government, transportation, medical, historic, retail, and cultural/entertainment uses. Land uses that create places for people to gather and promote pedestrian and vehicular traffic in a safe environment day or night are encouraged. Downtown uses should create a reason for people to visit, enhance retail viability, increase property values, attract private investment, and develop a sense of community. The land use and design concepts from the *Hub of the Valley Downtown Plan* have been integrated and expanded within this element and the *Community Design Element*.~~

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-



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

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.

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



Higher density residential housing should be accommodated near the planned Metrolink station near Latham Avenue.

downtown.



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

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.

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.



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

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.

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 within ~~Area III~~ and the Transition Area **Compatibility Zones C, D and E** of the Hemet-Ryan Airport **Land Use Plan 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



Figure 2.5 West Hemet Plan



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.

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** ~~are in the process of planning and designing~~ 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. **Safety 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 safety zones considered in the creation of the existing 1992 Airport Land Use Plan (ALUP) are based on a proposed runway extension at the airport. However, the 2011 Draft Airport Master Plan does not propose a specific~~ **The most recent Airport Layout Plan provides for a 500 foot runway extension to the east, at this time.** 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. is also commencing the process of updating the 1992 ALUP.~~ **Certain land uses are limited as a result of proximity to the Airport,** as shown in Table 2.5 of this Element. ~~Until the new Airport Land Use Plan is adopted by the Airport Land Use Commission, an Interim Airport Overlay has been established for portions of the West Hemet District~~



~~as well as other similar undeveloped properties in Areas I and II of the Airport Land Use Plan (per Figure 2.6a) that may be incompatible with the 1992 ALUP. For example, at present, the 1992 ALUP restricts residential development in Areas I and II to one du/2.5 acres. Land Use Element Policy LU-10.4 addresses uses allowed in the Interim Airport Overlay. At such time as the new Airport Land Use Plan is adopted, the City will update the General Plan for consistency and remove the Interim Airport Overlay.~~

- ❖ **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.



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

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 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.

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



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



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.



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

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.

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 ~~2013~~ **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. ~~The 2004 Airport Master Plan recommends a future runway length of 5,300 feet. The existing Master Plan recommends a southwesterly extension which would require the relocation of both Warren Road and Stetson Avenue. The County of Riverside is currently in the process of updating the Master Plan for the airport, (expected to be adopted in 2012) including the future runway configuration. Although various runway extension alternatives are discussed in the proposed 2011 Draft Airport Master Plan, the Plan does not propose a specific runway extension at this time.~~ **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.**

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

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. ~~CAL FIRE had been preparing to move its regional air attack base from Hemet Ryan Airport to March Air Reserve Base in Moreno Valley, but in early 2006 decided to remain at Hemet-Ryan with the understanding that improvements will continue to be made at the airport to accommodate larger aircraft. To be consistent with the existing 2004 Airport Master Plan and ensure the future viability of Hemet-Ryan Airport, the Land Use Map (Figure 2.1) currently assumes future runway expansion and the potential realignment of Warren Road, Stetson Avenue, and Cawston Avenue to accommodate the expansion. However, as noted above, the new Draft Master Plan does not propose a specific runway extension at this time. The decision to include this runway in the 2004 Airport Master Plan~~ **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. ~~While the City supports the retention of CAL FIRE at Hemet-Ryan Airport, the need for a longer runway raised two issues which are:~~

- ~~❖ **Effect on Cawston Road Alignment** The extension of Cawston Avenue along the easterly edge of the airport is a key circulation component for the City. If the runway is lengthened to the west, then the ability to extend Cawston Avenue is maintained. However, any lengthening of the runway to the east could impede the City's ability to extend Cawston Avenue, thereby adversely affecting citywide traffic circulation patterns, including Fire response from Station 4, located on Cawston Ave.~~
- ~~❖ **Effect on existing residents** The City has historically favored any expansion of the airport to the west of existing configurations. The City's primary intent is to protect existing residents located easterly of the airport from adverse impacts, such as noise, that could occur if the runway is lengthened to the east.~~



~~These two issues, along with other potential issues associated with expansion, require that the City work closely with the County on any future master plans for the airport. 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.~~

2.10.1 COMPREHENSIVE 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 ~~1992~~ 2017 *Hemet-Ryan Airport Comprehensive Airport Land Use Compatibility Plan* was ~~prepared by the Hemet-Ryan Sub-Committee, comprised of members from various departments and commissions within the City of Hemet and the County of Riverside~~ **adopted by** ~~the Hemet-Ryan Sub-Committee, comprised of members from various departments and commissions within the City of Hemet and the County of Riverside~~ **County Airport Land Use Commission**. The land use plan responds to concerns about ~~residential encroachment toward the airport~~ **encroachment of incompatible uses in the airport vicinity**.

Land use policies in the ~~1992~~ 2017 ALUP are structured around ~~four~~ **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 ~~Master~~ **Layout** Plan, and the runway configurations and level of operations, ~~and~~ **Subsequently, in 2002** the California Airport Land Use Handbook ~~was adopted~~ **published** by the California Department of Transportation Division of Aeronautics ~~in 2011, and contains updated recommendations and practices that are not always consistent with the ALUP. The ALUC recognizes that the Hemet-Ryan ALUP is outdated and is in the process of updating it with an anticipated completion in 2013, following the expected adoption of the updated Airport Master Plan in 2012.~~

Figure 2.6a shows the airport land use compatibility areas for Hemet-Ryan Airport, based upon the ~~four~~ **six** land use compatibility zones set forth in the ~~1992~~ 2017 ALUCP and overlaid on the General Plan Land Use Map. The ~~four~~ **six** zones comprise the Airport Influence Area. Figure 2.6b illustrates the ~~conceptual~~ Airport Safety Zones and permitted **land** uses ~~based upon the 2002 Cal Trans Division of Aeronautics Handbook. However, The ALUCP takes precedence as 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.

~~Airport land use compatibility zones shown in Table 2.5 indicate that land in the highest risk area (Area 1: Extreme Risk) is limited to agricultural or open space development, and commercial, industrial and rural residential~~

**Table 2.5
1992 ALUC Airport Land Use Compatibility Zones**

Area I: Extreme Risk	Area II: High Risk	Transition Area	Area III: Moderate Risk
Permitted uses: agriculture and open space	Permitted uses: industrial, agriculture, residential (> 2.5 acres/dwelling)	Permitted uses: commercial, industrial, manufacturing, and agriculture, residential single family	Permitted uses: wide range of uses
ALUC Discretionary review uses: commercial, industrial, residential on lots of 2.5 ac/du or larger	ALUC Discretionary review uses: commercial	ALUC Discretionary review uses: schools or institutional uses, hazardous materials facilities and "places of assembly", multi-family residential up to 20 du/ac	ALUC Discretionary review uses: Structures over 35 feet or two stories, whichever is greater, Schools or Institutional uses, Hazardous materials facilities and Places of assembly
Incompatible Uses: Residential Uses within one mile from runway threshold Hazardous materials Critical facilities Places of Assembly Institutional uses or schools	Incompatible Uses: Hazardous materials Critical facilities Places of Assembly Institutional uses or schools Residential Uses on lots less than 2.5 ac/du	Incompatible Uses: Residential density over 20 du/ac Structures over 35 feet or two stories, whichever is less	

~~Source: 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan.~~

~~with discretionary review. As the risk associated with each area decreases, developments of varying types, heights, and activity levels are permitted. For example, Area III: Moderate Risk, places no limit on residential densities but requires discretionary review for high intensity uses and places of assembly.~~

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 Comprehensive Airport Land Use Compatibility Plan** and the **California Airport Land Use Planning Handbook**. Any legislative proposals (General Plan Amendments, Specific Plans, Ordinances, etc.) will be also forwarded **submitted** to the County Airport Land Use Commission for review **determinations as to consistency with the Plan, as will any uses listed as ALUC Discretionary Review or Incompatible Uses in Table 2.5., per**



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~~the 1992 ALUP. In addition to~~ Proposed discretionary projects will need to demonstrate compliance with the Comprehensive Airport Land Use Compatibility Plan and California Airport Land Use Planning Handbook, ~~projects may need to prepare an Airport Compatibility Study and CEQA review for discretionary uses;~~ 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.



Figure 2.6a Airport Compatibility Zone



LAND USE

Back of Figure 2.6a



Figure 2.6b Airport Safety Zones



Back of Figure 2.6b



State law requires that General Plans be consistent with land use compatibility plans established by airport land use commissions. ~~At the time of writing for this General Plan, the Riverside County Airport Land Use Commission had not established updated compatibility zones for Hemet-Ryan Airport consistent with the proposed Airport Master Plan. The City will worked with the County ALUC to create an ALUCP that allows for compatible urban development while maintaining~~ as it updates its airport master plan and coordinate with the ALUC to integrate the City's goals for land uses and infrastructure surrounding the airport in balance with the ALUC's goals of ongoing, safe, and efficient operation of the airport. ~~as the update process for the ALUP progresses. Until a new Airport Master Plan and ALUP are adopted, the City will use the 1992 ALUP and corresponding safety zones to guide future development in and around the airport. In addition, at the request of the ALUC, the City has included an Interim Airport Overlay Zone on Figure 2.6a which identifies those properties with General Plan land uses that may be inconsistent with the existing or updated ALUP, and require additional development considerations while the 1992 ALUP is being updated. The Interim Airport Overlay, in conjunction with Table 2.5 and Land Use Policies LU 10.1 through LU 10.5, and Implementation Program LU P 35, all work in concert to achieve consistency between the 1992 ALUP and the City of Hemet's 2030 General Plan. Additional policies related to the airport are also included in the Public Safety Element and include Policies PS 4.1 through PS 4.10. Once the new Airport Master Plan and the updated ALUP are adopted, the City will amend the General Plan as needed and repeal the Interim Airport Overlay designation.~~

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.

~~In summary, the City will work with the Riverside County ALUC to update the airport safety zones, and protect the airport from encroaching non-compatible uses. In addition to this element, the Circulation Element and the Public Safety Element contain pertinent discussions and policies pertaining to the Hemet-Ryan Airport.~~

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.

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.
- ❖ 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. ~~Redevelopment provides communities with the ability to obtain funding to improve infrastructure, acquire property, and otherwise enable desired development, reconstruction, and rehabilitation. A portion of redevelopment funds must also be used to promote affordable housing opportunities in the community. The ability to use tax increment revenue allows redevelopment agencies to invest money into a community to encourage private business to do the same. Hemet has five redevelopment project areas as shown in Figure 2.7.~~ 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.

REDEVELOPMENT RULING

~~On December 29, 2011, in response to lawsuits regarding redevelopment law, the California Supreme Court ruled that the State of California had the authority to abolish local redevelopment agencies in California. At the time of the adoption of this General Plan, the final ramifications of the ruling had not yet been determined.~~



Figure 2.7 Former Redevelopment Project Areas



~~Redevelopment projects in these areas are designed to restore economic vitality to vacant, blighted, and underutilized areas of the community. Conserving and rehabilitating existing neighborhoods and commercial districts will maintain their value and economic viability.~~

~~In 2010, the Redevelopment Agency approved strategies for the City of Hemet as part of the agency's 5-year Implementation Plan, which is required to be updated every five years pursuant to state law. The Implementation Plan strategies are presented as follows and serve as a foundation for redevelopment activities in the City of Hemet:~~

~~The Five Year Redevelopment Implementation Plan identifies specific projects within the redevelopment areas to be undertaken and funded during the five year period. In general, these projects fall under the following categories:~~

- ~~❖ Public/Private investment in Development, Preservation, Restoration and Revitalization.~~
- ~~❖ Public Infrastructure Projects.~~
- ~~❖ Specific Plans and other Planning efforts.~~
- ~~❖ Community Facilities Planning and Development.~~
- ~~❖ Business Incentive Programs.~~
- ~~❖ Housing Assistance Programs.~~
- ~~❖ Housing acquisition and rehabilitation programs.~~

~~The Five Year Plan acts to prioritize available redevelopment funding to ensure that the agency's efforts are strategic and in line with the community and the City Council's overall goals.~~

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.

Adopted Redevelopment Plan Goals 2009-10 thru 2013-14

- ❖ ~~Rehabilitate and Restore.~~ Eliminate and prevent the spread of conditions of blight, including but not limited to underutilized properties and deteriorating buildings, incompatible and uneconomic land uses, deficient infrastructure and facilities, obsolete structures, and other economic deficiencies, in order to create a more favorable environment for commercial, industrial, office, residential, and recreational development.
- ❖ ~~Promote Economic Development.~~ Promote the economic development of the Project Area by providing an attractive, well-served, well-protected environment for all residents and visitors. Expand the commercial base of the Project Area. Promote local job opportunities.
- ❖ ~~Sustain Unique Qualities.~~ Preserve and enhance the unique cultural, historical, and recreational qualities of the Project Area. Implement design and use standards to assure high aesthetic and environmental quality, and provide unity and integrity to developments within the Project Area.
- ❖ ~~Community Involvement.~~ Encourage the cooperation and participation of residents, businesses, business persons, public agencies, and community organizations in the redevelopment/revitalization of the Project Area.
- ❖ ~~Remedy Existing Deficiencies.~~ Improve public facilities and public infrastructure. Remove impediments to land disposition and development through the assembly of property into reasonably sized and shaped parcels served by improved infrastructure and public facilities. Address parcels of property that are of irregular form and shape, are inadequately sized for proper usefulness and development, and/or are held in multiple ownership. Recycle and/or develop underutilized parcels to accommodate higher and better economic uses while enhancing the City's financial resources.
- ❖ ~~Quality Housing for All Residents.~~ Preserve and improve residential neighborhoods in the project area. Promote the rehabilitation of existing housing stock. Increase, improve, and preserve the supply of housing affordable to very-low, low, and moderate income households.



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.



Hemet Valley Mall represents a key development asset to the City

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 and Redevelopment Agency 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



Figure 2.8 Sphere of Influence and Planning Areas



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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.

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.

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."



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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.



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- 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.



LAND USE

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

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.

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.**

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.



LAND USE

- 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 ~~Redevelopment and~~ Revitalization Programs** Continue ~~redevelopment and~~ 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.
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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.
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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.
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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.
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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.
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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.
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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
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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.

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, and Discretionary Uses and Incompatible Uses** per Table 2.5 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 that are subject to CEQA review by the City of Hemet and located are within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment. **Such cases 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 ~~safety~~ **compatibility** zones by utilizing the *Hemet-Ryan Airport Comprehensive Land Use Compatibility Plan (2017)* and the latest *Department of Aeronautics Handbook* developed by the State of California, and ~~require~~ An Airport Compatibility Study **may be** as warranted for projects within the Airport Influence ~~zones~~ area.

LU-10.3

Cooperation with Other Agencies **Continue** to work closely with the County of Riverside on the **proposed implementation of the Hemet-Ryan Airport Master Plan** and the Airport Land Use Commission regarding ~~proposed updates to the Hemet-Ryan Airport Comprehensive Land Use Plan~~ to facilitate workable, cooperative plans that are consistent with the City of Hemet's General Plan goals and policies and provide a safe and functioning general purpose airport to serve the community and the surrounding areas.

~~LU-10.4~~

~~Interim Airport Overlay~~ To insure land use consistency for an interim time period while the 1992 Airport Land Use Plan is being updated, ~~require consistency review by the City and the ALUC for all proposed legislative actions and discretionary development projects that are located within the Interim Airport Overlay designation as shown~~



~~on Figure 2.6A while the Hemet Ryan Airport Land Use Plan is being updated. Any proposed land uses identified as Incompatible Uses shall also be reviewed by the ALUC. While the 1992 Airport Land Use Plan remains in effect, the following land uses are restricted within the Interim Airport Overlay:~~

- ~~1. Residential densities exceeding one du/2.5 acres (property in the previously approved PCD 79-83, Page Ranch, shall be reviewed to encourage a reduction in density and design orientation that provides the least risk)~~
- ~~2. Critical facilities in Area I~~
- ~~3. Hazardous Material Facilities~~
- ~~4. Institutional Uses and Schools~~
- ~~5. Places of Assembly~~

~~LU-10-5 — **Residential Density Limitations** While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in the Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.~~

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.

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



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	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.
LU-13	

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** **Redevelopment Revitalization** Continue to ~~use redevelopment as a~~ **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** **Prezoning through Specific Plans** Specific plans shall be the preferred method to assign prezoning 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.

HEALTHY COMMUNITIES

GOAL Foster a healthy community through land use and urban design practices that support healthy and sustainable lifestyles for all Hemet residents.

POLICIES

- LU-15.1** **Balance of Land Uses** Through the General Plan Land Use and Zoning Maps, establish a balance of land use opportunities for jobs, housing, and services within the community that help achieve the mobility, access, open space, and air quality goals and policies of the City.
- LU-15.2** **Health Care Facilities** Encourage and promote a range of facilities and service options for preventive, emergency, and specialty health care. Ensure that adequate public transit and pedestrian access to the health care facilities are provided.
- LU-15.3** **Pedestrian Linkages and Connectivity** Encourage a built environment that promotes physical activity and access to goods and services while reducing driving and pollution by directing new commercial growth to existing and planned residential areas, incorporating pedestrian linkages and connectivity between land uses, and requiring



development and design standards that create walkable streets and neighborhoods.

- LU-15.4** **Healthy Development Patterns** Promote development patterns and opportunities that reduce commute times, encourage the improvement of vacant properties and reinvestment in neighborhoods, foster safe and attractive environments, encourage civic participation, and provide public spaces for people to congregate and interact socially.
- LU-15.5** **Unhealthy Development Patterns** Create, update, and enforce regulations and laws pertaining to the location, retailing, and use of unhealthy substances such as tobacco, marijuana and other drugs, and alcohol.
- LU-15.6** **Complete Communities** Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents.
- LU-15.7** **Public Spaces** Support the creation of public spaces that foster positive human interaction and healthy lifestyles such as public plazas, sidewalk and other outdoor dining opportunities, public art displays, and central gathering and meeting spaces.
- LU-15.8** **Rural Residential and Agricultural Areas** Promote healthy land use patterns by preserving scenic and open space resources, preventing inappropriate development in agricultural and rural areas, and developing or honoring incentives that preserve the economic value of agricultural and open space lands.
- LU-15.9** **Healthy Food Choices** Increase access to healthy foods by encouraging a mix of food establishments that offer healthy food choices, supporting neighborhood and community gardens, promoting farmers markets, and reducing barriers to the production and distribution of locally grown food.
- LU-15.10** **Equitable Distribution of Healthy Food Choices** Encourage the equitable distribution of healthy food retailers and restaurants in appropriate locations throughout residential and employment areas of the City.
- LU-15.11** **Equitable Distribution of Community Health Activities and Businesses** Encourage the equitable distribution of fitness centers, sports facilities, gyms, dance and yoga studios, art studios, recreational trails, and parks at appropriate locations serving residential and employment areas of the City.



LAND USE

LU-15.12

Freeway/Highway Adjacent Sensitive Land Uses To protect sensitive land uses from air pollution generated by freeways, highways, and truck routes, establish a buffer-area between the sensitive land uses and freeways, highways and truck routes.



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



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

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

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



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

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

6.1 ISSUES AND OPPORTUNITIES

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

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

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

6.2 RELATED PROGRAMS, PLANS, AND REGULATIONS

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

Seismic Hazards Mapping Act California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of state and local agencies in the review of development within seismic hazard zones. Development on a site designated as a seismic hazard zone requires a geotechnical report and local agency consideration of the policies and criteria established by the State Mining and Geology Board. Over the years,



the program has expanded to include mapping of seismic-related hazards such as liquefaction- and landslide-prone areas. The Public Safety Element discusses seismic hazards associated with faults and those identified on state seismic hazard maps.

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

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

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

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

Hemet-Ryan Airport Land Use Compatibility Plan The 2017 *Hemet-Ryan Airport Land Use Compatibility Plan* (ALUCP) guides future development around the airport. The 2017 ALUP delineates six distinct land use compatibility zones surrounding the airport: A, B1, B2, C, D, and E, as shown in Figure 2.6a. The ALUP also contains noise standards and other pertinent standards for development within its compatibility zones. Legislative projects proposed within these zones must be referred to the RCALUC for determination of consistency with the ALUCP. More details regarding the airport are available in the Land Use and Circulation Elements.

City of Hemet Municipal Codes and Standards The City has adopted the California Building Code, California Mechanical Code, California Fire Code, California Electrical Code, California Residential Code, and other related codes that contain structural requirements for existing and new buildings. The codes are designed to ensure structural integrity during seismic and other hazardous events and to prevent personal injury, loss of



life, and substantial property damage. The Hemet Municipal Code also incorporates regulations and standards for subdivisions, flood control, stormwater management, and fire hazard reduction.

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

City of Hemet Emergency Operations Plan Hemet's emergency operations plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological incidents. The plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements utilizing the Standardized Emergency Management System. The EOP sets forth the procedures associated with preparedness for, response to, recovery from, and mitigation of a variety of types of emergencies. This EOP is an extension of the *State of California Emergency Plan*.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

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



Hemet Fire Hazardous Materials (HazMat) Team

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



6.3 GEOLOGIC HAZARDS

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

6.3.1 SEISMIC HAZARDS

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

Fault Lines and Ground Shaking

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

- ❖ The **San Andreas Fault**, which is the largest, most significant fault in California, is at its closest point approximately 15 miles northeast of downtown Hemet, in the San Bernardino Mountains. The San Andreas Fault is capable of producing an 8.0 magnitude (m) earthquake. The San Jacinto and Elsinore Faults are the primary offshoots parallel to the main San Andreas Fault, which continues into the Coachella Valley.
- ❖ The **San Jacinto Fault** system underlies the northeast portion of the City. This fault runs more than 125 miles, separating from the San Andreas Fault near Cajon Pass and continuing southeast, passing the communities of San Jacinto and Hemet along the base of the San Jacinto Mountains, to the vicinity of El Centro. In the Hemet vicinity, the fault disperses from a single fault trace into a set of parallel traces called a fault zone, spreading through the eastern side of the planning area between Park Hill and the base of the San Jacinto Mountains. The San Jacinto Fault Zone is a major element of the San Andreas system and is considered one of the most seismically active fault systems in southern California today. Along the mountain front in this area, the fault has dammed groundwater channels, forcing water to the surface as hot springs. This fault is capable of producing up to a 7.5 m earthquake.
- ❖ The **Elsinore Fault**, also a member of the San Andreas system, runs as close as 18 miles from downtown Hemet, west of the planning area. The fault runs southwest of Lake Matthews, through Corona, and south into Lake Elsinore. Of the three principal branches, including the San Andreas and the San Jacinto Faults, the Elsinore Fault has been



considerably less active than the San Andreas and San Jacinto Faults. The Elsinore Fault is capable of producing up to a 7.5 m earthquake.

Liquefaction

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

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

Unreinforced Masonry Buildings

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

Therefore, in compliance with state law, the City has identified its URMs, notified the property owners, and adopted standards to ensure that as building permits are sought for tenant improvements or changes within these buildings, retrofitting construction is adequate. As of 2019, four URM buildings remained in the downtown Hemet area: 1.) 213, 215 E. Harvard Street; 2.) 102 E. Florida Avenue; 3.) 123 N. Harvard Street; and 4.) 105, 107, 109, 111, 113, 114 N. Harvard Street and 122, 124, 190 E. Florida Avenue.



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



Figure 6.1 Seismic Hazards



Back of Figure 6.1



Earthquake Planning and Mitigation

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

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

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



Bautista Canyon

6.3.2 SLOPE AND SOIL STABILITY HAZARDS

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

Landslides

Steep topography, fractured and unconsolidated bedrock conditions, and expansive soils make many hillside areas unstable. The potential for future landslides, mudslides, or rock slides is highest in the planning area east of the City because of the prevalence of steep slopes. Landsliding may result from heavy rain, erosion, removal of vegetation, seismic activity, or combinations of these and other factors. On steeper slopes, building pads that are a combination of grading cuts and fills (where a slope is cut into and the excavated material is placed to create a terrace) may also result in differential building settling unless adequate subexcavation and compaction are achieved. Hillside areas within the City with slopes in excess of 10 percent are shown in Figure 3.7 in the Community Design Element.

Expansive Soils

Shrink-swell potential is a soil condition that influences development practices. The term refers to the change in soil volume that results from a change in moisture content, typically swelling when saturated and shrinking when dried. Shrink-swell is likely to affect building slabs. The condition occurs throughout Hemet, but is somewhat more prevalent in the eastern



areas. Effects can be mitigated, or the expansive soil can be replaced with different soil that is not expansive. Soil testing is required by the City as part of building plan submittals for new construction.

Subsidence

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

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

6.4 FLOOD HAZARDS

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

6.4.1 FLOOD ZONES

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



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



Figure 6.2 Natural Flood Hazards



Back of Figure 6.2



Stormwater Drainage

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

Measure C

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

Flood Avoidance Actions

To minimize damage or loss of life within FEMA-delineated special flood zones, Hemet has enacted the following provisions within the municipal code (Chapter 14, Article V):

- ❖ Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities.
- ❖ Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.
- ❖ Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters.
- ❖ Control filling, grading, dredging, and other development which may increase flood damage.
- ❖ Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.
- ❖ The municipal code also includes standards to reduce flood hazards for construction, subdivisions, manufactured homes, utilities, and recreational vehicles.



View of Saddle Dam of Diamond Valley Lake

6.4.2 DAM INUNDATION

Dam inundation occurs when structural damage to a dam results in a flood. Earthquakes, erosion, design flaws, or water overflow during storms can cause dam failure. Dam inundation maps



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

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

Several other dams pose potential dangers to the Planning Area. The Saddle Dam of Diamond Valley Lake is a smaller dam on the north side of the reservoir, located south of the intersection of California Avenue and Domenigoni Parkway. The inundation zone for this dam covers parts of the southwestern Hemet Planning Area, but does not reach as far north as Stetson Avenue, nor as far east as Warren Road. After spreading around that area, the flow would take water downstream to the west, through the community of Winchester. The inundation area for the West Dam of Diamond Valley Lake includes only a small portion of the Planning Area, within approximately 1 mile of the intersection of Domenigoni Parkway and Winchester Road. The remainder of the inundation area for the West Dam is located south and west of the planning area.

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

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

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



Figure 6.3 Dam Inundation Map



Back of Figure 6.3



6.5 TRANSPORTATION-RELATED HAZARDS

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

6.5.1 GROUND TRANSPORTATION

Traffic Hazards

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

Railway Operations

One railroad line runs through Hemet, the Burlington North Santa Fe spur line running from Riverside to San Jacinto. Currently, trains are operated on an on-demand basis and only a minimal number of trains use this line during a typical year. The current speed limit for trains is very slow because of the condition of the tracks. All street crossings are at-grade crossings that are located along streets classified as collectors or larger streets in the Circulation Element. Many of these crossings have signal lights and bells as a railroad warning and may include crossing gates. Additionally, trains are required to sound warnings as they approach crossings. There is no indication on record that the existing railroad operations pose a materially hazardous condition.

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

Pedestrian, Bicyclist, and Equestrian Safety

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



6.5.2 AIR TRANSPORTATION

Air crash incidents are rare, but when they do occur, the results can be devastating. Such incidents concern residents of Hemet because Hemet-Ryan Airport, a County-operated airport, is located on the western edge of the City. The airport serves small private aircrafts, helicopters, and fire suppression aircraft. Since 1957, the California Department of Forestry and Fire Protection (CAL FIRE) has based its regional air attack base at Hemet-Ryan Airport.

The variety of air services and separate flight paths within the region require regional coordination to prevent confusion in flight patterns and to maintain safety. Potential damage to aircraft may also result in loss of life and property along flight paths. In February 2017, Riverside County Airport Land Use Commission adopted a new Airport Land Use Compatibility Plan (ALUCP) for the Hemet-Ryan Airport Influence Area. The ALUCP establishes limits on residential density and nonresidential intensity for each compatibility zone to limit the potential for casualties in the event of an aircraft accident. The compatibility zones are shown in Figure 2.6a.



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

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

6.6 HAZARDOUS WASTE

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

6.6.1 USE AND STORAGE OF HAZARDOUS WASTE

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



raise awareness of proper use, storage, and disposal of household hazardous wastes.

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

6.6.2 TRANSPORT OF HAZARDOUS WASTE

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

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

6.7 FIRE PREVENTION AND RESPONSE

The Hemet Fire Department is responsible for fire suppression, rescue activities, and hazardous materials incidents within the City. In the Planning Area, Riverside County contracts with CAL FIRE for fire suppression and rescue activities. The City has entered into reciprocal mutual aid agreements with CAL FIRE and the Idyllwild Fire Protection District to expedite service delivery and ensure the best possible care for the community.

6.7.1 FIRE HAZARDS

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

Urban Fire Hazard

Structural and automobile fires are the most common types of urban fires, and they can be caused by a variety of human, mechanical, and natural factors. Urban fires can spread to other structures or areas, particularly if not extinguished promptly. Proactive efforts, such as fire sprinkler systems, fire alarms, fire resistant roofing and construction methods, can help reduce the frequency and severity of urban fires.

Wildland Fire Hazard

The wildland fire threat is high in the area surrounding Hemet because of the region's weather, topography, and native vegetation. Mild and wet winters result in an annual growth of grasses and plants that dry out during the hot summer months and provide fuel for wildfires in the autumn, when the Santa Ana winds blow through the area. The Santa Ana winds are hot, dry winds that blow across the region in the late fall and often fan and help spread wildfires. Wildland fire threat is determined by CAL FIRE, which classifies areas by fire hazard severity zones labeled Moderate, High, or



Very High. Figure 6.4, “Wildland Fire Hazard Severity Zones,” shows how CAL FIRE rates the potential for wildland fires in the Planning Area.

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



Simpson Park Hiking Trail in the Santa Rosa Hills.

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

The City has incorporated into Chapter 14 of the municipal code mechanisms and techniques to reduce the fire hazards to the development that is encroaching into the hillsides and interface areas. Provisions include ensuring adequate ingress and egress to enable safe and rapid passage of both fire equipment and private vehicles; requiring all development to provide a dependable supply of water for both normal daily consumption and emergency fire needs; adopting building codes that establish structural design and construction codes that reduce vulnerability to fire hazards such as those regarding roofing materials, vents, setbacks, exterior siding, overhangs, and glass; and requiring perimeter protection from native vegetation.

CAL FIRE bases firefighting aircraft at the Hemet-Ryan Airport to provide rapid response to wildfires throughout Riverside County, northern San Diego County, and parts of Orange, San Bernardino, and Los Angeles Counties. In 2010, equipment included one helicopter, one air-attack plane that coordinates resources, and two air tankers. Hemet-Ryan also has the capacity to host other aircraft as needed during a major fire.

6.7.2 FIRE DEPARTMENT RESOURCES

In 1908, the Hemet Fire Department consisted of 12 volunteers, a two-wheel hose cart, nozzles, buckets, axes, two fire extinguishers, and a 30-foot extension ladder. In 2010, the Hemet Fire Department responded from four fire stations and maintained four Type I engine companies, a 102-foot aerial truck company, a hazardous materials response unit, three reserve units, and various staff vehicles. Despite budget constraints that have hindered the City’s ability to expand operations, the department still manages to be very effective. In 2010, the department responded to over 12,000 calls, which is twice the activity level of comparable communities with a minor increase in response time and no fire-related deaths.



Figure 6.4 Wildland Fire Hazard Severity Zones



Back of Figure 6.4



PUBLIC SAFETY

Hemet Fire Department facilities currently include:

- ❖ Fire Training Center: 319 East Latham Avenue;
- ❖ Administrative Facility: 510 East Florida Avenue;
- ❖ Fire Station #1: 220 North Juanita Street;
- ❖ Fire Station #2: 895 West Stetson Avenue;
- ❖ Fire Station #3: 4110 West Devonshire Avenue;
- ❖ Fire Station #4: 1035 South Cawston Avenue; and
- ❖ Fire Station #5: 120 North Hemet Street (temporarily closed).

Riverside County/CAL FIRE facilities currently include:

- ❖ Little Lake Station #26: 25954 Stanford Street;
- ❖ Valle Vista Station #72: 25175 Fairview Street; and
- ❖ Air Attack—Helitack: Hemet-Ryan Airport.

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



Hemet Fire training exercise

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

Fire Protection

Effective fire protection cannot be accomplished solely through the acquisition of equipment, personnel, and training. The area’s infrastructure also must be considered, including adequacy of nearby water supplies, transport routes and access for fire equipment, addresses and street signs, and maintenance. The City of Hemet has adopted the Uniform Fire Code with City amendments. The City’s fire chief is authorized and directed to enforce the provisions of the Uniform Fire Code throughout the City.

A fire facilities plan was prepared in 2009 to ensure adequate current and future coverage in the City. The City has entered into mutual and reciprocal agreements with Riverside County/CAL FIRE and the Idyllwild Fire Protection District to ensure expedited service delivery to residents of the Hemet community.



Additionally, the fire department evaluated its emergency medical response and concluded that it should incorporate a fire-based paramedic program to better serve the residents of Hemet. A tiered implementation plan has been approved by Riverside County for County areas, but implementation has been delayed by economic conditions. The City of Hemet Fire Department is the last medium to large city in the State of California that does not currently offer fire-based paramedic services.

The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. To do so, ISO evaluates a community’s fire protection needs and services and assigns each community a Public Protection Classification rating. The rating is developed as a cumulative point system, based on the community’s fire-suppression delivery system, including fire dispatch (operators, alarm dispatch circuits, and telephone lines available), fire department (equipment available, personnel, training, and distribution of companies), and water supply (adequacy, condition, number, and installation of fire hydrants). Insurance rates are based on this rating, with the best rating being a Class 1 and the worst being a Class 10. In 2008, the City of Hemet had a Class 4 ISO rating.

Fire Incidents

Table 6.1 lists the type of incidents the fire department responded to in Fiscal Year 2009/2010 (July 2009 through June 2010). The majority of calls were for emergency medical services. The overwhelming amount of medical aid call is largely due to the significant senior population that resides in the City.

Table 6.1
Fire Department Incidents by Type (July 2009–June 2010)

Type of Incident	Number of Incidents
Emergency medical service/rescue	10,174
Service call	827
Good intent	529
Fire	289
False call	195
Hazardous condition	129
Rupture/explosion	5
Severe weather	1
Other	4
Blank or invalid	2
Total	12,155

Source: City of Hemet Fire Department, July 2010



Figure 6.5 Fire Facilities Map



Back of Figure 6.5



Measure C

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

Fire Prevention and Emergency Preparation Programs

The Hemet Fire Department offers various programs to help residents and businesses be better prepared for emergencies. Cardiopulmonary Resuscitation (CPR) and first-aid classes are offered on a regular basis at the department’s Fire Training Center. The department also sponsors the City of Hemet Radio Amateur Civil Emergency Service (RACES). The RACES organization consists of approximately 90 federally licensed amateur radio operators specifically trained to handle emergency disaster communications. All members of RACES are registered through the City of Hemet as State of California Volunteer Disaster Workers. The fire department manages OES and is charged with coordinating emergency response and terrorism-related programs with other jurisdictions and City departments. It conducts public education activities including the distribution of educational materials relating to rural, urban, flood-related, and lightning-related fires, as well as fire safety information for families, children, the elderly, and the disabled.

6.8 CRIME PREVENTION AND LAW ENFORCEMENT

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



Hemet Police Department Headquarters on Latham Street

6.8.1 LAW ENFORCEMENT CONSIDERATIONS

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

Although the population of the City has grown significantly over the past decades, and the demographics are evolving from a senior community to a family community, the crime rate has remained relatively stable. Despite budget constraints and a recent reduction in the number of sworn officers,



the Hemet Police Department had a crime clearance rate of 67.1 percent in 2009, which was the second highest rate in Riverside County. Countywide, the clearance rate was 42.9 percent.

6.8.2 POLICE DEPARTMENT RESOURCES

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

- ❖ Headquarters: 450 E. Latham Street;
- ❖ West End Sub Station: 3663 W. Florida Ave; and
- ❖ East End Sub Station: 2047 E. Florida Ave.

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

- ❖ The **Patrol Division** provides the most visible and largest function of the department. Patrol officers are the first responders to all life-threatening and emergency calls. In addition, they provide service, crime deterrence, and investigative support.
- ❖ The **Investigative Unit** consists of the Detective Bureau, Crime Suppression Unit, and the Property and Evidence Bureau. In addition to solving crimes and suppressing gangs, the Crime Suppression Unit works with state, county, and local officials to identify sites vulnerable to terrorist activity and participates in the Riverside/San Bernardino Counties Terrorist Early Warning Group and the Riverside County Gang Task Force.
- ❖ The **Traffic Bureau** is tasked with keeping the streets safe by enforcing traffic laws, responding to vehicular accidents, and investigating and reconstructing major automobile collisions.
- ❖ The **Community Services Bureau** comprises officers and civilians dedicated to community policing and education and includes school resource officers, volunteers, and Police Explorers.
- ❖ The **Communications Center** is staffed 7 days a week, 24 hours a day by certified public safety 911 dispatchers. The center receives nearly 30,000 911 calls every year in addition to over 110,000 calls on the regular business lines. In addition, the police department's mobile command center enables the department to set up an incident command post in the field to control and coordinate major crime scenes, civil disturbances, and disaster response.

Police Incidents

In 2010, the Hemet Police Department received 57,429 calls for service. Response times to calls vary by incident. For urgent, high-priority calls, the response time was about 6 minutes. For routine, nonurgent calls, the response time averaged about 24 minutes. Table 6.2 shows incidents in



2010 and serves as an example of the numbers and types of incidents handled by the police department.

**Table 6.2
Police Department Incidents by Type January 2010–
December 2010**

Type of Incident	Number of Incidents
Total violent crime	984
<i>Simple assault</i>	631
<i>Other violent crime</i>	353
Total property crime	2,990
<i>Theft (not burglary or vehicle)</i>	1,707
<i>Burglary & vehicle, arson</i>	1,283
Juvenile arrests	651
Adult arrests	2,902
Traffic citations	2,038
Accident reports	596
Field interview reports	1,350

Source: City of Hemet Police Department

Measure C

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

Police Department Programs

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

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

- ❖ **Hemet Police Activities League (PAL)** is a nonprofit organization dedicated to building the bond between “kids and cops” by providing a safe place for youth between the ages of 8 and 17 years to hang out after school and in the summer. Supervision is provided by police volunteers who provide mentorship, serve as positive role models, and establish relationships with at-risk youth. Hemet PAL offers a variety of



activities such as a skate park, a BMX track, video games, pool tables, and ping pong.

- ❖ The Hemet Police Department **Explorer Program** is geared toward guiding young people interested in careers in law enforcement. Young men and women between the ages of 14 and 20 learn the importance of teamwork, developing leadership skills, and ethical methods of problem solving while having fun in a law enforcement environment.
- ❖ The Hemet Police Department and the Hemet Unified School District have also partnered in the support and funding of a **School Resource Officer (SRO) Program** with five SROs. An SRO is a fully-trained police officer assigned to work in district middle schools and high schools. The SRO receives additional in-depth training to promote an effective school-based policing program.

6.8.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

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

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

6.8.4 CRIME FREE RENTAL-HOUSING PROGRAM

The City of Hemet also conducts the Crime Free Rental-Housing Program, which is designed to help residents, owners, managers, and anyone associated with rental properties keep illegal activity off their property. The Residential Rental Registration Program uses City Code Enforcement and Building Division staff, in coordination with the Police and Fire Departments, to operate this program, which helps mitigate and avoid problems with rental housing. The program's concept is to:



- ❖ involve rental stakeholders to address issues at the earliest stage;
- ❖ provide tools for rental managers and residents to self-police crime and safety issues;
- ❖ avoid a spiral of crime; and
- ❖ reduce blight problems by requiring property maintenance.

The program began in the 1990s. Since that time, there has been voluntary participation by approximately 70 apartment projects and mobile home parks within the City. In 2013, mandatory participation for all residential rental properties was established by City Council ordinance. As a result of the program, the community has experienced benefits in the form of:

- ❖ reduced cost of police response,
- ❖ fewer code enforcement complaints,
- ❖ stable and satisfied tenant base with less tolerance for crime, and
- ❖ manager capability for quick responses to problems and a reduced susceptibility to problem-related lawsuits from tenants after using routine inspection formats and checklists.

6.9 CRITICAL FACILITIES AND EMERGENCY PREPAREDNESS

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

6.9.1 CRITICAL FACILITIES

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



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

- ❖ animal control services (handled by the Ramona Humane Society);
- ❖ grocery stores;
- ❖ gasoline stations;
- ❖ equipment rental stores, hardware stores, and home improvement stores;
- ❖ hotels, motels, and shelters;
- ❖ meal distribution services;
- ❖ mortuaries;
- ❖ schools and other large buildings;
- ❖ taxis and fleet maintenance facilities;
- ❖ towing and impound services; and
- ❖ transportation services.

6.9.2 EMERGENCY PREPAREDNESS

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

To provide basic training in disaster survival and rescue skills and improve the ability of Hemet residents and businesses to survive until professional responders or other assistance arrives, the City has implemented a Community Emergency Response Team (CERT) Program. Training for the CERT Program is provided by City of Hemet employees who are certified by FEMA as lead instructors.



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

In case of emergencies, principal responsibility for evacuations lies with the police department. The City coordinates with Red Cross when shelter locations are needed. The City also uses an Emergency Advisory System that televises emergency information to residents and businesses.

The City updated its EOP in 2007 and is planning another update in 2011. The plan is described above in Section 6.2. The City also joined with Riverside County to submit a Riverside Operational Area Multi-Jurisdictional LHMP, as described above in Section 6.2.

Emergency preparedness is also closely associated with the risk of terrorist activity. The police department is a member of and participant in the Riverside/San Bernardino Counties Terrorist Early Warning Group and works with state, County, and local officials to identify sites vulnerable to terrorist activity. Upon receipt of a warning or the observation that an emergency situation is imminent or likely to occur, the City of Hemet initiates actions to prepare for the incident. This may involve setting up a



Management Watch, alerting appropriate departments and agencies, and in some instances alerting the public. A Management Watch may entail collecting and analyzing information relative to the situation, directing response to the degree allowable, and referring other matters to the appropriate level for executive decision.

6.10 NOISE

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

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

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

6.10.1 NOISE CHARACTERISTICS AND MEASUREMENT

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

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



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

6.10.2 CURRENT NOISE CONDITIONS

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

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

6.10.3 NOISE SOURCES

Traffic and Roadways

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

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



Figure 6.6, Existing Noise Contours



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Figure 6.7 Future Noise Contours



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Hemet-Ryan Airport

Hemet-Ryan Airport is used primarily by private single- and twin-engine aircraft, turboprops, business jets, and helicopters. A California Department of Forestry and Firefighting's fire attack base is also located at the airport. A total of 70,000 aircraft were estimated to be operated during 2011 including sailplane operations, and could increase to 87,150 aircraft operations by 2031. Noise contours for the airport (Figure 6.8, "Airport Noise Contours") identify areas most affected by aircraft noise under typical air traffic patterns. The Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) and General Plan policies and programs consider the importance of the airport and seek to protect airport operations from incompatible land uses. The adopted Airport Layout Plan proposes a 500 foot easterly extension of the runway to serve the larger firefighting tankers at the airport. Due to the existing constraints surrounding the airport, the extension will only serve aircraft taking off toward the west.

Burlington Northern Santa Fe Railroad Corridor

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

Other Noise Sources

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

Noisy activities at industrial, commercial, recreational, and some public facilities (such as the outdoor play areas of schools) can also adversely affect adjacent sensitive land uses. Strategies for controlling stationary noise sources focus on two objectives: (1) preventing the introduction of new stationary noise sources near noise-sensitive uses and (2) preventing encroachment of noise-sensitive uses on stationary noise sources. The first objective can be achieved by applying noise performance standards to proposed stationary noise sources. The second objective can be met by requiring that new noise-sensitive uses near existing stationary noise sources include project features that enable compliance with noise performance standards.



6.10.4 NOISE AND LAND USE COMPATIBILITY

Noise Standards

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

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

Hemer's Land Use Compatibility Standards are presented in Table 6.3. These standards, which use the CNEL noise descriptor, apply to land uses exposed to noise levels generated by transportation-related sources. Residential uses and hotels or overnight lodgings are most sensitive to their noise environment and thus have the lowest range of normally acceptable noise exposure levels. Other uses, such as fairgrounds, are less sensitive and can occur in areas with higher existing noise levels.

Land use compatibility standards for exterior and interior noise are shown in Table 6.4. These standards are maximum interior noise levels for new residential development. Insulation and design features must be employed to reduce interior ambient noise levels to these levels.

The City applies a second set of standards when planning and making development decisions to ensure that stationary noise sources (e.g., HVAC units, industrial operations) do not adversely affect noise-sensitive land uses. These hourly and maximum levels (expressed in L_{eq} and L_{max}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive and continuous noise. Table 6.5 summarizes stationary source noise standards. These standards represent the acceptable exterior noise levels at the sensitive receptor's property line.







Figure 6.8 Airport Noise Contours



**Table 6.3
Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure CNEL, dBA					
	55	60	65	70	75	80
Residential		Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient lodging: hotels, motels		Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, libraries, churches, hospitals, nursing homes		Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, concert halls, amphitheaters		Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports arena, outdoor spectator sports		Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, neighborhood parks				Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf courses, riding stables, Water Recreation, Cemeteries				Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office buildings, business commercial and professional				Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, manufacturing, utilities, agriculture				Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable

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

-  **Normally Acceptable**—Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise requirements
-  **Conditionally Acceptable**—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.
-  **Normally Unacceptable**—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
-  **Clearly Unacceptable**—New construction or development clearly should not be undertaken.

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



**Table 6.4
Land Use Compatibility Standards for
Exterior and Interior Noise**

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

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel; -- = not applicable/not available.

The acceptable interior noise level for other uses depends upon the specific nature of the indoor activity.

**Table 6.5
Noise Level Performance Standards for
Nontransportation Noise Sources**

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

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



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GOALS AND POLICIES

PUBLIC SAFETY

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

- PS-1.1** **Seismic Standards** Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.
- PS-1.2** **Risk Reduction** Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.
- PS-1.3** **Slope Stability** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.
- PS-1.4** **Subsidence** Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence.
- PS-1.5** **Dedicated Open Space** Encourage that areas be dedicated as open space when necessary and appropriate to protect property, public health, and safety from hazards such as earthquake fault zones or floodplains.
- PS-1.6** **Alquist-Priolo** Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.
- PS-1.7** **Emergency Access** Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.



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

POLICIES

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

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

- PS-2.3** **New Development** Minimize additional flood risk exposure in developing areas.

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

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

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

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

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

POLICIES

- PS-3.1** **Safe Pedestrian Design** Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.

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



**GOAL
PS-4**

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

POLICIES

PS-4.1

Land Use Compatibility Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the 2017 *Hemet-Ryan Airport Land Use Compatibility Plan*, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport Land Use Commission (ALUC).

PS-4.2

Airport Safety Zones Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 *Hemet-Ryan Airport Land Use Compatibility Plan*.

PS-4.3

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

PS-4.4

Project Compatibility Review As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."

PS-4.5

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

PS-4.6

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



PS-4.7 Aviation Easements Aviation easements shall be required for all land uses located wholly or partially in Compatibility Zones A, B, and B2 as part of the development review process. Recorded deed notices advising residents and business owners of the proximity of the Hemet-Ryan Airport shall be required for all new development in Compatibility Zones C and D.

PS-4.8 Project Operating Compatibility Development applications shall be subject to the following airport land use restrictions:

- a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.
- b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.
- c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
- d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
- e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

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

PS-4.10 Airport Expansion Consult with Riverside County to insure that any updates to the Airport Master Plan, including proposed expansion of the airport land uses or



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the runways, will not create noise and safety impacts to surrounding land uses or disrupt the existing and planned circulation system surrounding the airport.

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

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|---------------|--|
| PS-5.1 | Enforce Regulations Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials. |
| PS-5.2 | Maintain Response Programs Maintain effective programs for responding to hazardous material emergencies. |
| PS-5.3 | Interagency Cooperation Continue to cooperate with state, county, and other local agencies in the coordination of hazardous material control, cleanup, disposal, and emergency response policies and operations. |
| PS-5.4 | Multi-Jurisdictional Local Hazard Mitigation Plan Implement goals and objectives contained in the <i>Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan</i> to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit resources to reducing the effect of natural and other hazards. |
| PS-5.5 | Hazardous Material Locations Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses. |
| PS-5.6 | Development Standards Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials. |
| PS-5-7 | Public Awareness Raise public awareness of the appropriate manner to dispose of household hazardous waste through education and/or collection events. |



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

- PS-6.1 Fire Protection Standards** Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.
- PS-6.2 Individual Fire Protection Systems** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.
- PS-6.3 Safe Structures** Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.
- PS-6.4 Safety Exits** Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.
- PS-6.5 Wildland Fire Evaluation** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.
- PS-6.6 Roadway Fire Buffer Coordination** Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup.
- PS-6.7 Wildland Fire Protection** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.
- PS-6.8 Fire Hazard Mitigation** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.
- PS-6.9 Fire Prevention Education** Continue education programs on preventing fires, monitor their effectiveness, and expand or alter the programs, as necessary.



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

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

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

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

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

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

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

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



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

- PS-8.1** **Police Services** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.
- PS-8.2** **Strategic Plan** Maintain and implement a police department strategic plan to address staffing and facilities needs, service goals, deployment strategies, and other departmental issues.
- PS-8.3** **Development Impacts** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services.
- PS-8.4** **Emergency Communication** Ensure that outlying areas and newly annexed areas can be served by emergency communication systems as new development occurs.
- PS-8.5** **Grants** Pursue the availability of federal or state grants to offset required additions to law enforcement staffing and/or equipment.
- PS-8.6** **Neighborhood Watch** Continue to promote the establishment of neighborhood and business watch programs to encourage community participation in crime prevention and increased awareness of any suspicious activity.
- PS-8.7** **Youth Programs** Maintain and expand, as necessary, youth programs aimed at crime prevention and gang and drug diversion.
- PS-8.8** **Partnerships** Continue to work with other law enforcement agencies, the school districts, businesses, nonprofit organizations, and community residents to enhance safety throughout the City.



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

POLICIES

- PS-9.1** **Defensible Space** Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.
- PS-9.2** **Adequate Project Lighting** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.
- PS-9.3** **Safety in Land Use and Design** Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.
- PS-9.4** **Crime Free Rental-Housing Programs** Continue to encourage residents, apartment managers, and landlords to become involved in the Crime Free Rental-Housing Programs as a way to reduce crime in apartment communities and other rental housing.

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

POLICIES

- PS-10.1** **Outreach Programs** Support community participation in safety and crime prevention through public outreach programs under the police, fire, and emergencies services departments.
- PS-10.2** **Disaster Vulnerability Review** Work with and encourage essential service providers (water, sewage, electrical power, communication, transportation, natural gas, and liquid fuel systems) and transportation agencies to periodically evaluate the vulnerability of their systems in the event of a disaster.
- PS-10.3** **Disaster Plans** Review and consistently update the City's disaster contingency plans. Recommend that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services.



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

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

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

POLICIES

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

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

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

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

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

POLICIES

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

PS-12.2 Railroad Noise Minimize noise conflicts between current and proposed land uses and railroad corridors by protecting railroad corridors from encroachment of incompatible land uses and by adhering to the City's noise standards presented in Table 6.4.

PS-12.3 Airport Noise Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4.



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

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

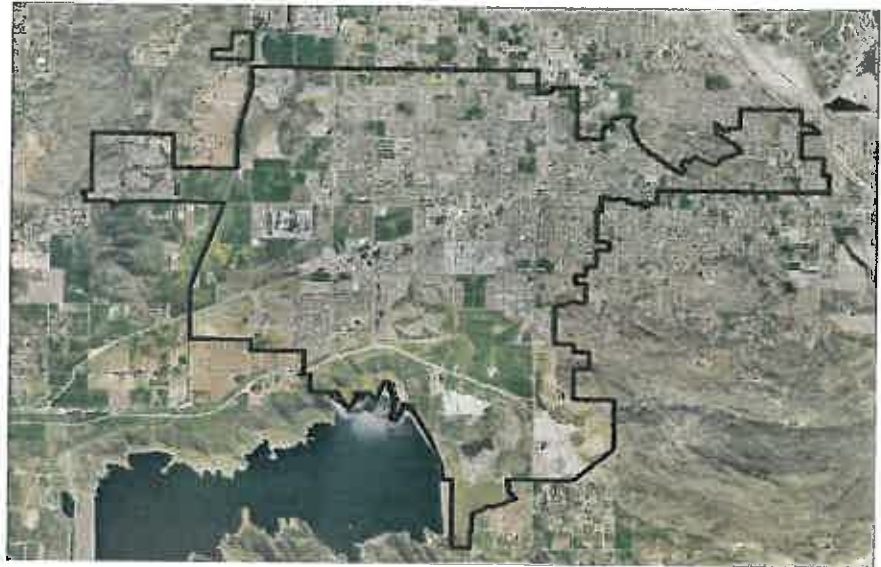
PS-13.1 **Protect Valuable Noise Sources** Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.

PS-13.2 **New Sensitive Uses** Restrict the location of sensitive land uses near major noise sources to achieve the standards presented in Table 6.4.

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



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Aerial View of Hemet (2008)

Hemet recognizes the benefit that its traditional grid street network provides in furthering modern environmental “Smart Growth” and “Complete Streets” efforts and values the walkable residential character provided by that grid. Hemet desires to meet environmental and access challenges of the future through expanded opportunities and innovations in mobility choices.

The Circulation Element establishes standards for the movement of people, goods, and services throughout the planning area and proposes concepts, strategies, and implementation measures necessary to support development of the land uses described in the Land Use Element. This element also focuses on new and innovative transportation concepts that balance the need for both efficiency and cost effectiveness in the development of local and regional circulation systems. The Circulation Element describes how Hemet residents and local employees move through the planning area and beyond using automobiles, public transit, bicycles, and pedestrian facilities..

4.1 SCOPE AND CONTEXT

Hemet has an extensive network of transportation facilities and mobility options to convey people and goods safely and efficiently. The City seeks to reduce traffic congestion and improve roadway safety, to provide enhanced travel alternatives to the automobile, and to provide better connections to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway improvements, transportation system and demand management, and regional coordination. Hemet’s transportation planning policies acknowledge that roadway construction alone cannot solve circulation problems; that is, the City cannot build its way out of traffic congestion. The policies and programs in this element emphasize the need to improve existing roadways to their full capacity, reconfigure existing access options, and increase transit and alternative transportation modes of travel in addition to pursuing construction of new roads.



The City aims to create corridors of higher intensity land uses to support the future development and use of public transit, including extension of the Metrolink rail system to Hemet. Toward this end, the Circulation and Land Use Elements attempt to organize planned land uses and transportation modes in a manner that integrates residential and commercial land uses to reduce both the number and length of vehicle trips.

The *State of California General Plan Guidelines* require that the Circulation Element fulfill the following objectives:

- ❖ Ensure that anticipated growth and changes to land use dictated by the Land Use Element are supported by the transportation and circulation planning in this element.
- ❖ Address relevant issues relating to the adequacy of “major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.”
- ❖ Identify circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays.
- ❖ Furthermore, Assembly Bill (AB) 1358 (2007) requires that the Circulation Element provide accommodations for “complete streets” that promote usability of streets for all persons rather than just motorists.

The state also recommends that the Circulation Element:

- ❖ consider the “preservation of transportation corridors for future system improvements” and
- ❖ address consistency among state, regional, and local transportation plans to better resolve circulation issues.

This element provides the context from which to enhance the multiuse trails and bikeway system, offering both recreational and commuting opportunities to City residents. These enhancements also relate to the Land Use and Open Space and Conservation Elements because the trail system supporting walking and bicycling, both of which reduce demands placed on the automobile transportation system, improve air quality and provide alternative connections between land uses.

According to state planning law, each element of the General Plan must be internally and externally consistent. All elements of the General Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the primary subjects of other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for implementation of plans and programs and achievement of community goals. The Circulation Element relates most closely to the Community Infrastructure and Services, Land Use, Open Space and Conservation, Recreation and Trails, and Art and Culture Elements.



The Land Use and Community Design Elements address land use patterns for existing and undeveloped areas, along with alternative methods to increase mobility based on land use patterns. The uses identified on the Land Use Map provide the basis for determining future circulation needs. The Open Space and Conservation Element addresses energy conservation and efficiency. The Community Services and Infrastructure Element addresses infrastructure, including energy transmission lines, water, sewage, and storm drainage. Some policies in this element address trails and pathways, which are closely related to the provision of parks and open space addressed in the Recreation and Trails Element. Air quality (a topic also found within the Open Space and Conservation Element) is integrally associated with transportation and circulation patterns. The goals and policies within the Open Space and Conservation Element rely on supporting policies and plans found within this element. Housing and other land uses rely on the circulation system. Roads, transit, and other transportation systems are essential for business, recreation, and daily life.

4.2 ISSUES AND OPPORTUNITIES



The results of the Circulation Element Update Transportation Study in conjunction with community input during the General Plan preparation process identified existing challenges and future opportunities regarding circulation and mobility within the City and Planning Area. These issues and opportunities are identified below.

4.2.1 TRADITIONAL GRID ROADWAY SYSTEM

Hemet’s downtown district and surrounding residential areas developed around a traditional grid system of streets. Now called a “Neo-traditional” grid pattern, Hemet has what many cities desire: a circulation system that not only accommodates cars but facilitates pedestrian movement and links neighborhoods with nearby shopping, consistent with the concepts embodied under the state’s “complete streets program”. A primary issue however, is the fact that recent development trends favor cul-de-sacs and curvilinear street designs, which minimizes through traffic on residential streets. To address this issue, the circulation system continues to provide for the City’s traditional grid system and pedestrian connectivity where practical, with deviations typically occurring only where there are physical constraints.

