

a. Circulation Plan Description

The Circulation Plan for The Crossroads in Winchester provides improvement standards intended to promote the efficient and safe movement of people within the Specific Plan area. In addition, it establishes policies and programs which will ensure that all components of the transportation system meet the County's future transportation needs. The Specific Plan is located within the Highway 79 Policy Area that was established to ensure that overall trip generation does not exceed system capacity and that system operation continues to meet Level of Service Standards. In general, the program established guidelines to be incorporated into an individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall, within the Highway 79 Policy Area, development projects produce traffic generation at a level that is 9 percent less than the trips projected from the General Plan traffic model residential land use designation. The Crossroads in Winchester proposes a 9 percent trip reduction for the residential development.

Based on these policies, the Circulation Plan will address several aspects of circulation throughout the Specific Plan area, including:

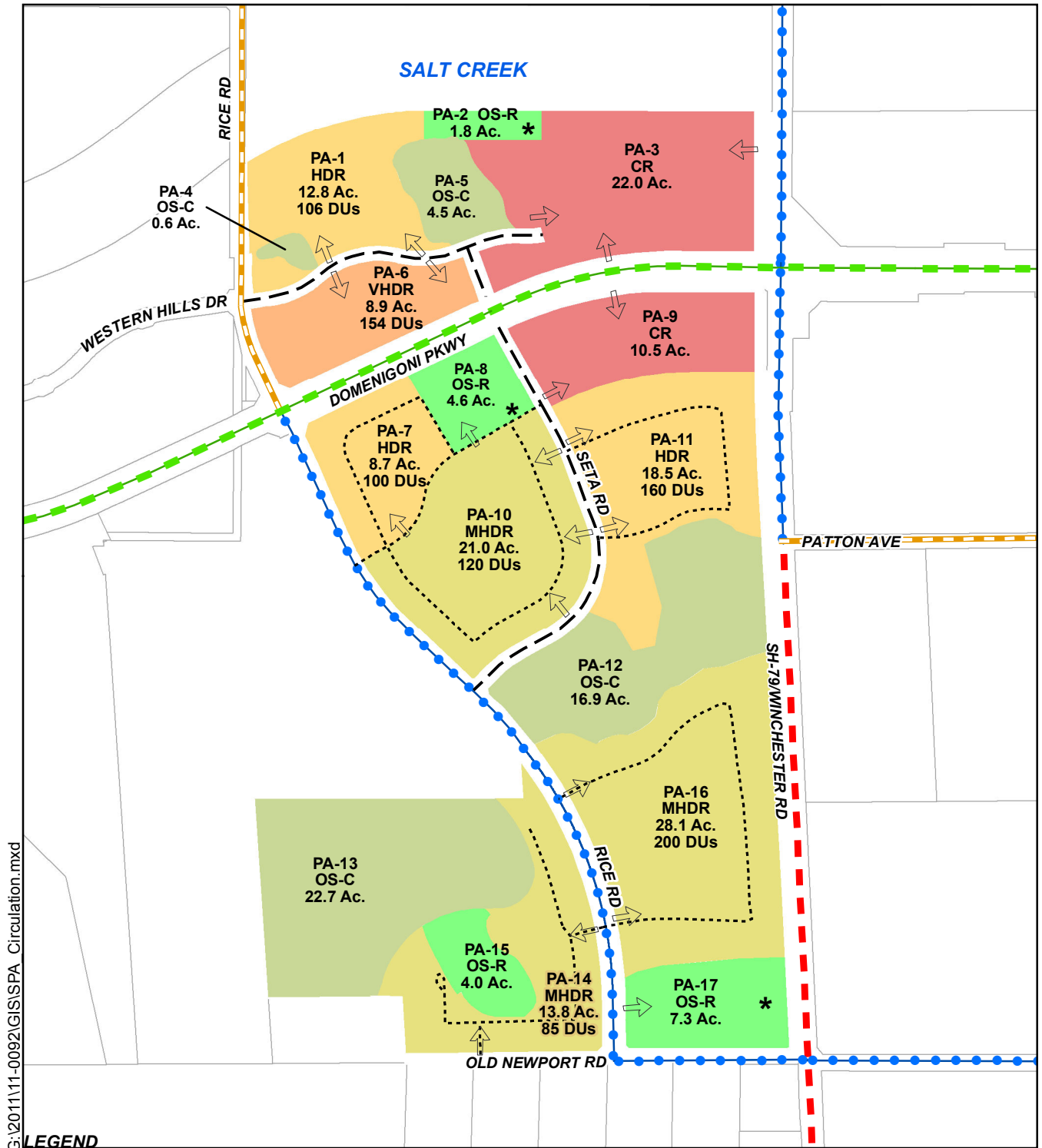
- Vehicular circulation
- Non-vehicular circulation

Regional east-west access to the Project area will be provided via Domenigoni Parkway and north-south access will be provided via State Route 79. Domenigoni Parkway and State Route 79 are transportation facilities adjacent to the Project area that provide direct and in-direct access to Interstate 215, Interstate 10 and Interstate 15. Circulation within the Specific Plan area will be provided by various secondary, collector, and local streets as depicted in **Figure A-3-1 – Circulation Plan**. The final location of collector and local streets will be established at the tentative tract map stage.

The Riverside County Transportation Commission (RCTC) is currently in the process of preparing an environmental document to realign State Route 79 between south of Domenigoni Parkway to Gilman Springs Road. Various alignments are being studied, one of which traverses through the Specific Plan area (see **Figure A-3-2.a – State Route 79 Alternate Alignment**). Although a preferred alignment for State Route 79 has not been chosen by RCTC, and an environmental document has not been approved, the Specific Plan property owners and the County of Riverside entered into an Acquisition Agreement on December 7, 2010.

The Acquisition Agreement, among other things, requires that this Specific Plan Amendment set aside the right-of-way for the future Alternate Alignment of State Route 79. As shown in **Figure A-3-2.b Right of Way Set Aside**, the portion of the Specific Plan area that includes the State Route 79 Alternate Alignment has been set aside for future right-of-way purposes. In the event that the Alternate Alignment is chosen, the Specific Plan land uses would remain the same. Except for the reduction in size to the Planning Areas that are affected by the Alternate Alignment, no other changes would occur to the Specific Plan, and the Alternate Alignment is not analyzed elsewhere in this Specific Plan. Conditions relating to the future possession and use of the Right of Way Set Aside area are included below in the development standards.

As summarized in **Table IV-A-2 – Roadway Classifications**, and depicted in **Figure A-3-3 – Existing and Planned Circulation for Specific Plan No. 288**, Domenigoni Parkway is designated by the Riverside County General Plan Circulation Element as a six-lane Urban Arterial with ultimate 152-foot right-of-way. State Route 79 is designated by the Riverside County General Plan Circulation Element as a six-lane Expressway with ultimate 220-foot right-of-way south of Patton Avenue and a four-lane Major Highway with ultimate 118-foot right-of-way north of Patton Avenue. Rice Road is designated by the Riverside County General Plan Circulation Element as a four-lane Major Highway with ultimate 118-foot right-of-way south of Domenigoni Parkway and a four-lane Secondary Highway with ultimate 100-foot right-of-way north of Domenigoni Parkway. Old Newport Road is designated as a Major Highway with ultimate 118-foot right-of-way.



