

# **Temecula Valley Wine Country Community Plan**

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General Plan Policies and Figures

## Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries for the Policy Areas in the Southwest planning area are shown on Figure 4, Policy Areas, and are described in detail below.

### POLICY AREAS

Eleven policy areas are designated within the Southwest Area Plan. They are important locales that have special significance to the residents of this part of the County. Many of these policies derive from citizen involvement over a period of decades in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Southwest planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The boundaries of these policy areas shown on the Policy Area Map are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.



*A view of one of the Temecula Vineyards*

### Temecula Valley Wine Country Policy Area

The Temecula Valley Wine Country Policy Area is located easterly of the City of Temecula and westerly of Vail Lake. This region encompasses one of the most important agricultural lands in the County. The many wineries and equestrian uses here provide a significant tourist attraction to the region, which in turn provides a continual economic benefit to the surrounding businesses. In addition, the Temecula Valley Wine Country area is an important part of the character of the Southwest Area Plan and has become ingrained in the culture of the surrounding communities.



SWAP = Southwest Area Plan

Three districts have been established for this policy area – Winery, Equestrian and Residential – to ensure long-term viability of the wine industry while protecting the community’s equestrian rural lifestyle. The overarching policies for this region promote a strong identity for the Temecula Valley Wine Country. Additional policies within each district provide for complimentary uses distinct to the delineated areas. These policies protect against the location of activities that are incompatible with existing residential and equestrian uses, which could lead to land use conflicts in the future. These policies also establish a framework for the implementing Wine Country (WC) Zones and Design Guidelines, which have been established to further promote and preserve the distinctive character of this unique area. The following policies are applicable to the Temecula Valley Wine Country Policy Area:

SWAP 1.1 Require boundary changes to the Temecula Valley Wine Country Policy Area to be subject to the Foundation Component Amendment process unless county-initiated amendment.

SWAP 1.2 Maintain distinct characters of the Winery, Equestrian, and Residential Districts through implementing zones to promote harmonious coexistence of these uses.



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- SWAP 1.3 Permit Class I Wineries on 5 acres or more provided that at least:
- 75% of the project site is planted in vineyards;
  - 75% of the grapes utilized in wine production are grown or raised within the county; and
  - The winery facility shall be less than 1,500 square feet.
- SWAP 1.4 Permit Class II Wineries with limited commercial uses such as sampling rooms and retail wine sales establishments on a minimum lot size of ten (10) acres to promote viticulture potential of this region provided that at least:
- 75% of the project site is planted in vineyards;
  - 75% of the grapes utilized in wine production are grown or raised within the county; and
  - The winery facility shall at least produce 3,500 gallons of wine annually.
- SWAP 1.5 Require a density of ten (10) acres minimum for tentative approval of residential tract and parcel maps after (March 11, 2014) regardless of the underlying land use designation except in the Wine Country – Residential District where a density of five (5) acres minimum shall apply.
- SWAP 1.6 Allow small-scale cottage inns or cottage industries. Encourage agricultural operations, equestrian activities and vineyard planting with such uses to reflect the unique character of this Policy Area.
- SWAP 1.7 Develop and implement an integrated trails network that carefully considers equestrian uses, incidental commercial activities and agricultural operations, and includes, but is not limited to, regional trails, combination trails, bike paths, open space trails, historic trails, etc.
- SWAP 1.8 Pending adoption of an updated Air Quality Element and Climate Action Plan (CAP), ensure that new development selects greenhouse gas (GHG) reduction measures from the Option Tables to achieve the County's GHG emission reduction thresholds as set forth in the Greenhouse Gas Reduction Workbook (workbook). Alternatively, new developments may utilize other reduction mechanisms to achieve reduction thresholds as prescribe in the workbook.

### **Wine Country – Winery District**

The Wine Country – Winery District generally encompasses the area formally recognized as the Citrus/Vineyard Policy Area and includes additional areas to the east and south. The primary purpose of the Winery District is to promote the establishment of additional commercial activities that support tourism while ensuring long-term viability of the wine industry. The secondary purpose of the Winery District is to recognize, and allow the expansion of, existing wineries that are integral part of the Temecula Valley Wine Country economy.

- SWAP 1.9 Encourage new incidental commercial uses that promote tourist related activities for the wine industry as described in the Wine Country – Winery (WC-W) Zone.

SWAP 1.10 Allow the 31 existing wineries that were adopted prior to March 11, 2014 and are shown on Figure 4B to expand as described in the Wine Country – Winery Existing (WC-WE) Zone.

SWAP 1.11 Allow incidental commercial uses such as special occasion facilities, hotels, resorts, restaurants and delicatessens in conjunction with commercial wineries as defined in the implementing zones.

### Winery District Overlay

The purpose of the Winery District Overlay is to identify property that may be developed either under the Winery District Overlay or under the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area.

SWAP 1.12 Allow properties within the Winery District Overlay the opportunity to utilize either the density and uses allowed under the Rural Community-Estate Density Residential land use designation or the density and uses allowed in the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area.

SWAP 1.13 The Winery District Overlay is within the area depicted on Figure 4B.

SWAP 1.14 When developing under the Rural Community-Estate Density Residential land use designation, the following provisions apply:

- Allow land uses consistent with the Rural Community-Estate Density Residential land use designation.
- The minimum density shall be one dwelling unit per two (2) acres.
- Proposed uses and related development standards shall be implemented through the Rural Agriculture (R-A) zone with a minimum lot size of two acres.
- The provisions of the Temecula Valley Wine Country Policy Area do not apply.

SWAP 1.15 When developing under the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area the following provision shall apply.

- Allow land uses consistent with the Wine Country-Winery District.
- The minimum density shall be one dwelling unit per ten acres.
- Proposed uses and related development standards shall be implemented through Wine Country-Winery (WC-W) Zone.
- The provisions of the Rural Community-Estate Density Residential land use designation do not apply.

SWAP 1.16 Require that adequate water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use and development.

### Wine Country – Equestrian District

The Wine Country – Equestrian District generally encompasses the area formerly recognized as the Valle de los Caballos Policy Area. The purpose of



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the Equestrian District is to protect and promote equestrian uses in the Temecula Valley Wine Country Policy Area to make this a unique Wine Country in the nation.

SWAP 1.17 Encourage equestrian establishments that promote the equestrian lifestyle as described in the Wine Country – Equestrian (WC-E) Zone.

SWAP 1.18 Permit incidental commercial uses such as western style stores, polo-grounds, or horse racing tracks, petting zoos, event grounds, horse show facilities, animal hospitals, restaurants, delicatessens, and special occasion facilities in conjunction with commercial equestrian establishments on lots larger than 10 acres to encourage equestrian tourism in this community.

#### **Wine Country – Residential District**

The Wine Country – Residential District is located in the central and northeastern portions of the Temecula Valley Wine Country Policy Area. The purpose of the Residential District is to encourage permanent estate lot residential stock in this region to balance the tourism related activities.