4.2.2 IMPROVED ACCESS TO THE REGIONAL TRANSPORTATION SYSTEM

Hemet is currently served by an older highway system developed for an agricultural community. This is shown on Figure 1.1, the “Regional Context Map.” Newer and faster systems have been developed to the west and north of the City but as of 2010, there is a deficit of regional transportation facilities directly serving the City and integrating Hemet with the greater Riverside County area. This connection to regional transportation systems, both vehicular and rail, is critical to Hemet’s economic future and its ability to provide an expanded employment base for its citizens. Both City officials



and regional agencies have recognized this issue and have focused on bringing regional transportation facilities to Hemet, which will include:

- ❖ **Realigned State Route 79** The City of Hemet has been an active partner with the Project Design Team (PDT) for the realignment of State Route (SR) 79. The PDT included partners from the Riverside County Transportation Commission (RCTC), California Department of Transportation (Caltrans), the Federal Highway Administration, and Riverside County. The final route for the SR 79 realignment was selected and the associated environmental impact report was certified by the RCTC on December 8, 2016. SR 79 will provide critical north/south connectivity to Interstate 10 (I-10) to the north and the Murrieta, Temecula and French Valley areas to the south.
- ❖ **Mid-County Parkway** The Mid-County Parkway (MCP) is a proposed 16-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto Valley and Perris areas and help address future transportation needs through 2035. While not directly within City limits, the MCP will provide critical east-west circulation capacity and serves as an integral link to SR 79, Sanderson Avenue, and Ramona Expressway. The construction of the MCP will also serve to off-load some of the existing congestion on Florida Avenue (Hwy 74), which is the primary east-west corridor in Hemet.
- ❖ **Future Metrolink Stations** Currently, the RCTC owns the right-of-way along the railroad spur coming into Hemet from Perris and Riverside for a future Metrolink route. The City's General Plan shows two Metrolink stations, one for the future West Hemet Business Park/Mixed Use area and one in downtown Hemet. The City has recognized the critical role Metrolink plays for the region and has incorporated numerous goals and policies throughout the General Plan encouraging development of the stations and development of transit-oriented design near the future stations. The City will need to aggressively pursue funding for these facilities in conjunction with RCTC, recognizing that funding resources will become increasingly competitive in the future.
- ❖ **Completion of Regional Roads to and through Hemet** Two major east-west roads run to and through Hemet (Domenigoni Parkway and Florida Avenue). Major north-south streets include Warren Road, Sanderson Avenue, State Street, and San Jacinto Street. These roads are only partially completed and/or require additional rights-of-way. This General Plan anticipates completion of the major roads to and through Hemet and recognizes that interagency coordination with Riverside County and the City of San Jacinto will be critical to ensure timely completion of the regional road network.

4.2.3 ROADWAY CONNECTIVITY CONSTRAINTS

Hemet's roadway system is well developed; however, some connectivity gaps and design issues result in unnecessary traffic delays. For example, Devonshire Avenue is an important east-west street providing an intracity



function. However, Devonshire Avenue does not connect State Street to San Jacinto Street because an existing public school campus is blocking through access, resulting in indirect access to the hospital from the west. Additionally, in many areas, right-of-way is not readily available to widen streets to accommodate additional traffic volume. The lack of established turning mechanisms, such as striping, traffic signals, and turn lanes, at critical intersections also results in traffic delays. However, these issues are not insurmountable. The City of Hemet has been working with the Hemet Unified School District to study the feasibility of moving the school to permit the extension of Devonshire. Streets and intersections can be widened as part of an ongoing capital improvement program (CIP). Furthermore, the Circulation Element provides clear goals, policies, and implementation programs pertaining to this issue resulting in a functional circulation system.

4.2.4 EXPANSION OF ALTERNATIVE TRANSPORTATION OPTIONS

The City already has in place an extensive alternative transportation network, including the existing rail line, bike paths, and the airport. Opportunities exist in the future to expand these facilities and enhance their utilization. For example, the railroad line is projected to accommodate the future Metrolink line connecting Hemet with the Cities of Perris, Riverside, and Los Angeles. Bike paths will be added to the network already in place and the existing street system can either be directly used or retrofitted to use neighborhood electric vehicles (NEVs).

4.2.5 TRAFFIC CONGESTION MANAGEMENT STRATEGIES

For most arterials, Hemet's circulation network experiences an acceptable level of traffic flow. However, Florida Ave. experiences congestion at key intersections such as at Sanderson Avenue, State Street and San Jacinto Street. Adding to the traffic delays are the number of signalized intersections along Florida Avenue. Enhanced intersection geometrics such as adding turn lanes, and upgraded and synchronized signal phasing will improve overall traffic flow. The City will need to implement new technologies and employ creative solutions to ensure that the roadway system is efficient, safe, and improves mobility for all users including vehicles, transit, pedestrians, and bicyclists.

4.2.6 CAL-TRANS CONTROLLED STATE HIGHWAYS

The California Department of Transportation, or Cal-Trans, has jurisdiction over the two state highways that transect Hemet: Hwy 74 (Florida Avenue) and Hwy 79 (various roadways). The future realignment of Hwy 79 will essentially mitigate the current circulation issues associated with this roadway. However, there are no plans to realign Hwy 74 to another route and as such, any modifications to the right of way for this roadway, including driveway access, signals, medians, and signage needs to be approved by Cal-Trans. Some cities within the region have taken over the maintenance responsibility – and thus gained local control- for portions of state highways. This has allowed greater flexibility and a less time-consuming process in implementing right of way improvements. The City



of Hemet may also consider discussing with Cal-trans the opportunities for taking over jurisdiction of portions of Hwy 74.

4.2.7 HEMET-RYAN AIRPORT

The Hemet-Ryan Airport has provided aviation services for over half a century. As aviation needs change, however, so will the need for improvements to Hemet-Ryan Airport. The existing Hemet-Ryan Airport Master Plan adopted in 2004 is currently being updated and a proposed new plan is anticipated to be adopted by the County of Riverside the future. The new Layout Plan is proposed to include a 500 foot easterly extension of Runway 5-23 to allow for increased takeoff capacity to the west. As is the case in many cities where expansion of airports is contemplated, the obligation to protect residents from airport expansion issues, such as noise, must be factored into the discussion. The City of Hemet has traditionally supported the Hemet-Ryan Airport and this General Plan provides goals and policies continuing that support, but tempered with the realization that airport expansions are a complex and dynamic issue and that airport expansion should not be detrimental to the existing community and the necessary provision of surrounding circulation and infrastructure systems.

4.3 RELATED PROGRAMS, PLANS, AND REGULATIONS

Transportation planning and management requires cooperation and coordination among many state, county, and regional agencies. Relevant agencies include Caltrans, Riverside County, the Southern California Association of Governments (SCAG), Western Riverside County Council of Governments (WRCOG), and the South Coast Air Quality Management District (SCAQMD). These agencies have federal and state mandates to adopt transportation-related programs that affect Hemet (and other jurisdictions throughout the area). Working together, agencies can address the physical infrastructure needed to support regional demands and ensure that convenient alternative transportation modes provide for an integrated, multi-modal approach to addressing traffic problems. The following plans affect the coordination of transportation planning efforts in the City of Hemet:

Regional Transportation Plan The *Regional Transportation Plan (RTP)* is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional congestion and transportation issues. The RTP has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and citizens. It is a multi-modal, long-range planning document prepared in coordination with federal, state, and other regional, subregional, and local agencies throughout southern California. The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and transportation finance. The RTP is prepared every 3 years, and reflects the future horizon based on a 20-year projection of needs. The RTP's primary use is as a regional, long-range plan for federally funded transportation projects. It also serves as a comprehensive, coordinated transportation plan for all jurisdictions within the region. Each agency responsible for transportation, such as local cities,



the County, and Caltrans, has different transportation implementation responsibilities under the RTP. The RTP relies on the plans and policies governing circulation and transportation in each County and City to identify the region's future multi-modal transportation system.

Riverside County Integrated Project/Community and Environmental Transportation Acceptability Process Western Riverside County is projected to grow from a current population of about 1.2 million to 2 million in 2020. In an effort to improve the quality of life for current and future residents, Riverside County, RCTC, and SCAG embarked on a planning process to determine future placement of buildings, roads and open spaces within the County. This process was named the Riverside County Integrated Project and resulted in three interrelated plans: a General Plan for land use and housing, a multiple-species habitat conservation plan to determine open spaces and conservation areas, and the Community and Environmental Transportation Acceptability Process (CETAP), which identifies improvements for highways and transit systems. The integration of these distinct planning efforts will improve their ultimate effectiveness.

The main goals of CETAP are to: (1) identify and set aside areas for major transportation facilities; (2) ensure that transportation infrastructure will be in place to foster the economic development of Riverside County; and (3) provide access to schools, jobs, shopping and other daily activities. One major component of the CETAP was to identify a location for the SR 79 realignment through the communities of Hemet and San Jacinto. Other goals include providing expanded rail service and express bus service throughout Riverside County. Decisions reached through the CETAP will affect transportation facilities and opportunities within Hemet.

Riverside County and City of San Jacinto Circulation Elements The Riverside County Circulation Element forms part of the County's general plan. This element identifies the system of regional arterials and bikeways in the community of Winchester and other unincorporated portions of the Planning Area. The San Jacinto Circulation Element identifies arterial roadways and bikeways in areas adjoining the north side of the City of Hemet.

In developing the Circulation Plan, the City coordinated with both Riverside County and the City of San Jacinto to ensure connectivity with the adjoining circulation networks as shown in their respective general plans.

Riverside County Congestion Management Plan Urbanized areas such as Riverside County are required to adopt a congestion management program (CMP). The Riverside County CMP is updated every 2 years, pursuant to Proposition 111 (1990). The goals of the CMP are to reduce traffic congestion, to improve air quality, and to provide a coordination mechanism between land development and transportation improvement decisions. The CMP is administered by RCTC. In compliance with the CMP, the City is required to maintain minimum level of service (LOS) thresholds identified in the General Plan and require traffic impact assessments or studies on development projects.



Measure A Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the county. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election. Among the programmed projects for Measure A is the realignment of SR 79.

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

Transportation Uniform Mitigation Fee When voters approved the extension of Measure A in 2002, they also approved the Transportation Uniform Mitigation Fee (TUMF) program. Under the TUMF, developers in western Riverside County pay a fee to fund transportation projects. A network of TUMF projects has been developed and includes projects in the City of Hemet. The Western Riverside Council of Governments (WRCOG) was designated as program administrator for the TUMF program. As administrator, WRCOG receives all fees generated from the TUMF that are collected by local jurisdictions. WRCOG invests, accounts for, and spends the fee in accordance with the TUMF ordinance, the administrative plan, and applicable state laws. Local jurisdictions implement the projects approved as part of the TUMF.

State Route 79 Realignment Project SR 79 is a regional roadway that currently follows a circuitous north-south route through the central areas of Temecula, Murrieta, Winchester, Hemet, and San Jacinto. SR 79 has historically formed the backbone of development in Hemet and provides the City with valuable regional connections. The current SR 79 alignment within Hemet extends from Domenigoni Parkway to Gilman Springs Road, a distance of approximately 18 miles. Several factors have contributed to circulation deficiencies on SR 79 between Domenigoni Parkway and Gilman Springs Road. The current alignment is ineffective because it does not provide a direct regional north-south route; rather, it directs traffic through downtown Hemet and across numerous access points, resulting in traffic delay. Also, SR 79 does not meet commercial large-truck roadway requirements, forcing such trucks onto local roads, creating congestion in Hemet. The many businesses, residences, and other facilities located in downtown Hemet generate many vehicle trips. As a result, east-west and north-south through traffic is mixed with local traffic attempting to access the numerous businesses in Hemet, resulting in traffic congestion. Consequently, to avoid these through-town delays, regional traffic is avoiding SR 79 and using parallel arterials, such as Sanderson Avenue and Warren Road.



The existing SR 79 alignment has inadequate capacity to accommodate the regional and local travel demand associated with projected growth in western Riverside County. Hemet needs a more effective connection to improve roadway efficiency, safety, and vehicle capacity. In recognition of these factors, in 2016 the RCTC adopted a plan to realign SR 79, as shown in General Plan Roadway Circulation Master Plan. The realignment, which will run diagonally between Domenigoni Parkway at Winchester Road and Gilman Springs Road, is the City's preferred alignment location. It will separate local and regional traffic by transforming SR 79 into a regional highway that redirects heavy regional traffic off of local and residential roads. It will provide regional motorists a direct, north-south route and improve mobility and safety on Hemet's local streets.

Capital Improvement Program The CIP is a planning tool used to coordinate the financing and scheduling of major City projects, including transportation improvements. Not all projects included in the CIP have budget approval. The City's CIP is revised on an annual basis to meet changing needs, priorities, and financial conditions. Major funding sources in Hemet include the General Fund, Redevelopment Funds, and Enterprise Funds. Sales tax is the largest single revenue source in the General Fund. Other funding sources include development fees, property taxes, sales tax, and the gas tax.

Vehicle Trip Reduction Program for Employment The City's Trip Reduction Program is applicable to new employment-generating developments that could employ 100 or more persons. Smaller employers may participate. New developments must incorporate facilities and/or programs in their development plans sufficient to reduce work-related trips by 12 percent from the ordinarily expected number of trips related to the project, based on methodologies and standards established by the Institute of Traffic Engineers, SCAG, and/or SCAQMD. The Trip Reduction Program implements the Model Mobile Source Reduction Program and allows the City to receive revenues from state vehicle registration fees to administer programs to reduce air pollution.

Western Riverside Council of Governments Non-Motorized Transportation Plan The *Western Riverside Council of Governments Non-Motorized Transportation Plan* provides a system of regional bicycling and walking routes throughout the County, typically shown as regional routes between subregional networks within cities and as the portions of those subregional networks that serve as regional routes. This is a necessary tool to ensure that Hemet's network connects to the larger regional network and to ensure that the portions of Hemet's network that serve a regional function are consistent in capacity and design to the larger, regional network. The nonmotorized transportation plan for the Hemet area is discussed in section 4.7.1.

Hemet-Ryan Airport Master Plan The Hemet-Ryan Airport is located in the City of Hemet. It is owned by Riverside County and operated by the Riverside County Economic Development Agency. The Hemet-Ryan Airport Master Plan was adopted in 2004 and a new layout plan has recently been proposed, and is anticipated to be adopted by the County of Riverside



in the future. The Master Plan reflects anticipated development of the airport, including runways, taxiways, and associated land areas for both the improvements and safety zones, along with improvements in airport facilities, hangar and tie-down areas, and public access. A 500 foot easterly extension of Runway 5-23 is anticipated in the new layout plan which would facilitate take-offs in the westerly direction.

California AB 1358: The Complete Streets Act (2008)

AB 1358, the Complete Streets Act, requires cities and counties to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Complete streets help facilitate a variety of important community benefits. Section 4.4.7 of this element identifies these benefits and how Hemet's network meets the requirements of the Act.

California Bicycle Transportation Act

The intent of the California Bicycle Transportation Act is to design and develop a transportation system that achieves the functional commuting needs of the employee, student, business person, and shopper; ensures the physical safety of the bicyclist and bicyclists' property; and accommodates bicyclists of all ages and skills. The California Streets and Highways Code spells out required components of bicycle plans each jurisdiction must include to be eligible for Caltrans Bicycle Transportation Account (BTA) funds. Local governments seeking these funds must have their plan approved by the regional funding agency.

The City of Hemet General Plan Traffic Study specifically addresses a number of the requirements of the California Bicycle Transportation Act in Chapter 5 of this report. Key routes are developed to meet the needs of the users outlined in the Bicycle Transportation Act: employees, students, business people and shoppers. The plan also focuses on the safety of bicyclists by providing design classifications and best practices related to street network configurations. The use of on- and off-street facilities provides a variety of route configurations that may accommodate bicyclists of all different ages and skills at different locations throughout the City. As the City continues planning for the future, it is recommended that additional components of a complete bicycle plan be developed in order to be eligible for BTA funds.

California AB 32: The Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act, establishes the first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions in greenhouse gasses (GHG). AB 32 makes the California Air Resources Board (CARB) responsible for monitoring and reducing GHG emissions and continues the existing Climate Action Team to coordinate statewide efforts. This landmark legislation calls for a reduction of the state's greenhouse gas emissions to 1990 levels by 2020 and will require the state to cut emissions by 30 percent over projected levels. Reduction measures proposed to meet the 2020 target levels are to be adopted by the start of 2011.



The Circulation Plan defines a network of bicycle routes, transit, neighborhood electric vehicle (NEV) and pedestrian accommodations that encourages Hemet residents to utilize modes of transportation other than the automobile. The Plan provides a network to connect to regional bicycle and pedestrian trails from the Western Riverside County Non-Motorized Transportation Plan (Urban Crossroads, Inc., June 2010). The Non-Motorized Transportation Plan evaluates demand for such facilities. The Circulation Element also describes public transit, and NEV connectivity to major employment and activity centers to facilitate access to these destinations without the use of an automobile.

California SB 375 (2008)

SB 375 requires the California Air Resources Board (CARB) to set regional targets for years 2020 and 2035 to reduce greenhouse gas emissions from passenger vehicles. The targets apply to regions in the state covered by the 18 metropolitan planning organizations (MPOs)—SCAG is the MPO that represents the City of Hemet and other parts of western Riverside County. SB 375 provides emissions-reducing goals regions can plan for, integrates planning activities, and provides incentives for local governments and developers to follow new, conscientiously planned growth patterns. Reducing the number of vehicle miles traveled (VMT) is one strategy MPOs can employ to achieve these targets.

The intent of SB 375 is to reduce VMT by reshaping the face of California's communities into more sustainable, walkable environments with alternative transportation options and increased quality of life. SB 375 provides incentives for creating attractive, walkable, sustainable communities and revitalized existing ones. It also encourages the development of more alternative transportation options, including well-planned and -maintained pedestrian and bicycle routes.

The Circulation Plan provides a framework for key routes and alternative transportation facilities that will enhance connectivity within the City of Hemet and between nearby jurisdictions. The proposed plan enables travel by various modes to major activity areas and large employment centers. It also serves existing and future planned transit facilities, including potential future Metrolink stations.

4.4 ROADWAY CIRCULATION

4.4.1 MEASURING TRAFFIC FLOW

Roadway networks must be regularly evaluated to ensure they are moving vehicles efficiently and maintaining adequate capacity to support future growth. Evaluating the ability of the circulation system to serve residents and businesses in Hemet requires establishing performance criteria. Performance criteria have a policy component that establishes a desired Level of Service (LOS), and a technical component that specifies how traffic forecast data can be used to measure criteria achievement. Within the Circulation Element, Volume-to-capacity (V/C) ratios are used to establish LOS categories describing the performance of roadways and access points throughout the community.



Volume-to-Capacity Ratio This ratio (i.e., a ratio between traffic volume and theoretical capacity of the roadway) is used to measure the performance of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free-flow speed and is a critical component of roadway design. For example, a roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day at free-flow speed, has a V/C of 0.80.

Level of Service LOS describes the efficiency and quality of traffic operations. LOS is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles. Service levels range from A through F, with each level defined by a range of V/C ratios, as shown in Table 4.1. LOS A, B, and C are considered good operating conditions, with only minor delays being experienced by motorists. LOS D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. LOS E is considered a near-capacity condition, and LOS F represents an oversaturated condition with long delays.

Table 4.1
Level of Service Definitions for Intersections

Level of Service	Volume-to-Capacity Ratio	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	0.71-0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington DC, 2000.

Level of Service Standards Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. At the local level, the City of Hemet has established LOS D as the lowest acceptable LOS for *peak-hour intersection movements* and LOS C as the lowest acceptable LOS for *roadway segment operations*. The City has not adopted an LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis. At the regional planning level, Riverside



County's congestion management plan (CMP) specifies LOS E as the operating standard for roadways and intersections on the CMP highway system.

The City has also established additional thresholds for project impacts that go beyond acceptable operational LOS to address direct project impacts on roadway capacity. For purposes of compliance with the California Environmental Quality Act (CEQA), projects that increase V/C by .01 or more on affected roadway segments at intersections already experiencing or projected to experience LOS E or F conditions are considered to create potentially significant impacts, and a traffic analysis report and mitigation measures are required. This requirement is designed to reduce the occurrence of both roadway congestion and underfunded improvements.

The City accepts a Level of Service below "D" for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, where Level of Service is affected by delays at Florida and Sanderson Avenues. The City has recognized that certain segments and intersections would exceed Level of Service "D" as early as 1992 during a comprehensive General Plan update. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C's standard. The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue; however, Florida Avenue and Sanderson Avenue would still operate below Level of Service "D" with implementation of the General Plan.

The primary reasons for exceeding level of service "D" in the vicinity of Florida Avenue and Sanderson Avenue include closely-spaced traffic signals along Florida Avenue, through-traffic slowed by left turns into commercial driveways on Florida Avenue, and a lack of available right-of-way to widen streets. Over the years, businesses have been built along Florida Avenue, limiting the possibility for roadway widening. Widening could only occur if those businesses are acquired through eminent domain and demolished. The City believes that the costs of eminent domain and demolition of existing business exceeds the benefits of slightly better capacity at these few select intersections.

4.4.2 IMPROVEMENTS TO TRAFFIC FLOW

To maximize the efficiency of its circulation system, the City has determined where physical improvements to the circulation infrastructure can be made to expand capacity and increase traffic flow. There are three basic methods to reduce traffic congestion: reduce traffic demand, increase roadway capacity and efficiency, or spread demand to off-peak hours. All methods are used to improve transportation planning as a component of the Circulation Element and in the recommended implementation programs. Reducing demand involves encouraging divers to use alternative modes of transportation such as transit, bicycling, walking for nearby trips or participating in carpools/vanpools. Increasing capacity involves adding more lanes, roadways, and increasing intersection turning movements and efficiency. Spreading demand includes the use of alternative work



schedules, and locating commercial, employment, educational and recreational facilities in close proximity to residential areas.

To maximize the overall efficiency of the roadway system, the City will support the following measures:

- ❖ coordinate traffic signal timing and spacing,
- ❖ optimize intersection capacity and turning movements;
- ❖ discourage on-street parking along most secondary, major, and arterial streets, and expressways. In newly developing areas, parking will generally not be accommodated on any master planned street or road. The exception is for streets designated as Divided Secondary, where project designs may include on-street parking in conjunction with parks or similar amenities.
- ❖ explore ways to reduce the demand for vehicular transportation, specifically through the provision and maintenance of bike lanes, bikeways, trails, and pedestrian routes;
- ❖ promote the extension of the Metrolink commuter rail line to Downtown and West Hemet, and explore additional opportunities for light rail, trolley systems, bus rapid transit, and local transit routes;
- ❖ accommodate Neighborhood Electric Vehicles (NEVs) where practical and encourage additional regional transit services and support facilities;
- ❖ implement the City's Transportation Demand Management (TDM) ordinance (Chapter 30, Article 3 of the City of Hemet Municipal Code) which specifies a variety of techniques available to employers with 100 or more employees to advance the goals of efficiently utilizing the existing and planned transportation system and reducing vehicle emissions. TDM strategies are designed to encourage individuals to use alternatives to the single-occupant automobile. Some examples of TDM strategies are carpools and vanpools, public transit, nonmotorized modes, congestion pricing, and providing the public with reliable and timely traveler information.
- ❖ encourage and implement designated Mixed-use districts to provide an integrated mix of residential, commercial, office, and recreational/cultural land uses to reduce vehicle miles and promote walkability.

Trip Reduction Strategies Table 4.2 below summarizes the potential benefit of the various trip reduction strategies outlined with the Circulation Element, and the percentage of vehicle miles that are projected to be reduced with the implementation of each strategy.



**Table 4.2
Trip Reduction Strategies**

Measure	Applicability	VMT Reduction Range
Mixed Use Areas	Designated mixed use areas in the City anticipated to include residential, office, and retail uses	9 – 30%
Providing Pedestrian Facilities	Citywide	0 – 2%
Implement Neighborhood Electric Vehicle (NEV) Network	Citywide	0.5 – 12.7%
Incorporate Bike Lanes / Increase Density	Citywide	0.05 – 0.14%
Increase Transit Accessibility	Citywide	0.5 – 24.6%

VMT = Vehicle Miles Traveled

4.4.3 REGIONAL ROAD CIRCULATION

Mobility in Hemet is directly related to the regional transportation network, because the City lies at the confluence of SR 74 and SR 79. Interstate 215 (I-215) and Interstate 15 (I-15) are located west of Hemet, and SR 60 and I-10 are located to the north. In addition to these freeways, other connections to the region include the Burlington Northern Santa Fe Railway (BNSF Railway) line, which is a freight line used for goods transportation. Hemet is also connected to the region via the RTA bus system. The Metrolink commuter rail system provides public transit access within nearby cities and counties. There is currently no Metrolink service in Hemet; however, future station locations have been identified for downtown Hemet and to serve the west Hemet area. Figure 1.1 shows Hemet’s regional transportation context.

The City has made substantial efforts in recent years to improve traffic conditions on local roadways and to encourage multi-modal travel options. However, Hemet needs better roadway circulation between residential areas and regional employment and commercial centers and better access to regional transportation systems.

The high levels of pass-through traffic associated with regional development and securing funding sources for circulation improvements are also key concerns. One of the most pertinent regional transportation issue in Hemet is accommodating regional through-traffic originating in nearby communities. Specifically, growth in unincorporated Riverside County could lower the LOS on Hemet’s roadways, and therefore lead to restriction of development within Hemet in order to meet LOS performance criteria. In the past, unchecked regional growth has resulted in unexpected and unplanned traffic congestion on City streets. This regional traffic also includes commercial truck traffic. Hemet needs a circulation system that routes truck and commercial traffic away from residential streets toward larger expressways and larger arterials.



State Route 79 Another source of regional traffic is SR 79, which is currently routed from Temecula to Beaumont via Winchester Road, Florida Avenue, San Jacinto Avenue, North State Street and Gilman Springs Road, and Lamb Canyon. Florida Avenue is also the route of SR 74. SR 79 is proposed to be realigned to include an expressway that diverts from Winchester Road near Domenigoni Parkway, running north-northeast to rejoin existing SR 79 south of Lamb Canyon. Currently, motorists bypass the existing SR 79 by using Domenigoni Parkway to join either Warren Road or Sanderson Avenue, which leads directly to Lamb Canyon, avoiding Florida Avenue and San Jacinto Avenue. The proposed realignment of SR 79 is one component of improving regional transportation in Hemet.

Many of Hemet's regional and local circulation issues center on existing SR 79's design, capacity, and alignment deficiencies. Many issues will be resolved with the proposed realignment of SR 79 to a new expressway in the western portion of the planning area, including the provision of a significant opportunity to attract new industries and jobs to the city. The timely construction of this expressway is of critical importance to the City, and needs to be pursued diligently with RCTC and CalTrans.

SR 79 is designed to ultimately be a six lane expressway, although the initial construction is planned to be four lanes within an approximate 230 foot right of way. Approval of the environmental clearance (Final EIR) and the ultimate alignment and design configuration occurred in December 2016. The expressway is projected to be constructed in phases, with construction to commence when funding is obtained. The adopted alignment is shown on the general plan Land Use Map (Figure 2.1) and on the Roadway Circulation Master Plan (Figure 4.1). Grade separated intersections in Hemet are planned for Florida Avenue, Stetson Avenue, Domenigoni Parkway and Esplanade Avenue.

State Route 74 (Florida Avenue) serves as the only route to the mountain resort areas to the east. With the completion of Domenigoni Parkway, some traffic was diverted in the area west of State Street. However, Florida Avenue serves as the primary arterial street traversing the City from west to east. Further to the north, north of the City of San Jacinto, the Ramona Expressway provides both an east-west route between I-215 and the easternmost portion of Florida Avenue and a northwest route: Gilman Springs Road connects the Ramona Expressway with SR 60.

Thus, only three thoroughfares provide a through, east-west travel route across Hemet and San Jacinto. A future thoroughfare—the Mid-County Parkway—will parallel the Ramona Expressway and add east-west capacity.

Mid-County Parkway The Mid-County Parkway (MCP) is a 16-mile east-west expressway planned to connect I-215 and SR-79. Although the expressway is located north of Hemet, it will provide connections to Warren Road, Sanderson Avenue and Hwy 79. As a major east-west corridor into the San Jacinto Valley, it will also provide for regional connectivity and help reduce future traffic volumes on Florida Avenue.



CIRCULATION

Figure 4.1 Roadway Circulation Map



Back of Figure 4.1



Stetson Avenue This arterial currently runs east-west through the developed portions of Hemet and the southeast Hemet unincorporated area of the County. Stetson Avenue has been designated as a four-lane route in both the previous City of Hemet and current Riverside County general plans, but is built as a two-lane road in the unincorporated southeast area. This element designates Stetson Avenue as a six-lane arterial route west of Sanderson Avenue to follow the BNSF Railway line and proposes a future Metrolink station near the interchange between future Stetson Avenue and future SR 79. The new West Stetson Avenue is proposed to continue westerly through Menifee and ultimately connect with I-215 at the McCall Boulevard interchange, serving as an additional regional access.

In developing a regional transportation network, Hemet must also consider the relationship between vehicle miles traveled and greenhouse gas (GHG) emissions. On September 30, 2008, Governor Arnold Schwarzenegger signed Senate Bill 375 into law, requiring Metropolitan Planning Organizations, including SCAG, to develop a Sustainable Communities Strategy (SCS) as part of the RTP. As an option, the law authorizes WRCOG and other SCAG subregional agencies to prepare a subregional SCS. The SCS is intended to provide a path to reach the goals of AB 32, the Global Warming Solutions Act of 2006, which requires the state to reduce GHG emissions to 1990 levels by the year 2020. The SCS is generally defined as a development pattern that meets the state target for reducing GHG emissions, while considering the region's housing needs, transportation demands, and protection of resource lands. In concert with developing regional transportation options, Hemet has placed land uses in a manner that reduces the number of home-to-work trips during peak travel hours and implemented TDM programs, which increase average vehicle ridership and shift a portion of such trips to nonpeak hours. There is a particular need to encourage industrial uses and employment opportunities within the City in order to reduce traffic on major roads. Building shopping and employment centers within Hemet's planning area would reduce the distance that City residents drive to regional shopping and employment centers and would aid the local economy.

4.4.4 LOCAL ROAD CIRCULATION

Hemet's roadway system is well developed; however some connectivity gaps and design issues result in unnecessary traffic delays. In many areas, right-of-way is not available to widen streets to accommodate additional traffic volume. The provision of expanded turning mechanisms, such as striping, traffic signals, and turn lanes, at critical intersections would alleviate a majority of the traffic delays. Many of Hemet's local collector streets were developed before the current standards for collector roadways, which creates traffic delay and safety hazards when high-volume traffic comes into contact with residential driveways. Also, minimizing the number of direct access points on Hemet's major roadway corridors, such as SR 79, would improve traffic delay and safety issues.

Transportation System Management (TSM) and TDM strategies can improve the mobility and efficiency of a circulation system. TSM involves physical improvements to the circulation infrastructure to expand capacity and increase traffic flow, while TDM involves reducing the demand for



vehicular transportation. TSM and TDM strategies provide relief from increasing demands for more improvements to transportation facilities. Examples of TSM include synchronizing traffic signals, removing on-street parking on certain roads, and changing intersection geometries. Priority should be given to TSM strategies that improve LOS, especially in areas that are fully developed, before more costs and capacity-increasing strategies are employed. Examples of TDM include making better use of existing roads, reducing auto use in congested areas or peak-hour traffic times, and increasing public transit ridership. The City coordinates TSM and TDM efforts with Riverside County's CMP.

The local street system serves the community's primary needs for mobility and access. The City's arterial/collector roadway network generally corresponds to a one-quarter-mile grid pattern. This system emphasizes carrying traffic on a relatively large number of collector streets, rather than concentrating traffic on a small number of high-volume arterials. SR 74 and SR 79 serve local and regional through traffic.

4.4.5 CIRCULATION MASTER PLAN

The City's existing circulation network consists primarily of roadways. However, transit services, multi-use trails and bikeways, and air traffic at Hemet-Ryan Airport are also used by City residents, but to a lesser extent because of a current lack of multi-modal connections. As shown on Figure 4.1, the updated Circulation Element provides a framework for a comprehensive multi-modal transportation network and the integration of complete streets.

The Circulation Element goals and policies emphasize:

- ❖ regional access, particularly a realigned and expanded SR 79;
- ❖ continuation of the City's traditional grid street system to provide greater connectivity within the City;
- ❖ a balance between the provision of street infrastructure and the maintenance of the residential character of neighborhoods;
- ❖ a recognition of the potential effect of development on the capacity of streets and the need to reduce impacts by promoting alternative development patterns and modes of transportation; and
- ❖ the value of providing commuter rail, bus, bicycle, pedestrian, and equestrian pathways as alternate modes of travel for current and future residents.

The planning horizon for Hemet's roadway system is 2030. The City's Roadway Circulation Master Plan (Figure 4.1) has been developed to accommodate anticipated vehicle traffic volumes in 2030. This plan has been developed in close coordination with land use policies to ensure that traffic generated by new development will not compromise the City's goal to ensure that intersections and roadway segments operate efficiently.



The map identifies existing and proposed components of the City's roadway circulation system. The primary enhancement is the realignment of portions of SR 79. SR 79 currently runs east-west along Florida Avenue concurrent with SR 74 from the west end of the City to San Jacinto Street, where SR 79 turns north. Details describing the SR 79 realignment are provided in the regional circulation discussion.

Although most of central Hemet is already developed, most remaining developable land is located in the western part of the City, and within the Planning Area. New development in west Hemet will require construction of new roads to provide circulation for future residents and businesses. Land Use Element policies enabling reuse and redevelopment within established portions of the City, particularly within key roadway corridors, may also necessitate roadway widening and intersection enhancements.

The traffic impact analysis prepared for the General Plan Update (Urban Crossroads, 2011) determined that the proposed circulation plan and roadway network would accommodate the future traffic demands of the land use plan at build out (2030). Intersections are also projected to operate at acceptable levels of service with the exception of two existing intersections that already are impacted: Florida Ave. and Sanderson Ave., and Devonshire and Sanderson Ave. Improvements to these intersections are constrained by existing development on either side of the roadway.

The Roadway Circulation Master Plan (Figure 4.1) generally conforms to previously adopted 1992 circulation master plan, except that some new streets are added or reclassified, and lane configurations or intersection geometrics have been modified for selected street segments. A comparison of the identified changes to the roadway network is provided in Appendix D of the General Plan.

Sustainable Transportation Network Sustainable transportation networks are designed to improve the balance between environmental concerns, community objectives, and performance (mobility and safety). Within Hemet, progress toward a sustainable transportation system can be advanced by focusing on the following objectives, as stated in the General Plan traffic analysis by Urban Crossroads (2011):

- ❖ **Network Connectivity** (more than one route between land uses and a mixture of low speed and high speed road connections wherever possible)
- ❖ **Operational Balance** (flexibility to achieve community objectives and place making without sacrificing safety and mobility)
- ❖ **Emissions Reduction / Energy Efficiency** (prioritize designs which minimize idling times and vehicle miles traveled, help conserve resources and minimize waste)
- ❖ **Pedestrian and Bicycle Accommodations** (walkways and bikeways fully integrated)



- ❖ **Transit Readiness** (access to transit stops and effective interface of modes)
- ❖ **Neighborhood Electric Vehicle Facilities** (system of NEV provisions: paths, lanes, charging stations, etc.)
- ❖ **Quality Public Space** (roadways spatially defined with structures and landscaping).

4.4.6 Roadway Classifications

Circulation plan roadways in Hemet are defined using a hierarchical classification system. Each type of roadway is described by size, function, and capacity. The circulation plan establishes eight types of roadways, ranging from six-lane highways to two-lane roadways. The circulation plan does not describe SR 79 (which will be a Caltrans facility) or local streets. Although there are numerous local streets serving individual neighborhoods, and these streets feed into the larger roadway network, they are not considered master-planned streets that are part of the circulation network. The design of the local streets is still subject to the City's engineering and subdivision Street Standards. The realigned SR 79, west of Warren Road, is being designed to expressway standards. Design is undertaken by Caltrans, with primary overview by RCTC. SR 79 is anticipated to be constructed in phases, with the first phase to include fewer lanes and at-grade crossings, with additional lanes, interchanges, and overpasses added later.

City roadways consist of both divided and undivided roadways. Divided roadways generally contain a physical barrier or buffer, such as a curbed median or a continuous two-way left-turn lane, between each direction of travel. Divided roadways remove vehicles making a left turn from the travel lanes to keep slowing vehicles from impeding through traffic and constricting roadway capacity. Undivided roadways do not contain a buffer between each direction of travel and, therefore, left-turning traffic can impede through traffic. Undivided roadways may widen to provide turn movement pockets at intersections.

The standard roadway classifications are listed in Table 4.3 and described in the paragraphs that follow. The descriptions relate to segment design, and illustrate the configuration at midblock. Typical nonintersection cross-sections are illustrated in Figure 4.2.

Additional rights-of-way (beyond the standard width) may be required at higher volume intersections to provide for safe turning movements. The standard roadway classifications are described in the table and paragraphs below.



**Table 4.3
Roadway Classifications**

Classification	# of Lanes	Raised Median	ROW Width (ft.)	Curb-to-Curb Width (ft.)
Arterial	6	Yes	130–140	102–112
Major	4	Yes	98–108	78
Divided Secondary—A	4	Yes	94	70
Divided Secondary—B	4	Yes	94	64
Secondary	4	No	94	64
Express Collector	3	No	66	44
Collector	2	No	66–74	44
Rural Collector	2	No	44	32
Local Rural	2	No	44	24

Arterial—An Arterial is a six-lane road with a median and is intended to have a somewhat limited amount of access. Typically, Arterials have at-grade intersections with other roads, with separations of at least one-quarter mile between intersection crossings and very limited driveway access points. Intersections are at grade, with signalization of crossings. Some intersections may only permit right-turn access. On-street parking is not permitted. Medians are raised, with landscaping and/or hardscaping (e.g., decorative paving or features). Median widths vary between 14 and 24 feet and account for variable rights-of-way and curb-to-curb widths. Two existing or planned roads, Domenigoni Parkway and the Ramona Expressway, have unique designs that include greater median widths and parkways, and greater separations between access points.

Major—A Major street is a four-lane street with a landscaped median. Under unique circumstances related to neighborhood traffic needs, painted medians can be considered by decision makers. On-street parking is not permitted. Major streets are intended to have design speeds based on greater sight distance, curves that are less acute, restricted access, and greater distance between intersection crossings. At intersections, the street can be altered to allow acceleration, deceleration, and turn lanes. Parkways will vary between 10 and 15 feet wide, and right-of-way widths will vary accordingly. It is assumed that areas with extensive existing development will have the narrower rights-of-way, while newly developing areas will have the wider rights-of-way.

Divided Secondary A—A Divided Secondary street is a four-lane street, but differs from Secondary Streets in that they have a landscaped median. Under unique circumstances related to community design issues, painted medians can be considered by decision makers. Divided Secondary streets are likely to have speeds that accommodate roadway constraints and



Figure 4.2 Roadway Classification Cross-Sections



CIRCULATION

Backside of Figure 4.2



community design issues. Bike lanes are accommodated, which results in narrower Parkways than those on Divided Secondary B streets.

Divided Secondary B—A Divided Secondary B street is similar to the Divided Secondary A street described above; however, the Divided Secondary B street does not provide for bike lanes, resulting in a smaller curb-to-curb footprint than the Divided Secondary A street.

Secondary—A Secondary street is a four-lane street with a painted centerline and no median. Parking is not accommodated but bike lanes may be accommodated. Intersection designs may allow special turning opportunities.

Express Collector—Express Collectors accommodate heavier traffic flow in one direction, providing additional capacity to guide traffic toward signalized intersections with appropriate capacity and turning movement facilities. Between intersections, the Express Collector cross-section includes two lanes in one direction and one lane in the opposite direction. A single bicycle lane is accommodated between the single opposing lane and the curb. Parking is not accommodated. At signal-controlled intersections, the right-of-way is intended to be widened to allow left-turning lanes.

Collector—A Collector is a two-lane roadway with full shoulders within a 66-foot right-of-way within already developed areas and within a 74-foot right-of-way in newly developing areas. The additional right-of-way provides for additional parkway improvements and fence or wall setbacks. Collectors provide access from local streets to the highway system. Collectors are intended to serve intensive residential land uses and multiple-family dwellings or to convey traffic through an area to roads of equal or similar classification or higher. In newly developing areas, residences will not be permitted to have individual driveways onto the street, and parking may not be accommodated to allow space for bicycles, NEV lanes, or other improvements.

Rural Collector—A Rural Collector is a two-lane road that serves very low volumes of traffic in areas with little or no development, or very low density development. These roads typically occur in very rural or hillside areas, such as Avery Canyon or where Sage Road is located. Curbs and gutters are not generally used and shoulders are typically unimproved (dirt). Bike lanes are provided on Rural Collectors.

Local Rural—Similar to the Rural Collector, a local rural street serves a small area of homes or businesses in a rural or mountainous setting. Pavement width is smaller than a Rural Collector because bike lanes are not provided.

Additional design considerations based on specific projects may also be approved at the discretion of the public works director when based on specific design constraints or modified roadway sections in specific plans.



4.4.7 COMPLETE STREETS

AB 1358, the Complete Streets Act, requires cities and counties to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway. Planning and implementing “complete streets” is one way cities and counties can meet this requirement.

A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete streets help facilitate a variety of important community benefits. Some of these benefits are described in the following list:

- ❖ Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.
- ❖ Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially in children.
- ❖ Planning for complete streets cuts costs. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than making retrofits later.
- ❖ Complete streets can lead to economic revitalization by reducing transportation costs and travel time while increasing property values and job growth in communities.
- ❖ Thoughtful design and accommodations for bicyclists and pedestrians reduces the incidence of crashes and improves safety for all transportation users.
- ❖ Complete streets foster strong communities where all people feel safe and welcome on the roadways and where walking and bicycling are an essential part of improving public transportation and creating friendly, walkable neighborhoods.

Identifying opportunities for select roadways to become complete streets that include such elements as pedestrian travel, canopy shade trees, activity nodes, NEV lanes, and pervious pavement or bioswales, will add to the street's value and multi-purpose use. While not all streets need be developed as complete streets, determining key locations and accompanying design standards are recommended implementation programs to foster complete streets within the City.

The General Plan meets the goals and policies of the Complete Streets Act in several ways. First, the General Plan fundamentally increases the range of transportation options for circulation within the City of Hemet and to adjacent western Riverside County jurisdictions by identifying a backbone network of bicycle and pedestrian routes. This on- and off-street network of routes improves safety for pedestrians and cyclists by providing



dedicated facilities apart from vehicles. The General Plan also addresses ancillary facilities that are necessary to make a complete street work: the General Plan establishes preferred or “typical” design standards for route classifications and discusses the need for bicycle accommodations. Lastly, the General Plan specifically includes facilities consistent with the recently completed *Western Riverside County Non-Motorized Transportation Plan*.

4.5 NEIGHBORHOOD ELECTRIC VEHICLES

NEVs are a street legal, low cost, energy efficient, zero emissions mode of local travel that is currently available—but current impediments to widespread usage include lack of interconnected low-speed routes and driver confusion regarding where these vehicles can safely be operated. These problems can be addressed in Hemet by implementing an integrated local NEV plan that overcomes connection issues, identifies safe routes, and enables clear communication about where residents can go in low-speed vehicles.

The unintended consequence of providing a high level of mobility on our roadways includes high-speed auto-oriented patterns that sometimes inhibit the operation of low-speed vehicles and other modes of transportation. Drivers are gradually becoming aware of the official low-speed vehicle classification, commonly described as NEVs, which are already approved at federal and state levels for use on public streets. With their emphasis on short trips and speed capabilities capped at 25 miles per hour (mph), NEVs are generally restricted to streets with posted speed limits of 35 mph or less.

Accommodating a Low-Speed-Travel Culture in Hemet

Accommodating low-speed vehicles with zero emissions is a potent strategy to reduce greenhouse gas (GHG) emissions while encouraging a healthier level of community interaction. Although some level of NEV ownership and operation will occur regardless of the city’s attention to the matter, Hemet can proactively address conflicting mode issues and encourage safe NEV operations by:

- ❖ identifying the suitable NEV backbone routes as potentially shown in Figure 4.3,
- ❖ implementing street signage and striping of lanes for appropriate operation of low-speed vehicles,
- ❖ providing parking incentives and low-cost charging stations, and
- ❖ promoting the NEV plan to the public.

These activities are essential to acceptance and use of NEVs by residents and businesses.

Use of NEVs by the general public has increased for transporting kids to school, shopping, and other neighborhood trips. To accommodate the NEV users, special parking areas can be provided in local grocery and commercial shopping centers. Additionally, the downtown core of Hemet,



and the neighborhoods immediately surrounding it, tends to have collector streets with speed limits of 25 to 35 mph, which are suitable for NEVs. Given Hemet's grid street system with lower speed limits and relatively compact geography, NEV vehicles can be accommodated as a means of providing local transport. Larger, new planned developments present the same opportunity if low-speed connecting roads are provided.

Expanding NEV Use by Implementing a Citywide NEV Plan

NEVs have many benefits. NEVs can offer residents the ability to circulate the community without having to start an automobile with a combustion-powered engine. The NEV will be an enjoyable way to reach nearby commercial and activity centers in the local area and to visit neighbors. In addition, NEVs:

- ❖ are a relatively inexpensive vehicle to own and operate,
- ❖ are particularly well suited to trips less than 10 miles,
- ❖ do not contribute to the air pollution caused by the cold starts and operation of typical high-speed autos,
- ❖ achieve an energy equivalent of at least 150 miles per gallon (based upon 2002 California Energy Commission report), and
- ❖ have potential to run fossil-fuel free using solar or wind power to generate their electricity.

Figure 4.3 shows a potential NEV network for Hemet that is oriented to existing roadways and could therefore be implemented in the next few years. It incorporates "backbone low speed connectors" that focus on streets with a posted speed limit of 35 mph or less. Low speed connectors either provide direct connection to key destinations or link to NEV/bike lanes on higher speed routes. Shared NEV/bike lanes are proposed for higher speed routes in conjunction with Class II bike lanes. Restriping or, in some cases, widening of roadway cross-sections may be necessary where bike lanes do not exist or where existing bike lanes are less than 7 feet wide.

The planned backbone network provides a basic NEV system that can be modified or embellished as needed as new areas of the city are developed. Connections to nearby jurisdictions can also be evaluated where appropriate because travel is rarely restricted by City boundaries.

While there is sometimes interest in allowing golf carts to be included in a NEV plan, this may raise concerns for on-street usage on a citywide scale. When a NEV travels at its top speed of 25 mph, it still holds up some traffic in shared-lane conditions on local or collector streets. If it travels more slowly, it may encourage inappropriate passing by vehicles from the rear that could disrupt neighborhood safety. There are several models of NEV today that travel at 25 mph and should offer a reasonable variety to residents.



Figure 4.3 NEV Network



CIRCULATION

Backside of Figure 4.3



NEVs, Transit, and Bikes – Strategies for Safe Operations

Implementation of a citywide NEV Plan should be carefully reviewed by professionals and stakeholders so that potential conflicts between low-speed vehicles and autos, bikes, or transit operations can be addressed within each segment designated. For example, NEVs are not allowed in standard bike lanes (Class II facilities), which are often 5–6 feet wide (too narrow for NEVs). They are also not allowed in the auto lanes on fast roads. The initial NEV network suggested for Hemet identifies the backbone network where NEVs can safely operate and shared NEV/bike lanes for selected routes with higher speeds. Once this network is refined and adopted into a NEV plan, the network can be made available to residents and businesses to communicate how to get around town in low-speed vehicles.

4.6 PUBLIC TRANSPORTATION

A comprehensive public transit network is critical in providing a transportation system that meets the goals and policies of the Circulation Element. As vehicle congestion continues to grow and opportunities to add road capacity are further limited, transit will increasingly be utilized to meet the mobility needs of the City of Hemet over the next 30 years.

Transit promotes livable communities. Use of public transit will also promote more walkable neighborhoods, foster more cohesive communities, and provide better transportation options for members of the community where car ownership is either a hardship or an impossibility. Providing more transportation choices through extension of public transit opportunities will enable the City's residents and employees to rely less on automobile travel, reduce vehicle-miles traveled, and accommodate new development while minimizing the need for unsustainable roadway expansion.

Public transit in the Hemet area consists of taxis, paratransit vans, buses, and future passenger services through the Metrolink rail system. Figure 4.4 illustrates transit service features in Hemet.

4.6.1 PASSENGER RAIL SERVICE

The existing San Jacinto Branch Rail line runs east/west through Hemet from Perris. The rail line is the Riverside–San Jacinto spur line originally owned by the Atchison, Topeka, and Santa Fe Railroad (ATSF), was purchased by the Riverside County Transportation Commission. AT&SF operated the rail line from 1888 to 1897, primarily to serve the agricultural operations in the valley. The BNSF Railway operates freight service as the successor to ATSF. The line runs between Riverside and San Jacinto via March Air Base, Perris, and Hemet. In the Hemet Planning Area, the line runs northeasterly from Winchester to downtown Hemet, where it curves north and runs along Harvard Street, parallel to and east of State Street.

The original depot is located at the corner of State Street and Florida Avenue, and the Hemet Library is located adjacent to the line. A downtown passenger station is envisioned, as is a passenger station proximate to the future SR 79 and relocated Stetson Avenue interchange.



Metrolink is a regional passenger rail service to reduce the congestion on highways and improve mobility throughout southern California. Metrolink provides rail service to Riverside County. The Riverside Line runs trains from Riverside to Orange County and Los Angeles. Metrolink has multiple stations in Riverside County, including Pedley Station, Riverside-Downtown Station, Riverside-La Sierra Station, and West Corona Station. An extension of the Riverside Transit Corridor along the San Jacinto branch line to Hemet is proposed, and Perris and Perris-South Stations are proposed for construction in 2013. Long-term plans call for an extension of the line to Hemet, connecting Hemet with Los Angeles, Orange, and San Bernardino Counties and other parts of Riverside County.

Potential future Metrolink stations are located near the future SR 79 alignment at Stetson Avenue in west Hemet and near State Street at Menlo Avenue in downtown Hemet. Metrolink trains would be accommodated on the existing BNSF Railway line. Completion of transportation improvements to Metrolink linking Hemet to new destinations will increase traveling and commuting options for Hemet residents and reduce dependence on private automobile travel. As new areas are developed near transportation corridors and nodes, residents and visitors will benefit from the “smart growth” designs, which promote greater walkability and proximity to daily services, thus reducing both the detrimental environmental effects of vehicles and congestion.

Considerations for Future Railway Designs

The existing BNSF Railway line currently crosses the Planning Area and the City at grade (i.e., no overpasses). The rail line is generally only crossed by streets designated in this element as Collector and above. Street crossings are typically protected by automatic signals and gates. Freight trains operate on a demand schedule (i.e., upon request) and demand has been low enough that the movements of the infrequent trains, street traffic, and pedestrians have not conflicted. If freight demand substantially increases within the developed portions of the City, or when Metrolink service is provided, street crossings will need to be evaluated. Although grade-separated crossings are generally preferred, overpasses are probably infeasible within the developed portions of the City because of existing development and may not be warranted from a traffic/train usage perspective. However, larger new developments should be evaluated for potential effects of traffic and pedestrians on crossing functioning and safety, and constructing or accommodating the future construction of overpasses should be considered. Overpasses are most appropriate in new development in the southwest portion of the Planning Area.



Figure 4.4 Transit Services



CIRCULATION

Back of Figure 4.4



4.6.2 BUS AND LOCAL TRANSIT SERVICES

The Riverside Transit Agency (RTA) provides public transportation throughout Riverside County. RTA operates fixed bus routes providing public transit service throughout a 2,500-square-mile area of western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all cities and unincorporated communities in western Riverside County. RTA bus lines 32, 33, and 42 provide local access in the Hemet Planning Area and neighboring San Jacinto as shown in Figure 4.4 (Transit Service Features). RTA routes currently use the Hemet Valley Mall located near the intersection of Florida Avenue and Kirby Street as a hub point for all routes serving the Hemet and San Jacinto areas and for those routes connecting to regional destinations.

Future transit routes are also shown on Figure 4.4, and are anticipated to provide additional connectivity throughout the less centralized portions of the City and Planning Area. Ultimately, RTA envisions constructing a Transit Center in the Hemet area. A location has not been determined, but one alternative would be to site the center in conjunction with a downtown or west Hemet Metrolink station.

The current SR 79 alignment through the Cities of San Jacinto and Hemet is only suitable to accommodate local public transportation services. However, a number of future transit opportunities exist near the SR 79 realignment. A multi-modal public transportation system offers many benefits, such as increased mobility, decreased traffic congestion, energy savings, and decreased pollution and GHGs. A transit system could be built around a set of land use nodes throughout Hemet and nearby cities. A one-way loop, with stops within a 5-minute walk, can effectively serve about 1.5 square miles with 10-minute frequencies of service and require only a single vehicle and a single lane right-of-way. New services would need to be established to provide the compatibility with a future multi-modal transportation system. The right-of-way for the realignment of SR 79 also includes designated right-of-way for transit; however, the type of transit facility has not yet been designated. The City is committed to ensuring that public transportation becomes a viable travel alternative to the automobile and is taking steps to ensure that transit accessibility is a primary consideration within new mixed-use and redevelopment proposals.

Design Considerations for Public Transit

To advance public transit use, comfort, and safety, consider the following strategies in transit design:

- ❖ Integrate methods that will allow buses to stop for passengers without disrupting vehicular traffic such as a wider traffic lanes or a turnout at the bus stop location.
- ❖ Locate transit stops to minimize the impact of buses and ridership activity on nearby neighborhoods. Incorporate buffer zones as feasible.
- ❖ Locate bus stops on the “far-side” of an intersection to avoid conflicts with traffic queuing in the right turn lane.



- ❖ Provide amenities for transit users such as benches, shade, lighting, shelters, and bicycle racks, where appropriate.
- ❖ Ensure that transit stops meet Americans with Disabilities Act (ADA) requirements by providing a continuous paved connection to and from the stop.

Paratransit Options

Several paratransit options exist for senior citizens that are not able to drive, or would rather not drive. RTA's Dial-A-Ride program provides general advanced reservation service, Senior/Disabled service, and Priority Service for persons certified under the Americans with Disabilities Act. Care-A-Van service is also offered within the City of Hemet for seniors and disabled travelers that qualify as low income. Hemet Valley Medical Center offers patient transportation to and from the hospital.

4.7 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling promotes the neighborhood character and community feel of Hemet by allowing for a low-impact, convenient, and healthy transportation option. Reducing short commute and utilitarian vehicle trips can promote healthier living, and encourage residents to interact with their local neighborhood by patronizing local business and socializing with neighbors. An effective bicycle transportation plan promotes bicycling as both a viable transportation alternative and an enjoyable recreational pastime.

A comprehensive bicycle network, including bicycle routes, convenient bicycle parking facilities, and overall street designs that make the roadway network more hospitable to cycling, will make cycling competitive with the private automobile for short trips. Implementing a bicycle network helps to achieve the balance in the transportation network by providing an affordable alternative to the private automobile, and provides better transportation options for people who cannot drive.

The Circulation Element identifies a master plan for bicycle and pedestrian trail systems throughout the City and Planning Area, allowing residents to travel from neighborhoods to key destinations like schools, parks, shopping and employment centers. The Bikeway Circulation Plan is provided in Figure 4.5. Additional off-road bike trails for recreational users is discussed in Chapter 8 (Recreation and Trails) and shown in Figure 8.3.

In addition to offering recreational and public health benefits, nonvehicular modes of transportation offer options for both commuting and convenience trips around the City. Also, the mixed-use environments advocated by Land Use Element policies will encourage increased pedestrian activity on City sidewalks for both business and pleasure. Finally, an equestrian network in selected areas will offer recreational benefits, although it will be limited to nontraffic areas to avoid conflicts between horses and traffic. An effective bicycle, pedestrian, and equestrian network must be safe and accessible and must connect key activity centers within the City with each other and with the regional trail system. Hemet's current bike trail system includes Class 1 bike paths, Class 2 bike lanes, and Class 3 bike routes. Recreational trails such as mixed-use trails and trails for equestrian and hiking only are discussed in the Recreation and Trails



Figure 4.5 Bicycle Circulation Plan



CIRCULATION

Back side of Figure 4.5



Element (Chapter 8). Opportunities for Class 3 bike routes exist along many of the City's collector streets and sometimes secondary streets, typically following quarter-mile grids. Designated Scenic Highways have a design requirement for wide multiple-use paseos that accommodate pedestrians, joggers, and bicyclists, and wider sections already exist on Sanderson and Florida Avenues. While these multiple-use paseos do not meet the formal Class 1, 2, or 3 definitions of bikeways, they nevertheless provide a valuable resource for users.

Currently, opportunities for bicycling or walking as viable transportation options vary in different parts of the City. In the older, central portion of the City, designated bike routes are constrained by street widths that typically do not accommodate designated lanes. This is particularly true on collector streets where the typical widths allow only either on-street parking, designated bike lanes, or medians. However, the central portion of the City often has sidewalks, and the grid system provides flexibility for bicycle riders on side streets. Newer portions of the City typically have a larger grid system that may or may not include sidewalks or bike paths, although some of the more recently developed areas often include mixed-use pathways, particularly in areas developed under specific plan entitlements. As development occurs, particularly at the subdivision level, improvements to pedestrian and bicycle access are required. In the more rural edges of the City, these improvements have also included equestrian facilities where practical connections exist to rural equestrian-oriented areas. Existing trail systems within the City usually are not well connected to other trails or common uses. The City will continue to develop and maintain a comprehensive network of on-street bicycle lanes, off-street bicycle paths, sidewalks, and trails. The City will work to increase the safety and utility of the system, with a particular focus on sidewalk-deficient residential and industrial areas.

Bikeway Circulation Plan

The bikeway circulation system envisioned within this element is shown in Figure 4.5 and uses three classes of bikeways, with cross-sections shown in Figure 4.6. These classes are similar to those used by Caltrans and the WRCOG Non-Motorized Transportation Plan. The circulation system is intended to serve both local and regional bicycle trips. The bikeway circulation system follows a hierarchy serving individual homes and destinations (nondesignated routes and Class 3), feeding into a wider circulation system (Class 2), and augmented by a separate through system that provides regional connections (Class 1).