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LEGEND

- Expressway
 - Urban Arterial
 - Major
 - Secondary
 - Collector
 - - - Local
 - ⇨ Access Points
- Land Use Plan**
- Medium High Density Residential (MHDR - 62.9 ac.)
 - High Density Residential (HDR - 40 ac.)
 - Very High Density Residential (VHDR - 8.9 ac.)
 - Commercial Retail (CR - 32.5 ac.)
 - Open Space Conservation (OS-C - 44.7 ac.)
 - Open Space Recreation (OS-R - 17.7 ac.)
- * Basin Locations

Source: Riverside County GIS, 2012

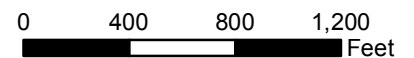
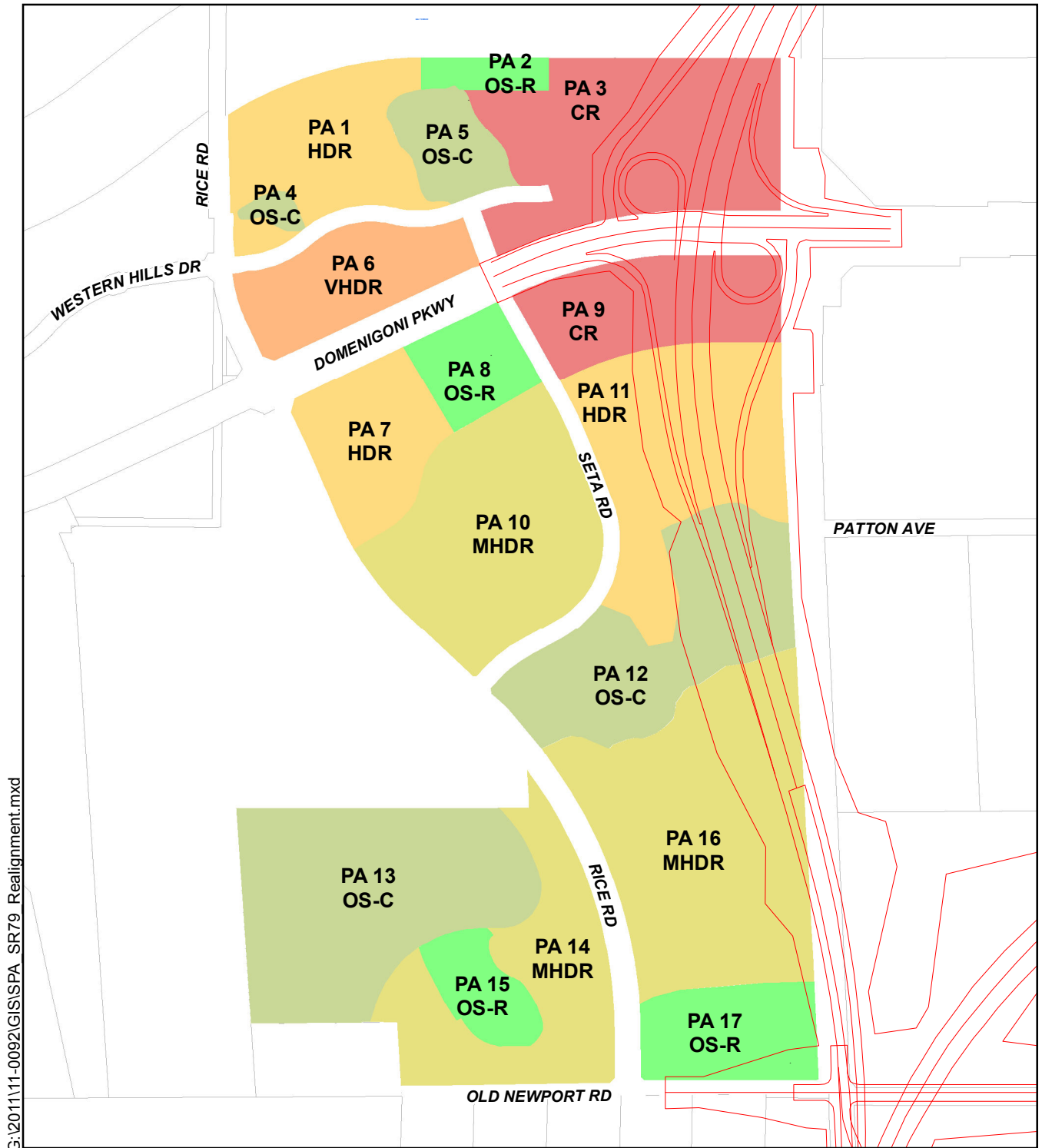


Figure A-3-1 - Circulation Plan



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Source: Riverside County Transportation Commission, Nov., 2011.

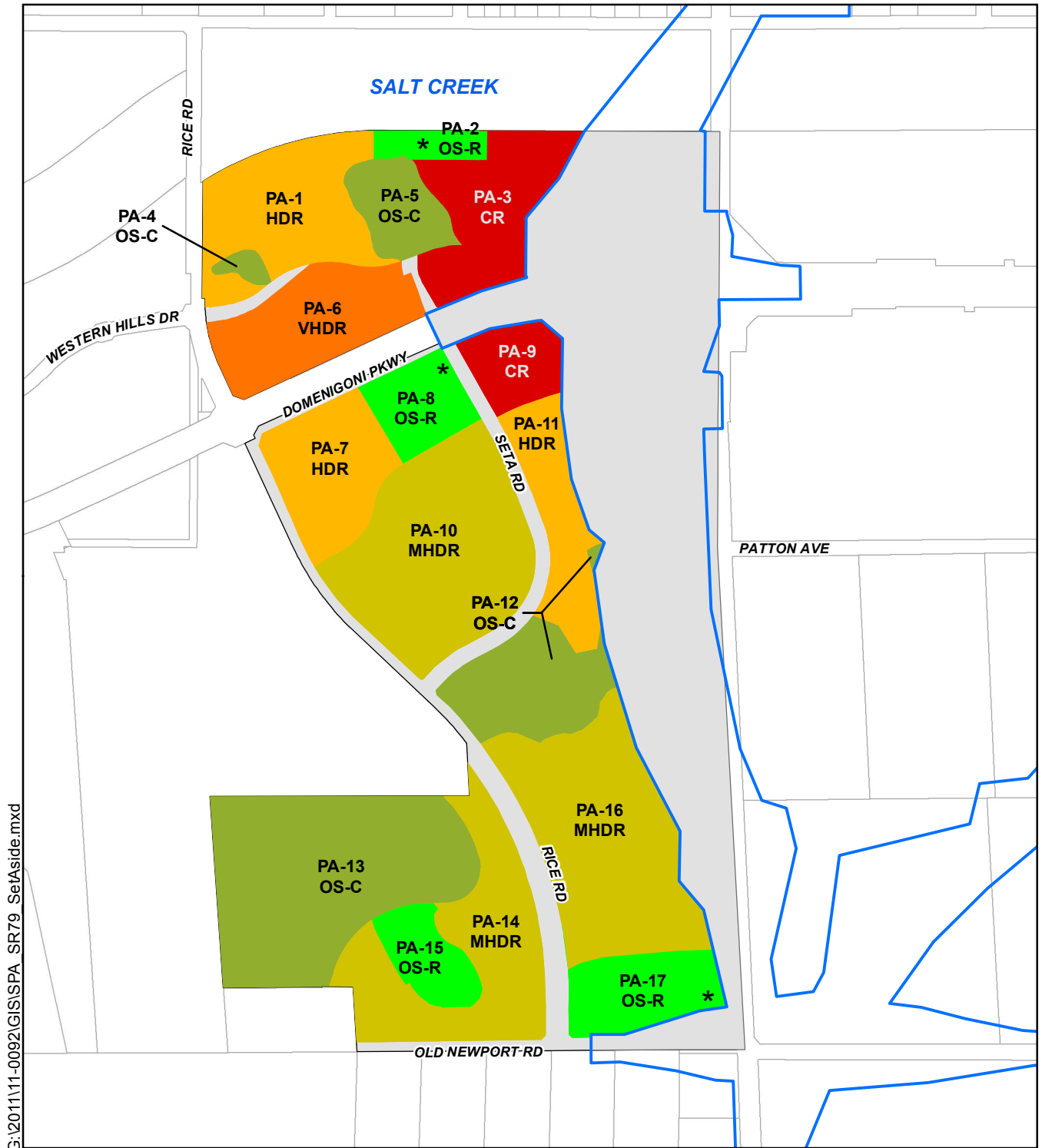
LEGEND

- SR79 Alternate Alignment
- Commercial Retail
- Open Space Recreation
- Medium High Density Residential
- Open Space Conservation
- High Density Residential
- Very High Density Residential
- * Basin Locations



0 400 800 1,200 Feet

Figure A-3-2.A - State Route 79 Alternate Alignment



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Source: Riverside County Transportation Commission, Nov., 2011.