SWAP 1.19 Encourage residential development that complements the Temecula Valley Wine Country Policy Area as described in the Wine Country – Residential (WC-R) Zone.

SWAP 1.20 Encourage tentative approval of residential tract and parcel maps to cluster development in conjunction with on-site vineyards provided that the overall project density yield does not exceed one dwelling unit per five (5) acres. While the lot sizes in a clustered development may vary, require a minimum lot size of 1 acre, with at least 75% of the project area permanently set-aside as vineyards.

# County of Riverside General Plan

## Southwest Area Plan – GPA No. 1077



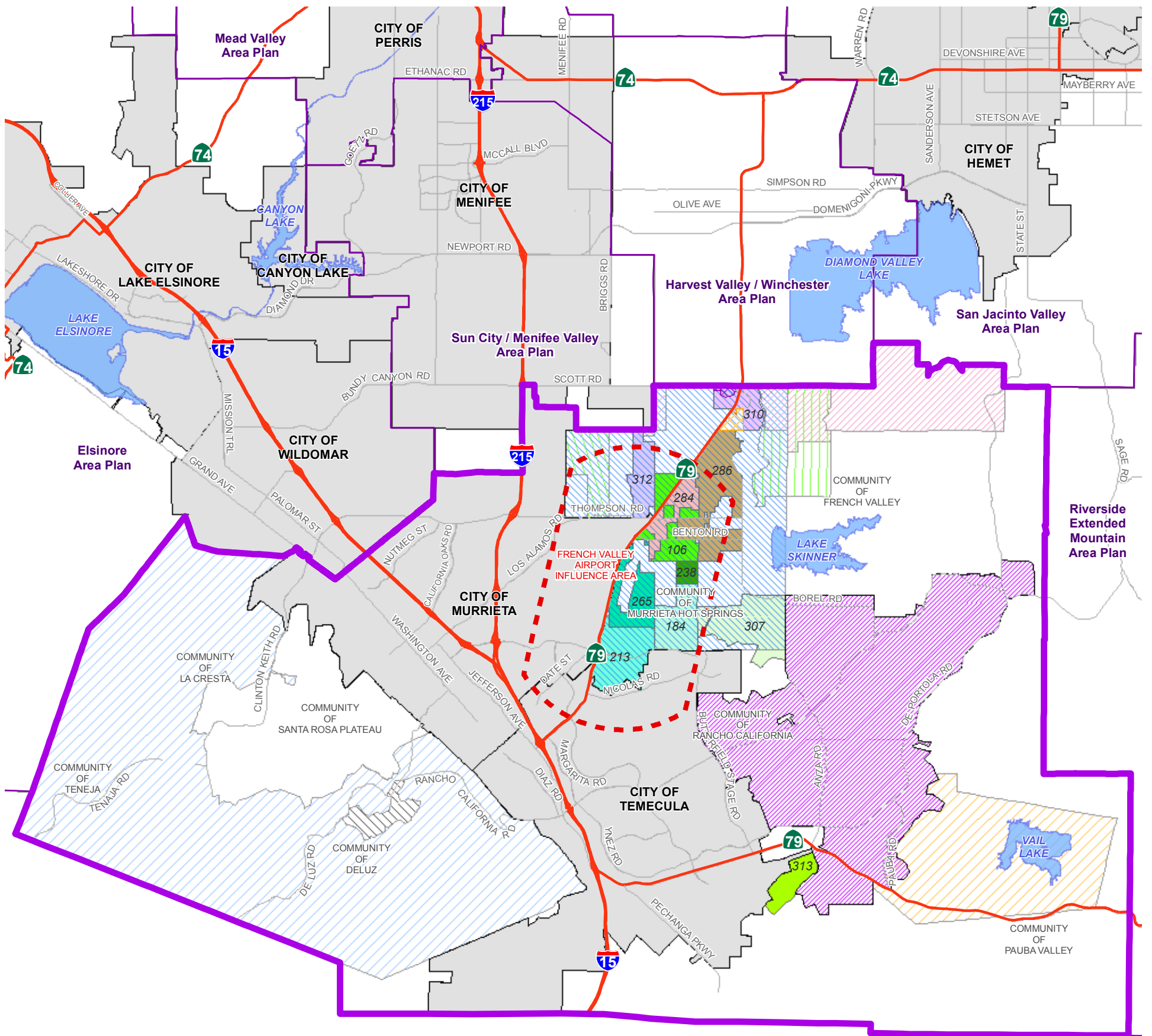
**Table 2: Statistical Summary of the Southwest Area Plan**

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	Acres	Dwelling Units	Population	Employment
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<p>The following provides the acreages for each Overlay and/or Policy Area within the Area Plan. Overlays and Policy Areas are districts that contain unique standards tailored to a local geographic area. In some instances, these Overlays and Policy Areas alter the allowable uses and maximum densities/intensities within the particular district. In these cases, the buildout potential resulting from the application of the Overlays and Policy Areas has been accounted for in the Base Land Use Designations above. Please see the Area Plan for a description of the unique features contained within each Overlay or Policy Area.</p>				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS</b>				
Community Development Overlay	120	18	54	0
Community Center Overlay	51	299	900	400
Winery District Overlay	112	39	118	0
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<b>Total Area Subject to Overlay</b>	<b>283</b>	<b>356</b>	<b>1,072</b>	<b>400</b>
<b>POLICY AREAS</b>				
Highway 79	16,253	---	---	---
Leon/Keller	162	---	---	---
Specific Plan Required	483	---	---	---
Diamond Valley Lake	5,025	---	---	---
Section 25 & 36	964	---	---	---
Temecula Valley Wine Country	17,910	---	---	---
Santa Rosa Plateau	36,312	---	---	---
Walker Basin	571	---	---	---
Vail Lake	8,069	---	---	---
North Skinner	2,237	---	---	---
French Valley Airport Influence Area	14,596	---	---	---
Keller Road South Side	20	---	---	---
<b>Total Area Within Policy Areas</b>	<b>102,602</b>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS</b>	<b>102,885</b>			

**NOTES:**

- a. Statistics reflect the midpoint for the theoretical range of build-out projections. Reference Appendix E of the General Plan for assumptions and methodology.
- b. Overlay figures reflect the additional dwelling units, population and employment permissible under this category.
- c. It is assumed that Commercial Retail designation will buildout at 40% Commercial Retail and 60% Medium Density Residential.
- d. The acreage for the Overlays and Policy Areas have not been included in the acreage totals to avoid double counting.