Class 3 bikeways (bike routes) are suitable as shared routes with regard to size and traffic, are continuous or connect to Class I or Class II bikeways. Normally, bike routes are shared with motor vehicles and look like an ordinary street, but have signs designating the street as a "Bike Route" (serving to inform bicyclists and remind motorists of the presence of bicyclists). A summary of the bikeway classifications is provided in Table 4.4.



Figure 4.6 Bikeway Cross-Section



Table 4.4
Descriptions of Bikeway Classifications

Class 1 bikeway (bike path)	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimized cross-flow by motorists
Class 2 bikeway (bike lane)	Provides a striped lane for one-way bike travel on a street
Class 3 bikeway (bike route)	Provides for shared use with pedestrian or motor-vehicle traffic

Although not recognized as formal bikeways, ordinary side streets also serve to feed bicycle traffic to formal bikeways and to provide bicyclists with routes for short convenience trips. This is particularly true in the central portion of the City, with its closely spaced grid of streets. Additionally, residential neighborhood sidewalks provide places for children to ride bicycles. Finally, paseos along Scenic Highways provide similar opportunities.

Bicyclists vary significantly in their skill level, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions (Urban Crossroads, 2011) help to describe and assess the different needs of the City of Hemet's cycling public:

Casual Bicyclist Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and wayfinding signage, bicycle lanes, wider curbs, and educational programs.

Commuter Bicyclist-Employee Bicycle commuters who ride to work, marking their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locker and shower facilities at their place of employment.

Commuter Bicyclist-Student Bicyclists who travel between their home and their school. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

Experienced Bicyclist Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and



avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

Recreational Bicyclists-Casual Bicyclist Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

Recreational Bicyclists-Road Bicyclist Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a motor vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

The use of bicycles for travel and recreation should be encouraged through the provision of bicycle facilities, including travel routes, lighting, rest amenities, and storage facilities. Additionally, bicycle safety programs can increase the tendency to choose the bicycle travel mode. The proposed bikeway system includes more connectivity than in previous plans, allowing bicycle users better access throughout the City and planning area.

Pedestrian Network

The City's existing pedestrian network consists of ordinary street sidewalks, of paseos in larger scale developments or along portions of Florida and Sanderson Avenues, or of regional trails that may be shared with bicyclists or equestrians. Sidewalks are required in new developments except where rural street standards can be applied because the lot sizes along side streets are large. Some existing areas of the City that are outside the core central area were developed either as rural areas or as large lot subdivisions and do not have sidewalks. As future improvements are made to major streets, or as new development occurs, these areas will gradually include more sidewalks. All new commercial and industrial development must include sidewalks. Additionally, the Community Design Element includes multi-use paths along Scenic Highways. The Land Use Element also envisions pedestrian-friendly design for new development.

4.7.1 RIVERSIDE COUNTY NON-MOTORIZED TRANSPORTATION PLAN

The Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) provides a regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility.



The NMTP identifies 28 distinct regional bicycle and pedestrian-friendly routes spanning 440 miles throughout Western Riverside County. The proposed system provides multi-jurisdiction connections between WRCOG's member agencies. The resulting network includes existing and potential on-street (Class II and Class III) and off-road (Class I) routes intended for near-term through long-range implementation. The routes provide access to Metrolink stations, transit centers, and key activity areas throughout the region. The backbone network provides connectivity between cities, the unincorporated Riverside County area, and adjacent counties.

The NMTP will be incorporated into Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). The proposed regional routes may be implemented in segments over time and should be considered in any regional planning effort.

Table 4.5
WRCOG Non-Motorized Transportation Corridors
in the Hemet Planning Area

Route	Name	Classification	Length (Miles)
10	San Jacinto River – Bautista Creek	Class 11	28.5
14	San Jacinto – Diamond Valley	Class 1/11	11.5
15	Salt Creek – Domenigoni	Class 1/11	23.7
22	Gibbel - Fairview	Class 1/11	7.8

There are four corridors that are planned within the City of Hemet or the Planning Area, as outlined in Table 4.5 and illustrated in the NMTP corridor maps (Appendix D). All of the proposed corridors have been incorporated into the City of Hemet's bikeway network (Figure 4.5) and off-street trails network (Figure 8.3).

4.8 FREIGHT AND GOODS MOVEMENT

An efficient and effective goods movement system is essential to Hemet's economic livelihood. Although Riverside County generates a significant amount of truck traffic from agricultural and industrial uses, it also serves as a pass-through for truck traffic that ultimately serves other areas inside and outside of California. Trucks comprise at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as I-15 from Temecula to Ontario, SR 60 west from I-215, and I-10 in the Coachella Valley and San Geronio Pass areas. Healthy industrial growth is expected within the City of Hemet and Riverside County; therefore, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through 2020.

The movement of freight and goods to, from, and inside Hemet is typically by truck, but can also be by rail and air. Regional truck routes follow SR 74, SR 79, and Domenigoni Parkway. The designation of Truck Routes is



intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet designated truck routes on:

- ❖ Florida Avenue,
- ❖ Warren Road,
- ❖ Sanderson Avenue,
- ❖ State Street and San Jacinto Street north of Florida Avenue,
- ❖ Menlo Avenue between Sanderson Avenue and San Jacinto Street,
- ❖ Stetson Avenue between Sanderson Avenue and State Street, and
- ❖ Domenigoni Parkway.

Smaller delivery trucks serve the commercial and industrial areas, but are also dispersed throughout the City. Several issues have arisen from larger truck traffic. Truck traffic using smaller residential streets as bypasses are harmful to the character of residential areas. Secondly, overnight parking for semitrailer trucks has been problematic both from a community character perspective and because of the potential for unintended activities and criminal behavior. Wentworth Avenue, Tanya Avenue, and Elk Street have been used as truck parking areas. However, Elk Street is planned for future residential development and will need to restrict truck parking once new development occurs.

The truck network on California State Highways was instituted by AB 866 to implement the federal Surface Transportation Assistance Act (STAA). The STAA required states to allow larger single- and double-trailer trucks on a national network of interstate highways and on the federal-aid primary system for roads other than interstate highways. State highways with geometric standards that could accommodate STAA trucks were classified as Terminal Access highways. State highways that were determined to have insufficient geometric designs and were not safe for trucks of specific lengths to travel were classified as Advisory highways.

SR 79 is designated as part of the STAA truck network; however, the geometrics of SR 79 do not support truck traffic for oversize trucks. The segment of SR 79 between SR 74 and Gilman Springs Road is classified as an Advisory highway. Consequently, STAA trucks are advised to use Sanderson Avenue in this area, which has resulted in adding regional truck traffic to the local road network. Large trucks traveling on local roads are exacerbating traffic congestion and degrading the safety and pavement structure of Sanderson Avenue and other local roads. Existing circulation conditions in Hemet are not sufficient to accommodate the current and anticipated goods movement needs through Hemet. The City has approved truck routes on Sanderson Avenue, State Street, San Jacinto Street, Florida Avenue, and portions of Stetson Avenue. Portions of Warren Road and Domenigoni Parkway are currently proposed as additional STAA truck routes.



In addition to trucking opportunities through the City, BNSF Railway also provides on-demand freight service along the railroad corridor from Riverside, although demand has not been high. Industrial areas in the southwestern portion of the City and along the North State Street are close to the railroad tracks, as is the Hemet-Ryan Airport. Opportunities may exist for connecting future industrial areas in the southwestern portion of the planning area to be served by the railroad tracks.

4.9 AIR TRANSPORTATION

The Hemet-Ryan Airport is located in the southwest portion of the city and operates as a general aviation airport serving Hemet and the surrounding area. It consists of one main runway that is currently designated as 5-23, running approximately west-southwest to east-northeast. This runway is 100 feet wide and 4,315 feet in useable length (4,815 feet in total length) and has non-instrument approaches. A second, parallel runway has served as a sail plane runway, but is no longer in use for this purpose. No control tower is on-site. The existing 2004 master plan for the airport concluded that an ultimate runway length of 5,300 feet would satisfy needs, although the opportunities for lengthening the runway configuration are constrained by the current limits of the airport and development on the north, east, and south. Opportunities for expansion to the west exist, but are also constrained because of biological habitat and endangered fauna. Currently, all runway protection zones are contained within the airport. Airport features are shown on Figure 4.7. The County of Riverside is currently in the process of updating the Airport Master Plan and anticipates adoption in the future. The 2017 Hemet Ryan ALUCP assumes a 500 foot easterly expansion of Runway 5-23 which will facilitate take-offs in the westerly direction. The updated Draft Master Plan projects a modest increase in airport operations to 87,000 over the next 20-year period (2011-2031) and the continuation of the airport as a general aviation facility.

The Hemet-Ryan Airport serves users of smaller general aviation aircraft and the California Department of Forestry and Fire Protection's fire fighting aircraft. The airport can also provide air freight service, although that service is limited to smaller aircraft because of the airport's shorter runway length and non-instrument approaches. Air freight can be expected to be limited to smaller, high value or time-critical goods and will play a relatively small role in the movement of freight and goods. The airport is owned and operated by Riverside County.

The airport's primary development area, or the area not devoted to runways, taxiways, and hangar areas, is in the southern portion of the airport, adjacent to industrial land uses. This area is used by persons or companies providing services and support to aviation, such as fuel suppliers, mechanics, and air freight shippers, and is connected to the City and regional road network by local streets north of the intersection of Stetson and Cawston Avenues. This Circulation Element assumes that Stetson Avenue will be widened and relocated to provide a major road entry into the City. This would serve to improve road access to the airport. Other general aviation airports nearby include airports in the French Valley area near Temecula, Perris, Riverside, and San Bernardino. Scheduled passenger



service is provided regionally by airports including those in Palm Springs, San Diego, Ontario, Orange County, and Los Angeles County.

Additional discussion, goals and policies regarding the airport and the surrounding area is discussed in the Land Use Element (Chapter 2) and the Public Safety Element (Chapter 6). The Land Use Element discusses issues and opportunities relating to the airport and the compatibility of the likely flight paths with existing and potential land usage around the airport. The Public Safety Element addresses the noise and potential safety hazards associated with flight operations at the airport. Both Elements include Goals and Polices related to the Airport, and Chapter 12 includes Implementation Programs concerning the airport and environs.

4.10 IMPLEMENTATION STRATEGIES

Implementation of the Circulation Element and its programs involves several city departments including Engineering, Public Works and Planning. Specific implementation programs are provided in Chapter 12. To ensure that the concepts and technical information provided in the Circulation Element is adhered to over the buildout period, the following strategies are recommended:

- ❖ **Evaluate Interim Circulation Conditions** While new development typically pays for circulation improvements, a lag time frequently exists between development activity and construction of supporting roads. This is especially true for off-site circulation improvements in the City of Hemet where a landowner or developer does not control the right-of-way necessary for improvements. This issue is compounded by the circulation network's reliance, to a large degree, on several large projects such as the SR 79 realignment project and Metrolink to provide regional capacity. The City of Hemet will need to continually monitor ongoing transportation activities and minimize potential impacts associated with interim development conditions.
- ❖ **Prioritize Ongoing Coordination with Transportation Agencies** Hemet will need to continue an active presence on regional agency boards such as RCTC, WRCOG, and the Riverside Transit Agency (RTA) to ensure that the City's needs and transportation priorities are addressed, particularly in regard to the construction of Hwy 79, the extension of the Metrolink line, and the establishment of a regional transit center.
- ❖ **Require Studies that Address Project Level Conditions** Many traffic studies look at the future when the entire circulation system is developed. Hemet will also need to assess traffic impacts based on existing and opening-day conditions of individual projects to ensure that adequate capacity exists to serve any new development project.
- ❖ **Capture the Synergy of Regional Transportation Facilities** Capitalize upon the provision of a future regional highways (SR-79 and MCP), a commuter rail line, and airport to attract regional serving commercial, office, and industrial uses.



Figure 4.7 Hemet-Ryan Airport



CIRCULATION

Back of Figure 4.12



- ❖ **Periodically Update the Circulation System and Capital Improvement Programs** As part of an ongoing monitoring program, Hemet will need to periodically assess the circulation plan presented in this element and the CIP to determine whether changes are needed during the planning period of 2010–2030. In this manner, the City can take a proactive approach to regional circulation needs and changes and take appropriate steps before any system constraints develop.
- ❖ **Continue to Expand Multi-Modal Transportation Opportunities** Provide safe and convenient alternative transportation options including bikeways, pedestrian corridors, NEV compatible streets, and transit to enhance complete streets and the quality of life within the community.
- ❖ **Actively Pursue Available Funding Sources** A variety of Federal, State and Local funding sources and grants are available for transportation, bikeway and pedestrian improvements. A matrix of currently available funding sources is provided in Appendix D.



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GOALS AND POLICIES

GOAL C-1

Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.

POLICIES

- C-1.1 Complete Streets** Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.
- C-1.2 Comprehensive Design** Street improvement projects shall be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable.
- C-1.3 Traffic Flow** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.
- C-1.4 Traffic Management** Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.
- C-1.5 Traffic Control System** Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.
- C-1.6 Roadway Capacity** Identify roadways that cannot be widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity.



- C-1.7** **Connectivity** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.
- C-1.8** **Reciprocal Access** Require reciprocal accessways and consolidate commercial driveway entries along Florida Avenue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.
- C-1.9** **Driveway Standards** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access controls during redevelopment of adjacent parcels.
- C-1.10** **Center Median Design** Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan's Circulation Map.
- C-1.11** **Parkway Design** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California-friendly or shade tree of similar size and shape to a suitable location.
- C-1.12** **Maintain Grid System** Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.
- C-1.13** **Residential Subdivision Street Design** Design streets inside residential subdivisions for lower speeds by:
- a. promoting the use of short curvilinear street segments while maintaining the overall grid pattern;
 - b. using visually shorter streets;
 - c. limiting collector streets to streets that have driveways on rear alleys with enhanced front parkway landscaping, and traffic-slowing designs;
 - d. promoting unloaded collectors with no residential driveway access; and



- e. ensuring a minimum of two points of access to all subdivisions.

C-1.14 Rural Street Character Avoid changing the visual character of existing rural residential neighborhood streets by constructing the minimum level of street improvements needed for public safety. Consider using drainage swales instead of curbs and gutters and prohibiting on-street parking.

C-1.15 New Development Approval of new development projects shall:

- a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
- b. require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
- c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
- d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
- e. limit lot development to reverse frontage and/or side-one lots on all arterials.

C-1.16 Mixed Use District Street Design To facilitate transit- and pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.



- C-1.17 Traffic Analyses** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.
- C-1.18 Future Roadways** Future roadways and intersections must meet roadway classification design specifications and performance criteria.
- C-1.19 Street Standard Compliance** Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.

GOAL C-2 Coordinate and cooperate in the implementation of regional and inter-jurisdictional transportation plans and regional transportation systems.

POLICIES

- C-2.1 State Route 79** Advocate efforts by the Riverside County Transportation Commission and California Department of Transportation to plan and build the realignment of State Route (SR) 79, as shown on the Circulation Map.
- C-2.2 Regional Coordination** Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP).
- C-2.3 Mid-County Parkway** Support development of the Mid-County Parkway that will run from Highway 79 in San Jacinto to I-215 in Perris and will interface with Cajalco Road that connects to I-15 in Corona.
- C-2.4 Roadway Design Consistency** Coordinate implementation of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections.
- C-2.5 Regional Impacts** Coordinate with Riverside County and adjacent jurisdictions regarding the planning, coordination, and impacts of circulation improvements in adjacent jurisdictions, the Sphere of Influence area and the Planning Area.



- C-2.6 Metrolink Extension** Promote the extension of Metrolink service on the Burlington Northern Santa Fe Railway line from Riverside to stations located near the realigned SR 79 and downtown Hemet.
- C-2.7 Regional Transit Services** Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors and future rail service that connect the City with other population and employment centers.

GOAL **Protect neighborhoods and reduce transportation-related risk by establishing a street circulation system that promotes safety.**

C-3

POLICIES

- C-3.1 Speed Limits** Establish speed limits throughout the City that relate to the design and operating characteristics of each roadway to promote the safety of residents and travelers.
- C-3.2 Street Maintenance** Provide for a street maintenance operation in the City's Capital Improvement Program to ensure the upkeep and safety of the City's roadways.
- C-3.3 Sight Distance** Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.
- C-3.4 Emergency and Service Vehicle Right-of-Way** Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.
- C-3.5 Safe Routes to School** Work with the Hemet Unified School District (HUSD) and local private schools to ensure the provision of safe bicycle and pedestrian paths leading to and from school facilities and surrounding neighborhoods.
- C-3.6 Safe Alternatives to School** Work with HUSD, local private schools, parent teacher associations, homeowner associations, and other interested parties to establish safe drop-off and pick-up zones, create "walking school buses" and "bike trains", encourage carpooling, and facilitate expanded use of crossing guards.
- C-3.7 HUSD EIRs** Review and comment on HUSD environmental impact reports (EIRs) to ensure that



proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.

C-3.8 Creative Traffic Management Apply creative traffic management approaches to address congestion in areas with unique problems, particularly on roadways and intersections in the vicinity of schools in the morning and afternoon peak hours, and near churches, parks, and community centers.

C-3.9 Priority Sidewalk Construction Give priority to street, sidewalk, and curb construction in areas near schools to facilitate safe pedestrian travel to schools.

C-3.10 Eliminate Hazards to Cyclists and Pedestrians Identify and seek to eliminate hazards to safe and efficient bicycle or pedestrian movement citywide.

GOAL	Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.
C-4	

POLICIES

C-4.1 Sustainable Urban Design Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

C-4.2 Transportation Alternatives Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

C-4.3 Non-Motorized Transportation Plan Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development non-motorized transportation corridors and facilities.

C-4.4 Neighborhood Electric Vehicles Promote the use of neighborhood electric vehicles (NEVs) by using low-speed streets within projects and by ensuring connectivity with adjacent supporting uses such as neighborhood commercial uses.

C-4.5 Development Alternatives Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage,



and other facilities such as NEV paths, and charging stations.

- C-4.6 Vehicle Mile Reduction** Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.
- C-4.7 Employer Incentives** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas
- C-4.8 Paratransit Service** Work with the Riverside County Transportation Commission, senior agencies, retirement communities, and local organizations to provide affordable and reliable paratransit and demand-responsive transit services that satisfy the transit needs of the elderly and disabled.
- C-4.9 Alternative Fuel Use** Promote public transportation systems that use alternative fuels or promote energy conservation.
- C-4.10 Public Transit Identification** Develop icons for easy identification of public transit facilities, and require that projects incorporate them when practical.
- C-4.11 Transportation Services Project Amenity** Encourage new senior citizen and multiple-family housing projects of greater than 100 units to provide transportation services as a project amenity.
- C-4.12 Public Facilities and Transportation Services** Coordinate the development of new public facilities with mass transit service and other alternative transportation services and facilities including the consideration of light rail/monorail within the City.
- C-4.13 Park-and-Ride Facilities** Require the provision of park-and-ride facilities at transit centers and stations and potential carpool origination points.



C-4.14

Transit Providers Work with public and private transit providers to improve transit service and encourage ridership through the following actions:

- a. Require transit facilities and other alternative modes of transportation such as park-and-ride lots and bus turnouts in major new development and redevelopment projects.
- b. Provide fixed route transit services along transportation corridors that connect major uses such as the Hemet Valley Mall, Hemet Valley Medical Center, the Florida Avenue commercial corridor, and other commercial nodes to residential areas.
- c. Improve and enhance pedestrian connections between residential, commercial, and industrial uses and transit services.
- d. Assess senior mobility needs in coordination with existing paratransit providers and commercial operations and institutions (such as hospitals and senior care centers) that interact with Hemet's senior population.
- e. Encourage the Riverside County Transportation Commission and Metrolink/Southern California Regional Rail Authority to fund the establishment of two commuter rail stations along the existing RCTC rail line right of way.
- f. Increase public education about public transit options.

C-4.15

Transit-oriented Development Design Features Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

- a. Designing transit stops to reduce disruption to vehicular traffic;
- b. Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods;
- c. Ensuring that all transit stops are ADA accessible;
- d. Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate;



- e. Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
- f. Encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities.

GOAL C-5	Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.
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POLICIES

- C-5.1 Bikeway and Pedestrian Network** Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City’s Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.
- C-5.2 Expand Bikeway Network** Seek opportunities to acquire land and build new bikeways, including using floodways, easements, and abandoned rights-of-way and modifying and widening existing roadways and shoulders to accommodate bikeways, in accordance with the Bikeway Circulation Plan.
- C-5.3 Bike-Friendly Development** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.
- C-5.4 Roadway Sharing** Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.
- C-5.5 Regional Bikeway Interconnectivity** Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practicable.



CIRCULATION

- C-5.6 Pedestrian Linkages** Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.
- C-5.7 ADA Compliance** Encourage safe pedestrian walkways and compliance with Americans with Disability Act (ADA) requirements within all developments.
- C-5.8 Health Benefits** Promote the health benefits of using a bicycle or walking as a means of transportation.
- C-5.9 Project Funding** Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.

GOAL C-6	Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.
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POLICIES

- C-6.1 Railway-Pedestrian Safety** Limit pedestrian access onto the railway line from street crossings and require that discretionary development projects consider and include vandal-resistant fencing or barriers to limit pedestrian access to the extent feasible.
- C-6.2 Railway Impacts** Work with the railroads and State and Federal agencies to minimize the adverse safety and congestion impacts of at-grade rail crossings of major streets.
- C-6.3 Safety Checks** Re-evaluate railroad street crossing features if freight demand substantially increases within the developed portions of the City or when Metrolink service is provided.
- C-6.4 Truck Routes** Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.
- C-6.5 Truck Access** Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

GOAL C-7	Promote improved air transportation at Hemet-Ryan Airport in a manner that benefits the City.
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**POLICIES**

- C-7.1 General Aviation** Continue to cooperate with Riverside County to ensure that the Hemet-Ryan Airport continues to serve general aviation and fire safety needs.
- C-7.2 Environmental Impacts** Ensure that environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of Hemet-Ryan Airport are mitigated to the extent practical.
- C-7.3 Airport Operations** Support airport operation efforts to attract new industries and associated development that provide job opportunities and stimulate the local economy.

GOAL	Identify, pursue, and establish financing mechanisms and programs that provide adequate funding for the City's transportation system.
C-8	

POLICIES

- C-8.1 State and Federal Financing** Actively pursue available State and Federal roadway improvement funds as a means of financing roadway improvement needs.
- C-8.2 Regional and Local Revenue Sources** Identify and evaluate potential regional and local revenue sources for financing transportation and transit system development and improvement projects.
- C-8.3 Joint Financing** Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation and transit related improvements.



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Article XI - Single Family Residential Zones

Section 90-314 General Requirements

- (b) Prior to the construction of any building or structure a building permit shall be required in accordance with the latest city-adopted uniform building code. The following are minimum requirements, unless otherwise noted, and shall apply to all land, buildings, and structures in their respective zones. All area dimensions are in square feet, unless otherwise noted. All linear dimensions are in feet, unless otherwise noted.
- (c) Development projects established within the boundaries of the Hemet-Ryan Airport Influence Area shall be in accordance with state airport land use law.
- (d) Subdivisions located in the R-1-6 zone with a lot size average of less than 7,200 square feet are subject to the compensating open space/park guidelines for small lot projects referenced in the city's single-family residential design guidelines.
- (e) The following are minimum requirements, unless otherwise noted, and shall apply to all land, buildings, and structures in their respective zones. All area dimensions are in square feet, unless otherwise noted. All linear dimensions are in feet, unless otherwise noted.

Single-Family Zones General Development Standards							
	ZONE	R-R	R-1-40	R-1-20	R-1-10	R-1-7.2	R-1-6
1.	Minimum net lot area (square feet)	20,000	40,000	20,000	10,000	7,200	6,000
2.	Maximum density (units/gross acre)	2	1	2	4	6	7
3.	Minimum lot width (linear feet)						
	a. Standard	100	100	100	100	70	60
	b. Cul-de-sac (frontage)	40	40	40	40	35	35
	c. Flag lot/width of access strip	100/20	100/20	100/20	85/20	72/20	60/20
	d. Corner lot	100	100	100	100	75	65
4.	Minimum lot depth (linear feet)	120	100	100	100	100	90
5.	Minimum front yard setback (linear ft.)						
	a. Minimum except as provided for in b and c	20	20	20	20	18	18
	b. Single-story side-on garage	20	20	20	20	15	15
	c. Average of homes on one side of the street in a block	20	20	20	20	20	20

Article XIII - Multiple Family Zones

Section 90-385 General Requirements

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- (d) Developments projects established within the boundaries of the Hemet-Ryan Airport land compatibility zones shall be in accordance with the adopted airport land use plan.
- (e) Whenever a commercial or rental unit business is conducted, a city business license is required pursuant to chapter 18 of the Hemet Municipal Code. The owners or agent of all existing and proposed rental units shall be required to register with the city as a non-owner occupied residential rental unit.
- (f) The following are minimum requirements, unless otherwise noted, and shall apply to all land, buildings, and structures in their respective zones. All area dimensions are in square feet, unless otherwise noted. All linear dimensions are in feet, unless otherwise noted.

A. MULTIPLE-FAMILY ZONE MINIMUM DEVELOPMENT STANDARDS				
	ZONE	R-2	R-3	R-4
1.	Density (maximum units/gross acre)	8	25	45
2.	Net lot area	6,000	1 acre	2 acres
4.	Lot width	60	100	100
5.	Lot depth	100	150	150
6.	Front yard setback to a building or structure other than a garage or carport	20	25	25
7.	Front yard setback to a garage or carport	25	25	25
8.	Rear yard setback*	One story = 10 feet Two story = 15 feet	One story = 10 feet Two story = 20 feet Three story = 30 feet	One story = 10 feet Two story = 20 feet Three story or more = 50 feet
9.	Side yard setback*			
	a. Interior side, corner and reverse corner	5 feet for each story	5 feet for each story	5 feet for each story
	b. Street side	10 Landscaped	15 Landscaped	15 Landscaped
	b. Street side	10 Landscaped	15 Landscaped	15 Landscaped

Article XXVI - Commercial Zones
Section 90-894 General Requirements

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- (a) New development projects in the commercial zones are subject to pre-application review as provided in section 90-49 and site development review as provided in section 90-48. Development of the site and structures shall be consistent with all applicable design guidelines.
- (b) Development projects established within the boundaries of the Hemet-Ryan Airport Influence Area are subject to the requirements of the city's general plan and the Hemet-Ryan Airport Land Use Plan.
- (c) Prior to the construction of any building or structure, a building permit shall be required in accordance with the latest city-adopted uniform building code. The following are minimum development requirements, unless otherwise noted, and shall apply to all land, buildings and structures in their respective zones. All area dimensions are in square feet, unless otherwise noted.
- (d) New uses, structures, and centers shall provide and maintain landscaping in compliance with the provisions of this article, the city's design guidelines, and article XLVII of this chapter.
- (e) Existing structures and uses that upgrade their facades or floor area by 40 percent or greater shall provide and maintain landscaping and irrigation in compliance with the provisions of this article and article XLVII, to the satisfaction of the director. If the existing physical constraints on the site limit the amount of landscaping that can be provided, the applicant shall provide the maximum additional landscaping the site can accommodate to fulfill the landscape area requirements of this article.
- (f) Existing structures and uses shall maintain their facades, parking lots, sidewalks, landscaping, and other features visible from a public right-of-way in a manner aesthetically pleasing, in good repair, complementary to the uses in the immediate vicinity, and in accordance with Municipal Code standards.

COMMERCIAL ZONE MINIMUM DEVELOPMENT STANDARDS

	Development Standard	ZONE			
		O-P	C-1	C-2	C-M
1.	Maximum lot coverage (percentage)	60	40	40	40
2.	Minimum net lot area (square feet)	none	none	none	none
3.	Minimum lot width (linear feet)				
	a. Standard	100	100	100	100
	b. Cul-de-sac/knuckle	70	70	70	70
4.	Lot depth	100	100	100	100
5.	Front yard setback landscaped	20	10	10	10
6.	Rear yard setback, landscaped				

Article XXX - Manufacturing Zones

and processing uses, research and development, large single-tenant distribution and sales, and warehousing. The M-2 zone is consistent with the industrial designation of the general plan.

(Ord. No. 1553, § 2, 1-28-97; Ord. No. 1875, § 1(Exh. 1A), 1-14-14)

Sec. 90-1043. - Permitted uses.

In the BP, M-1 and M-2 zones, permitted (P), administratively permitted (A), and conditionally permitted (C) uses shall be listed within the "Land Use Matrix." Whenever a business is conducted, a city business license is required pursuant to chapter 18. Uses located within the Hemet-Ryan Airport Influence Area are subject to the requirements of the Riverside County Airport Land Use Plan, which may further limit structure heights or permitted uses depending upon the site location. All uses must be conducted indoors unless otherwise specified by the provisions of this article and are subject to performance standards pursuant to section 90-1048.




MANUFACTURING ZONES LAND USE MATRIX				
P = Permitted Use A = Administratively Permitted Use C = Conditionally Permitted Use X = Not Permitted Requirements: Additional or explanatory regulations or requirements				
ZONE	BP	M-1	M-2	Requirements
A. Agriculture and Natural Resources				
1. Plant nurseries and greenhouses				
a. Wholesale	X	A	A	
b. Retail	X	X	X	
B. Residential Uses—Not Permitted				
C. Care Uses—Not Permitted				
D. Education, Public Assembly, and Recreation Uses				
1. Auditoriums, meeting halls, and conference facilities—Public and Private	C	C	X	

Article XXXV - Public Institutional Zone

16.	School (K-12)—public or private	P
17.	Theatre—indoor or outdoor amphitheater	C
18.	Utility facility, including but not limited to electric substations, commercial or ground-mounted solar energy systems, commercial wind farms, and sewage or water treatment plants	C
19.	Water tank, water well, water pump station, and similar uses	P
20.	Wireless communication facility pursuant to article XLVI	
	a. Minor facility	P
	b. Major facility	C

(Ord. No. 1138; Ord. No. 1203; Ord. No. 1224; Code 1984, § 24101; Ord. No. 1892, § 1(Exh. A5), 12-9-14; Ord. No. 1919, § 1(Exh. 5), 9-27-16; Ord. No. 1930, § 1(Exh. A-1), 6-13-17)

Sec. 90-1215. - Hemet-Ryan Airport Land Use Plan.

 Development projects established within the boundaries of the Hemet-Ryan Airport Influence Area are subject to the requirements of the city's general plan and the Hemet-Ryan Airport Land Use Plan.

(Ord. No. 1930, § 1(Exh. A-1), 6-13-17)

Sec. 90-1216. - Site area.

There is no minimum site area in the public institutional zone.

(Ord. No. 1138; Code 1984, § 24102; Ord. No. 1919, § 1(Exh. 5), 9-27-16; Ord. No. 1930, § 1(Exh. A-1), 6-13-17)

Sec. 90-1217. - Setbacks and building placement.

Yard setbacks in the public institutional zone shall be determined as part of the review and approval procedure. Building placement shall be based upon the following criteria:

- (1) Type of adjacent land use and need for appropriate buffers.
- (2) Proximity and type of streets or alleys.
- (3) Height of proposed structures.
- (4) Operational requirements of the proposed use and the generation of noise, vibration, dust, fumes, traffic or other characteristics that require mitigation.

Guerin, John

From: Deanna Elliano <DElliano@cityofhemet.org>
Sent: Thursday, April 25, 2019 4:22 PM
To: Guerin, John; Ron Running
Subject: RE: Hemet Table 2.5

John:

Yes, I think we can add a statement to that effect in the text of the GP that references this Table 2.5. It is our understanding and intent that the ALUCP places additional restrictions on land use, similar to the MSHCP, etc. Also, for Table 2.5, We will not be including all the footnotes but instead refer back to the HR ALUCP for "more detailed information and explanation regarding the provisions and restrictions within the different airport compatibility zones."

Deanna

From: Guerin, John [mailto:JGUERIN@RIVCO.ORG]
Sent: Thursday, April 25, 2019 4:10 PM
To: Ron Running; Deanna Elliano
Subject: RE: Hemet Table 2.5

Thank you.

Would you be willing to add the following statement : "In the event of an inconsistency between Table 2.5 and other provisions of the General Plan, within the AIA this table will control"?

From: Ron Running [mailto:RRunning@cityofhemet.org]
Sent: Thursday, April 25, 2019 1:24 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Deanna Elliano <DElliano@cityofhemet.org>
Subject: Hemet Table 2.5

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

John –

Here is the table we're working on. I have tried to incorporate your recent example plus add some of the additional policy language found in the ALUCP. The footnotes haven't been placed yet because this typist can't figure out how to do multiple footnotes with the same number!!

Let us know what you think.

Thanks,
Ron

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Table 2.5
Hemet-Ryan Airport Land Use Intensity Table

Zone	Location	Maximum Densities/ Intensities			Required Open Land	Prohibited Uses	Other Development Conditions
		Residential (d.u./ac.)	Other Uses (people/ac)				
			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"> Aviation 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	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship, meeting halls, theaters, stadiums, other assembly facilities Bldgs 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 Aviation easement dedication required
B2	Adjacent to Runway (two rectangularly 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 residences (including mobile homes) and office buildings Airspace review required for objects >35 feet tall Aviation easement dedication required
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	100	300	20% (Only for areas east of Cawston Ave)	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Theaters, meeting halls, stadiums, and assembly facilities Bldgs 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 Aviation easement dedication required
D (West of Cawston Ave)	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.4 (average parcel size ≥2.5 ac.) or (2) >3.0 ac. <i>DU/Ac.</i>	200	800	None required	<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.
D (East of Cawston Ave)	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or (2) >3.0 ac. <i>DU/Ac.</i>	300	1200	None required	<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 (Area measured 14,000' from the runway)	No Limit	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
							<ul style="list-style-type: none">
							<ul style="list-style-type: none">

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Hemet has held and will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Hemet Planner Mr. Ron Running at (951) 765-2393.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: May 9, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1060HR19 - City of Hemet (Representative: Ronald Running) – City Planning Case No. GPA 19-001 (General Plan Amendment). A proposal by the City of Hemet to amend the text of the Land Use, Public Safety, and Circulation Elements of its 2030 Hemet General Plan to: (1) reflect, and be in conformance with, the recently (2017) adopted Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”); (2) reflect the alignment of State Highway Route 79 adopted by the Riverside County Transportation Commission; and (3) recognize the elimination of Redevelopment Agencies pursuant to State legislation. The City is requesting a finding that the 2030 Hemet General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Such finding would enable the City to conduct airport compatibility reviews for most projects in the Airport Influence Area. (Citywide)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1060HR19 DATE SUBMITTED: March 22, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Hemet
City

Applicant	City of Hemet - Planning Division	Phone Number	951-765-2370
Mailing Address	445 E. Florida Avenue Hemet, CA 92543	Email	delliano@cityofhemet.org
Representative	Deanna Elliano, Community Development Director	Phone Number	951-765-2370
Mailing Address	City of Hemet - Planning Division 445 E. Florida Avenue Hemet, CA 92543	Email	delliano@cityofhemet.org
Property Owner	N.A.	Phone Number	
Mailing Address		Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Hemet - Planning Division	Phone Number	951-765-2370
Staff Contact	Deanna Elliano, Community Development Director	Email	delliano@cityofhemet.org
Mailing Address	445 E. Florida Avenue Hemet, CA 92543	Case Type	<input checked="" type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	GPA 19-001		

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address		
Assessor's Parcel No.	Gross Parcel Size	
Subdivision Name	Nearest Airport and	
Lot Number	distance from Air- port	

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)	Various. (Please see existing General Plan Land Use map and aerial photos for existing conditions.)

Proposed Land Use (describe)	Proposed amendment to the City of Hemet 2030 General Plan Land Use and Public Safety Elements adopting the approved Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP).		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation	_____	
	Number of People on Site	Maximum Number	_____
	Method of Calculation _____		
Height Data	Site Elevation (above mean sea level)	_____	ft.
	Height of buildings or structures (from the ground)	_____	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe _____		<input type="checkbox"/> No

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

C. **SUBMISSION PACKAGE:**

- 1. Completed ALUC Application Form
- 1. ALUC fee payment
- 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
- 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- 1. CD with digital files of the plans (pdf)
- 1. Vicinity Map (8.5x11)
- 1. Detailed project description
- 1. Local jurisdiction project transmittal
- 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

MEETING DATE: May 9, 2019

CASE SUMMARY:

CASE NUMBER: ALUC Resolution No. 2019-02: Adoption of Special Meeting Fees

APPROVING JURISDICTION: Airport Land Use Commission

JURISDICTION CASE NO: Not Applicable

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution No. 2019-02.

BACKGROUND:

In order to reduce expenditures, staff has proposed an ALUC meeting calendar for the upcoming fiscal year that provides for a dark month (no regular meeting) in December 2019.

However, pursuant to the Public Utilities Code, ALUC is to make its determination on legislative items (general plan amendments, specific plans, specific plan amendments, zone changes, and ordinance amendments) within 60 days from the date of receipt of a complete application. In the event that there is no scheduled meeting within that 60-day period, this deadline could be missed.

As an alternative to a waiver of time limits, applicants would be offered the option of requesting a special meeting during the dark month. A special meeting fee of \$2,000 would be charged to the proponent of a project requesting the special meeting. This fee would be to cover the following expenses: Commissioner stipends, mileage, parking, and ALUC Director and County Counsel participation.

2 **RESOLUTION NO. 2019-02**

3 **CONCERNING AIRPORT LAND USE COMMISSION**

4 **SPECIAL MEETING FEE**

5
6 WHEREAS the Airport Land Use Commission of the County of Riverside (ALUC) is empowered
7 and required by Public Utilities Code section 21670, *et seq.*, to review and process certain local agency land
8 use plans, actions, regulations and permits; and,

9 WHEREAS, the ALUC incurs costs in providing requisite review and processing services; and,

10 WHEREAS, the ALUC is authorized by Section 21671.5 of the Public Utilities Code (PUC) to
11 establish a schedule of fees as necessary to defray the costs incurred for the provision of such services; and,

12 WHEREAS, pursuant to Section 21671.5 of the PUC, the ALUC on April 19, 1990, July 1, 1990,
13 August 13, 2007, and June 8, 2017, adopted and implemented, respectively, a Schedule of Development
14 Review Fees;

15 WHEREAS, on August 9, 2018, the ALUC approved a Speculative Nonresidential Multiple
16 Buildings project fee in the amount of \$8,210.00 to recapture staff's time and cost in calculating intensities
17 for unidentified uses utilizing multiple hypothetical building intensity assumptions; and

18 WHEREAS, on February 14, 2019, the ALUC approved a fee in the amount of \$190.00 to recapture
19 public hearing costs associated with the cost of publication of the notice of public hearing for each submitted
20 project requiring Commission determination, cost associated with mailing requisite public hearing notices,
21 and other incidental costs.

22 WHEREAS, the ALUC has incurred, at its expense, costs associated with scheduling and holding a
23 Special Meeting of the ALUC, which are separate and additional from any Regular Meeting of the ALUC.
24

1 Such costs are incurred whenever a project applicant requests a Special Meeting or accommodation is
2 required to meet either project or statutory deadlines. The recapture of a project's true cost of review is
3 necessary in order for the ALUC to be financially solvent.

4 NOW THEREFORE,

5 BE IT RESOLVED, FOUND and DETERMINED by the Airport Land Use Commission of the
6 County of Riverside, State of California, assembled on May 9, 2019, that a fee for a Special Meeting in the
7 amount of \$2,000 will be added onto the Fee Schedule and that this fee shall be charged to the proponent of
8 the project requesting or requiring a Special Meeting;

9 BE IT FURTHER FOUND and RESOLVED that the Special Meeting fee does not exceed the
10 estimated reasonable cost of providing the service for which the fee is charged.

11 BE IT FURTHER FOUND and DETERMINED that the above stated Special Meeting fee amount
12 was adopted pursuant to Section 66016 of the Government Code.

13 BE IT FURTHER FOUND and DETERMINED that the addition of the Special Meeting fee
14 amount to ALUC's current Fee Schedule shall be effective June 1, 2019, following adoption of this
15 Resolution.

16 The foregoing Resolution was adopted on a motion by Commissioner _____
17 and seconded by Commissioner _____ at a regularly scheduled meeting held on the
18 ____ day of _____, 2019 by the following vote:

19 AYES: Commissioners:
20 NOES: Commissioners:
21 ABSENT: Commissioners:

22 _____
23 Chairman, Riverside County Airport Land Use Commission

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of March 16, 2019 through April 15, 2019, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed three non-legislative cases within Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area and one non-legislative case within Zone E of the Palm Springs International Airport Influence Area and issued determinations of consistency.

ZAP1072PS19 (Palm Springs International, Zone E) pertains to City of Cathedral City Case No. DR18-005 (Design Review), a proposal to construct a two-story, 43,563 square foot automobile dealership building and a 1,540 square foot car wash on 5.0 acres located southwesterly of East Palm Canyon Drive, easterly of Canyon Plaza, and westerly of Perez Road. The site is located within Compatibility Zone E of the Palm Springs International Airport Influence Area, where non-residential intensity is not restricted. The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of 13,100 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top point exceeding 526.5 feet AMSL. The site elevation is 336.5 feet AMSL, and the proposed building height is 45 feet, resulting in a maximum top point elevation of 381.5 feet AMSL --- lower than the runway elevation. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on March 21, 2019.

ZAP1358MA19 (March, Zone D) pertains to City of Moreno Valley Case No. PEN18-0064 (Plot Plan), a proposal to establish an 18-unit apartment complex on 1.99 acres located at 13171 Edgemont Street (on the westerly side of Edgemont Street, northerly of Dracaea Avenue and southerly of Eucalyptus Avenue). The site is located within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area, where residential density is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 11,405 feet from the project site to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof point exceeding 1,649 feet AMSL. The site's finished floor elevation is 1,542 feet AMSL, and the proposed building height is 20 feet, resulting in a top point elevation of 1,562 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on March 21, 2019.

ZAP1359MA19 (March, Zone E) pertains to City of Moreno Valley Case No. PEN18-0241 (Conditional Use Permit), a proposal to establish a retail cannabis dispensary in a 1,300 square foot tenant space of an existing commercial center located at 24703 Alessandro Boulevard (on the southerly side of Alessandro Boulevard, easterly of Indian Street, northerly of Jenkins Drive, and westerly of Perris Boulevard). The portion of the parcel that includes the specific tenant space proposed for the retail cannabis dispensary use is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). (A portion of the parcel is located outside the AIA.) Within Compatibility Zone E, non-residential

intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 13,500 feet from the site to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top point exceeding 1,670 feet AMSL. The site's elevation is 1,576 feet AMSL, and the existing building height is 16 feet, resulting in a top point elevation of 1,592 feet AMSL. No changes in building height are proposed. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on March 21, 2019.

ZAP1361MA19 (March, Zone E) pertains to City of Moreno Valley Case No. PEN18-0262 (Conditional Use Permit), a proposal to establish a retail cannabis dispensary in a 21,285 square foot tenant space in an existing building within a commercial retail center located at 12125 Day Street, northerly of State Highway Route 60 and southerly of Ironwood Avenue/Box Springs Road. The site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area. Within Compatibility Zone E, non-residential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 16,600 feet from the site to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any new structures with an elevation at top point exceeding 1,701 feet AMSL. The site's elevation is 1,672 feet AMSL, and the existing building height is 26 feet, resulting in a top point elevation of 1,698 feet AMSL. Since the building already exists, and no new buildings or changes in building height are proposed, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on March 28, 2019.

4.2 Speculative Nonresidential Multiple Buildings (4 or More) – Revision to Policy

See separate staff report.

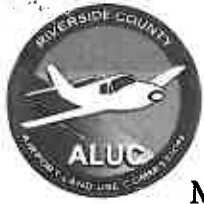
4.3 Meeting Calendar for Fiscal Year 2019-2020

Attached is staff's proposed ALUC meeting calendar for Fiscal Year 2019-2020. In order to reduce expenditures, the draft calendar provides for a DARK month (no meeting) in December 2019. (The Commission may choose a different dark month at its discretion, provided that it is not prior to September 2019.)

In order to meet statutory requirements for action on legislative items (general plan amendments, specific plans, specific plan amendments, zone changes, and ordinance amendments), applicants will be offered the option of requesting a special meeting during the dark month as an alternative to a waiver of time limits.

4.4 Case Fee Study

ALUC Director Simon Housman will provide an update based on revenues received and costs incurred for the processing of ZAP cases received during the second half of calendar year 2018.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 21, 2019

Mr. Robert Rodriguez, Planning Manager
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lerron St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1072PS19
Related File No.: DR18-005 (Design Review)
APNs: 687-510-043 through 687-510-045; 687-510-057

Dear Mr. Rodriguez:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. DR18-005 (Design Review), a proposal to construct a 2-story, 43,563 square foot automobile dealership building and a 1,540 square foot car wash on 5.0 acres located southwesterly of East Palm Canyon Drive, easterly of Canyon Plaza, and westerly of Perez Road.

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area (AIA). Within Compatibility Zone E of the Palm Springs International Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 13,100 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 526.5 feet AMSL. The proposed site elevation is 336.5 feet AMSL, and the proposed building height is 45 feet, resulting in a maximum top point elevation of 381.5 feet AMSL --- lower than the runway elevation. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, provided that the City of Cathedral City applies the following recommended conditions:


CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property and to the tenants of the buildings.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

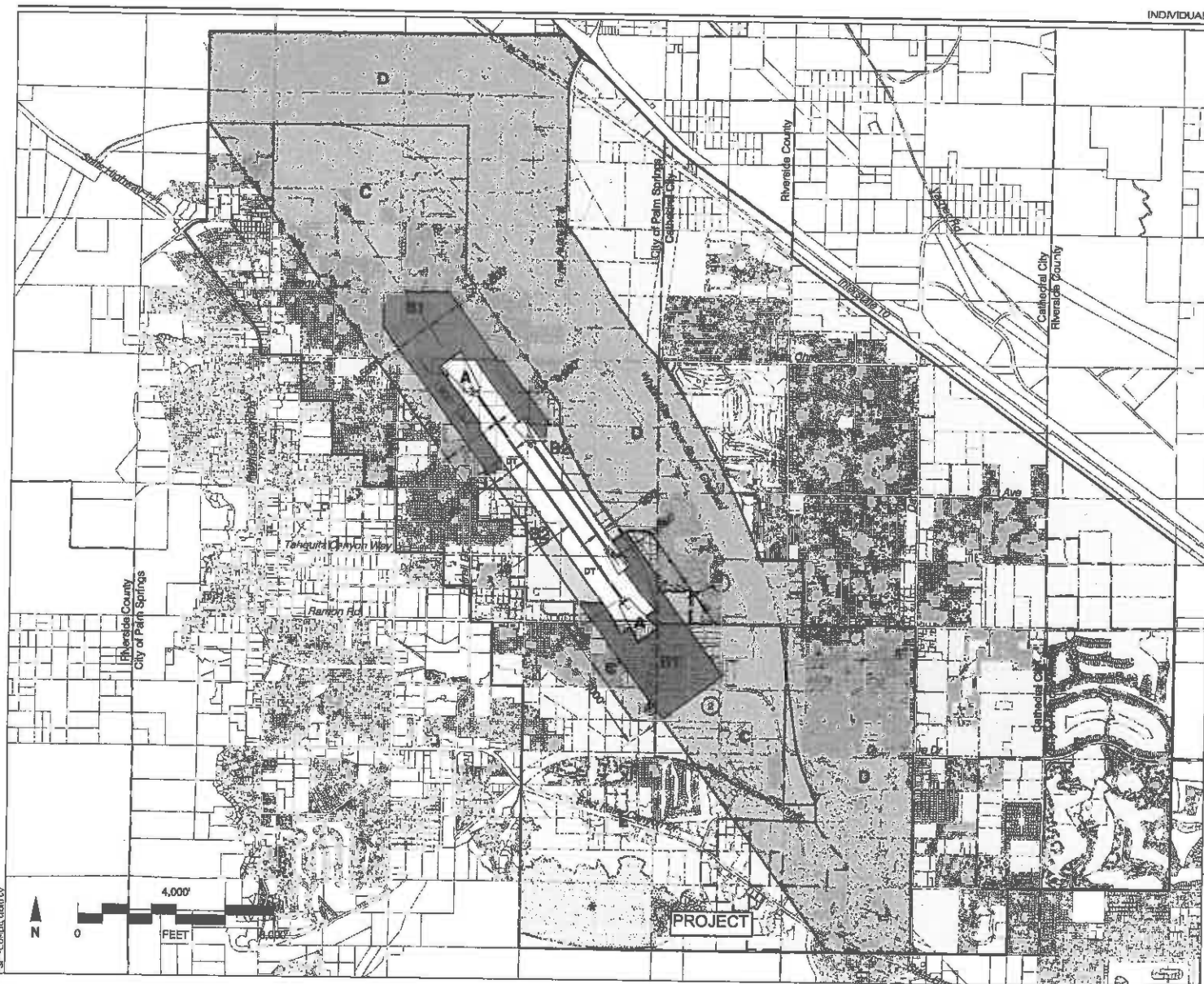
Attachment: Notice of Airport in Vicinity

cc: Shottenkirk Automotive Group (applicant)
Shottenkirk California Properties, c/o Kim Glasgow (listed property owner)
Baxter Construction Company, LLC (representative/fee-payer)
Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1072PS19\ZAP1072PS19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone

- Boundary Lines**
- Airport Property Line
 - City Limits

- Notes**
- All dimensions measured from runway ends and centerlines.
 - DT = Displaced Threshold
 - See Chapter 2, Table 2A for compatibility criteria associated with this map.
 - See Policy PS.2.1.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

Map PS-1

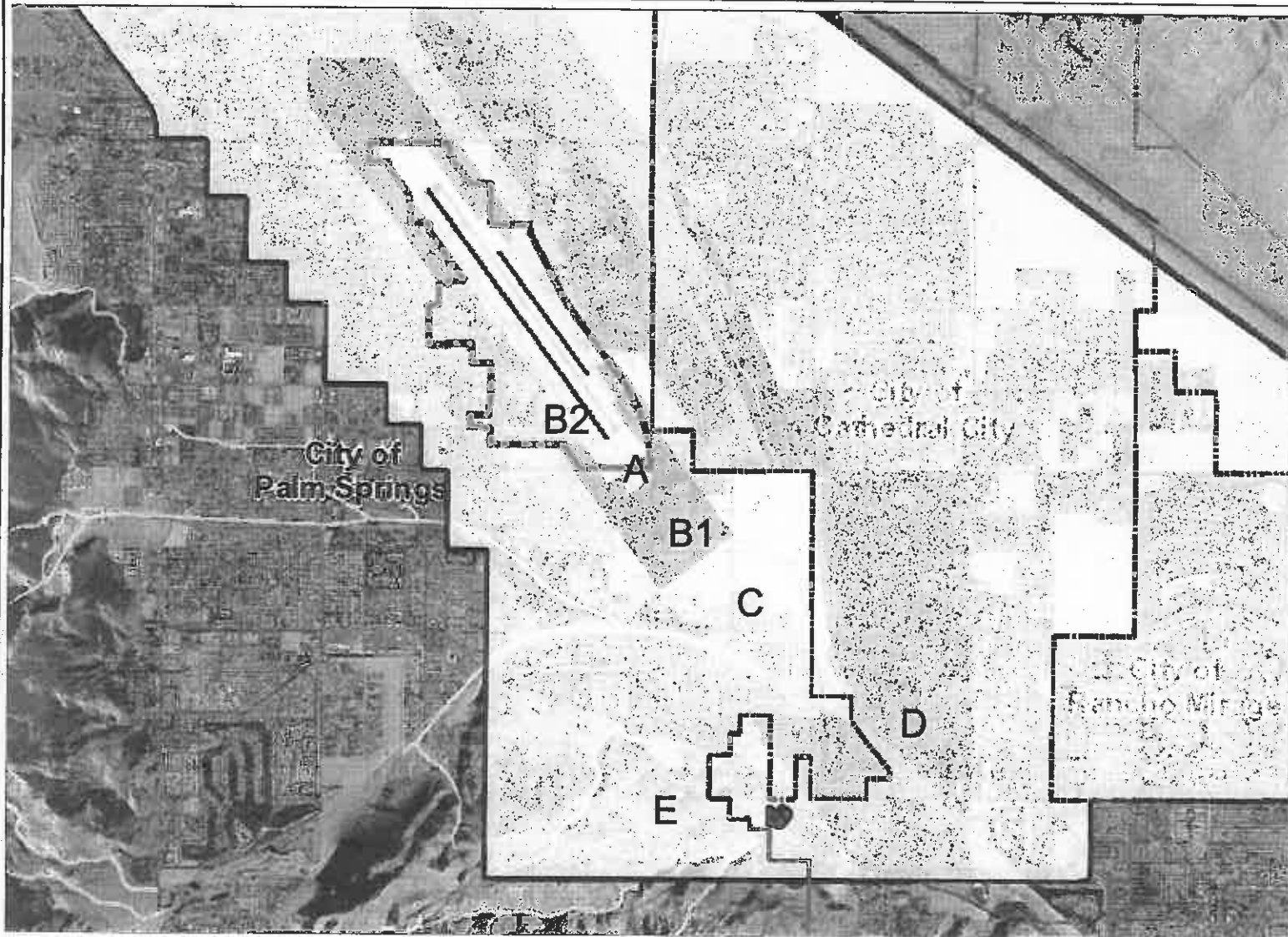
Compatibility Map
Palm Springs International Airport

PSP - compatibility



3D Buildings

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



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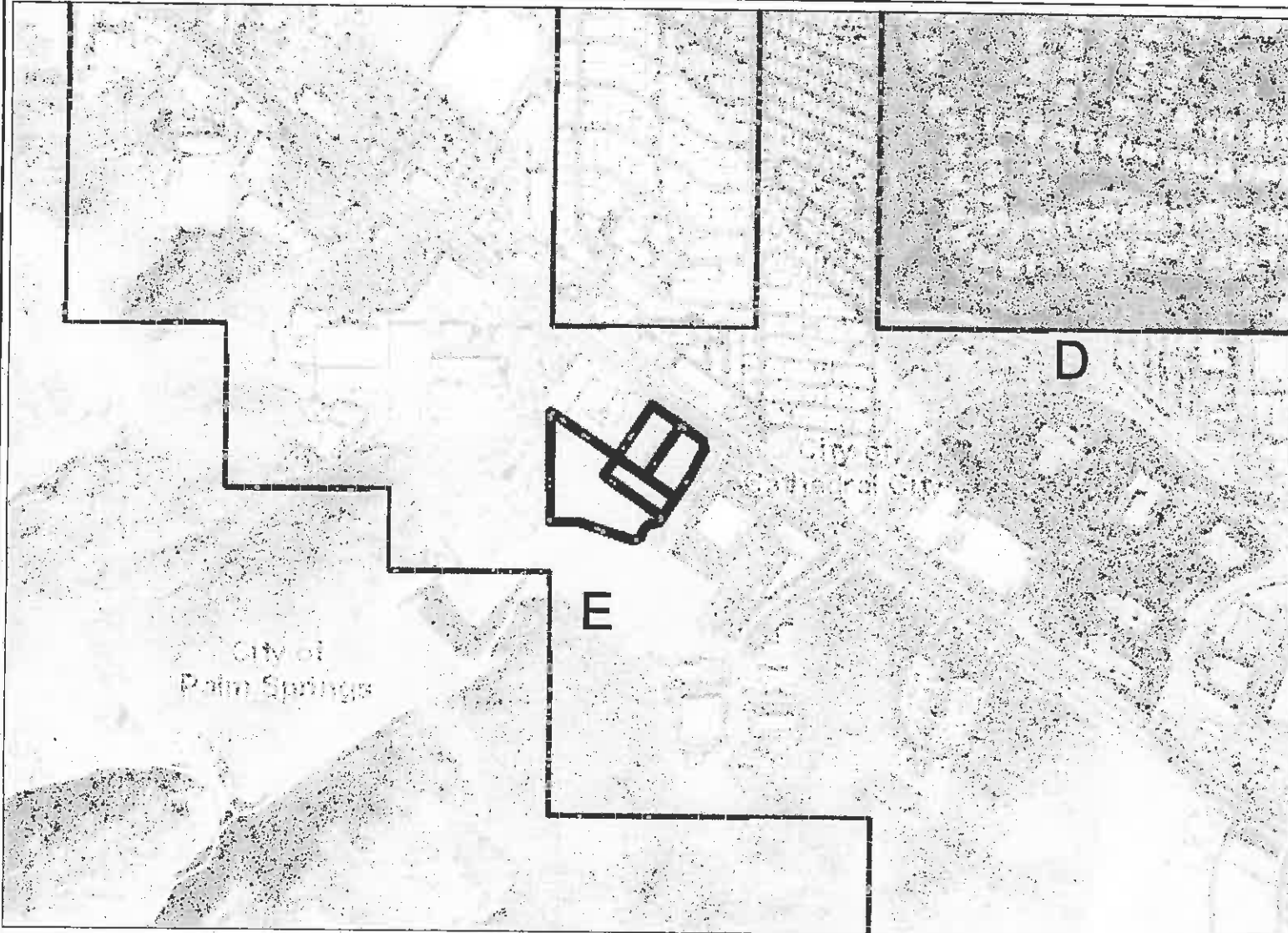