LEGEND

- SR79 Alternate Alignment Area
- Set Aside Area
- Land Use**
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Open Space Conservation
- Medium High Density Residential
- Open Space Recreation
- * Basin Locations

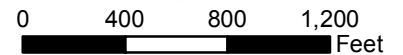


Figure A-3-2.B - Right of Way Set Aside

As illustrated in **Figure A-3-3**, The Crossroads in Winchester has been planned to include the extension of Western Hills Drive, an east-west roadway located north of Domenigoni Parkway, as a two-lane Collector with ultimate 74-foot right-of-way. Seta Road is also planned as a two-lane Collector with ultimate 74-foot right-of-way. Internal roads are anticipated to be planned as local roads with ultimate 56-foot right-of-way.

The Crossroads in Winchester is proposing right-in and right-out access on State Route 79 north of Domenigoni Parkway. This location has been approved by the County of Riverside and Caltrans. The Crossroads in Winchester has also been planned to include right-in and right-out access between full signalized access at Seta Road and State Route 79/Domenigoni Parkway intersection and it has been approved by the County of Riverside.

Other street intersections and access points to the planning areas appearing in the circulation and planning illustrations have preliminarily been engineered to meet the design criteria of the Riverside County Transportation Department Standard No. 114, and County of Riverside Ordinance No. 461, as they relate to 90 degree intersections and proper spacing along secondary and greater highways.

Table IV-A-2 – Roadway Classifications

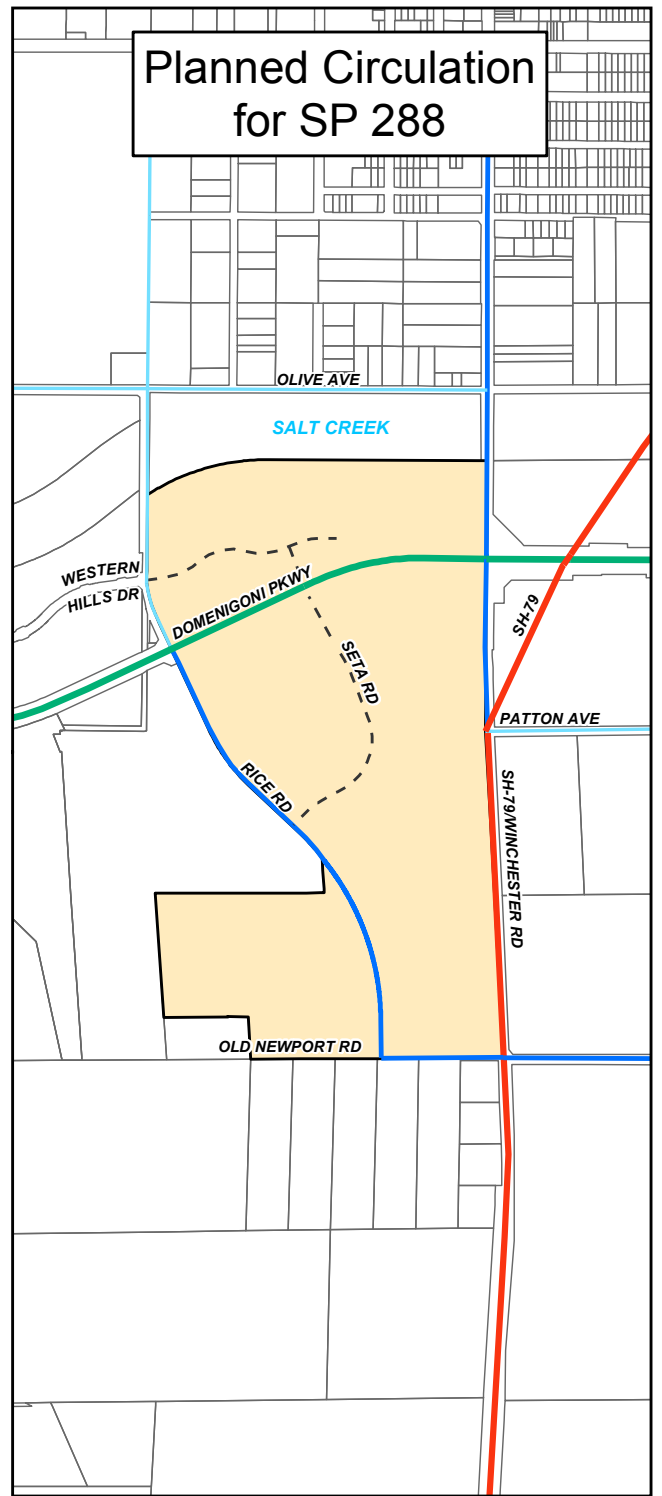
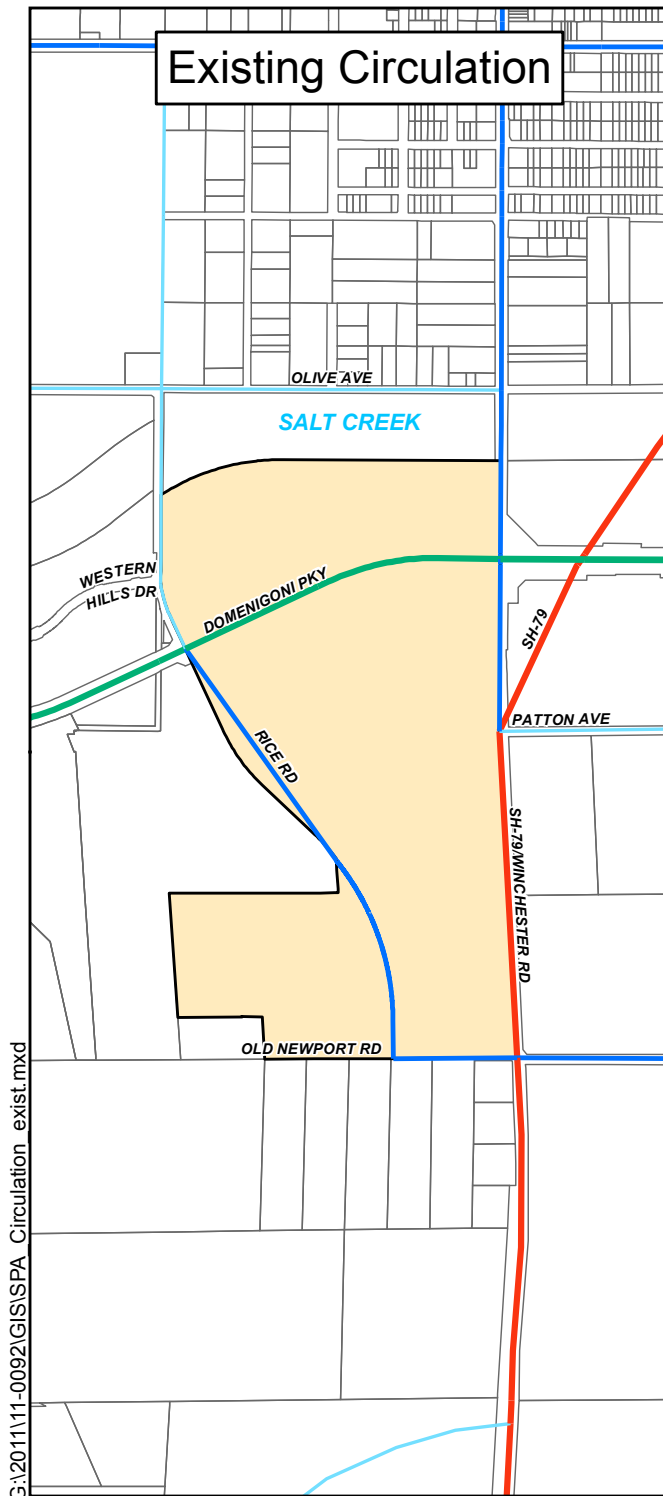
| Street | Existing Classification Per County Standards and Planned Classification for Specific Plan No. 288 |
|--|--|
| Highway 79 (south of Patton Avenue) | Expressway (220' ROW) |
| Highway 79 (north of Patton Avenue) | Major (118' ROW) |
| Domenigoni Parkway | Urban Arterial Highway (152' ROW) |
| Rice Road (north of Domenigoni Parkway) | Secondary Highway (100' ROW) |
| Rice Road (south of Domenigoni Parkway) | Major (118' ROW) |
| Old Newport Road (from Highway 79 until Rice Road) | Major (118' ROW) |