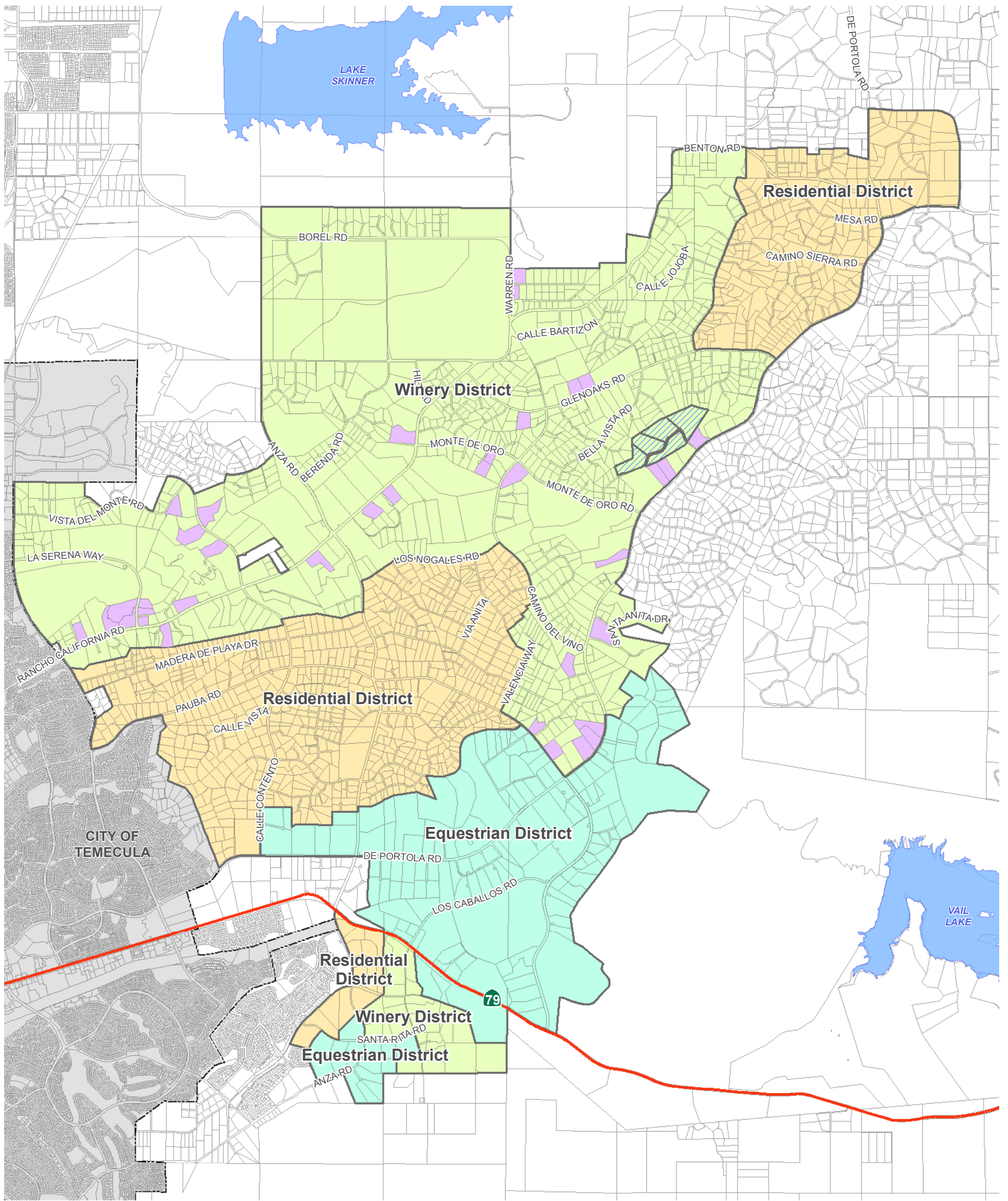


Data Source: Riverside County

- |  |                                    |                                |                    |
|--|------------------------------------|--------------------------------|--------------------|
| Temecula Valley Wine Country Policy Area | Highway 79 Policy Area             | Santa Rosa Plateau Policy Area | Area Plan Boundary |
| Community Development Overlay            | Keller Road South Side Policy Area | Sections 25/36 Policy Area     | Highways           |
| Community Center Overlay                 | Leon/Keller Policy Area            | Vail Lake Policy Area          | Waterbodies        |
| Diamond Valley Lake Policy Area          | North Skinner Policy Area          | Walker Basin Policy Area       | City Boundary      |
|  |                                    |                                | Specific Plans     |

Figure 4





Data Source: Riverside County 2011









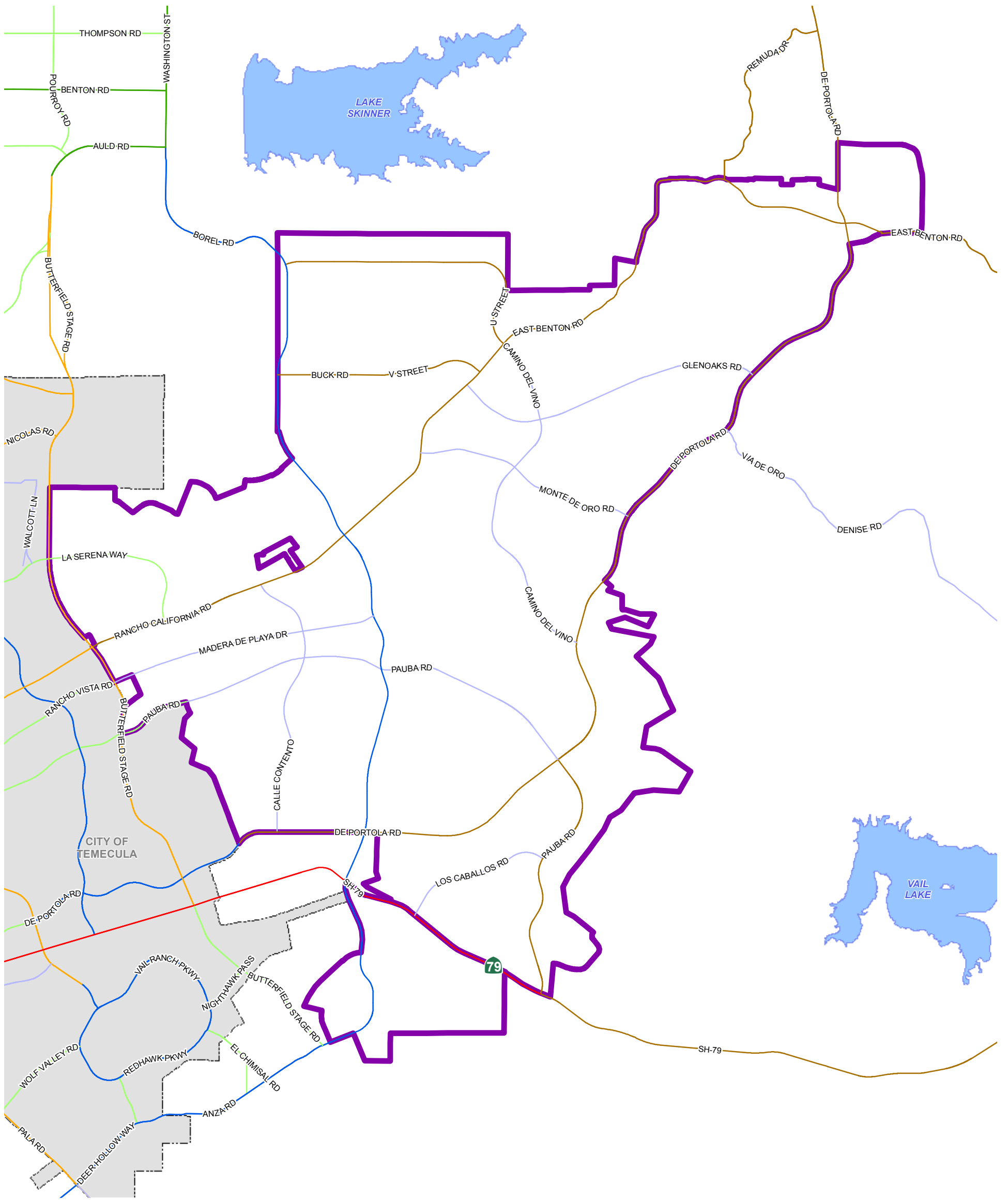
-  Existing Wineries (Less than 20 acres gross)
-  Equestrian District
-  Residential District
-  Winery District
-  Winery District Overlay
-  Highways
-  City Boundary
-  Waterbodies