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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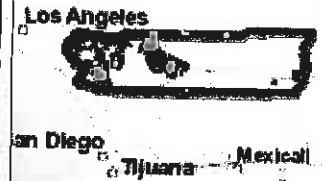
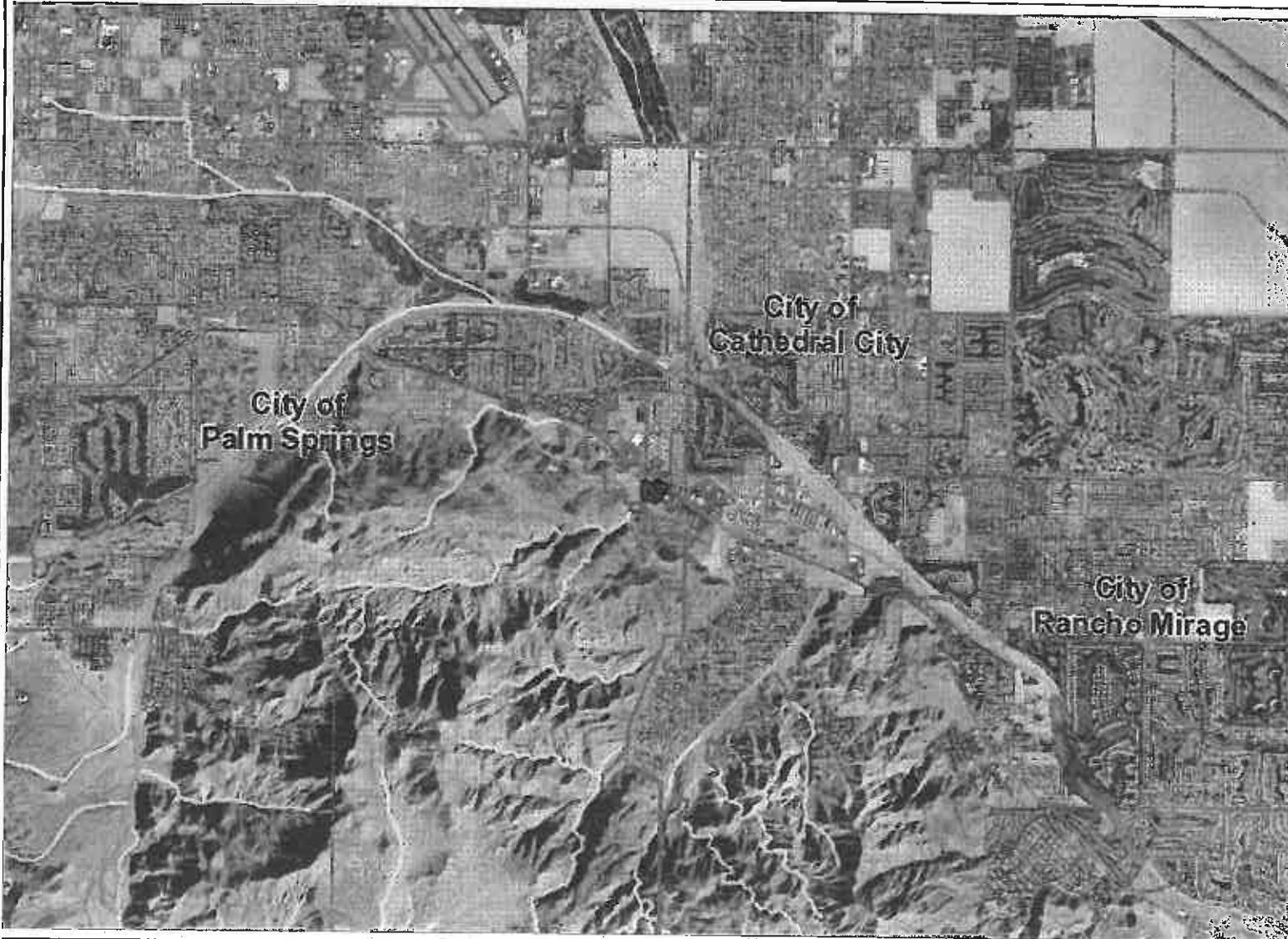
0 758 1,516 Feet

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- BlueLine Streams
- City Areas
- World Street Map



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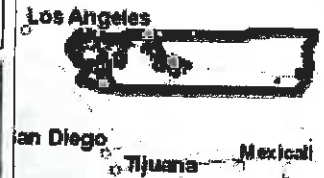
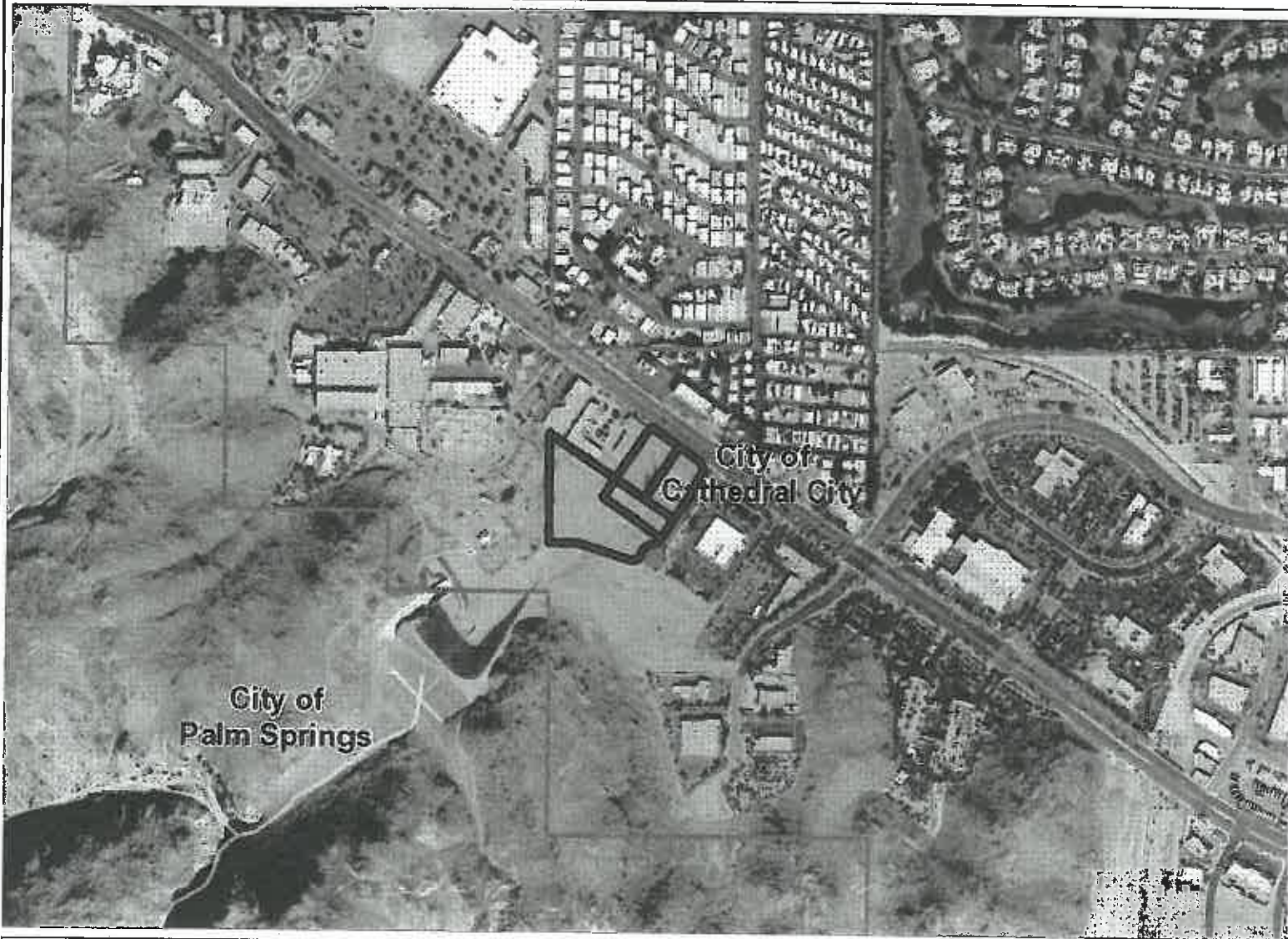
Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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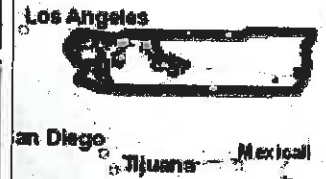
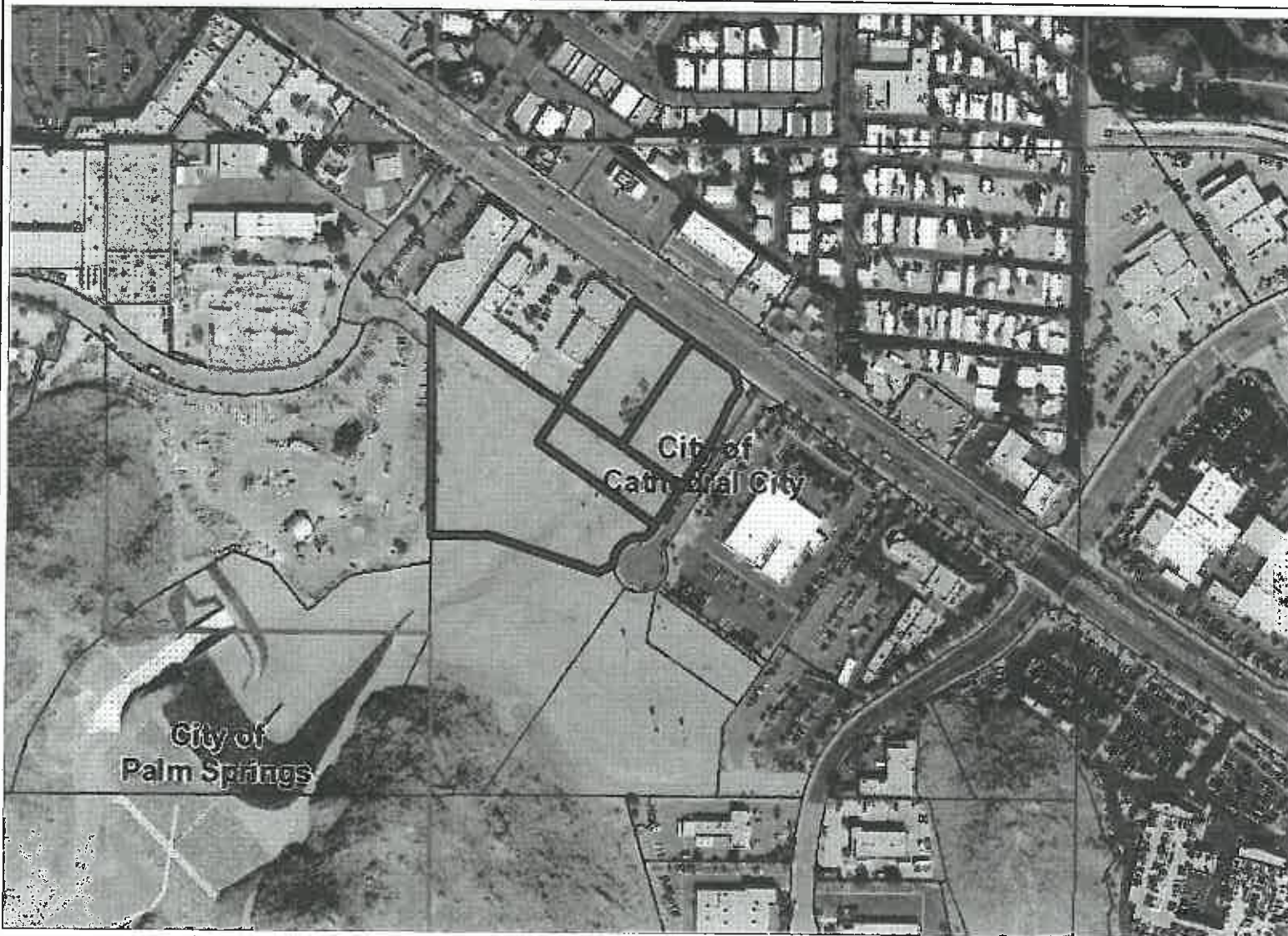
Notes

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Map My County Map



Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

0 379 758 Feet

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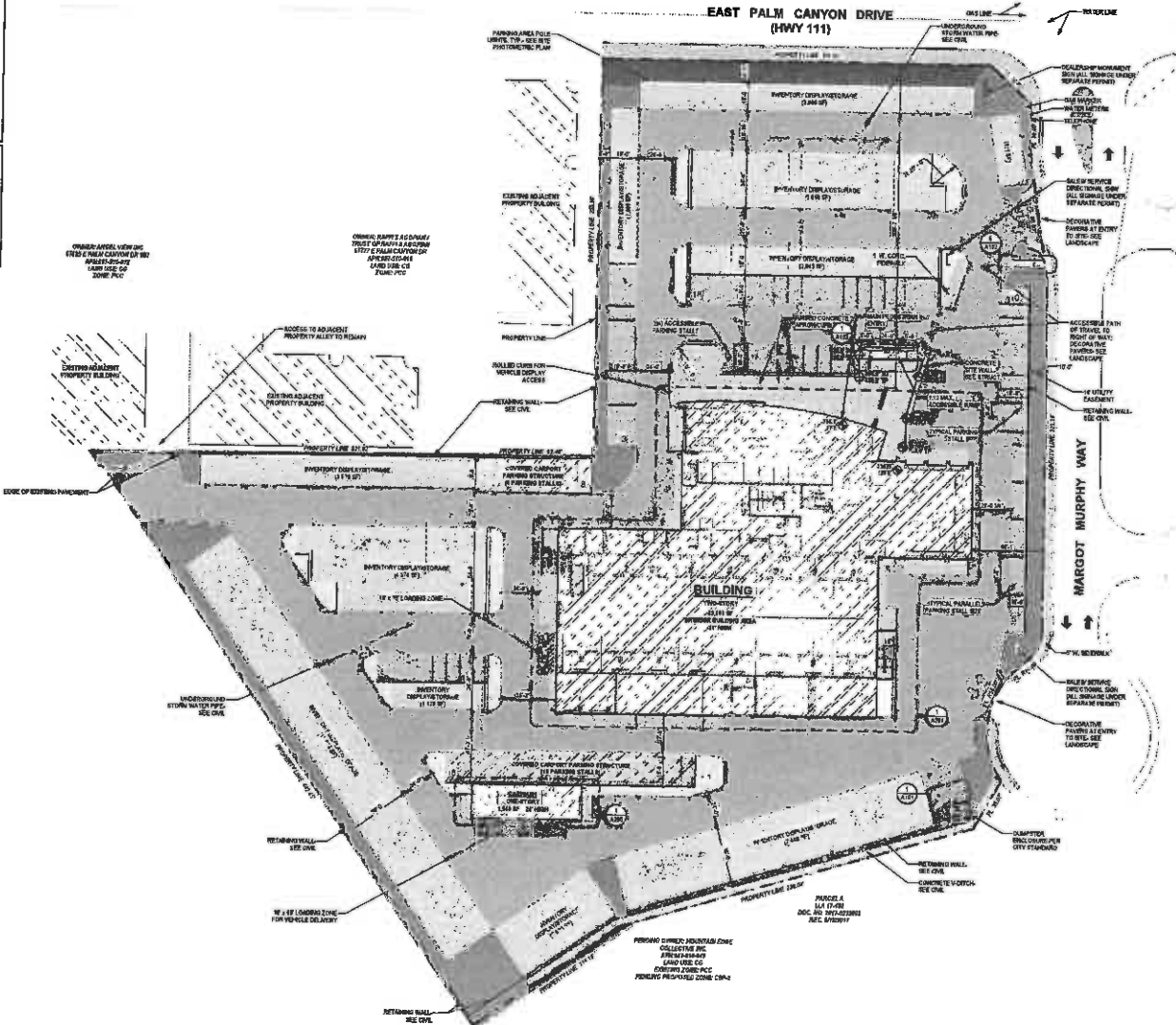
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**NOT
 RELEASED FOR
 CONSTRUCTION
 OR PERMIT**

Rev	Date	Comments
01	18.10	Permit Set

Parking Summary	
COMMERCIAL OFFICE BUILDING	
COMMERCIAL OFFICE AND SERVICE	REQUIRED PARKING STALLS
MINIMUM COMPLIANCE TYPE	1 STALLS
MINIMUM CARLOADS	1.875 SF @ 1000 SF = 1.88 STALLS
MINIMUM ACCESSIBLE	1.0% OF 15,000 SF = 1.50 STALLS
MINIMUM BIKES	1.0% OF 15,000 SF = 1.50 STALLS
MINIMUM TOTAL	1.88 + 1.50 + 1.50 = 4.88 STALLS
TOTAL # OF STALLS REQUIRED (PERMITTED)	4.88 STALLS (MINIMUM)

Shaded Area Legend	
USE ALSO ADDITIONAL COLOR SHADING AREAS SHOWN ABOVE ON THIS SHEET	
	ADJACENT TOWN - SEE LANDSCAPE
	DECOMMISSIONED STRUCTURE - SEE LANDSCAPE
	SITE PAVING - SEE CIVIL
	CONCRETE WALKWAYS - SEE CIVIL



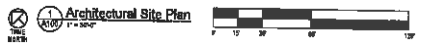
Client:
 Shotenkir Automotive Group

300 South Clear Ave.
 West Bellingham, WA 98266

Project Number: 19038
 Project Name:
**Shotenkir
 Desert Lexus**
 SW Corner of Margot Murphy
 Court East Palm Canyon Drive
 876-510-043, 044, 045, 047
 Parcel 6 & 7 PCD No. 18-026 PHD
 234-884-71
 Cathedral City, CA 92224

Sheet Title:
Architectural Site Plan

Sheet Number:
A100



GRADING NOTES:

- 1. GRADING SHALL BE IN ACCORDANCE WITH CHAPTER 18 OF THE CALIFORNIA BUILDING CODE, LATEST EDITION, AND/OR SOils REPORT, AS PROJECT NO. 142-1989... 2. THE SOIL ENGINEER AND THE ENGINEER SURVEYOR SHALL... 3. THE DESIGN CIVIL ENGINEER SHALL CHECK... 4. DURING ROAD GRADING OPERATIONS AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES... 5. AFTER CLEARING, EXISTING GRADING SHALL BE RECORDED TO A MINIMUM OF 0.2' ON THE CORNER... 6. ALL FIELDS SHALL BE COMPACTED TO A MINIMUM OF 90%... 7. PAVED SHALL BE COMPACTED TO A MINIMUM OF 98%... 8. MINIMUM BUILDUP PAID DRAINAGE SHALL BE 2" DRAINAGE SHALL BE A MINIMUM OF 0.2' DEEP... 9. ALL FIELDS SHALL BE COMPACTED TO A MINIMUM OF 90%... 10. ALL STREET SETTINGS ARE THEREFORE THE MINIMUM SECTION IS 2" AC OVER 4" CRUSHED A.G. ADDITIONAL SOIL... 11. THE CITY ENGINEER WILL REVIEW FOR APPROVAL... 12. LOCATIONS OF FIELD DENSITY TESTS SHALL BE DETERMINED BY THE SOIL ENGINEER OR APPROVED TEST AGENCY... 13. THE FINAL COMPLETION REPORT AND APPROVAL FROM THE SOILS ENGINEER SHALL CONTAIN THE TYPE OF FIELD... 14. ALL UNDERGROUND FACILITIES, WITH LATERALS, SHALL BE IN PLACE AND INSPECTED PRIOR TO PUBLIC... 15. THE FINAL UTILITY LINE DRAWING REPORT FROM THE PROJECT SOILS ENGINEER SHALL INCLUDE AN APPROVAL... 16. STAKE WALLS PERMITS ARE NOT PART OF THE GRADING PERMIT... 17. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE... 18. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN... 19. PRIOR TO THE INSTALLATION OF ANY HARD SURFACE OF THE GRADING PAID, THE DESIGN ENGINEER OR ARCHITECT... 20. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN... 21. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN... 22. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN...

PRIVATE ENGINEER NOTE TO CONTRACTOR: UNAUTHORIZED CHANGES & USES... HOLD HARMLESS / INDEMNIFICATION CLAUSE... EXISTING UNDERGROUND STRUCTURES: ALL UNDERGROUND UTILITIES OR STRUCTURES... NOTICE TO CONTRACTOR: CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS...

CONSTRUCTION NOTES AND QUANTITY ESTIMATE

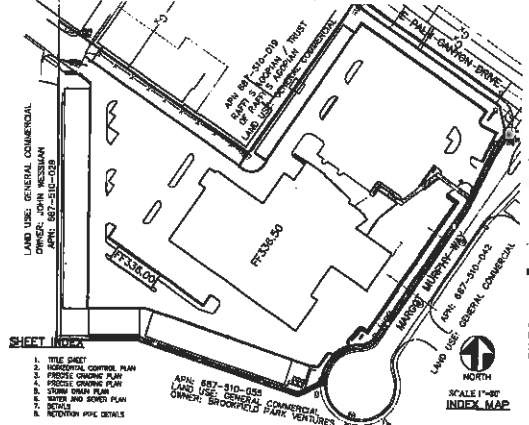
Table with 2 columns: Item description and Quantity. Includes items like curb & gutter, retaining wall, sidewalk, ramp, driveway, and various pipe installations.

EARTHWORK QUANTITIES

Table listing earthwork quantities for Water/Sewer, Electricity, Gas, Telephone, and Cable TV, including cut and fill volumes.

ABBREVIATION table listing symbols for various features like curbs, manholes, catch basins, and utility lines.

IN THE CITY OF CATHEDRAL CITY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
PRECISE GRADING PLAN
FOR
DESERT LEXUS
PARCEL 8 & 7 PM NO. 36428 PMB 235/69-71
LOCATED IN SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 EAST, S.E.M.



BASIS OF BEARING

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST PALM CANYON DRIVE AS SHOWN AS NOTED ON 11, BEING RECORDED PER PARCEL MAP 36428, PAGE 235/69-71.

ACREAGE

GROSS AREA=60.00 AC

ASSESSOR'S PARCEL NO.

867-510-045-1, 867-510-045-2, 867-510-045-8, 867-510-050-0 AND A PORTION OF 867-510-045-E.

ZONING INFORMATION

CITY ZONING: PCC, PLANNED COMMERCIAL
GENERAL PLAN: 03- GENERAL COMMERCIAL
FEMA FLOOD ZONE: X (100-YEAR FLOOD PROTECTION) EFFECTIVE 8/28/2008

GENERAL NOTES:

- 1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD PLANS OF THE CITY OF CATHEDRAL CITY... 2. CITY ENGINEER WILL REVIEW... 3. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NECESSARY PERMITS... 4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NECESSARY PERMITS... 5. CONTRACTOR SHALL OBTAIN ALL PERMITS AS REQUIRED... 6. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER... 7. THE LOCATION OF EXISTING UNDERGROUND UTILITIES... 8. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NECESSARY PERMITS... 9. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NECESSARY PERMITS... 10. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NECESSARY PERMITS... 11. CONSTRUCTION OPERATIONS AND MAINTENANCE... 12. ALL TRAVEL SHALL BE DONE ONLY ON PAVED SURFACES... 13. ALL CONSTRUCTION AREAS SHALL BE PROPERLY POSTED... 14. CONSTRUCTION PROJECTS... 15. ALL HARD SURFACE SHALL BE DONE IN ACCORDANCE WITH THE PROJECT UNLESS...

LEGEND

- 1'-0" - DIST. EDGE OF PAVEMENT
-1'-0" - DIST. CORNER
- - - - - IMPROVED CURBLINE
- - - - - EXISTING CHAIN LINK FENCE
- - - - - EXIST. WATER MAIN
- - - - - EXIST. SINKER MAIN
- - - - - IMPROVED TUBULAR STEEL FENCE
- - - - - IMPROVED IRON COTTONWOOD FENCE
- - - - - PROP. KERNELOID WALL

SITE ADDRESS

36428 PMB 235/69-71
CATHEDRAL CITY, CA 92234

SCALE 1"=40'

INDEX MAP

STORM DRAIN CONSTRUCTION NOTES

- 1. INSTALL ADS HYDRAPLAST 24"x24" GRADE VALET WITH DRAIN BASIN 6 E.A.
2. INSTALL 8" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT) 199.02 L.F.
3. INSTALL 8" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT) 52.74 L.F.
4. INSTALL 12" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT) 364.37 L.F.
5. INSTALL 15" ADS N-12 STORM DRAIN PIPE (WATER TIGHT) 344.81 L.F.
6. INSTALL 24" ADS N-12 STORM DRAIN PIPE (WATER TIGHT) 236.00 L.F.
7. INSTALL 12" ADS CULVERT 3 E.A.
8. INSTALL 18" DIA. CONTROL-CHP PERFORATED RETENTION PIPE SYSTEM FOR MANUFACTURED STRUCTURES, AND PER HYDROLOGY REPORT 746 L.F.
9. INSTALL ADS HYDRAPLAST 24"x36" GRADE VALET WITH DRAIN BASIN 2 E.A.

WATER & SEWER CONSTRUCTION NOTES

- 1. INSTALL 8" FIRE SERVICE LINE & BODA (RESTRAINED JOINTS) 31 L.F.
2. INSTALL 6" FIRE HYDRANT ASSEMBLY PER DWA STD 4112 39 L.F.
3. INSTALL PIV (POST INDICATOR VALVE) AND TIC 1 E.A.
4. INSTALL 4" MULTIPLE SERVICE (PARALLEL CONNECTION) WITH 1" AND 3/4" WATER 1 E.A.
5. INSTALL TRENCH FANCLIP REPLACEMENT PER DWA STD WEO-A 302 S.F.
6. INSTALL 6" DIA PVC SDR 35 SANITARY SEWER PIPE 96 L.F.
7. INSTALL 6" PVC DRHD CLSD FIRE SERVICE LINE (RESTRAINED JOINTS) 552 L.F.
8. INSTALL (1) 6"-48" PVC BEND 8 E.A.
9. INSTALL (1) PVC DRHD CLSD CONCRETE WATER SERVICE LINE (RESTRAINED JOINTS) 778 L.F.
10. INSTALL (1) 3"-48" PVC BEND 16 E.A.
11. INSTALL 4" DIA PVC SDR 35 SANITARY SEWER PIPE 435 L.F.
12. INSTALL 4"x6" PVC RIG 3 E.A.
13. INSTALL 8"x6" PVC RIG 2 E.A.
14. INSTALL 1"-1/2" SEWER CLEANSOUT WITH FRAME & COVER (STAMPED 'TRAVEL') 1 E.A.
15. INSTALL 3"-60" PVC BEND 1 E.A.
16. INSTALL 3" Tee 1 E.A.

ALL RECOMMENDATIONS MADE BY THE PROJECT SOILS AND GEOTECHNICAL ENGINEER ARE BASED ON RECORDS AND FIELD DATA INCORPORATED IN THESE PLANS.

DIGALERT logo and contact information for a public service.

Table with columns for DATE, DESCRIPTION, and other project details.

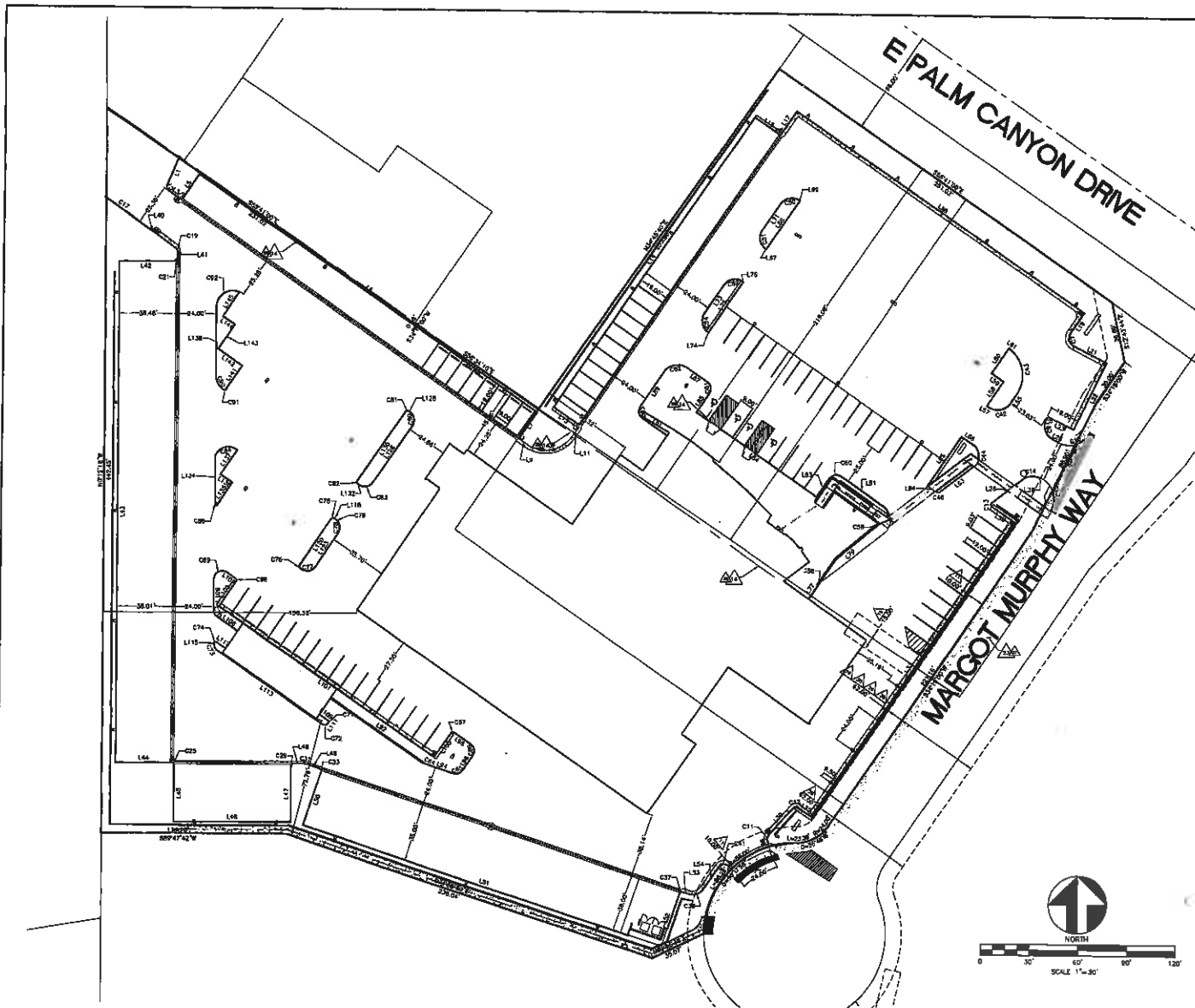
CITY OF CATHEDRAL CITY APPROVED FOR PERMITTING PURPOSES
JOHN A. CORTELLA, P.E.
R.C.S. NO. 95385

Professional Engineer seals for John A. Cortella and another engineer.

PREPARED BY: FOMOTOR ENGINEERING
FOR REVIEW PURPOSES: DATE: 10-21-18

FOMOTOR ENGINEERING logo and contact information.

PREPARATION DATE: JUN 25, 2018
IN THE CITY OF CATHEDRAL CITY, RIVERSIDE COUNTY, CALIFORNIA
PRECISE GRADING PLANS FOR DESERT LEXUS
MARGOT MURPHY & E PALM CANYON DR. SEC. 32, T. 4S., R. 5E., S.8&M.
SHEET 1 OF 5 SHEETS
FILE NO.



LINE TABLE			LINE TABLE			LINE TABLE			LINE TABLE		
LINE	LENGTH	DIRECTION	LINE	LENGTH	DIRECTION	LINE	LENGTH	DIRECTION	LINE	LENGTH	DIRECTION
L1	20.84'	S28°41'00"W	L23	218.53'	N34°18'00"W	L37	1.00'	N80°00'28"W	L43	13.47'	S45°18'00"W
L2	17.25'	N42°19'50"E	L24	15.73'	N34°18'00"W	L38	18.20'	N34°18'00"E	L44	26.89'	N34°18'00"E
L3	23.18'	S28°41'00"E	L25	24.23'	N22°37'50"E	L39	8.00'	N34°18'00"E	L45	13.50'	N34°18'00"E
L4	18.44'	S34°18'00"W	L26	0.84'	S28°41'00"E	L40	8.00'	N34°18'00"E	L46	13.50'	N34°18'00"E
L5	17.84'	S34°18'00"W	L27	18.44'	S34°18'00"E	L41	2.03'	S27°18'00"E	L47	13.50'	N34°18'00"E
L6	7.84'	S34°18'00"E	L28	33.20'	S28°41'00"E	L42	22.44'	S27°18'00"E	L48	25.80'	S34°18'00"E
L7	8.84'	N34°18'00"E	L29	33.20'	S28°41'00"E	L43	1.00'	S27°18'00"E	L49	13.50'	S34°18'00"E
L8	18.00'	N34°18'00"W	L30	34.20'	N34°18'00"E	L44	34.20'	N34°18'00"E	L50	17.80'	S34°18'00"E
L9	18.00'	N34°18'00"W	L31	34.20'	N34°18'00"E	L45	34.20'	N34°18'00"E	L51	17.80'	S34°18'00"E
L10	17.80'	S34°18'00"E	L32	34.20'	N34°18'00"E	L46	34.20'	N34°18'00"E	L52	17.80'	S34°18'00"E
L11	18.00'	N34°18'00"E	L33	34.20'	N34°18'00"E	L47	34.20'	N34°18'00"E	L53	17.80'	S34°18'00"E
L12	18.00'	N34°18'00"E	L34	34.20'	N34°18'00"E	L48	34.20'	N34°18'00"E	L54	17.80'	S34°18'00"E
L13	18.00'	N34°18'00"E	L35	34.20'	N34°18'00"E	L49	34.20'	N34°18'00"E	L55	17.80'	S34°18'00"E
L14	18.00'	N34°18'00"E	L36	34.20'	N34°18'00"E	L50	34.20'	N34°18'00"E	L56	17.80'	S34°18'00"E
L15	18.00'	N34°18'00"E	L37	34.20'	N34°18'00"E	L51	34.20'	N34°18'00"E	L57	17.80'	S34°18'00"E
L16	18.00'	N34°18'00"E	L38	34.20'	N34°18'00"E	L52	34.20'	N34°18'00"E	L58	17.80'	S34°18'00"E
L17	18.00'	N34°18'00"E	L39	34.20'	N34°18'00"E	L53	34.20'	N34°18'00"E	L59	17.80'	S34°18'00"E
L18	18.00'	N34°18'00"E	L40	34.20'	N34°18'00"E	L54	34.20'	N34°18'00"E	L60	17.80'	S34°18'00"E
L19	18.00'	N34°18'00"E	L41	34.20'	N34°18'00"E	L55	34.20'	N34°18'00"E	L61	17.80'	S34°18'00"E
L20	18.00'	N34°18'00"E	L42	34.20'	N34°18'00"E	L56	34.20'	N34°18'00"E	L62	17.80'	S34°18'00"E
L21	18.00'	N34°18'00"E	L43	34.20'	N34°18'00"E	L57	34.20'	N34°18'00"E	L63	17.80'	S34°18'00"E
L22	18.00'	N34°18'00"E	L44	34.20'	N34°18'00"E	L58	34.20'	N34°18'00"E	L64	17.80'	S34°18'00"E
L23	18.00'	N34°18'00"E	L45	34.20'	N34°18'00"E	L59	34.20'	N34°18'00"E	L65	17.80'	S34°18'00"E
L24	18.00'	N34°18'00"E	L46	34.20'	N34°18'00"E	L60	34.20'	N34°18'00"E	L66	17.80'	S34°18'00"E
L25	18.00'	N34°18'00"E	L47	34.20'	N34°18'00"E	L61	34.20'	N34°18'00"E	L67	17.80'	S34°18'00"E
L26	18.00'	N34°18'00"E	L48	34.20'	N34°18'00"E	L62	34.20'	N34°18'00"E	L68	17.80'	S34°18'00"E
L27	18.00'	N34°18'00"E	L49	34.20'	N34°18'00"E	L63	34.20'	N34°18'00"E	L69	17.80'	S34°18'00"E
L28	18.00'	N34°18'00"E	L50	34.20'	N34°18'00"E	L64	34.20'	N34°18'00"E	L70	17.80'	S34°18'00"E
L29	18.00'	N34°18'00"E	L51	34.20'	N34°18'00"E	L65	34.20'	N34°18'00"E	L71	17.80'	S34°18'00"E
L30	18.00'	N34°18'00"E	L52	34.20'	N34°18'00"E	L66	34.20'	N34°18'00"E	L72	17.80'	S34°18'00"E
L31	18.00'	N34°18'00"E	L53	34.20'	N34°18'00"E	L67	34.20'	N34°18'00"E	L73	17.80'	S34°18'00"E
L32	18.00'	N34°18'00"E	L54	34.20'	N34°18'00"E	L68	34.20'	N34°18'00"E	L74	17.80'	S34°18'00"E
L33	18.00'	N34°18'00"E	L55	34.20'	N34°18'00"E	L69	34.20'	N34°18'00"E	L75	17.80'	S34°18'00"E
L34	18.00'	N34°18'00"E	L56	34.20'	N34°18'00"E	L70	34.20'	N34°18'00"E	L76	17.80'	S34°18'00"E
L35	18.00'	N34°18'00"E	L57	34.20'	N34°18'00"E	L71	34.20'	N34°18'00"E	L77	17.80'	S34°18'00"E
L36	18.00'	N34°18'00"E	L58	34.20'	N34°18'00"E	L72	34.20'	N34°18'00"E	L78	17.80'	S34°18'00"E
L37	18.00'	N34°18'00"E	L59	34.20'	N34°18'00"E	L73	34.20'	N34°18'00"E	L79	17.80'	S34°18'00"E
L38	18.00'	N34°18'00"E	L60	34.20'	N34°18'00"E	L74	34.20'	N34°18'00"E	L80	17.80'	S34°18'00"E
L39	18.00'	N34°18'00"E	L61	34.20'	N34°18'00"E	L75	34.20'	N34°18'00"E	L81	17.80'	S34°18'00"E
L40	18.00'	N34°18'00"E	L62	34.20'	N34°18'00"E	L76	34.20'	N34°18'00"E	L82	17.80'	S34°18'00"E
L41	18.00'	N34°18'00"E	L63	34.20'	N34°18'00"E	L77	34.20'	N34°18'00"E	L83	17.80'	S34°18'00"E
L42	18.00'	N34°18'00"E	L64	34.20'	N34°18'00"E	L78	34.20'	N34°18'00"E	L84	17.80'	S34°18'00"E
L43	18.00'	N34°18'00"E	L65	34.20'	N34°18'00"E	L79	34.20'	N34°18'00"E	L85	17.80'	S34°18'00"E
L44	18.00'	N34°18'00"E	L66	34.20'	N34°18'00"E	L80	34.20'	N34°18'00"E	L86	17.80'	S34°18'00"E
L45	18.00'	N34°18'00"E	L67	34.20'	N34°18'00"E	L81	34.20'	N34°18'00"E	L87	17.80'	S34°18'00"E
L46	18.00'	N34°18'00"E	L68	34.20'	N34°18'00"E	L82	34.20'	N34°18'00"E	L88	17.80'	S34°18'00"E
L47	18.00'	N34°18'00"E	L69	34.20'	N34°18'00"E	L83	34.20'	N34°18'00"E	L89	17.80'	S34°18'00"E
L48	18.00'	N34°18'00"E	L70	34.20'	N34°18'00"E	L84	34.20'	N34°18'00"E	L90	17.80'	S34°18'00"E
L49	18.00'	N34°18'00"E	L71	34.20'	N34°18'00"E	L85	34.20'	N34°18'00"E	L91	17.80'	S34°18'00"E
L50	18.00'	N34°18'00"E	L72	34.20'	N34°18'00"E	L86	34.20'	N34°18'00"E	L92	17.80'	S34°18'00"E
L51	18.00'	N34°18'00"E	L73	34.20'	N34°18'00"E	L87	34.20'	N34°18'00"E	L93	17.80'	S34°18'00"E
L52	18.00'	N34°18'00"E	L74	34.20'	N34°18'00"E	L88	34.20'	N34°18'00"E	L94	17.80'	S34°18'00"E
L53	18.00'	N34°18'00"E	L75	34.20'	N34°18'00"E	L89	34.20'	N34°18'00"E	L95	17.80'	S34°18'00"E
L54	18.00'	N34°18'00"E	L76	34.20'	N34°18'00"E	L90	34.20'	N34°18'00"E	L96	17.80'	S34°18'00"E
L55	18.00'	N34°18'00"E	L77	34.20'	N34°18'00"E	L91	34.20'	N34°18'00"E	L97	17.80'	S34°18'00"E
L56	18.00'	N34°18'00"E	L78	34.20'	N34°18'00"E	L92	34.20'	N34°18'00"E	L98	17.80'	S34°18'00"E
L57	18.00'	N34°18'00"E	L79	34.20'	N34°18'00"E	L93	34.20'	N34°18'00"E	L99	17.80'	S34°18'00"E
L58	18.00'	N34°18'00"E	L80	34.20'	N34°18'00"E	L94	34.20'	N34°18'00"E	L100	17.80'	S34°18'00"E

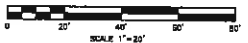
LINE TABLE			CURVE TABLE			CURVE TABLE			
LINE	LENGTH	DIRECTION	CURVE	LENGTH	BEARING	CURVE	LENGTH	BEARING	
L117	7.10'	S28°41'00"E	C1	2.74'	2.00'	178°10'00"	C16	13.00'	8°50'
L118	1.23'	N34°18'00"W	C2	2.38'	1.50'	307°00'00"	C17	13.00'	8°50'
L119	24.00'	S34°18'00"W	C3	2.30'	1.00'	307°00'00"	C18	2.30'	1.00'
L120	24.00'	N34°18'00"E	C4	30.58'	20.81'	329°14'44"	C19	8.00'	7.00'
L121	43.00'	N34°18'00"E	C5	2.38'	1.00'	307°00'00"	C20	7.00'	4.00'
L122	1.00'	N34°18'00"W	C6	2.38'	1.00'	307°00'00"	C21	16.00'	16.00'
L123	32.00'	S34°18'00"W	C7	8.01'	3.49'	64°17'12"	C22	16.00'	16.00'
L124	1.00'	S34°18'00"E	C8	2.29'	1.00'	87°34'29"	C23	16.00'	16.00'
L125	28.21'	S34°18'00"E	C9	15.08'	6.51'	84°33'51"	C24	16.00'	16.00'
L126	17.78'	N34°18'00"E	C10	23.88'	15.00'	87°19'00"	C25	13.21'	6.51'
L127	5.00'	N34°18'00"W	C11	3.10'	3.00'	29°30'24"	C26	13.21'	6.51'
L128	17.80'	N34°18'00"E	C12	2.10'	1.50'	325°25'50"	C27	13.21'	6.51'
L129	17.80'	N34°18'00"E	C13	2.10'	1.50'	108°10'28"	C28	13.21'	6.51'
L130	41.28'	S27°18'00"E	C14	11.12'	10.00'	329°43'11"	C29	4.00'	14.50'
L131	12.81'	N34°18'00"E	C15	11.12'	10.00'	30°33'21"	C30	16.53'	10.20'
L132	18.00'	N34°18'00"W	C16	23.88'	15.00'	80°33'21"	C31	8.84'	8.84'
L133	18.00'	N34°18'00"E	C17	12.19'	375.72'	212°47'	C32	8.84'	8.84'
L134	6.00'	N34°18'00"W	C18	3.27'	3.01'	327°00'00"	C33	8.84'	8.84'
L135	17.84'	N34°18'00"E	C19	5.57'	3.00'	307°00'00"	C34	16.49'	10.50'
L136	17.84'	N34°18'00"E	C20	2.31'	1.30'	80°10'20"	C35	8.84'	8.84'
L137	17.84'	N34°18'00"E	C21	2.31'	1.30'	80°10'20"	C36	1.58'	5.50'
L138	17.84'	N34°18'00"E	C22	2.31'	1.30'	80°10'20"	C37	1.58'	5.50'
L139	17.84'	N34°18'00"E	C23	2.31'	1.30'	80°10'20"	C38	1.58'	5.50'
L140	17.84'	N34°18'00"E	C24	2.31'	1.30'	80°10'20"	C39	1.58'	5.50'
L141	17.84'	N34°18'00"E	C25	2.31'	1.30'	80°10'20"	C40	1.58'	5.50'
L142	17.84'	N34°18'00"E	C26	2.31'	1.30'	80°10'20"	C41	1.58'	5.50'
L143	17.84'	N34°18'00"E	C27	2.31'	1.30'	80°10'20"	C42	1.58'	5.50'
L144	17.84'	N34°18'00"E	C28	2.31'	1.30'	80°10'20"	C43	1.58'	5.50'
L145	17.84'	N34°18'00"E	C29	2.31'	1.30'	80°10'20"	C44	1.58'	5.50'
L146	17.84'	N34°18'00"E	C30	2.31'	1.30'	80°10'20"	C45	1.58'	5.50'
L147	17.84'	N34°18'00"E	C31	2.31'	1.30'	80°10'20"	C46	1.58'	5.50'
L148	17.84'	N34°18'00"E	C32	2.31'	1.30'	80°10'20"	C47	1.58'	5.50'
L149	17.84'	N34°18'00"E	C33	2.31'	1.30'	80°10'20"	C48	1.58'	5.50'
L150	17.84'	N34°18'00"E	C34	2.31'	1.30'	80°10'20"	C49	1.58'	5.50'
L151	17.84'	N34°18'00"E	C35	2.31'	1.30'	80°10'20"	C50	1.58'	5.50'
L152	17.84'	N34°18'00"E	C36	2.31'	1.30'	80°10'20"	C51	1.58'	5.50'
L153	17.84'	N34°18'00"E	C37	2.31'	1.30'	80°10'20"	C52	1.58'	5.50'
L154	17.84'	N34°18'00"E	C38	2.31'	1.30'	80°10'20"	C53	1.58'	5.50'
L155	17.84'	N34°18'00"E	C39	2.31'	1.30'	80°10'20"	C54	1.58'	5.50'
L156	17.84'	N34°18'00"E	C40	2.31'	1.30'	80°10'20"	C55	1.58'	5.50'
L157	17.84'	N34°18'00"E	C41	2.31'	1.30'	80°10'20"	C56	1.58'	5.50'
L158	17.84'	N34°18'00"E	C42	2.31'	1.30'	80°10'20"	C57	1.58'	5.50'
L159	17.84'	N34°18'00"E	C43	2.31'	1.30'	80°10'20"	C58	1.58'	5.50'
L160	17.84'	N34°18'00"E	C44	2.31'	1.30'	80°10'20"	C59	1.58'	5.50'
L161	17.84'	N34°18'							

SEE SHEET 4

PAD 336.00
FF 336.50

MARGOT MURPHY WAY

E PALM CANYON DRIVE



GRADING & PAVING CONSTRUCTION NOTES

- 1 CONSTRUCT 6" TYPE A-6 CURB & GUTTER PER RIVERSIDE COUNTY STD 200
- 2 CONSTRUCT 6" TYPE D CURB PER RIVERSIDE COUNTY STD 204
- 3 CONSTRUCT RETAINING WALL PER SEPARATE DESIGN AND PERMIT
- 4 CONSTRUCT 3" A.C. OVER 4" A.B. (CLASS 2) OVER 12" COMPACTED SUBGRADE
- 5 CONSTRUCT 4" THICK P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD 401
- 6 CONSTRUCT 8" P.O.C. COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD 507A
- 7 INSTALL DECORATIVE PAVERS BY ORCO HOLLAND INTERLOCKING (CHARCOAL)
- 8 CONSTRUCT 8" P.O.C. COMMERCIAL DRIVEWAY PER CATHEDRAL CITY STD 200B
- 9 INSTALL RAISED TRUNCATED DOMES PER CALTRANS STD A8A
- 10 INSTALL ADA RAMP PER CALTRANS STANDARD PLAN A8A, CASE INDICATED IN PLAN
- 11 INSTALL ACCESSIBLE PARKING STALL PER CALTRANS STD A90A
- 12 INSTALL 3" HIGH RAMP HANDRAILS MEETING ADA STANDARDS
- 13 INSTALL 4.5" HIGH TUBULAR METAL FENCE
- 14 REMOVE EXISTING CHAIN LINK FENCE
- 15 CONSTRUCT P.O.C. VALLEY GUTTER PER DETAIL ON SHEET 7
- 16 CONSTRUCT 2" END OF CURB TRANSITION PER DETAIL ON SHEET 7
- 17 CONSTRUCT 4" THICK 5" WIDE P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD 401
- 18 SAWCUT 2" AND REMOVE EXISTING CURB AND GUTTER FOR DRIVEWAY APPROACH
- 19 REMOVE AND REPLACE EXISTING PAVEMENT
- 20 CONSTRUCT 4.5" WIDE X 1.5" DEEP CONCRETE V-DITCH
- 21 CONSTRUCT 3" WIDE UNDER SIDEWALK DRAIN PER RIVERSIDE COUNTY STD 300
- 22 INSTALL PARKING STALL WHEEL STOP

DIGALERT

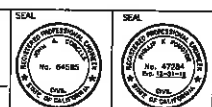


DATE: _____	SCALE: _____	PROJECT: _____	DATE: _____
BY: _____	BY: _____	BY: _____	BY: _____
CHECKED BY: _____	CHECKED BY: _____	CHECKED BY: _____	CHECKED BY: _____

PROPERTY: CATHEDRAL CITY 814 817
 ELEVATION = 373.850 NAVD83
 DESCRIPTION: BRIDGE OVER WADSWORTH AVENUE
 LOCATION: CORNER OF BRIDGE OVER WADSWORTH AVENUE ON
 MARGOT RD.
 THE ENGINEER'S OFFICE SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY
 AND ACCURACY OF THE ABOVE DATA IN THE EVENT OF DISCREPANCIES. THESE DATA
 SHALL BE APPROVED BY THE CITY ENGINEER. THE PRIVATE CONTRACTOR SHALL BE RESPONSIBLE
 FOR OBTAINING AN ACCURATE LOCATION AND RECORDING THE PLANS FOR APPROVAL BY
 THE CITY.

CITY OF CATHEDRAL CITY
 APPROVED FOR PLOWING PURPOSES

DATE: _____



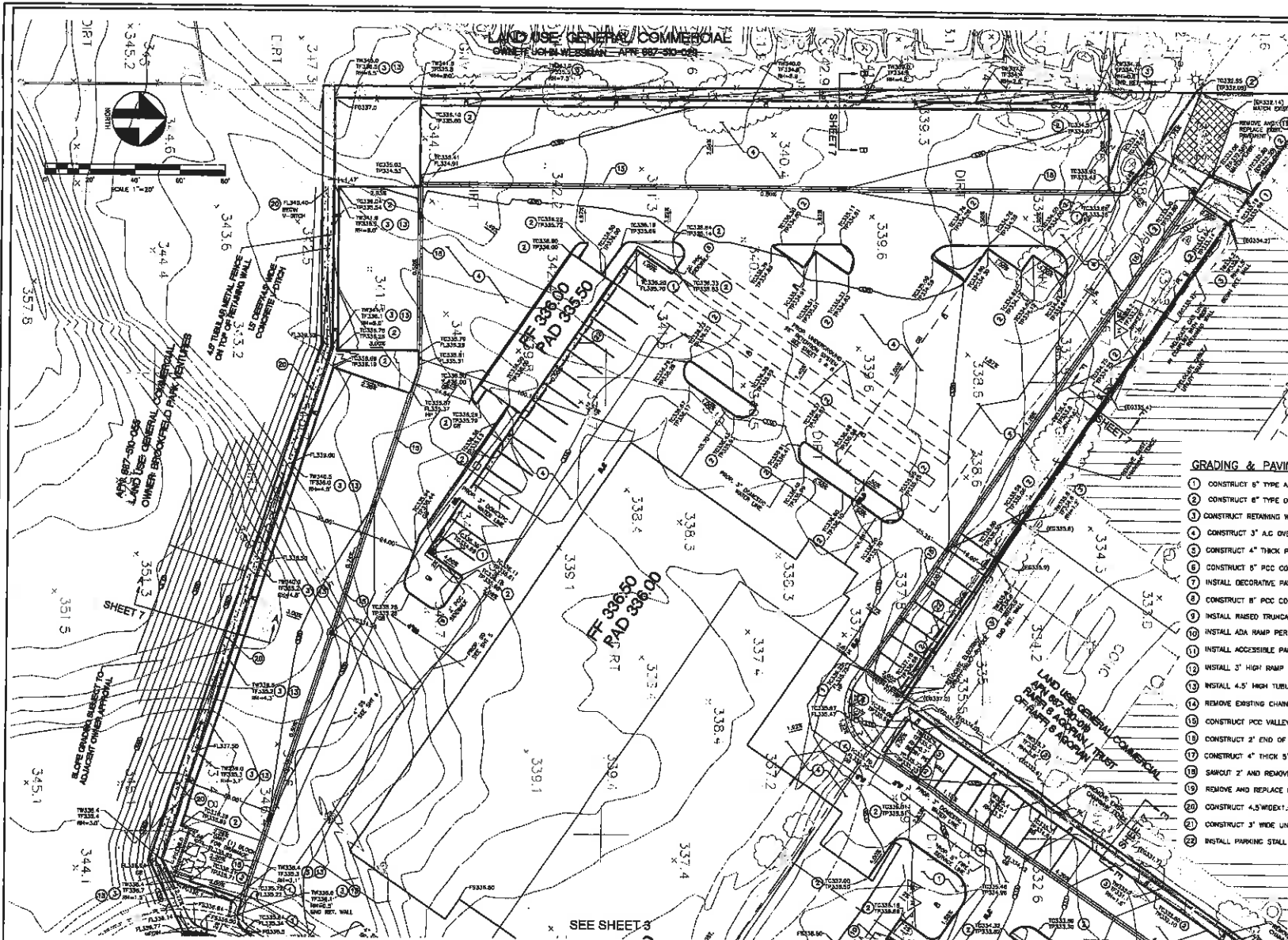
PREPARED BY: _____ DATE: _____
 FOR REVIEW PURPOSES: _____ DATE: _____
 FILE NO. 12-21-114

FOMOTOR ENGINEERING

225 E. CHIC DR. SUITE 1-5
 PALM SPRINGS, CA 92262
 (760) 323-1544 FAX (760) 323-1742

PREPARATION DATE: Jun 28, 2018
 IN THE CITY OF CATHEDRAL CITY, RIVERSIDE COUNTY, CALIFORNIA
 FOR
PRECISE GRADING PLANS
 FOR
DESERT LEXUS
 MARGOT MURPHY & E PALM CANYON DR
 SEC. 32, T. 4S., R. 5E., S.8&M.

SHEET 3
 OF 8 SHEETS
 FILE NO: _____



GRADING & PAVING CONSTRUCTION NOTES

- 1 CONSTRUCT 8" TYPE A-S CURB & GUTTER PER RIVERSIDE COUNTY STD 203
- 2 CONSTRUCT 8" TYPE O CURB PER RIVERSIDE COUNTY STD 204
- 3 CONSTRUCT RETAINING WALL PER SEPARATE DESIGN AND PERMIT
- 4 CONSTRUCT 3" A.C. OVER 4" A.S. (CLASS 2) OVER 12" COMPACTED SUBGRADE
- 5 CONSTRUCT 4" THICK P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD 401
- 6 CONSTRUCT 6" P.C.C. COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD 207A
- 7 INSTALL DECORATIVE PAVERS BY ORCO HOLLAND INTERLOCKING (CHARROOM)
- 8 CONSTRUCT 8" P.C.C. COMMERCIAL DRIVEWAY PER CATHEDRAL CITY STD 200B
- 9 INSTALL RASSED TRUNCATED DOWNS PER CALTRANS STD AB3A
- 10 INSTALL ADA RAMP PER CALTRANS STANDARD PLAN AB3A, CASE INDICATED IN PLAN
- 11 INSTALL ACCESSIBLE PARKING STALL PER CALTRANS STD AB3A
- 12 INSTALL 3" HIGH RAMP HANDRAILS MEETING ADA STANDARDS
- 13 INSTALL 4.5" HIGH TUBULAR METAL FENCE
- 14 REMOVE EXISTING CHAIN LINK FENCE
- 15 CONSTRUCT PCC VALLEY GUTTER PER DETAIL ON SHEET 7
- 16 CONSTRUCT 2" END OF CURB TRANSITION PER DETAIL ON SHEET 7
- 17 CONSTRUCT 4" THICK 3" WIDE P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD 401
- 18 SAWCUT 2" AND REMOVE EXISTING CURB AND GUTTER FOR DRIVEWAY APPROACH
- 19 REMOVE AND REPLACE EXISTING PAVEMENT
- 20 CONSTRUCT 4.5" WIDE X 1.5" DEEP CONCRETE V-DITCH
- 21 CONSTRUCT 3" WIDE UNDER SIDEWALK DRAIN PER RIVERSIDE COUNTY STD 309
- 22 INSTALL PARKING STALL WHEEL STOP

DIGALERT
 NO STOPPING
 NO PARKING
 NO STANDING
 NO WAITING
 NO LOADING
 NO UNLOADING
 NO DELIVERIES
 NO PICKUPS
 NO TRUCKS
 NO TRAILERS
 NO BUSES
 NO MOTORHOMES
 NO RECREATIONAL VEHICLES
 NO MOTORCYCLES
 NO BICYCLES
 NO SCOOTERS
 NO WHEELCHAIRS
 NO STROLLER
 NO SERVICE VEHICLES
 NO DELIVERIES
 NO PICKUPS
 NO TRUCKS
 NO TRAILERS
 NO BUSES
 NO MOTORHOMES
 NO RECREATIONAL VEHICLES
 NO MOTORCYCLES
 NO BICYCLES
 NO SCOOTERS
 NO WHEELCHAIRS
 NO STROLLER
 NO SERVICE VEHICLES

NO.	DESCRIPTION	DATE	BY

APPROVING: CATHEDRAL CITY RM 817
 ELEVATION = 371.650 NAVOID
 OCCUPATION: BRIDGE TRUCK IN CONCRETE BRIDGE ABUTMENT
 LOCATION: 55 CORNER OF BRIDGE OVER INTERSTATE ROUTE ON
 RAMON RD.
 THE PLANNING ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR PROVIDING THE ACCURACY
 AND COMPLETENESS OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES BETWEEN THESE
 PLANS AND ANY OTHER DOCUMENTS, THESE PLANS SHALL PREVAIL. THE PLANNING ENGINEER SHALL BE RESPONSIBLE
 FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY ENGINEER AND THE
 CITY ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM
 THE CITY ENGINEER.