1) Roadway Classifications

The roadways proposed for The Crossroads in Winchester include: Expressway, Urban Arterial Highway, Major Highway, Secondary Highway, Collector and Local Streets.

a) Expressway

As per County standards, an Expressway is planned with 220-foot-wide rights-of-way with three 12-foot-wide travel lanes in each direction. A 10-foot-wide shoulder is also planned in each direction. In addition, a 60-foot median will be provided. As shown in **Figure A-3-1 - Circulation Plan**, Highway 79, south of Patton Avenue is an Expressway. **Figure A-3-4 - Expressway and Urban Arterial**, shows the cross section based on County standards.



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Source: Riverside County RCIP, Oct. 2003

LEGEND

- Project Boundary
- Expressway
- Urban Arterial
- Major
- Secondary
- Collector

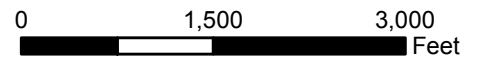
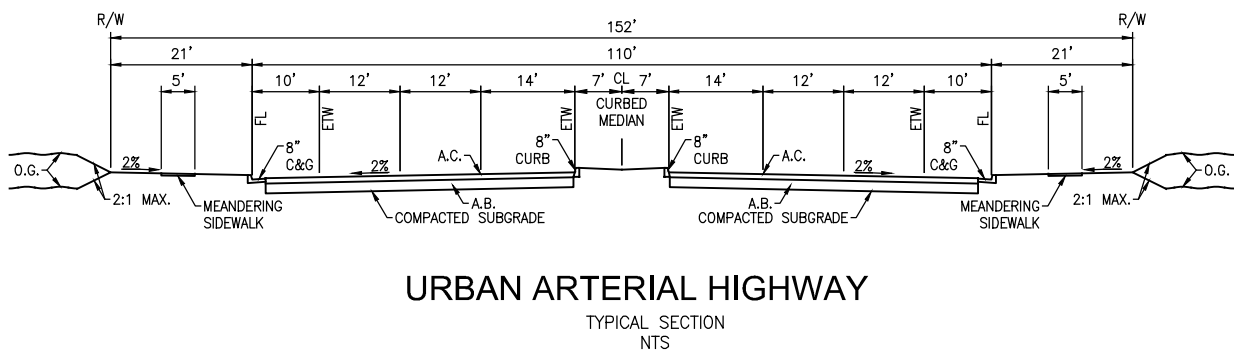
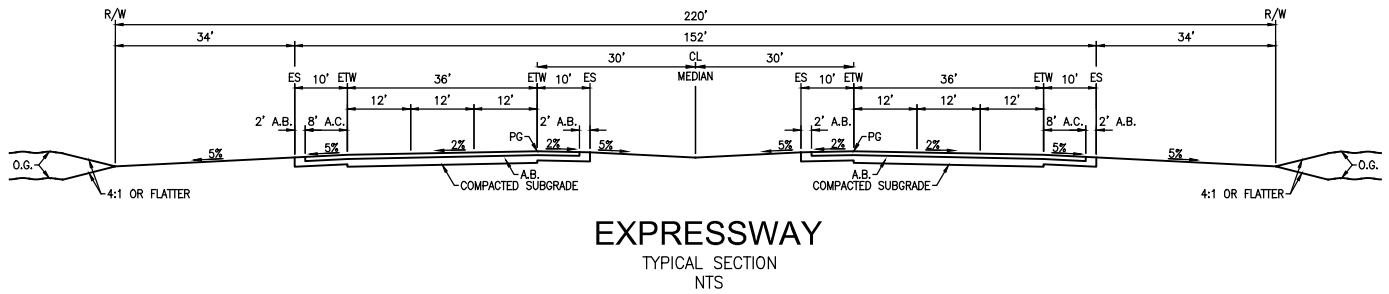


Figure A-3-3 - Existing and Planned Circulation for SP 288



b) Urban Arterial Highway

As per County standards, an Urban Arterial is planned with 152-foot-wide rights-of-way with three travel lanes in each direction (12 feet, 12 feet, and 14 feet). A 14-foot curbed and landscaped median is also provided. The right-of-way is flanked on both sides by 5-foot-wide landscaped meandering sidewalks.

As shown in **Figure A-3-1**, Domenigoni Parkway is an Urban Arterial roadway with a regional trail located within the north side of the right-of-way. **Figure A-3-4 - Expressway and Urban Arterial**, illustrates the cross section for Domenigoni Parkway based on County's standards with inclusion of the 12-foot regional trail.

c) Major Highway

As per County standards, Major Highways are planned with 118-foot-wide rights-of-way with two 12-foot-wide travel lanes in each direction. A 12-foot painted median will also be provided. The right-of-way is flanked on both sides by 5-foot-wide landscaped meandering sidewalks. As shown in **Figure A-3-1**, Rice Road (south of Domenigoni Parkway), Highway 79 (north of Patton Avenue) and Old Newport Road (from Highway 79 until Rice Road) are all major classifications. **Figure A-3-5 - Major and Secondary**, illustrates the cross section based on County's standards.

d) Secondary Highway

A Secondary Highway is planned with 100-foot-wide rights-of-way with two 12-foot-wide travel lanes in each direction. The right-of-way is flanked on both sides by a 5-foot-wide sidewalk. A 9-foot-wide landscaping area separates the sidewalk from the right-of-way with an additional 4-foot-wide landscaping area on the opposite side. As shown in **Figure A-3-1**, a Secondary Highway is planned for Rice Road (north of Domenigoni Parkway) (see also **Figure A-3-5 - Major and Secondary**).

e) Collector Streets

Collector Streets are planned with 74-foot-wide rights-of-way with one 12-foot-wide travel lane in each direction. A 10-foot-wide shoulder is also planned in each direction. The right-of-way is flanked on both sides by a 9-foot wide landscape parkway adjacent to the right of way and a 6-foot-wide sidewalk. Collector Streets that are planned for The Crossroads in Winchester are shown in **Figure A-3-1 - Circulation Plan** and cross section illustrated in **Figure A-3-6 - Collector and Local**.

f) Local Streets

Local Streets are planned with 56-foot-wide right-of-way with one 11-foot-wide travel lane in each direction. A 7-foot-wide shoulder is also planned in each direction. The right-of-way is flanked on both sides by a 5-foot-wide sidewalk and a 5-foot wide landscape area. **Figure A-3-6 - Collector and Local** depicts the cross section for Local Streets.