Figure 4B





Data Source: Riverside County Transportation

- |                              |  |  |
|------------------------------|--|--|
| Freeway                      | Rail                                     | Wine Country Community Plan Project Boundary |
| Expressway (220' ROW)        | Moreno Valley to San Bernardino Corridor | City Boundary                                |
| Urban Arterial (152' ROW)    | Cajalco Romona Corridor                  | Waterbodies                                  |
| Arterial (128' ROW)          | SR-79 Re-alignment Alternatives          |  |
| Major (118' ROW)             | Existing Interchange                     |  |
| Mountain Arterial (110' ROW) | Proposed Interchange                     |  |
| Secondary (100' ROW)         |  |  |
| Collector (74' ROW)          |  |  |

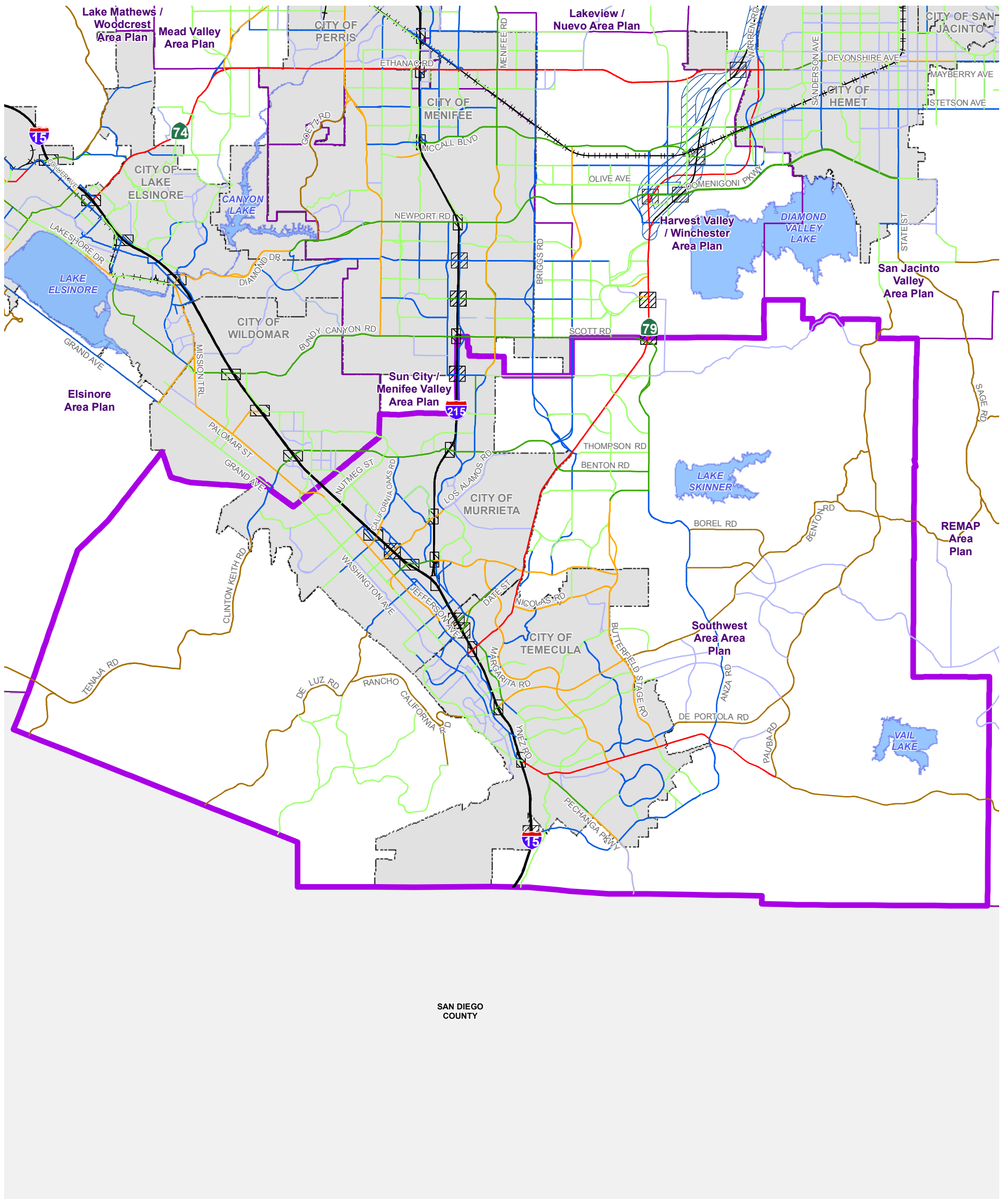
September 12, 2011

0 0.5 1 Miles

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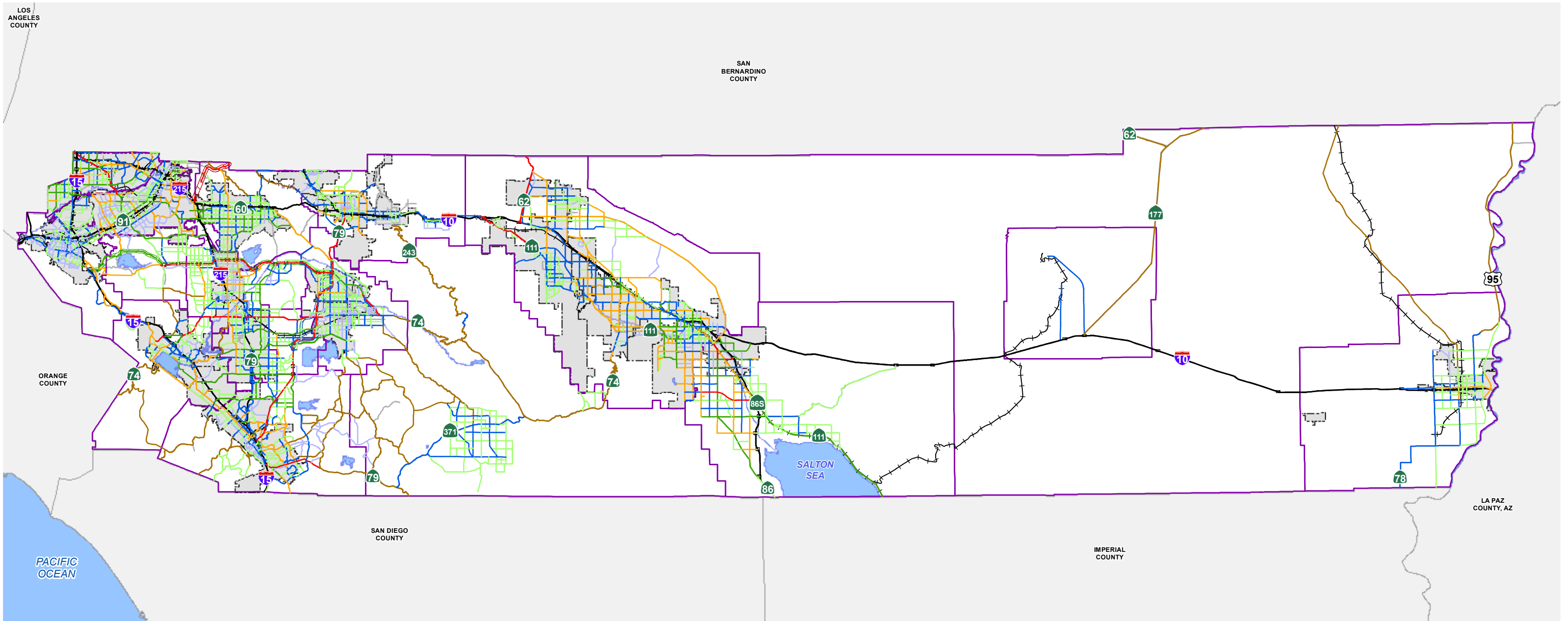
## TEMECULA VALLEY WINE COUNTRY CIRCULATION



Data Source: Riverside County Transportation

- Freeway
- Expressway (220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Mountain Arterial (110' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Rail
- Moreno Valley to San Bernardino Corridor
- Cajalco Romona Corridor
- SR-79 Re-alignment Alternatives
- Existing Interchange
- Proposed Interchange
- Area Plan Boundary
- City Boundary
- Waterbodies

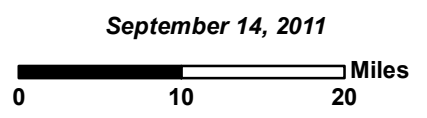
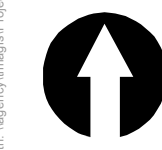
Figure 7



Data Source: Riverside County Transportation

- Freeway
- Expressway (220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Mountain Arterial (110' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Rail
- Moreno Valley to San Bernardino Corridor
- Cajalco Romona Corridor
- SR-79 Re-alignment Alternatives
- Existing Interchange
- Proposed Interchange
- Area Plan Boundary
- Waterbodies
- City Boundary

Figure C-1



September 14, 2011



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CIRCULATION ELEMENT -

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## NON-MOTORIZED TRANSPORTATION

A well-planned and built trail system can provide for an improved quality of life for Riverside County residents by providing a recreational amenity and by providing a viable alternative to the automobile. Ideally, this system would connect community centers, residential neighborhoods, recreational amenities, employment centers, schools, shopping areas, public spaces, and public transit. Providing a safe user environment can encourage utilization of trails within commercial, office, and residential areas. Use of trails within recreation and natural open-space areas can be encouraged through proper signage and publicity.

### Policies:

- C 15.1 Implement a two-tiered system of trails, and later expand it into an effective non-motorized transportation system.
- C 15.2 Seek financing to implement an effective non-motorized transportation system. This funding can include such potential sources as state and federal grants, County transportation funds, “in-lieu” fees, special assessments, redevelopment agency funds, parking meter revenues, other public and non-profit organization funds, developer contributions, and other sources. (AI 36)
- C 15.3 Develop a trail system which connects County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.