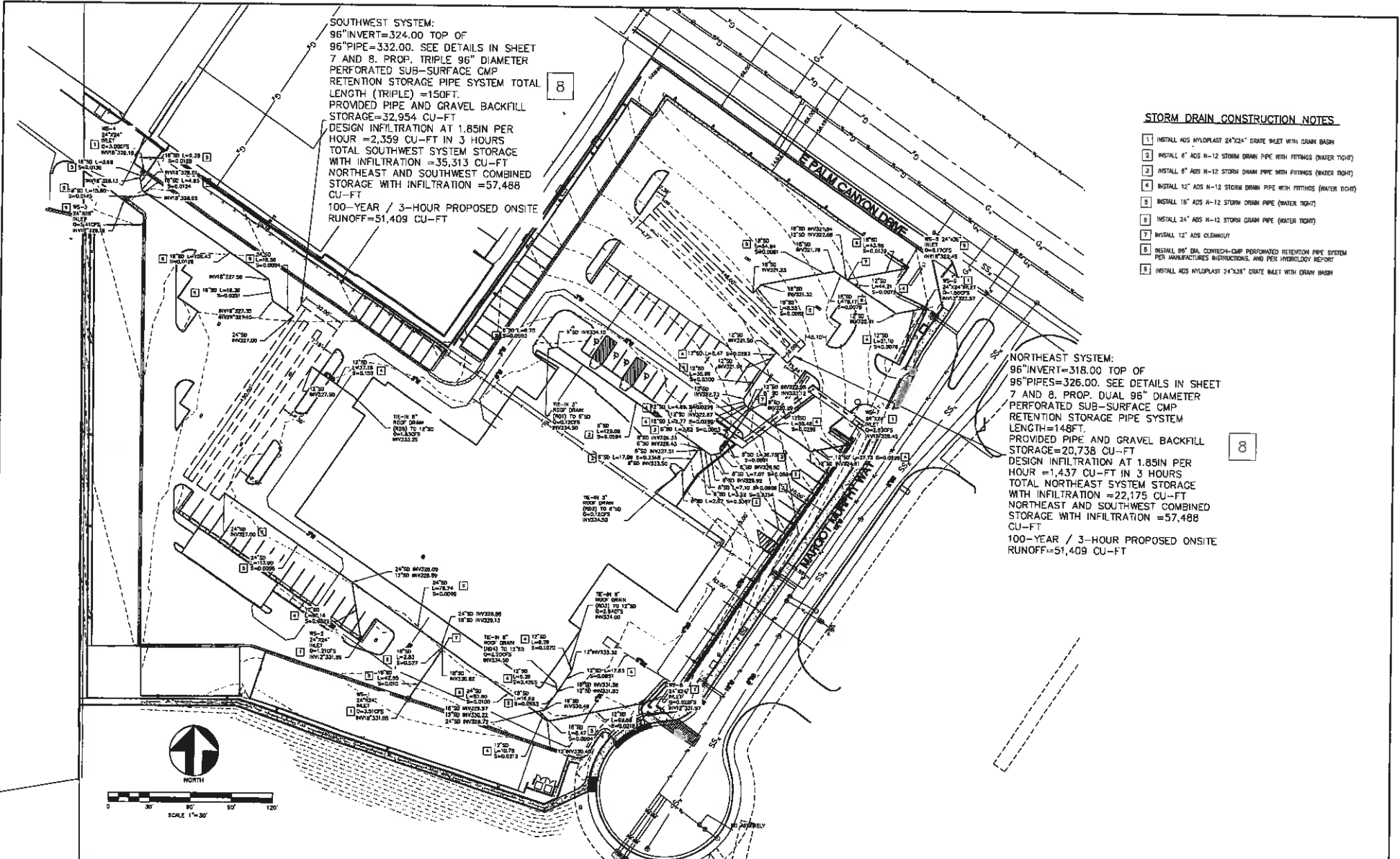
CITY OF CATHEDRAL CITY
 APPROVED FOR POSTING PURPOSE
 JOHN A. CORRAL, A.E.
 CITY ENGINEER
 DATE: 12-31-19

SEAL
 PROFESSIONAL ENGINEER
 No. 61895
 STATE OF CALIFORNIA
 CIVIL
 SEAL
 PROFESSIONAL ENGINEER
 No. 47264
 STATE OF CALIFORNIA
 CIVIL

PREPARED BY:
 DATE:
 FOR REVIEW PURPOSES
 PHILIP S. FOMOTOR P.E., P.L.L.C.
 DATE: 12-31-19
 EXP. DATE: 12-31-19

FOMOTOR ENGINEERING
 225 S. CHOC DRIVE, SUITE 1-3
 PALM SPRINGS, CA 92262
 (760) 325-1842 FAX (760) 325-1742

PREPARED FOR:
 IN THE CITY OF CATHEDRAL CITY, RIVERSIDE COUNTY, CALIFORNIA
PRECISE GRADING PLANS
 FOR
DESERT LEXUS
 MARGOT MURPHY & E PALM CANYON DR
 SEC. 32, T. 4S., R. 5E., S.B&M.
 PREPARATION DATE: JUN 29, 2019
 SHEET 4 OF 8 SHEETS
 FILE NO.

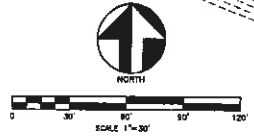


SOUTHWEST SYSTEM:
 96" INVERT=324.00 TOP OF
 96" PIPE=332.00. SEE DETAILS IN SHEET
 7 AND 8. PROP. TRIPLE 96" DIAMETER
 PERFORATED SUB-SURFACE CMP
 RETENTION STORAGE PIPE SYSTEM TOTAL
 LENGTH (TRIPLE) =150FT.
 PROVIDED PIPE AND GRAVEL BACKFILL
 STORAGE=32,954 CU-FT
 DESIGN INFILTRATION AT 1.85IN PER
 HOUR =2,359 CU-FT IN 3 HOURS
 TOTAL SOUTHWEST SYSTEM STORAGE
 WITH INFILTRATION =35,313 CU-FT
 NORTHEAST AND SOUTHWEST COMBINED
 STORAGE WITH INFILTRATION =57,488
 CU-FT
 100-YEAR / 3-HOUR PROPOSED ONSITE
 RUNOFF=51,409 CU-FT

NORTHEAST SYSTEM:
 96" INVERT=318.00 TOP OF
 96" PIPES=326.00. SEE DETAILS IN SHEET
 7 AND 8. PROP. DUAL 96" DIAMETER
 PERFORATED SUB-SURFACE CMP
 RETENTION STORAGE PIPE SYSTEM
 LENGTH=148FT.
 PROVIDED PIPE AND GRAVEL BACKFILL
 STORAGE=20,738 CU-FT
 DESIGN INFILTRATION AT 1.85IN PER
 HOUR =1,437 CU-FT IN 3 HOURS
 TOTAL NORTHEAST SYSTEM STORAGE
 WITH INFILTRATION =22,175 CU-FT
 NORTHEAST AND SOUTHWEST COMBINED
 STORAGE WITH INFILTRATION =57,488
 CU-FT
 100-YEAR / 3-HOUR PROPOSED ONSITE
 RUNOFF=51,409 CU-FT

STORM DRAIN CONSTRUCTION NOTES

- 1 INSTALL AGS HYDROPLAST 24"x32" GRATE INLET WITH DRAIN BASIN
- 2 INSTALL 6" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT)
- 3 INSTALL 8" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT)
- 4 INSTALL 12" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT)
- 5 INSTALL 18" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT)
- 6 INSTALL 24" ADS N-12 STORM DRAIN PIPE WITH FITTINGS (WATER TIGHT)
- 7 INSTALL 12" ADS CLEWELIFT
- 8 INSTALL 96" DIA. CONCRETE-CMP PERFORATED RETENTION PIPE SYSTEM PER MANUFACTURERS INSTRUCTIONS, AND PER HYDROLOGY REPORT
- 9 INSTALL AGS HYDROPLAST 24"x32" GRATE INLET WITH DRAIN BASIN



DIGALERT
 A SIGN COMPANY
 1-800-327-0891

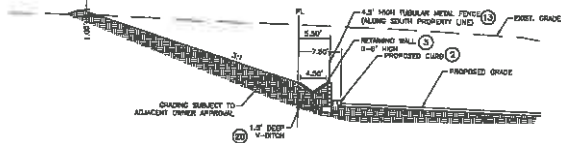
NO.	DESCRIPTION	DATE	BY

REVISION: CATHEDRAL CITY SH 817
 ELEVATION = 371.889 NAVIGES
 DESCRIPTION: BRIDGE OVER/ADJACENT
 LOCATION: SE CORNER OF BRIDGE OVER INTERSTATE HIGHWAY ON
 BRIDGE NO.
 THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY
 AND ADEQUACY OF THE DESIGN. THE CITY ENGINEER SHALL BE RESPONSIBLE
 FOR VERIFYING THE ACCURACY OF THE DESIGN. THE PROJECT ENGINEER SHALL BE RESPONSIBLE
 FOR VERIFYING THE ACCURACY OF THE DESIGN AND THE CITY ENGINEER SHALL BE RESPONSIBLE
 FOR VERIFYING THE ACCURACY OF THE DESIGN.

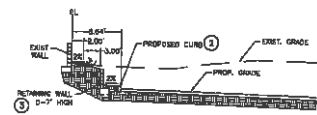
CITY OF CATHEDRAL CITY
 APPROVED FOR PERMITTING PURPOSES
 SEAL: [Professional Engineer Seal]
 SEAL: [Professional Engineer Seal]
 PREPARED BY: [Name]
 DATE: [Date]

FOMOTOR ENGINEERING
 225 S. OGDEN DRIVE, SUITE 1-5
 PALM SPRINGS, CA 92262
 (760) 323-1842 FAX (760) 323-1742
 FOR REVIEW PURPOSES
 DATE: [Date]

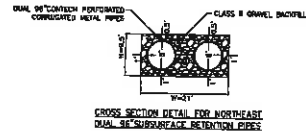
PREPARATION DATE: Jun 29, 2018
 THE CITY OF CATHEDRAL CITY, RIVERSIDE COUNTY, CALIFORNIA
STORM DRAIN PLAN
 FOR
DESERT LEXUS
 MARGOT MURPHY & E PALM CANYON DR
 SEC. 32, T. 4S., R. 5E., S.8&M.
 SHEET 5
 OF 8 SHEETS
 FILE NO.



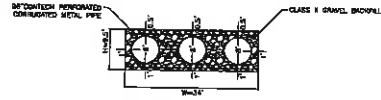
SECTION A-A
SCALE 1"=10'



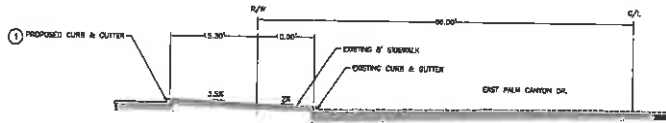
SECTION B-B
SCALE 1"=10'



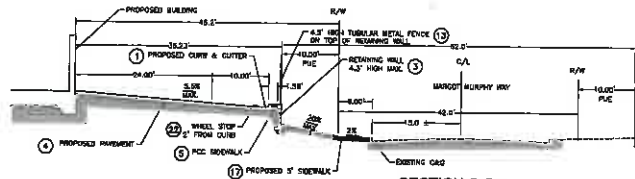
CROSS SECTION DETAIL FOR NORTHEAST
DUAL 8" SUBSURFACE RETENTION PIPES



CROSS SECTION DETAIL FOR SOUTHWEST
REINFORCED PERFORMED CONCRETE METAL PIPE



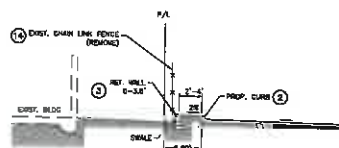
SECTION D-D
SCALE 1"=10'



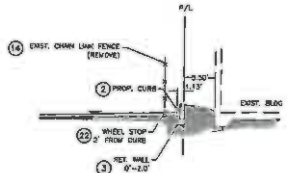
SECTION C-C
SCALE 1"=10'

GRADING & PAVING CONSTRUCTION NOTES

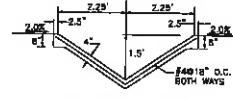
- 1 CONSTRUCT 6" TYPE A-B CURB & GUTTER PER RIVERSIDE COUNTY STD 200
- 2 CONSTRUCT 6" TYPE D CURB PER RIVERSIDE COUNTY STD 204
- 3 CONSTRUCT RETAINING WALL PER SEPARATE DESIGN AND PERMIT
- 4 CONSTRUCT 3" A.C. OVER 4" A.B. (CLASS 2) OVER 12" COMPACTED SUBGRADE
- 5 CONSTRUCT 4" THICK P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD 401
- 6 CONSTRUCT 8" PCC COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD 207A
- 7 INSTALL DECORATIVE PAVERS BY ORGO HOLLAND INTERLOCKING (CHARCOAL)
- 8 CONSTRUCT 8" PCC COMMERCIAL DRIVEWAY PER CATHEDRAL CITY STD 200B
- 9 INSTALL RAISED TRUNCATED DOWNS PER CALTRANS STD ASBA
- 10 INSTALL ADA RAMP PER CALTRANS STANDARD PLAN ABBA, CASE INDICATED IN PLAN
- 11 INSTALL ACCESSIBLE PARKING STALL PER CALTRANS STD ASQA
- 12 INSTALL 3' HIGH RAMP HANDRAILS MEETING ADA STANDARDS
- 13 INSTALL 4.5' HIGH TUBULAR METAL FENCE
- 14 REMOVE EXISTING CHAIN LINK FENCE
- 15 CONSTRUCT PCC VALLEY GUTTER PER DETAIL ON SHEET 7
- 16 CONSTRUCT 2' END OF CURB TRANSITION PER DETAIL ON SHEET 7
- 17 CONSTRUCT 4" THICK 8" WIDE P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD 401
- 18 SAWCUT 2' AND REMOVE EXISTING CURB AND GUTTER FOR DRIVEWAY APPROACH
- 19 REMOVE AND REPLACE EXISTING PAVEMENT
- 20 CONSTRUCT 4.5' WIDE X 1.5' DEEP CONCRETE V-DITCH
- 21 CONSTRUCT 3' WIDE UNDER SIDEWALK DRAIN PER RIVERSIDE COUNTY STD 309
- 22 INSTALL PARKING STALL WHEEL STOP



SECTION E-E
SCALE 1"=10'



SECTION F-F
SCALE 1"=10'



V-DITCH DETAIL
NOT TO SCALE



END OF CURB
NOT TO SCALE



VALLEY GUTTER
NOT TO SCALE

DIGALERT
CALL BEFORE YOU DIG
A PUBLIC SERVICE OF UNDERGROUND SERVICE ALERT

DATE	DESCRIPTION	APPROVAL	DATE

SHOWING: CATHEDRAL CITY 817
 ELEVATION = 372.826 HANDED
 DISCUSSION: IMPROVE DRAIN IN CONCRETE BRIDGE ABUTMENT
 LOCATION: CORNER OF ORGO HOLLAND INTERLOCKING PAVEMENT ON
 BAYON RD.
 THE PRIVATE ENGINEER DRAWING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY
 AND INTEGRITY OF THE DATA HEREON. IN THE EVENT OF DISCREPANCIES BETWEEN THESE
 DRAWING APPROVAL OR OTHER CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE
 FOR DETERMINING AN ACCEPTABLE REMEDY AND REVISING THE PLANS FOR APPROVAL BY
 THE CLIENT.

CITY OF CATHEDRAL CITY
 APPROVED FOR PERMITTING PURPOSE
 JOHN A. SHELLEY, P.E.
 CITY ENGINEER
 A.I.E. NO. 8496

SEAL
 JOHN A. SHELLEY, P.E.
 No. 64583
 State of California

SEAL
 FOMOTOR ENGINEERING
 No. 47284
 State of California

PREPARED BY:
 FOMOTOR ENGINEERING
 225 S. CIFIC DRIVE, SUITE 1-3
 PALM SPRINGS, CA 92262
 (760) 323-1824 FAX (760) 323-1742
 FOR REVIEW PURPOSES
 DATE: EXP. DATE: 12-31-18

FOMOTOR ENGINEERING

PREPARED FOR:
 MARGOT MURPHY & E PALM CANYON DR
 SEC. 32, T. 4S., R. 5E., S.B.&M.

PREPARATION DATE: JUN 25, 2018

SHEET 7
 OF 8 SHEETS
 FILE NO.

CLIENT Shottenkirk Automotive Group
320 South Gled Ave
West Burlington, IA 52684
319-759-9900

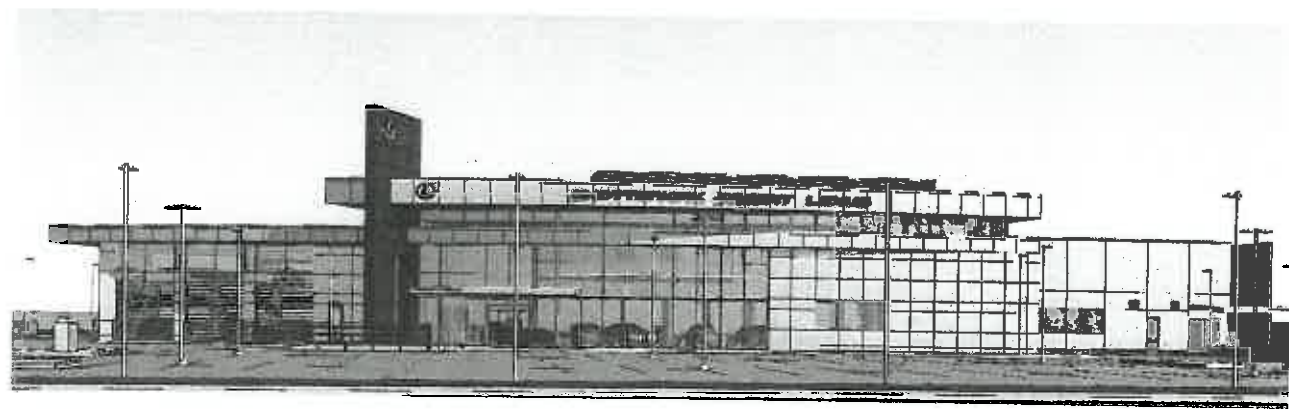
ARCHITECT Pivotal LLC
199 Peachtree St NW, Suite 1430
Atlanta, GA 30333
404.875.4509
Jonathan Baker, Project Manager
878.504.7459
jbaker@pivotal.com
Stuart Roark, Architect of Record
CA # C22948

CIVIL ENGINEER Forester Engineering
225 B Cole Drive, Suite C-3
Folsom Springs, California 92521
708.323.1642
708.323.1742
Philip Forester
pforester@forester.com
CA # 47284

STRUCTURAL ENGINEER PSD Structural Engineers
1820 Century Place NW, Suite 201
Atlanta, Georgia 30345
767.457-3923
John O'Brien, Engineer of Record
joobrien@psdengineers.com
CA 887581

MEP ENGINEER Westlake Engineering LLC
8225 Interstate North Parkway,
Suite 300
Atlanta, Georgia 30336
404.865.1257
Jenifer Mulla, Engineer of Record
jenifer@westlake-engineering.com
CA # C22938
James Lisher, Engineer of Record
CA # 436172

CONSTRUCTION MANAGER Bender Construction
3225 Avenue H
Fort Madison, Iowa 52627
519.373.7295
Doreen Feltes
dfeltes@benderconstruction.com



Sheet Index		Sheet Index		Sheet Index	
SHEET #	SHEET NAME	SHEET #	SHEET NAME	SHEET #	SHEET NAME
0000	Site Plan - Overall	0000	PCP on Grid	0000	Overall
0001	Site Plan - Overall	0001	PCP on Grid	0001	Overall
0002	Site Plan - Overall	0002	PCP on Grid	0002	Overall
0003	Site Plan - Overall	0003	PCP on Grid	0003	Overall
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0100	Site Plan - Overall	0100	PCP on Grid	0100	Overall

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architects + multidisciplinary design
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Suite 1450
Atlanta, GA 30303
404-875-4500 fax
404-875-4504 fax
www.praxis.com

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OR PERMIT**

Sheet Title: _____
Date: 01.18.19
Author: _____
Checked: _____

Client: Shottenkirk Automotive Group
320 South Gled Ave
West Burlington, IA 52688
Project Number: 18036
Project Name: Shottenkirk Desert Lexus
500 Center of Market Alleyway
Court East Palm Canyon Drive
678-516-0413, 044, 045, 057
Parcel 1 & 7 PM No. 36268 PMD
23066-71
Cathedral City, CA 92234

Sheet Title: Cover, Project Directory, Sheet Index

Sheet Number: G001

Shottenkirk Desert Lexus

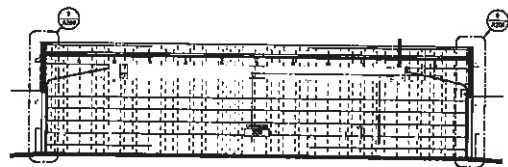
Cathedral City, CA 92234

January 18, 2019 - Permit Set

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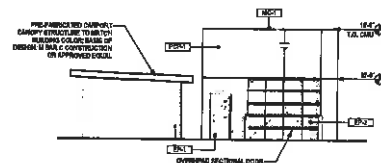
Rev	Date	Comments
1	01.14.10	Permit Set



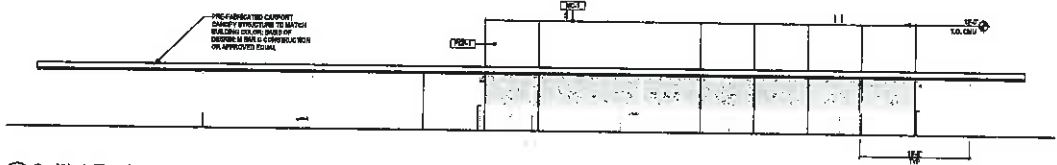
1 Car Wash Longitudinal Section
1/8" = 1'-0"



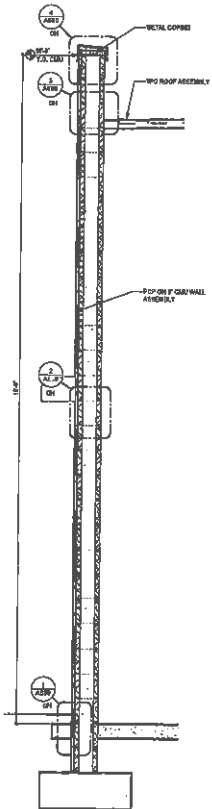
2 Car Wash Cross Section
1/8" = 1'-0"



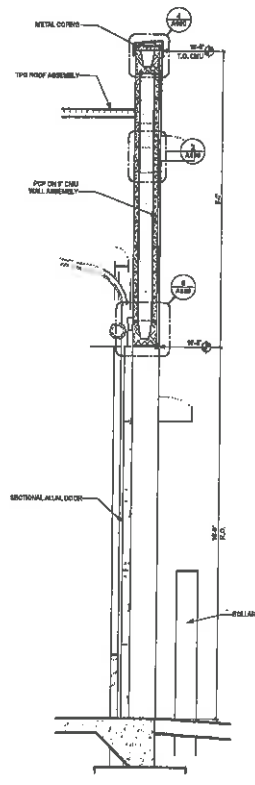
4 Car Wash Elevation - West
1/8" = 1'-0"



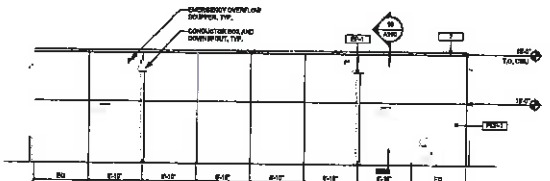
5 Car Wash Elevation - North
1/8" = 1'-0"



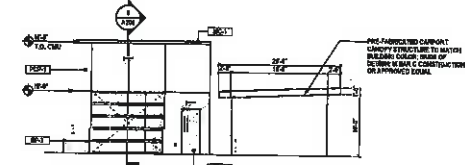
6 Wall Section
1/8" = 1'-0"



7 Wall Section
1/8" = 1'-0"



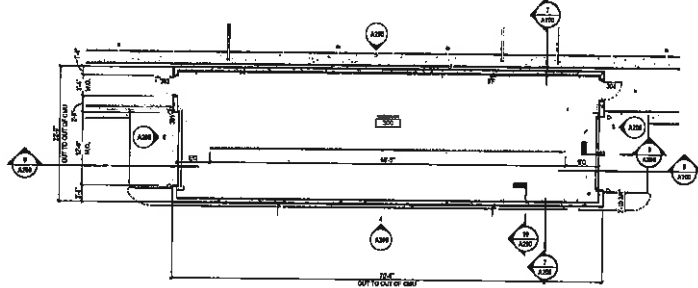
8 Car Wash Elevation - South
1/8" = 1'-0"



3 Car Wash Elevation - East
1/8" = 1'-0"



9 Roof Plan - Car Wash
1/8" = 1'-0"



10 Floor Plan - Car Wash
1/8" = 1'-0"

Client:
Shottenkirk Automotive Group

309 South Gear Ave.
West Burlington, IA 52595

Project Number: 16053
Project Name:
**Shottenkirk
Desert Lexus**
851 Corner of Margie Murphy
Court East Palm Canyon Drive
8780-16040, OAK, OAK, 007
Phase 9 of 1 Phase 9, 30425 Phase
29595-71
Costwood City, CA 92234

Sheet Title:
Carwash Building

Sheet Number:
A200

Grid Legend



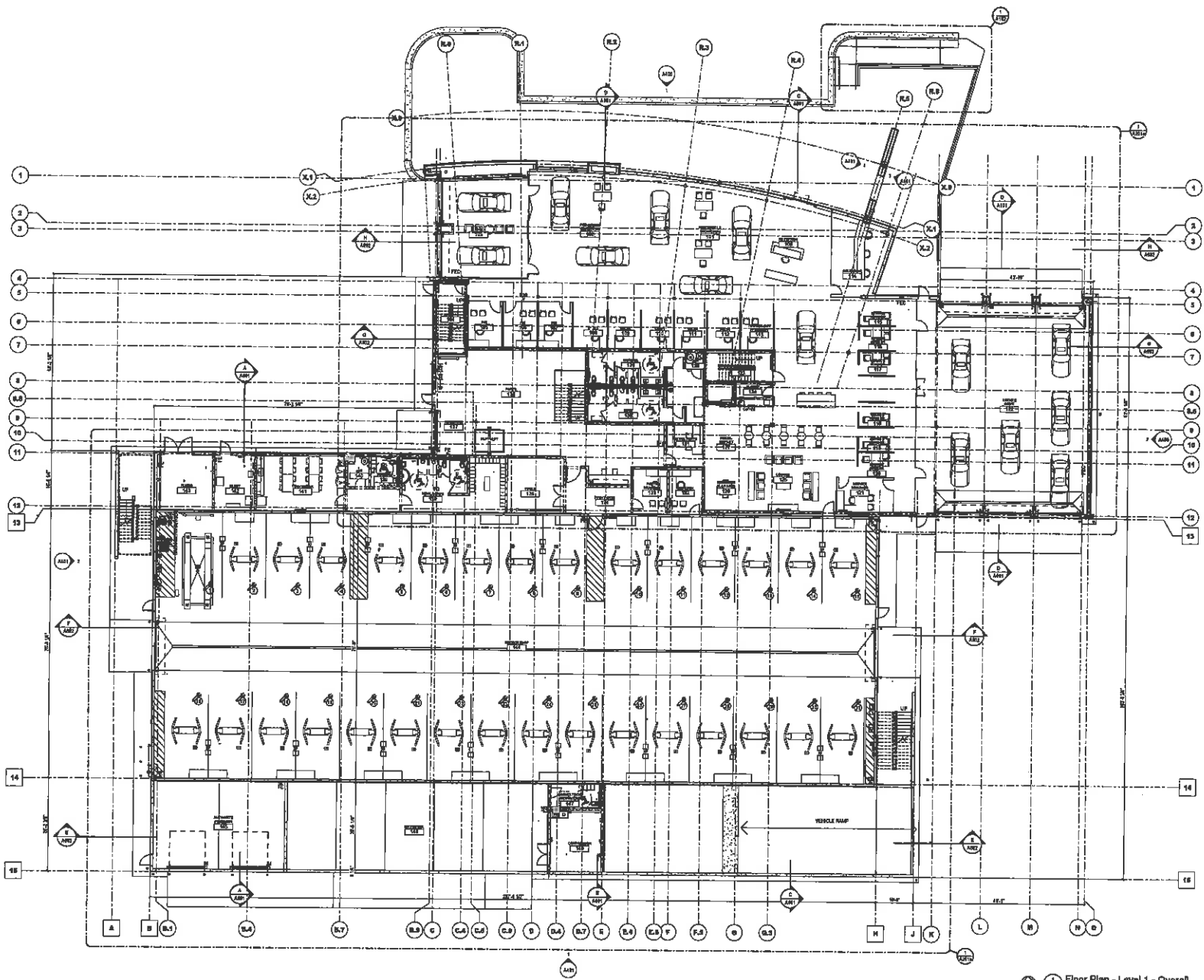
PRAXIS3
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 Suite 1450
 Atlanta, GA 30303
 404-875-4500 or
 404-875-5894 fax
 www.praxis3.com

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CONTRACT: 190336
 SHEET: 202 - 102
 DESIGN: 10/10/10
 DRAWN: 10/10/10
 CHECKED: 10/10/10
 APPROVED: 10/10/10
 DATE: 10/10/10

Rev	Date	Comments
01	10.10.10	Permit Set



Client:
 Shottenkirk Automotive Group

300 South Clear Ave.
 West Birmingham, IA 52596

Project Number: 19036
 Project Name:
**Shottenkirk
 Desert Lexus**
 SW Corner of Margo Mariposa
 Court East Palm Canyon Drive
 8750 SADDLES, 044, 045, 057
 Parcel 5 & 7 PM No. 35428 PMS
 25589-71
 Cathedral City, CA 92234

Sheet Title:
**Floor Plan - Level 1 -
 Overall**

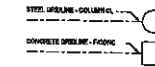
Sheet Number:
A201

Floor Plan - Level 1 - Overall
 1/8" = 1'-0"

Sound Attenuation Keynotes

ALL STUD WALLS, PARTITIONS AND OTHER ARE TO BE CONSTRUCTED TO PROVIDE SOUND ATTENUATION AS SHOWN. SEE WALL AND CEILING HEIGHT OF THE STUD CAVITY, SEAL ALL WALL PENETRATIONS.

Grid Legend



Partition Legend

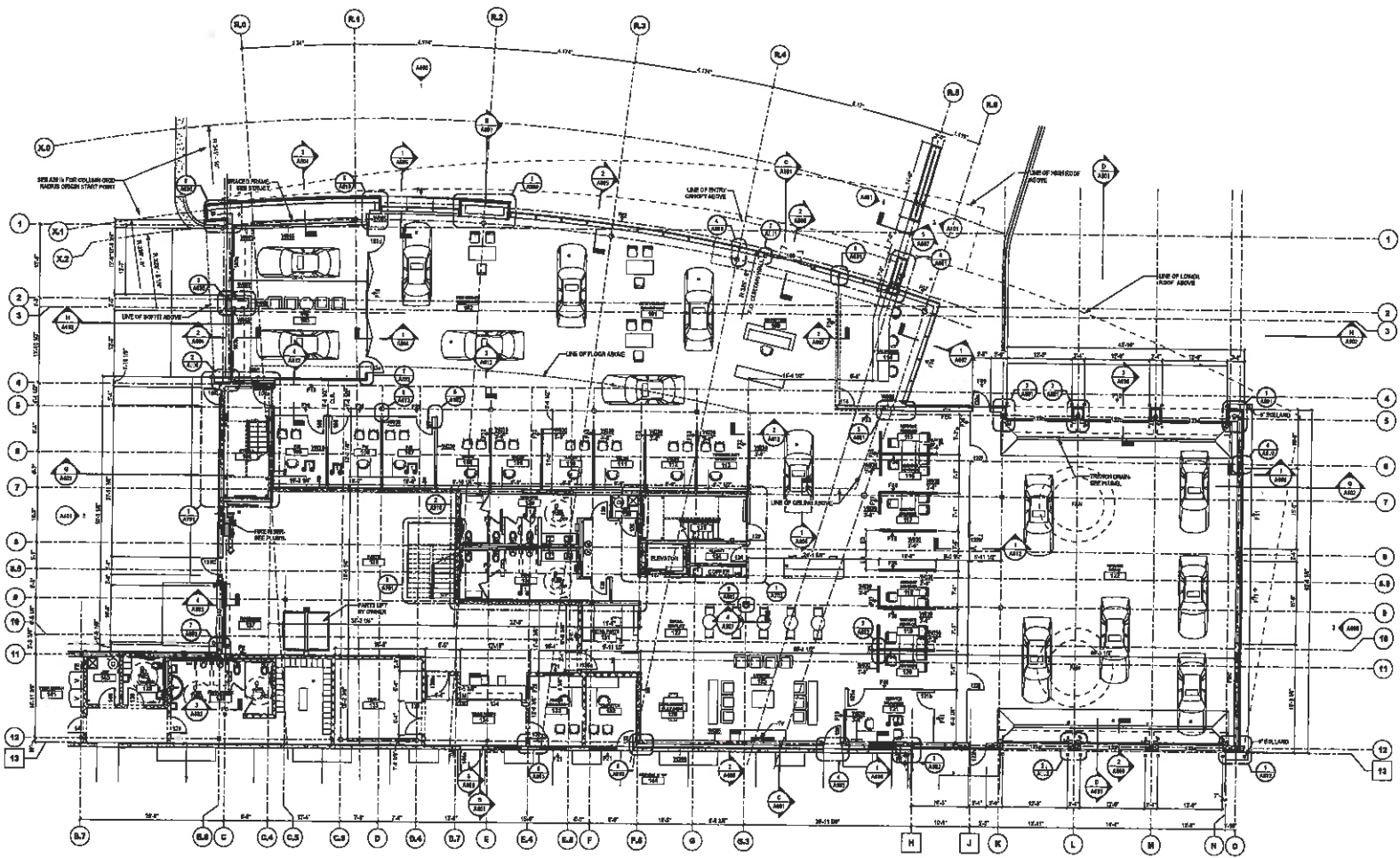
SEE AREA FOR PARTITION TYPES. UNLESS NOTED TO THE CONTRARY, ALL PARTITIONS ARE TO BE CONSTRUCTED TO PROVIDE SOUND ATTENUATION AS SHOWN. SEE WALL AND CEILING HEIGHT OF THE STUD CAVITY, SEAL ALL WALL PENETRATIONS.



100 Peachtree St NW
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Atlanta, GA 30303
404-875-4500 tel
404-875-5304 fax
www.praxis3.com

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OR PERMIT**

Rev	Date	Comments
1	01.16.10	Permit Set



Floor Plan - Level 1 - Showroom

Client:
Shutterstock Automotive Group

300 South Gear Ave.
West Bldg, Irvine, CA 92615

Project Number: 15026
Project Name:
**Shutterstock
Desert Lexus**
8741 Corner of Mariposa Canyon
Crestview, CA 95740
Parcel 6 & 7 PM No. 25618 PMS
25618-71
Crestview, CA 95724

Sheet Title:
**Floor Plan - Level 1 -
Showroom**

Sheet Number:
A201a

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OR PERMIT**

Sound Attenuation Keynotes

ALL STEEL WALLS SURROUNDING AND WITHIN THE TRUCKING TO RECEIVE SOUND ATTENUATION SHALL BE OF THE FULL HEIGHT AND HEIGHT OF THE STEEL CURTAIN SHALL BE WALL PENETRATION.

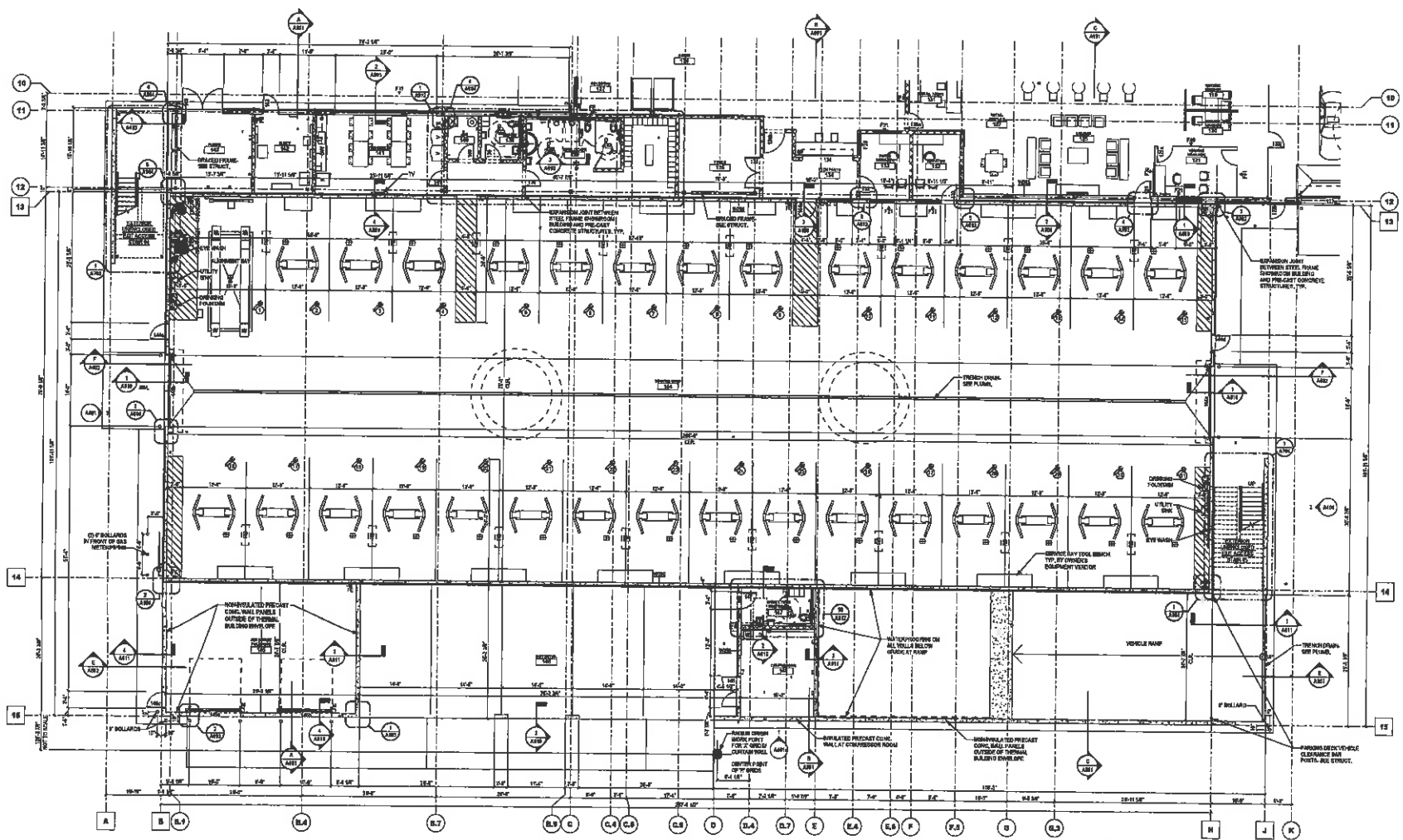
Grid Legend

STEEL GIRDER - COLUMN IS
CONCRETE GIRDER - POOR

Partition Legend

SEE SHEET FOR PARTITION TYPES. UNLESS NOTED, ALL PARTITIONS ARE 5/8" GYP. CONCRETE MASONRY PARTITIONS ARE 8" GYP. GYP. GYP. PARTITION
GYP & 8" G. PARTITION
CONCRETE PARTITION
CONCRETE PARTITION

NOTE: EXTERIOR OVERSHOOTS ARE TO FACE OF FINISH OR WALL OPENING LINE.



Floor Plan - Level 1 - Service Shop

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Rev	Date	Comments
1	01.18.18	Permit Set

Client:
Shottenkirk Automotive Group

308 South Gear Ave.
West Burlington, IA 52586

Project Number: 16036
Project Name:
**Shottenkirk
Desert Lexus**
5911 Center of Merced Shopping
Court East Palm Canyon Drive
974-510-045, 041, 042, 057
Permit & P. No. 2018-01463
238609-71
Culverville City, CA 92234

Sheet Title:
**Floor Plan - Level 1 -
Service Shop**

Sheet Number:
A201b

Notes

- 1. ALL WORK TO BE PERFORMED WITH 2. SEE PLANS FOR DOWNPOUT, COLLECTION DUC AND ROOFPIECE DETAIL.
- 3. SET UP SLOPE WITH 1/4" PER FOOT (1:4)
- 4. SET UP SLOPE TO CONCRETE TOP FINISH
- 5. WALL FOOT

- 6. ROOF DRAIN
- 7. DOWNPOUT
- 8. ROOF HATCH
- 9. EMERGENCY ROOF DRAIN
- 10. COLLECTION DUC
- 11. THROUGH WALL SUPPLY
- 12. ROOF LADDER

Grid Legend

- STEEL GIRDER - DOWN IN
- CONCRETE ANCHOR - FACING

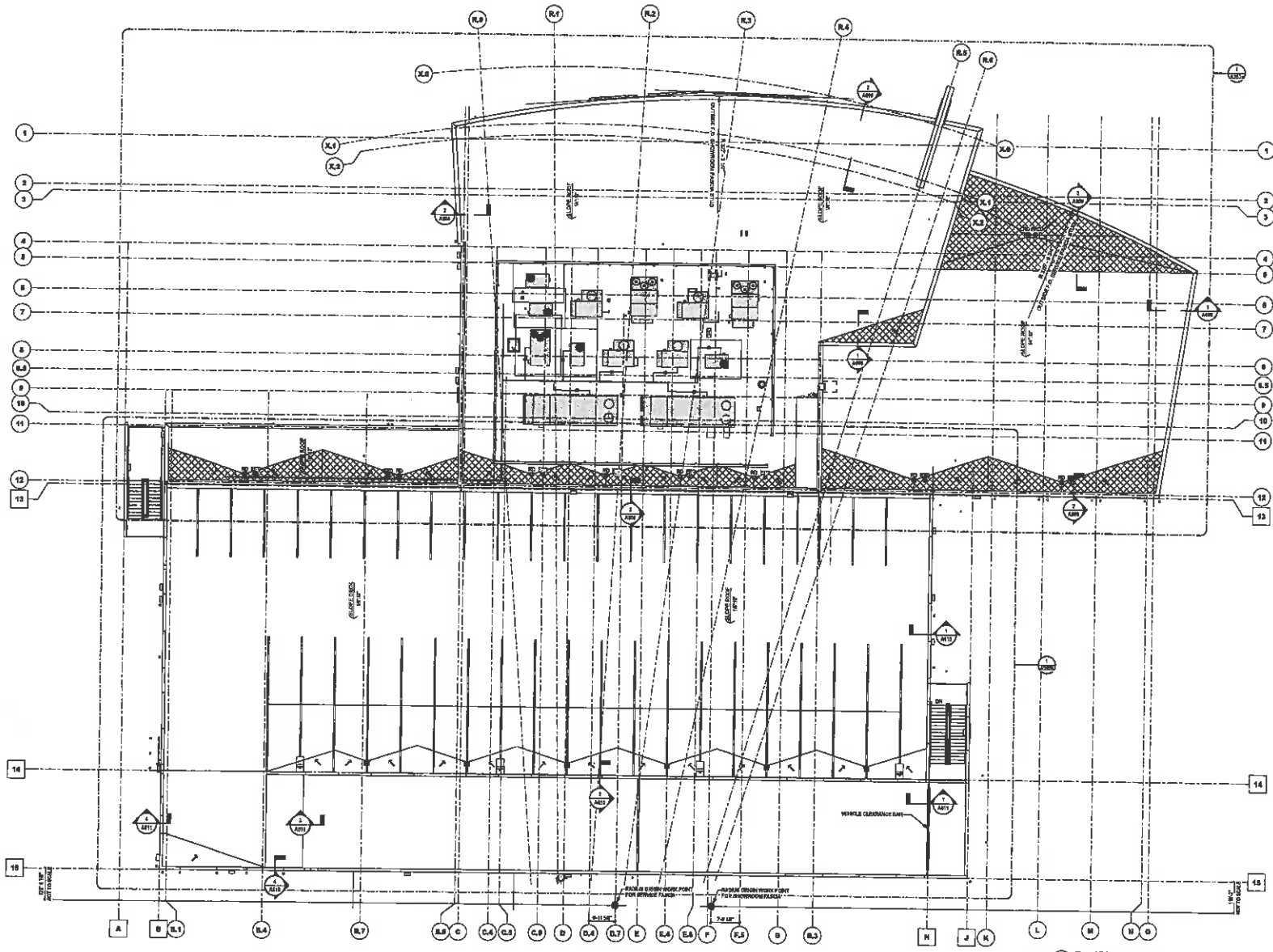
PRAXIS
Architecture + multidisciplinary design

100 Peachtree St NW
Suite 1420
Atlanta, GA 30303
404-575-6500 tel
404-575-8884 fax
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Rev#	Date	Comments
01	10.18.18	Permit Set



Roof Plan - Overall
Scale: 3/8" = 1'-0"

17:00:00 5/30/18 4:44 PM

Client:
Shottenkirk Automotive Group

300 South Clear Ave.
West Des Moines, IA 50309

Project Number: 18036
Project Name:
**Shottenkirk
Desert Lexus**
501 Center of Merit Parkway
Court East Palm Canyon Drive
079-510-043, 044, 045, 057
Parcel S & T PM No. 28509 PUG
23589-71
Cathedral City, CA 92224

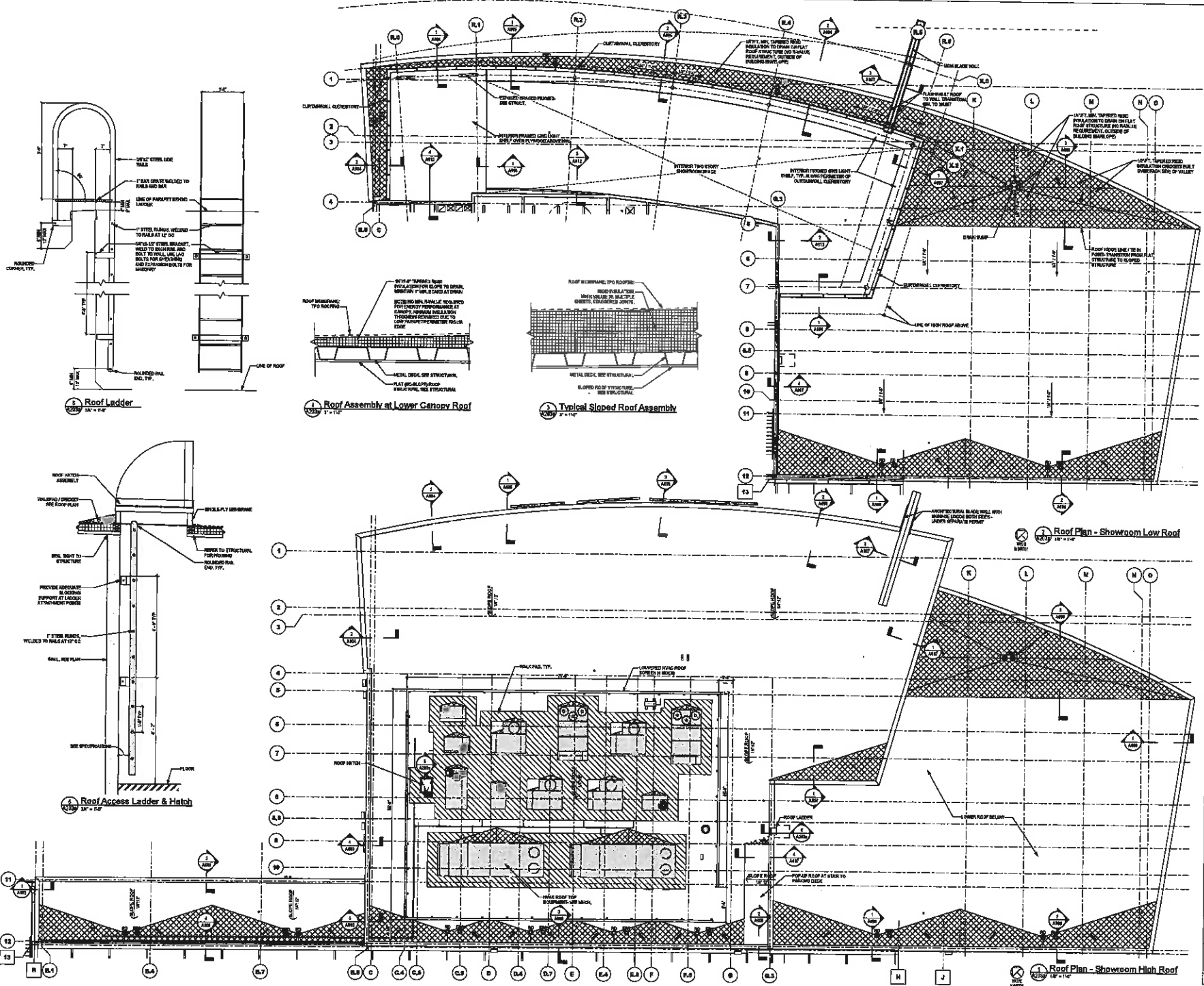
Sheet Title:
Roof Plan - Overall

Sheet Number:
A203

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OR PERMIT**

CONTRACT NO. 100-111-111
SHEET NO. 100-111-111-111
DATE: 10/15/10
PROJECT: SHOTTENKIRK DESERT LUXUS
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

Rev	Date	Comments
01	10.15.10	Permit Set



10/20/10 5:36:14 PM

Client:
Shottenkirk Automotive Group

320 South Reef Ave.
West Washington, VA 22688
Project Number: 10036
Project Name:
**Shottenkirk
Desert Luxus**
SW Corner of Margot Murphy
Court East Palm Canyon Drive
8785-10-10-10, 104, 105, 107
Parcel 6 & 7 PM No. 36425 PUB
25395-71
California City, CA 92234

Sheet Title:
**Roof Plan -
Showroom**

Sheet Number:
A203a

Slab Plan Notes

1. DIMENSIONS SHOWN ON THIS PLAN ARE TO EDGE OF SLAB AND CORNER OF LIFT UP.
2. SEE FOUNDATION FOR ANCHORAGE, HEIGHT AND CONCRETE COLOR.
3. SEE PLAN FOR CONCRETE FINISHES.
4. SEE - EDGE OF SLAB.

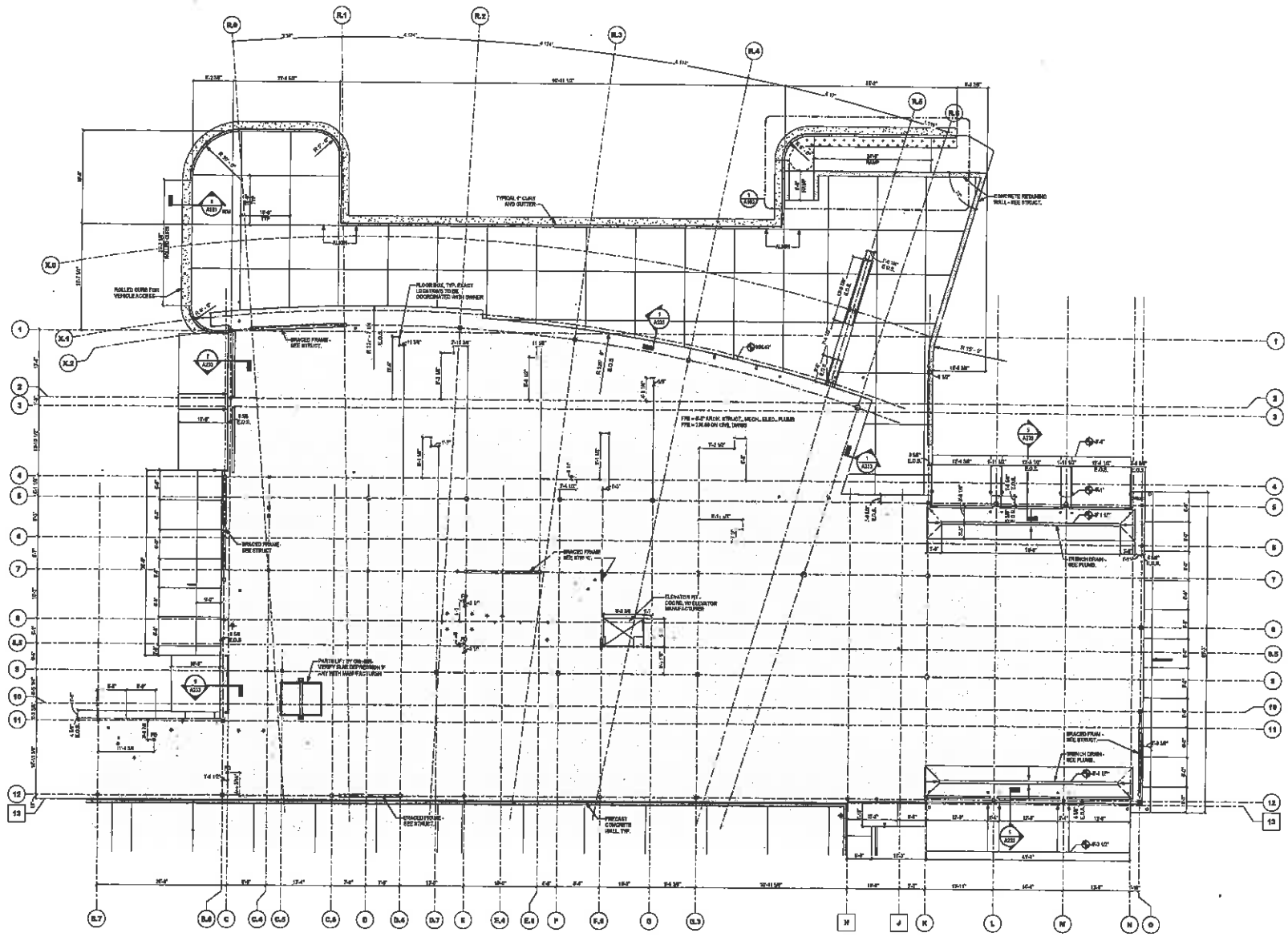
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 404-875-6884 fax
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Rev	Date	Comments
1	01.13.19	Permit Set



Client:
 Shottenkirk Adaptive Group

308 South Gear Ave.
 West Burlington, IA 52599

Project Name:
**Shottenkirk
 Desert Lexus**
 5th Corner of Maple Mallory
 Court East Palm Canyon Drive
 678-510-0450, Suite 605 G57
 Parcel 9 & 7 PM No. 38028 P140
 236-696-7
 Coltonville City, CA 92234

Project Number: 10036

Sheet Title:
**Slab Layout Plan -
 Level 1 - Showroom**

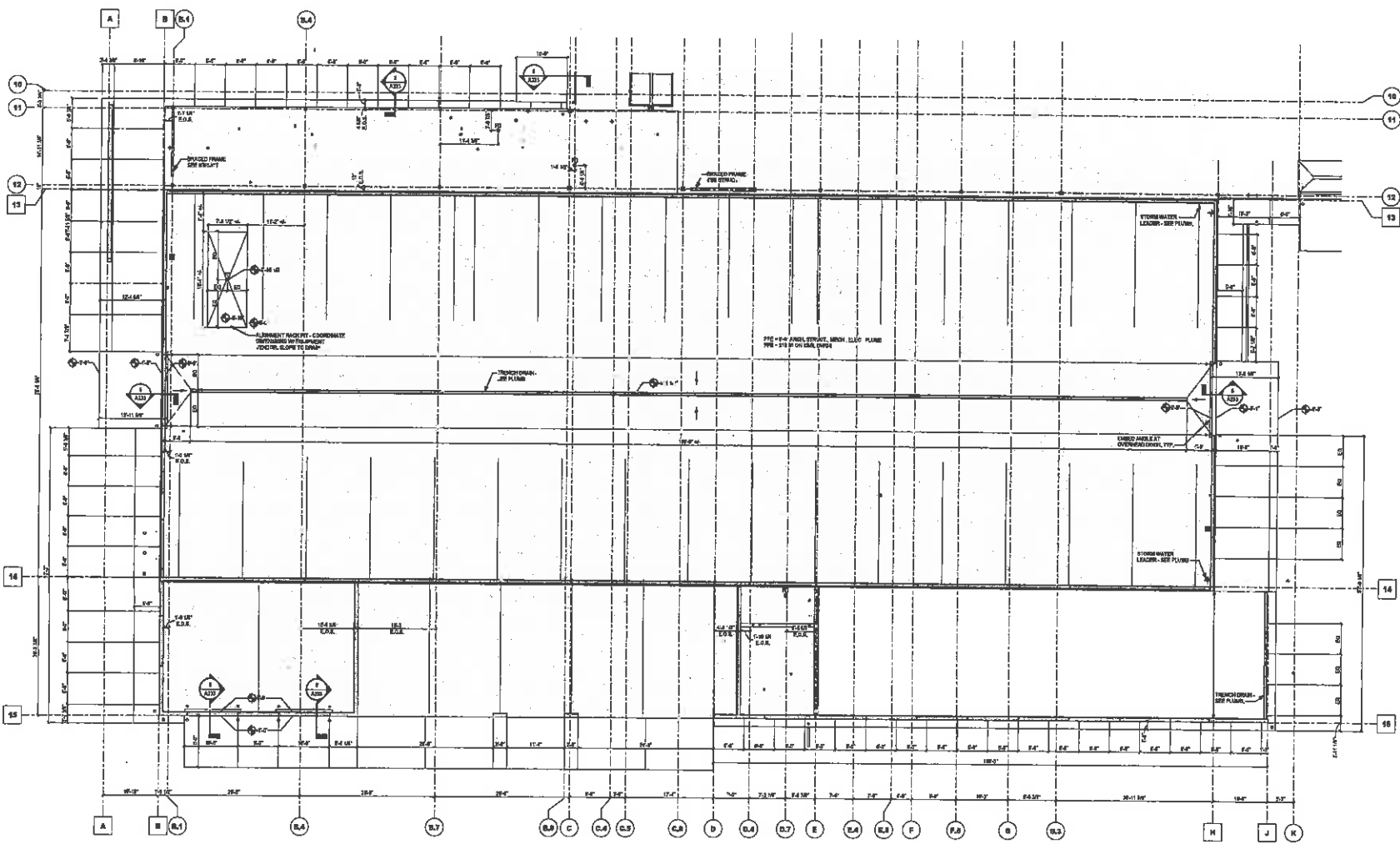
Sheet Number:
A231a

Slab Layout Plan - Level 1 - Showroom
 PROJECT SHEET

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Rev	Date	Comments
01	10, 10	Permit Set



Client:
 Shottenkirk Automotive Group
 330 South Deer Ave.
 West Buntington, IA 52569
 Project Number: 19036
 Project Name:
**Shottenkirk
 Desert Lexus**
 891 Corner of Mariposa Canyon
 Coast East Palm Canyon Drive
 475-510-0800, 914, 645, 537
 Parcel 6 & 7 PM No. 36425 PMB
 23689-71
 Cathedral City, CA 92234

Sheet Title:
**Slab Layout Plan -
 Level 1 - Service
 Shop**

Sheet Number:
A231b

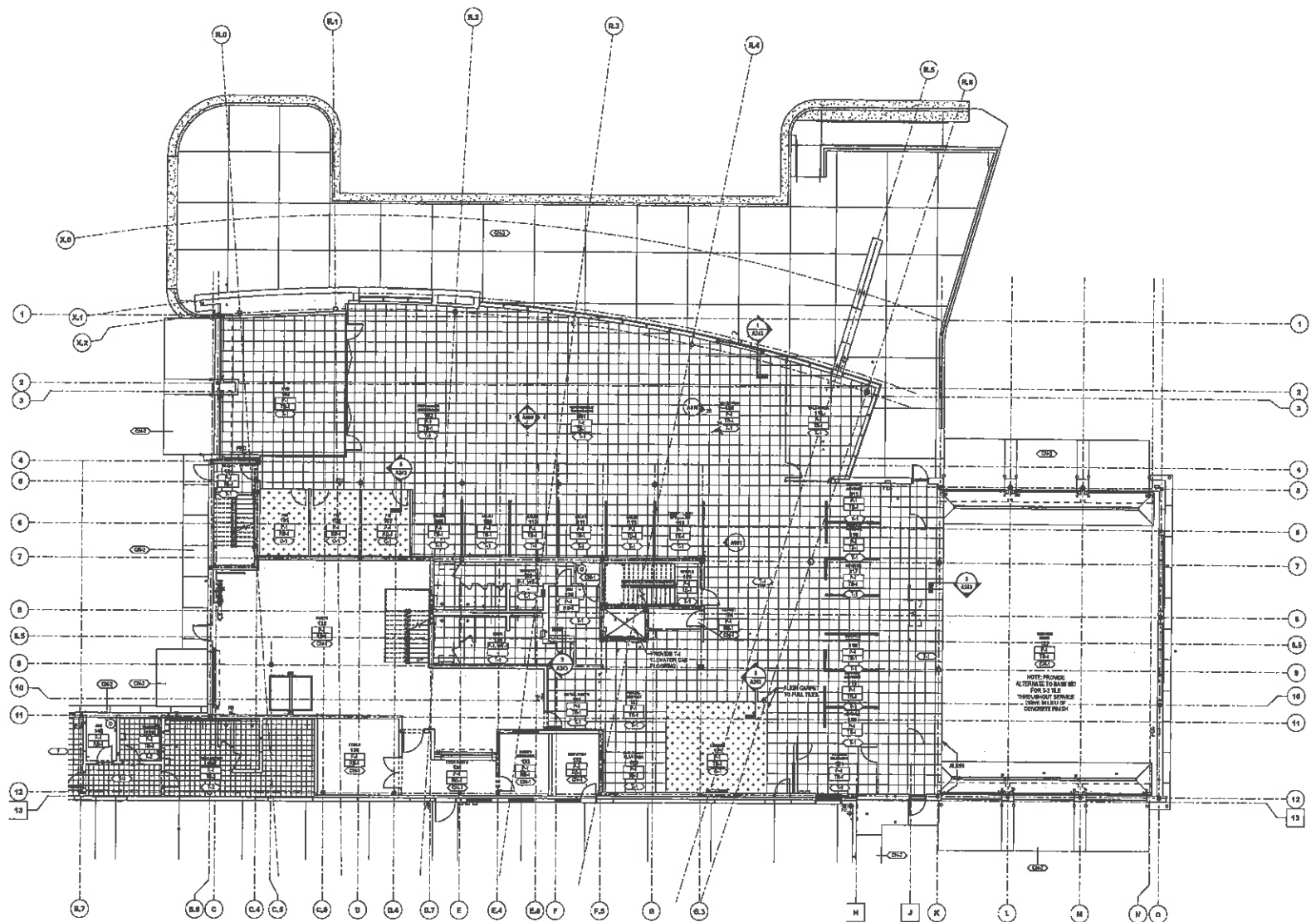
FINISH LEGEND		FINISH NOTES	
	ACCENT WALL FINISH	1. ALL TILE GROUT JOISTS SHALL BE W/P.	
	FLOOR FINISH	2. ALL FLOOR FINISHES SHALL OCCUR AT CONTRACTOR'S RISK.	
	WALL FINISH	3. ALL WALL FINISHES SHALL OCCUR AT CONTRACTOR'S RISK.	
	BATH FINISH		

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 architecture + multidisciplinary design
 100 Piedmonte SE NW
 Suite 1400
 Atlanta, GA 30333
 404-878-8500 tel
 404-878-8884 fax
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Approved by: [Signature]
 All work shall be subject to the local building codes and regulations. The contractor shall be responsible for obtaining all necessary permits and approvals. The architect shall not be responsible for the construction of the work shown on this drawing.