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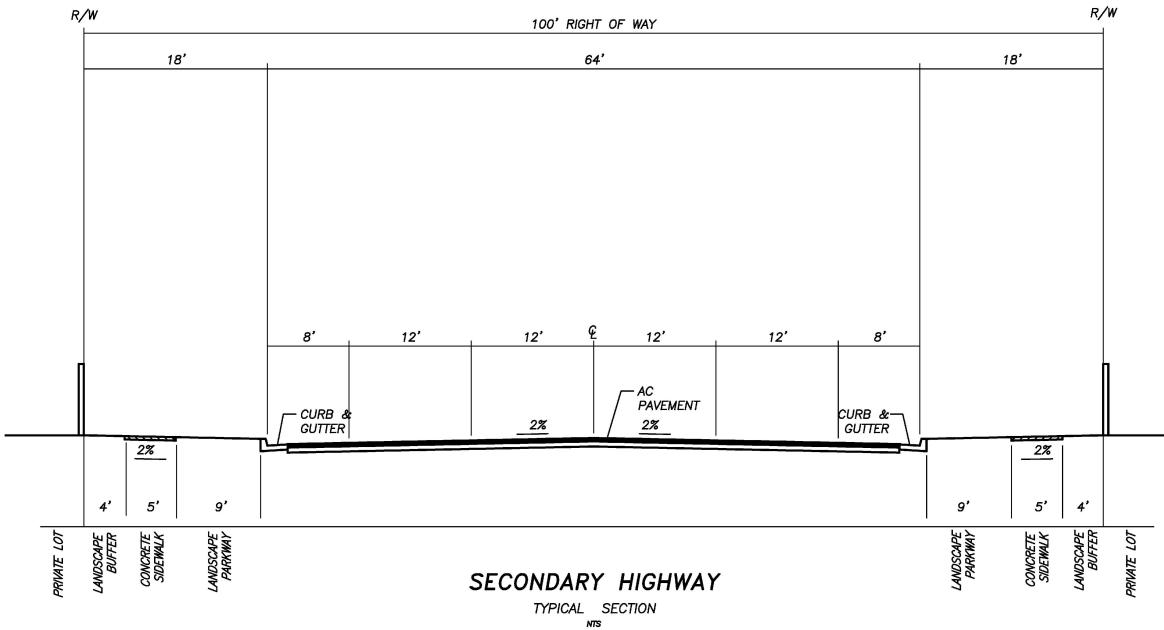
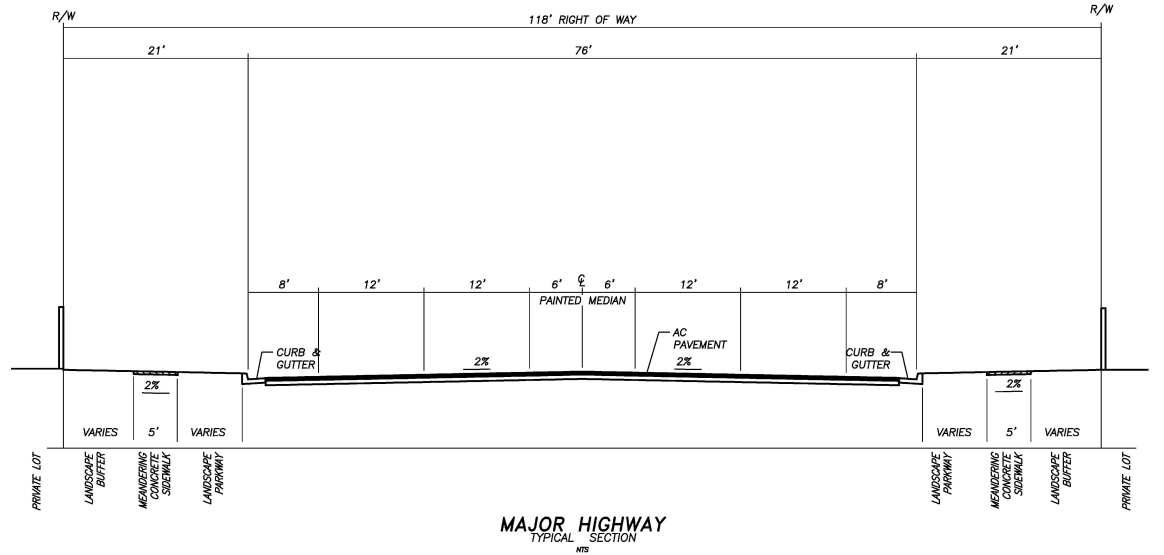
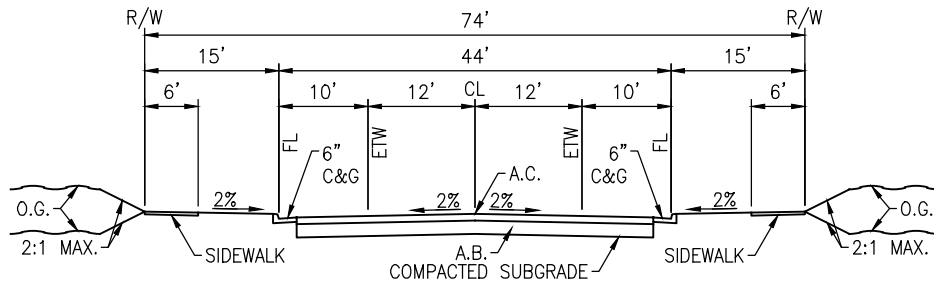
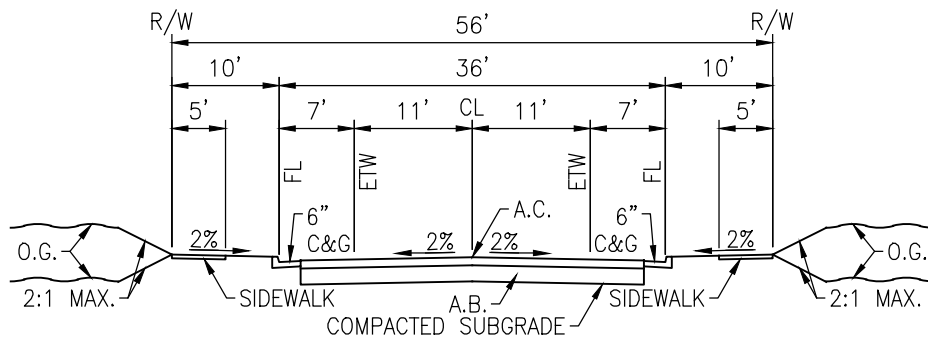


Figure A-3-5 - Major and Secondary



COLLECTOR STREET

TYPICAL SECTION
NTS



LOCAL STREET

TYPICAL SECTION
NTS

b. Non Vehicular System

The non-vehicular network for The Crossroads in Winchester is comprised of local pedestrian sidewalks connected to collector, major, and secondary sidewalk street network, all connecting to a Regional Trail, a Class II Bike Trail, or an Open Space Trail) which together provide a connection to the Combination Trail (Regional/Class 1 Bike Path) to the north of the community along Salt Creek. **Figure A-8-1 – Landscape Plan**, available in *Section IV.A-8.*, illustrates this trail network. This network performs several functions as planned:

- Link residents of each neighborhood together by use of safe, lighted paths as an alternative to use of the automobile;
- Link residents of individual neighborhoods to the commercial uses and parks, diminishing the daily household trips by automobile;
- Reduction in automobile trips helps achieve better air quality and health for the residents;
- Provide landscaped buffer zones between different land uses;
- Provide a continuous path for jogging or bicycling within the community; and
- Provide connection to the Combination Trail (Regional/Class 1 Bike Path) which also serves for equestrians and bikers.

1) Regional Trail

As shown in **Figure A-3-7 – Regional Trial**, a 12-foot-wide regional trail, located within the north side of Domenigoni Parkway right-of-way is the continuation of a regional trail planned to the west within the Winchester community. This regional trail encourages pedestrians, bicyclists and hikers to travel from urban to planned urban areas and natural areas in the overall Winchester area.