- C 15.4 Periodically review and update the Trails and Bikeways Plan (Figure C-7) in accordance with the review procedures and schedule of the General Plan, in order to ensure its compatibility with the other components of the County General Plan, and with the similar plans of agencies such as Western Riverside County Council of Governments, Coachella Valley Association of Governments, Riverside County Transportation Commission, Regional Conservation Authority, Riverside County Habitat Conservation Authority and all jurisdictions within and abutting Riverside County.
- C 15.5 Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make trails user-friendly, where feasible.
- C 15.6 Provide, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.



*A parkway is located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.*

*Regional Trails are designed to connect parks and provide linkage opportunities between open space areas and regional recreation areas.*

*Community Trails create linkages similar to region trails, but are local serving.*

### Multipurpose Recreational Trails

The trails proposed for Riverside County are designed to serve several different groups. They are intended for the use of equestrians, hikers, joggers, non-motorized bikers, as well as the casual walker. Depending on where a trail is



located and how it is designed and constructed will affect the type of use the trail gets, but most trails are open to a variety of these uses.

Riverside County currently has one developed trail that the Riverside County Regional Park and Open Space District maintains, the Santa Ana River Trail. The Santa Ana River Trail is part of a planned regional trail extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have trails which are built and are maintained by another entity such as a homeowners' association, a community service area, or a local park and recreation district. These trails lack connectivity to other parts of the County trail system, resulting in a fragmented system. Providing connectivity between County trails and between County trails and State and Federal trails, historic trails, and trails in other jurisdictions, will be instrumental in creating a usable trail system.

The Riverside County Regional Park and Open Space District has prepared and adopted a Trails Development Standards Policy Manual, which is anticipated to direct in all trails planning, construction, and maintenance activities.

Riverside County has several types of recreational trails and in addition, several sub-classifications, and other categories of trails, as described below:

**Regional Trails** - These are the primary long distance trails within the County, and are usually designed to provide linkages between communities, regional parks, and open space areas. They are generally maintained and operated by the Riverside County Regional Park and Open Space District. They are also designed to connect with trails in State and Federal parks, forests, and recreational areas as well as trails within cities and other jurisdictions. Regional trails are designed to serve users needing soft trail surfaces, including equestrians, pedestrians, joggers, and mountain bikers.

There are two types of Regional Trails. “Regional Urban and Rural Trails” are the first type, and they primarily connect communities, parks, and open space areas. They are built with 10’ to 12’ wide unpaved soft surfaces, and are generally sited within 20’ wide (width may be permitted to vary) easements. Regional Urban and Rural Trails are usually intended to be maintained by the Riverside County Regional Park and Open Space District, by the Transportation Department through Lighting and Landscape Maintenance Districts, or by other entities subject to approval by the County.