Rev	Date	Comments
01	01.15.16	Permit Set



Finish Plan - Level 1 - Showroom

Client:
 Shottenkirk Automotive Group
 300 South Gear Ave.
 West Burlington, IA 52655
 Project Number: 16025
 Project Name:
**Shottenkirk
 Desert Lexus**
 SW Corner of Margot Murphy
 Court East Palm Canyon Drive
 671-514-0463, 654, 645, 627
 Parcel 6 & 7 PM No. 35-428 PMB
 23650-71
 Cathedral City, CA 92234

Sheet Title:
**Finish Plan - Level 1
 - Showroom**

Sheet Number:
A241a

FINISH LEGEND	FINISH NOTES
(S-1) ACCENT WALL PAPER	A. ALL TILE MOUNT JOINTS SHALL BE UP.
(S-2) FLOOR FINISH	B. SEE PLAN FOR COMPLETE FINISH OR FINISH SCHEDULE.
FINISH SCHEDULE	C. ALL FLOOR TRANSFORMATIONS SHALL OCCUR AT GRIDLINE OF DOOR U.L.A.
(S-3) WALL FINISH	D. ALUMINUM TILE AS SHOWN ON PLAN.
(S-4) CEILING FINISH	

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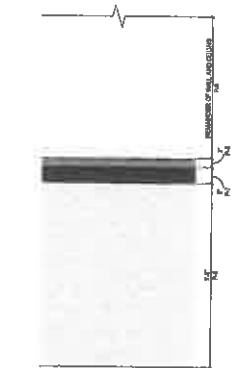
100 Peachtree St NW
 Suite 1420
 Atlanta, GA 30303

404-675-4500 Tel
 404-675-8884 Fax

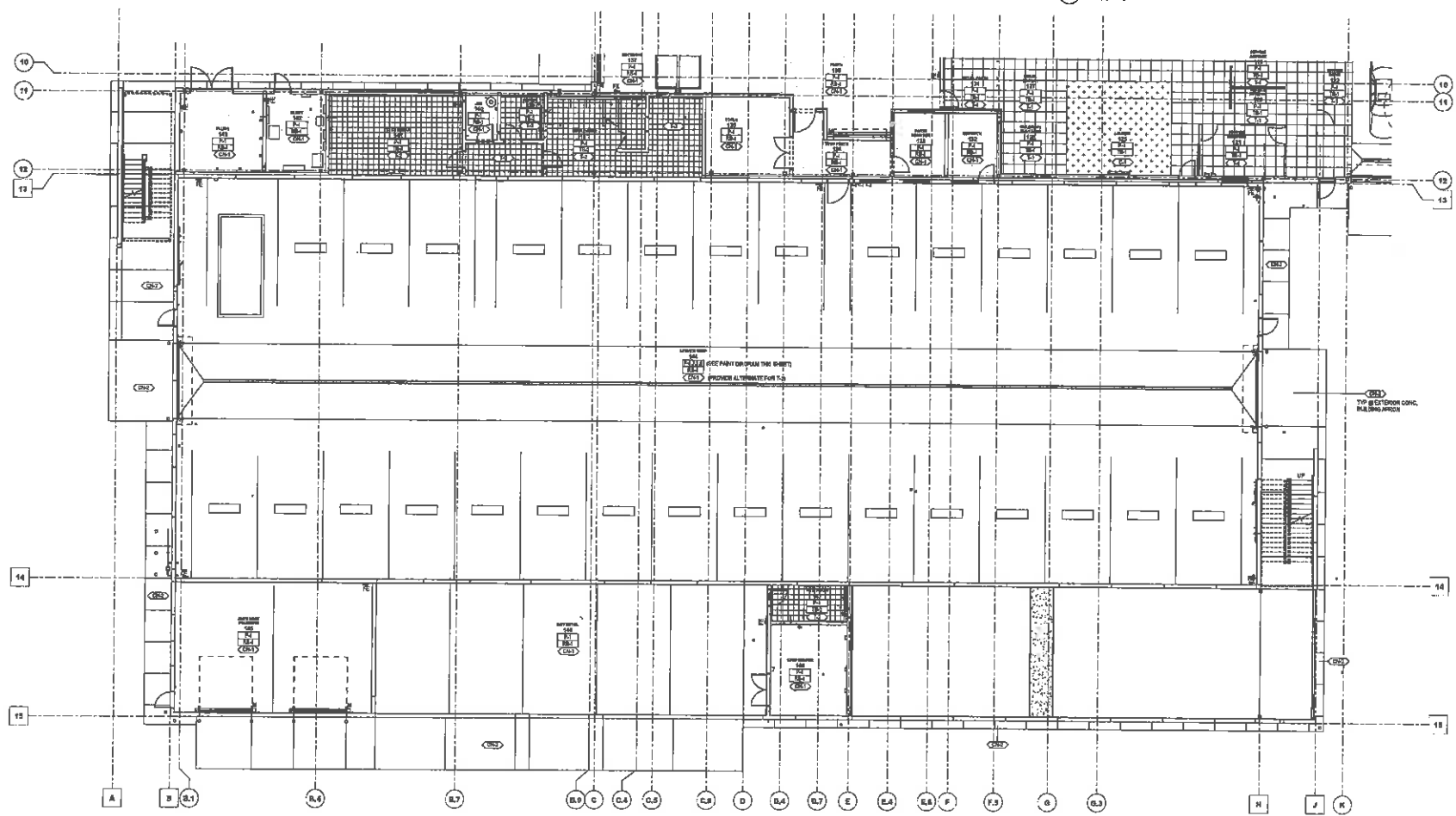
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Rev	Date	Comments
01	01.18.18	Permit Set



Shop Elevation - Paint Diagram



Finish Plan - Level 1 - Service Shop

1/16/2018 5:26:33 PM

Client:
 Shottankirk Automotive Group

300 South Dear Ave.
 West Burlington, IA 52556

Project Number: 18036
 Project Name:
**Shottankirk
 Desert Lexus**
 SW Corner of Margot Murphy
 Court East Pecos Canyon Drive
 675-3300000, 644, 644, 007
 Parcel 6 & 7 PM No. 36428 PMS
 25609-77
 Cathedral City, CA 92234

Sheet Title:
**Finish Plan - Level 1
 - Service Shop**

Sheet Number:
A241b

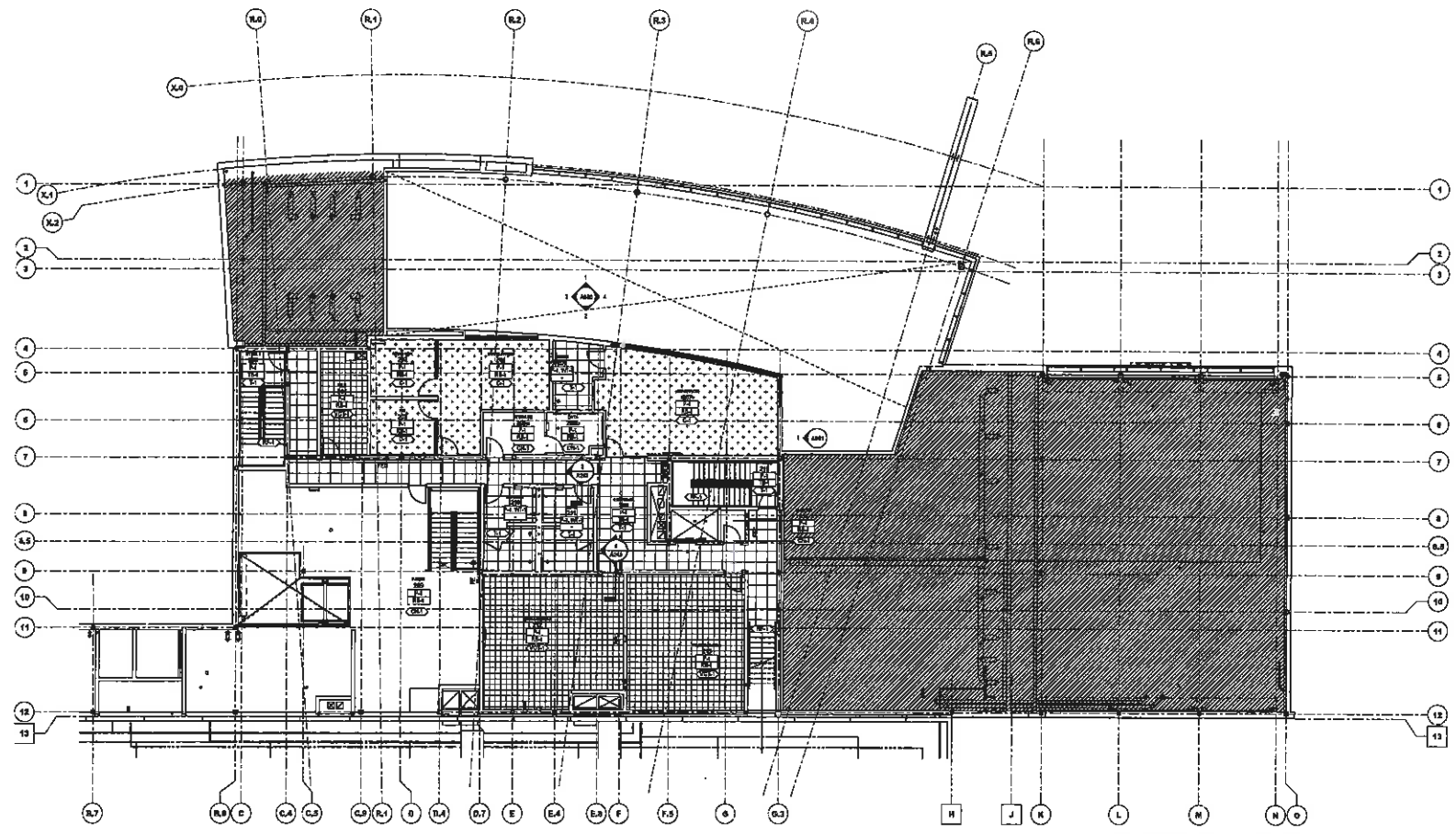
FINISH LEGEND		FINISH NOTES	
	ACoust WALL FINISH	A. ALL THE ABOVE ABOVE SHALL BE SET.	
	FLOOR FINISH	B. SET AS PER COMPLETION FROM GENERAL.	
	WALL FINISH	C. ALL FLOOR FINISHES SHALL OCCUR AT INTERIORS OF ROOMS.	
	BASE FINISH	D. SET AS PER GENERAL.	

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Rev	Date	Comments
1	01.14.19	Permit Set



1 Finish Plan - Level 2 - Showroom
 01/14/19

Client:
 Shottenkirk Alternative Group
 739 South Clear Ave
 West Burlington, IA 52596
 Project Number: M036
 Project Name:
**Shottenkirk
 Desert Lexus**
 BMW Center of Morgan Murphy
 Coast East Point Canyon Drive
 978-510-048, 844, 045, 057
 Parcel S & T PM No. 36429 PMB
 235R9-71
 Cathedral City, CA 92224

Sheet Title:
**Finish Plan - Level 2
 - Showroom**

Sheet Number
A242a

FFE & Casework Legend

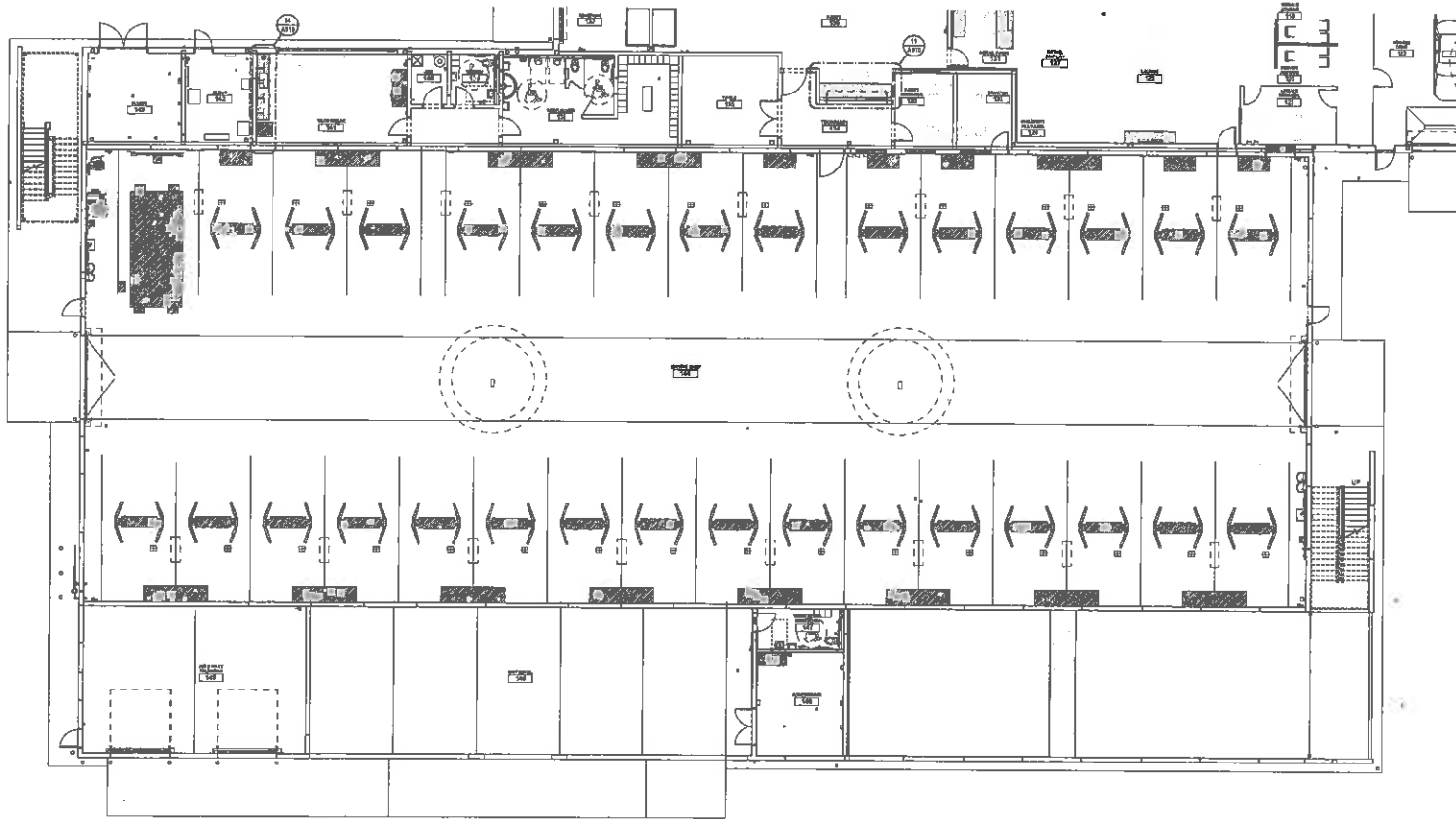
- FURNITURE BY OWNER
- FURNITURE BY OWNER
- OTHER EQUIPMENT BY OWNER
- CASINGWORK, LUMBER, AND BRICK REQUIRED BY CONTRACTOR, SEE SECTION AND DETAILS

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 Atlanta, GA 30303
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 404-876-8884 fax
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Rev	Date	Comments
01	10.16.16	Permit Set



Client
 Shottenkirk Automotive Group

308 South Gear Ave.
 West Sacramento, CA 95605

Project Number: 19036
 Project Name:
**Shottenkirk
 Desert Lexus**
 6501 Corner of Margot Murphy
 Coach East Palo Alto Canyon Drive
 97641-0643, OAK, CA, 94701
 Parcel 6 & 7 PM No. 36428 PMS
 2269571
 Cathedral City, CA 92234

Sheet Title:
**FFE Plan - Level 1 -
 Service Shop**

Sheet Number:
A251b

FFE Plan - Level 1 - Service Shop
 10/16/16

FFE & Casework Legend

- FILL FURNITURE BY OTHER
- FILL FURNITURE BY MOCK
- OTHER RESPONSIBILITY BY OTHER
- CUSTOMER, OWNER, AND ARCHITECT PROVIDED BY CONSTRUCTION SET ELEVATION AND/OR ONLY

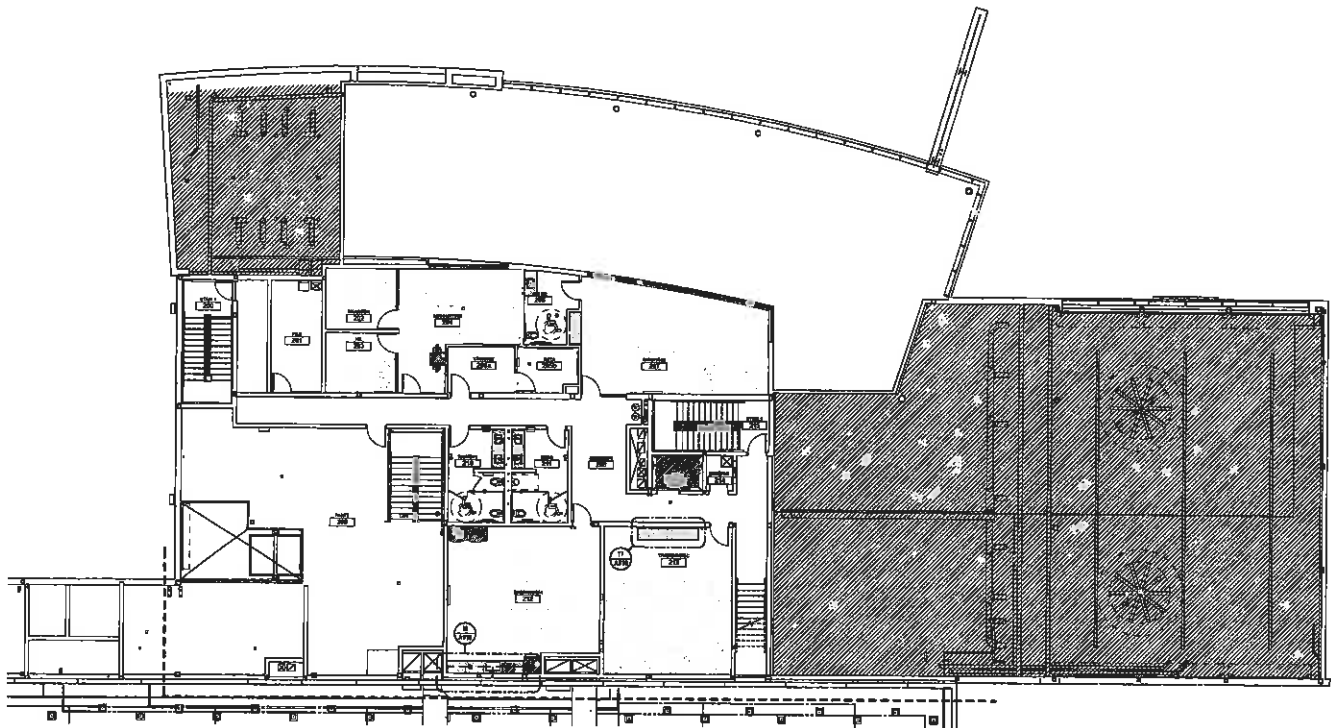
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Atlanta, GA 30303
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01	18.10	Permit Set



FFE Plan - Level 2 - Showroom

Client:
Shottenkirk Automotive Group

300 South Deer Ave
West Burlington, IA 52598

Project Number: 18036
Project Name:

**Shottenkirk
Desert Lexus**
51W Corner of Alameda Highway
Court East Palm Canyon Drive
875-540-043, 044, 045, 057
Parcel # 4 7 Pal No. 30-428 PMB
250627
Cathedral City, CA 92234

Sheet Title:
**FFE Plan - Level 2 -
Showroom**

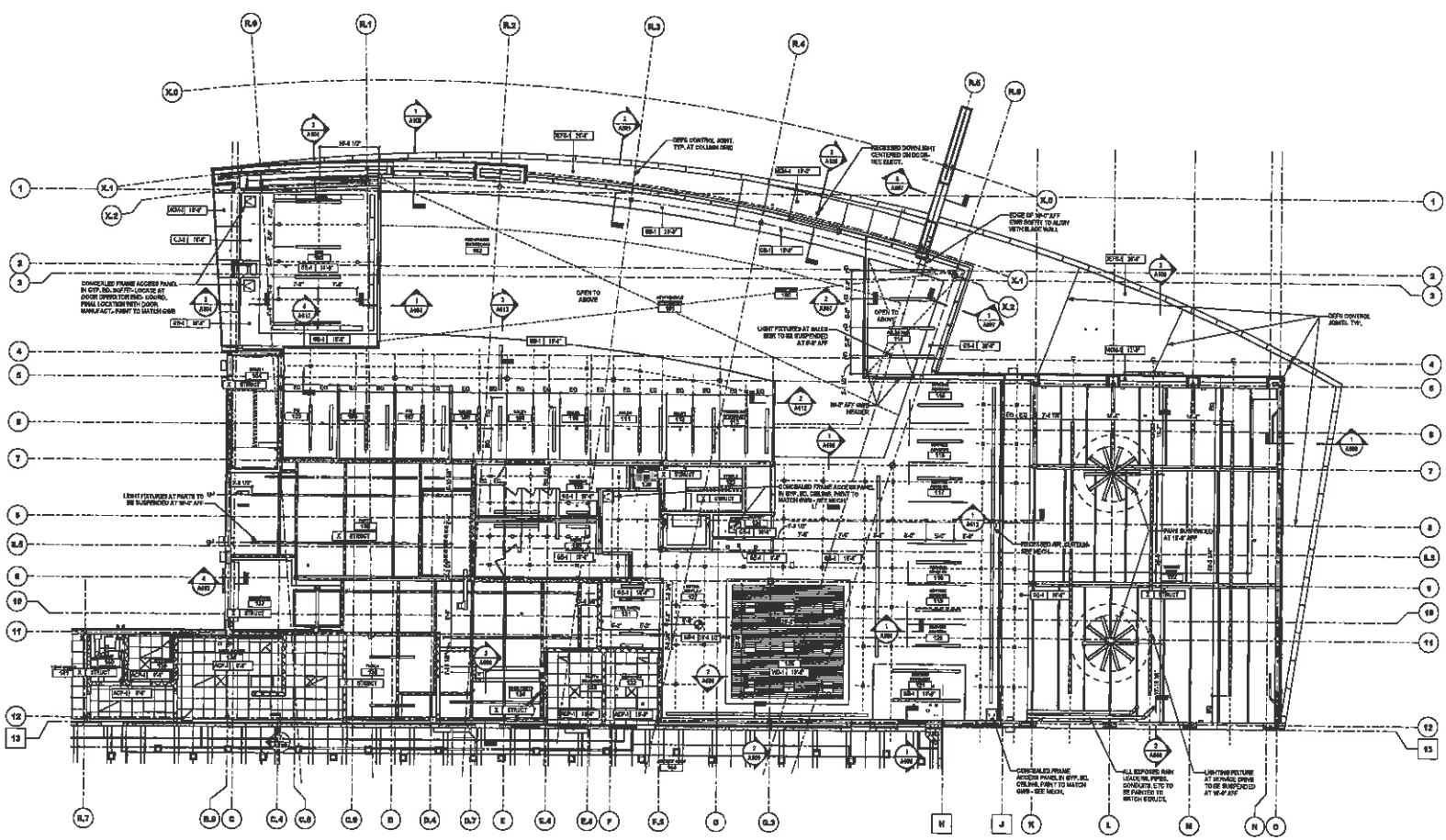
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A252a

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Ceiling Schedule

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SEE PLAN FOR ADDITIONAL INFORMATION



Ceiling Plan - Level 1 - Showroom

CONTRACT NO. 102
DATE: 01/18/10
PROJECT: SHOTTENKIRK DESERT LUXUS
SHEET: A301a

Rev	Date	Comments
1	01/18/10	Permit Set

Client:
Shottenkirk Automotive Group
300 South Gear Ave.
West Birmingham, IA 52586
Project Number: 10035
Project Name:
**Shottenkirk
Desert Luxus**
SW Corner of Margot Murphy
Coast East Palm Canyon Drive
275-5140000, 044, 045, 057
Parcel 8 & 7 PM No. 28428 PM6
2005074
Cathedral City, CA 92234

Sheet Title:
**RCP - Level 1 -
Showroom**

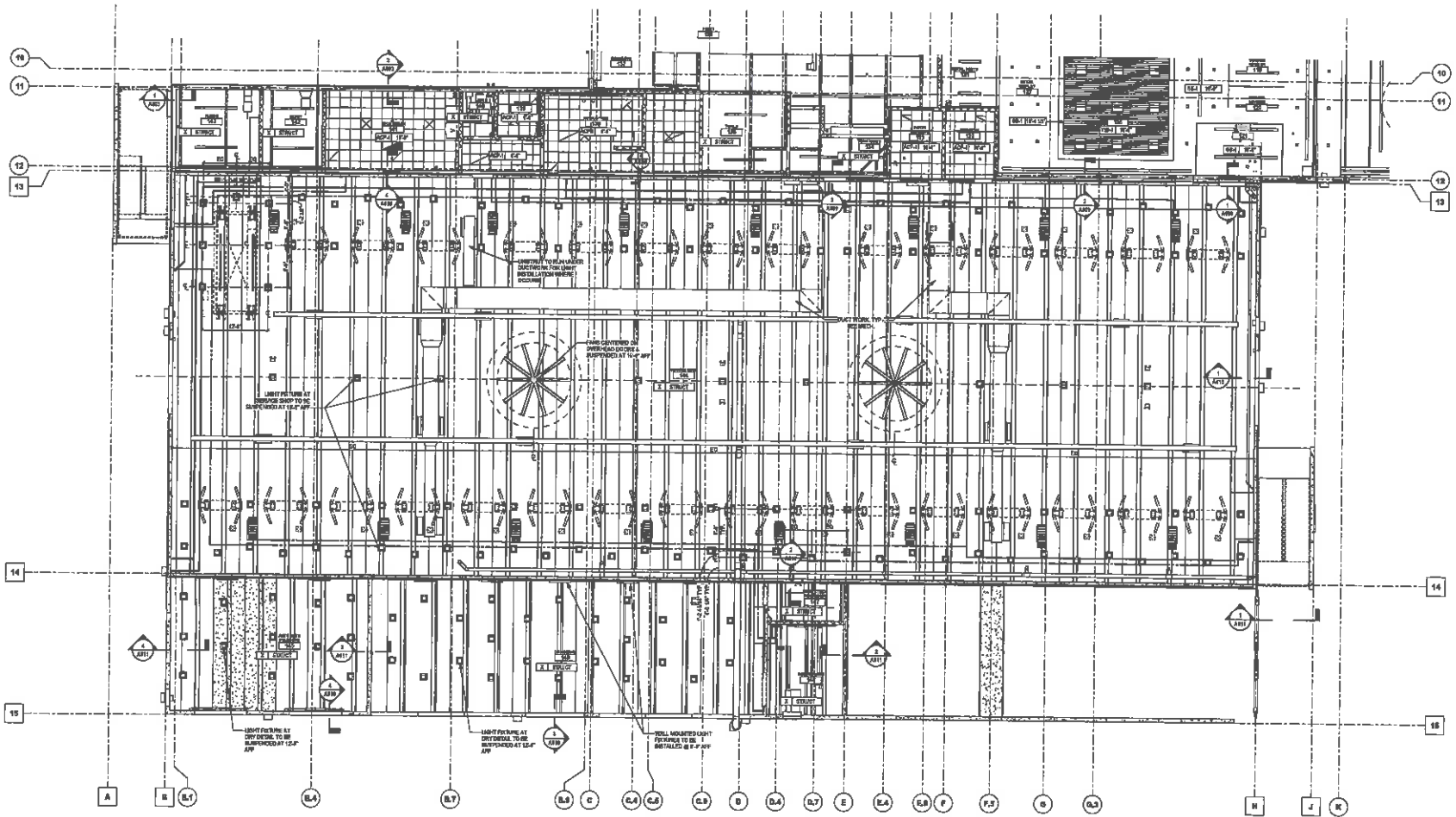
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A301a

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Ceiling Schedule

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SEE A301b FOR ADDITIONAL FINISH INFORMATION



DATE: 01.16.19
DRAWN BY: [Name]
CHECKED BY: [Name]
PROJECT: [Name]

Rev	Date	Comments
1	01.16.19	Permit Set

Client:
Shottenkirk Automotive Group

300 South Deer Ave.
Vincennes, IN 45226

Project Number: 16036
Project Name:
**Shottenkirk
Desert Lexus**
SW Corner of Margett Murphy
Court East Palm Canyon Drive
3755 SHELTONS BLVD, SUITE 107
PALM BEACH, FL 33428
305-995-7111
Cathedral City, CA 92234

Sheet Title:
**RCP - Level 1 -
Service Shop**

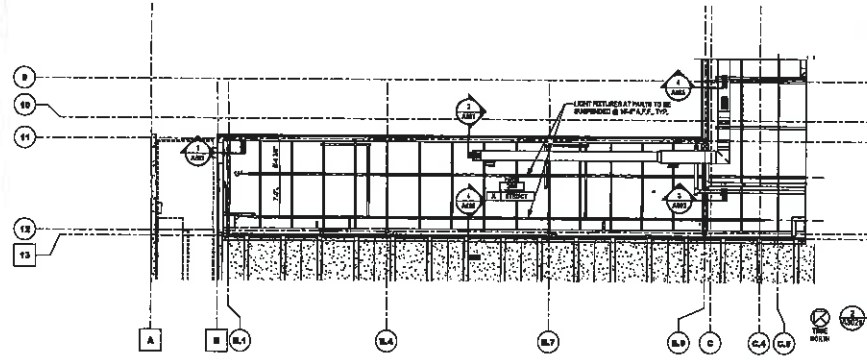
Sheet Number:
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Ceiling Plan - Level 1 - Service Shop

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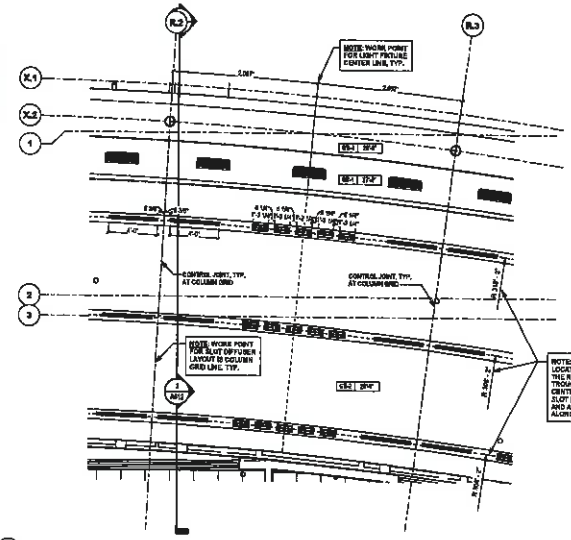


Ceiling Schedule

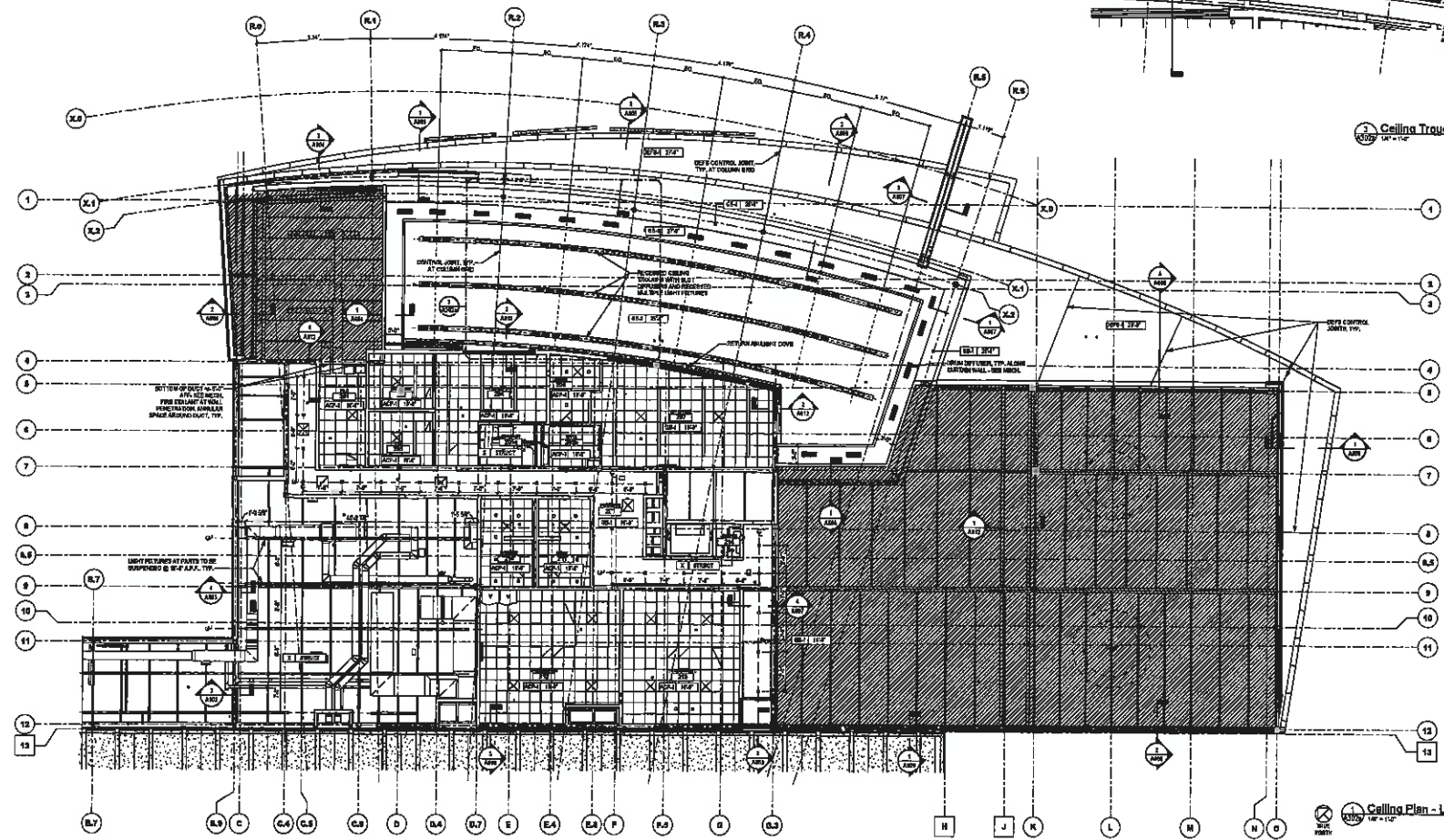
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SEE A301 FOR ADDITIONAL FINISH INFORMATION

Ceiling Plan - Level 2 - Parts Cont.
1/18/10



Ceiling Trough and Device Layout Plan
1/18/10



Ceiling Plan - Level 2 - Showroom
1/18/10

1/18/2010 5:31:27 PM

Client:
Shottenkirk Automotive Group

300 South Geary Ave.
West Berkeley, CA 94706

Project Number: 10206
Project Name:
**Shottenkirk
Desert Lexus**
BMW Corner of Maggot Mariposa
Corner San Pablo Canyon Drive
578-570-0405, 544, 045, 077
Parcel 8 & 7 PM No. 36428 PMB
2250971
Cathedral City, CA 92234

Sheet Title:
**RCP - Level 2 -
Showroom**

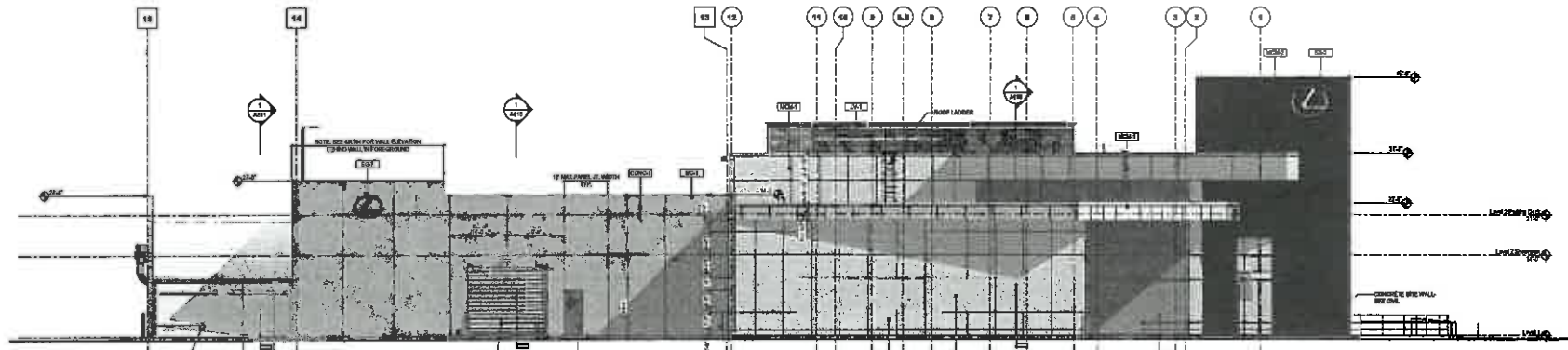
Sheet Number:
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EXTERIOR FINISH MATERIAL SCHEDULE

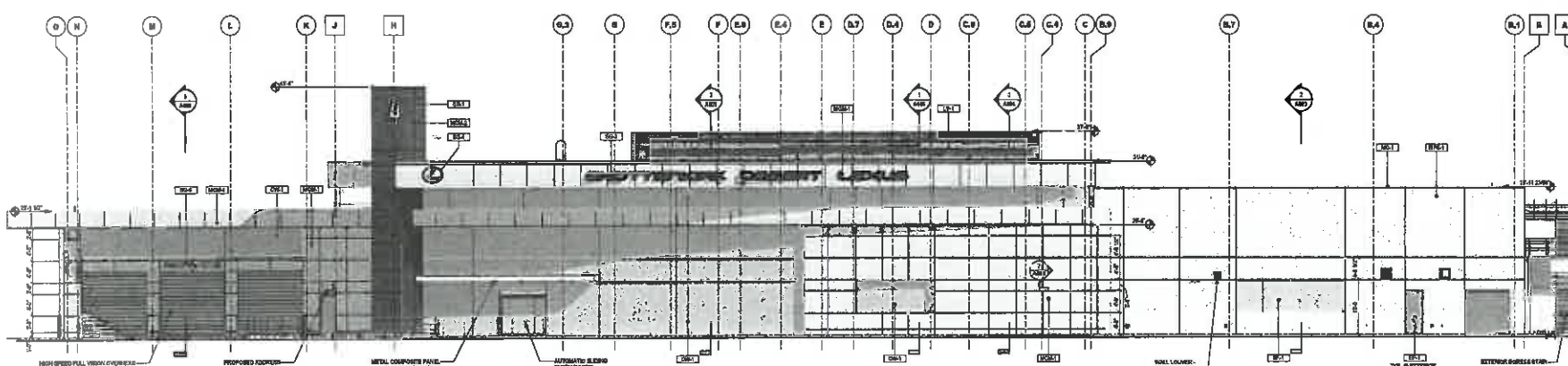
CODE	SYSTEM	MANUFACTURER	COLOR	PRODUCT TYPE	REMARKS
EXF01	METAL COMPOSITE MATERIAL	ALPHACOR (SEE MATERIAL)	ARCHIVAL ANODIZED CLEAR	SEE ACCEPTABLE PANEL SYSTEM MANUFACTURERS LISTED IN PROJECT MANUAL - NO SUBSTITUTIONS	VERTICAL JOINTS W/ TYP. INTEGRATED JOINTS W/ TYP. SEE ELEVATION A FOR PATTERNING PATTERNS.
EXF02	METAL COMPOSITE MATERIAL	ALPHACOR (SEE MATERIAL)	STYR ANOD. GREY	SEE ACCEPTABLE PANEL SYSTEM MANUFACTURERS LISTED IN PROJECT MANUAL - NO SUBSTITUTIONS	VERTICAL JOINTS W/ TYP. INTEGRATED JOINTS W/ TYP. SEE ELEVATION A FOR PATTERNING PATTERNS.
EXF03	EXTERIOR PAINT SYSTEM	BEHRMAY WALLMAN	SW 701 GREY SYSTEM	SEE SPEC.	PRIMAAT CONCRETE, INCL. AIR DOORS & FRAMES WITH EXT. WALLS
EXF04	EXTERIOR PAINT SYSTEM	BEHRMAY WALLMAN	SW 912 CRYSTALIC	SEE SPEC.	UTILITY TRUNK, BOLLARDS, FRAMES, GATES, SANITORS, SITE LIGHT
EXF05	PRECAST CONCRETE WALL	SEE SPEC.	PAINT SP-4 ON EXTERIOR W/ 100 SYSTEM 1	ARCHITECTURAL, MEDIUM FINISH, SANDBLASTED	BY JOINT AND VERTICAL TYP. DETAIL DRAWINGS
EXF06	ALUM. CURTAINWALL WITH CLEAR GLAZING	EDWARDS	CLEAR ANODIZED	100 SYSTEM 1	CLAMPED W/ W/DS, MULLIONS AND BUTT JOINT 200 VERTICAL JOINTS
EXF07	ALUM. STRUCTURE WITH CLEAR GLAZING	EDWARDS	CLEAR ANODIZED	100 SYSTEM 1	BY JOINT AND VERTICAL TYP. DETAIL DRAWINGS
EXF08	EXTERIOR LOCKER SYSTEM	WALLMAN BRUNNEN COMPANY	DAKE GREY	DAKE GREY	ATTRIBUTES TO STEEL STRUCTURE
EXF09	EXTERIOR INSULATION FINISH SYSTEM	STO	TO MATCH EX-1	STO SYSTEM 10	STO SYSTEM 10
EXF10	EXTERIOR SMOOTH APPLIED FINISH SYSTEM	STO	WHITE TO MATCH INTERIOR GYM USE EX-9	STO BLACK GOLF SYSTEM	STO BLACK GOLF SYSTEM
EXF11	PORTLAND CEMENT PLASTER, 5/8" THICK	SEE SPEC.	TO MATCH EX-1	STO PORTLAND	STO PORTLAND
EXF12	EXTERIOR METAL AIRPORT CONTROL TOWER PANELS	SEE SPEC.	TO MATCH EX-1	SEE SPEC.	SEE EXTERIOR ELEVATION

BUILDING SIGNAGE SCHEDULE

CODE	LOCATION	PROPOSED SIZE	DESCRIPTION
BS-1	BLADE WALL	8" H	ILLUMINATED SILVER LOGO FACE W/ IN SILVER RETURN
BS-2	BLADE WALL	8" H	ILLUMINATED SILVER LOGO FACE W/ IN SILVER RETURN
BS-3	SHOW FASAD WALL	12" H LETTERS	ILLUMINATED BLACK LOGO FACE W/ IN BLACK RETURN
BS-4	SHOW FASAD WALL	12" H	ILLUMINATED BLACK LOGO FACE W/ IN BLACK RETURN
BS-5	SERVICE DRIVE	12" H LETTERS	ILLUMINATED BLACK SERVICE LETTERS W/ IN BLACK RETURN
BS-6	PLATE	12" H LETTERS	ILLUMINATED BLACK SERVICE LETTERS W/ IN BLACK RETURN
BS-7	SOUTHWEST ELEVATION	48" H	ILLUMINATED BLACK LOGO FACE W/ IN BLACK RETURN



2 Southeast Exterior Elevation
1/8" = 1'-0"



1 Northeast Exterior Elevation
1/8" = 1'-0"

PRAXIS3
architecture + multidisciplinary design
100 Peachtree St. NW
Suite 1450
Atlanta, GA 30303
404-875-4500 (ph)
404-975-0884 (fax)
www.praxis3.com

NOT
RELEASED FOR
CONSTRUCTION
OR PERMIT

Rev | Date | Comments
01.18.10 | Permit Set

Client
Shottenkirk Automotive Group
300 South Clear Ave.
West Burlington, IA 52586
Project Number: 10035
Project Name:
**Shottenkirk
Desert Lexus**
5641 Corner of Morgan Murphy
Corner East Palm Canyon Drive
678-210-243, 044, 045, 057
Front 6 & 7 PM No. 35426 PWB
23563-71
Culverdale City, CA 92234

Sheet Title:
Exterior Elevations

Sheet Number:
A400

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 21, 2019

CHAIR

Steve Manos
Lake Elsinore

Mr. Gabriel Diaz, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley CA 92552

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lamon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1358MA19
Related File No.: PEN18-0064 (Plot Plan)
APNs: 263-132-030; 263-132-033

Dear Mr. Diaz:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case No. PEN18-0064 (Plot Plan), a proposal to establish an 18-unit apartment complex on 1.99 acres located at 13171 Edgemont Street (on the westerly side of Edgemont Street, northerly of Dracaea Avenue and southerly of Eucalyptus Avenue.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of this AIA, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 11,405 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,649 feet AMSL. The site’s finished floor elevation is 1,542 feet AMSL, and the proposed building height is 20 feet, resulting in a top point elevation of 1,562 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Moreno Valley applies the following recommended conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

AIRPORT LAND USE COMMISSION

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

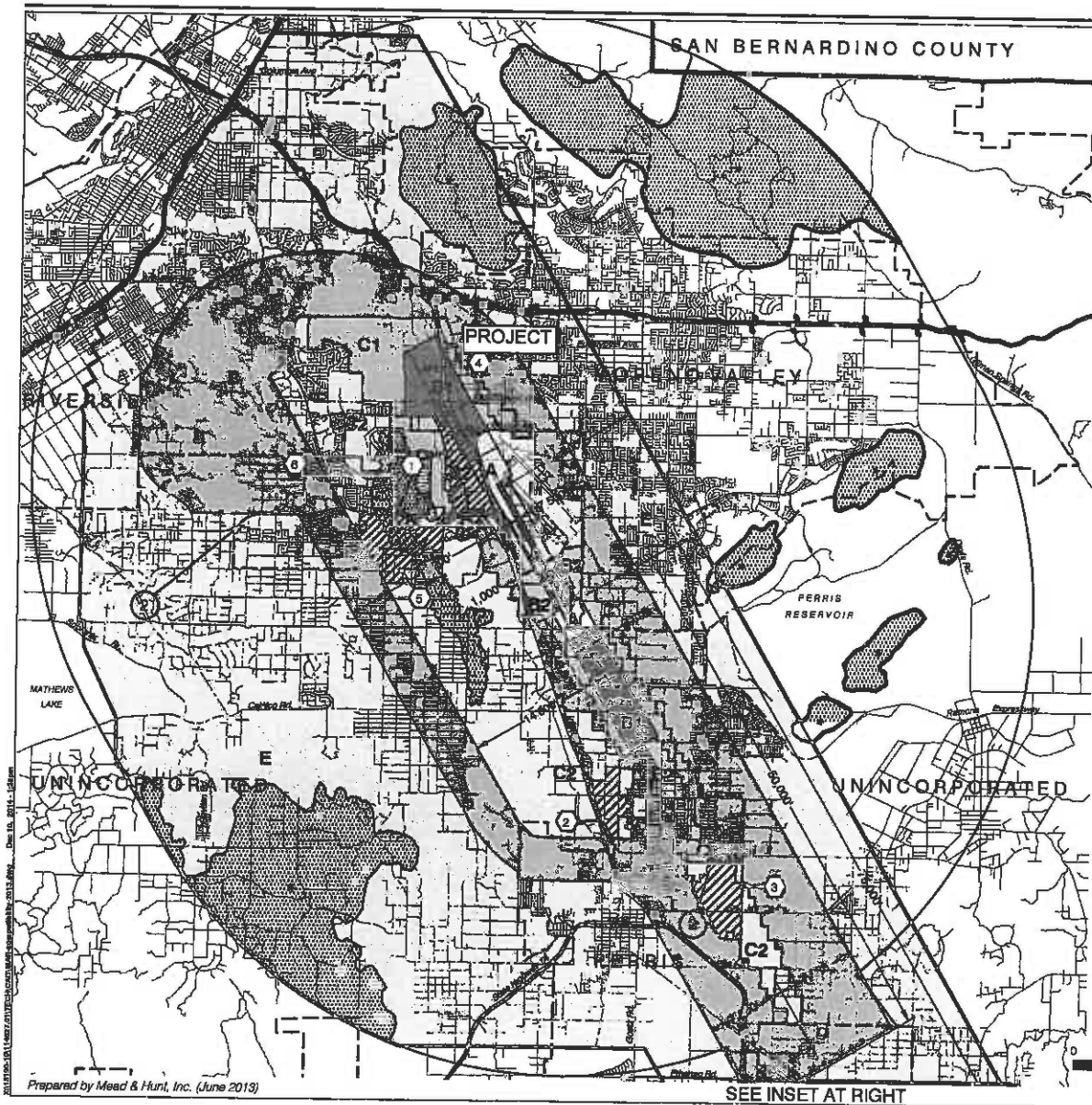
Attachments: Notice of Airport in Vicinity

cc: Chintu Patel (applicant)
NOAA Group Architects, Joe Holasek (representative/fee-payer)
Apollo III Development Group, LLC (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1358MA19\ZAP1358MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



LEGEND

Compatibility Zones

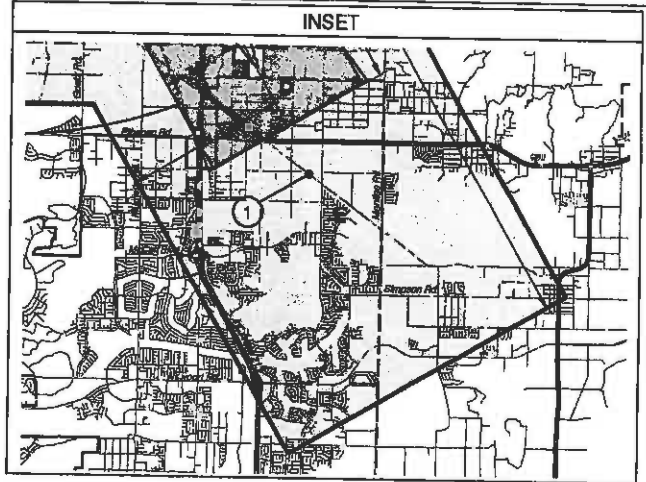
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

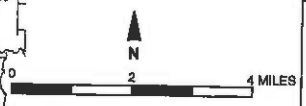
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- ▨ Site-Specific Exceptions (existing local agency commitments to development projects)

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Ferris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