2) Community Trail

As shown in **Figure A-3-8 – Community Trail**, an approximate 8 foot wide Community Trail located is along Rice Road and is designed to link areas of the community with the Regional Trail system. The Community Trail encourages pedestrians, bicyclists and hikers to travel within the Crossroads community and provides linkages to the Regional Trail that encourages travel throughout the overall Winchester Area.

3) Combination Trail (Regional/Class I Bike Path)

As shown in **Figure A-3-9 - Combination Trail (Regional Class 1 Bike Path)**, located within the Salt Creek Channel, just north of The Crossroads northern boundary is planned a 15-foot-wide Combination Trail (Regional/Class 1 Bike Path) within the Winchester Ranch community. Salt Creek Channel is comprised of a 520-foot-wide fee interest owned by the Riverside County Flood Control and Water Conservation District (Flood Control). The channel runs parallel with the northerly edge of The Crossroads in Winchester.

At locations where the Combination Trail (Regional/Class 1 Bike Path) intersect with sidewalks or where the trails are adjacent to parks, openings in the community wall or access will be planned for an interconnected non-vehicular network.

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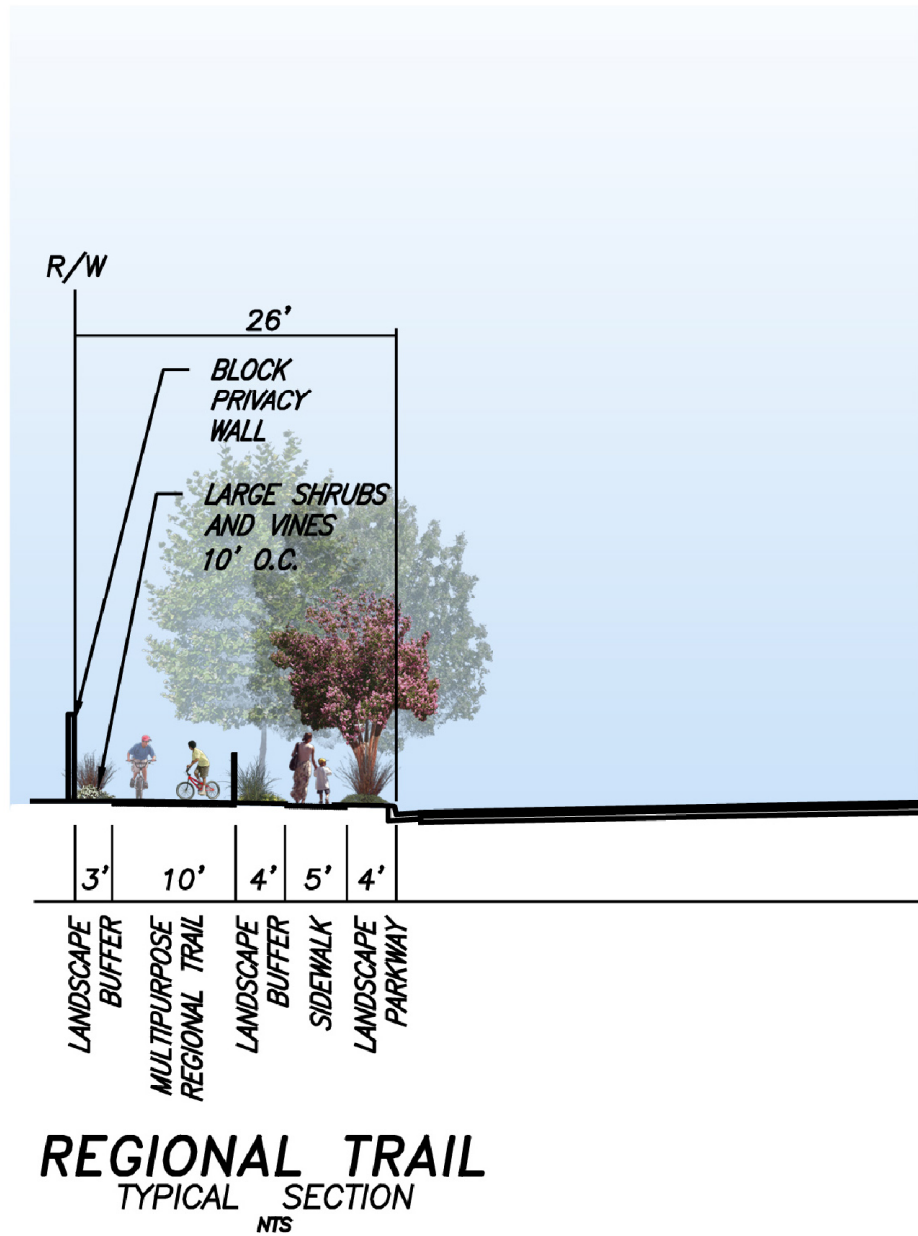
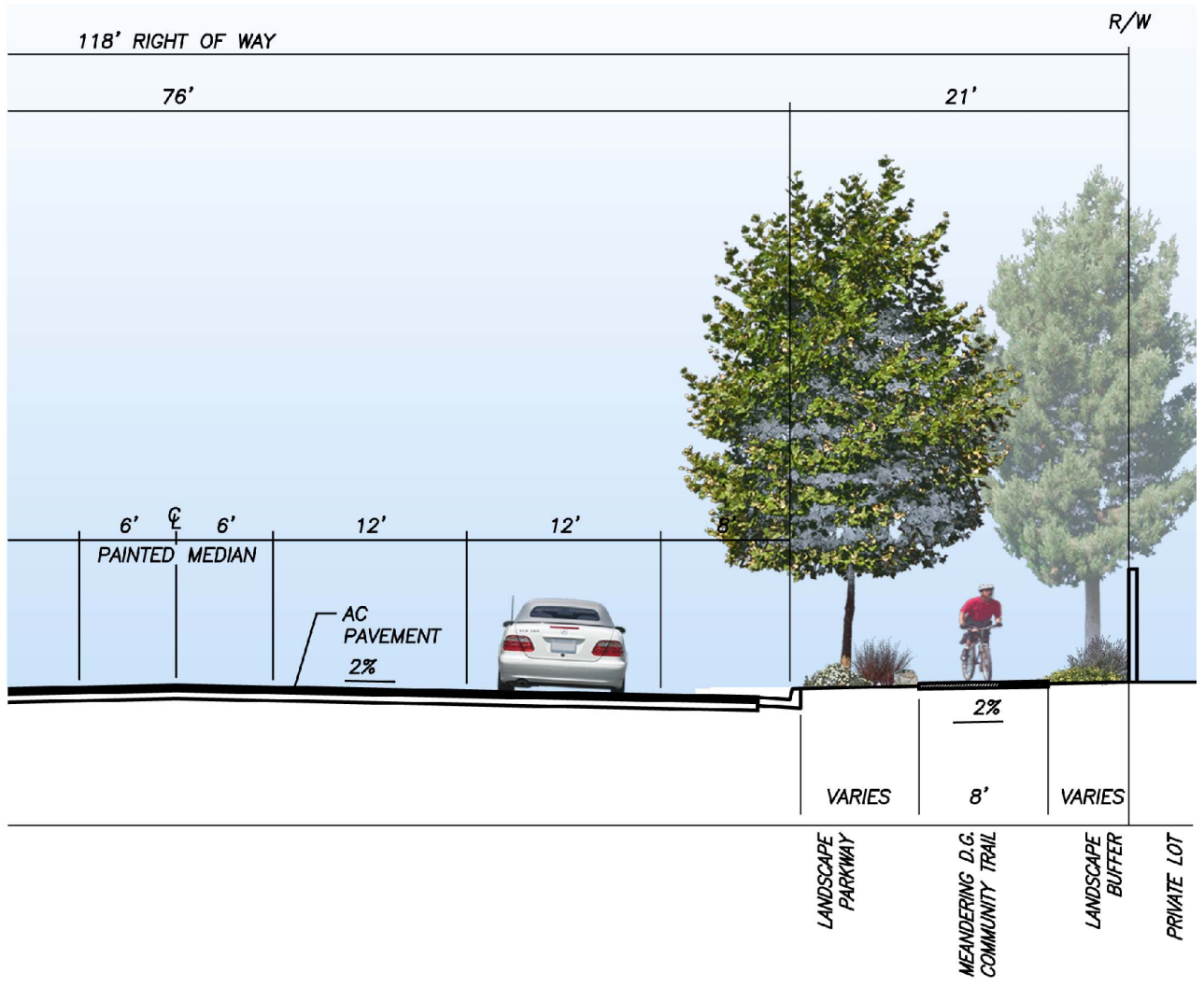
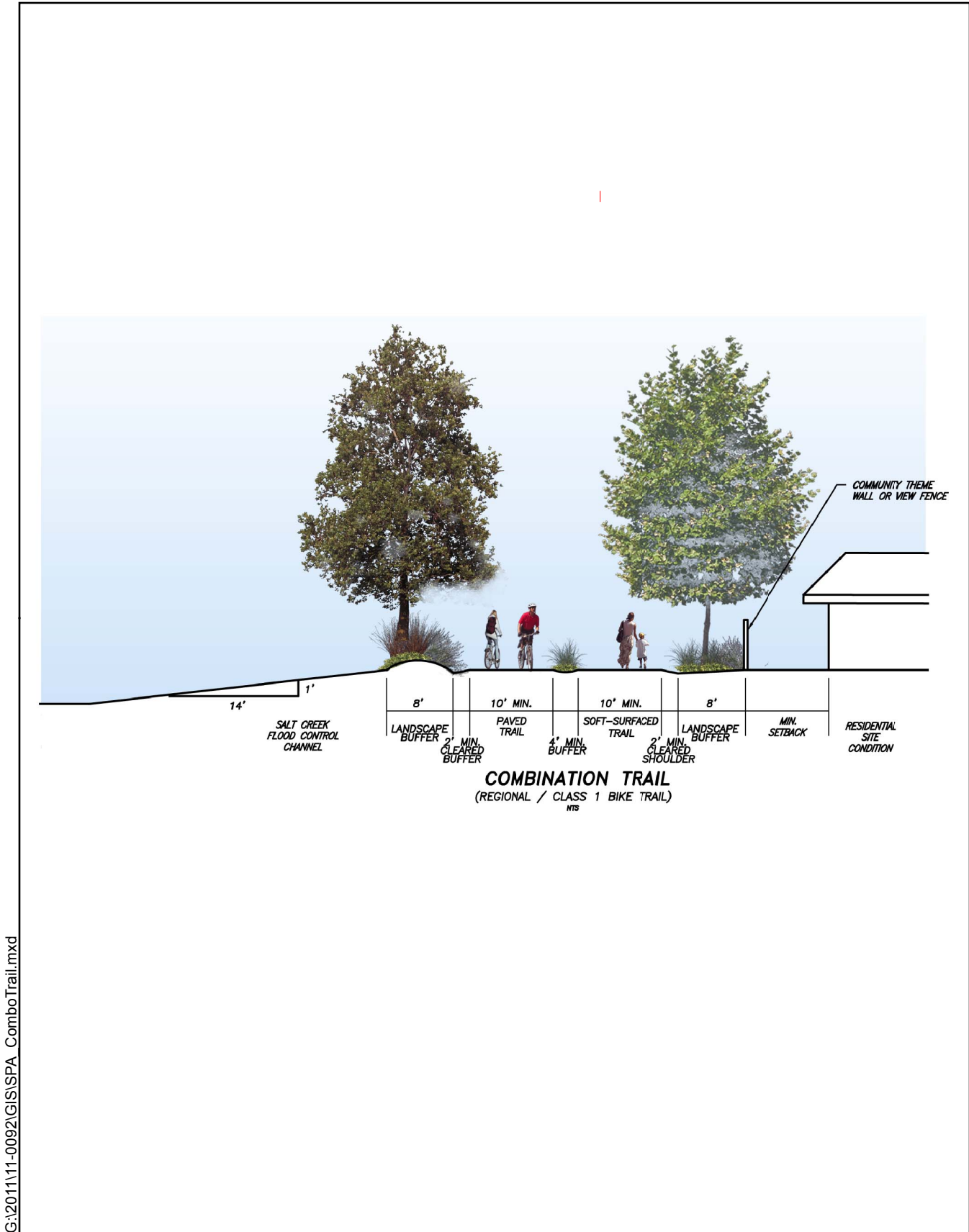