“Regional Open Space Trails” are intended for both open space areas associated with private developments and for publicly and quasi-publicly managed open space areas, where it is necessary to minimize both the impacts of human usage on the landscape and the level of trail maintenance required. These are generally existing trails, but some new trails may be built. These trails have 2’ to 4’ wide unpaved surfaces, within easements that are typically 10’ wide. Regional Open Space Trails are usually intended to be maintained by the Riverside County Regional Park and Open Space District, or by public or quasi-public entities that either already own the open space areas that contain or would contain the trails, or have agreed with the County to accept open space areas and trails within them for maintenance.

(See Figure C-8 for Regional Trails cross sections and details)

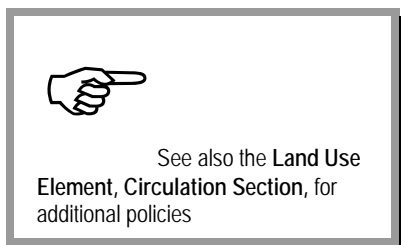
**Community Trails** - These trails are designed to link areas of a community to the regional trail system and to link areas of a community with each other. Such



## County of Riverside General Plan Circulation Element – GPA No. 1077

trails are typically maintained and operated by a local parks and recreation district or other governmental entities empowered and funded to maintain trails. Community Trails are designed for trail users preferring a soft trail surface, including equestrians, pedestrians, joggers, and mountain bikers. Community Trails will be sited within easements or portions of road right-of-ways (ROWs) of-up to 14 feet wide See Figure C-8 for Community Trails cross sections and details.

**Historic Trails** - These trails are designated historic routes that recognize the rich history of Riverside County. The Historic Trails designated on the Bikeways and Trails Plan, Figure C-7, include: The Juan Bautista de Anza National Historic Trail, the Southern Immigrant Trail, the Pacific Crest National Scenic Trail, the California Riding and Hiking Trail, and the Bradshaw Route. The Historic Trails routes designations are graphical representations of the general location of these historic routes and do not necessarily represent a planned Regional, Community, or other type of existing or planned Trail. There are Regional or Community Trail designations that could more or less either follow or parallel these routes, providing opportunities to recognize the historic significance of these routes and affording the prospect of developing interpretive centers and signage.



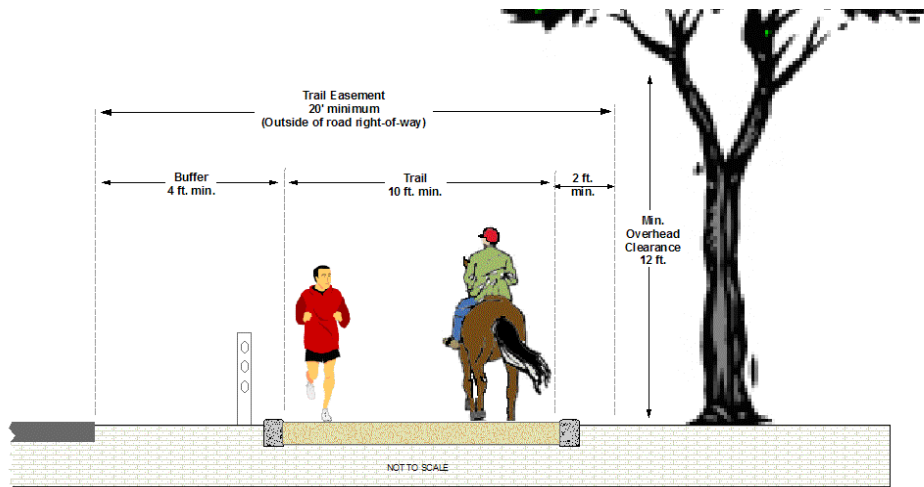
**Non-County Public Lands Trails** - Trails within the San Bernardino and Cleveland National Forests, Joshua Tree National Park, Santa Rosa and San Jacinto Mountains National Monument, public lands managed by the Bureau of Land Management, lands owned by the County of Riverside, the Western Riverside County Regional Conservation Authority, the Riverside County Habitat Conservation Agency, and other national, state, and local public or private lands such as those owned by the Nature Conservancy, Riverside Land Conservancy, and The Wildlands Conservancy, that are open to public usage, are also depicted on the Bikeways and Trails Plan, Figure C-7. Such trails are managed and maintained by the responsible - Federal, state, or other agencies. While the County has no jurisdiction over such trails, they are shown on the County plan to indicate connectivity.

**Other Types of Trail Classifications:** In order to accommodate local community needs, some variances in purpose or design standards for certain local trails may be appropriate. Trail plans shown in Design Guidelines documents adopted by the County are types of localized trail classifications that may be appropriate at the community-specific level.

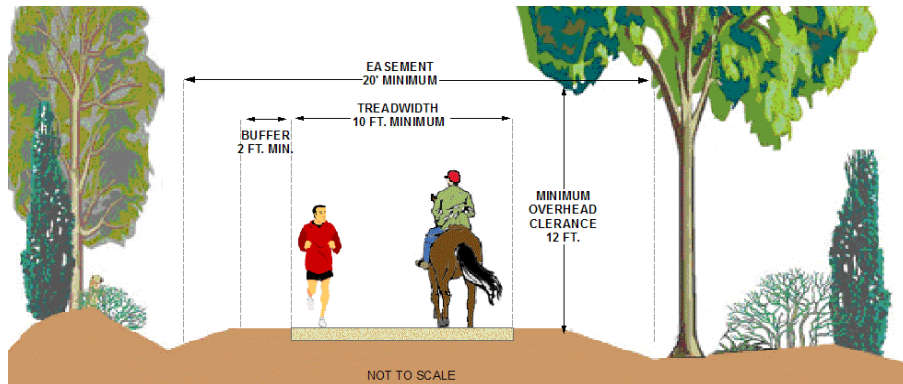
Design Guidelines have been developed for several of the County's communities, and more may be adopted in the future. The Mecca, Thermal, Vista Santa Rosa, Bermuda Dunes, Desert Edge, Lakeview/Nuevo, and Temecula Valley Wine Country Design Guidelines each contain some trail development standards that are different from countywide trail standards, and that are unique to those communities. These customized Design Guideline trail standards were prepared with extensive local citizen input, and in close cooperation between the County and special districts that would be involved in the construction and/or maintenance of such trails.

Other, major trail corridors may have different types of designations along their routes through Riverside County. For example, the Santa Ana River National Recreation Trail contains components designated as Class I Bikeway, Regional Trail, and Combination Trail in its course along the Santa Ana River, for the most part along both sides of the river, connecting Riverside County to Orange and San Bernardino Counties.