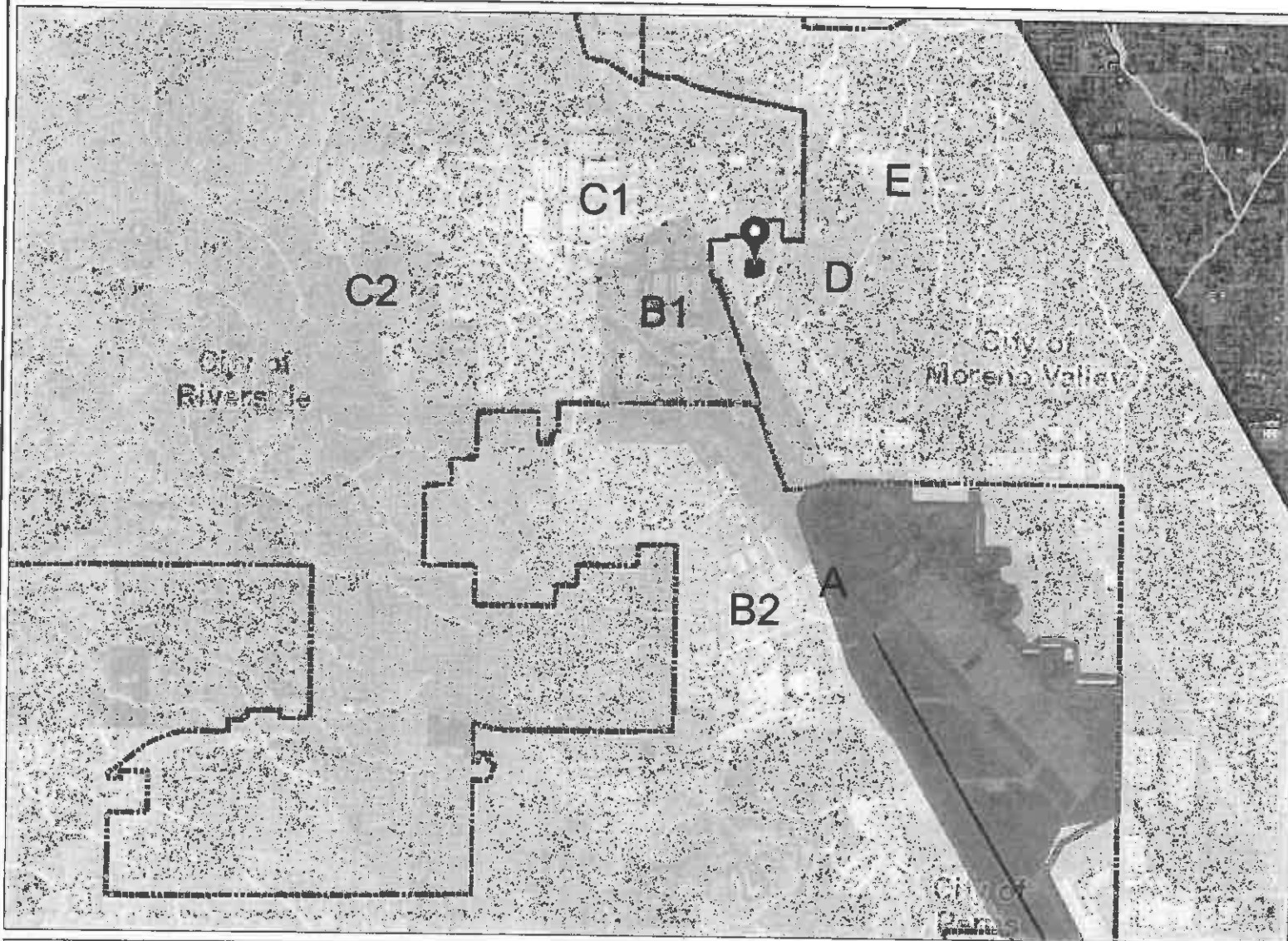
Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map My County Map



Legend

- Runways
- 📍 Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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0 379 758 Feet

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Notes

Map My County Map



- Legend**
- Blueline Streams
 - City Areas
 - World Street Map



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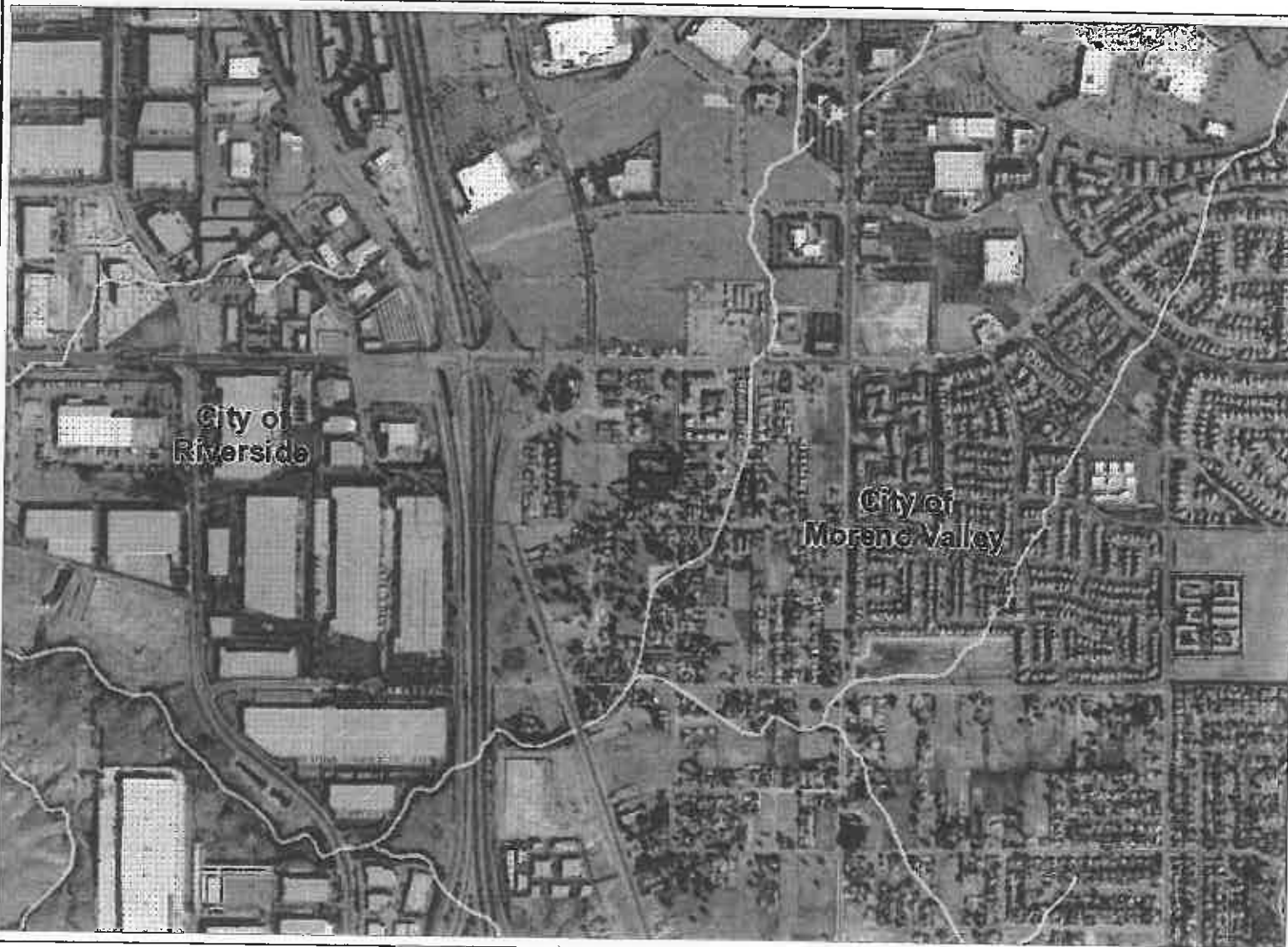


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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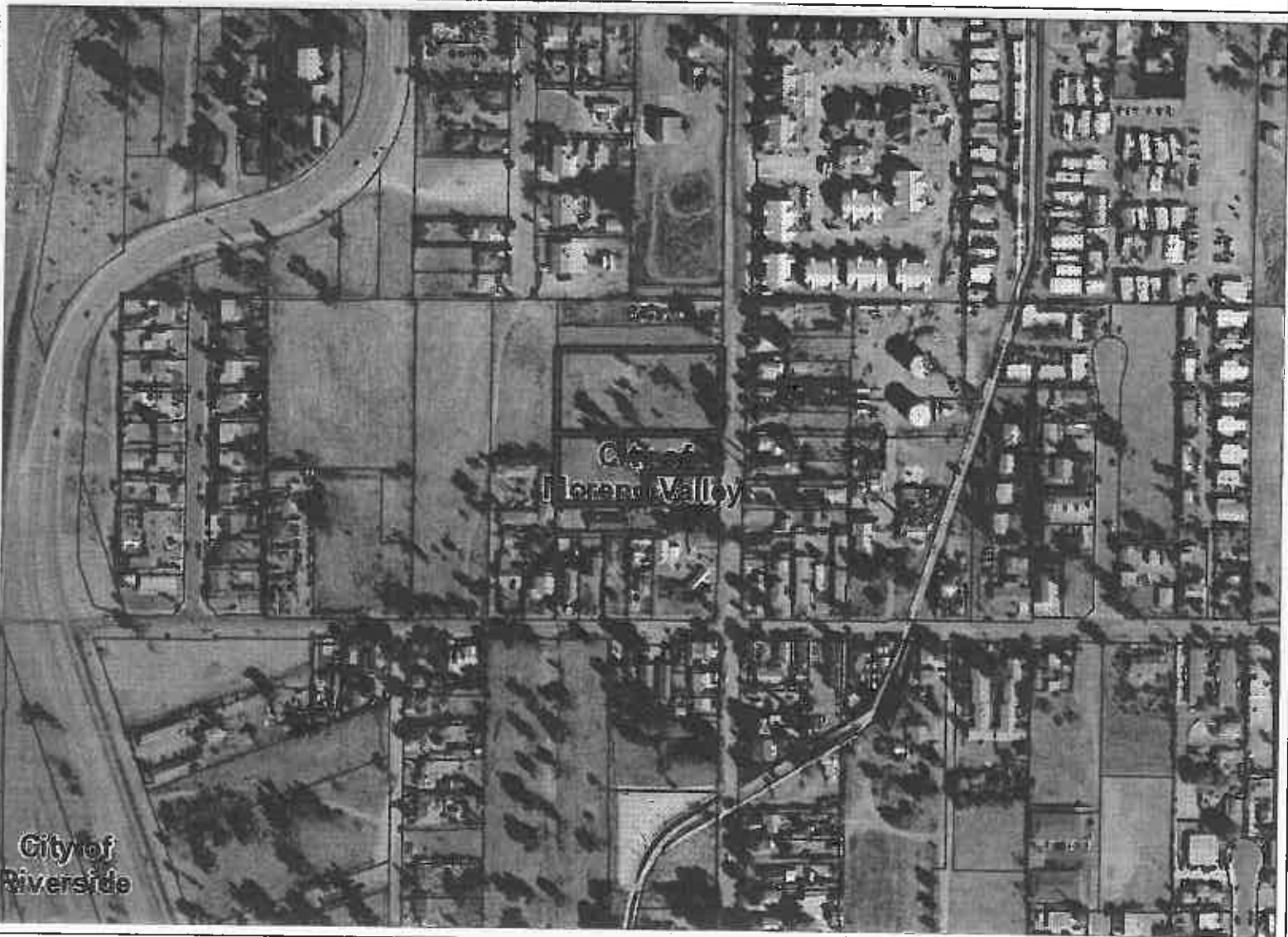


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Notes

Map My County Map



Legend

- Parcels
- Blueline Streams
- City Areas
- World Street Map

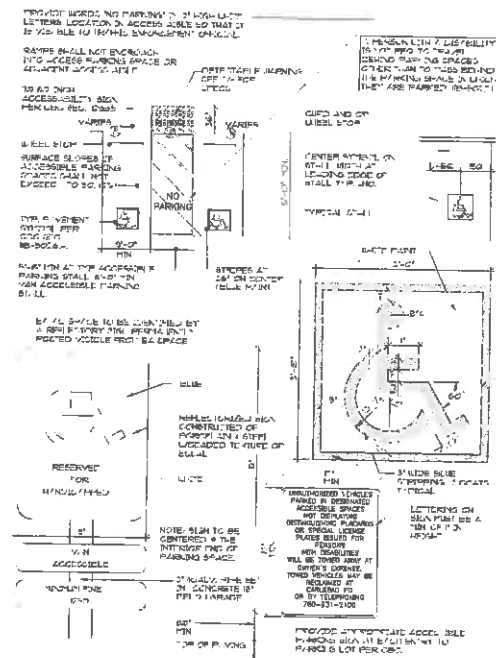
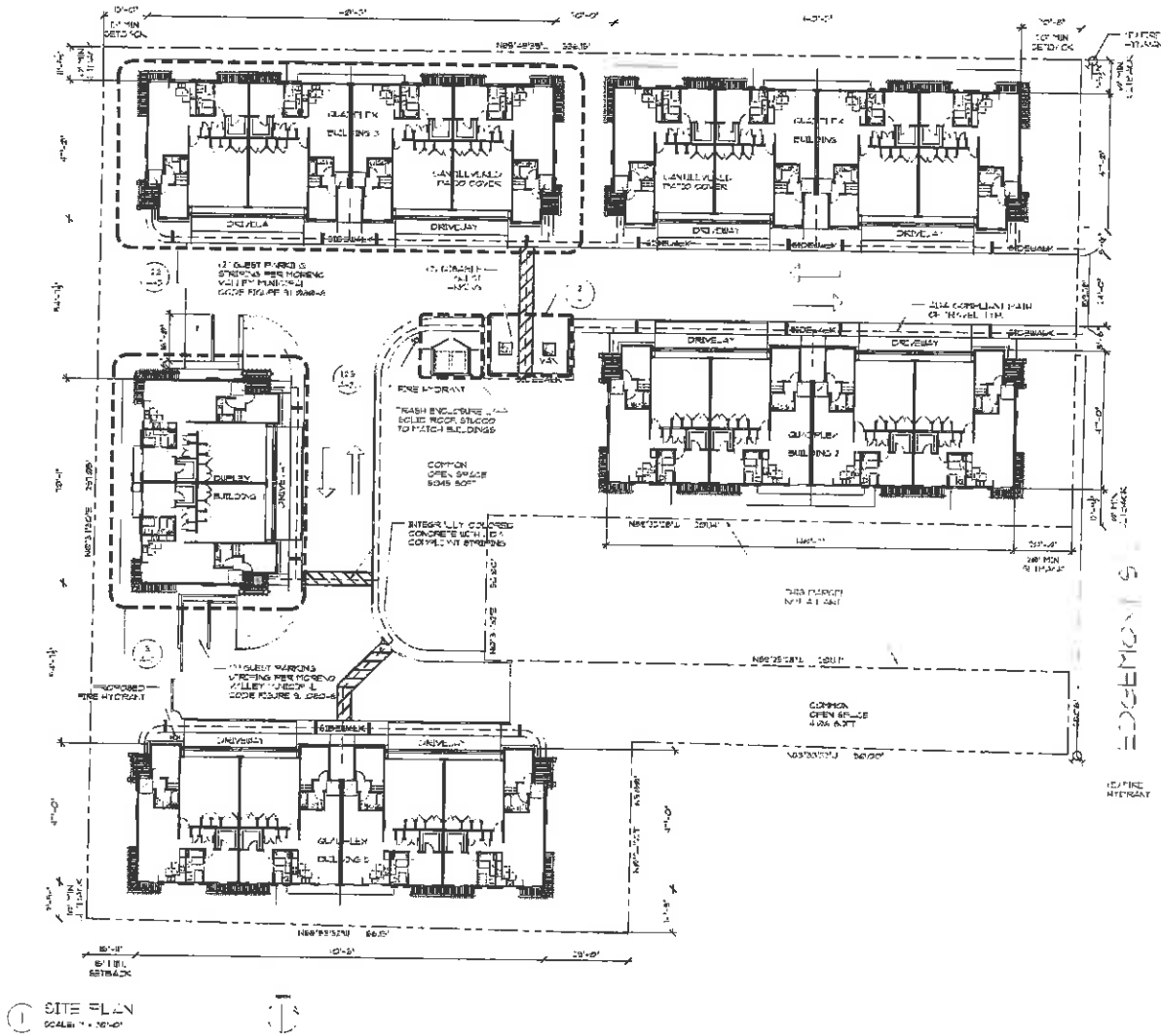


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

Notes



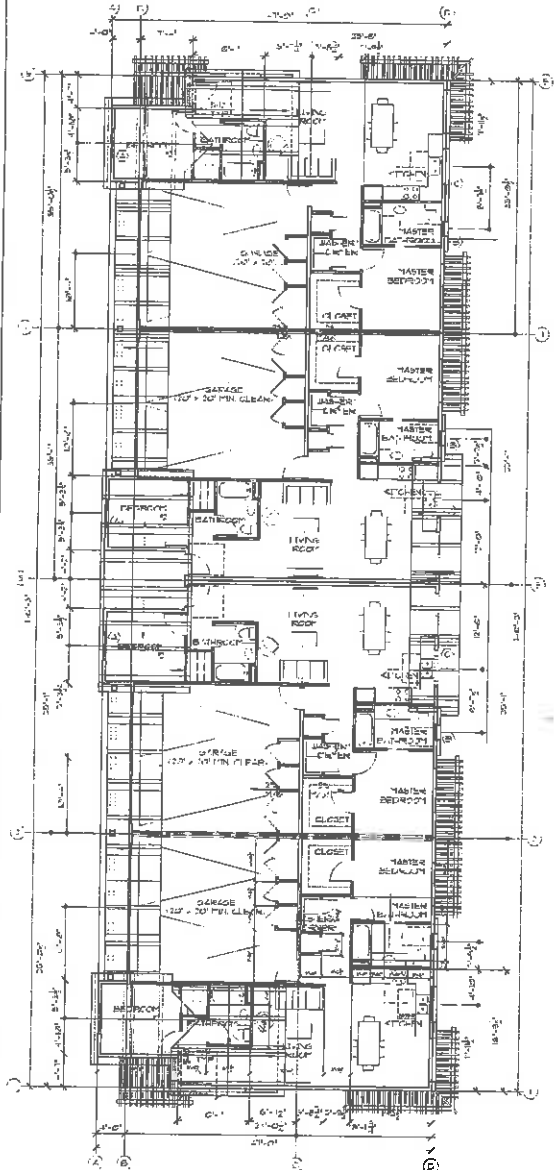
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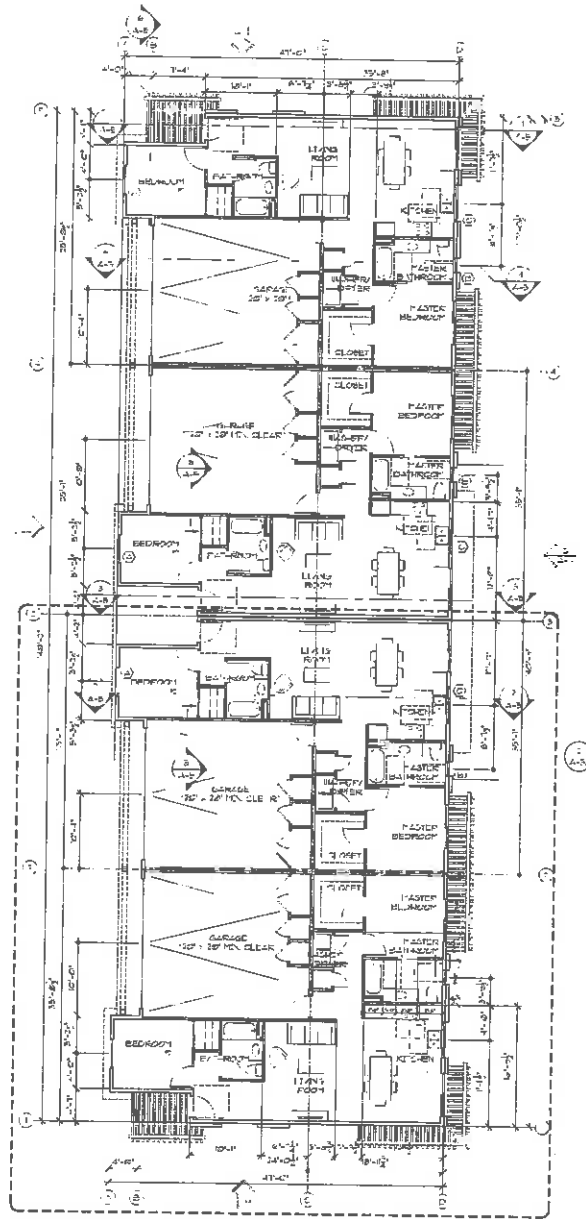
APOLLO III DEVELOPMENT GROUP, LLC
MORENO VALLEY
 13171 EDMONTON ST.
 MORENO VALLEY, CA

DATE	11/11/2019
BY	11/11/2019
REVISION	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
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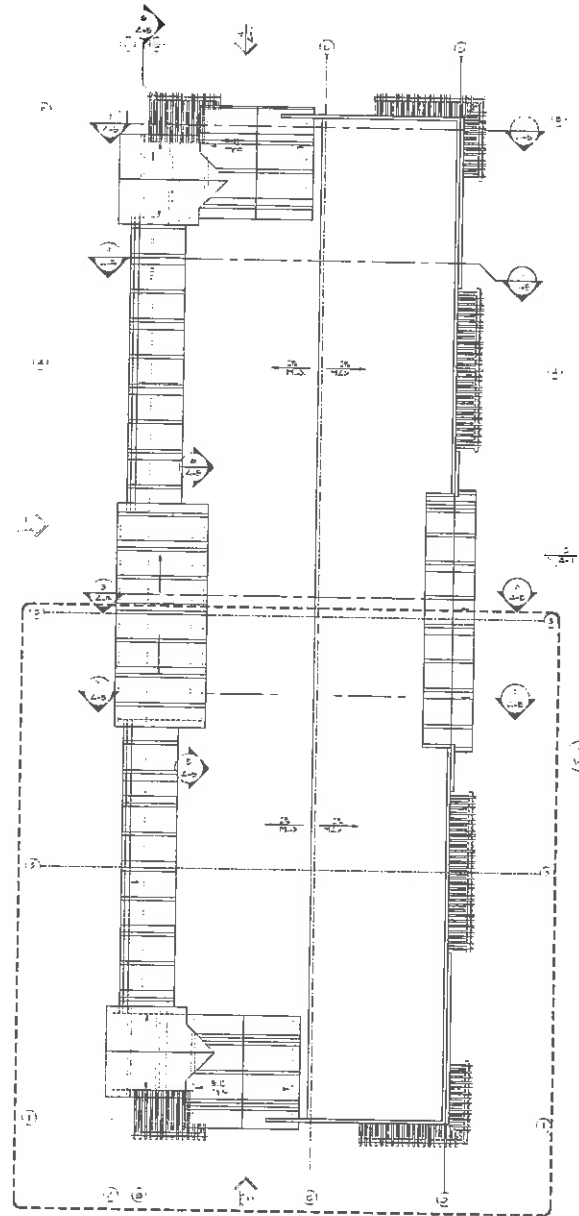
04APOLLO - Moreno Valley/CDS/SHEET(S)A3 FLOOR - UNIT PLAN/Jug 2/21/2019 - S.Chen (Number)



1 SLAB PLAN - QUADPLEX
SCALE: 1/8" = 1'-0"



2 FLOOR PLAN - QUADPLEX (TYP.)
SCALE: 1/8" = 1'-0"



3 ROOF PLAN - QUADPLEX (TYP.)
SCALE: 1/8" = 1'-0"



APOLLO III DEVELOPMENT GROUP, LLC
MORENO VALLEY
 13171 EDMONT ST.
 MORENO VALLEY, CA

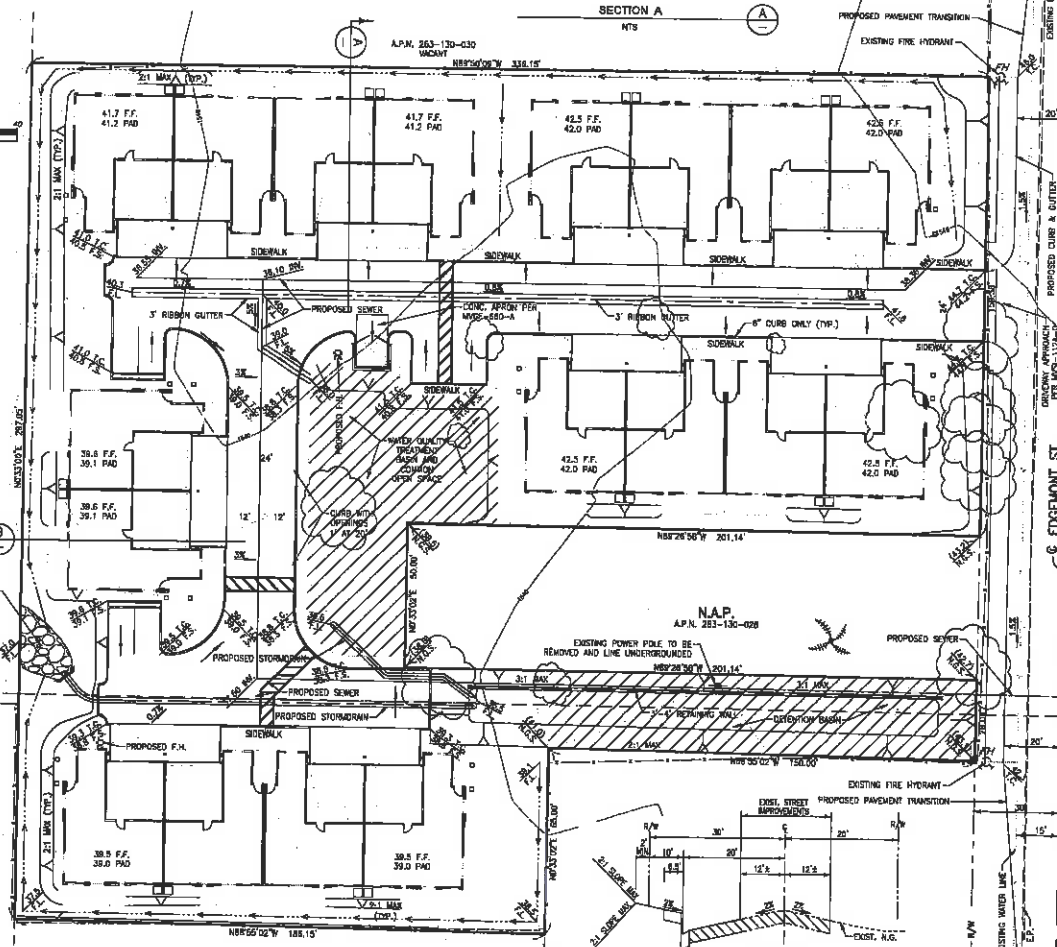
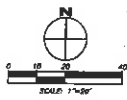
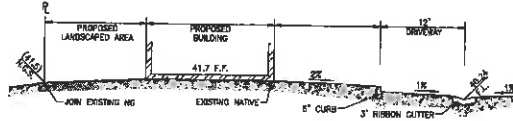
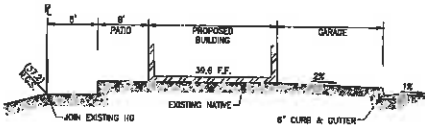
Author	
Check	
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Revised	
By	
Date	

QUADPLEX FLOOR & ROOF PLANS

IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

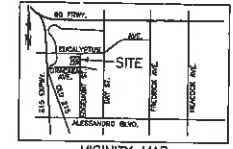
CONCEPTUAL GRADING PLAN A.P.N. 263-132-030 & 033

No.	REVISIONS	BY	DATE



EARTHWORK ESTIMATE

RAW EMBANKMENT	2,500 CY
RAW EXCAVATION	-1,000 CY
FINISH	1,500 CY
SURFACE (1:1)	4,320 CY
FINISH	1,200 CY
SHORTRAGE (1:1) 15%	41,450 CY
	3,270 CY IMPORT



GENERAL NOTES

- OWNER/APPLICANT**
APOLLO BY DEV GROUP, LLC
CHIRRI PATEL
2881 BURNFIELD CT.
ESCONDIDO, CA 92027
- ENGINEER**
WINCHESTER ASSOCIATES, INC.
DAVID J. SLAWSON
P.L.S. 422
23640 TOWER STREET, SUITE 3
MORENO VALLEY, CA 92558-0280
PHONE: (951) 924-5425
FAX: (951) 924-2980
- ASSESSOR'S PARCEL No.**
263-132-030, & 033
- PUBLIC UTILITIES**
- WATER
BOX SPRINGS MUTUAL WATER CO. (951) 653-6419
21740 DRACENA AVE.
MORENO VALLEY, CA 92583
- SEWER
EDGEWORTH COMMUNITY SERVICES DISTRICT (951) 653-5120
21840 COTTWOOD AVE.
MORENO VALLEY, CA 92553
- ELECTRICITY
S.C.E. (800) 658-4555
28100 MENFEE RD. ROMANO, CA 92388
- GAS
SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2200
4485 FOWARD AVE. WAREHOSE, CA 91788
- TELEPHONE
FRONTIER (951) 748-6858

- LAND USE AND ZONING**
- | | |
|----------------------|--------|
| CURRENT GENERAL PLAN | R10 |
| CURRENT ZONING | R10 |
| PROPOSED ZONING | R10 |
| EXISTING USE | VACANT |
- PROPOSED LAND USE: RESIDENTIAL
- AREA AND DENSITY**
- | | |
|---------------|------------|
| GROSS ACREAGE | 1.99 ACRES |
| NET ACREAGE | 1.88 ACRES |
- FLOOD HAZARD**
THE SUBJECT PROPERTY IS WITHIN THE 500 YEAR FLOOD PLAIN, ZONE X. FEMA FLOOD INSURANCE PANEL NO. 060502745C.
- SEWER MANHOLES AND PIPELINE RELOCATION REQUIRED

- SCHOOL**
MORENO VALLEY UNIFIED SCHOOL DISTRICT
- THOMAS BROTHERS GUIDE**
PAGE 716 GRID: J 4
- TOPOGRAPHY**
OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY WINCHESTER ASSOCIATES, INC. ON 2-11-18.

PREPARED BY:
Winchester Associates, Inc.
ENGINEERING • LAND SURVEYING

23640 TOWER ST., SUITE 3
PO BOX 200
MORENO VALLEY, CA 92558-0280
PH: (951) 924-5425

DAVID J. SLAWSON PLS 4724

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 21, 2019

CHAIR

Steve Manos
Lake Elsinore

Mr. Jeff Zwack, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley CA 92552

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lerron St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1359MA19
Related File No.: PEN18-0241 (Conditional Use Permit)
APN: 482-520-013

Dear Mr. Zwack:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case No. PEN18-0241 (Conditional Use Permit), a proposal to establish a retail cannabis dispensary in a 1,300 square foot tenant space of an existing commercial retail center located at 24703 Alessandro Boulevard (on the southerly side of Alessandro Boulevard, easterly of Indian Street, northerly of Jenkins Drive, and westerly of Perris Boulevard).

The portion of the parcel that includes the specific tenant space proposed for the retail cannabis dispensary use is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). (A portion of the parcel is located outside the AIA.) Within Compatibility Zone E, nonresidential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 13,500 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,670 feet AMSL. The site’s elevation is 1,576 feet AMSL, and the existing building height is 16 feet, resulting in a top point elevation of 1,592 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. (In any event, no new buildings or increase in building height is proposed.)

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Moreno Valley applies the following recommended conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

AIRPORT LAND USE COMMISSION

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

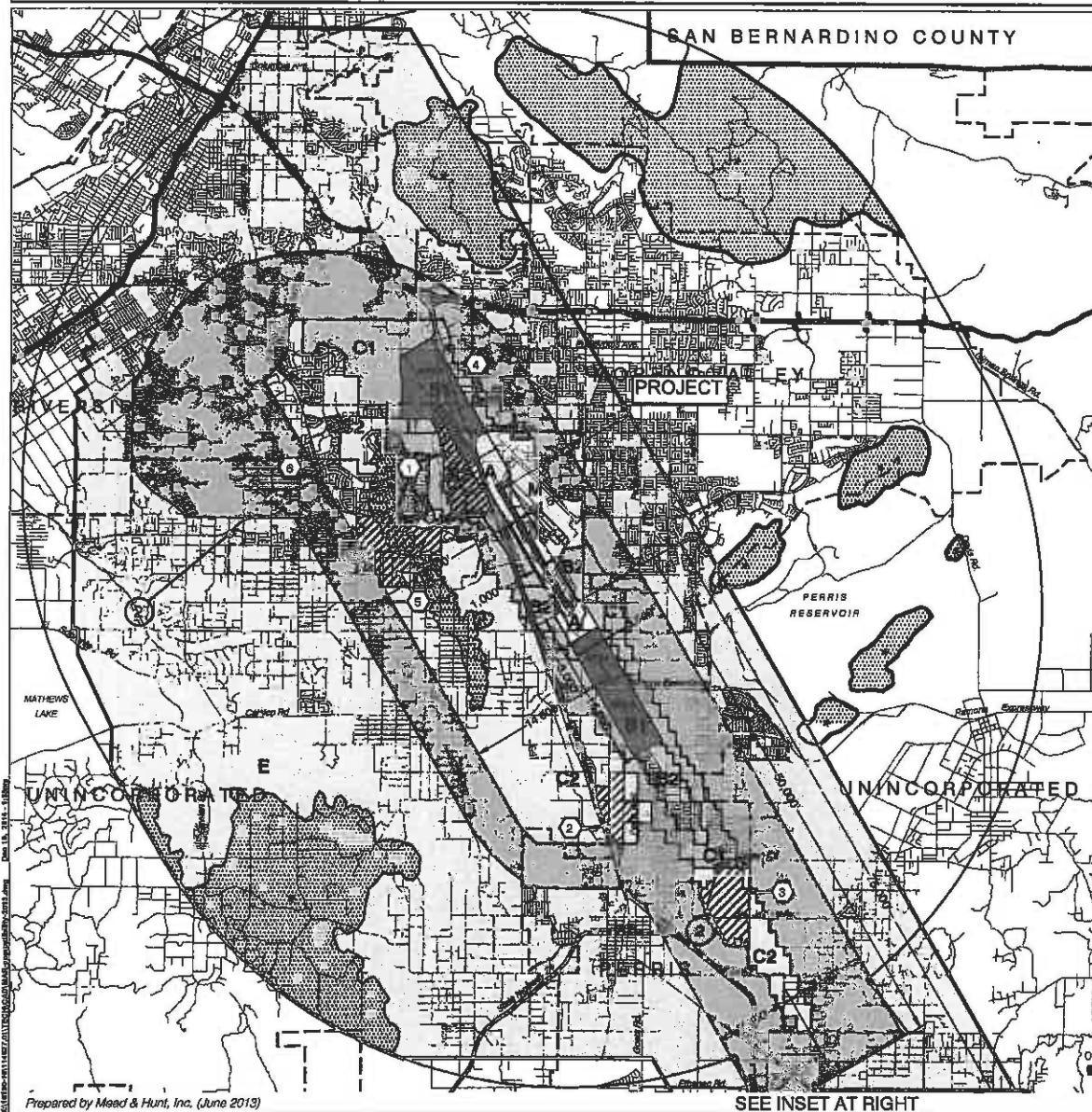
Attachments: Notice of Airport in Vicinity

cc: Jonathan Zacarias (applicant)
Jimmy Lee (representative)
Eung Cheol Bae and Shin Ok Bae (property owners)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1359MA19\ZAP1359MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



LEGEND

Compatibility Zones

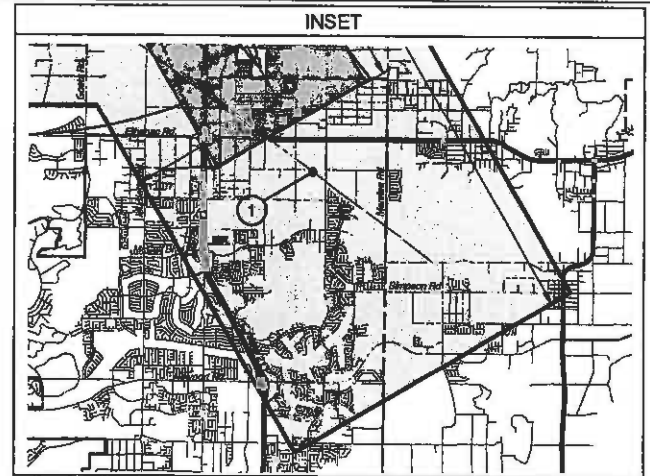
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- ▨ Site-Specific Exceptions (existing local agency commitments to development projects)

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

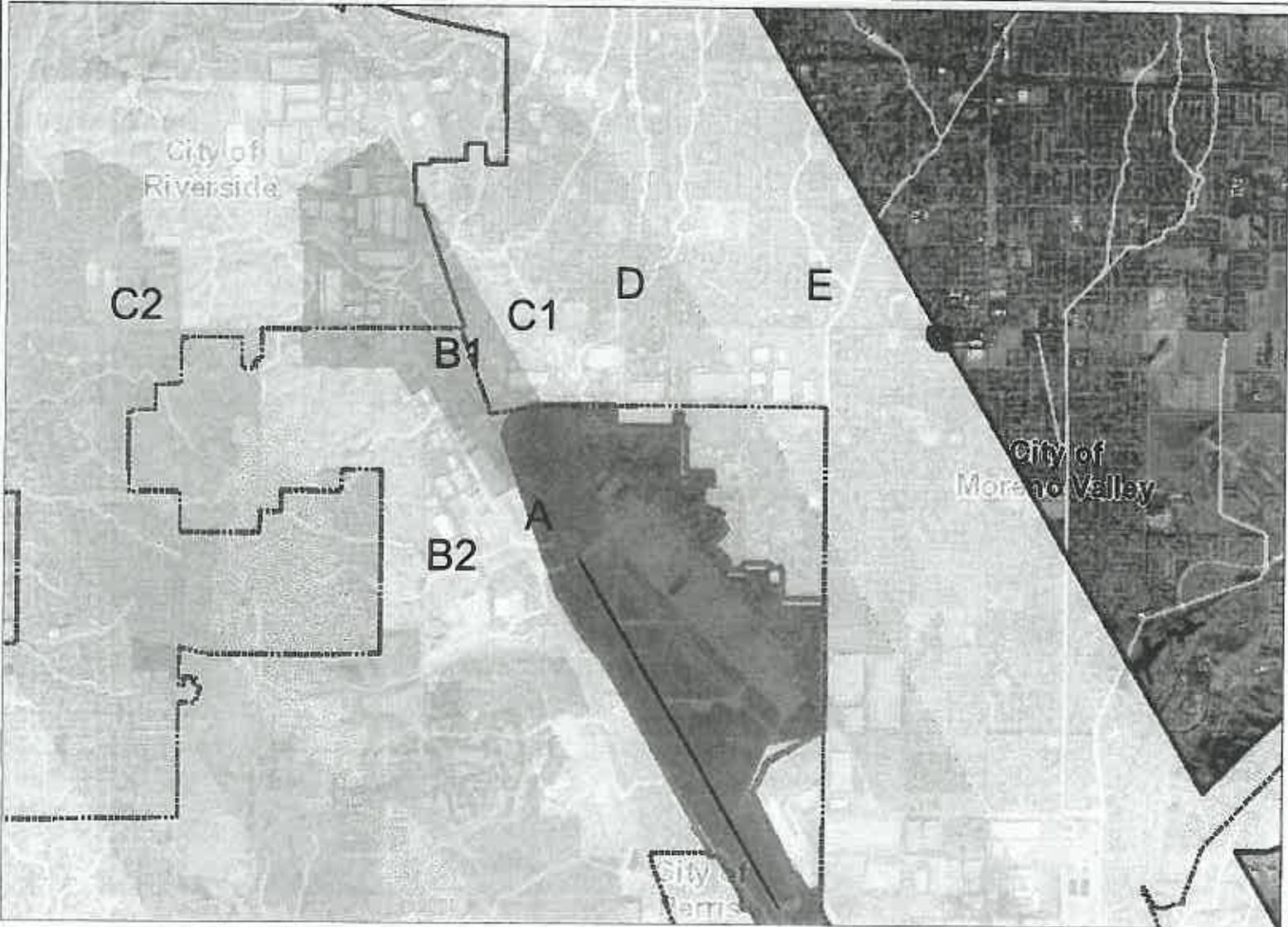
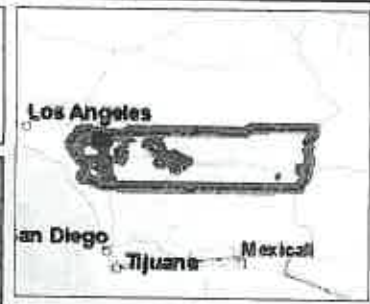
Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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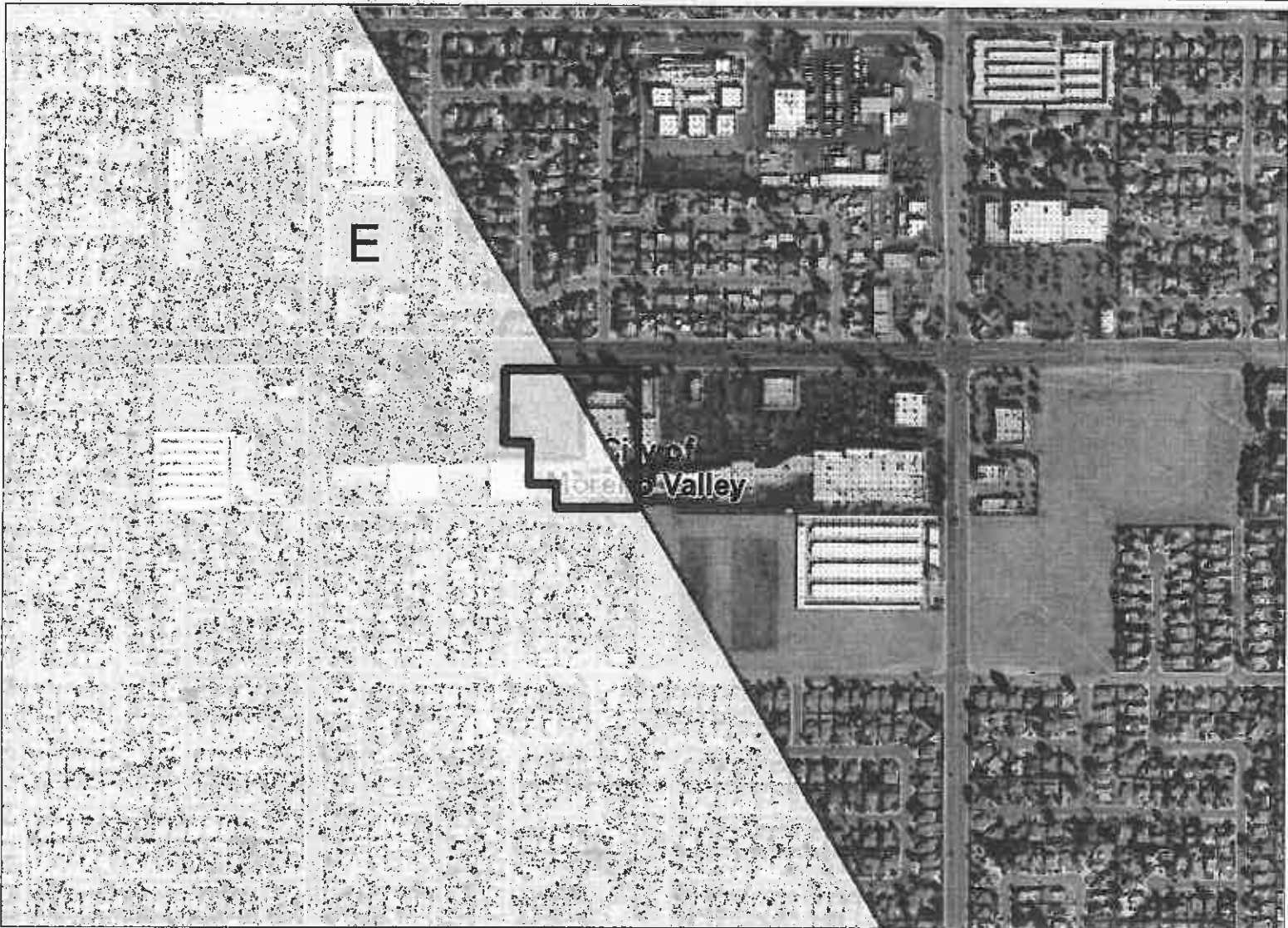


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
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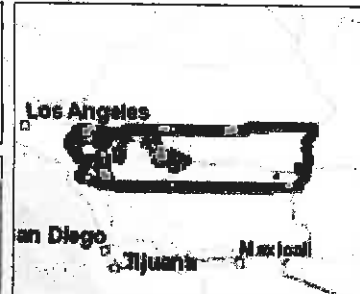


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Notes



Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map

Notes



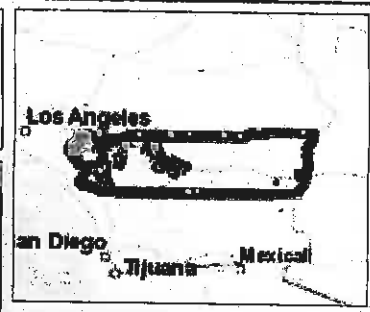
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



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Map My County Map



- Legend**
- Blue line Streams
 - Grid City Areas
 - World Street Map



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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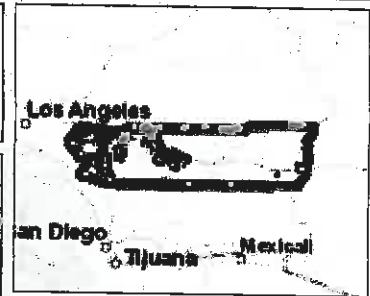
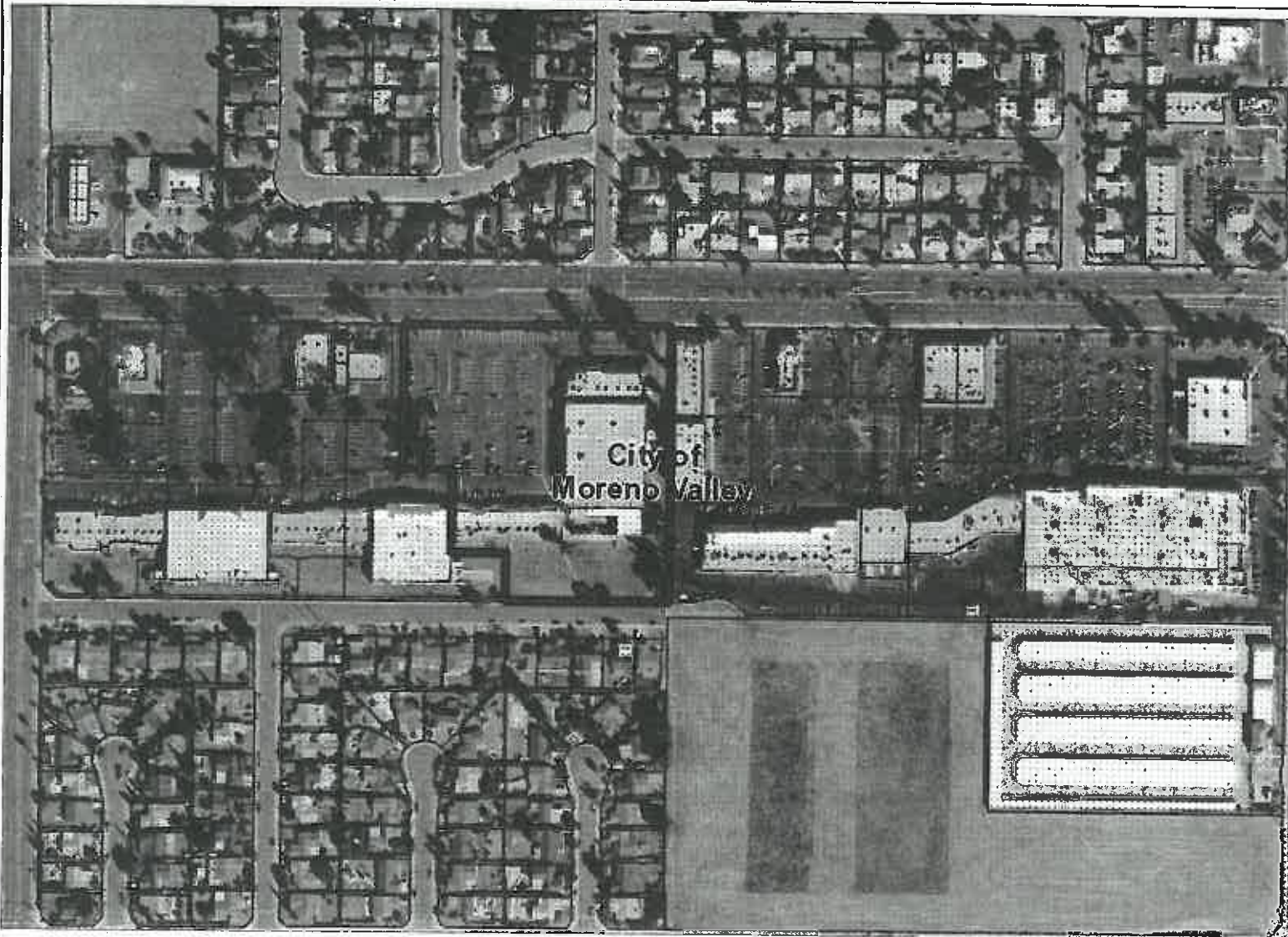
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Notes

Map My County Map



- Legend**
-  Parcels
 -  Blueline Streams
 -  City Areas
 -  World Street Map



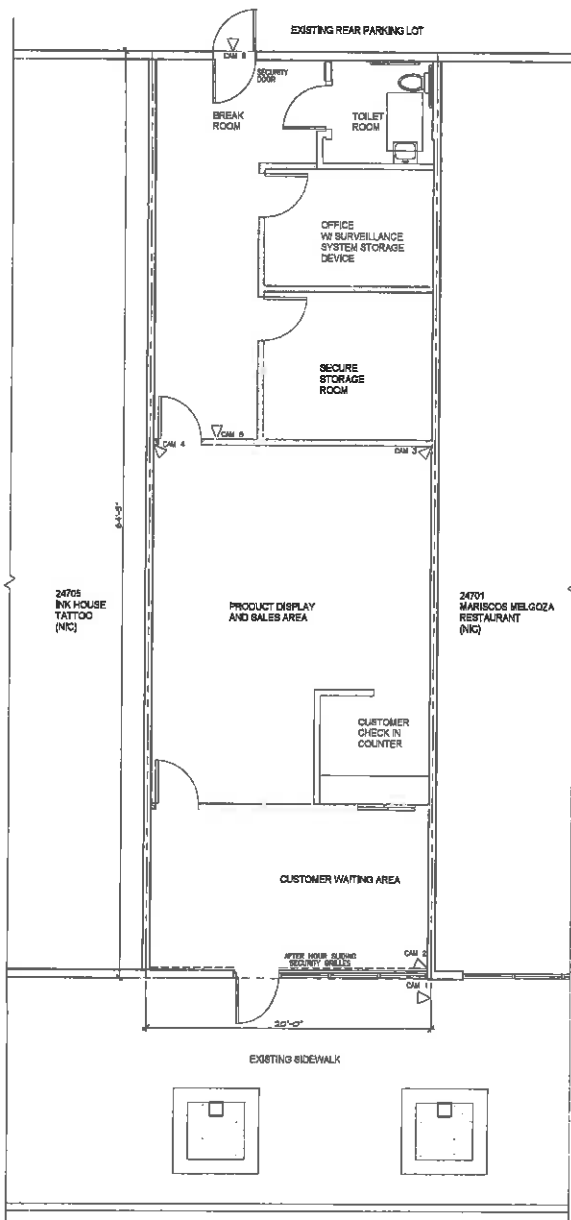
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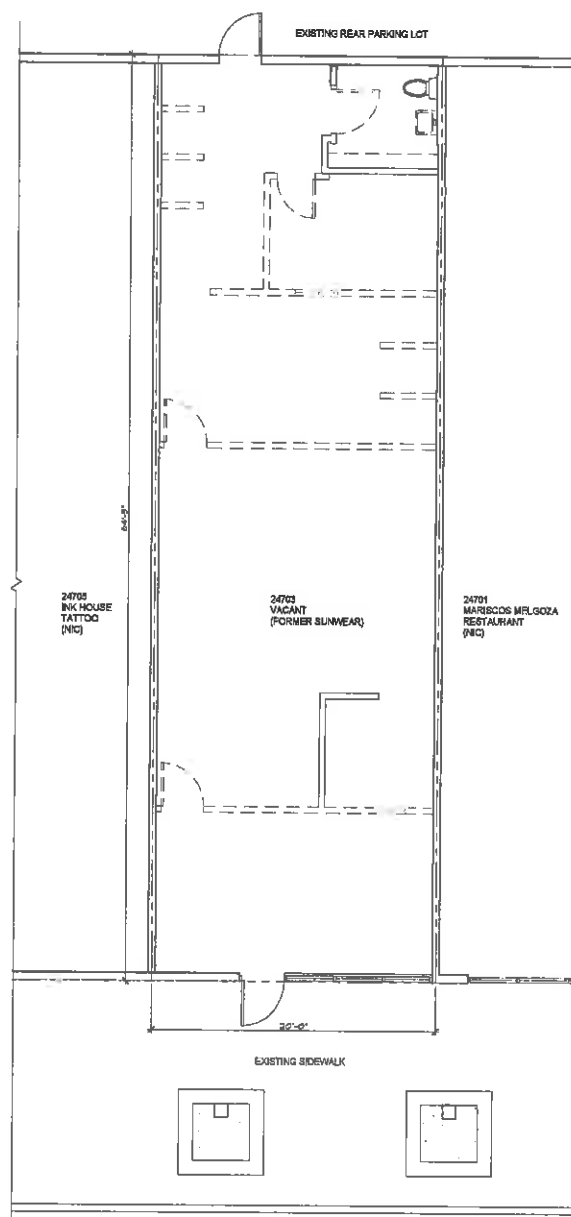
Notes



- NEW FULL HEIGHT PARTITION
- EXISTING INTERIOR PARTITION TO REMAIN
- EXISTING FRONTIER WALL TO REMAIN

EXISTING FRONT PARKING LOT
W/ (2) DESIGNATED PARKING STALLS

PROPOSED FLOOR PLAN



- PARTITION TO BE DEMOLISHED
- EXISTING INTERIOR PARTITION TO REMAIN
- EXISTING FRONTIER WALL TO REMAIN

EXISTING FRONT PARKING LOT

EXISTING FLOOR PLAN

ANGEL ORGANIC HEALING CENTER
24703 ALESSANDRO BLVD.
MORENO VALLEY, CA 92553



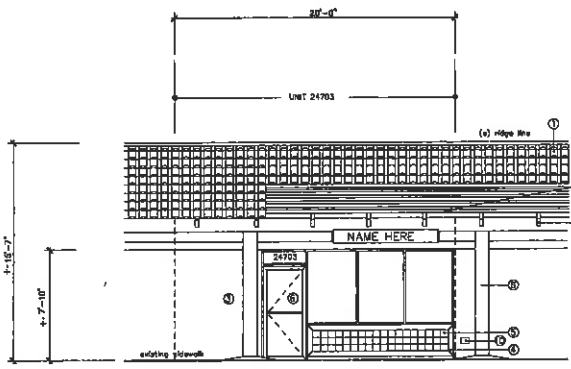
ITRA GROUP INC.
984 Crystal Water Lane
Walnut, CA 91788
Tel: (909) 524-2148
E-mail: itragroup@gmail.com

These drawings and specifications are the property and copyright of the architect and shall not be used in any other work except by agreement with the architect. Within 60 days of the date of issuance, the architect shall be notified of any changes or discrepancies and shall be brought to the notice of the architect prior to the commencement of any work.

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Drawing Title
EXISTING FLOOR PLAN
PROPOSED FLOOR PLAN

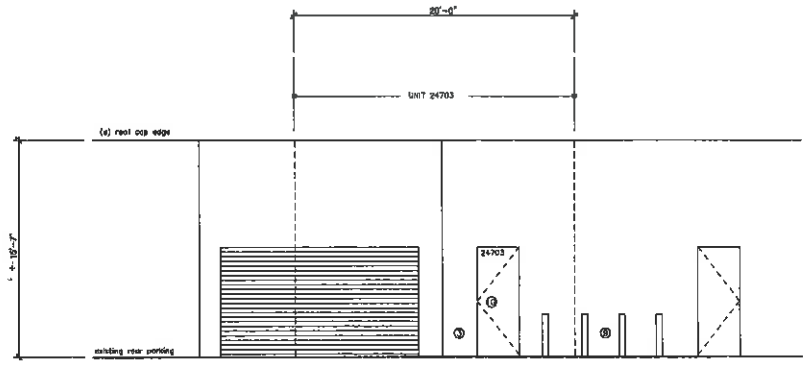
Drawing No. **A-1.0**



EXISTING LATTICE WORK FRAMING TO FRONTAGE TO BE REMOVED.
 NEW SIGN AND BANNER TO BE APPROVED BY THE CITY OF MORNING VALLEY PLANNING DEPT. BEFORE INSTALLATION.