Figure A-3-7 - Regional Trail

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COMMUNITY TRAIL
 TYPICAL SECTION
 NTS



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Figure A-3-9 - Combination Trail (Regional Class I Bike Path)
The Crossroads in Winchester Specific Plan Amendment No. 2

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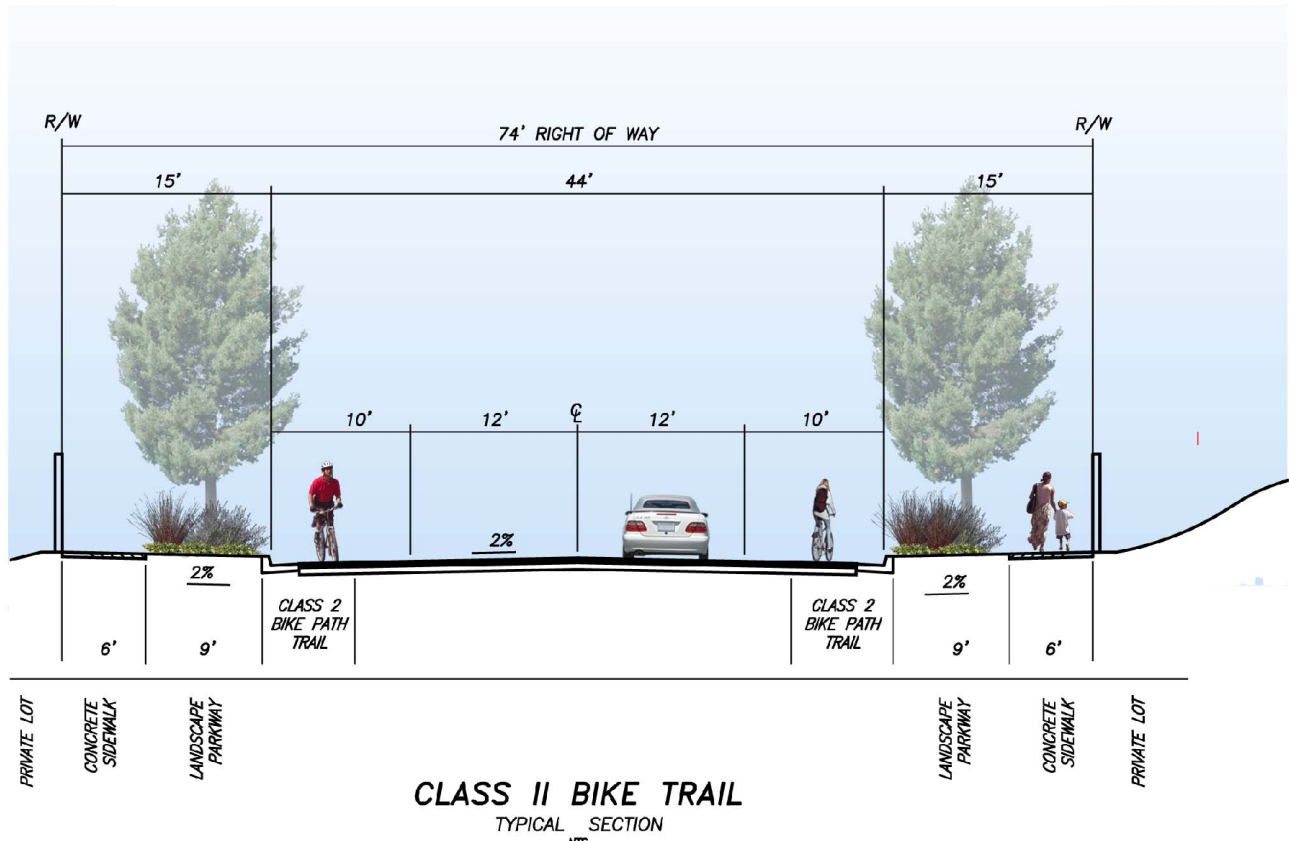
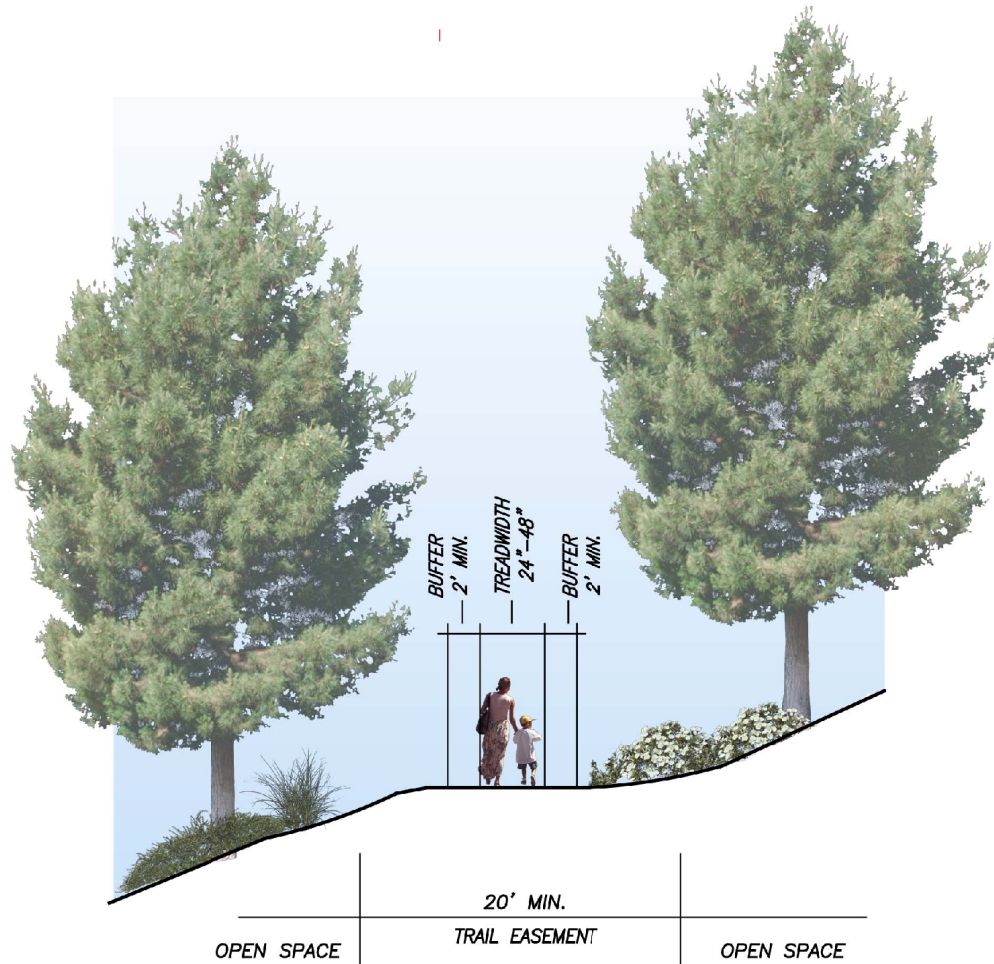


Figure A-3-10 - Class II Bike Trail

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OPEN SPACE TRAIL
(REGIONAL / CLASS 1 BIKE TRAIL)
NTS

Figure A-3-11 - Open Space Trail

4) Class II Bike Trail

As shown in **Figure A-3-10 – Class II Bike Trial**, located along both sides of Seta Road in the right-of-way is a planned Class II bike trail that provides a striped lane for one-way bike travel. The Class II Bike Trail is designed for bike use only, and helps to link residents of individual neighborhoods to the commercial centers in Planning Areas 3 and 9, and to the parks in Planning Areas 2 and 8. Per County standards, parking along Seta Road will be prohibited.

5) Sidewalks

Sidewalks located within the right-of-way of streets and roads designated as Urban Arterial, Major, Secondary, and Collector will provide pedestrian connections between the individual planning areas. Sidewalks located along local streets will provide connections to lots within each planning area.

Sidewalks are intended to provide safe and efficient travel to pedestrians and bicyclists using the larger roadways within the Project area. In utilizing the sidewalks in combination with the regional trail and combination trail; users are connected to all residential, commercial, and recreational areas within and outside of the Specific Plan area.

6) Open Space Trails

As shown in **Figure A-3-11 – Open Space Trail**, natural open space (Planning Areas 12 and 13) will be connected with an 8 to 10-foot- wide open space trail that is composed of stabilized compacted native soils. These open space trails can be accessed from the trail markers/trailheads. It is intended that steeper portions of the knolls located within Planning Area 12 be kept intact and left in natural state as a recreational open space amenity for the community.

c. Development Standards

- 1) The Circulation Plan provides for an efficient traffic design that meets or exceeds the public safety and transportation needs of The Crossroads in Winchester Specific Plan Amendment No. 2. The on-site system depicted on the Circulation Plan has been developed from the master circulation plan outlined in the Project Traffic Analysis Report.
- 2) Roads shall be constructed initially to interim standards to provide access to Planning Areas or to install underground utilities, with ultimate construction to Riverside County Transportation Department standards in accordance with Ordinance No. 460 and 461 as a requirement of the implementing

subdivisions for the Specific Plan, subject to inspection and acceptance by the County of Riverside.

- 3) The Project proponent shall participate in the phased construction of traffic signals through payment of funds pursuant to the Traffic Signal Mitigation Fee Program for Riverside County.
- 4) Landscaping setback requirements will be in accordance with the typical roadway landscape treatments, as depicted in **Figures A-3-3** through **A-3-6**.
- 5) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the conditions of approval.
- 6) All typical sections shall be per Ordinance No. 461, or as approved by the Transportation Department.
- 7) All intersection spacing and/or access openings shall be per Standard 114, Ordinance No. 461, or as approved by the Transportation Department.
- 8) No textured pavement accents shall be allowed within County rights-of-way.
- 9) All projects, including subdivisions within the Specific Plan boundary, shall be subject to the Development Monitoring Program as described in this Specific Plan. This program shall be included as part of the Specific Plan itself.
- 10) Mid-block crosswalks are not allowed.
- 11) With the exception of the right-in and right-out access on State Route 79 north of Domenigoni Parkway, and the right-in and right-out access between full signalized access at Seta Road and State Route 79/Domenigoni Parkway intersection, no driveways or access points as shown in this Specific Plan are approved. Access point locations will be determined at the tentative tract map or plot plan stage and shall be approved by the transportation department.
- 12) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
- 13) Pursuant to the Acquisition Agreement that was adopted on December 7, 2010 between the Specific Plan property owners and the County of Riverside, if the Alternate Alignment that is shown on **Figure A-3-2.a** is chosen then the County will enter into an agreement with the Specific Plan property owners to purchase the land needed for State Route 79, within the Right of Way Set Aside area (see **Figure A-3-2.b-Right of Way Set Aside**) within two years of

approval of any development project, or the Specific Plan property owners may proceed with building of permanent structures within the Right of Way Set Aside area after 2 years if an agreement has not been entered into for the acquisition of right-of-way. The two year time period can be extended by mutual consent of the Specific Plan property owners and County.