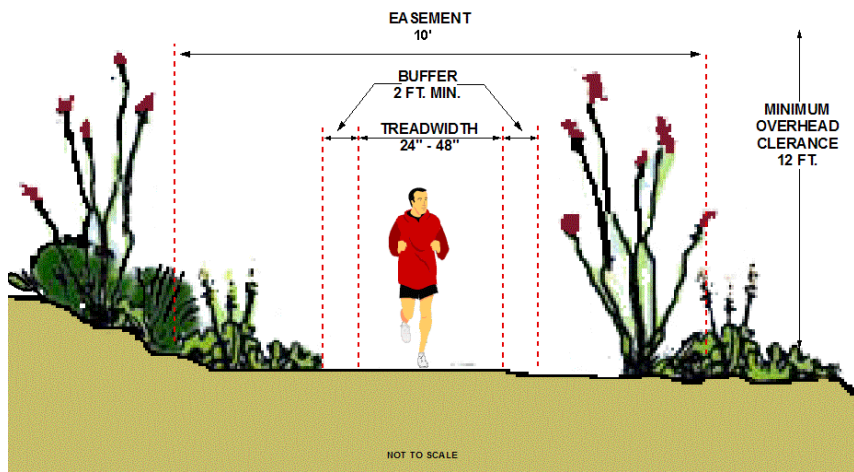
**Figure C- 8 Trails Types Classification Details**



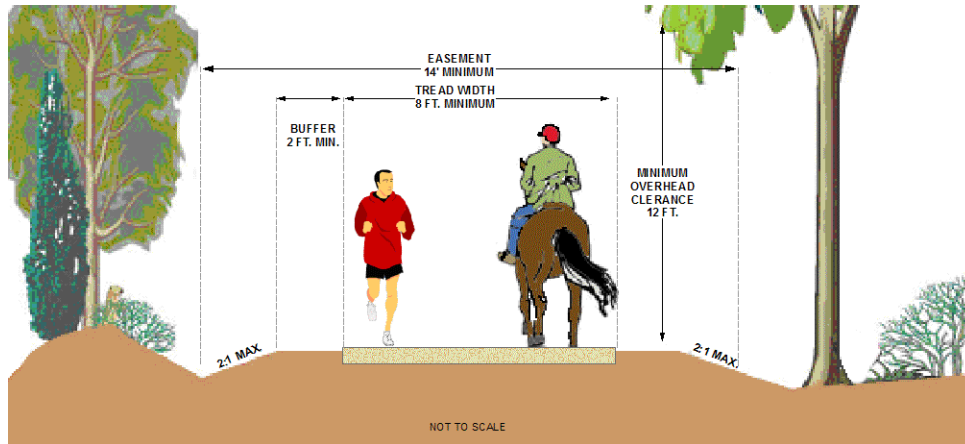
**REGIONAL TRAIL - IN URBAN AREAS**



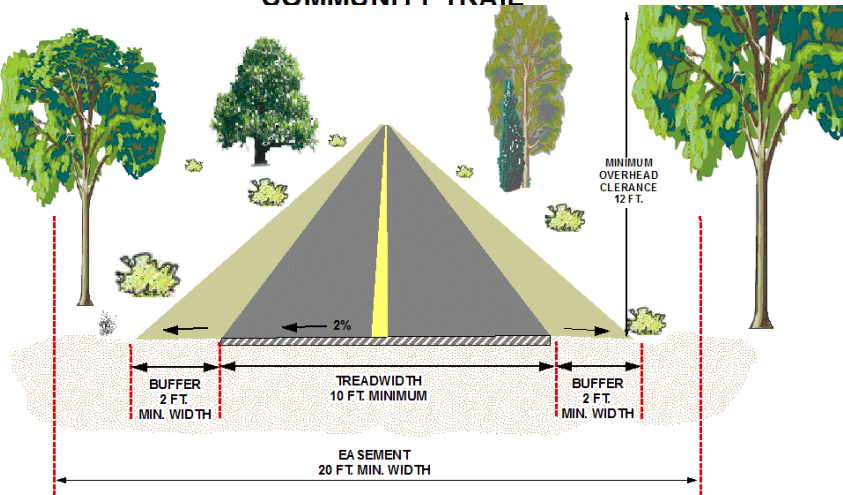
**REGIONAL TRAIL - IN RURAL AREAS**



**REGIONAL TRAIL - IN OPEN-SPACE AREAS**

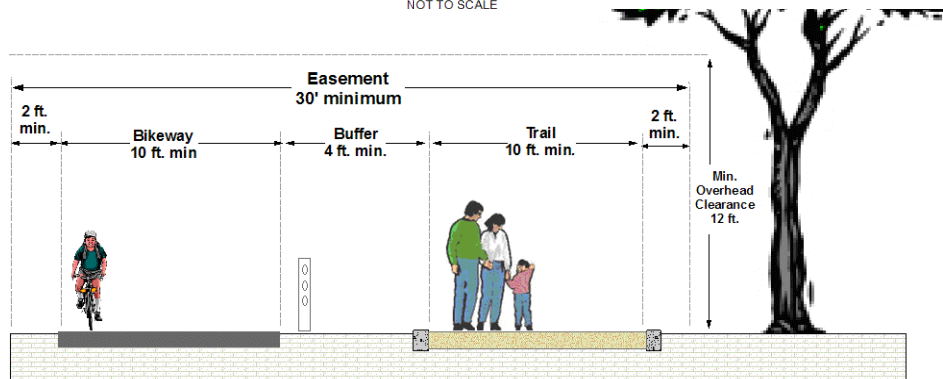


### COMMUNITY TRAIL



### CLASS I BIKEWAY

NOT TO SCALE



NOT TO SCALE

### CLASS I BIKEWAY/REGIONAL TRAIL - IN URBAN AREAS



### Policies:

- C 16.1 Implement the County trail system as depicted in the Bikeways and Trails Plan, Figure C-7. (AI 3, 33)
- C 16.2 Develop a multi-purpose trail network with support facilities which provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, equestrian trailer parking (as appropriate), bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities. (AI 35)
- C 16.3 Require that trail alignments provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other areas of concentrated public activity, where feasible.
- C 16.4 Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads. (AI 3, 33)
- Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.
  - Ensure that new gated communities, and where appropriate, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries.
  - Provide buffers between streets and trails, and between adjacent residences and trails.
  - Make use of already available or already disturbed land where possible for trail alignments.
  - Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.
- C 16.5 Identify all existing rights-of-way which have been obtained for trail purposes through the land development process. (AI 34)
- Once the above task has been accomplished, analyze the existing rights of-way and determine the most expedient method for connecting the parts.
- C 16.6 Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas. These potential corridors include, but are not limited to, the rights-of-way for: (AI 35, 36, 42)
- water mains;
  - water storage project aqueducts;
  - irrigation canals;
  - flood control;
  - sewer lines;
  - fiber optic cable lines,
  - gas lines,



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- h. electrical lines, and
  - i. fire roads, railroads, and bridges.
- C 16.7 Adhere to the following trail-development guidelines when siting a trail: (AI 3, 35, 36, 38, 39, 40, 41, 42).
- a. Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost.
  - b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible.
    - i) Where a separate right-of-way is not feasible, maintain recreation trails within the County or Flood Control, Transportation or other public agency right-of-way, where feasible.
  - c. Develop and implement trail design standards which will minimize maintenance due to erosion or vandalism.
  - d. Maximize visibility and physical access to trails from streets and other public lands.
  - e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries.
  - f. When a trail is to be obtained through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.
  - g. Consider the use of abandoned rail lines as multipurpose “rail-trails” corridors through the “Rails-to-Trails” program.
  - h. Place all recreation trails a safe distances from the edges of active aggregate mining operations and separate them by physical barriers, such as fences, berms, and/or other effective separation measures. Avoid placing a trail where it will cross an active mined materials haul route.
  - i. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads with high amounts of traffic. Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users.
  - j. Design and construct trails that properly account for such issues as sensitive habitat areas, cultural, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation.
  - k. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, and the State Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.
  - l. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.