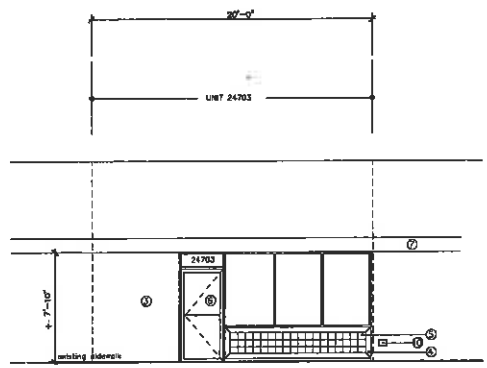
NORTH ELEVATION

1/4"=1'-0" (1)



SOUTH ELEVATION

1/4"=1'-0" (3)



NORTH ELEVATION (SHOP FRONT)

1/4"=1'-0" (2)

- 1. (1) concrete/interlocking roof (tile)
- 2. (2) timber roof (tile)
- 3. (3) fascia
- 4. (4) timber eaves
- 5. (5) 6" tile
- 6. (6) gable door / shopfront
- 7. (7) timber boarder
- 8. (8) timber post
- 9. (9) gas supply
- 10. (10) drainage water
- 11. (11) door

REVISION	NO. BY DATE	DESCRIPTION
	SS 05 DEC 2018	CLIENT SUB
	AA 05 JAN 2019	PLANNING REV.
CONSULTANT/STAMP		
SHERROLD DESIGN: (509)438-9401 ANGEL ORGANIC HEALING CENTER 24703 ALEXANDER BLVD MORNING VALLEY, WA 98553		
DRAWING CONTENTS		
ELEVATIONS		
DRAWN BY	DATE	
SS	DEC 2018	
PROJECT 181101		
DRAWING NUMBER		
A2.1		

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 28, 2019

Mr. Jeff Zwack, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley CA 92552

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW -
DIRECTOR'S DETERMINATION**

File No.: ZAP1361MA19
Related File No.: PEN18-0262 (Conditional Use Permit)
APN: 291-050-070

Dear Mr. Zwack:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case No. PEN18-0262 (Conditional Use Permit), a proposal to establish a retail cannabis dispensary in a 21,285 square foot tenant suite in an existing building within a commercial retail center located at 12125 Day Street, northerly of State Highway Route 60 and southerly of Ironwood Avenue/Box Springs Road.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, nonresidential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 16,600 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any new structures with an elevation at top of roof exceeding 1,701 feet AMSL. The site's elevation is 1,672 feet AMSL, and the existing building height is 26 feet, resulting in a top point elevation of 1,698 feet AMSL. Since the building is already existing, and no new buildings are being proposed, FAA OES review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Moreno Valley applies the following recommended conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

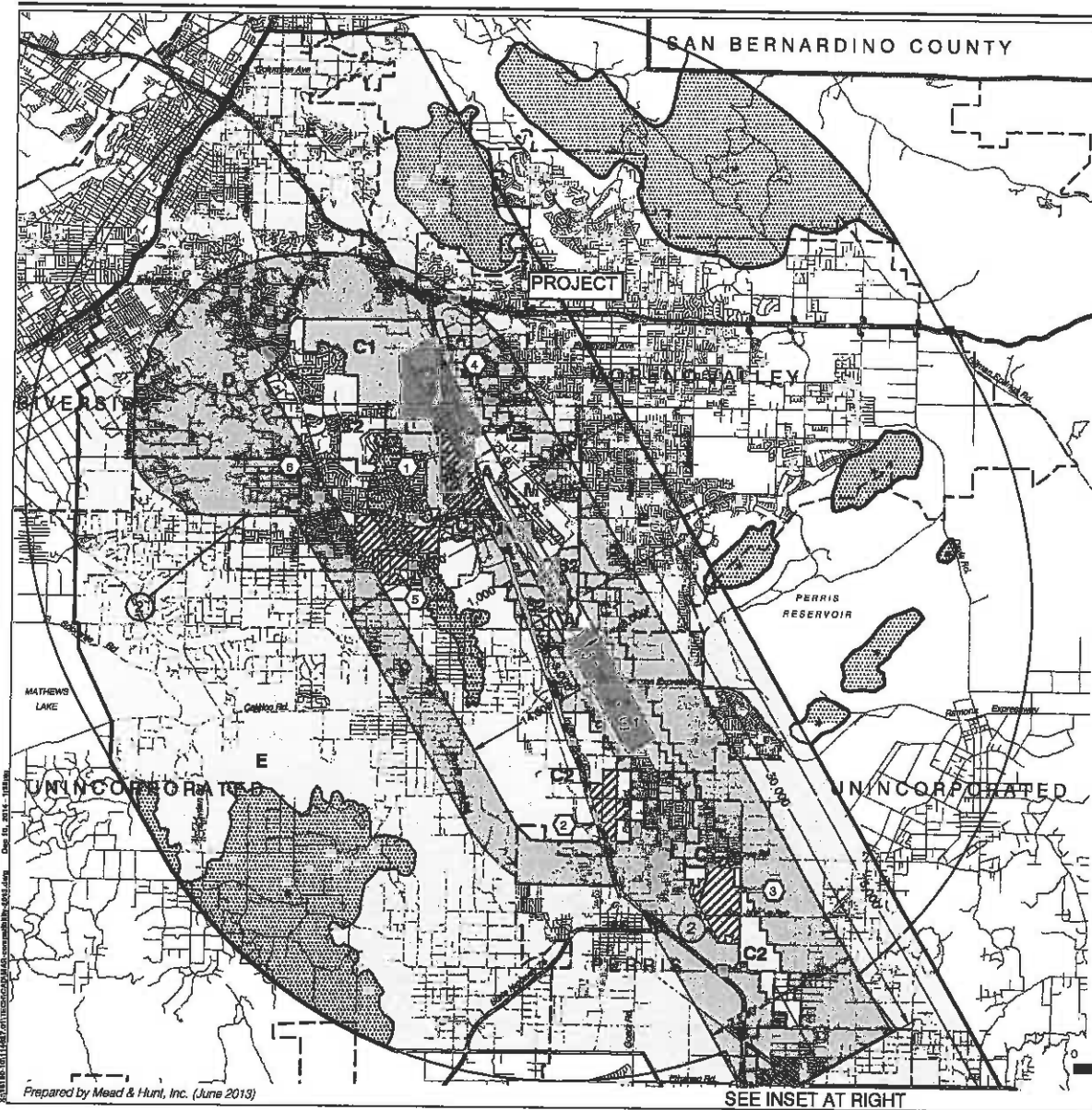
Attachments: Notice of Airport in Vicinity

cc: Danny and Jenny Reynoso (applicant/representative)
Day Street Inv. Holdings (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1361MA19\ZAP1361MA19.LTR.doc

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LEGEND

Compatibility Zones

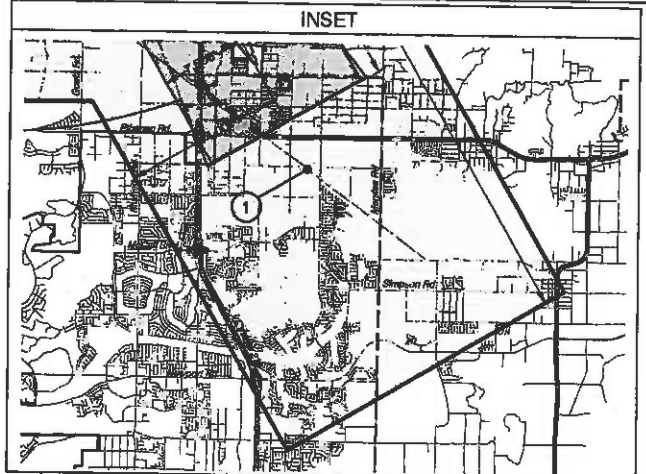
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
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- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

Note:
All dimensions are measured from runway ends and centerlines.

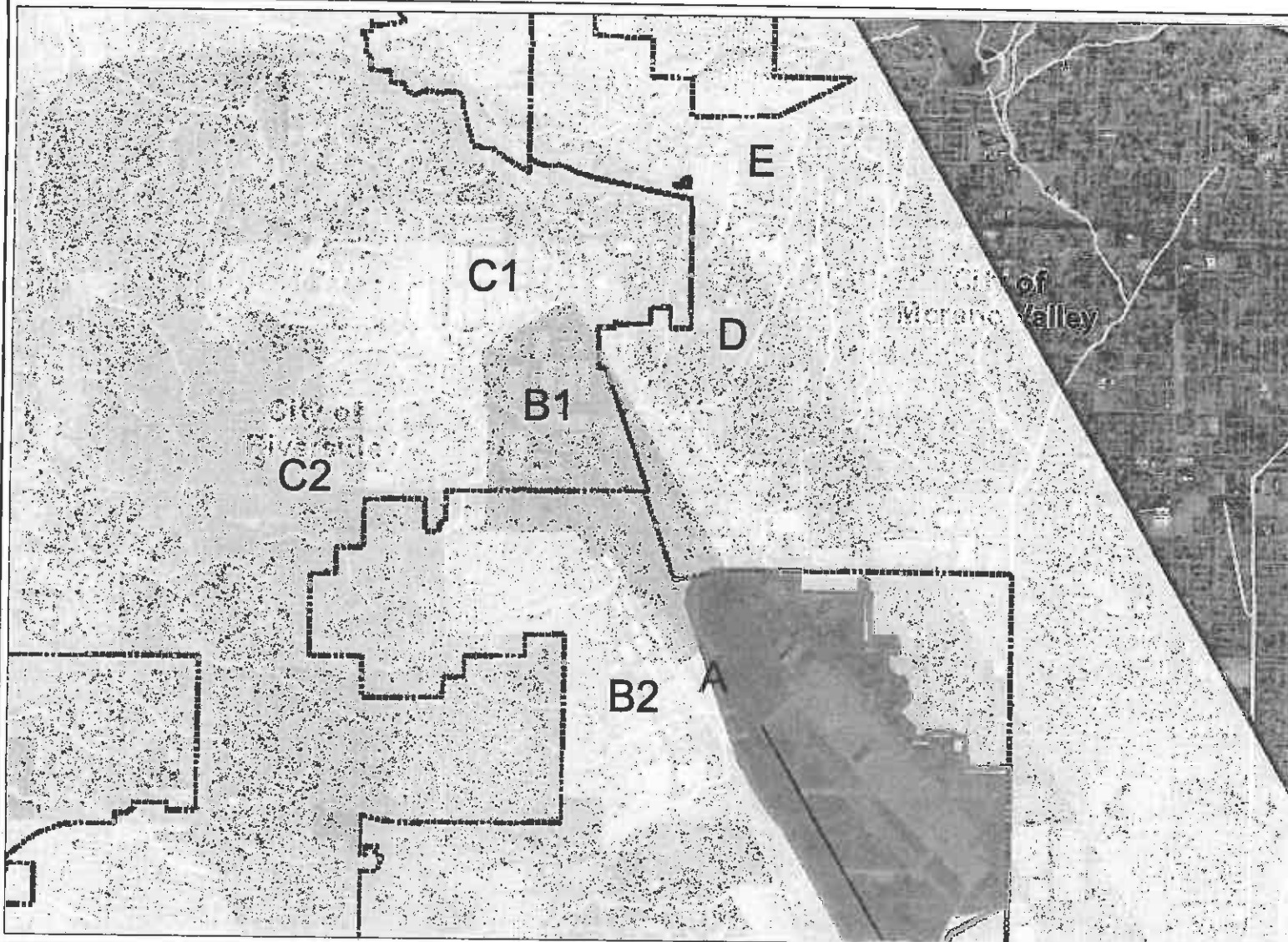


Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8



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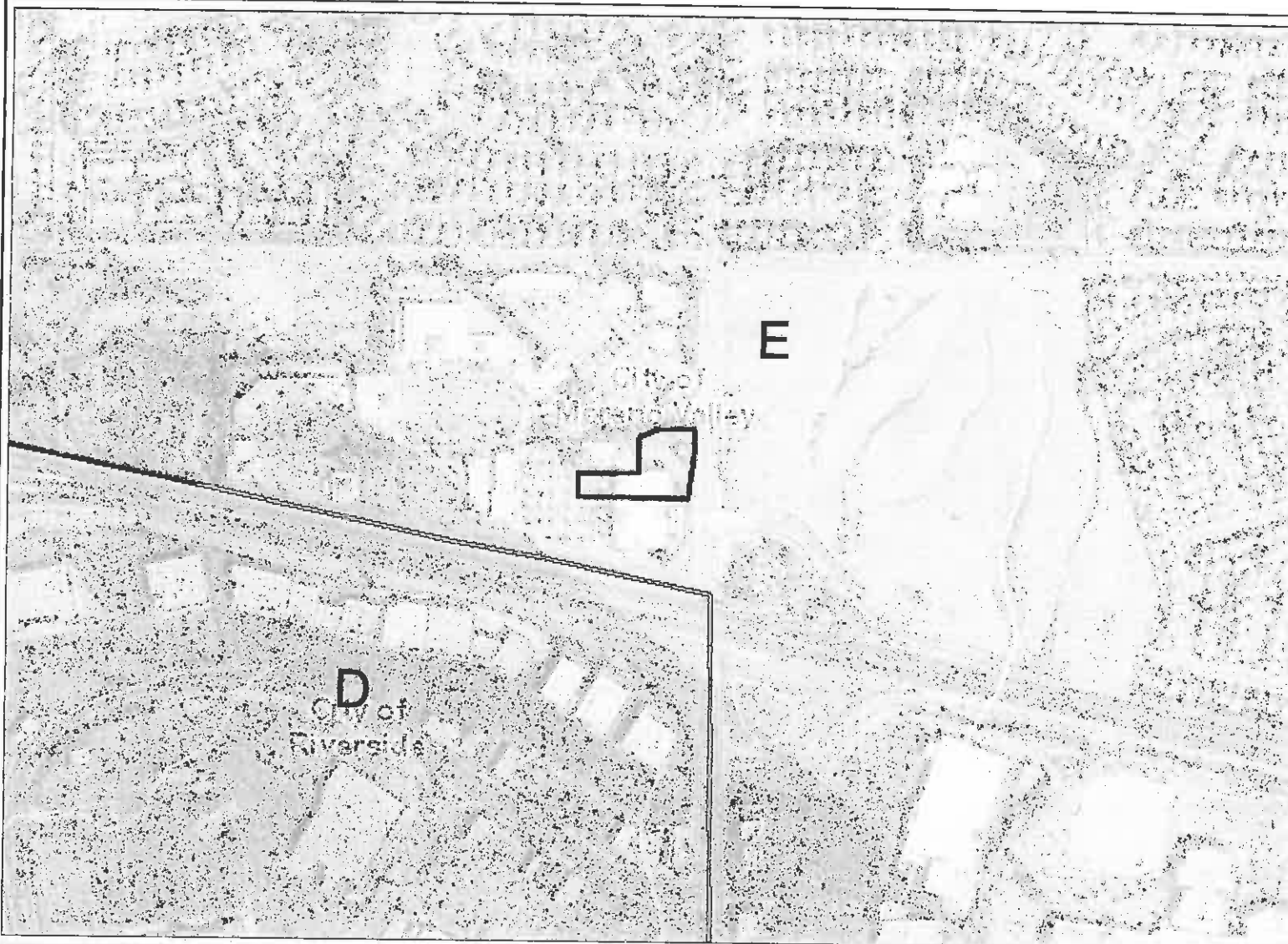


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
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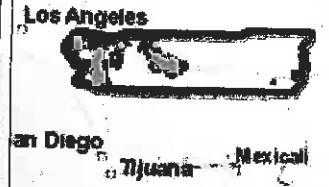
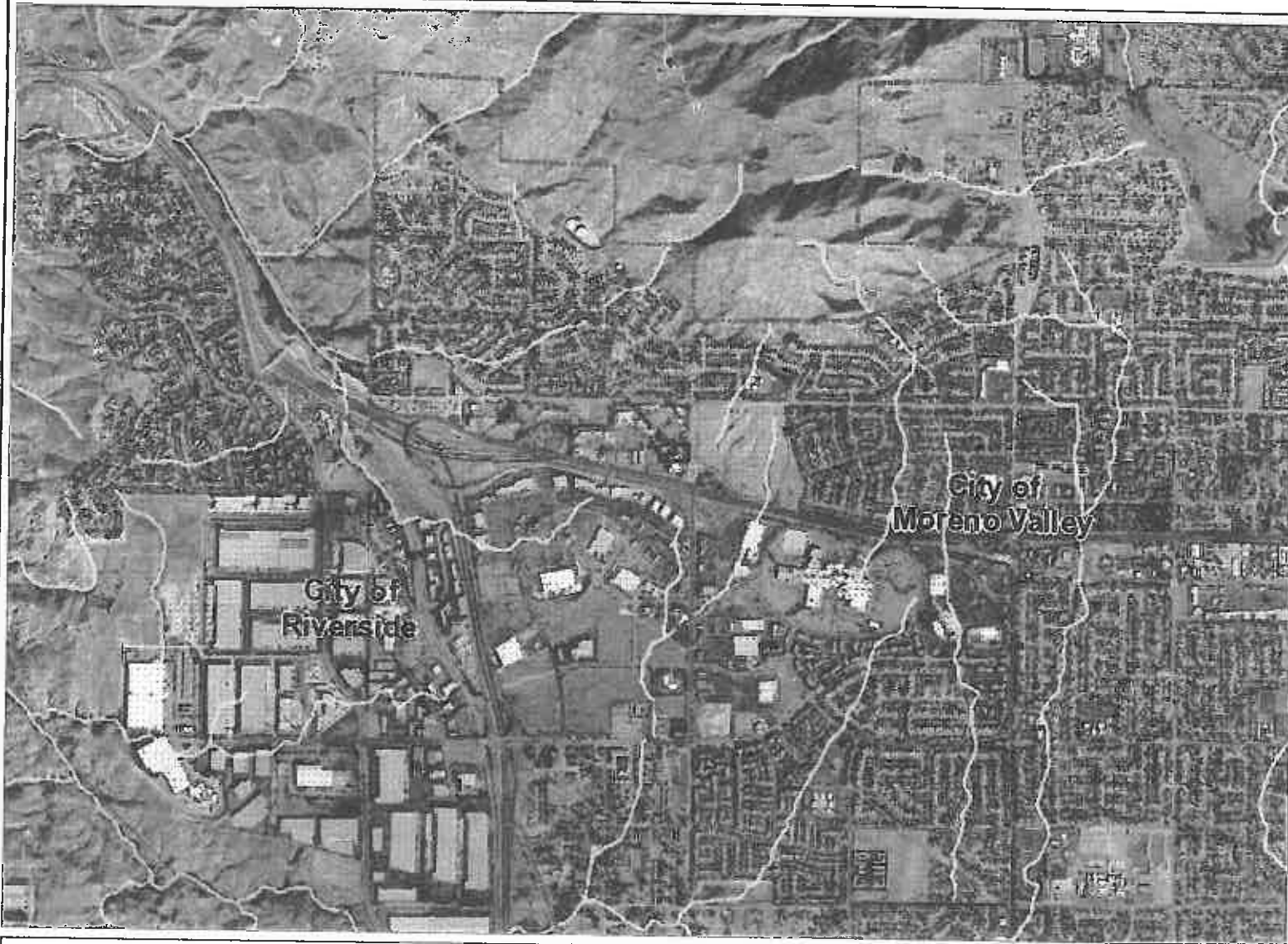
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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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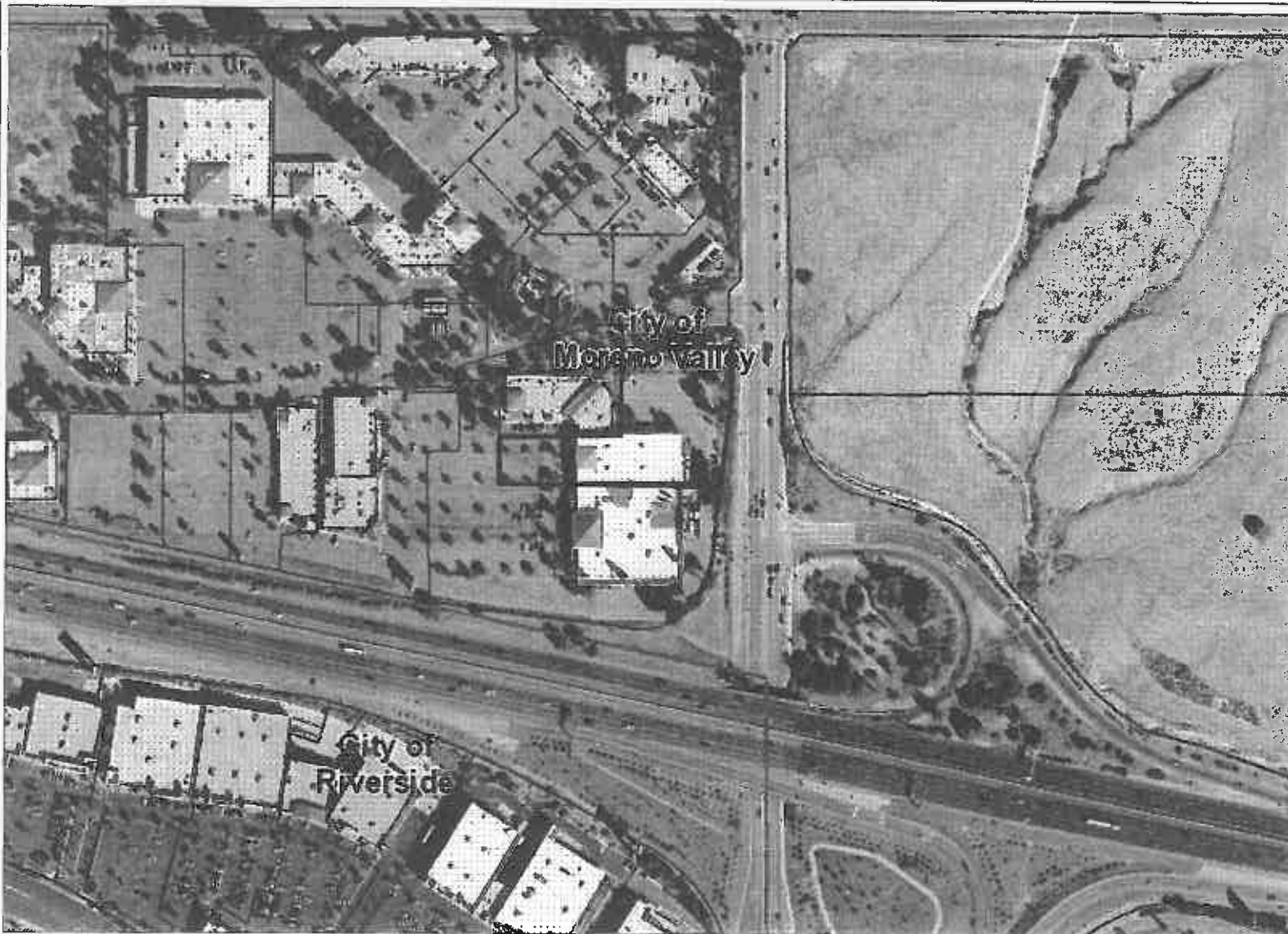
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Notes

Map My County Map



- Legend**
-  Parcels
 -  Blueline Streams
 -  City Areas
 -  World Street Map



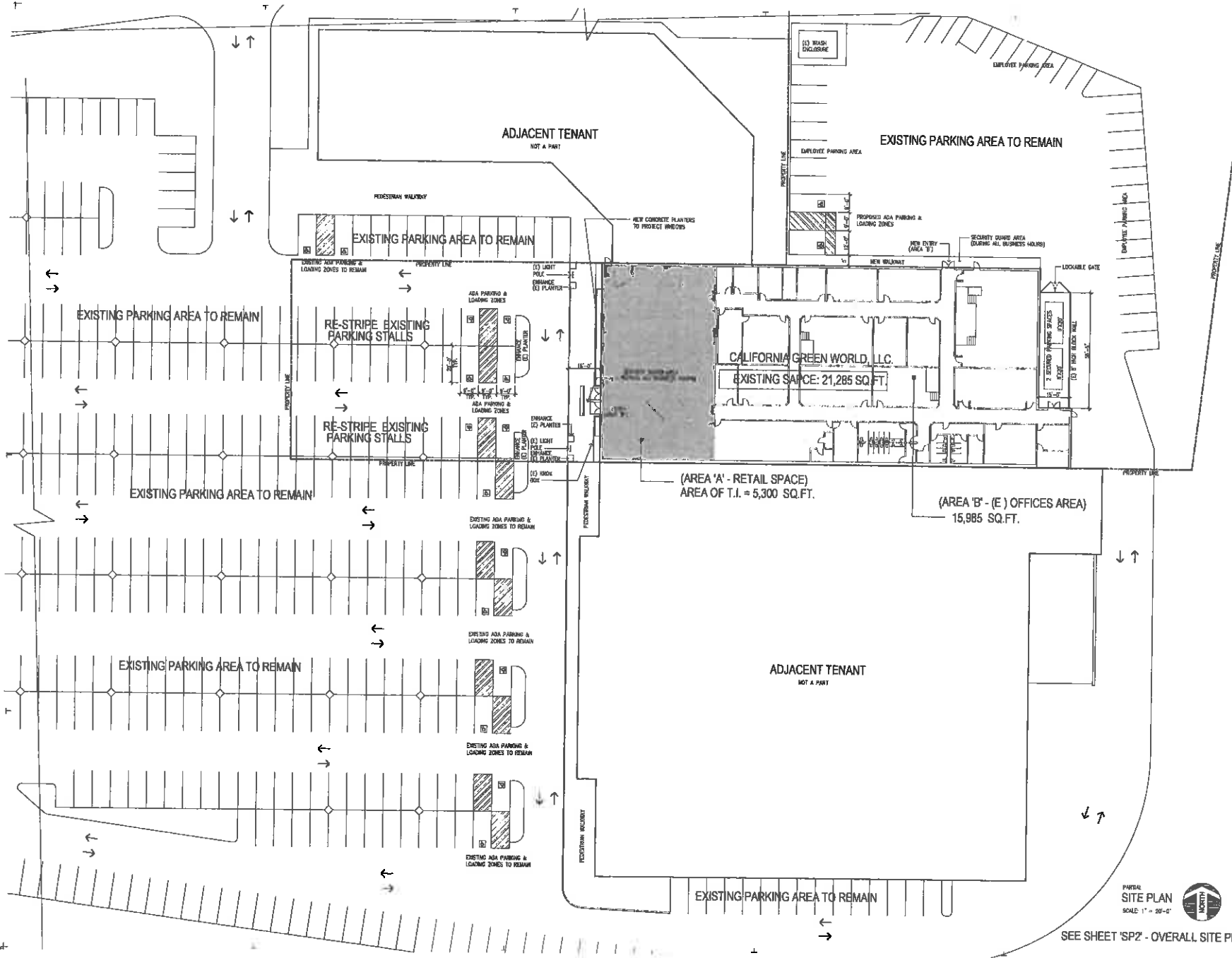
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 379 758 Feet

REPORT PRINTED ON... 3/8/2019 11:43:00 AM

© Riverside County GIS

Notes



REYNOSO
design studio

1037 N. CALERA AVE.
COWANA, CA 91722
951-638-7704
designer: HANNY REYNOSO
ReynosoDesignStudio@gmail.com

These drawings are preliminary and are subject to change without notice. The contractor shall verify all dimensions and conditions in the field. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for all construction costs.

CALIFORNIA GREEN WORLD, LLC.
12125 DAY STREET, BLDG. 'L'
MORENO VALLEY, CA 92557

CLIENT:

12125 DAY STREET, BLDG. 'L'
MORENO VALLEY, CA 92557

LOCATION:

12125 DAY STREET, BLDG. 'L'
MORENO VALLEY, CA 92557

DRAWING TITLE:
SITE PLAN

PROJECT NO: 1015
PHASE: 04
DATE: 11/10/10
SCALE: 1" = 30'-0"
DRAWN BY: [initials]

REVISIONS	DATE	REVISION
△		
△		
△		
△		

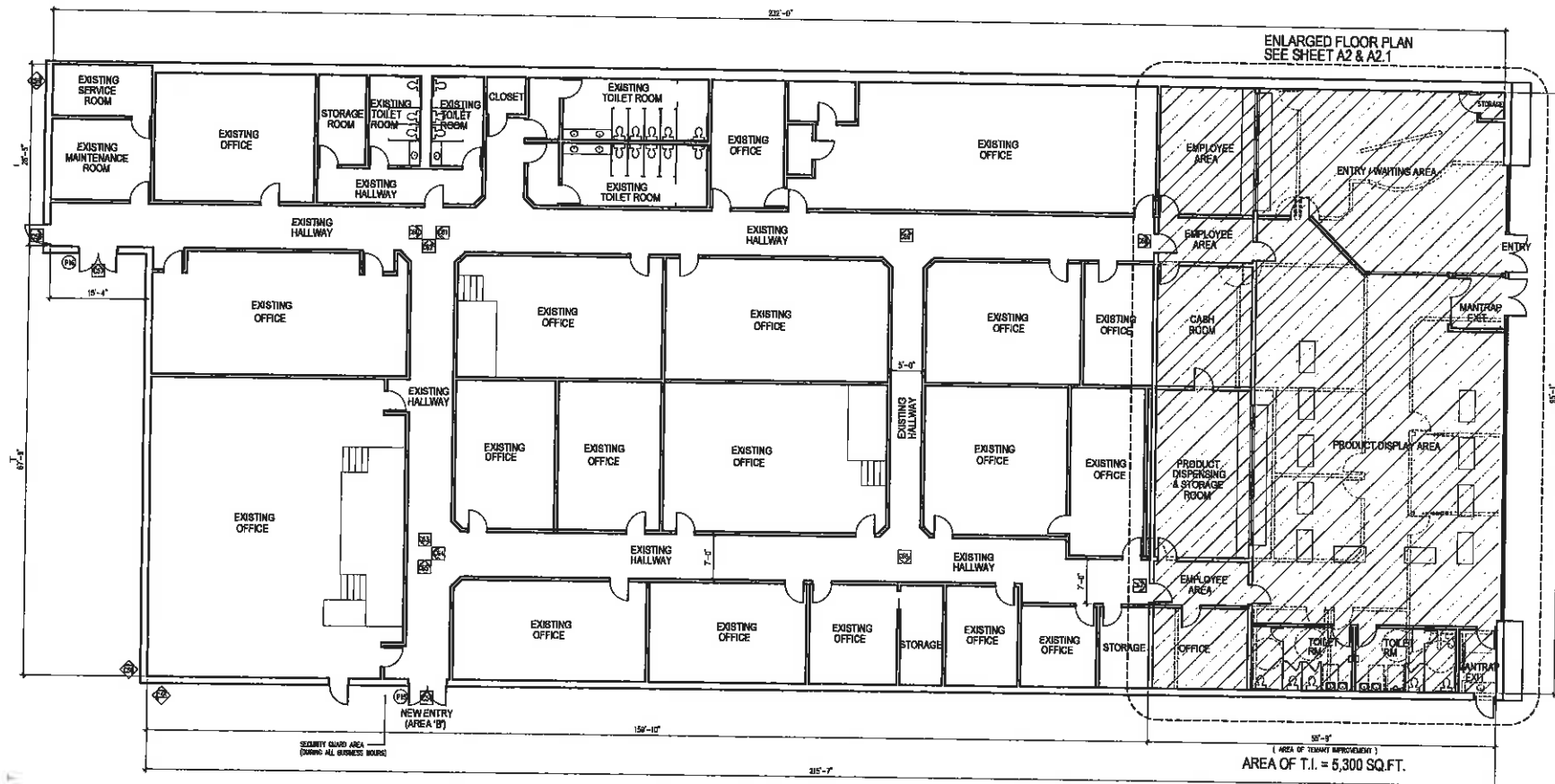
SHEET NUMBER:

PARTIAL
SITE PLAN
SCALE: 1" = 30'-0"



SEE SHEET 'SP2' - OVERALL SITE PLAN

SP1



ENLARGED FLOOR PLAN
SEE SHEET A2 & A2.1

CALIFORNIA GREEN WORLD, L.L.C.

CLIENT:

11120 DAY STREET, SUITE 11
MIRANDA VALLEY, CA 91324

LOCATION:

11120 DAY STREET, SUITE 11
MIRANDA VALLEY, CA 91324

DRAWING TITLE:

OVERALL FLOOR PLAN

PROJECT NO: 1005

PHASE: 04

DATE: 11-13-18

SCALE: 1/8" = 1'-0"

DRAWN BY: [signature]

REVISIONS:

DATE: REASON:

△

△

△

SHEET NUMBER:

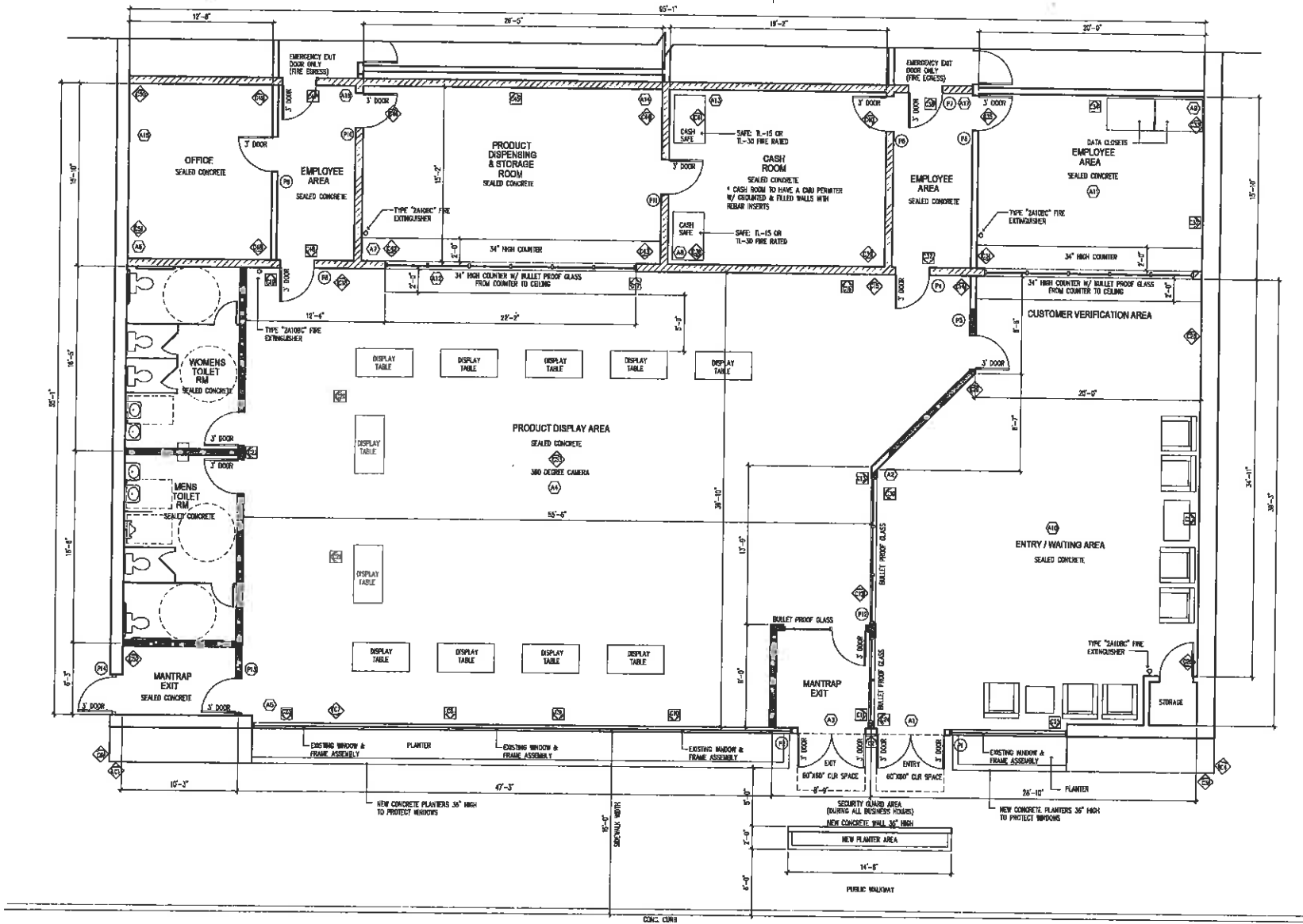
SYMBOL LEGEND

Ⓜ ACCESS PANEL

Ⓜ CLOSET OR CASE/NEED

OVERALL FLOOR PLAN
SCALE: 1/8" = 1'-0"





REYNOSO
design studio

1037 N. CALERA AVE.
Covina, CA 91722
626-638-3788
designer: LARRY REYNOSO
larry@reynoso.com

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CALIFORNIA GREEN WORLD, I.L.C.

CLIENT:

13110 DAY STREET, BLDG 17
MORNING VALLEY, CA 92651

LOCATION:
13110 DAY STREET, BLDG 17
MORNING VALLEY, CA 92651

DRAWING TITLE:
FLOOR PLAN

PROJECT NO: 1803
PHASE: 02
DATE: 11/10/18
SCALE: 1/4" = 1'-0"
DRAWN BY: 0

REVISIONS:

DATE	BY	DESCRIPTION

SHEET NUMBER:

NOTE:

1. NEW FIRE SPRINKLER SYSTEM TO BE PROVIDED TO REMANT SPACE
* FIRE SPRINKLER BRANCHES TO BE SCHEDULED UNDER SEPARATE PERMIT
2. NEW EXTERIOR LIGHTING TO BE PROVIDED
* ELECTRICAL PLANS TO BE PROVIDED FOR MDO EPT SUBMITTAL
3. ALARM SYSTEM TO BE WORKED & PANK SYSTEMS
4. DATA CLOSETS TO BE PROVIDED IN EMPLOYEE AREA

SYMBOL LEGEND

- (A) ALARM SYSTEM
- (B) ACCESS PANEL
- (C) CLOSED CIRCUIT CAMERA/VIDEO
- (D) SMOKE DETECTOR

WALL LEGEND

- (1) WALL CONSTRUCTION TO REMAIN
- (2) NEW 0" GAW WALL
- (3) 20" FULL HEIGHT, 200 WOOD STUDS @ 16" O.C., 5/8" STEELBALL ON BOTH SIDES

FLOOR PLAN

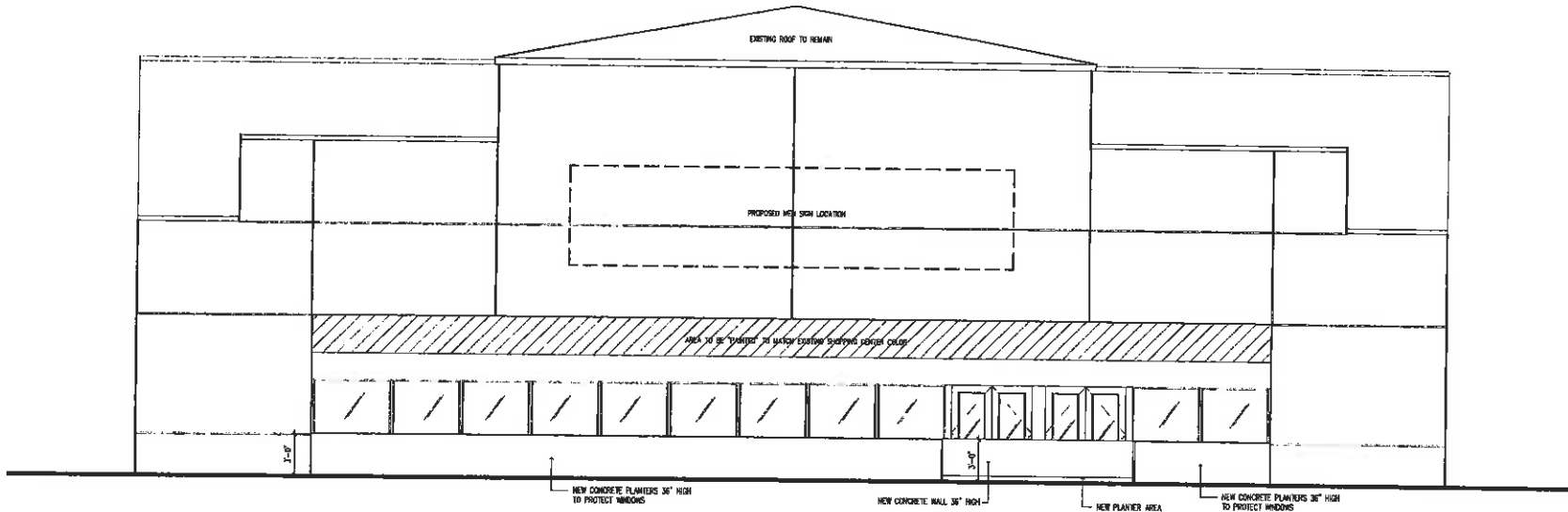
SCALE: 1/4" = 1'-0"
AREA OF T.I. = 5,300 SQ.FT.



A2.1

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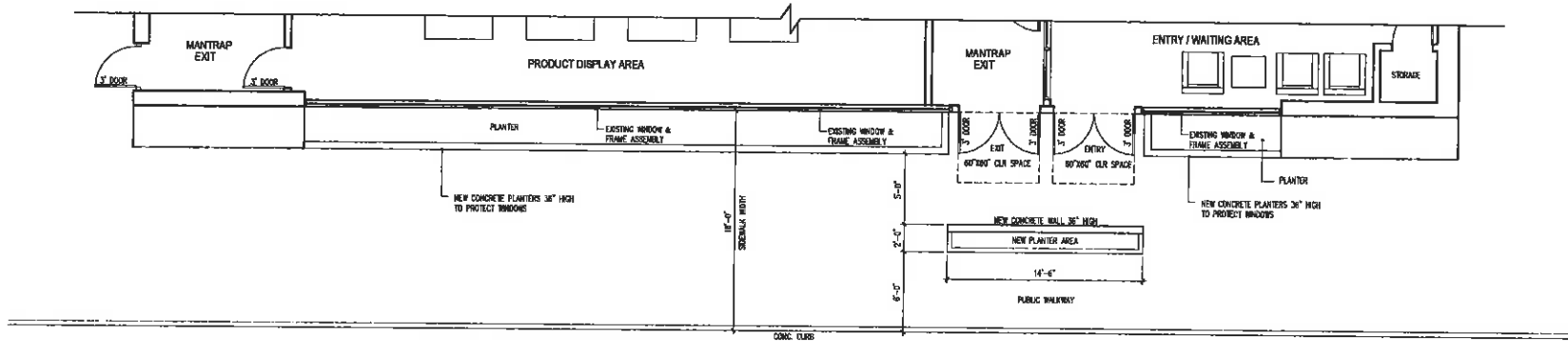
CALIFORNIA GREEN WORLD, LLC.



NO CHANGES TO EXTERIOR (BUILDING STRUCTURE) ELEVATION

NOTE: NEW SIGN CONTRACTOR SHALL
PRODUCE SIGN SHEET DRAWINGS
AND SUBMIT FOR LANDMARK/CITY
APPROVAL UNDER SEPARATE
PERMIT.

ELEVATION
SCALE: 1/4" = 1'-0"



PARTIAL FLOOR PLAN
SCALE: 1/8" = 1'-0"

CLIENT:

12120 DASH STREET, SUITE 111
MIRAMONTE VALLEY, CA 92653

LOCATION:

12120 DASH STREET, SUITE 111
MIRAMONTE VALLEY, CA 92653

DRAWING TITLE:

REVISIONARY

PROJECT NO: 1403
PHASE: 02
DATE: 11/18/10
SCALE: 1/4" = 1'-0"
DRAWN BY: ac

REVISIONS:

DATE: REVISION:

- △ 1
- △ 2
- △ 3
- △ 4

SHEET NUMBER

PAGE BREAK



**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.2

MEETING DATE: May 9, 2019

CASE SUMMARY:

CASE NUMBER: Revision to Speculative Nonresidential Multiple Buildings policy language (set forth in ALUC Resolution No. 2018-04 which was adopted on August 9, 2018)

APPROVING JURISDICTION: Airport Land Use Commission

JURISDICTION CASE NO: Not Applicable

RECOMMENDATION:

Staff recommends that the Commission make the following changes to the Speculative Nonresidential Multiple Buildings policy language:

BACKGROUND:

ALUC staff discovered that speculative commercial and industrial projects with multiple buildings on multiple lots (or also proposing multiple lots) required significant additional time to analyze and review, when compared to tenant specified single building commercial/industrial projects. This leads to an increase in the project's true cost and review which needs to be recaptured in order for the ALUC staff function to be financially solvent.

Staff brought this issue before the Airport Land Use Commission at its regular meeting scheduled on July 12, 2018. Staff proposed several options and was directed by the Commission to create a policy. However, that prior policy was not capturing instances where a project applicant with a commercial or industrial project with multiple buildings on multiple lots (or also proposing multiple lots) did identify the uses for each lot, but subsequently kept changing the initially proposed uses, requiring staff to perform further review and calculations for each change. As a result, staff activities with regards to these instances are similar to speculative review. As such, this revised policy will capture staff activity related to large projects with multiple buildings on multiple lots whether the uses are specified or not.

POLICY:

Speculative nonresidential multiple building projects will be analyzed and reviewed at a conservative general retail intensity of 1 person per 60 square feet or such other retail intensity level as has been adopted within the applicable Compatibility Plan. No assembly-type uses or restaurants would be permitted. In utilizing such an analysis, if the ALUC staff determines that the project is inconsistent with the applicable Compatibility Plan, then ALUC staff's recommendation to the Commission will be a finding of inconsistency.

The Speculative Project applicant may alternatively request ALUC staff to conduct a review and analysis of multiple hypothetical building intensity assumptions. For performing this type of review and analysis, a Project Specific Fee in the amount of \$8,210.00 will be charged to the applicant. Alternatively, if the use was originally specified by the project applicant, but later revised by the applicant, then a Project Specific Fee in the amount of \$8,210.00 will be applied for the extra work staff will be required to perform due to the change in use on the project. This Project Specific Fee is to recapture staff's time and cost. The Commission originally approved of the fee in August 2018 by Resolution, which is entitled "Speculative Nonresidential Multiple Buildings (4 or more)," and the amount currently remains unchanged.

This policy would not apply to projects located in Compatibility Zones where non-residential intensity is not restricted.

Y:\BUDGET DOCS\Speculative Nonresidential\speculative bldg staff report policy revision adoption 5-9-19.doc

SPECULATIVE NONRESIDENTIAL MULTIPLE BUILDINGS PROJECT POLICY –
REVISED 5/9/19

BACKGROUND:

ALUC staff discovered that speculative commercial and industrial projects with multiple buildings on multiple lots (or also proposing multiple lots) required significant additional time to analyze and review, when compared to tenant specified single building commercial/industrial projects. This leads to an increase in the project's true cost and review which needs to be recaptured in order for the ALUC staff function to be financially solvent.

Staff brought this issue before the Airport Land Use Commission at its regular meeting scheduled on July 12, 2018. Staff proposed several options and was directed by the Commission to create a policy. However, that prior policy was not capturing instances where a project applicant with a commercial or industrial project with multiple buildings on multiple lots (or also proposing multiple lots) did identify the uses for each lot, but subsequently kept changing the initially proposed uses, requiring staff to perform further review and calculations for each change. As a result, staff activities with regards to these instances are similar to speculative review. As such, this revised policy will capture staff activity related to large projects with multiple buildings on multiple lots whether the uses are specified or not.

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This policy would not apply to projects located in Compatibility Zones where non-residential intensity is not restricted.

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**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (ALUC)
PROJECT SUBMISSION SCHEDULE FOR 2018/2019**

<u>MEETING (THURSDAY) DATE & TIME *</u>	<u>LOCATION *</u>	<u>PROJECT SUBMITTAL DEADLINE</u>
OCTOBER 11, 2018 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	8-29-18
NOVEMBER 8, 2018 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	9-26-18
DECEMBER 13, 2018 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	10-31-18
JANUARY 10, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM - 1 ST FLOOR	11-28-18
FEBRUARY 14, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	1-2-19
MARCH 14, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	1-30-19
APRIL 11, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	2-27-19
MAY 9, 2019 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	3-27-19
JUNE 13, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	5-1-19
JULY 11, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	5-29-19
AUGUST 8, 2019 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	6-26-19
SEPTEMBER 12, 2019 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	7-31-19
OCTOBER 10, 2019 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	8-28-19
NOVEMBER 14, 2019 @9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	10-2-19
DECEMBER 12, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	10-30-19

NOTE:

Administrative items are reviewed within thirty (30) days.

*** Subject to change**

Dates and locations may change; some meetings may be eliminated or added



**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on April 11, 2019 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Steve Manos, Chair
Russell Betts, Vice Chair
Arthur Butler
John Lyon
Steven Stewart
Richard Stewart

COMMISSIONERS ABSENT: Gary Youmans

STAFF PRESENT: Simon Housman, ALUC Director
Paul Rull, Principal Planner
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Carissa Hainsworth, Other Interested Person

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1353MA19 – Majestic Freeway Business Center, LLC/Majestic Realty Co. (Representative: George Atalla, T&B Planning, Inc.) – County of Riverside Case No. PPT190003 (Plot Plan). A proposal to construct an 86,319 square foot industrial manufacturing building on 5.77 acres located northerly of Commerce Center Drive, westerly of Harvill Avenue, easterly of Seaton Avenue, and southerly of Markham Street in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Plot Plan be found CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

STAFF RECOMMENDED AT HEARING

CONSISTENT subject to the updated conditions provided at the meeting which incorporates FAA conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct an 86,319 square foot industrial manufacturing building on 5.77 acres.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 86,319 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

The following conditions were added at the April 11, 2019 ALUC hearing.

11. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-2034-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**
12. **The proposed buildings shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,576 feet above mean sea level.**

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

13. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
14. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 44 feet in height and a maximum elevation of 1,576feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
15. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT** subject to the updated conditions provided at the meeting which incorporates FAA conditions. Absent: Commissioner Youmans

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.1: TIME: 9:31 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1352MA19 – MTC-1 (Representative: Mike Naggar & Associates) – City of Menifee Case Nos. GPA2019-008 (General Plan Amendment), SPA2019-006 (Specific Plan Amendment), CZ2019-009 (Change of Zone), PP2019-005 (Plot Plan). PP2019-005 is a proposal to construct two warehouse buildings totaling 1,325,063 square feet on 76.38 acres located southerly of Ethanac Road, northerly of McLaughlin Road, westerly of Dawson Road and easterly of Trumble Road. In order to facilitate this development, the applicant is proposing amending the General Plan designation and zoning on two properties and adding one of these properties to the Menifee North Specific Plan (Specific Plan No. 260). GPA2019-008 is a proposal to amend the General Plan land use designation of 3 acres (Assessor’s Parcel Numbers 331-110-027 and 331-140-010) from Heavy Industrial to Specific Plan. CZ2019-009 is a proposal to change the zoning of these parcels from Rural Residential (R-R) to Specific Plan No. 260, Planning Area 2 (“Industrial”). Assessor’s Parcel Number 331-110-027 is already included in the Specific Plan, but Assessor’s Parcel Number 331-140-010 is not. SPA2019-006 proposes to amend Specific Plan No. 260 (Menifee North Specific Plan) by modifying the Specific Plan boundary to include APN 331-140-010 within Planning Area 2 (“Industrial”). (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed General Plan Amendment, Specific Plan Amendment and Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

PP2019-005 is a proposal to construct two warehouse buildings totaling 1,325,063 square feet on 76.38 acres. In order to facilitate this development, the applicant is proposing amending the General Plan designation and zoning on two properties and adding one of those properties to the Menifee North Specific Plan (Specific Plan No. 260). GPA2019-008 is a proposal to amend the General Plan land use designation of 3 acres (Assessor’s Parcel Numbers 331-110-027 and 331-140-010) from Heavy Industrial to Specific Plan. CZ2019-009 is a proposal to change the zoning of those properties from Rural Residential (R-R) to Specific Plan No. 260, Planning Area 2 (“Industrial”). Assessor’s Parcel Number 331-110-027 is already included in the Specific Plan, but Assessor’s Parcel Number 331-140-010 is not. SPA2019-006 proposes to amend Specific Plan No. 260 (Menifee North Specific Plan) by modifying the Specific Plan boundary to include APN 331-140-010 within Planning Area 2 (“Industrial”).

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be given to all prospective purchasers of the property and tenants or lessees of the building, and shall be recorded as a deed notice.
 - 4. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 - 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Carissa Hainsworth, Other Interested Person, 445 S. "D" Street, Perris, CA 92570

No one spoke in neutral or opposition to the project.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project CONSISTENT. Absent: Commissioner Youmans

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.2: TIME: 9:35 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 11, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.3:** ZAP1088FV19 – Hamann Construction (Representative: EPD Solutions) – County of Riverside Case No. PPT190001 (Plot Plan). A proposal to construct a 360,022 square foot furniture warehouse building with customer showroom, offices, and second floor mezzanine on 20.42 gross acres located northerly of Murrieta Hot Springs Road, southerly of Commerce Court, easterly of Townview Avenue, and westerly of Calistoga Drive in the unincorporated community of French Valley (Airport Compatibility Zone C of the French Valley Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the Plot Plan CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes to construct a 360,022 square foot furniture warehouse building with customer showroom, offices, and second floor mezzanine on 20.42 gross acres.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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3. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the proposed building, and shall be recorded as a deed notice.
4. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; critical community infrastructure facilities; noise-sensitive outdoor nonresidential uses; and hazards to flight.
5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
6. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review. Any proposal to adjust the locations of the showroom and/or office areas shall be submitted to the ALUC Director for review. The ALUC Director shall evaluate the proposal to verify that the adjustment does not result in a single-acre intensity exceeding applicable criteria.
7. Noise attenuation measures shall be incorporated into the design of the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. At least 4.2 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, a copy of which is attached, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).
9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County Economic Development Agency as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Economic Development Agency.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

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VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project CONSISTENT. Absent: Commissioner Youmans

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.3: TIME: 9:41 A.M.

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I. **AGENDA ITEM 3.4:** ZAP1087FV19 – Halferty Development Company, LLC (Representative: CASC Engineering and Consulting, Inc.) – County of Riverside Case Nos. SPA284A4 (Specific Plan Amendment), CZ7951 (Change of Zone), PP26344 (Plot Plan), CUP3779 (Conditional Use Permit), PM37404 (Tentative Parcel Map). A proposal to establish a 16 building 132,568 square foot retail-commercial center (in 2 phases) on 21.16 acres located on the northeast corner of Thompson Road and Highway 79 Winchester Road. The applicant also proposes amending Specific Plan 284A3 “Quinta Do Lago Specific Plan” amending Planning Area 22 and 23 designation to allow for commercial development, and a change in zone to modify the Planning Area Designations for Planning Area No. 22 from Commercial/Business Park to Commercial Retail, and Planning Area 23 from Community Facilities to Commercial Retail. A conditional use permit is proposed to allow for construction of a gasoline service station with the sale of beer and wine. Also proposed is a tentative parcel map to subdivide the site into 15 commercial parcels. (Airport Compatibility Zones C and D of the French Valley Airport Influence Area).

II. **MAJOR ISSUES**

The project exceeds the Zone D single acre criterion of 450 people for the Fitness Center (Building 11) area (484 people result). However, the applicant is proposing to incorporate risk reduction measures into the design of buildings. Specifically, the building will be single-story, constructed with concrete block, windows will be limited, and the emergency exits will exceed requirements. These measures warrant a 15% bonus to the single acre criterion, resulting in an upgraded allowance of 518 people, with which the project’s single acre intensity of 484 would be consistent.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Specific Plan Amendment and Change of Zone CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, and find the proposed Plot Plan, Conditional Use Permit, and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

STAFF RECOMMENDED AT HEARING

CONSISTENT subject to the updated conditions submitted at the meeting.

IV. **PROJECT DESCRIPTION**

PP26344 is a proposal to establish a 16-building, 132,568 square foot retail commercial center (in 2 phases) on 21.16 acres. The applicant also proposes amending Specific Plan 284 (Quinta Do Lago Specific Plan), and its associated Specific Plan (SP) zoning ordinance as needed to modify the Planning Area land use designations of Planning Area No. 22 from Commercial/Business Park to Commercial Retail, and of Planning Area 23 from Community Facilities to Commercial Retail. Conditional Use Permit No. 3779 would allow for construction of a gasoline service station with the sale of beer and wine. Tentative Parcel Map No. 37404 would subdivide the site into 15 commercial parcels.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.

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2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, critical community infrastructure facilities, highly noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings, and shall be recorded as a deed notice.
4. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County Economic Development Agency as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Economic Development Agency.
5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when

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mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.

6. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.
7. The dining area within Building 4 as shown on the site plan shall not exceed 2,050 square feet.
8. **Building 5 as shown on the site plan shall not exceed 720 square feet of dining area and 1,170 square feet of kitchen area, 14 outdoor patio dining seats and 8 vehicle stack drive-thru, for a maximum occupancy of 80 people. The dining room area may be increased by 15 square feet through the reduction of each outdoor patio dining seat.**
9. **Buildings 6 and 7 as shown on the site plan shall not exceed a combined total of 700 square feet of dining area and 1,300 square feet of kitchen area, 14 outdoor patio dining seats, and 10,600 square feet of retail area, for a maximum occupancy of 160 people in both buildings combined. The dining room area may be increased by 15 square feet through the reduction of each outdoor patio dining seat.**
10. Building 9 as shown on the site plan shall not exceed 1,015 square feet of dining area, 1,885 square feet of kitchen area, and 5,100 square feet of retail area, for a maximum occupancy of 121 people.
11. The dining area within Building 10 as shown on the site plan shall not exceed 2,600 square feet.
12. Building 11 as shown on the site plan shall not exceed 21,627 square feet of exercise room/swimming pool/locker room area, 1,060 square feet of office area, 890 square feet of daycare area, 250 square feet of lobby reception area, and 1,069 square feet of storage/mechanical equipment area, for a maximum of 484 people.
13. Building 12 as shown on the site plan shall not exceed 1,680 square feet of dining area and 3,120 square feet of kitchen area, for a maximum occupancy of 128 people.
14. The dining area within Building 13 as shown on the site plan shall not exceed 1,700 square feet.
15. The dining area within Building 16 as shown on the site plan shall not exceed 3,050 square feet.
16. Buildings shall be limited to a maximum height of 43 feet and a maximum top point elevation of 1,408 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.
17. At least 2.58 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, a copy of which is attached, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a

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diameter of four inches or greater).

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project CONSISTENT subject to the updated conditions submitted at the meeting. Absent: Commissioner Youmans

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.4 TIME: 9:45 A.M.

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I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals – Information Only

4.2 Selection of At-Large Commissioner

The ALUC by a unanimous vote of 6-0 reappointed John Lyon for At-Large Commissioner.

4.3 Recent off-Field Landings

Simon Housman, ALUC Director presented Power Point slides regarding recent off-field landings as a reminder of why the Airport Land Use Commission protect people from airports and airports from people.

4.4 Overflight Brochure Revisions

Simon Housman, ALUC Director presented the new revised Overflight Brochures. Staff has recreated the charts expanding it to legal size improving the appearance and legibility. The brochures are available on the ALUC website to print at any size of your preference.

4.5 Update on Fee Study

Simon Housman, ALUC Director informed the Commission that staff will revisit the cost of evaluating proposed projects for an upcoming revised fee schedule.

II. 5.0 APPROVAL OF MINUTES

The ALUC by a unanimous vote of 5-0 approved the March 14, 2019 minutes. Abstain: Richard Stewart; Absent: Youmans

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

IV. 7.0 COMMISSIONER'S COMMENTS

Chair Manos adjourned the meeting in honor of Sergeant Steve Licon, CHP officer who was killed on special Poppy Bloom assignment.

V. 8.0 ADJOURNMENT

Steve Manos, Chair adjourned the meeting at 10:11 a.m.

VI. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@riveco.org.

ITEM 4.0: TIME IS: 9:57 A.M.