- m. Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.
  - n. Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings.
  - o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate.
  - p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.
  - q. Information about the County’s trail system shall be provided at the Riverside County Park and Open Space District and online in order to make the public aware of the County’s trail system.
  - r. Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail.
  - s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing.
  - t. Use already available or disturbed land for trails wherever possible for new or extended trails.
  - u. Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality.
  - v. Coordinate with local Native American tribes for any proposed trails under the mandates of “SB18” Traditional Tribal Places Law.
- C 16.8 Require the installation (where appropriate and pursuant to County standards) of the appropriate styles of fencing along trail alignments that separate trails from road right-of-ways (ROWs), or where trails are located within road ROWs, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing. (AI 3)

## Bikeways

Riverside County’s bikeway system is included as part of the County’s circulation system Trails and Bikeways Plan mapping. Planned bicycle routes are shown on the Bikeways and Trails Plan, Figure C-7. The County uses three types of bike path classifications, as classified by CalTrans Bikeway Planning and Design Standards 1000:

**Class I** - Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. The right-of-way for Class I Bikeways may be substantial, separated from roadways by landscaped strips or other barriers. In some cases, where appropriate, Class I Bikeways may be designed and signed to also permit golf carts.

**Class II** - Class II Bikeways, or bike lanes, are intended for preferential use by



bicycles, and are provided for within the paved areas of roadways. Bike lane pavement striping and other markings, and bikeway signs are intended to promote an orderly flow of traffic by establishing demarcations between lanes designated for bicycles and lanes designated for motor vehicles. Bike lanes are one-way facilities that follow the flow of motor vehicle movement.

**Class III Bikeways:** Class III Bikeways, or bike routes, are intended to provide continuity within the bikeways system, usually by connecting discontinuous segments of Class I and Class II Bikeways. Bike routes are shared facilities, either with motor vehicles on roads or with pedestrians on sidewalks, and bicycle usage of the facilities is considered secondary. Bike routes are not marked on pavement but are supported by signs.

### Combination Class 1 Bikeway /Regional Trails

Combination Class I Bikeway/Regional Trails (Combination Trails) function as regional connectors linking together the urban and rural communities and major water bodies and Regional parks in the County and provide opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips. This system also links together existing and planned Class I Bikeways, Regional Trails, and other types of trails to enhance County residents' access to the trail system.

Combination Class 1 Bikeway/Regional Trails (Combination Trails) include both a Class 1 Bikeway, with a 20' wide paved surface, marked for two-way traffic, for use primarily by bicyclists and pedestrians, and a Regional Urban and Rural Trail, with a 10' – 12' wide soft surface, for use primarily by equestrians and pedestrians, located either in tandem on one side of a street, river, or other major linear feature, or in "split" fashion, with one function (Class 1 Bikeway) of the Combination Trail located on one side of the street or other linear geographical feature, and the other type (Regional Urban or Rural Trail) located on the other side of the street or linear feature.

Combination Trails generally require 30' wide easements where both components of the trails are situated in tandem on one side of a street or linear feature. Where the trail components are split along a street or other linear feature, the easements required will generally be the same as for Class 1 Bikeways (generally 20' wide) and Regional Urban and Rural Trails (generally 20' wide) when built separately. Unless maintained by a County Service Area (CSA) or a special parks district, Combination Trails are usually maintained by the Riverside County Regional Park and Open Space District, or by the Transportation Department through a Landscape and Lighting Maintenance District.

(See Figure C-8 for Combination Trails cross-sections and details)

Policies:

- C 17.1 Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combo Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open Space Trails Standards Manual, and other County Guidelines. (AI 34, 41)



- C 17.2 Require bicycle access between proposed developments and other parts of the County trail system through dedication of easements and construction of bicycle access ways.
- C 17.3 Ensure that the bikeway system incorporates the following:
- Interconnection throughout and between of cities and unincorporated communities;
  - Provision of lanes to specific destinations such as state or county parks;
  - Provision for recreational bicycle riding and bicycle touring; and
  - Encouragement of bicycle commuting.
  - Encouragement of golf cart commuting within a community.
  - Connect bikeways to all urban transit centers and systems (bus stops and Metrolink stations).
  - Provide bicycle parking at transit stops and park-and-ride lots.
- C 17.4 Ensure that alternative modes of motorized transportation, such as buses, trains, taxi cabs, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities due to existing or future planned transit routes.

### **Acquisition, Maintenance, and Funding of Multipurpose Trails and Bikeways**

The implementation of a usable trail network in Riverside County will require a combination of several strategies including land acquisition, trail maintenance, and funding for trails. The following policies identify actions which will enable the County to facilitate the creation and upkeep of these valuable facilities.

#### **Policies:**

- C 18.1 ACQUISITION (AI 33)
- Promote public/private partnerships for trail acquisition.
  - Seek ways to build a trail system affordably, and seek partners in doing so within a reasonable time frame, possibly in stages, to serve all trail communities, and upgrade the system of linkages/destinations.
  - Determine which public and/or private agencies have existing easements, unused rights-of-way, which potentially could be incorporated as trail linkages throughout Riverside County. Such agencies may include the Riverside County Flood Control and Water Conservation District, regional and local parks districts and transportation agencies, various utility companies/districts, and Railroad companies, leverage – use roads, dirt roads, as trails routes, to foster partnerships, get the trails built and managed, etc.
  - Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion



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of the property assessed as open-space instead of a higher land-use category.

- e. Seek to connect existing cul-de-sacs to each other, and to trail networks. In rare occasions, this may entail purchasing homes at the ends of streets, constructing the connections, and reselling the homes.
- f. Wherever possible and to the extent consistent with overall trail system objectives, use trail designs and locations that minimize construction and maintenance costs.

#### C 18.2 MANAGEMENT AND MAINTENANCE

- a. Implement maintenance options such as the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,
- b. Implement methods to discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by legitimate trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.
- c. Research the potential for, and consider establishing a countywide trail management entity that will facilitate the acquisition of adequate funds for trail maintenance.
- d. Research the potential for, and consider establishing a separate agency within the County to manage and maintain the County's trails system.
- e. Use trail designs that remove or limit injury/safety liability concerns.
- f. Use trail designs that minimize trail maintenance costs.

#### C 18.3 FUNDING

- a. Solicit all possible sources of funding to plan, acquire, and construct recreational trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, and/or funds/assessments from local, regional, State, and Federal government entities. (AI 36, 37)
- b. Persuade local communities to finance their own community trail systems through the use of special tax assessment districts. If applicable, these districts should also provide adequate regulation for the keeping of horses.